



MEDINA CITY COUNCIL

Monday, April 08, 2024

5:00 PM – REGULAR MEETING

AGENDA

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.



MEDINA, WASHINGTON

MEDINA CITY COUNCIL REGULAR MEETING

Hybrid - Virtual/In-Person
Medina City Hall - Council Chambers
501 Evergreen Point Road, Medina, WA 98039
Monday, April 08, 2024 – 5:00 PM

AGENDA

MAYOR | Jessica Rossman

DEPUTY MAYOR | Randy Reeves

COUNCIL MEMBERS | Joseph Brazen, Jennifer Garone, Harini Gokul, Mac Johnston, Michael Luis

CITY MANAGER | Stephen R. Burns

CITY ATTORNEY | Jennifer S. Robertson

CITY CLERK | Aimee Kellerman

Hybrid Meeting Participation

The Medina City Council has moved to hybrid meetings, offering both in-person and online meeting participation. In accordance with the direction from Governor Inslee, masking and social distancing will be optional for those participating in person. Individuals who are participating online and wish to speak live can register their request with the City Clerk at 425.233.6411 or email akellerman@medina-wa.gov and leave a message before 2PM on the day of the Council meeting. Please reference Public Comments for the Council Meeting on your correspondence. The City Clerk will call on you by name or telephone number when it is your turn to speak. You will be allotted 3 minutes for your comment and will be asked to stop when you reach the 3 minute limit. The city will also accept written comments. Any written comments must be submitted by 2 PM on the day of the Council meeting to the City Clerk at akellerman@medina-wa.gov.

Join Zoom Meeting

<https://medina-wa.zoom.us/j/81961696176?pwd=WjRuK3ErVy9jdmmtelAvek1VeHkzUT09>

Meeting ID: 819 6169 6176

Passcode: 689036

One tap mobile

+1 253 205 0468, 81961696176# US

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Council Members Brazen, Garone, Gokul, Luis, Johnston, Reeves, Rossman

2. APPROVAL OF MEETING AGENDA

3. PUBLIC COMMENT PERIOD

Individuals wishing to speak live during the Virtual City Council meeting may register their request with the City Clerk at 425.233.6411 or email akellerman@medina-wa.gov and leave a message **before 2PM** on the day of the Council meeting. Please reference Public Comments for the Council Meeting on your correspondence. The City Clerk will call on you by name or telephone number when it is your turn to speak. You will be allotted 3 minutes for your comment and will be asked to stop when you reach the 3 minute limit.

4. PRESENTATIONS

- 4.1 ARCH (A Regional Coalition for Housing) Presentation by Lindsay Masters, ARCH Executive Director

[Time Estimate: 20 minutes](#)

- 4.2 State Auditor's Stacey Chen, Kevin Lee and Haji Adams will present on the City of Medina 2022 Audit - Exit Conference

[Time Estimate: 20 minutes](#)

- 4.3 Reports and announcements from Park Board, Planning Commission, Emergency Preparedness, and City Council.

[Time Estimate: 10 minutes](#)

5. CITY MANAGER'S REPORT

[Time Estimate: 30 minutes](#)

Police, Development Services, Finance, Central Services, Public Works, City Attorney

[5.1a](#) City Manager Monthly Report

[5.1b](#) Police Monthly Report

[5.1c](#) Development Services Monthly Report

[5.1d](#) Finance Monthly Report

[5.1e](#) Central Services Monthly Report

[5.1f](#) Public Works Monthly Report

6. CONSENT AGENDA

[Time Estimate: 5 minutes](#)

Consent agenda items are considered to be routine and will be considered for adoption by one motion. There will be no separate discussion of these items unless a

Councilmember or City staff requests the Council to remove an item from the consent agenda.

- [6.1](#) March 2024, Check Register
Recommendation: Approve.
Staff Contact: Ryan Wagner, Finance and HR Director
- [6.2](#) Approved January 16, 2024 Park Board Meeting Minutes
Recommendation: Receive and file.
Staff Contact: Dawn Nations, Deputy City Clerk
- [6.3](#) Approved Planning Commission Meeting Minutes of:
a) February 15, 2024 Special meeting;
b) February 27, 2024 Regular meeting;
c) March 6, 2024 Special meeting;
d) March 14, 2024 Special meeting; and
e) March 26, 2024 Special meeting.
Recommendation: Receive and file.
Staff Contact: Rebecca Bennett, Development Services Coordinator
- [6.4](#) Draft City Council Meeting Minutes of:
a) February 26, 2024;
b) March 11, 2024; and
c) March 25, 2024.
Recommendation: Adopt minutes.
Staff Contact: Aimee Kellerman, City Clerk
- [6.5](#) Proclamation Sexual Assault Awareness Month
Recommendation: Adopt proclamation.
Staff Contact: Aimee Kellerman, City Clerk
- [6.6](#) Proclamation Celebrating 55th Annual Municipal Clerks Week
Recommendation: Adopt proclamation.
Staff Contact: Aimee Kellerman, CMC, City Clerk
- [6.7](#) Ordinance Adopting New Section of the Medina Municipal Code for E-Vehicle Safety
Recommendation: Adopt Ordinance No. 1026
Staff Contact: Jeffrey R. Sass, Police Chief
- [6.8](#) A Regional Coalition of Housing (ARCH) 2024 Budget and Work Plan and Trust Fund Recommendations
Recommendation: Approve.
Staff Contact: Ryan Osada, Acting City Manager
- [6.9](#) Ordinance Repealing the Adoption of the 2021 Wildland Urban Interface Code
Recommendation: Adopt Ordinance No. 1027.
Staff Contact: Steven Wilcox, Development Services Director

7. **LEGISLATIVE HEARING**

None.

8. **PUBLIC HEARING**

8.1 Street Vacation Moratorium Extension

Recommendation: Approve.

Staff Contacts: Ryan Osada, Acting City Manager and Jennifer S. Robertson, City Attorney

Time Estimate: 15 minutes

9. **CITY BUSINESS**

9.1 Comprehensive Plan Elements:

a) Natural Environment Element

b) Transportation Element

c) Parks & Open Space Element

Recommendation: Discussion and direction.

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Time Estimate: 90 minutes

10. **REQUESTS FOR FUTURE AGENDA ITEMS AND COUNCIL ROUND TABLE**

11. **PUBLIC COMMENT**

Comment period is limited to 10 minutes. Speaker comments limited to one minute per person.

12. **ADJOURNMENT**

Next regular City Council Meeting: April 22, 2024 at 5 PM.

ADDITIONAL INFORMATION

Public documents related to items on the open session portion of this agenda, which are distributed to the City Council less than 72 hours prior to the meeting, shall be available for public inspection at the time the documents are distributed to the Council. Documents are available for inspection at the City Clerk's office located in Medina City Hall.

The agenda items are accessible on the City's website at www.medina-wa.gov on Thursdays or Fridays prior to the Regular City Council Meeting.

In compliance with the Americans with Disabilities Act, if you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's Office at (425) 233-6410 at least 48 hours prior to the meeting.

UPCOMING MEETINGS AND EVENTS

Monday, April 22, 2024 - City Council Meeting (5:00PM)
Monday, May 13, 2024 - City Council Meeting (5:00PM)
Monday, May 27, 2024 - Memorial Day - City Hall Closed
Tuesday, May 28, 2024 - City Council Meeting (5:00PM)
Monday, June 10, 2024 - City Council Meeting (5:00PM)
Wednesday, June 19, 2024 - Juneteenth - City Hall Closed
Monday, June 24, 2024 - City Council Meeting (5:00PM)
Thursday, July 4, 2024 - Independence Day - City Hall Closed
Monday, July 8, 2024 - City Council Meeting (5:00PM)
Monday, July 22, 2024 - City Council Meeting (5:00PM)
Monday, August 12, 2024 - City Council Meeting - Dark No Meeting
Monday, August 26, 2024 - City Council Meeting - Dark No Meeting
Monday, September 2, 2024 - Labor Day - City Hall Closed
Monday, September 9, 2024 - City Council Meeting (5:00PM)
Monday, September 23, 2024 - City Council Meeting (5:00PM)
Monday, October 14, 2024 - City Council Meeting (5:00PM)
Monday, October 28, 2024 - City Council Meeting (5:00PM)
Monday, November 11, 2024 - Veterans Day - City Hall Closed Tuesday, November 12, 2024
- City Council Meeting (5:00PM)
Monday, November 25, 2024 - City Council Meeting (5:00PM)
Thursday, November 28, 2024 - Thanksgiving Holiday - City Hall Closed
Friday, November 29, 2024 - Day After Thanksgiving Holiday - City Hall Closed
Monday, December 9, 2024 - City Council Meeting (5:00PM)
Monday, December 23, 2024 - City Council Meeting (5:00PM)
Wednesday December 25, 2024 - Christmas Day - City Hall Closed

CERTIFICATION OF POSTING AGENDA

The agenda for Monday, April 8, 2024 Regular Meeting of the Medina City Council was posted and available for review on Friday, April 5, 2024 at City Hall of the City of Medina, 501 Evergreen Point Road, Medina, WA 98039. The agenda is also available on the city website at www.medina-wa.gov.



CITY OF MEDINA

501 EVERGREEN POINT ROAD | PO BOX 144 | MEDINA WA 98039-0144
TELEPHONE 425-233-6400 | www.medina-wa.gov

Date: April 8, 2024

To: Honorable Mayor and City Council

From: Stephen R. Burns, City Manager

Subject: City Manager Report

- On Saturday, February 10, 2024, the Medina City Council held their first retreat of 2024 at Overlake Golf and Country Club. The purpose of the retreat was to set goals and priorities for 2024 and 2025.

At the March 25th Council Meeting, city staff presented a draft work plan to the Council for discussion, direction, and possible approval. The Council approved the **attached** work plan as presented.

This work plan will be followed for 2024 and 2025, updated as tasks are completed or shifted, and will be attached to the City Manager's monthly report.

- Bellevue Fire Report – See Attached.
- 2024 City Council Calendar – See Attached.

Medina City Council 2024/2025 DRAFT Proposed Work Plan

* indicates task is over 1 year old

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Right-of-Way Policies (ROW)	Street Vacation Code Update	<p>12/11/2023 - Regular Meeting</p> <p>Council directed staff to prepare a workplan as to issues and options for right-of-way management for future Council review and discussion and prepare a final workplan for review and adoption prior to April 23, 2024.</p> <p>Council directed staff to take into consideration comments from resident Rosalie Gann. (12/11/23 minutes). "On a process level, she suggested that the City Council create requirements to increase transparency and timely communications with neighbors. Residents should not have to submit a public records request to find out about an issue that has the potential to impact their neighborhood. She asked Council to consider a similar process to construction proposals that are sent out via direct mail and placards onsite. On a policy level, she requested that Council consider before selling Medina-owned land, that Council seriously and meticulously anticipate adverse, long-term, and unintended consequences of the city's sale of collective land."</p>	<p>February 26, 2024 Council Meeting, City Attorney Jennifer Robertson updated Council on moratorium.</p> <p>Council directed staff to prepare a workplan and set the public hearing for April 8.</p> <p>Public Hearing and Workplan scheduled for April 8 Council Meeting.</p>	<p>4/8/2024 - City Business</p> <p>5/13/2024 - Work Plan</p> <p>7/8/2024 - Work Plan Follow-up</p>	
*SR-520 Lid: Discussions with WSDOT	SR-520 Lid Maintenance	<p>Points Communities have retained Jack McCullough as our representative for mediation with WSDOT. Mediator selection and scheduling are ongoing in discussions between McCullough and WSDOT.</p> <p>Mediation likely to occur in May 2023, considering mediator availability.</p>	<p>Mediation set for May 8 and 9, 2024. Staff is working with Points Communities and McCullough in preparation for upcoming mediation.</p> <p>Council updated on 3/11/24</p>		
	SR-520 Joints Noise Mitigation	<p>3/13/23 - Regular Meeting</p> <p>Project update by UW prof Per Reinhall and WSDOT engineer Evan Grimm. Positive technical progress reported.</p> <p>State legislature did not fund continuation of joint noise mitigation study. Project suspended pending funding source.</p>	<p>Working with State of Washington to get funding for the University of Washington Phase 3 testing. Washington State 2024 Transportation Budget did not include this funding. Staff is continuing to work with lobbyists to identify other funding possibilities.</p> <p>Council updated on 3/11/24</p> <p>City Lobbyists from Soundview Stategies will give Council Updates Quarterly.</p>	<p>5/13/24 - Presentation</p> <p>Lobbyist Update</p>	
	Communication	<p>2/10/24 - City Council Retreat</p> <p>Develop a plan on how to keep the community informed of status.</p>	<p>Communication Plan will be presented at June 10, 2024 Council Meeting. CM to coordinate with lobbyist on city communication plan.</p>	<p>6/10/2024</p>	
TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:

*Solid Waste	Weekly Recycling and Compost Pick-ups	<p>11/13/23 - Regular Meeting</p> <p>City Manager Steve Burns gave an update on moving to weekly recycling, including composting. Staff will invite Wendy Weiker from Republic Services to give a presentation to Council as well as work on a survey to send out to the community the first quarter of 2024.</p>	<p>Working with Republic Services to get cost estimates for added service to residents. A survey to go out to receive input from residents to gage the level of importance for adding the service.</p> <p>Survey set for April 1 through April 28, 2024</p>	<p>5/13/2024 - City Business</p> <p>5/28/2024 - Consent (TENTATIVE)</p>	
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TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Annual City Manager Review	Wrap-Up of 2023 Review	<p>Council directed only one specific action for follow-up by City Manager: "To accelerate his learning of city management policy and process, we ask Steve to create a learning plan that reflects this feedback and share it with Council." (S Burns Annual Review, 11/14/23) "The Personnel Committee will schedule some time to review this with you (Burns)."</p> <p>Executive session meeting between S Burns and Gokul, Johnston, Reeves, & Rossman expected to finalize and close out 2023 process</p>	<p>Personnel Committee to schedule meeting for wrap-up of 2023 review.</p> <p>City Clerk is working with Personnel Committee to set wrap-up of 2023 CM Review for May 2024. (3/25/24)</p>		

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Resident Welcome Packet		<p>Goals: to help new residents have comfortable transition to Medina; to improve neighbor relations by establishing shared expectations; to improve emergency preparedness; to market Medina's high quality residential character and attract people drawn to it</p> <p>Potential inclusions: # to call before cutting down a tree, garbage bin rules, noise code quiet hours, construction and landscaping work times, parking, housewatch program, emergency preparedness committee/resources, etc.</p> <p>2/10/24 - City Council Retreat</p> <p>Council directed staff to look at Resident Welcome Packet and come to Council with a plan.</p>	<p>City of Medina "Community" page New Residents - adding "Need to Know" resource box to include # to call before cutting down a tree, garbage bin rules, noise code quiet hours, construction and landscaping work times, parking, housewatch program, emergency preparedness committee/resources, etc. Page located at https://www.medicina.gov/community/page/new-resident-resources.</p> <p>Staff is preparing a letter from the City addressing Medina specific issues to be aware of as well as contact resources. First Review for Council will be in June 2024.</p>	6/10/2024	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Council Goals & Work Plan Visible and Trackable Online, including status, current calendar expectations, and links to relevant staff work			<p>Tabled until Work Plan is adopted.</p> <p>3/25/24 City Council Meeting - Work Plan accepted as presented and leadership staff will track on monthly basis.</p>		

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
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Short-term Rentals		<p>10/23/23 - Regular Meeting</p> <p>Council requested that the City Attorney and staff look at... business licenses for short term rentals. Council will continue their independent research including in more detail the city of Leavenworth code as it pertains to short term rentals."</p> <p>Re vacant homes and issues regarding lack of maintenance and inability to contact owners/managers when a problem is found, Council requested that the City Attorney and staff look at current code, specifically right of way cost recovery and the city's existing nuisance code...</p> <p>There was also significant discussion regarding whether/how City could require registration of an agent or other contact if a home is to be left unoccupied for some period of time, in response to issues raised by Chief Sass.</p>	<p>Staff to work with City Attorney to determine when to bring to Council. Businesses Licenses moved to Finance/HR added at July 8, 2024 Presentation. (3/25/24 Meeting)</p>	May 2025	
TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Vacant Houses		<p>10/23/23 - Regular Meeting</p> <p>Vacant homes and issues regarding lack of maintenance and inability to contact owners/managers when a problem is found, Council requested that the City Attorney and staff look at current code, specifically right of way cost recovery and the city's existing nuisance code...</p> <p>There was also significant discussion regarding whether/how City could require registration of an agent or other contact if a home is to be left unoccupied for some period of time, in response to issues raised by Chief Sass.</p>	<p>Staff to work with City Attorney to determine when to bring to Council.</p>	May 2025	

DEVELOPMENT SERVICES

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Comprehensive Plan	Community Design Element	Council First Review on 11/27/23	Element has been drafted by the City. Ready for DSC Review in April 2024		
	Housing Element	Council First Review on 1/22/24	Element has been drafted by the City. Ready to send to PSRC and Commerce for Review.	3/25/2024	
	Utilities		Started 3/11/2024		
	Land Use		Started 3/11/2024		4/8/2024
	Natural Environment (with Shoreline Sub-Element)		Estimated to start in April.		4/8/2024
	Transportation & Circulation		Estimated to start in April.		4/8/2024
	Parks and Open Spaces		Estimated to start in April.		4/8/2024
	Capital Facilities	Council & Planning Commission have been asked to consider implications of increased impervious surface area as a result of development [Staff to DSC]			3/25/2024

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
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Zoning	Comp Plan	5/22/23 - Regular Meeting As part of the Comprehensive Plan update, Council directed staff to work with Planning Commission to look at reconfiguring parts of R-16, creating a smaller zoning district and applying it to lots that more appropriately fit that standard, allowing the City greater nuance with zoning controls in the future. DSC discussed and agreed on possible approach based on common understandings within the city, which also included adjustments to boundaries of adjoining zoning districts.	Planning Manager Jonathan Kesler to include in 2025 Planning Commission Workplan to be presented to Council at the November 2024 Council Meeting. Council and staff to wait until the completion of Comp Plan to determine if additional action or direction is needed. (3/25/24 Meeting)	11/12/2024	
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TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Lot Coverage		5/22/23 - Regular Meeting Council also directed staff to work with Planning Commission to look at decreasing impervious surface and structural coverage per staff recommendation	Planning Manager Jonathan Kesler to include in the Planning Commission Workplan to be presented at the November 12, 2024 Medina Council Meeting.	11/12/2024	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Implementation of HB 1110 Middle Housing	Grant Funding	9/11/23 - Regular Meeting Council approved staff to apply for the middle housing grant in the amount of \$35,000 with help of Mayor & staff as needed.	Development Services Director Steve Wilcox to provide update to Council on April 8 at City Manager/Department Directors Report.	4/8/2024 - DS Report	
	Council Consideration of Hiring Specialized Experts	11/13/23 - Regular Meeting Council directed staff to come back to Council at the December meeting with... potential options, in addition of hiring a planner, to include the cost savings or increase for use of a land use attorney and consultants.	Hired new Planning Manager, Jonathan Kesler Hired new City Attorney, Jennifer Robertson Hired new Planning Consultants, LDC		Completed
	Education for Council and PC re: state legislative requirements	Initial planning discussions expected at DSC Q1 of 2024.	City Attorney Jennifer Robertson will update Council at the June 24 Council Meeting.	6/24/2024	
	Undergrounding Utilities Frontage Fees and Impact Fees	Council directed staff to add Undergrounding Utilities (frontage fees and impact fees) to Middle Housing Work Plan. (2/10/24 Retreat)			
Implementation of HB 1337 (ADU/DADU update)			Council directed to merge with HB 1110 and add frontage fees and impact fees as a subpart of HB1110. (3/25/24 meeting)		

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Wireless Facility Regulations		In Spring 2023, Council discussions relating to T-Mobile proposal that was unacceptable to community raised questions about whether current wireless facility code is sufficiently protective of community interests and character. When code was adopted, Council was assured that it was as protective as could be within limitations of federal law. That's no longer clear, given T-Mobile experience. Interest expressed in updating and strengthening code with this experience in mind, to prevent recurrence as best possible.	Telecom Law Firm can update Medina' Wireless Facility Regulation for a flat rate of \$12,350. They will prepare and deliver the Small Wireless Facilities policy and Permit Application Form. Not included in 2024 budget - can include in 2025 budget. Budget option for 2024 - use City Attorney funding. Staff to present to Council for discussion and direction.	7/22/2024 - Budget Retreat March 2025	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Nonadministrative Variances Policy		2/10/24 - City Council Retreat Council directed staff to review and amend the non-administrative variance policy.	Staff to clarify with Council as task assigned during the Council Retreat Follow-up in March 2024.	3/25/2024 4/22/2024 - City Business	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
CAP Minor Code Amendment		Amendment to Construction Activity Permit to require sign for project down private lane be visible to public, as consistent with sign's notice purpose.		4/22/2024 - City Business	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
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Tree Code	Violations Section	<p>7/10/23 - Regular Meeting</p> <p>Council directed staff to include "special treatment for legacy and landmark trees in the draft ordinance.</p> <p>9/11/23 - Regular Meeting</p> <p>Staff will send the proposed changes to the Department of Commerce for review.</p> <p>Following the Department of Commerce review, staff will bring an ordinance to the Council at a future meeting for discussion, direction and action.</p>	<p>Development Services Director Steve Wilcox to send proposed changes to DSC for review and discussion at a future DSC Meeting. Placed on the June 24 Council Meeting for discussion and approval.</p>	6/24/2024 - City Business	
	Updates	<p>1/23/23 - Regular Meeting</p> <p>Motion Reeves to direct city staff to prepare for Council consideration draft amendments to the Medina Municipal Code Chapter 16.52 Tree Management Code according to the six (6) "Short-term Solutions" bullet points as presented at the 1/23/23 meeting by our tree code consultants. This was seconded by Zook and carried by a 6:1 (Garone dissented) vote.</p> <p>Motion Reeves to direct staff to prepare for Council consideration a plan for a comprehensive review of the Medina Municipal Code Chapter 16.52 Tree Management Code. This was seconded by Johnston and carried by a 6:1 (Garone dissented) vote.</p>	<p>Wilcox to provide a status update at the April 8 Council Meeting during the City Managers/Department Directors Report.</p>	4/8/2024 - DS Report	

FINANCE/HR

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Property Tax Levy Planning	Future Planning	<p>Current levy lid lift was a 10 year plan, intended to provide financial stability through at least 2029. According to the 2024 adopted budget memo, "crossover to deficit spending is still on track for 2027 with the Levy stabilization amount predicted to supplement the general fund until at least 2031."</p> <p>2/10/24 - City Council Retreat</p> <p>Council moved Property Tax Levy Planning to the Budget Retreat in June of 2024.</p>	<p>Agenda item will be on the 2024 second quarter Finance Committee Meeting.</p>	7/22/24 - Budget Retreat	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
HR Lifecycle and Personnel Manual Updates	HR System	<p>10/24/22 - City Council Retreat</p> <p>Implement a full HR system that covers employee lifecycle" was identified as one of "priorities for staff to work on in 2023</p>	<p>Finance/HR Director Wagner gave an update on the HR Manual at the March 11 Council Meeting.</p> <p>Personnel Committee will discuss at their Mar 26, 2024 Meeting</p>		
	Revised & Updated Personnel Manual	<p>Staff reported intent to work with outside vendor to update and streamline personnel policy manual, while keeping existing Medina-specific policies intact. Council to review and approve new product after staff work complete.</p>	<p>Finance/HR Director Wagner to give update on HR Manual at March 11 Council Meeting.</p>		
	Adopt process for manual & HR policy revisions that includes City Manager and Council		<p>Finance/HR Director Wagner to give update on HR Manual at March 11 Council Meeting.</p>		
	Updated City Job Descriptions		<p>Will refer to Personnel Committee to clarify what action Council wants taken on this item.</p>		
	Clear Process for Staff Departure and Related Expectations		<p>Staff needs further clarification from Council on this topic at Retreat Follow-up Meeting. (Exit Interview???)</p>		

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
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Business License			The City is currently on the waiting list.		
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PUBLIC WORKS

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
*Right of Way Policies	Privately Maintained ROW	12/11/23 - Regular Meeting Council directed "staff to prepare a workplan as to issues and options for right-of-way management for future Council review and discussion and prepare a final workplan for review and adoption prior to April 23, 2024.	Based on discussion at the February 26 Council Meeting, Staff and City Attorney propose to make this Phase 2 in handling the ROW polices. Phase 1 would be to address the <i>Street Vacation Code Update</i> in 2024 and then handle Phase 2 of <i>Privately Maintained ROW and City ROW Policies</i> in 2025.	February, 2025	
	City ROW Policy	2/10/24 - City Council Retreat Create Street ROW Policy to include large lots Add clarity to "Allowable Parking" to ROW Policy	Staff recommends combining this with Privately Maintained ROW. Based on discussion at the February 26 Council Meeting, Staff and City Attorney propose to make this Phase 2 in handling the ROW polices. Phase 1 would be to address the Street Vacation Code Update in 2024 and then handle Phase 2 of Privately Maintained ROW and City ROW Policies in 2025.	February, 2025	
	Hedge Reimbursement	Former City Manager Michael Sauerwein presented Council with a "Hedge Trimming Policy" in September 2019 with the recommendation to create a formal process to include billing property owners if the City does the work. Council Action - Council directed staff to work with residents by providing notice of hedge overgrowth and give them the option to trim themselves or the city will trim and bill the resident for cost recovery.	No further action has been taken. * Staff could work with the City Attorney to create an ordinance that allows the City to be reimbursed for the cost of performing the work to clear the right-of-way, either by Public Works or hiring an independent vendor to perform the work.	April 2025	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
*Stormwater Management	Infrastructure	3/28/22 - Regular Meeting Council directed staff to create a roadmap with priorities tentatively by the end of the year that will include maintenance as well as Capital projects. Public Works will work in tandem with Development Services on major construction projects to determine any impact fees or any up front requirements for approvals. 11/14/22 - Regular Meeting Council directed staff to include for future presentations and agenda items to include... discussion of storm drainage....	Council is provided a yearly CIP that covers capital projects. Stormwater projects are broadly listed. The Public Works Project List provides specific projects for the current calendar year. Costs and details are covered during the January Council Meeting. Storm water projects are covered specifically in the Project List and are presented to Council at the January Meeting. Project List will be included in Public Works Director monthly report.	Updates to be provided twice annually: January and June	
	Funding	4/24/23 - Regular Meeting Council directed staff to move forward with funding stormwater infrastructure using capital reserves.	CURRENTLY COMPLETED: BUDGETED ACCORDING TO THIS DIRECTION IN 2024. 2024 budget and 6-year CIP/TIP/non-TIP plans call for stormwater infrastructure funding from REET.		11/13/2023 Budget Adoption
	In Connection with Comp Plan and Housing - See Comp Plan under DS				

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
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77th Ave NE Sidewalk		<p>10/10/22 - Regular Meeting</p> <p>Council removed a construction plan & contract for the north end of the 77th sidewalk from the consent agenda and "directed staff to come back with alternative new design options.</p> <p>At January 2024 meeting, Council discussed new driveway and plantings apparently permitted by city at the end of the paved sidewalk in the same location. Council discussion tabled to future meeting after staff has had further opportunity to consult & consider.</p>	<p>Staff will provide Council with options and take feedback from Council on 77th sidewalk at the March 25 Council Meeting.</p> <p>Council directed staff to proceed with Option 2 from the March 25, 2024 City Council meeting. (3/25/24 CC Meeting)</p> <p>In progress. Will mark complete when project is done.</p>	3/25/2024 - City Business	
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TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Buildings/Facilities Management Planning		<p>3/13/23 - Regular Meeting</p> <p>Council directed staff to report back to Council with a list of improvements for both city hall and the post office. The list of improvements should be in priority order and noted where in the budget they are funded.</p>	<p>Staff will present to the Council at the March 11 Council Meeting addressing the priority list of improvements - this cover the two sections below for City Hall and Post Office.</p>	3/11/2024 - City Business	3/11/2024
	City Hall	<p>10/9/23 - Regular Meeting</p> <p>Council also requested that staff add a future agenda item to discuss City Hall and how we are currently using the building and how we see using the building in the future as a public resource.</p> <p>Improvements per CIP/TIP: 2024: Repaint exterior, excluding trim 2025: Repaint interior 2026: Reroof building</p> <p>Improvements expected per 2024 Capital Fund Preliminary Project List: City Hall Carpet Replacement</p>	<p>Council also requested that staff add a future agenda item to discuss City Hall and how we are currently using the building and how we see using the building in the future as a public resource.</p>	7/8/2024 - City Business	
	Post Office	<p>Improvements expected per CIP/TIP: 2024: Repaint exterior 2025: Repaint interior 2027: Reroof building</p> <p>Improvements expected per 2024 Capital Fund Preliminary Project List: HVAC</p>	<p>Staff will present to the Council at the March 11 Council Meeting addressing the priority list of improvements - this cover the two sections below for City Hall and Post Office.</p>	3/11/2024 - City Business	3/11/2024

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Park Memorials Policy		<p>Expected request from Department of Parks & Public Works for simple policy to govern memorials in Medina Park (who can request, is there a limit on how many we want in park, how long staff will be expected to maintain plaques, etc.).</p> <p>2/10/23 - City Council Retreat</p> <p>Council referred to Park Board</p>	<p>Osada to work with Park Board on the policy.</p> <p>On Park Board Agenda for discussion at their March 18, 2024 Meeting.</p> <p>Osada to prepare draft policy to present at Park Board meeting on May 20, 2024</p>	6/10/2024 - City Business	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Parks Management	Tennis Courts	<p>7/10/23 - Regular Meeting</p> <p>Council directed staff to keep status quo, not to add pickleball striping on existing tennis courts except to extent already done (at Fairweather), & not to spend more time discussing.</p> <p>REMOVE AS COMPLETED UPON CONFIRMATION that pickleball conversion is no longer in CIP/TIP/non-TIP, city budget, or other workplan</p>	<p>Will be removed for approval at the adoption of the updated 6-year CIP/TIP and Non-TIP in July.</p>	<p>6/10/2024 - CIP/TIP/Non-TIP 7/8/2024 - CIP/TIP/Non-TIP</p>	

	Points Loop Trail	7/10/23 - Regular Meeting Replacement signs in budget (2024 Capital Fund Preliminary Project List); Ryan Osada reports intent to coordinate with other Points Communities for consistency; Council wants updated map & make available on website.	Osada to report to Council at the June 10 Meeting about the status on the signs.	6/10/2024 Director Report	
	Park Board	2/10/24 - City Council Retreat Council would like Park Board to develop a Work Plan to include a policy for off-leash and on-leash areas.	Staff will work with Park Board to develop draft work plan. An update will be provided to Council at the July Council Meeting.	7/8/2024 - City Business	

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:
Undergrounding Power Lines		4/24/23 - Regular Meeting Council requested that staff create an informational page on the city's website with updated FAQs. Direction followed presentation demonstrating costs of city-wide undergrounding, including to individual homeowners with older homes. Council discussed desires to inform residents and empower individual neighborhoods to understand what undergrounding would entail for them and consider Local Improvement Districts if desired. Consider wrap-up report to confirm what action has been taken to comply with Council's direction	Completed in 2023 - see https://www.medi-na.gov/publicworks/page/faq-utility-undergrounding-medi-na		12/1/2023

CENTRAL SERVICES

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:

POLICE

TASK:	SUBPARTS:	Council Meeting Date and Notes/Direction:	Status:	Council Calendar:	Completion Date:

2024/2025 Potential Council Workplan Agenda Dates

2024

<p>March March 25</p> <p>a. 77th Ave Street ROW</p> <p>b. *Comp Plan Elements:</p> <ul style="list-style-type: none"> • Housing • Capital Facilities 	<p>April April 8</p> <p>a. Street Vacation Ext.</p> <p>b. Grant Funding for Middle Housing</p> <p>c. Tree Code Updates</p> <p>d. *Comp Plan Elements:</p> <ul style="list-style-type: none"> • Land Use • Natural Environment • Transportation & Circulation • Parks & Open Space <p>April 22</p> <p>a. CAP Minor Code Amendment</p> <p>b. *Comp Plan</p> <p>c. Nonadministrative Variances Policy</p>	<p>May May 13</p> <p>a. *Street Vacation</p> <p>b. Republic Services Solid Waste Update</p> <p>c. *Comp Plan</p> <p>May 28</p> <p>a. Republic Services Solid Waste</p> <p>b. *Comp Plan</p>	<p>June June 10</p> <p>a. Communication Plan for SR 520 Expansion Joint Noise</p> <p>b. Resident Welcome Packet</p> <p>c. Parks Management Tennis Courts</p> <p>d. Parks Management Points Trail</p> <p>e. Parks Memorials Policy</p> <p>f. *Comp Plan</p> <p>June 24</p> <p>g. Tree Code Violations Section</p> <p>h. Education for CC/PC re: state legislature requirements</p>	<p>July July 8</p> <p>a. Street Vacation Work Plan Follow-up</p> <p>b. Buildings/Facilities Management Planning City Hall</p> <p>c. Parks Management Work Plan</p> <p>d. Parks Management Tennis Courts</p> <p>e. *Comp Plan</p> <p>July 22 CC Mtg / Budget Retreat</p> <p>a. *Comp Plan</p> <p>b. Wireless Facilities Regulations</p> <p>c. Property Tax Levy Planning</p>
<p>August – No meetings</p>	<p>September September 9</p> <p>a. *Comp Plan</p>	<p>October October 14</p> <p>a. *Comp Plan</p>	<p>November November 12</p> <p>a. Lot Coverage</p> <p>b. Zoning Comp Plan</p>	<p>December</p>

NOTE – The items listed in this document do not reflect all agenda items for Council Meetings

2024/2025 Potential Council Workplan Agenda Dates

2025

- 1. Short Term Rentals – May 2025
- 2. Vacant Houses – May 2025
- 3. Wireless Facility Regulations – March 2025
- 4. Hedge Reimbursement – April 2025
- 5. Right-of-Way Policies – February 2025

Highlights Colors Represent Department Lead:

- 1. City Manager
- 2. Development Services
- 3. Finance/HR
- 4. Public Works

Filter statement

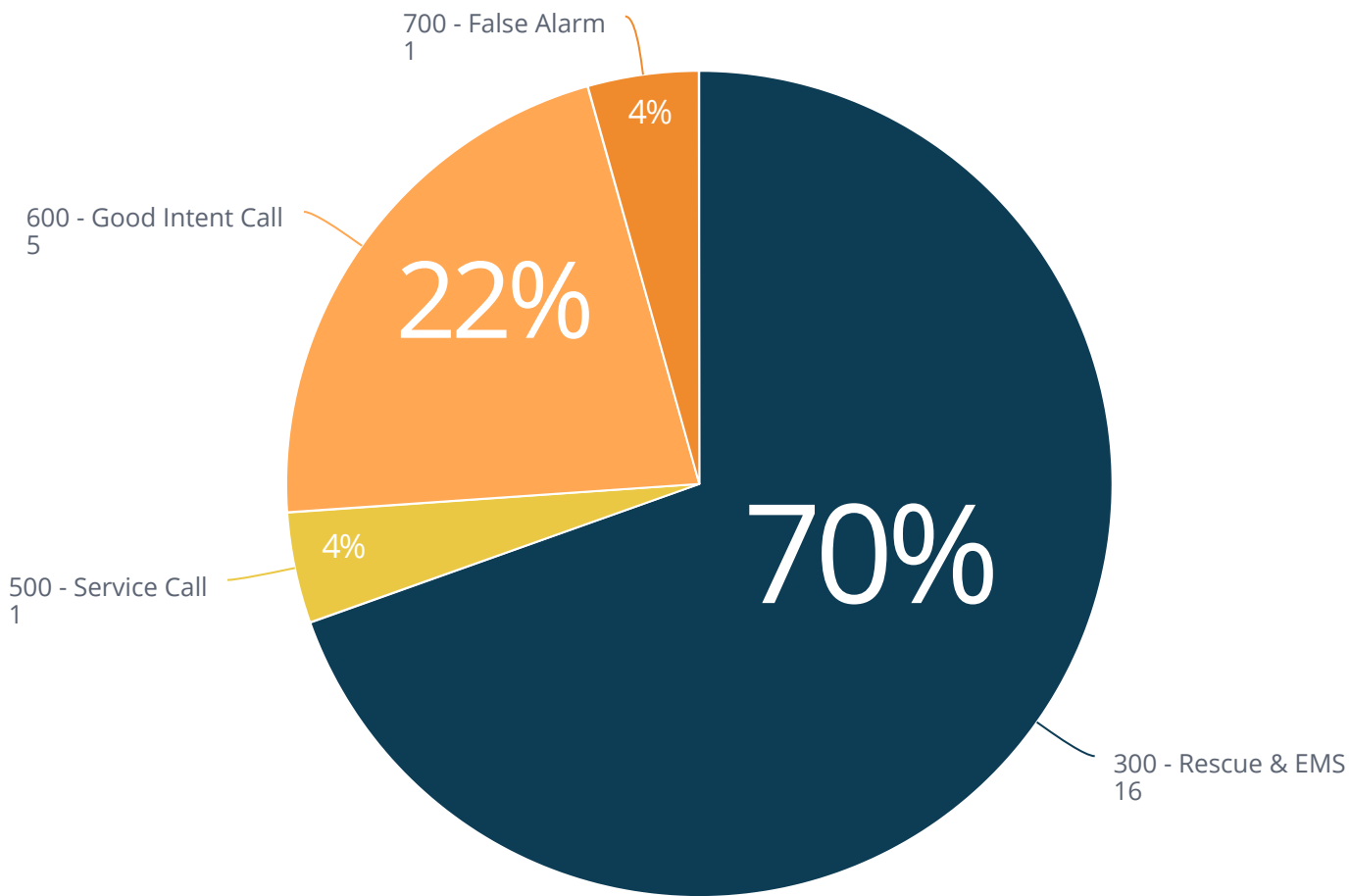
Filters Alarm Date Range Last Month | Is Locked true | Is Active true | Location City MEDINA, Medina

Fire and EMS Summary

Count of Total Incidents

23

Percentage of Incident Type (with count)



Contract City Incident Summary (Medina) Apr 2, 2024 3:31:17 PM

Filter statement

Filters **Alarm Date Range** Last Month | **Is Locked** true | **Is Active** true | **Location City** MEDINA, Medina

Count of Incidents by Type

Incident Type Group	Incident Type	Type Code	Count
300 - Rescue & EMS	EMS Call, Cancelled at Scene	3117	1
	EMS Call, Medical	3211	11
	EMS Call, Other Accident/Trauma	3210	1
	EMS Call, Unintentional Medical Alert Activation	3119	1
	Patient Assist	3111	2
300 - Rescue & EMS Total			16
500 - Service Call	Service Call, other	500	1
600 - Good Intent Call	Dispatched & canceled en route	611	2
	Dispatched & cancelled en route - EMS	6111	2
	No incident found on arrival at dispatch address	622	1
600 - Good Intent Call Total			5
700 - False Alarm	Smoke detector activation, no fire - unintentional	743	1
Count			23

APRIL 8, City Council Regular Meeting, 5:00 pm					
Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation	State Auditor Office - Exit Conference	Wagner			
Presentation	ARCH Presentation				
Consent Agenda	March 2024, Check Register		Approve		
Consent Agenda	Approved PB minutes		Receive and file.		
Consent Agenda	Approved PC minutes		Receive and file.		
Consent Agenda	DRAFT CC Minutes		Adopt		
Consent Agenda	Sexual Assault Awareness Month Proclamation		Approve		
Consent Agenda	Proclamation Celebrating 55th Annual Municipal Clerks Week	Kellerman	Approve		
Consent Agenda	Ordinance Creating E-Vehicle Safety Code	Sass	Adopt Ordinance		
Consent Agenda	ARCH Budget and Workplan	Burns	Approve		
Consent Agenda	Repeal Adoption of the 2021 Wildland Urban Interface Code	Wilcox	Adopt Ordinance		
Public Hearing	Street Vacation Moratorium Extension and Work Plan	Burns/Robertson	Approve		
City Business	Comp Plan Elements: Land Use Natural Environment Transportation & Circulation Parks & Open Space - 60 Minutes	Kesler			
Executive Session					

APRIL 22, City Council Regular Meeting, 5:00 pm					
Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business	CAP Text Amendments - 20 minutes	Wilcox	Discussion and Approval		
City Business	Nonadministrative Variances Policy	Wilcox			

City Business					
City Business	Comp Plan Update - 60 Minutes	Kesler			

MAY 13, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation	Legislative Update and Check-in by Soundview Strategies	Burns			
Consent Agenda					
Consent Agenda	April 2024, Check Register				
Consent Agenda					
Consent Agenda					
Consent Agenda	DRAFT CC Minutes				
Consent Agenda	Fee Schedule Update	Wilcox	Approve		
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business	Street Vacation Code Work Plan Update	Burns/Robertson			
City Business	Gas-Powered Leaf Blowers Discussion - 15 Minutes	Burns	Discussion and Direction		
City Business	Republic Services Solid Waste Survey Results - 15 Minutes	Burns	Discussion and Direction		
City Business					
City Business	Comp Plan Update: All Elements - 60 Minutes	Kesler			
Executive Session					

MAY 28, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda	Republic Services Solid Waste - TENTATIVE	Burns			
Consent Agenda					

Legislative Hearing					
Public Hearing					
City Business					
City Business	Comp Plan Update - 60 Minutes	Kesler			
City Business					

JUNE 10, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda	May 2024, Check Register				
Consent Agenda					
Consent Agenda	DRAFT CC Minutes				
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing	DRAFT Six-Year CIP/TIP/Non-TIP Plan - 30 Minutes	Osada			
City Business	Park Memorials Policy	Osada/Burns			
City Business	SR-520 Community Communication Plan - 15 Minutes	Burns			
City Business	New Resident Welcome Packet/Letter - 15 Minutes	Burns			
City Business	Comp Plan Update - 60 Minutes	Kesler			
City Business					
Executive Session					

JUNE 24, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					

Public Hearing					
City Business	Middle Housing Legislation Elements - 45 Minutes - TENTATIVE	Kesler/Burns			
City Business	Comp Plan Update - 60 Minutes	Kesler			
City Business	Tree Code Violations Code Amendment - 30 Minutes	Wilcox	Discussion and Approval		
City Business	Education for CC/PC re: state legislature requirements	Robertson			

JULY 8, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
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Presentation	Introduction to City Business Licenses by Department of Revenue Eric Jones	Wagner			
Consent Agenda					
Consent Agenda	June 2024, Check Register				
Consent Agenda					
Consent Agenda					
Consent Agenda	DRAFT CC Minutes				
Consent Agenda	Six-Year CIP/TIP/Non-TIP Plan	Osada	Adopt		
Consent Agenda					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business	Comp Plan Update - 60 Minutes	Kesler			
City Business	City Hall Use and Public Resource - 15 Minutes	Osada/Burns			
City Business	Park Board DRAFT Work Plan Update	Osada			
City Business					
City Business	Street Vacation Work Plan Follow-up	Burns/Robertson			
Executive Session					

July 22, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business	Comp Plan Update - 60 Minutes	Kesler			
City Business	Wireless Facilities Regulations	Wilcox/Burns			
City Business	Property Tax Levy Planning	Wagner/Burns			

AUGUST 12, COUNCIL DARK - NO MEETING

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business					
City Business					
City Business					

August 26, COUNCIL DARK - NO MEETING

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business					
City Business					
City Business					

SEPTEMBER 9, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation	Legislative Update and Check-in by Soundview Strategies	Burns			
Consent Agenda					
Consent Agenda	July/August 2024, Check Register				

Consent Agenda					
Consent Agenda					
Consent Agenda	DRAFT CC Minutes				
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing	Preliminary 2025 Budget	Wagner			
City Business	Comp Plan	Kesler			
City Business					
City Business					
City Business					
City Business					
Executive Session					

SEPTEMBER 23, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business	Preliminary 2025 Budget - Deep Dive	Wagner			
City Business					
City Business					

OCTOBER 14, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					

Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing	Preliminary 2025 Budget	Wagner			
City Business	Comp Plan	Kesler			
City Business					
City Business					
City Business					
City Business					
Executive Session					

OCTOBER 28, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business					
City Business					
City Business					

NOVEMBER 12, (TUESDAY) City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					

Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing	Final 2025 Budget and Salary Schedule	Wagner	Adopt		
Public Hearing	2025 Property Tax Resolution	Wagner	Adopt		
City Business	2025 Planning Commission Work Plan	Kesler	Discussion and Approval		
City Business					
City Business					
City Business					
Executive Session					

NOVEMBER 25, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business					
City Business					
City Business					

DECEMBER 9, City Council Regular Meeting, 5:00 pm

Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation	Legislative Update and Check-in by Soundview Strategies	Burns			
Consent Agenda					
Consent Agenda	November 2024, Check Register				
Consent Agenda					
Consent Agenda	Draft CC Minutes				
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					
Consent Agenda					

Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business					
City Business					
City Business					
City Business					
City Business					
Executive Session					
DECEMBER 23, City Council Regular Meeting, 5:00 pm					
Item Type	Topic	Staff Contact	Recommendation	Council Action	Legal Notice
Presentation					
Consent Agenda					
Consent Agenda					
Legislative Hearing					
Public Hearing					
City Business					
City Business					
City Business					



MEDINA POLICE DEPARTMENT

DATE: April 8, 2024
TO: Stephen R. Burns, City Manager
FROM: Jeffrey R. Sass, Chief of Police
RE: Police Department Update – March 2024

The following is a summary highlighting some of the Medina Police Department activity in March, 2024.

Follow up:

Nothing to report.

BINGO Night at Three Points Elementary:

The Medina Police Department was invited to make an appearance at the Three Points Elementary School's BINGO night on Friday, March 8th. Sergeant Anderson and Officer Scott attended the event and made a lasting impression upon the parents and students in attendance. Officer Scott even called out the numbers!



Records & Public Disclosure Training:

Police Office Manager Barbara Marxer attended a training in Wenatchee that detailed best practices, state requirements and helpful hints for how to reduce the burden of public disclosure requests for body-worn camera footage and other police records. Barbara brought back a trove of useful information and resources, to include a fee schedule recommendation to recover costs incurred by the police department for public disclosure requests.

Notable Police Activity:

On March 5th, the nightshift patrol officer received a license plate reader camera notification of a stolen vehicle that had entered the city. The officer was able to quickly locate the vehicle since he was in the area on patrol already. The officer apprehended all three occupants of the vehicle, seized a significant amount of illegal and dangerous narcotics as well as recovered a firearm that was unlawful to be possessed by the arrestees.



In the early-morning hours of March 9th, the nightshift patrol officer was on routine patrol through the neighborhoods when he happened upon an illegally parked vehicle. The officer quickly observed a firearm inside the vehicle and detained the passenger who was caught by surprise by the diligent officer. Come to find out, this vehicle was waiting for the driver to return to it after the driver had just burglarized an occupied home in Clyde Hill. The officer applied for and obtained a search warrant to search the inside of the vehicle and located multiple items that were just taken from inside the burglarized home in Clyde Hill.

Throughout the day on March 9th, upwards of 40 demonstrators organized a walk that started in Kirkland and went through Seattle, Medina, Hunts Point, Yarrow Point and back to Kirkland to protest the conflict in Israel and Gaza. The “Gaza Ceasefire Pilgrimage” remained peaceful, and the Medina Police Department had additional officers on-duty ensuring

Marine Patrol:

During the month of March, the Marine Patrol Unit sent three Officers to training in Tacoma for Boat Operator Search and Rescue. This was a week-long course that taught search patterns, inter-agency cooperation mass

search and rescue events, and rescue techniques for retrieving individuals from the water. The three Officers are excited to bring this training back to the Department and share what they have learned.

We have also begun our preparations to replace ATONs (No Wake Buoys) that were lost over the winter storms. We have gone through most of our jurisdictional waters and recorded buoys that are missing or in need of repair, and residents should see us out there over the next month replacing them. We also identified areas that may need a new buoy placed to help with vessels transiting the area.

Next month I will attach our Boating Season Reminders for the beginning of the boating season.



MEDINA POLICE DEPARTMENT
Jeffrey R. Sass, Chief of Police
MONTHLY SUMMARY
MARCH 2024



FELONY CRIMES

Possession Stolen Property/Firearm 2024-00001115 03/09/2024
 The nightshift patrol officer was on routine patrol through the neighborhoods when he happened upon an illegally parked vehicle in the 2400 block of 82nd Avenue NE. The officer observed a firearm inside the vehicle and detained the passenger. After further investigation, this vehicle was waiting for the driver to return to it after the driver had just burglarized an occupied home in Clyde Hill. The officer applied for and obtained a search warrant to search the inside of the vehicle and located multiple items that were just taken from inside the burglarized home in Clyde Hill.

Possession of Stolen Vehicle 2024-00001384 03/24/2024
 Officers were alerted to a stolen U-haul truck that entered the city and triggered the city’s license plate reader camera system. The vehicle fled from officers after it was initially located, and the vehicle was recovered unoccupied in the 7700 block of NE 8th Street. Community members started calling 911 to report a suspicious individual in their neighborhoods, and after a K9 track the suspect was successfully apprehended. The bicycle the suspect was found with was one of the two stolen bicycles from Theft case #2024-00001443 and was returned to its owner. A second involved person was seen riding a bicycle in the area and getting on a metro bus. The investigation into the second involved person and missing bicycle continues and charges were filed on the individual taken into custody.

MISDEMEANOR CRIMES

Theft Multiple Case Numbers 03/02/2024
 Officers were dispatched to the 2800 - 32400 blocks of Evergreen Point Road for a report of multiple mailboxes that were broken into with several mailboxes experiencing mail theft. A nearby resident reported observing several individuals breaking into mailboxes while driving around in a white vehicle. Reports were taken with no additional suspect information at this time.

Malicious Mischief 2024-00000991 03/03/2024
 Officers were dispatched to the 2600 block of 77th Avenue NE for a report of a mailbox that had been broken into and damaged. No mail was taken from inside the mailbox, but there was noticeable damage to the mailbox itself. Report taken with no suspect information available at this time. Likely related to the string of mail thefts from the previous day.

Motor Vehicle Prowl 2024-00001388 03/24/2024
 Officers were dispatched to the 2800 block of Evergreen Point Road for a report of a motor vehicle prowl. A window had been smashed and the vehicle was rummaged through, but nothing was reported missing from inside the vehicle. Report taken with no suspect information available at this time.

Theft 2024-00001443 03/27/2024
 Officers were dispatched to the 7700 block of Overlake Drive West for a report of a theft of two mountain bikes valued at approximately \$7,000. At the time of the call, there was no suspect information available. One of the bikes, however, was recovered during incident #2024-00001384 and the connection of the two incidents was made after this theft report was filed.

OTHER**Trespass****2024-00001327****03/21/2024**

Officers were dispatched to the 1800 block of 73rd Avenue NE for a report of a subject trespassing at the property. The subject was issued a trespass warning letter and was advised that if they return they are subject to arrest. The subject left the property without incident.

Warrant Arrest**2024-00001343****03/22/2024**

The nightshift officer conducted a traffic stop on a vehicle for an expired trip permit. After identifying the driver, the driver was arrested for an outstanding warrant out of the Bothell Police Department and transported to a Bothell Police Officer for booking into jail.



MEDINA POLICE DEPARTMENT

Jeffrey R. Sass, Chief of Police

MONTHLY REPORT



MARCH, 2024

CRIMES	Current Month	YTD 2024	YTD 2023	Year-End 2023
Burglary	0	0	1	6
Vehicle Prowl	1	8	1	11
Vehicle Theft	0	0	2	4
Theft (mail & all other)	7	11	8	22
ID Theft/Fraud	0	1	4	22
Malicious Mischief (Vandalism)	2	6	6	13
Domestic Violence	0	1	3	10
Disturbance, Harassment & Non-DV Assault	0	4	4	28
TOTAL	10	31	29	116

COMMUNITY POLICING	Current Month	YTD 2024	YTD 2023	Year-End 2023
Drug Violations	0	0	0	0
Community Assists	39	90	53	197
Marine	0	0	0	7
House Watch Checks	56	189	219	1016
School Zone	42	102	65	206
Behavioral Health	0	2	7	46
TOTAL	137	383	344	1472

TRAFFIC	Current Month	YTD 2024	YTD 2023	Year-End 2023
Collisions				
Injury	0	1	2	2
Non-Injury	0	0	6	14
Non-Reportable	0	0	0	0
TOTAL	0	1	8	16
Traffic Enforcement				
Citations	1	9	3	12
Infractions	29	74	41	131
Warnings	224	507	586	1928
TOTAL	254	590	630	2071

LICENSE PLATE READER EVENTS	Current Month	YTD 2024	YTD 2023	Year-End 2023
LPR alerts that were recovered	2	3	-	-
LPR alerts that were not located	7	12	-	-
LPR alerts that were located, not apprehended	1	2	-	-
TOTAL	10	17	-	-

CALLS FOR SERVICE	Current Month	YTD 2024	YTD 2023	Year-End 2023
Animal	2	6	10	43
Residential Alarms	21	53	56	235
Missing Person	0	0	2	3
Suspicious Activity/Area Checks	60	175	154	804
TOTAL	83	234	222	1085

ADMINISTRATIVE	Current Month	YTD 2024	YTD 2023	Year-End 2023
Public Disclosure Requests Received	1	9	12	75
Concealed Pistol License Applications Processed	1	11	10	38
TOTAL	2	20	22	113

**This report does not include all calls for service handled by Medina Police Officers. It is meant to be an overview of general calls for service within the specified reporting period.*



MEDINA POLICE DEPARTMENT

Jeffrey R. Sass, Chief of Police

MONTHLY REPORT



MARCH, 2024

CRIMES	Current Month	YTD 2024	YTD 2023	Year-End 2023
Burglary	0	0	0	1
Vehicle Prowl	0	1	0	3
Vehicle Theft	0	0	0	0
Theft (mail & all other)	0	0	0	1
ID Theft/Fraud	1	1	2	3
Malicious Mischief (Vandalism)	0	0	1	1
Domestic Violence	1	1	1	3
Disturbance, Harassment & Non-DV Assault	0	1	1	6
TOTAL	2	4	5	18

COMMUNITY POLICING	Current Month	YTD 2024	YTD 2023	Year-End 2023
Drug Violations	0	0	0	0
Community Assists	3	8	4	21
Marine	0	0	0	2
House Watch Checks	0	7	9	53
Behavioral Health	0	0	1	5
TOTAL	3	15	14	81

TRAFFIC	Current Month	YTD 2024	YTD 2023	Year-End 2023
Collisions				
Injury	0	0	0	0
Non-Injury	0	0	0	1
Non-Reportable	0	0	0	0
TOTAL	0	0	0	1
Traffic Enforcement				
Citations	1	4	0	7
Infractions	6	13	21	49
Warnings	36	126	139	400
TOTAL	43	143	160	456

LICENSE PLATE READER EVENTS	Current Month	YTD 2024	YTD 2023	Year-End 2023
LPR alerts that were recovered	-	-	-	-
LPR alerts that were not located	-	-	-	-
LPR alerts that were located, not apprehended	-	-	-	-
TOTAL	0	0	-	-

CALLS FOR SERVICE	Current Month	YTD 2024	YTD 2023	Year-End 2023
Animal	0	4	2	5
Residential Alarms	4	9	7	27
Missing Person	0	1	0	1
Suspicious Activity/Area Checks	6	22	17	79
TOTAL	10	36	26	112

**This report does not include all calls for service handled by Medina Police Officers. It is meant to be an overview of general calls for service within the specified reporting period.*



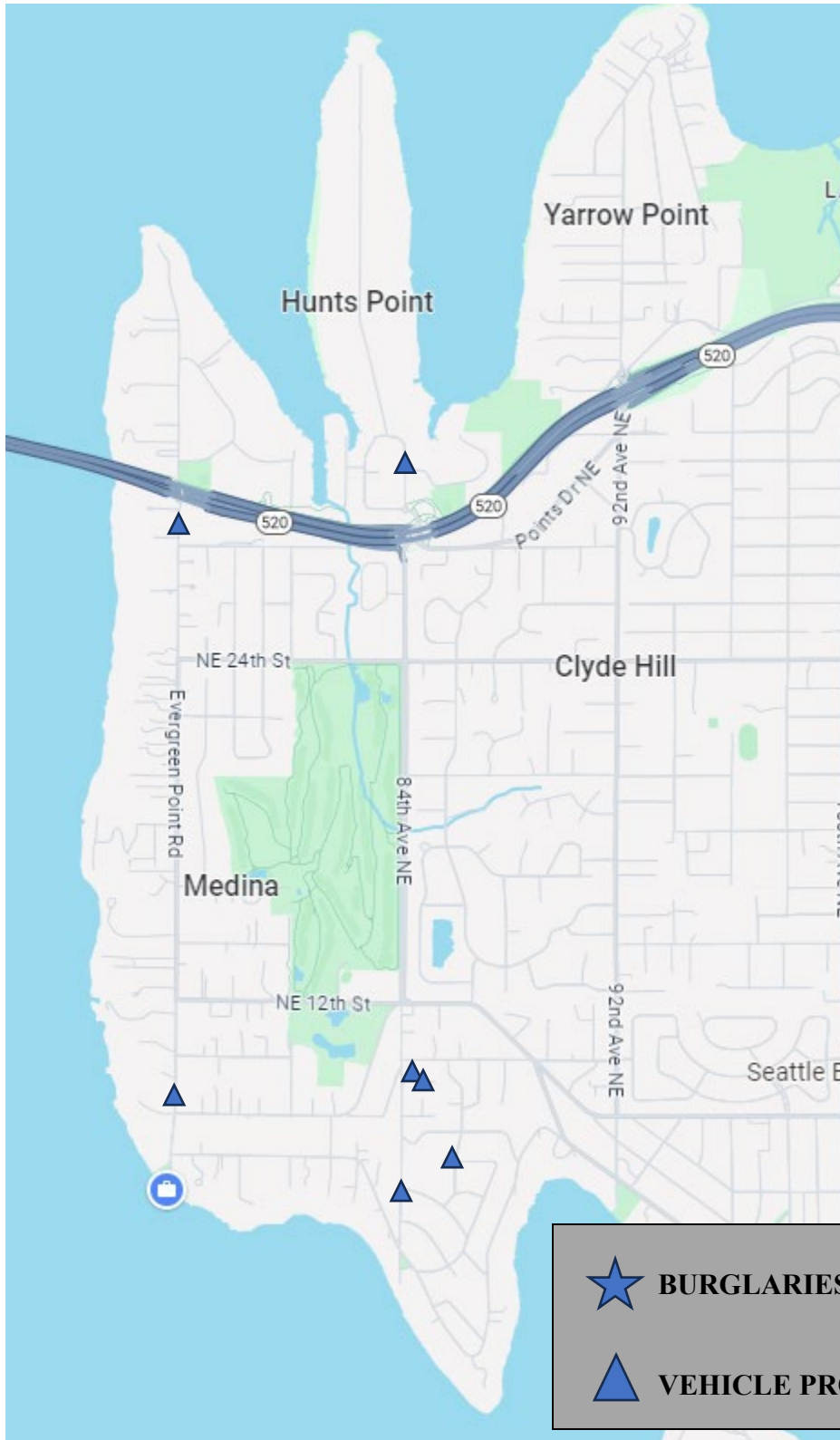
MEDINA POLICE DEPARTMENT

BURGLARY & MOTOR VEHICLE PROWL

INCIDENT MAP



MARCH, 2024 YEAR-TO-DATE





MEDINA POLICE DEPARTMENT

MONTHLY REPORTING STANDARDS



CATEGORY	DETAILS
Burglary	Includes: <ul style="list-style-type: none"> • Burglary (all degrees) • Residential Burglary
Vehicle Prowl	All degrees of Motor Vehicle Prowl.
Vehicle Theft	Includes: <ul style="list-style-type: none"> • Motor vehicle theft • Taking a motor vehicle without permission • Car jacking
Theft	Includes: <ul style="list-style-type: none"> • Possession of stolen property • Theft (all degrees) • Theft of mail
ID Theft/Fraud	Includes: <ul style="list-style-type: none"> • Identity theft • Fraud
Malicious Mischief	Includes: <ul style="list-style-type: none"> • Arson • Malicious Mischief (vandalism)
Domestic Violence	Includes: <ul style="list-style-type: none"> • DV Assault (all degrees) • Violation of Domestic Violence Court Order • DV Harassment (all degrees) • Custodial Interference • Order Service • DV Rape & Sex Offenses
Disturbance/Harassment /Non-DV Assault	Includes: <ul style="list-style-type: none"> • Disturbance • Telephonic Harassment • Harassment (all degrees) • Assault (all degrees) • Adult Protective Services (APS) investigations • Child Protective Services (CPS) investigations • Abuse investigations • Extortion • Kidnapping • Non-DV Rape & Sex Offenses • Robbery
Drug Violations	Includes all Violations of the Uniformed Controlled Substances Act
Community Assists	Includes: <ul style="list-style-type: none"> • Civil matters • Community Policing • Non-suspicious Death Investigations

	<ul style="list-style-type: none"> • Assisting the Fire Department/EMS • Found Child • Found Property • Special Events
Marine	Includes all incidents within our jurisdiction on the waterways.
House Watch Checks	Total number of visits to residences on house watch within the reporting period.
School Zone	Total number of school zone patrols conducted at all three elementary schools within the reporting period.
Behavioral Health	Calls for service involving individuals experiencing a behavioral or mental health episode. The call may have resulted in anything ranging from no police action and an involuntary commitment to a medical facility for treatment.
Traffic Collisions	<p>Includes:</p> <ul style="list-style-type: none"> • Injury collisions involve medical treatment to at least one of the involved parties, either by on-scene EMS evaluation/treatment and/or transportation to a medical facility for treatment. These collisions require a police case report by law. • Non-injury collisions involve a collision in which there is property damage amounting to at least \$1,000 but no involved parties were injured. These collisions require a police case report by law. • Non-reportable collisions involve a collision under any of the following circumstances: <ul style="list-style-type: none"> ○ Collision on private property with no injuries. ○ Collision on public right of way with no injuries and any property damage did not amount to at least \$1,000.
Traffic Enforcement	<p>Citations:</p> <ul style="list-style-type: none"> • Any criminal traffic citation, to include Driving With Suspended License, Reckless Driving, DUI, etc. <p>Infractions:</p> <ul style="list-style-type: none"> • Any non-criminal traffic stop that resulted in the issuance of a civil infraction (ticket) to the driver. <p>Warnings:</p> <ul style="list-style-type: none"> • Any traffic stop that resulted in a verbal warning to the driver.
License Plate Reader (LPR) Events	<p>Stolen license plates/vehicles that alerted the LPR system and were recovered.</p> <p>Stolen license plates/vehicles that alerted the LPR system and were not located.</p> <p>Stolen license plates/vehicles that alerted the LPR system and were located but fled from law enforcement attempts to apprehend the vehicle.</p>
Animal	<p>Includes:</p> <ul style="list-style-type: none"> • Found animal call for service • Lost animal call for service • Welfare check involving an animal • Noise complaints or nuisance calls for service involving an animal
Residential Alarms	House alarms that are triggered and the alarm company contacts 911 for a police response. These calls for service do not include alarm calls that become a burglary investigation upon police arrival.
Missing Person	Calls for service where a missing person report is taken, or the assistance of law enforcement is requested to search for a missing person. These calls include adults as well as juveniles.

<p>Suspicious Activity/Area Checks</p>	<p>Includes:</p> <ul style="list-style-type: none"> • Noise complaints • Suspicious person/activity reports • Field contacts made by officers on patrol • Loud party calls, juveniles • Reports of dangerous driving • Weapons Complaints • Soliciting • Welfare Check • Prowler
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**This report does not include all calls for service handled by Medina Police Officers. It is meant to be an overview of general calls for service within the specified reporting period.*



CITY OF MEDINA

501 EVERGREEN POINT ROAD | PO BOX 144 | MEDINA WA 98039-0144
TELEPHONE 425-233-6400 | www.medina-wa.gov

Date: April 8, 2024
To: Honorable Mayor and City Council
Via: Stephen R. Burns, City Manager and Ryan Osada, Acting City Manager
From: Steven R. Wilcox, Development Services Department Director
Subject: Development Services Department Monthly Report

Permit Activity

Please see the permits issued and permits received reports. Building permit applications have continued to be slow.

You might notice an odd occurrence in our Permits Issued report for March compared to last month's February report. While we had permit valuation to add in March, the year to month comparison between February and March actually decreased. February YTM permit valuation was \$23,258,607.83 and March YTM was \$21,362,490.83 which is a decrease of \$1,896,117.

The permit valuation decrease is caused by two things:

- The March 2024 permit value issued amount was only \$20,250 meaning there was a very small increase to add to the YTM permit value total.
- The method we use to confirm an applicant stated permit value occasionally will result in the final value decreasing under Medina staff determination.

I will try to explain further how this works if you are interested.

Even with all of this our YTM permit valuation through March 2024 is still about 61% higher than at the same time last year. Much of this is due to work received in 2023 being completed in 2024.

Wildland Urban Interface Code Repeal

The Council recently approved adoption of the state mandated 2021 Washington State Building Code. Included with this adoption was the Wildland Urban Interface Code (WUI).

We were aware of statewide controversies with this code adoption. Hazard and Risk mapping was an issue in the state, and for Medina the negative impact on tree canopy was significant. The State Building Code Council voted on March 15, 2024, to "delete" the WUI from the 2021 building code adoption. I imagine that deletion means the removal from the RCW and WAC. This decision by SBCC followed debate regarding amending the existing

adoption or not. Oddly, the WUI was removed from the adopted code within minutes of the Governor signing it into law as part of the entire 2021 building code.

The WUI deletion occurred through an Emergency Rule approved by the State Building Code Council. Under an Emergency Rule the SBCC has 120 days to resolve the matter. The 120-day period began on March 15th.

One of the primary issues to be resolved is the Department of Natural Resources mapping that was provided for use with the WUI. The mapping was inadequate according to SBCC.

In the meantime, during the Emergency Rule, our Deputy Building Official Rob Kilmer and I are meeting with the Bellevue Fire Marshal to discuss the WUI. The WUI is ultimately a fire safety code. Implementation of the WUI may be partially under the approval of the Bellevue Fire Marshal's Office as had been previously discussed prior to the deletion. My goal is to gain as much autonomy as possible from the Bellevue Fire Marshal for Medina to make independent development decisions.

We will see the Wildland Urban Interface Code return to us as a mandated adoption at some point, but until then we do not want this in our Municipal Code. Under Consent is a request for your approval to repeal the 2021 WUI from the Medina Municipal Code.

An Agenda Bill is provided and requests your approval to repeal the 2021 Wildland Urban Interface Code.

Medina City Council 2024-2025 Development Services Work Plan

Two items from the Work Plan are scheduled for me to provide updates to you through my April 8th written staff report.

1. Implementation of HB 1110 Middle Housing Grant Funding

At the 9/11/23 Council meeting Development Services staff was directed to apply for a \$35,000 middle housing grant.

I discovered that our previous Planning Manager did apply for the grant through the Department of Commerce, however the grant was never completed.

The current status is that I have asked our City Attorney to review the DOC agreement prior to asking our mayor to sign it. The signature required is for the mayor as listed in the DOC agreement, although I am listed as the representative. Once the agreement is signed by our mayor it will be sent to DOC for their signatures.

FYI that our planning consultant LDC has said they will not be able to assist Medina with the Middle Housing implementation.

2. Tree Code (Tree Management Code)

This is an update regarding the status of 1/23/23 Council approved staff ad consultant work to amend certain portions of the Medina Tree Management Code.

Together with our two arborists Sean and Andy, the Council was presented the need to amend our Tree Management Code. As was explained by our (then) arborist Sean, there were six short-term amendments to the code which would correct specific problems he saw in the text at that time. These six items were seen as easy to implement. The

Council agreed and further directed me to bring forward the amendments which to date I have not done.

Exhibit 1 provided lists the six items from the 1/23/23 Council meeting.

We lost Sean not long after the 1/23/23 Council meeting due to a contract matter. Over time it became increasingly clear that the six short-term fixes could help, but might also add confusion or possibly unintended consequences to our code. While working with our arborist Andy Crossett over the past year it has also become evident that there are many small text amendments that could easily be drafted into proposed text amendments, not just six.

Expansion of the Suitable Tree” list referred to I Exhibit 1 item 3 could be brought to Council as proposed text amendment and would not have unintended consequences or further complicate an already difficult to use code.

At this time my suggestion is that we do not go forward with the six short-term amendments. The entire Tree Management Code needs to be reconsidered and that should be the focus.

Tree Management Code Violations Section

A new MMC Ch. 16.52 Tree Management Code Violations Section is another project that has been underway for some time but remains unfinished. This project is now nearing completion and scheduled to be seen by Council again at the June 24th meeting. June 24th will be the third time that Council has seen a draft of this proposal.

The issue has been that our Tree Management Code neither deters unlawful tree removal nor considers the factors needed for comprehensive code enforcement necessary to implement our ordinance. A draft of a Tree Management Code Violations Section would be placed within Chapter 16.52 of our Municipal Code will be proposed to you in June.

Council last reviewed a draft of the proposed new violations section last October where comments were provided to me. Our new City Attorney has now reviewed the October draft with consideration for items the Council had asked to be addressed. The draft has now been significantly amended. The newly amended draft is now being vetted. I will be asking Council members individually to review the draft prior to the June 24th meeting. Additionally, my intent is to send out a final draft to Council well before the June 24th meeting.

Medina’s penalties for tree removals are found in MMC Table 1.15.330 Monetary penalties which is provided for you as Exhibit 2. Currently Medina has the second lowest penalties for unlawful tree removals among local jurisdiction with us only ahead Clyde Hill.

Development Services Expenses

Consultant expenses follow work quantity in Development Services. Revenues also follow work quantity.

While our planning consultant costs have increased considerably this year, other consultant costs are lower. The lower costs reflect a current drop-in permit application activity. The Planning consultant costs are associated with more than one factor, but primarily with the direct and indirect impacts of the Comprehensive Plan Update.

King County Grant Opportunity

I was made aware of a grant opportunity regarding King County's Urban Forest Health Program. The grant program funds natural resource improvement projects in partnership with 34 cities that are members of King Conservation District.

The grant would fund a tree canopy assessment. There is the question of whether we need this particular grant or not. Our City Arborist and I will be attending an online meeting Thursday April 11th to hear more about this grant.

A reason we may not want to compete for this grant is that the King County assessment may provide only limited benefit to Medina. It has been my intention to ask for 2025 budgeted funds for a tree canopy study which parallels a 2015 tree canopy study performed for Medina. A 10-year period for comparison of similar canopy studies seems beneficial now and possibly in another 10-years. In any case we will learn more on April 11th and then inform Council. It might be that we have two different canopy studies.

This King County grant is competitive and only 7 cities will be chosen for this year. It appears that Medina has Member jurisdiction Funds of \$30,000 held by King County which would be used. More later.

WSDOT 520 Bridge Maintenance Project Update

Since being asked in by WSDOT staff in February about amending their administrative noise variance I have heard nothing further.

I do know that WSDOT intends on following the conditions of their administrative variance approval.

As a part of the variance approval conditions WSDOT is to notify residents ahead of their night maintenance work.

The Decision is provided for you as Exhibit 3.

March 2024 Permit Applications Received

Permit Type	Submitted Date	Permit Number	Total Valuation	Address
B-ACCBLD	03/31/2024	B-24-020	\$10,000.00	2012 77TH AVE NE
TOTAL B-ACCBLD:	1		\$10,000.00	
B-ADD/ALT	03/08/2024	B-24-012	\$2,005,000.00	3230 78TH PL NE
B-ADD/ALT	03/12/2024	B-24-014	\$85,000.00	2307 Evergreen Pt Rd
B-ADD/ALT	03/15/2024	B-24-017	\$250.00	8398 NE 12th St
B-ADD/ALT	03/25/2024	B-24-018	\$6,000.00	7675 NE 14TH ST
TOTAL B-ADD/ALT:	4		\$2,096,250.00	
B-DEM	03/08/2024	D-24-002		3217 EVERGREEN POINT RD
B-DEM	03/12/2024	D-24-003		7930 NE 32ND ST
TOTAL B-DEM:	2		\$0.00	
B-FENCE	03/01/2024	B-24-009	\$20,000.00	7652 NE 12TH ST
B-FENCE	03/29/2024	B-24-019	\$20,539.16	7611 NE 12TH ST
TOTAL B-FENCE:	2		\$40,539.16	
B-GAS	03/13/2024	G-24-006		3430 Ne Evergreen Point Road
B-GAS	03/20/2024	G-24-007		530 Upland Rd

B-GAS	03/25/2024	G-24-008		2438 79TH AVE NE
TOTAL B-GAS:	3		\$0.00	
B-GATE	03/12/2024	B-24-015	\$100,000.00	8335 OVERLAKE DR W
TOTAL B-GATE:	1		\$100,000.00	
B-MECHANICAL	03/01/2024	M-24-027		3239 78TH PL NE
B-MECHANICAL	03/01/2024	M-24-025		7641 NE 12TH ST
B-MECHANICAL	03/01/2024	M-24-026		3239 78TH PL NE
B-MECHANICAL	03/04/2024	M-24-028		801 80th Ave NE
B-MECHANICAL	03/07/2024	M-24-029		7800 NE 24TH ST
B-MECHANICAL	03/13/2024	M-24-030		3430 Evergreen Point Road
B-MECHANICAL	03/18/2024	M-24-031		3221 Evergreen Pt Rd
B-MECHANICAL	03/19/2024	M-24-032		643 Evergreen Point Rd.
B-MECHANICAL	03/19/2024	M-24-033	\$40,000.00	2436 82nd Ave NE
B-MECHANICAL	03/22/2024	M-24-034	\$125,000.00	530 Upland Road
B-MECHANICAL	03/22/2024	M-24-035		8424 NE 6th St.
B-MECHANICAL	03/25/2024	M-24-036	\$25,000.00	2438 79th Ave NE

B-MECHANICAL	03/27/2024	M-24-037		2839 Evergreen Point Road
TOTAL B-MECHANICAL:	13		\$190,000.00	
B-PLUMBING	03/12/2024	P-24-012		3242 Evergreen Point RD
B-PLUMBING	03/15/2024	P-24-014		7675 NE 14TH ST
B-PLUMBING	03/18/2024	P-24-015		3221 EVERGREEN POINT RD
B-PLUMBING	03/26/2024	P-24-017		3436 EVERGREEN POINT RD
TOTAL B-PLUMBING:	4		\$0.00	
B-ROOF	03/04/2024	B-24-010		3461 Evergreen Point Road
TOTAL B-ROOF:	1		\$0.00	
B-SFR	03/07/2024	B-24-011	\$2,091,400.00	3217 EVERGREEN POINT RD
B-SFR	03/12/2024	B-24-013	\$2,000,000.00	7930 NE 32ND ST
TOTAL B-SFR:	2		\$4,091,400.00	
B-WALL	03/15/2024	B-24-016	\$100,000.00	8335 OVERLAKE DR W
TOTAL B-WALL:	1		\$100,000.00	
CAP - CONSTRUCTION ACTIVITY PERMIT	03/05/2024	CAP-24-008		3230 78TH PL NE
CAP - CONSTRUCTION ACTIVITY PERMIT	03/07/2024	CAP-24-009		3217 EVERGREEN POINT RD
CAP - CONSTRUCTION ACTIVITY PERMIT	03/12/2024	CAP-24-010		7930 NE 32ND ST

CAP - CONSTRUCTION ACTIVITY PERMIT	03/13/2024	CAP-24-011		2307 EVERGREEN POINT RD
CAP - CONSTRUCTION ACTIVITY PERMIT	03/25/2024	CAP-24-012		8457 MIDLAND RD
CAP - CONSTRUCTION ACTIVITY PERMIT	03/27/2024	CAP-24-013		7675 NE 14TH ST
TOTAL CAP - CONSTRUCTION ACTIVITY PERMIT:	6		\$0.00	
ENG-GRADING/DRAINAGE	03/11/2024	ENG-GD-24-004	\$165.00	2525 MEDINA CIR
ENG-GRADING/DRAINAGE	03/07/2024	ENG-GD-24-002		3217 EVERGREEN POINT RD
ENG-GRADING/DRAINAGE	03/08/2024	ENG-GD-24-003		3230 78TH PL NE
ENG-GRADING/DRAINAGE	03/12/2024	ENG-GD-24-005		7930 NE 32ND ST
TOTAL ENG-GRADING/DRAINAGE:	4		\$165.00	
P-MINOR DEVIATION	03/19/2024	P-24-016		3421 EVERGREEN POINT RD
TOTAL P-MINOR DEVIATION:	1		\$0.00	
P-SUBSTANTIAL DEV PERMIT EXEMPTION	03/14/2024	P-24-013		3210 78TH PL NE
TOTAL P-SUBSTANTIAL DEV PERMIT EXEMPTION:	1		\$0.00	
PW-RIGHT OF WAY	03/28/2024	PW-ROW-24-031		2837 76TH AVE NE
PW-RIGHT OF WAY	03/04/2024	PW-ROW-24-014		550 Overlake Dr E
PW-RIGHT OF WAY	03/05/2024	PW-ROW-24-015		8297 Overlake Drive West

PW-RIGHT OF WAY	03/06/2024	PW-ROW-24-016		2255 79th Ave NE
PW-RIGHT OF WAY	03/06/2024	PW-ROW-24-017		2643 Evergreen Point Road
PW-RIGHT OF WAY	03/08/2024	PW-ROW-24-018		8718 Overlake Dr W
PW-RIGHT OF WAY	03/11/2024	PW-ROW-24-019		8335 Overlake Dr W.
PW-RIGHT OF WAY	03/11/2024	PW-ROW-24-020		2438 79th Ave NE
PW-RIGHT OF WAY	03/11/2024	PW-ROW-24-021		8660 NE 10TH ST
PW-RIGHT OF WAY	03/11/2024	PW-ROW-24-022		8338 Overlake Dr W
PW-RIGHT OF WAY	03/12/2024	PW-ROW-24-023		320 Overlake Dr. W.
PW-RIGHT OF WAY	03/12/2024	PW-ROW-24-024		2438 78th Ave NE
PW-RIGHT OF WAY	03/13/2024	PW-ROW-24-025		2420 Evergreen Point Road
PW-RIGHT OF WAY	03/13/2024	PW-ROW-24-026		922 87th Ave NE
PW-RIGHT OF WAY	03/18/2024	PW-ROW-24-028		3605 Evergreen Pt Rd
PW-RIGHT OF WAY	03/18/2024	PW-ROW-24-027		1800 77th Ave NE
PW-RIGHT OF WAY	03/21/2024	PW-ROW-24-029		2438 78th Ave NE
PW-RIGHT OF WAY	03/25/2024	PW-ROW-24-030		8425 Ridge Rd.

TOTAL PW-RIGHT OF WAY:	18		\$0.00	
TREE-HAZARD EVALUATION	03/04/2024	TREE-24-012		7863 NE 10TH ST
TREE-HAZARD EVALUATION	03/20/2024	TREE-24-020		7652 NE 12TH ST
TOTAL TREE-HAZARD EVALUATION:	2		\$0.00	
TREE-NON ADMIN TREE ACTIVITY PERMIT	03/12/2024	TREE-24-016		7930 NE 32ND ST
TOTAL TREE-NON ADMIN TREE ACTIVITY PERMIT:	1		\$0.00	
TREE-PERFORMANCE	03/05/2024	TREE-24-013		8743 OVERLAKE DR W
TOTAL TREE-PERFORMANCE:	1		\$0.00	
TREE-RESTORATION	03/12/2024	TREE-24-015		2525 MEDINA CIR
TREE-RESTORATION	03/14/2024	TREE-24-017		410 OVERLAKE DR E
TREE-RESTORATION	03/15/2024	TREE-24-018		3434 EVERGREEN POINT RD
TREE-RESTORATION	03/19/2024	TREE-24-019		2425 76TH AVE NE
TREE-RESTORATION	03/28/2024	TREE-24-021		1859 EVERGREEN POINT RD
TOTAL TREE-RESTORATION:	5		\$0.00	
TREE-WITH BUILDING/DEVELOPMENT	03/07/2024	TREE-24-014		3217 EVERGREEN POINT RD
TOTAL TREE-WITH BUILDING/DEVELOPMENT:	1		\$0.00	
Total # of Permits	74		\$6,628,354.16	



March 2024 Issued Permits

Report run on: 4/02/2024 09:05 AM

Construction Value:	March 2024	March 2023	2024 YTM	2023 YTM	Difference
Accessory Structure	-	-	-	-	\$0.00
Addition / Alteration	\$250.00	\$883,902.00	\$4,852,230.83	\$5,029,602.00	(\$177,371.17)
Fence / Wall	\$20,000.00	\$6,400.00	\$376,174.00	\$51,360.00	\$324,814.00
New Construction	-	\$1,300,000.00	\$16,134,086.00	\$3,100,492.00	\$13,033,594.00
Repair / Replace	-	-	-	-	\$0.00
Wireless Comm. Facility	-	-	-	-	\$0.00
Total Value:	\$20,250.00	\$2,190,302.00	\$21,362,490.83	\$8,181,454.00	\$13,181,036.83
Permits Issued:	March 2024	March 2023	2024 YTM	2023 YTM	Difference
New Construction	-	1	4	2	2
Permit Extension	4	12	14	16	(2)
Accessory Structure	-	-	-	-	0
Addition / Alteration	1	3	8	7	1
Construction Activity Permit	-	2	11	7	4
Demolition	-	1	2	2	0
Fence / Wall	1	1	6	4	2
Grading / Drainage	1	2	7	6	1
Mechanical	5	7	27	23	4
Other - Moving	-	-	-	-	0
Plumbing / Gas	6	5	16	11	5
Repair / Replace	-	-	-	-	0
Reroof	-	-	-	-	0
Right of Way Use	19	7	34	17	17
Tree Mitigation	4	6	15	14	1
Wireless Comm. Facility	-	-	-	-	0
Total Permits:	41	47	144	109	35
Inspections:	March 2024	March 2023	2024 YTM	2023 YTM	Difference
Building	90	92	261	196	65
Engineering/Other	26	36	58	54	4
	7	5	10	12	(2)
Tree	7	18	14	28	(14)
Total Inspections:	130	151	343	290	53



March Code Enforcement Report

Case Number	Case Type	Assigned To	Address	Case Text
CC-2024-026	STOP WORK ORDER	Rob Kilmer	7611 NE 12TH ST	<p>Description: Observed several violations: construction vehicles in ROW, soil tracked into ROW, damage to trees requiring protection, work to construct wall potentially requiring a permit.</p> <p>Action Taken: Issued Stop Work Order until the above items can be addressed.</p> <p>Estimated Penalty: TBD</p>
CC-2024-027	GENERAL	Rob Kilmer	2060 79TH AVE NE	<p>Description: Observed a pile of demolished construction materials in driveway of property.</p> <p>Action Taken: Spoke with homeowner and was told that they were working on their deck. I left my card and asked that someone contact us with more details as the project likely requires a building permit. The deck could not be directly observed so, it may not require a permit it meets the exemption criteria. This is to be determined.</p> <p>Met with homeowner on 3/7/24 and determined scope of work is a repair limited deck elements that have become weather damaged. No permit will be required. Discussed other potential work and what would require a permit.</p> <p>Estimated Penalty: None</p>
CC-2024-029	SIGN VIOLATION	Rob Kilmer	2247 EVERGREEN POINT RD	<p>Description: Received report of two commercial advertising signs (Lochwood-Lozier) displayed at worksite.</p> <p>Action Taken: Removed signs and contacted project Agent to inform them of code rules regarding signs.</p> <p>Estimated Penalty: None at this time.</p>
CC-2024-030	GENERAL	Rob Kilmer	1535 79TH PL NE	<p>Description: Received concern regarding water in crawlspace.</p> <p>Action Taken: Worked together with Public Works department to investigate whether source of water was from city's stormwater system. No source could be located. Potential cause of water issue was traced to on-site issue.</p> <p>Estimated Penalty: N/A</p>
CC-2024-031	GENERAL	Rob Kilmer	Unknown	<p>Description: Received voicemail concern regarding city's noise rules.</p> <p>Action Taken: Discussed issue with caller at length. Issue involves a neighbor with an excessively loud vehicle. They declined to make a report of the property location, stating that they preferred to write a letter to the neighbor communicating the city's noise rules. I gave my email address to send the relevant sections of the MMC in response if they messaged me.</p> <p>Estimated Penalty: N/A</p>
CC-2024-032	TREE INVESTIGATION	Rob Kilmer	7626 NE 10TH ST	<p>Description: Received concern regarding cut tree having fallen into neighboring property.</p> <p>Action Taken: Contacted project Agent and notified City Arborist to begin investigating issue. Left voicemail will affected property owner to follow up regarding what steps are being taken.</p> <p>Estimated Penalty: N/A</p>

**Tree Permit Activity Report
March 2024
By Andy Crossett**

Non-Development Tree Permit Activity Table						
Picture #	Permit Type	Address	# Trees Removed	Removed Tree (Size)	Supplemental Required	Description
N/A	TREE-RESTORATION	3434 EVERGREEN POINT RD	1 western redcedar	6"	1	Tree removed for easement improvements.
1	TREE-PERFORMANCE	7838 NE 14th ST	1 western redcedar, 1 oak	49", 23"	9	"Legacy" tree removal. I measured to confirm DBH.
2	TREE-RESTORATION	2525 MEDINA CIR	2 x western hemlock	13", 14"	3	One "high" risk tree and one poor health tree.
3	Dead tree	912 87th Ave NE	1 Shore Pine	12"	N/A	

Development Tree Permit Activity Table						
Picture #	Permit Type	Address	# Trees Removed	Removed Tree (Size)	Supplemental Required	Description
4	REVISION - TREE-WITH BUILDING/DEVELOPMENT	7652 NE 12TH ST	2 x Scouler Willows	19", 13"	N/A	21 supplemental trees required for this project.
N/A	TREE-WITH BUILDING/DEVELOPMENT	7630 NE 14th Street	2 x BLM, 1 western redcedar	8", 9", 13"	N/A	No supplemental trees required.

Picture 1. 7838 NE 14th ST – One oak and one western redcedar.



Figure 1. 49" DBH Legacy WRC behind home. Personally measured DBH to ensure accuracy.

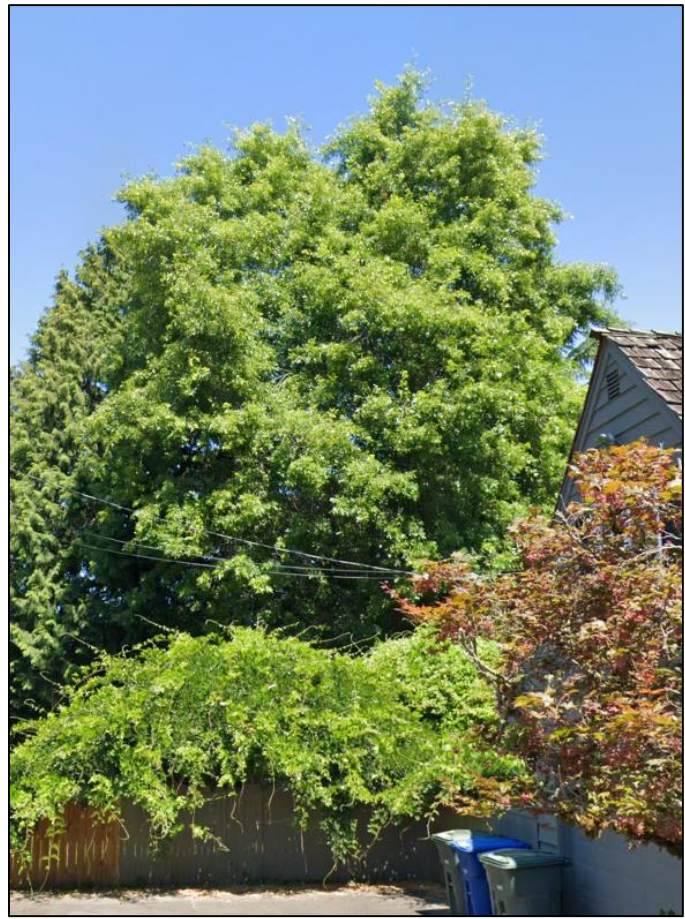


Figure 2. 23" Oak.

Picture 2. 2525 MEDINA CIR – Two western hemlocks.



Figure 3. Tip dieback, poor structure, active root failure.

Picture 3. 912 87th Ave NE – Dead pine.



Picture 4. 7652 NE 12TH ST – Poor condition trees.



EXHIBIT 1**Six Tree Management Code "Short-Term Solutions" which Council directed staff and consultants on 1/23/23 to develop into text amendment draft proposals.**

1. Remove - "Supplemental trees in excess of those needed to meet the minimum required tree units shall not be required." from 16.52.090.D.3.(d)
 - a. Removing this will align the minimum preservation and restoration standards with the code's intent to "preserve the existing tree canopy".
2. Require species that can attain a similar canopy size to trees being removed.
 - a. An intent of the code is to "Protect and preserve the existing tree canopy", but the minimum standards focus on tree replacement, not canopy replacement.
3. Expand "List of Suitable Trees" to allow select deciduous non-native species.
 - a. There is an inadequate selection and supply of suitable size native deciduous trees required for supplemental and restoration tree plantings. Expanding the list will increase approved options.
4. Tree preservation plan shall include a report by a qualified professional that identifies compliance with code objectives.
 - a. A qualified professional (arborist) is a person that has the necessary experience and training in an applicable area and is needed to address specific requirements identified in the code (example. Is a tree healthy and wind-firm? MMC 16.52.170.A.3.c.iii)
5. Increase minimum replacement trees to account for attrition.
 - a. This measure is intended to address potential loss of supplemental trees required to remain viable 5 years after planting (MMC 16.52.100.A.4), which currently lacks a means to track and enforce replacements.
6. Legacy and Landmark trees: Remove "the risk of the tree declining or becoming a nuisance is unenhanced by any proposed development." (16.52.080.A.1.c.ii & 16.52.080.A.2.c.ii)
 - a. As written, this line is not consistent with the code's purpose and intent and may result in the indiscriminate removal of large trees from development that might not occur.

EXHIBIT 2

1.15.330. Monetary penalties.

A. Monetary penalties for a citation shall be in accordance with Table 1.15.330:

Table 1.15.330

Code Provision	First Violation	Second Violation	Third and Subsequent Violations
Exceeding noise standards	\$100.00	\$200.00	\$500.00
Failure to comply with code of conduct or construction mitigation plan	\$100.00	\$400.00	\$750.00
Failure to comply with erosion control measures and best management practices	\$100.00	\$200.00	\$500.00
Illicit discharges of or into stormwater, illegal dumping of or into stormwater and/or illicit connections to a stormwater facility	\$300.00	\$600.00	\$900.00
Failure to comply with a stop work order	\$300.00	\$750.00	\$1,500.00
Failure to obtain a tree removal permit	\$300.00	\$500.00	\$750.00
Failure to obtain and/or comply with a right-of-way permit	\$100.00	\$400.00	\$750.00
Placement of a prohibited structure or object in city right-of-way	\$50.00	\$100.00	\$300.00

B. Monetary penalties for a notice of violation shall be as follows:

1. First day of each violation, \$100.00;
2. Second day of each violation, \$200.00;
3. Third day of each violation, \$300.00;
4. Fourth day of each violation, \$400.00;
5. Each additional day of violation beyond four days, \$500.00 per day.

C. Violations involving the tree regulations set forth in Chapter 16.52 MMC and the shoreline master program set forth in Chapters 16.60 through 16.67 MMC shall have the monetary penalties prescribed by this section assessed on a per tree basis.

(Code 1988 § 1.15.330; Ord. No. 959 § 2, 2018; Ord. No. 939 § 4, 2016; Ord. No. 909 § 4, 2014; Ord. No. 876 § 3, 2011; Ord. No. 848 § 3, 2010)



EXHIBIT 3

501 Evergreen Point Road, Medina WA 98039
425.233.6400 www.medina-wa.gov

NOTICE OF DECISION
NOISE VARIANCE
Steven R. Wilcox
Development Services Department
December 21, 2023

Summary of Decision: Approved, subject to conditions.

PART 1 – GENERAL INFORMATION:

DECISION TYPE: Type 2, Administrative Noise Variance

APPLICATION: P-23-043

LOCATION: SR 520 Milepost 1.18 to Milepost 3.98

TAX PARCEL: N/A

PROPERTY OWNER: Washington State Department of Transportation (WSDOT)

APPLICANT AGENT: Kelsey Donahue, WSDOT
TPS3 Air Quality Noise and Energy Specialist

LEGAL DESCRIPTION: None. Work area as defined by the Location within WSDOT property, and by the Exhibit 1 map.

PROPOSAL: Maintenance of the SR 520 floating bridge through sealing of the deck, and soffits near the expansion joints. This variance provides relief allowing WSDOT to work outside of regular work hours as defined within Medina Municipal Code Chapter 8.06. This variance will allow for up to 10-nights of maintenance work between March 1, 2024 and December 31, 2024.

ZONING: Properties Adjacent are R-20 Single-Family Residential

COMPREHENSIVE PLAN DESIGNATION: SR 520 Corridor Special Planning Area

CRITICAL AREAS: None. All maintenance work is on the existing SR 520.

ENVIRONMENTAL (SEPA) REVIEW: Exempt pursuant to WAC 197-11-800(1)(b)(i)

PART 2 – SITE CHARACTERISTICS:

EXISTING CONDITIONS: SR 520 WSDOT Right of Way

ACCESS: East and West directions on SR 520

PART 3 – STAFF ANALYSIS:

GENERAL:

1. SR 520 is within WSDOT right of way. Portions of SR 520 and this (concrete sealing) maintenance work are within the City of Medina limits.
2. The maintenance work will occur during a maximum of 10-nights between March 1, 2024. The applicant would like for the work to be allowed under this variance through December 31, 2024, or as determined by WSDOT and their contractor. The Medina Municipal Code adds conditions to the work period under the variance approval.

Due to the requirement of MMC 8.06.500.C.5, this variance approval will expire one-year from the date of the decision.

3. The maintenance work is throughout the entirety of SR 520. Work within Medina will be relatively brief with primary noise coming from street sweepers.
4. WSDOT performed a noise study which shows a 600' buffer from the maintenance work. The noise study buffer and narrative is in Exhibit 2. A comparative noise level table was provided and is included as Exhibit 3. The noise study concludes within "Justification for nighttime work & traffic limitations" with Exhibit 4, that the brief noises created by the maintenance work will be comparable to existing nighttime traffic.
5. Ingress and egress to the maintenance work is via SR 520 in a manner similar to traffic.

PART 4 – CONCLUSIONS:

A. Pursuant to Medina Municipal Code Chapter 8.06.500.C Administrative noise variance.

1. Procedures, MMC 8.06.500.C.2

Administrative noise variance applications are processed as a Type 2 decision pursuant to the review procedures set forth in Chapter 16.80 MMC. The director is appointed as the decision authority to decide request for administrative noise variances.

2. Limitations, MMC 8.06.500.C.2

- a. The exemption is limited to a period not to exceed 14 days during any 12-month period; and
- b. A project may not have more than one administrative noise variance granted for the entire project. A site containing multiple projects during any five-year consecutive period shall be deemed a single project for purposes of qualifying for an administrative noise variance.

Conclusion.

The administrative noise variance application complies with the Limitations outlined in MMC 8.06.500.C.2.

3. 8.06.500.C.3 Criteria for approval.

- a. The exemption is limited to a period not to exceed 14 days during any 12-month consecutive period; and
- b. A project may not have more than one administrative noise variance granted for the entire project. A site containing multiple projects occurring during any five-year consecutive period shall be deemed a single project for the purposes of qualifying for an administrative noise variance.

Conclusion.

The administrative noise variance complies with the Criteria for approval outlined in MMC 8.06.500.C.3.a.

Compliance with 8.06.500.3.b will be required.

4. Conditions of approval, MMC 8.06.500.C.4

The director may attach reasonable conditions as necessary to safeguard the public health, general welfare and safety.

Conclusion.

Reasonable conditions in the interest of the Medina public are being applied. Refer to Part 5 – Decision.

5. Lapse of approval, MMC 8.06.500.C.5

An administrative noise variance shall expire after one year from the later date of the decision being issued or an appeal becoming final.

Conclusion.

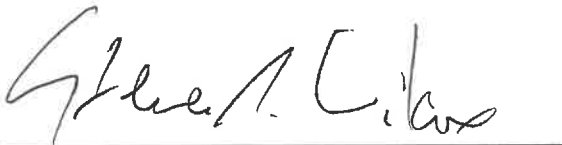
The applicant will be required to schedule the work completion within this time period.

PART 5 – DECISION:

The request for a noise variance is approved, subject to the following:

1. The general contractor will apply a Silane, or similar product, which is a concrete sealant. Application of the Silane sealant is to be in accordance with all WSDOT, Department of Ecology, product application rules, and any other requirements in the interest of protecting general health, safety, and the environment specific to include the protection of Medina residents and Lake Washington.
2. The applicant will ensure that emergency services access to Medina are not affected.
 - a. Any effect on emergency services response times or facilities are to be prior approved by those agencies involved.
 - b. The City of Medina Police Chief and the Development Services Department Director are to be prior notified of any proposed changes to City access or facilities.

3. The applicant will respond to, and attempt to mitigate Medina resident concerns in a timely manner.
 - a. The Development Services Department director will be notified via email or phone of resident concerns and response results as they occur.
4. WSDOT agreed to provide additional noticing of work start dates at least 2-weeks ahead of each maintenance work period.
 - a. At a minimum, additional mailed noticing will be sent to the Medina residents within the 600' buffer as defined in Exhibit 2.
 - b. A copy of each additional mailed notice will be provided to the Development Services Director.
5. Maintenance project associated vehicles, including worker vehicles will not park in the City of Medina.
 - a. There will be no parking allowed anywhere within the Medina right of way.
 - b. Worker vehicle parking will not occur on SR 520 in locations where any associated noise can be heard by Medina residents.
6. The maintenance project will not stage on SR 520 within the City of Medina.
7. Portable toilets, or other facilities which will cause frequency, or congregation of maintenance project workers, will not be located on SR 520 within Medina.
8. Vehicle back-up alarms will not be used during night hours.
9. The applicant will notify the Development Services director prior to work starts, and to the final completion of the maintenance project.



Steven R. Wilcox
Development Services Director

Date: 12-21-23

Part 8 – APPEAL:

Pursuant to MMC 16.80.220(A) Type 2 decisions may be appealed to the Medina Hearing Examiner. Appeals shall be in writing and submitted within 14 days of the issuance of this decision. Appeals are due by 4:00pm, Friday, January 5, 2024. Appeals shall be submitted along with a \$750 fee to the City Clerk at the following address: Medina City Hall, 8398 N.E. 12th Street, Medina, WA 98039



CITY OF MEDINA

501 EVERGREEN POINT ROAD | PO BOX 144 | MEDINA WA 98039-0144
 TELEPHONE 425-233-6400 | www.medina-wa.gov

Date: April 8, 2024
To: Honorable Mayor and City Council
Via: Stephen R. Burns, City Manager
From: Ryan Wagner, Finance & HR Director
Subject: March 2024 Financial Report

March 2024 report includes:

- March 2024 AP Check Register Activity Details
 - March Key Revenue and Expenditure Numbers
 - Potential Budget Amendment Items
 - March Financial Summary
 - March Cash Statement
-

March 2024 Key Revenue Items

- \$296K in Property Tax
- \$140K in Sales Tax Revenue
- \$94K In Permit Revenue
- \$43K in Investment Interest Earnings
- \$37K in REET (To be paid in April)

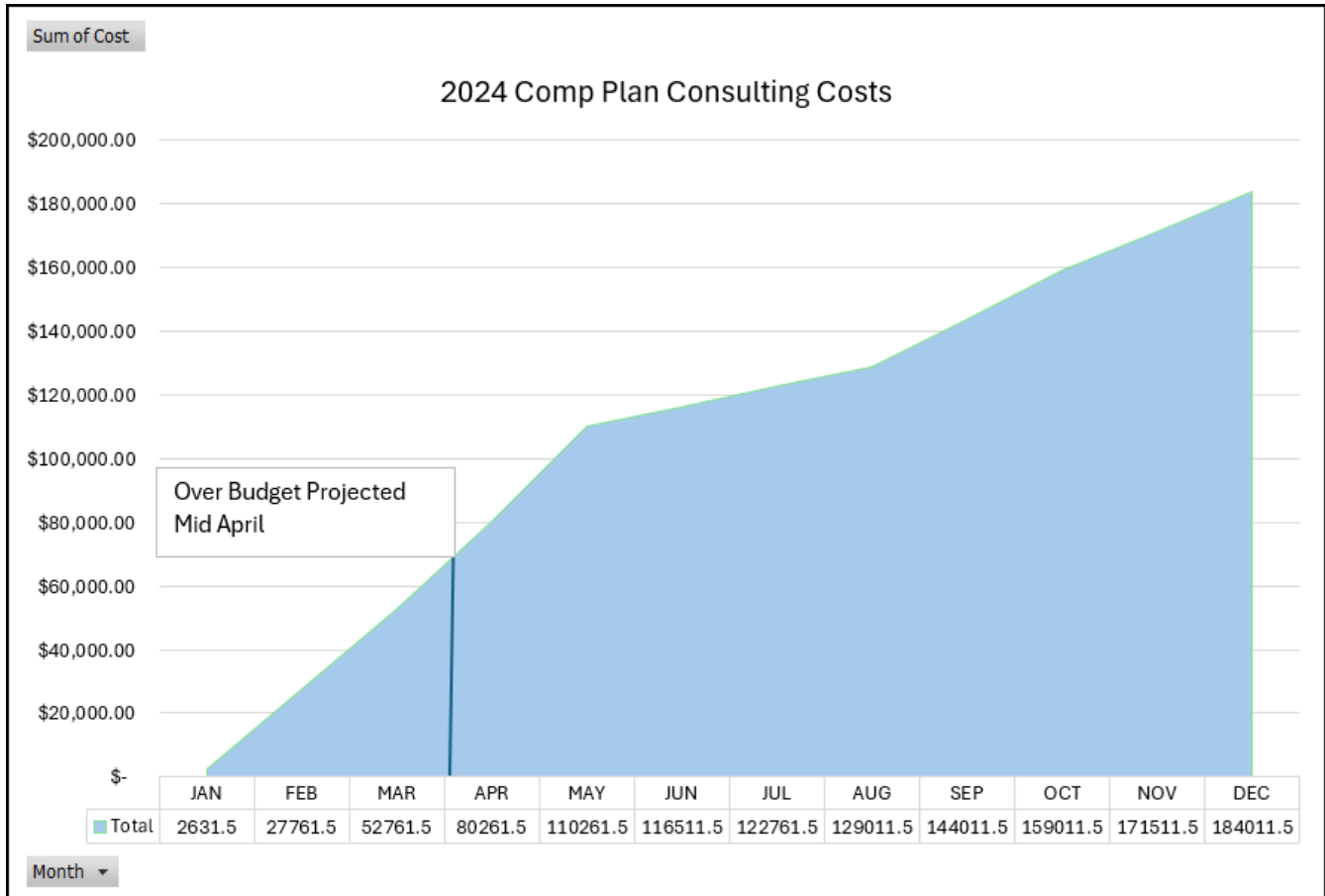
March 2024 Key Expenditures

- \$95K Kamins Construction - Upland Rd Drainage
- \$44K TIG - Update Azure/ Dell VXRail Warranty
- \$40K LDC - Planning Consultant
- \$21K Atwell - Permit Software
- \$12K Inslee Best - Attorney Services February

Budget Amendment Items

The city budgeted \$70,000 in 2024 to finalize the comprehensive plan, which aligns with what was determined in 2022 to be the three-year cost of the project. Based on actuals for January and February of this year, plus estimates from staff and our consultants, the city is expected to go over budget by as early as April of this year. With this process running through the end of the year, we expect currently to be over budget by an estimated \$115,000. Staff will continue to provide updates monthly as we track costs. Please see the attached chart and graph for reference.

2024 Consulting Costs Comp Plan		
Month	Cost	Actual V Estimate
JAN	\$ 2,631.50	Actual
FEB	\$ 25,130.00	Actual
MAR	\$ 25,000.00	Estimate
APR	\$ 27,500.00	Estimate
MAY	\$ 30,000.00	Estimate
JUN	\$ 6,250.00	Estimate
JUL	\$ 6,250.00	Estimate
AUG	\$ 6,250.00	Estimate
SEP	\$ 15,000.00	Estimate
OCT	\$ 15,000.00	Estimate
NOV	\$ 12,500.00	Estimate
DEC	\$ 12,500.00	Estimate
Total Annual Cost:		\$ 184,011.50
Total 2024 Budget:		\$ 70,000.00
Projected Overage:		\$ 114,011.50



March 2024 Financial Summary

REVENUES:	MARCH ACTUAL	YTD ACTUAL	2024 ANNUAL BUDGET	% of Budget Total	REMAINING BUDGET
General Fund					
Property Tax	\$295,952	\$372,482	\$4,461,393	8.35%	\$4,088,911
Sales Tax	\$139,635	\$464,616	\$1,904,941	24.39%	\$1,440,325
Affordable & Sup. Housing	\$0	\$1,597	\$0	--	(\$1,597)
Criminal Justice	\$7,807	\$25,701	\$107,863	23.83%	\$82,162
B & O Tax: Utility & Franchise Fee	\$154,036	\$324,131	\$938,400	34.54%	\$614,269
Leasehold Excise Tax	\$0	\$0	\$6,589	0.00%	\$6,589
General Government (includes Hunts Point)	\$5,520	\$11,763	\$433,520	2.71%	\$421,757
Passports, General Licenses & Permits	\$49	\$591	\$6,000	9.85%	\$5,409
Fines, Penalties, Traffic Infr.	\$0	\$1,746	\$18,000	9.70%	\$16,254
Misc. Invest. Facility Leases	\$33,316	\$98,294	\$244,496	40.20%	\$146,202
Disposition of Capital Assets	\$0	\$120	\$0	--	(\$120)
General Fund Total	\$636,315	\$1,301,040	\$8,121,202	16.02%	\$6,820,163
Development Services Fund Total	\$115,213	\$311,657	\$1,121,500	27.79%	\$809,843.09
Development Services Fund Transfers In from GF	\$0	\$0	\$0	--	\$0.00
Street Fund Total	\$5,241	\$12,994	\$122,096	10.64%	\$90,446
Street Fund Transfers In	\$44,583	\$133,750	\$535,000	25.00%	\$200,764
Tree Fund Total	\$888	\$888	\$3,075	28.88%	\$2,187
Capital Fund Total	\$58,575	\$468,431	\$1,300,000	36.03%	\$831,569
Levy Stabilization Fund Total	\$0	\$0	\$0	--	\$0
Levy Fund Transfers In GF	\$33,333	\$100,000	\$400,000	25.00%	\$300,000
NonRevenue Trust Funds Total	\$103	\$2,444	\$0	--	(\$2,444)
Master Investments Total	\$0	\$750,000	\$0	--	(\$750,000)
Total (All Funds)	\$816,334	\$2,097,453	\$10,667,873	19.66%	\$8,570,420
Total (All Funds) Transfers In	\$77,917	\$233,750	\$935,000	25.00%	\$701,250

EXPENDITURES:	MARCH ACTUAL	YTD ACTUAL	2024 ANNUAL BUDGET	% of Budget Total	REMAINING BUDGET
General Fund					
Legislative	\$6,389	\$13,017	\$70,500	18.46%	\$57,483
Municipal Court	\$6,415	\$10,415	\$63,000	16.53%	\$52,585
Executive	\$28,010	\$74,817	\$292,970	25.54%	\$218,153
Finance	\$36,653	\$410,410	\$683,422	60.05%	\$273,012
Legal	\$12,421	\$35,120	\$347,200	10.12%	\$312,080
Central Services	\$113,972	\$274,083	\$1,199,644	22.85%	\$925,562
Police Operations	\$171,389	\$630,298	\$2,803,273	22.48%	\$2,172,975
Fire & Medical Aid	\$0	\$0	\$934,285	0.00%	\$934,285
Public Housing, Environmental & Mental Health Fees	\$10,448	\$26,051	\$52,648	49.48%	\$26,597
Recreational Services	\$0	\$0	\$48,500	0.00%	\$48,500
Parks	\$39,224	\$130,201	\$608,415	21.40%	\$478,214
General Fund Subtotal	\$424,921	\$1,604,412	\$7,103,857	22.59%	\$5,499,445
General Fund Transfers Out	\$71,667	\$215,000	\$860,000	25.00%	\$645,000
General Fund Total	\$496,587	\$1,819,412	\$7,963,857	22.85%	\$6,144,445
Development Services Fund Total	\$92,296	\$303,281	\$1,199,937	25.27%	\$896,656
City Street Fund Total	\$42,404	\$151,065	\$645,427	23.41%	\$494,362
Tree Fund Total	\$6,166	\$6,166	\$30,000	20.55%	\$23,835
Capital Fund Total	\$126,583	\$235,688	\$1,495,000	15.77%	\$1,259,312
Capital Fund Transfers Out	\$6,250	\$18,750	\$75,000	25.00%	\$56,250
NonRevenue Trust Funds Total	\$49	\$285	\$0	0.00%	(\$285)
Master Investments Total	\$0	\$0	\$0	0.00%	\$0
Total (All Funds)	\$692,419	\$2,300,897	\$10,474,221	21.97%	\$8,173,324
Total (All Funds) Transfers Out	\$77,917	\$233,750	\$935,000	25.00%	\$701,250

March 2024 Cash Position Report

<u>2024 Cash Balance, 2/29/24</u>		<u>2024 Cash Balance, 3/31/2024</u>	
TOTAL CASH & INVESTMENTS		TOTAL CASH & INVESTMENTS	
Period Ending: 2/29/24		Period Ending: 3/31/2024	
WA ST INV POOL	\$ 9,238,172	WA ST INV POOL	\$ 9,439,438
OTHER INVESTMENTS*	4,505,595	OTHER INVESTMENTS*	4,505,595
CHECKING	<u>747,910</u>	CHECKING	<u>615,400</u>
	\$ 14,491,677		\$ 14,560,433
		Outstanding Checks	\$84,566
			<u>\$ 14,475,867</u>

\$1M bond (Aug 2020) 8/5/2024
\$1M bond (June 2023) 12/31/2024
\$500K bond (Mar 2020) 3/25/2025
\$500K bond (June 2022) 12/31/2025
\$1.15M bond (Jan 2023) 6/30/2026
\$500K bond (June 2023) 12/31/2027



CITY OF MEDINA

501 EVERGREEN POINT ROAD | PO BOX 144 | MEDINA WA 98039-0144
 TELEPHONE 425-233-6400 | www.medina-wa.gov

Date: April 8, 2024
To: Honorable Mayor and City Council
Via: Stephen R. Burns, City Manager
From: Aimee Kellerman, City Clerk
Subject: Central Services Department Monthly Report

APRIL AND MAY PUBLIC MEETINGS AND EVENTS

<u>Event</u>	<u>Date</u>	<u>Time</u>	<u>Location</u>
Spring Shredder/Drug Take Back/E-Recycle Day	Apr 20	9:00 am – 12:00 pm	Medina Park 8301 NE 12 th Street
City Council Meeting	Apr 22	5:00 pm	In-Person/Online
Planning Commission Meeting	Apr 23	6:00 pm	In-Person/Online
City Council Meeting	May 13	5:00 pm	In-Person/Online
Planning Commission Special Meeting	May 16	6:00 pm	In-Person/Online
Park Board Meeting	May 20	5:00 pm	In-Person/Online
Memorial Day – City Hall Closed	May 27		
City Council Meeting – Tuesday	May 28	5:00 pm	In-Person/Online
Planning Commission Meeting - Wednesday	May 29	6:00 pm	In-Person/Online

Meetings are publicly noticed on the City’s three official notice boards, City website, and via GovDelivery. Occasionally notices require publication in the City’s official newspaper, The Seattle Times. Public meetings scheduled after publication of this report can be found on the City’s website.

COMMUNICATION TO OUR COMMUNITY

E-Notice Program: During the month of March, the City issued 26 bulletins amounting to a total of 136,634 bulletins delivered to subscribers; approximately 16.3% were opened. See **Attachment**.

As of March 31, the city had 17,986 subscribers (change in total subscribers **+624**), with a combined total of 159,112 subscriptions (change in total subscriptions **+4,028**).

RECORDS REQUESTS

During the month of March, 10 public records requests were received by Central Services. See **Attachment 2**.

	Bulletins Developed	Total Recipients	Total Delivered	Unique Email Opens	Unique Email Open Rate	Wireless Recipients
Comparisons:						
March, 2024	26	155,690	136,634	15,275	16.30%	52,425
February, 2024	20	95,632	84,205	9,221	15.80%	31,340
January, 2024	11	34,035	29,587	3,241	14.90%	9,635
December, 2023	25	169,934	150,140	15,915	16.10%	61,797
November, 2023	18	139,016	122,638	11,849	15.10%	53,171
October, 2023	18	136,961	121,422	13,953	17.70%	51,134
September, 2023	15	90,510	80,034	9,313	17.70%	33,166
August, 2023	15	149,675	133,378	16,453	19.70%	59,515
July, 2023	15	96,258	85,325	10,578	19.40%	36,793
June, 2023	10	76,477	68,422	8,528	19.40%	29,336
May, 2023	28	159,825	142,208	14,563	16.00%	61,919
April, 2023	32	213,523	191,506	20,444	16.60%	81,637
March, 2023	21	129,439	115,951	11,878	15.90%	49,669
January, 2023	30	192,287	172,943	23,109	19.90%	68,940
Date Sent	Top 10 Most Read Bulletins During March			Emails Opened	Email Open Rate	
03/02/2024 12:46 PM PDT	Community Bulletin - Thefts from Mailboxes			2,880	22%	
03/15/2024 10:10 AM PDT	UPDATE - Medina Easter Egg Hunt			1,680	15%	
03/18/2024 02:57 PM PDT	Important Notice- Republic Services Recycling, Trash, Compost Collection Day Changes			2,454	16%	
03/19/2024 04:00 PM PDT	Notice of Public Hearing - Street Vacation Moratorium Extension - April 8, 2024			1,672	15%	
03/20/2024 02:54 PM PDT	FAIRWEATHER NATURE PRESERVE TREE SAFETY MITIGATION			1,358	16%	
03/22/2024 03:38 PM PDT	Community Bulletin - Save the Date - Shredder Day with Electronics Recycling and Drug Take Back			2,387	18%	
03/25/2024 08:34 AM PDT	Notice to Medina Residents - Temp Closure of City Hall			1,401	13%	
03/25/2024 01:36 PM PDT	March 26, 2024 Medina Planning Commission Hybrid Regular Meeting Agenda Packet			1,985	16%	
03/25/2024 01:38 PM PDT	March 26, 2024 Medina Planning Commission Special Meeting/Public Comments Wanted!			2,039	17%	
03/28/2024 03:30 PM PDT	Notice of Application -Non-substantial destruction remodel 3230 78th PI NE			554	25%	

**ATTACHMENT 2**

501 EVERGREEN POINT ROAD • P.O. BOX 144 • MEDINA, WA 98039-0144
TELEPHONE (425) 233-6400 • FAX (425) 451-8197 • www.medina-wa.gov

DATE: April 8, 2024
TO: Mayor and City Council
From: Aimee Kellerman, City Clerk
Subject: March 2024, Public Records Request Tracking

In March 2024, Central Services staff received **10** new public records requests. These requests required approximately **25 hours** of Central Services staff time and **0 hours** of consulting time with the City Attorney. The overall March cost, which includes staff hourly rate plus benefits and City Attorney fees is approximately **\$400**.

In addition, the police department receives public records requests specific to police business that require records research and information distribution. In March 2024, the Police Department received **4** new records requests. These requests required approximately **1 hour** of staff time and **0 hours** of consulting time with the City Attorney. The overall March cost, which includes staff hourly rate plus benefits, is approximately **\$35**. The requests are from outside law enforcement agencies, insurance carriers, the public and persons involved in the incidents.

ATTACHMENT 2

March 2024 Monthly PRR Report

Reference ID	Public Records Request	Requester Name	Request Date	Department	Assigned Staff
24-49	Hello, DECLARATION REGARDING ACCESSORY DWELLING UNIT REGISTRATION FOR PROPERTY LOCATED AT 3311 EVERGREEN POINT ROAD, TAX ACCOUNT #: 242504-9192, RECORDED UNDER KING COUNTY RECORDING NUMBER 20181204000547. There does not appear to be ADU on the subject property, was ADU approved and constructed and assigned a separate address? Thank you for your time and guidance. Tim Daniels	Timothy G Daniels	3/22/2024	Development Services	Dawn Nations
24-48	I am looking for the original building plans for 328 Overlake Dr E. Medina.	Christi Clark	3/21/2024	Development Services	Dawn Nations
24-47	Requesting design plans for 2247 Evergreen Point Road (viewing platform).	Melissa Hamilton	3/15/2024	Development Services	Craig Fischer
24-46	Please provide the Geotechnical Reports for 1525 79th PI NE for the the demolition and construction started in 2021. Thank you, Marsha Parker 206-229-4827 marshatodd@gmail.com	Marsha Todd Parker	3/14/2024	Development Services	Craig Fischer
24-44	Requesting a report of all issued and pending building permits for residential & commercial properties from 2/1/2024 to 2/29/2024. Report to include if possible: permit number, issue date, site addresses, valuation of project, description of work, contractor information and owner name. If a report is unavailable, then copies of the original permits would be more than adequate.	Braden Mineer	3/11/2024	Development Services	Dawn Nations

ATTACHMENT 2

24-43	<p>Could the City please post the audio files relating to the Planning Commission meetings in February 2024 - seems as though there is quite a lag.</p> <p>Thank you for considering.</p>	Les Grossman	3/8/2024	Development Services	Craig Fischer
24-42	<p>Looking for construction plans for 7614 Overlake Dr W. Parcel number: 3625049041. The house was built in 1969 and remodeled in 1995. We are looking for plans for both if those are on record.</p>	DJ Stauffer	3/7/2024	Development Services	Dawn Nations
24-41	<p>We are planning to do remodel and additions to 7675 NE 14th St Medina, WA 98039. So we are requesting any survey, building drawings or any document that could help the architect making design decisions and contractors making remodeling/constructions easier.</p>	LINTAO CUI	3/6/2024	Development Services	Dawn Nations
24-40	<p>Looking for the permit approval for the existing American Tower (ATC) DAS installation of antennas on PSE poles in the ROW. There are 10 existing PSE poles that were part of the project. Locations are along Evergreen Point Rd with additional locations along Lake Washington Blvd and NE 8th St</p>	Jennifer Taylor	3/6/2024	Development Services	Aimee Kellerman
24-37	<p>Site plan or other drawing showing existing structures and minimum setbacks for 1800 73rd Avenue NE, Medina, WA.</p>	Jared Wheeler	3/1/2024	Development Services	Dawn Nations

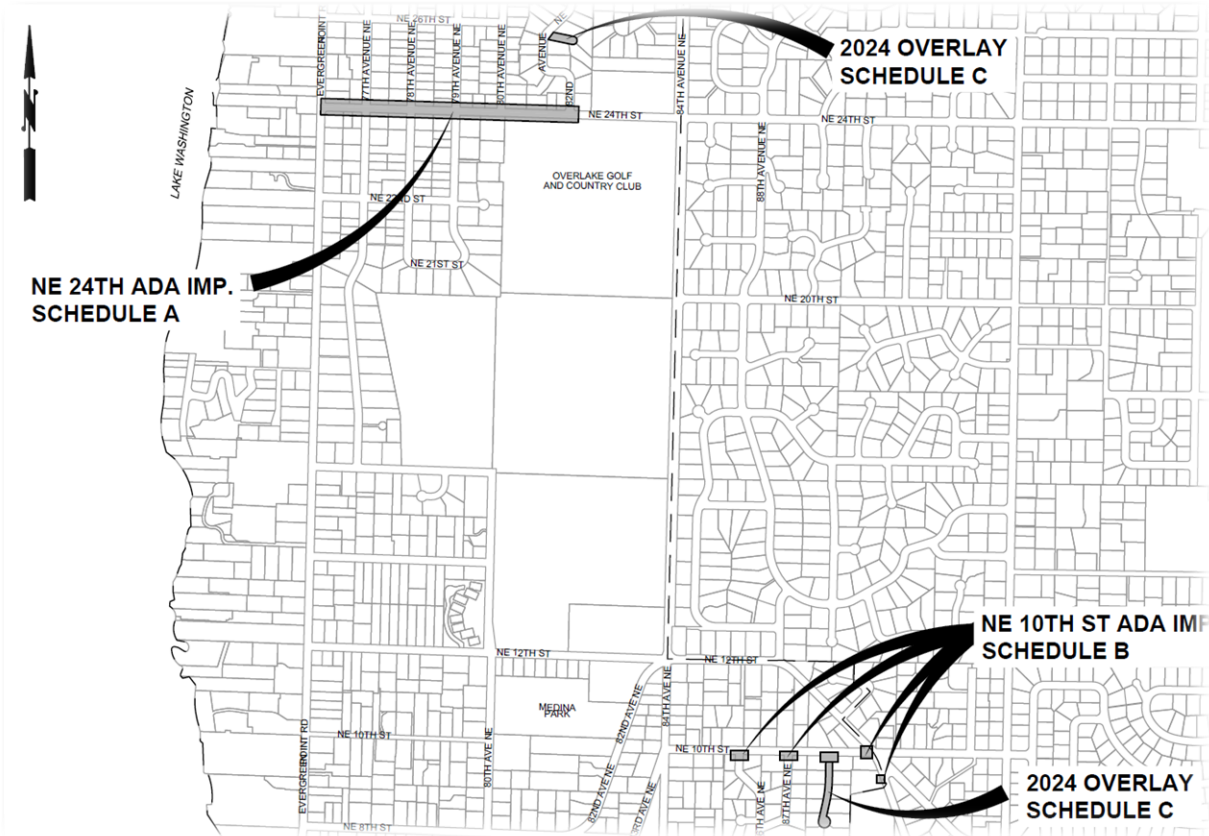


CITY OF MEDINA

501 EVERGREEN POINT ROAD | PO BOX 144 | MEDINA WA 98039-0144
TELEPHONE 425-233-6400 | www.medina-wa.gov

Date: April 8, 2024
To: Honorable Mayor and City Council
Via: Stephen R. Burns, City Manager
From: Ryan Osada, Public Works Director
Subject: Public Works Monthly Report

- 1. **2024 ADA IMPROVEMENTS & OVERLAY** – This project combines three previously budgeted projects. TIB_NE 24th Street ADA Improvements, NE 10th Street ADA Improvements and TIB_2024 Overlay (NE 26th St, 88th Ave NE). The scope of work includes replacing 26 curb ramps and overlaying two cul-de-sacs. Total estimated construction cost \$688,320.00 of which Medina is responsible for \$234,117.00.



2. **CITY HALL DECK REPAIRS** – This project had been postponed due to inclement weather over the past few months. With warmer Spring temperatures, the contractor was able to get a good start on the deck repairs. They are currently scheduled to complete the base contract by April 26th. There are two pending Change Orders, one to re-paint the existing railing and the second to paint the exterior of City Hall.



3. CITY HALL CARPET REPLACEMENT – Last month the contractor was able to complete the City Hall carpet replacement which was expected to take 8 working days. We worked around the contractor’s installation schedule by allowing some departments to work-from-home. Overall, Division 9 finished the project ahead of schedule, with little disruption to the staff and City Hall operations.



4. **MAINTENANCE** – Early last month, Western Washington experienced a series of windstorms which knocked out power in the region. Overall, the city fared well. Unfortunately, Fairweather Nature Preserve did suffer a number of downed trees. Our Public Works crew was onsite with a tree contractor to clear the trails and fall trees that were hazardous. Public Works fell approximately a dozen trees of which 6 had been leaning or broken by the windstorm.



5. PROJECT UPDATES -

Upland Road Stormwater Improvements – main contract & CO’s complete.

TIB_Upland Road Overlay – King County’s Overlay Program has been postponed until April 2024.

86th Ave NE Overlay_Ridge Rd, NE 5th St – same as the Upland Road contractor.

2024 ADA Improvements & Overlay – Ad on April 9th and bid opening April 23rd. This project combines three previously listed projects into one.

NE 12th Street Pedestrian Improvements – on consent for contract award.

Medina Park Irrigation & Pathway Imp_East – waiting for contract.

Medina Beach Park Tree Replanting – Phase III tree planting.

2024 Localized Stormwater Imp_NE 2nd Pl, 78th Ave NE, 82nd Ave NE, PO – design.

SROF_Medina Park Stormwater Pond Imp. – bidding and permitting.

Citywide Stormwater System Mapping & Evaluation – G&O has completed base mapping. Ongoing CCTV and assessment for future improvements.

2023 City Hall Balcony Repairs – ongoing.

City Hall Carpet Replacement – completed.

Post Office HVAC – permitting, scheduled for April.

City Hall & Post Office Exterior Painting – bid April.

2024 Hazardous Tree Removal – as needed.

77TH Ave NE Sidewalk & Curb Ramp Imp. – option 2 selected, construct in May.

Points Loop Trail Signs – currently making signs.

2024 PROPOSED PROJECT LIST	START DATE	DURATION	GRANT FUNDS	TOTAL COST	CITY COST
STREETS:					
Upland Road Overlay	Apr-24	3 weeks	\$ 231,660.00	\$ 257,400.00	\$ 25,740.00
86th Ave NE _ Ridge Rd, NE 5th, NE 6th	Apr-24	1 week	\$ -	\$ 90,000.00	\$ 90,000.00
TIB 2024 Overlays - NE 26th St, 88th Ave NE (Cul-de-sacs)	Aug-24	2 weeks	\$ 183,933.00	\$ 204,370.00	\$ 20,437.00
SIDEWALK:					
TIB NE 24th St ADA Updates	Jun-24	4 weeks	\$ 270,270.00	\$ 302,300.00	\$ 32,030.00
NE 10th ST ADA Updates	Jun-24	3 weeks	\$ -	\$ 181,650.00	\$ 181,650.00
NE 12th Street Sidewalk Improvements	May-24	12 weeks	\$ -	\$ 500,000.00	\$ 500,000.00
PARKS:					
Medina Park Irrigation & Pathway Improvements _ East	Jul-24	2 weeks	\$ 50,000.00	\$ 27,000.00	\$ 27,000.00
Medina Beach Park Tree Planting	Apr-23	2 days	\$ -	\$ 5,000.00	\$ 5,000.00
STORMWATER:					
2024 Localized Improvements NE 2nd Pl, 78th Ave NE, 82nd, PO	Jul-24	TBD	\$ -	\$ 350,000.00	\$ 350,000.00
SROF Medina Park Stormwater Pond Improvements	Aug-24	8 weeks	\$ 400,000.00	\$ 400,000.00	\$ -
Citywide Stormwater System Mapping & Evaluation	2023	TBD	\$ -	\$ 150,000.00	\$ 150,000.00
BUILDING:					
City Hall Balcony Improvements	Apr-24	4 weeks	\$ -	\$ 40,500.00	\$ 40,500.00
City Hall Carpet Replacement	Mar-24	2 weeks	\$ -	\$ 32,600.00	\$ 32,600.00
Post Office HVAC	Mar-24	1 week	\$ -	\$ 25,300.00	\$ 25,300.00
City Hall & Post Office Exterior Painting	Jun-24	3 weeks	\$ -	\$ 70,000.00	\$ 70,000.00
OTHER:					
Points Loop Trail Sign	2024	NA	\$ -	\$ 10,000.00	\$ 10,000.00
2023 Solar Speed Signs <i>*resident donation to police dept</i>	Jul-24	1 week	\$ 40,000.00	\$ 40,000.00	\$ -
2024 Hazardous Tree Removal Program	2024	NA	\$ -	\$ 25,000.00	\$ 25,000.00

*UPDATED 4/1/2024

TOTALS **\$1,175,863.00** **\$ 2,711,120.00** **\$ 1,585,257.00**

March 2024 Check Register

Vendor	Invoice Number	Expense Notes	Invoice Amount	Check Number	Check Date	Account Number	Account Description
8X8, Inc.	4298389	CH Phones	\$919.77	65543	3/6/2024	001-000-000-518-80-41-50	Technical Services, Software Services
			\$919.77				
911 Supply Inc	INV-2-36156	Uniform-Robles	\$126.56	65544	3/6/2024	001-000-000-521-20-22-00	Uniforms
			\$126.56				
ADP, Inc.	655786873		\$2,363.02	EFT Payment 4/3/2024 9:58:33 AM - 1	3/31/2024	001-000-000-514-20-41-01	Professional Services
			\$2,363.02				
Alexander Gow Fire Equipment Co.	12472970	Fire Extinguisher Insp	\$391.41	65545	3/6/2024	001-000-000-518-30-48-00	Repairs/maint-City Hall Bldg
			\$391.41				
AT&T Mobility	287287975246X02272024	PD Patrol Cars	\$990.10	65580	3/18/2024	001-000-000-521-20-42-00	Communications (phone,Pager)
			\$990.10				
Atwell, LLC	334290		\$20,768.25	65546	3/6/2024	401-000-000-558-60-41-00	Professional Services
			\$20,768.25				
Bellevue City Treasurer - Water	Service from 11/28/23 to 1/27/24 501 Evergreen Point Rd		\$741.14	65547	3/6/2024	001-000-000-518-10-47-00	Utility Serv-Elec,Water,Waste
Bellevue City Treasurer - Water	Service from 11/28/23 to 1/27/24 7801 NE 32nd St	Fair Weather Park Irrigation	\$131.78	65547	3/6/2024	001-000-000-576-80-47-00	Utilities
Bellevue City Treasurer - Water	Service from 11/28/23 to 1/27/24 506 Evergreen Point Rd	Beach Park Irrigation	\$222.93	65547	3/6/2024	001-000-000-576-80-47-00	Utilities
Bellevue City Treasurer - Water	Service from 11/28/23 to 1/27/24 1000 80th Ave NE	Medina Park Irrigation	\$1,307.31	65547	3/6/2024	001-000-000-576-80-47-00	Utilities
Bellevue City Treasurer - Water	Service from 11/19/23 to 1/22/24 Cntr RW of 84th NE	84th Ave/24th Irrigation	\$131.14	65547	3/6/2024	101-000-000-542-70-40-00	Street Irrigation Utilities
Bellevue City Treasurer - Water	Service from 11/12/23 to 1/16/24 1078 Lake Washington Blvd NE		\$14.34	65547	3/6/2024	101-000-000-542-70-40-00	Street Irrigation Utilities
			\$2,548.64				
Buenavista Services, Inc	11488	Janitorial Services at Post Office	\$2,037.75	65548	3/6/2024	001-000-000-518-30-48-00	Repairs/maint-City Hall Bldg
Buenavista Services, Inc	11406	Janitorial Services at Parks	\$1,158.62	65548	3/6/2024	001-000-000-518-30-48-00	Repairs/maint-City Hall Bldg
Buenavista Services, Inc	11487	Janitorial Services at Parks	\$1,158.62	65548	3/6/2024	001-000-000-518-30-48-00	Repairs/maint-City Hall Bldg
Buenavista Services, Inc	11407	Janitorial Services at Post Office	\$2,037.75	65548	3/6/2024	001-000-000-518-30-48-00	Repairs/maint-City Hall Bldg
			\$6,392.74				
Centurylink	Charges from Feb 8 to Mar 8 425-454-8183	PW Alarm and Fire	\$152.48	65549	3/6/2024	001-000-000-576-80-42-00	Telephone/postage
			\$152.48				
Certified Laboratories	8566548	PW Shop Supplies	\$258.13	65550	3/6/2024	001-000-000-576-80-31-00	Operating Supplies
			\$258.13				
Clean Air Agency	23-056	2023 Assessment	\$10,448.00	65551	3/6/2024	001-000-000-553-70-40-00	Pollution Prevention - Puget Sound Clean Air
			\$10,448.00				
Comcast	Services from Feb 25 to Mar 24	Sep 2023 & Mar 2024, Acct 8498 33 013 0193587	\$302.72	65552	3/6/2024	001-000-000-576-80-42-00	Telephone/postage
			\$302.72				
Crystal And Sierra Springs-Admin	11037150 022424	CH Drinking Water	\$148.54	65553	3/6/2024	001-000-000-518-10-31-00	Office And Operating Supplies
			\$148.54				
Crystal And Sierra Springs-PW	5291929 012724	PW Drinking Water	\$60.33	65554	3/6/2024	001-000-000-576-80-31-00	Operating Supplies
Crystal And Sierra Springs-PW	5291929 022424	PW Drinking Water	\$67.89	65581	3/18/2024	001-000-000-576-80-31-00	Operating Supplies
			\$128.22				
Eastside Tree Works	Advance Deposit Return for DEP00194	Advance Deposit Return for DEP00194	\$305.00	65576	3/18/2024	401-000-000-582-10-00-02	Refund of DS Adv Deposits
			\$305.00				
Gray & Osborne, Inc.	Project No: 24464.00 Invoice No: 1	NPES Assistances	\$1,438.55	65582	3/18/2024	101-000-000-542-30-41-03	NPDES Grant
Gray & Osborne, Inc.	Project: 24436.00 Inv: 1	2024 Overlay	\$189.18	65555	3/6/2024	307-000-000-595-30-63-01	Street Improvements, Overlays
Gray & Osborne, Inc.	Project: 21441.00 Inv: 32	NE 12th St Ped. Improvements	\$1,477.21	65555	3/6/2024	307-000-000-595-30-63-01	Street Improvements, Overlays
Gray & Osborne, Inc.	Project No: 24439.00 Invoice No: 1	Bridge Services	\$799.49	65582	3/18/2024	307-000-000-595-30-63-01	Street Improvements, Overlays
Gray & Osborne, Inc.	Project No:24436.00 Invoice No:2	TIB 2024 -PE	\$2,203.23	65582	3/18/2024	307-000-000-595-30-63-01	Street Improvements, Overlays
Gray & Osborne, Inc.	Project: 24435.00 Inv: 1	NE 10th St ADA Upgrade	\$189.18	65555	3/6/2024	307-000-000-595-30-63-10	Sidewalk Improvements
Gray & Osborne, Inc.	Project: 21441.00 Inv: 34	NE 12th St Ped. Improvements	\$1,227.18	65555	3/6/2024	307-000-000-595-30-63-10	Sidewalk Improvements
Gray & Osborne, Inc.	Project: 24432.00 Inv: 1	NE 24th St ADA Upgrade	\$9,232.38	65555	3/6/2024	307-000-000-595-30-63-10	Sidewalk Improvements
Gray & Osborne, Inc.	Project No: 24435.00 Invoice No: 2	NE 10th St ADA- PE	\$1,788.56	65582	3/18/2024	307-000-000-595-30-63-10	Sidewalk Improvements
Gray & Osborne, Inc.	Project No: 21441.00 Invoice No:35	NE 12th St Ped Imp- PE	\$1,721.50	65582	3/18/2024	307-000-000-595-30-63-10	Sidewalk Improvements
Gray & Osborne, Inc.	Project No: 24432.00 Invoice No:2	NE 24th St ADA-PE	\$10,903.69	65582	3/18/2024	307-000-000-595-30-63-10	Sidewalk Improvements
Gray & Osborne, Inc.	Project No: 23427.03 Invoice No: 3		\$148.05	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.12 Invoice No: 7		\$74.03	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 24427.26 Invoice No: 7		\$295.74	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 22427.07 Invoice No: 7		\$74.03	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 21427.22 Invoice No: 10		\$222.08	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 22427.29 Invoice No: 9		\$238.16	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 22427.06 Invoice No: 5		\$386.21	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 24427.00 Invoice No: 2	Project No: 24427.00 Invoice No: 2	\$592.20	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.17 Invoice No: 1		\$148.05	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.23 Invoice No: 2		\$386.21	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.24 Invoice No: 2		\$222.08	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.25 Invoice No: 1		\$682.31	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.18 Invoice No: 1		\$370.13	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.13 Invoice No: 1		\$592.20	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
Gray & Osborne, Inc.	Project No: 23427.04 Invoice No: 6		\$238.16	65582	3/18/2024	401-000-000-558-50-41-07	Engineering Consultant
			\$35,839.79				
Home Depot Credit Services	Jan 2024 Floor Mat	Floor Mat	\$31.47	EFT Payment 3/4/2024 2:48:12 PM - 1	3/4/2024	001-000-000-576-80-31-00	Operating Supplies
Home Depot Credit Services	February 2024 Hole Saw Bit/Router bits	February 2024 Hole Saw Bit/Router bits	\$113.27	EFT Payment 4/1/2024 9:10:40 AM - 1	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
Home Depot Credit Services	February 2024 Screws for Stair Railing	February 2024 Screws for Stair Railing	\$89.38	EFT Payment 4/1/2024 9:10:40 AM - 1	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
			\$234.12				

Horticultural Elements, Inc.	8560	84th Median & 24th Services	\$4,943.49	65556	3/6/2024	101-000-000-542-30-41-00	Professional Services
Horticultural Elements, Inc.	8474	Feb Maint. 84th Median	\$4,943.49	65556	3/6/2024	101-000-000-542-30-41-00	Professional Services
			\$9,886.98				
Insee Best Doezie & Ryder, P.S.	413239, client 371096	City Attorney	\$12,420.97	65557	3/6/2024	001-000-000-515-41-40-00	City Attorney
			\$12,420.97				
Jennifer LaFreniere	Advance Deposit Return for DEP00116	Advance Deposit Return for DEP00116	\$823.32	65577	3/18/2024	401-000-000-582-10-00-02	Refund of DS Adv Deposits
			\$823.32				
Kamins Construction Inc	Upland Rd Drainage CO 1	Upland Drainage CO#1 Final	\$49,269.00	65583	3/18/2024	307-000-000-595-30-63-02	Storm Sewer Improvements
Kamins Construction Inc	Upland RD Drainage CO 2	Upland Rd Drainage CO#2 Final	\$45,892.25	65583	3/18/2024	307-000-000-595-30-63-02	Storm Sewer Improvements
			\$95,161.25				
KC Office of Finance	11014465	KC INET	\$375.00	65584	3/18/2024	001-000-000-518-80-41-50	Technical Services, Software Services
			\$375.00				
King County Treasury	2024 RE Tax	2024 RE Tax	\$275.83	65585	3/18/2024	001-000-000-576-80-49-01	Misc-Property Tax
			\$275.83				
Kirkland Municipal Court	FEB24MED	January Filing Fees	\$2,415.30	65558	3/6/2024	001-000-000-512-50-40-10	Municipal Court-Traffic/NonTrf
			\$2,415.30				
Kirkland, City of	KPD2024-011	Inmate Housing	\$138.00	65559	3/6/2024	001-000-000-521-20-41-55	Jail Service-Prisoner Board
			\$138.00				
Konica Minolta Business Solutions	291858214	PW Printer	\$16.69	65560	3/6/2024	001-000-000-518-10-31-00	Office And Operating Supplies
Konica Minolta Business Solutions	292366637	PW Printer	\$8.79	65586	3/18/2024	001-000-000-518-10-31-00	Office And Operating Supplies
			\$25.48				
Konica Minolta Premier Finance	82201615	CH Copier	\$58.39		3/18/2024	001-000-000-518-10-31-00	Office And Operating Supplies
Konica Minolta Premier Finance	82050555	PW Printer	\$96.36		3/18/2024	001-000-000-518-10-31-00	Office And Operating Supplies
Konica Minolta Premier Finance	82131219	Copier Lease	\$216.64		3/18/2024	001-000-000-521-20-45-00	Equipment-Lease & Rentals
			\$371.39				
Lally Consulting, LLC	Advance Deposit Return for DEP00187	Advance Deposit Return for DEP00187	\$1,508.15	65578	3/18/2024	401-000-000-582-10-00-02	Refund of DS Adv Deposits
			\$1,508.15				
LDC Corp	34000	Planning Services	\$25,130.00	65587	3/18/2024	001-000-000-518-10-41-00	Professional Services
LDC Corp	34000	Planning Services	\$14,886.75	65587	3/18/2024	401-000-000-558-60-41-01	Planning Consultant
			\$39,716.75				
LexisNexis Risk Management - Account	1011660-20240229		\$0.00	65588	3/18/2024	001-000-000-521-20-41-00	Professional Services
			\$0.00				
Marxer, Barbara	3/4/24 to 3/8/24 Travel Reimbursement	Property and Evidence Management Conference	\$406.69		3/21/2024	001-000-000-521-20-43-00	Travel & Training
			\$406.69				
MG Consulting Services LLC	200-13	Laserfiche/RM Project	\$1,575.00	65590	3/18/2024	001-000-000-518-10-41-00	Professional Services
			\$1,575.00				
Michael's Fine Dry Cleaning	111	PD Dry Cleaning	\$109.01	65591	3/18/2024	001-000-000-521-20-22-00	Uniforms
			\$109.01				
Mike's Tree Care, Inc	Fairweather Park Tree	Hazardous Tree Removal Fairweather Nature Preserve	\$6,165.50	65592	3/18/2024	103-000-000-558-60-49-10	Miscellaneous-Tree Replacement
			\$6,165.50				
Moberly & Roberts, PLLC	1156	Prosecution Services	\$4,000.00	65561	3/6/2024	001-000-000-512-50-40-10	Municipal Court-Traffic/NonTrf
			\$4,000.00				
Navia Benefit Solutions	10809211	Jan 24 Navia Fee	\$812.00	65562	3/6/2024	001-000-000-514-20-49-10	Miscellaneous
Navia Benefit Solutions	10817515	Feb 24 Navia Fee	\$200.00	65562	3/6/2024	001-000-000-514-20-49-10	Miscellaneous
			\$1,012.00				
Norcom	1669	911 Dispatch Services	\$20,391.59	65563	3/6/2024	001-000-000-521-20-41-15	Dispatch Services-Norcom Trans
			\$20,391.59				
Organic Sediment Removal Systems	Sediment Depth Study	2015 Medina Pk SW Pond Imp	\$2,500.00	65593	3/18/2024	307-000-000-595-30-63-02	Storm Sewer Improvements
			\$2,500.00				
Pro-shred	71923	CH Shredding Services	\$55.66	65564	3/6/2024	001-000-000-518-10-41-00	Professional Services
			\$55.66				
Puget Sound Energy	Service for 1/20/24 to 2/16/24 1000 84th Ave NE	Medina Park Irrigation	\$576.95	65565	3/6/2024	001-000-000-576-80-47-00	Utilities
Puget Sound Energy	Service for 1/23/24 to 2/20/24 84th Ave NE #PKNG	View Point Park Power	\$16.89	65565	3/6/2024	001-000-000-576-80-47-00	Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 TIB LED Conversion		\$0.00	65594	3/18/2024	001-000-000-576-80-47-00	Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 515 Evergreen Point Rd		\$0.00	65594	3/18/2024	001-000-000-576-80-47-00	Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 80th Ave NE & NE 10th St		\$0.00	65594	3/18/2024	001-000-000-576-80-47-00	Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 77th Ave NE & 79th Ave NE		\$0.00	65594	3/18/2024	001-000-000-576-80-47-00	Utilities
Puget Sound Energy	Service for 1/20/24 to 2/16/24 1050 82nd Ave NE	Street Lights 10th/82nd Ave	\$34.46	65565	3/6/2024	101-000-000-542-63-41-00	Street Light Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 TIB LED Conversion	Street Light Pwr	\$1,646.11	65594	3/18/2024	101-000-000-542-63-41-00	Street Light Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 515 Evergreen Point Rd	Street Light Pwr	\$32.67	65594	3/18/2024	101-000-000-542-63-41-00	Street Light Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 77th Ave NE & 79th Ave NE	Street Light Pwr	\$123.18	65594	3/18/2024	101-000-000-542-63-41-00	Street Light Utilities
Puget Sound Energy	Service for 2/1/24 to 2/29/24 80th Ave NE & NE 10th St	Street Light Pwr	\$13.36	65594	3/18/2024	101-000-000-542-63-41-00	Street Light Utilities
			\$2,443.62				
Rainbow Metals Inc	13602	Arbor Day Plaques	\$1,233.40	65595	3/18/2024	001-000-000-576-80-31-00	Operating Supplies
			\$1,233.40				
Republic Services, Inc. dba Rabanco, Lt 0172-009553796		PW Dumpster	\$551.60	65596	3/18/2024	001-000-000-576-80-41-04	Professional Services-Misc
			\$551.60				
Seattle Times, The	52015	Notices	\$339.50	65597	3/18/2024	001-000-000-518-10-44-00	Advertising
Seattle Times, The	52015	Notices	\$1,125.00	65597	3/18/2024	401-000-000-558-60-42-00	Communications
			\$1,464.50				
SHI International Corp	B17927199	Azure overages	\$649.06	65566	3/6/2024	001-000-000-518-80-41-50	Technical Services, Software Services
			\$649.06				

Sound View Strategies, LLC	3134	Lobbyist	\$3,000.00	65567	3/6/2024	001-000-000-513-10-41-00	Professional Services
Sound View Strategies, LLC	3078		\$3,000.00	65567	3/6/2024	001-000-000-513-10-41-00	Professional Services
			\$6,000.00				
Staples Business Advantage	3560959494	Office Supplies- Restock kitchen, misc	\$167.75	65568	3/6/2024	001-000-000-518-10-31-00	Office And Operating Supplies
Staples Business Advantage	3560959492		\$34.99	65598	3/18/2024	001-000-000-521-20-31-00	Office Supplies
Staples Business Advantage	3560959493		\$42.39	65598	3/18/2024	001-000-000-521-20-31-00	Office Supplies
			\$245.13				
Stewart Title Company	804351	Street Easement Docs	\$330.30	65569	3/6/2024	101-000-000-542-30-41-00	Professional Services
Stewart Title Company	795816	Street Easement Docs	\$330.30	65569	3/6/2024	101-000-000-542-30-41-10	Road & Street Maintenance
			\$660.60				
TIG Technology Integration Group	65845	IT Services	\$11,708.32	65599	3/18/2024	001-000-000-518-80-41-50	Technical Services, Software Services
TIG Technology Integration Group	5553028	Update/Azure software	\$11,490.04	65570	3/6/2024	001-000-000-518-80-41-60	Software Services
TIG Technology Integration Group	Inv #65819	Renewal Sophos Anti-Malware SaaS for end points	\$825.75	65570	3/6/2024	001-000-000-518-80-41-60	Software Services
TIG Technology Integration Group	5553023		\$95.79	65570	3/6/2024	001-000-000-518-80-41-60	Software Services
TIG Technology Integration Group	5552521	IT services (Credit Taken)	\$1,371.11	65570	3/6/2024	001-000-000-518-80-41-60	Software Services
TIG Technology Integration Group	5554284	Dell VXRail Warranty Certification	\$16,104.33	65599	3/18/2024	001-000-000-518-80-41-60	Software Services
TIG Technology Integration Group	65845	IT Services	\$2,157.52	65599	3/18/2024	401-000-000-558-50-05-00	Technical Services, Software Services
			\$43,752.86				
Tree Frog LLC	1842	Arborist Services	\$2,310.00	65600	3/18/2024	401-000-000-558-50-41-50	Arborist
			\$2,310.00				
US Bank	JE# 2169 US Bank Fees JE		\$166.59	20100973	3/31/2024	001-000-000-514-20-49-10	Miscellaneous
US Bank	JE# 2169 US Bank Fees JE		\$3,156.81	20100973	3/31/2024	401-000-000-558-60-49-10	Miscellaneous
US Bank	March 2024 CPL		\$36.00	20100974	3/31/2024	631-000-000-589-30-01-00	Dept Of Lic-Gun Permit
US Bank	March 2024 Nation CC Statement	Water for council Meetings	\$138.57	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-511-60-49-00	Miscellaneous
US Bank	March 2024 Nation CC Statement	Credit issued	(\$25.96)	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-10-31-00	Office And Operating Supplies
US Bank	March 2024 Nation CC Statement	Computer Bag (Kellerman)	\$19.88	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-10-31-00	Office And Operating Supplies
US Bank	March 2024 Nation CC Statement	Keyboard Tray (Kesler)	\$77.34	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-10-31-00	Office And Operating Supplies
US Bank	March 2024 Nation CC Statement	Mouse Pad (Kesler)	\$9.93	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-10-31-00	Office And Operating Supplies
US Bank	March 2024 Nation CC Statement	WMCA-Clerks Training (Nations)	\$600.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-10-43-00	Travel & Training
US Bank	March 2024 Kellerman CC Statement	Zoom Storage	\$40.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-30-45-00	Facility Rental
US Bank	March 2024 Kellerman CC Statement	Web Services for Internet Logs	\$0.33	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-80-41-50	Technical Services, Software Services
US Bank	March 2024 Kellerman CC Statement	Public Storage	\$325.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-518-80-41-50	Technical Services, Software Services
US Bank	March 2024 Gidlof CC Statement	PD Uniform boots	\$93.59	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-22-00	Uniforms
US Bank	March 2024 Gidlof CC Statement	Heavyduty Padlock	\$17.18	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-00	Office Supplies
US Bank	March 2024 Gidlof CC Statement	Digital Tablet- Anderson	\$659.40	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-00	Office Supplies
US Bank	March 2024 Gidlof CC Statement	Breakroom supplies	\$13.99	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-00	Office Supplies
US Bank	March 2024 Gidlof CC Statement	Post Cards	\$58.11	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-00	Office Supplies
US Bank	March 2024 Anderson CC Statement	RA	\$39.95	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-00	Office Supplies
US Bank	March 2024 Anderson CC Statement	Spray Paint	\$23.05	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-40	Police Operating Supplies
US Bank	March 2024 Anderson CC Statement	Ammo Targets	\$87.86	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-60	Ammo/Range (Targets, etc)
US Bank	March 2024 Gidlof CC Statement	Firearm cleaning supplies	\$135.44	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-60	Ammo/Range (Targets, etc)
US Bank	March 2024 Gidlof CC Statement	Air compressor	\$185.96	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-60	Ammo/Range (Targets, etc)
US Bank	March 2024 Anderson CC Statement	Ammo Targets	\$153.40	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-31-60	Ammo/Range (Targets, etc)
US Bank	March 2024 Gidlof CC Statement	Weapons cleaning supplies	\$218.16	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-35-20	Firearms (Purchase & Repair)
US Bank	March 2024 Gidlof CC Statement	Weapons Storage Equip	\$122.72	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-35-20	Firearms (Purchase & Repair)
US Bank	March 2024 Anderson CC Statement	EZ Shoot Sling	\$14.30	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-35-20	Firearms (Purchase & Repair)
US Bank	March 2024 Sass CC Statement	Lodging IACP Conference	\$994.52	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-43-00	Travel & Training
US Bank	March 2024 Gidlof CC Statement	Training-Halverson	\$800.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-43-00	Travel & Training
US Bank	March 2024 Gidlof CC Statement	IACP Registration	\$445.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-43-00	Travel & Training
US Bank	March 2024 Gidlof CC Statement	Training-Gregory	\$425.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-43-00	Travel & Training
US Bank	March 2024 Gidlof CC Statement	Training-Glenn	\$239.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-43-00	Travel & Training
US Bank	March 2024 Sass CC Statement	IACP Registration	\$500.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-43-00	Travel & Training
US Bank	March 2024 Sass CC Statement	Aifare IACP Conference	\$591.20	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-43-00	Travel & Training
US Bank	March 2024 Gidlof CC Statement	Membership Renewal	\$197.08	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-521-20-49-40	Dues,Subscriptions,Memberships
US Bank	March 2024 Crickmore CC Statement	Plaque screws	\$32.14	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
US Bank	March 2024 Crickmore CC Statement	Sling shot head for throw line bag	\$103.48	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
US Bank	March 2024 Crickmore CC Statement	Limb hook/throw line & bag	\$88.01	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
US Bank	March 2024 Crickmore CC Statement	Muck boots	\$170.60	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
US Bank	March 2024 Crickmore CC Statement	Screws for plaques	\$14.73	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
US Bank	March 2024 Crickmore CC Statement	Lock nuts for park tables	\$37.65	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-576-80-31-00	Operating Supplies
US Bank	March 2024 Crickmore CC Statement	Nuts/bolts	\$41.25	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	001-000-000-576-80-41-00	Professional Services
US Bank	March 2024 Osada CC Statement	PO Asbestos Survey Inspt	\$667.58	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	307-000-000-594-18-60-00	Building Improvements
US Bank	March 2024 Wilcox CC Statement	Cancelled Training course Deputy Building Official	(\$140.00)	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	401-000-000-558-60-43-00	Travel & Training
US Bank	March 2024 Wilcox CC Statement	Training course Deputy Building Official	\$140.00	EFT Payment 4/1/2024 9:10:40 AM - 2	3/26/2024	401-000-000-558-60-43-00	Travel & Training
			\$11,714.84				
Utilities Underground Location Ctr	4010183	Locate Services- January	\$58.08	65571	3/6/2024	101-000-000-542-30-47-00	Utility Services
Utilities Underground Location Ctr	4020183	Utility Locate Svcs	\$73.92	65601	3/18/2024	101-000-000-542-30-47-00	Utility Services
			\$132.00				
Vision Municipal Solutions, LLC	09-13670	Vision Annual Subscription for 2024	\$9,314.00	65572	3/6/2024	001-000-000-514-20-41-01	Professional Services
			\$9,314.00				
Voyager Systems	8.69362E+12	Fuel PD Cars	\$2,069.70	EFT Payment 3/18/2024 1:53:40 PM - 1	3/18/2024	001-000-000-521-20-32-00	Vehicle Expenses-Gas, Car Wash
			\$2,069.70				

WA Assoc of Sheriffs & Police Chief	DUES 2024-00107	WASPC Dues	\$270.00	65573	3/6/2024	001-000-000-521-20-49-40	Dues,Subscriptions,Memberships
			\$270.00				
WA ST Auditor's Office	L159836	2022 Audit Fees	\$3,129.75	65602	3/18/2024	001-000-000-514-20-42-00	Intergvt/ml Prof Serv-Auditors
			\$3,129.75				
WA ST Criminal Justice	201139202	Basic Academy- Robles	\$4,947.00	65603	3/18/2024	001-000-000-521-20-43-00	Travel & Training
			\$4,947.00				
WA ST Dept of Transportation, Northwe	RE 41 JA7616 L005	De-icer liquid	\$729.46	65604	3/18/2024	101-000-000-542-30-31-00	Operating & Maintenance Supplies
			\$729.46				
Washington State Patrol	I2404599	CPL Background	\$13.25	65605	3/18/2024	631-000-000-589-30-02-00	WA ST Patrol-Gun-Fbi
			\$13.25				
Watershed Company, The	53155	SMP Permit Monitoring	\$902.50	65606	3/18/2024	401-000-000-558-50-41-55	Shoreline Consultant
			\$902.50				
Western Display Fireworks	24-7518 1st Installment	Medina Days Fireworks 2024	\$6,250.00	65574	3/6/2024	001-000-000-511-60-49-10	Medina Days
			\$6,250.00				
Wide Format Company, The	144234	Copying for Public Records Request	\$28.28	65575	3/6/2024	001-000-000-518-10-49-40	Photocopies
			\$28.28				
Xin, Guang	Advance Deposit Return for DEP00186	Advance Deposit Return for DEP00186	\$412.50	65579	3/18/2024	401-000-000-582-10-00-02	Refund of DS Adv Deposits
			\$412.50				
			\$380,875.41	AP Total			
Payroll	March 2024 Payroll	Payroll	\$22,072.79	Total	3/31/2024	001-000-000-513-10-11-00	Salaries, Wages & Benefits
Payroll	March 2024 Payroll	Payroll	\$23,409.02	Total	3/31/2024	001-000-000-514-20-11-00	Salaries, Wages & Benefits
Payroll	March 2024 Payroll	Payroll	\$38,718.98	Total	3/31/2024	001-000-000-518-10-11-00	Salaries, Wages & Benefits
Payroll	March 2024 Payroll	Payroll	\$153,552.98	Total	3/31/2024	001-000-000-521-20-11-00	Salaries, Wages & Benefits
Payroll	March 2024 Payroll	Payroll	\$38,436.94	Total	3/31/2024	001-000-000-576-80-11-00	Salaries, Wages & Benefits
Payroll	March 2024 Payroll	Payroll	\$31,729.79	Total	3/31/2024	101-000-000-542-30-11-00	Salaries, Wages & Benefits
Payroll	March 2024 Payroll	Payroll	\$48,735.96	Total	3/31/2024	401-000-000-558-60-11-00	Salaries, Wages & Benefits
			\$356,656.46	Payroll Total			
			\$737,531.87	Grand Total			



MEDINA, WASHINGTON

PARK BOARD MEETING

Hybrid - Virtual/In-Person
 Tuesday, January 16, 2024 – 5:00 PM

MINUTES

1. CALL TO ORDER / ROLL CALL

Meeting called to order at 5:00 PM by Deputy City Clerk Dawn Nations

PRESENT

Board Member Collette McMullen
 Board Member Barbara Moe
 Board Member India Fitting-Koh
 Board Member Gretchen Stengel
 Board Member Rebecca Johnston
 Board Member Katie Surbeck
 Emeritus Member Penny Martin

ABSENT

Youth Advisor Hayool Park

STAFF

Osada, Crickmore, Burns, Sass, Nations

2. ELECTIONS

- 2.1 Elections of Officers:
 a) Chair
 b) Vice Chair

The Deputy City Clerk opened the nominations for the Chair position.

Action: Board member Surbeck nominated Barbara Moe, Second Stengel. Barbara Moe spoke to her nomination and is excited to lead the Park Board. There were no other nominations for the chair position. Deputy City Clerk Nations called for the vote. Vote carried 6-0 to elect Barbara Moe as the Chair.

Nations congratulated Moe and turned the meeting over to her.

Chair Moe opened the nominations for the Vice Chair position.

Action: Board member Johnston nominated Katie Surbeck, Second McMullen. There were no other nominations. Chair Moe called for a vote; vote carried 6-0 to elect Katie Surbeck as Vice Chair.

3. ANNOUNCEMENTS

Dawn Nations gave a brief update on the open position and announced we have a possible new board member.

4. APPROVAL OF PARK BOARD MINUTES

4.1 Meeting Minutes of November 20, 2023

Recommendation: Adopt minutes.

Staff Contact: Dawn Nations, Deputy City Clerk

Action: Motion McMullen Second Surbeck vote carried 6-0.

5. PUBLIC COMMENT

None.

6. PARK BOARD BUSINESS

6.1 Christmas Ships Event Recap by Barbara Moe

Chair Barbara Moe gave a brief recap of the event. She reported it was a great event and there was a large attendance. The lighted necklaces were much appreciated by attendees. It was suggested to order more necklaces next year. Medina Kitchen and Market provided refreshments. St. Thomas choir performed after the Christmas ships passed by. The fire pit was a nice addition. Thank you to all who volunteered for this event.

6.2 2024 Meeting Calendar and Event Planning

The board discussed the spring events and provided ideas for future community events. The Easter Egg hunt was discussed, and feedback was provided by board members from previous years' experiences. After this discussion the board decided to take a year off from the Easter Egg Hunt. The scope of the egg hunt and attendance level was a concern to the Park Board members. There were safety concerns due to the large attendance. Chief Sass gave a brief update regarding the safety issues that were witnessed. Chief Sass reported that participants were coming from all directions and were in the street. The purpose of this annual event is to celebrate the season and provide a fun event for the Medina residents. The event was attended by many non-residents, safety concerns, how to manage the large numbers and provide enough eggs for the kids were all discussed by the board members. This discussion led to the board deciding not to hold the event this year and focus on another community event. The board will reevaluate the logistics of the egg hunt event and how to improve it for future years.

6.3 Spring Event Planning

The Board discussed past Spring Events and brainstormed ideas for future events.

7. OTHER BUSINESS**7.1 Medina Park Pond Dredging Project**

Ryan Osada, Public Works director gave an overview of this project. He showed the areas that would be impacted. The project window would be July 1 through October 1, 2024. Osada asked the Park Board to assist with community outreach and information for this project. The project is going out for bid and Osada will provide the board with an update at the March 18, 2024, meeting.

8. PARK REPORTS

Fairweather & Lid – McMullen reported looks good. The salal shrubs were planted and looks great.

Points Loop Trail – Surbeck reported looks good. Public Works reported the new signage has been ordered.

Lake Lane – Public Works reported looks good. New signage out for parking rules.

Medina Beach Park – Looks great.

Medina Park – Public Works reported the beaver is back and they are working on taking care of this issue.

Viewpoint Park – Public works reported the homeowner trimmed the hedge and looks good.

9. ADJOURNMENT

The meeting was adjourned at 5:50 PM

Meeting Minutes taken by Dawn Nations, Deputy City Clerk



MEDINA, WASHINGTON

PLANNING COMMISSION SPECIAL MEETING

Hybrid - Virtual/In-Person
 Medina City Hall - Council Chambers
 501 Evergreen Point Road, Medina, WA 98039
 Thursday, February 15, 2024 – 6:00 PM

MINUTES

1. CALL TO ORDER / ROLL CALL

Planning Commission Chair Laura Bustamante called the Planning Commission Special Meeting to order in the Medina Council Chambers at 6:00 p.m.

PRESENT

Chair Laura Bustamante
 Vice Chair Shawn Schubring
 Commissioner Li-Tan Hsu (online 6:04 p.m. to 6:33 p.m.)
 Commissioner Evonne Lai (online at 6:08 p.m.)
 Commissioner Mark Nelson
 Commissioner Brian Pao

ABSENT

None

STAFF

Kesler, Wilcox, and Kellerman

2. APPROVAL OF MEETING AGENDA

Planning Manager requested to move Agenda Item 6.3 2024 Comprehensive Plan Update, Land Use Element up as Agenda Item 6.2 and Agenda Item 6.2 2024 Comprehensive Plan Update, Overview and Current Status as Agenda Item 6.3.

ACTION: Without objections, the meeting agenda was approved as amended.

3. APPROVAL OF MINUTES

ACTION: Motion Nelson second Schubring and carried by a 4:0 (Hsu and Lai absent) vote; the Planning Commission adopted the meeting Minutes of January 23, 2024.

3.1 Planning Commission Meeting Minutes of January 23, 2024

Recommendation: Adopt minutes.

Staff Contact: Rebecca Bennett, Development Services Coordinator

4. **ANNOUNCEMENTS**

4.1 Staff/Commissioners

Planning Manager Jonathan Kesler introduced the city's new planning consultants Thomas Carter, Associate Planner and Kim Mahoney, Principal (not in attendance) with LDC who will be helping and guiding the city through the adoption of the updated Comprehensive Plan.

Thomas Carter gave a quick self-introduction and reported that they just helped the City of Snoqualmie complete their Comprehensive Plan. They are also currently working with Kitsap County and University Place on updating their Comprehensive Plan.

Chair Bustamante reminded the Commission that they still have a vacancy on the Commission and requested that they encourage neighbor and friends to apply if interested.

5. **PUBLIC COMMENT PERIOD**

Planning Commission Chair Laura Bustamante opened the public comment period. There were no speakers. Subsequently, public comments was closed.

6. **DISCUSSION**

6.1 Concerns of the Commission

Commissioner Pao asked about the housing bills in the state legislator. Kesler responded that the bills are still in flux and it's a wait and see until the session ends. Bustamante also commented that we have reached a cut-off point in the legislature. Any proposal that didn't make it out of the committee is considered dead and will not move forward.

6.2 2024 Comprehensive Plan Update, Land Use Element

Recommendation: Discussion and direction.

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Consultant Contact: Thomas Carter, Planner, LDC Consultants

Planning consultant Thomas Carter gave an overview of how they will approach each element of the Comprehensive Plan going forward. After reviewing the work and notes from the city's former Planning Manager, LDC decided to start from scratch and drafted a Gap Table. Using the Multi-County Countywide Planning Policies (MPPs) and Countywide Planning Policies (CPPs) they go through Medina's code, goals and policies to see where each of the goals and policies fits within the requirements listed. From there they do an analysis of how strong our policies are in matching the current requirements from PSRC and the Countywide Policy updates. Following the analysis, LDC will go through the Comprehensive Plan and make updates as needed and identify where new policies are needed. Commissioners asked questions and staff responded.

ACTION: No action taken; introduction and discussion only. Commissioners will email their comments re: Land Use individually to the Planning Manager.

6.3 2024 Comprehensive Plan Update, Overview and Current Status

Recommendation: Discussion and update.

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Planning Manager Jonathan Kesler gave an update on the Comprehensive Plan Update. The update included Medina receiving a PUG (Periodic Update Grant) which requires the city's Comprehensive Plan to be completed by December 31, 2024.

Kesler walked the Commission through his presentation which has a flowchart showing the path to adoption, draft deliverables with current status, draft element timelines, and project timelines. The Commission asked questions and staff responded.

ACTION: The Commission directed staff to add additional information to the Draft Deliverables and Current Status table to include dates of when Planning Commission and/or Council has reviewed specific Elements, planned dates of when specific Elements will be on the agenda for Council review and discussion as well as when they will be on Planning Commission's agenda, change due dates to "Draft Completion Date" and a column that shows City Attorney's review. Lastly, on the Project Review Timeline, the Commission directed staff to include the review of the revised Comprehensive Plan by City Council after the city receives the Commerce review comments and include a review date of the revisions after the public hearing by the City Council.

ACTION: The Commission added additional meeting dates through July 2024 to work through the Comprehensive Plan Elements.

7. **ADJOURNMENT**

Motion Nelson second Lai, the Planning Commission adjourned the special meeting at 7:27 p.m.



MEDINA, WASHINGTON

PLANNING COMMISSION MEETING

Hybrid - Virtual/In-Person
 Medina City Hall - Council Chambers
 501 Evergreen Point Road, Medina, WA 98039
Tuesday, February 27, 2024 – 6:00 PM

MINUTES

COMMISSION CHAIR | Laura Bustamante
COMMISSION VICE-CHAIR | Shawn Schubring
COMMISSIONERS | Li-Tan Hsu, Evonne Lai, Mark Nelson, Brian Pao
PLANNING MANAGER | Jonathan G. Kesler, AICP
DEVELOPMENT SERVICES DIRECTOR | Steve Wilcox
DEVELOPMENT SERVICES COORDINATOR | Rebecca Bennett

1. CALL TO ORDER / ROLL CALL

Chair Bustamante called the meeting to order at 6:02pm.

PRESENT

Chair Laura Bustamante
 Commissioner Li-Tan Hsu
 Commissioner Evonne Lai
 Commissioner Mark Nelson
 Commissioner Brian Pao

ABSENT

Vice Chair Shawn Schubring

STAFF

Bennett, Burns, Mahoney, Wilcox

2. APPROVAL OF MEETING AGENDA

By consensus, Planning Commission approved the meeting agenda as presented.

3. APPROVAL OF MINUTES

- 3.1 Planning Commission Special Meeting Minutes of February 15, 2024
Recommendation: Defer adoption to the Thursday, March 14th Special Meeting
Staff Contact: Rebecca Bennett, Development Services Coordinator

ACTION: Motion to approve minutes. (Approved 5-0)

Motion made by Commissioner Nelson, Seconded by Commissioner Hsu.
 Voting Yea: Chair Bustamante, Commissioner Hsu, Commissioner Lai, Commissioner

Nelson, Commissioner Pao

4. ANNOUNCEMENTS

4.1 Staff/Commissioners

None were heard.

5. AUDIENCE PARTICIPATION

There was no audience participation.

6. DISCUSSION

6.1 Concerns of the Commission

Laura spoke on behalf of the concerns of the Commission.

6.2 2024 Comprehensive Plan Update, Results of Council Review of the Revised Flow Chart for Comp Plan

Recommendation: Discussion and update.

Staff Contact: Jonathan Kesler, AICP, Planning Manager, Kim Mahoney, Principal, LDC Consultants

Time Estimate: 30 minutes

Mahoney gave a power point presentation on the Flow Chart for the Comp Plan. Commissioners discussed and asked questions.

6.3 2024 Comprehensive Plan Update, Continued Review of the Utilities Element

Recommendation: Discussion and direction.

Staff Contacts: Jonathan Kesler, AICP, Planning Manager; Ryan Osada, Public Works Director

Time Estimate: 60 minutes

Mahoney gave a power point presentation on the Utilities Element. Commissioners discussed and asked questions.

7. ADJOURNMENT

Next meeting is the **Special** meeting of **Thursday, March 14, 2024**, at 6:00pm

Meeting adjourned at 7:20pm.

ACTION: Motion to adjourn. (Approved 5-0)

Motion made by Commissioner Pao, Seconded by Commissioner Nelson.
Voting Yea: Chair Bustamante, Commissioner Hsu, Commissioner Lai, Commissioner Nelson, Commissioner Pao



MEDINA, WASHINGTON

PLANNING COMMISSION SPECIAL MEETING

Hybrid - Virtual/In-Person
 Medina City Hall - Council Chambers
 501 Evergreen Point Road, Medina, WA 98039
Wednesday, March 06, 2024 – 6:00 PM

MINUTES

COMMISSION CHAIR | Laura Bustamante
COMMISSION VICE-CHAIR | Shawn Schubring
COMMISSIONERS | Li-Tan Hsu, Evonne Lai, Mark Nelson, Brian Pao
PLANNING MANAGER | Jonathan Kesler
DEVELOPMENT SERVICES COORDINATOR | Rebecca Bennett

1. CALL TO ORDER / ROLL CALL

Chair Bustamante called the meeting to order at 6:01pm.

PRESENT

Chair Laura Bustamante
 Vice Chair Shawn Schubring
 Commissioner Evonne Lai
 Commissioner Mark Nelson
 Commissioner Brian Pao

ABSENT

Commissioner Li-Tan Hsu

STAFF/CONSULTANTS PRESENT

Bennett, Burns, Kesler, Mahoney, Osada

2. APPROVAL OF MEETING AGENDA

By consensus, Planning Commission approved the meeting agenda as presented.

3. APPROVAL OF MINUTES

- 3.1 Planning Commission Special Meeting Minutes of February 27, 2024
Recommendation: Adopt minutes.
Staff Contact: Rebecca Bennett, Development Services Coordinator

ACTION: Motion to approve minutes as amended. (Approved 5-0)

Motion made by Vice Chair Schubring, Seconded by Commissioner Nelson.
 Voting Yea: Chair Bustamante, Vice Chair Schubring, Commissioner Lai, Commissioner

Nelson, Commissioner Pao

4. ANNOUNCEMENTS

4.1 Staff/Commissioners

Jonathan announced that he may not be in attendance for future Planning Commission meetings due to an unforeseen medical illness. Chair Bustamante announced that on Tuesday, March 12th, interviews will be held for the open Planning Commission spot.

5. PUBLIC COMMENT PERIOD

Individuals wishing to speak live during the Virtual Planning Commission meeting will need to register their request with the Development Services Coordinator, Rebecca Bennett, via email (rbennett@medina-wa.gov) or by leaving a message at 425.233.6414 by 2pm the day of the Planning Commission meeting. Please reference Public Comments for the Planning Commission meeting on your correspondence. The Development Services Coordinator will call on you by name or telephone number when it is your turn to speak. You will be allotted 3 minutes for your comment and will be asked to stop when you reach the 3-minute limit.

There was no audience participation.

6. DISCUSSION

6.1 Concerns of the Commission

Laura wanted to make sure that the Existing Conditions report and the King County Affordable Housing Committee document be sent to the Commissioners.

6.2 2024 Comprehensive Plan Update, Final Review and Authorization to proceed with the Utilities Element to the City Attorney, then City Council on March 11, 2024.

Recommendation: Discussion and approval.

Staff Contact: Jonathan Kesler, AICP, Planning Manager; Kim Mahoney, Principal, LDC Consultants

Time Estimate: 45 minutes

Jonathan and Kim gave power point presentation regarding Utilities Element. Commissioners discussed and asked questions. Commissioners recommended that adding additional language to MMC 16.90.040 be a subject that Jonathan brings to the next Council Meeting.

ACTION: Motion to approve Utilities Element as amended. (Approved 5-0).

Motion made by Commissioner Nelson, Seconded by Commissioner Lai.
Voting Yea: Chair Bustamante, Vice Chair Schubring, Commissioner Lai, Commissioner Nelson, Commissioner Pao

7. **ADJOURNMENT**

Next meeting is the **special** meeting of **Thursday**, March 14, 2024, at 6:00pm

Meeting adjourned at 6:47pm.

ACTION: Motion to adjourn. (Approved 5-0)

Motion made by Commissioner Pao, Seconded by Commissioner Lai.

Voting Yea: Chair Bustamante, Vice Chair Schubring, Commissioner Lai, Commissioner Nelson, Commissioner Pao



MEDINA, WASHINGTON

PLANNING COMMISSION SPECIAL MEETING

Hybrid - Virtual/In-Person
 Medina City Hall - Council Chambers
 501 Evergreen Point Road, Medina, WA 98039
 Thursday, March 14, 2024 – 6:00 PM

MINUTES

1. CALL TO ORDER / ROLL CALL

Commission Chair Laura Bustamante called the special meeting of the Medina Planning Commission to order in the Medina Council Chambers at 6:00 p.m.

PRESENT

Chair Laura Bustamante
 Vice-Chair Shawn Schubring
 Commissioner Li-Tan Hsu
 Commissioner Evonne Lai
 Commissioner Mark Nelson
 Commissioner Brian Pao

STAFF

Kesler, Wilcox, Kellerman, and Planning Consultant, Kim Mahoney

2. APPROVAL OF MEETING AGENDA

ACTION: Without objections and by consensus, the meeting agenda was approved as presented.

3. APPROVAL OF MINUTES

3.1 Planning Commission Special Meeting Minutes of March 6, 2024

Recommendation: Adopt minutes.

Staff Contact: Rebecca Bennett, Development Services Coordinator

ACTION: The March 6, 2024 Planning Commission Meeting Minutes was pulled for corrections on the Action of Agenda Item 6.2 which should read "Motion to approve Utilities Element draft as amended and move forward for review by the City Attorney and City Council. The corrected Minutes will be brought back at the next Planning Commission meeting for approval.

3.2 Planning Commission Special Meeting Minutes of February 15, 2024

Recommendation: Adopt minutes.

Staff Contact: Aimee Kellerman, City Clerk

ACTION: Motion Nelson second Schubring and carried by a 6:0 vote; the Commission approved the February 15, 2024 Special Meeting Minutes.

4. **ANNOUNCEMENTS**

4.1 Staff/Commissioners

Chair Bustamante reported that she and the city's personnel committee interviewed three well qualified candidates for the open vacancy on the Planning Commission. The personnel committee unanimously selected Julie Barrett to fill to the vacancy and her appointment recommendation will go to Council at their March 25, 2024 meeting for a vote.

5. **PUBLIC COMMENT PERIOD**

Chair Bustamante opened the public comment period. There were no speakers. Subsequently, public comments was closed.

6. **DISCUSSION**

6.1 Concerns of the Commission

None.

6.2 2024 Comprehensive Plan Update, First Review of the Land Use Element including revisions made to address identified gaps from the Gap Analysis.

Recommendation: Discussion

Staff Contact: Jonathan Kesler, AICP, Planning Manager; with Kim Mahoney, Principal, LDC consultants

Planning Manager Jonathan Kesler and Planning Consultant Kim Mahoney gave a presentation on the first review of the Land Use Element including revisions made to address identified gaps from the Gap Analysis. The Commission discussed, asked questions, and staff responded.

ACTION: The Commission requested the following changes and considerations of language amendments:

- Remove defensiveness throughout document. If there are restrictive/absolute messaging/tones throughout the element, revise to reflect current goals and policies.

Policies:

- LU-P8: explore how to amend wording to specify that the listed persons are Medina community members.
- LU-P1: add non-motorized vehicles and consider "human powered" something.
- Add "route" to the definitions in the appendix.

Future Growth Issues:

- Consider adding to list "reduction of minimum lot sizes". Think about addressing the need to change zoning regulations to accommodate future growth. Look in the Housing Element for better language related to: Within a four-mile radius of City Hall....
- Update/amend language for "Therefore, the current land use patterns and general densities will likely remain largely unchanged over the next 20 years" to allow for growth.
- Address or fold in SR-520 in the tenth paragraph, last line "Medina has only one major arterial...."

Special Planning Areas and Essential Public Facilities:

- Last line of second paragraph, add to the end "and to meet the new housing goals mandated by the state."
- Consider making mention of middle housing.
- Consider removing or revising the last line of the first paragraph. Consider mentioning a variety of options to handle these planning areas or move away from defining a process.

Non-Residential Uses:

- Consider whether the data of the elementary and middle schools shows trends that should be highlighted.

Land Use Plan:

- Delete last sentence of the first paragraph.

Existing Conditions:

- Residential Uses, first paragraph, last line needs to be brought into 2024.

Goals:

- LU-G1: revised to read "To maintain Medina's high-quality residential setting and character, while considering creative housing solutions to accommodate Medina community members of all socioeconomic groups."

7. **ADJOURNMENT**

By consensus, the Planning Commission adjourned the special meeting at 7:38 p.m.



MEDINA, WASHINGTON

PLANNING COMMISSION MEETING

Hybrid - Virtual/In-Person
 Medina City Hall - Council Chambers
 501 Evergreen Point Road, Medina, WA 98039
Tuesday, March 26, 2024 – 6:00 PM

MINUTES

COMMISSION CHAIR | Laura Bustamante
COMMISSION VICE-CHAIR | Shawn Schubring
COMMISSIONERS | Julie Barrett, Li-Tan Hsu, Evonne Lai, Mark Nelson, Brian Pao
PLANNING MANAGER | Jonathan Kesler, AICP
DEVELOPMENT SERVICES COORDINATOR | Rebecca Bennett

1. CALL TO ORDER / ROLL CALL

Chair Bustamante called the meeting to order at 6:01pm.

PRESENT

Chair Laura Bustamante
 Vice Chair Shawn Schubring
 Commissioner Julie Barrett
 Commissioner Li-Tan Hsu
 Commissioner Evonne Lai
 Commissioner Mark Nelson
 Commissioner Brian Pao

STAFF/CONSULTANTS PRESENT

Bennett, Burns, Kesler, Mahoney, Osada

2. APPROVAL OF MEETING AGENDA

By consensus, Planning Commission approved the meeting agenda as presented.

3. APPROVAL OF MINUTES

- 3.1 Planning Commission Special Meeting Minutes of March 14, 2024
Recommendation: Defer adoption to the Wednesday, April 3rd Special Meeting.
Staff Contact: Aimee Kellerman, City Clerk

ACTION: Motion to defer adoption to the Wednesday, April 3rd Special Meeting.
 (Approved 7-0)

Motion made by Commissioner Pao, Seconded by Commissioner Lai.
 Voting Yea: Chair Bustamante, Vice Chair Schubring, Commissioner Barrett,
 Commissioner Hsu, Commissioner Lai, Commissioner Nelson, Commissioner Pao

3.2 Planning Commission Special Meeting Minutes of March 6, 2024

Recommendation: Adopt minutes as amended.

Staff Contact: Rebecca Bennett, Development Services Coordinator

ACTION: Motion to approve amended minutes. (Approved 7-0)

Motion made by Commissioner Nelson, Seconded by Commissioner Lai.
 Voting Yea: Chair Bustamante, Vice Chair Schubring, Commissioner Barrett,
 Commissioner Hsu, Commissioner Lai, Commissioner Nelson, Commissioner Pao

4. ANNOUNCEMENTS

4.1 Staff/Commissioners

Chair Bustamante welcomed new Planning Commissioner, Julie Barrett.

5. PUBLIC COMMENT PERIOD

There was no audience participation.

6. DISCUSSION

6.1 Concerns of the Commission

None were heard.

6.2 2024 Comprehensive Plan Update, **Second Review** of the **Land Use** Element including revisions made to address concerns of this Commission on 3-14-24 and the Design Review Committee (DSC) meeting on 3-20-24.

Recommendation: Discussion

Staff Contact: Jonathan Kesler, AICP, Planning Manager; with Kim Mahoney, Principal, LDC consultants

Time Estimate: 60 minutes

Kesler and Mahoney gave PowerPoint presentation. Commissioners discussed and asked questions. Commissioners made request to add unimproved streets to zoning map.

ACTION: Motion to move recommendation to council. (Approved 7-0)

Motion made by Commissioner Nelson, Seconded by Vice Chair Schubring.
 Voting Yea: Chair Bustamante, Vice Chair Schubring, Commissioner Barrett,
 Commissioner Hsu, Commissioner Lai, Commissioner Nelson, Commissioner Pao

- 6.3 2024 Comprehensive Plan Update, **First Review** of the **Capital Facilities** Element
Recommendation: Discussion
Staff Contact: Jonathan Kesler, AICP, Planning Manager; with Kim Mahoney, Principal,
LDC Consultants

Time Estimate: 60 minutes

Kesler and Mahoney gave PowerPoint presentation. Commissioners discussed and asked questions.

7. ADJOURNMENT

Next meeting is the **Special** meeting of Wednesday, April 3, 2024, at 6:00 pm

Meeting adjourned at 7:46pm.

ACTION: Motion to adjourn. (Approved 7-0)

Motion made by Commissioner Barrett, Seconded by Vice Chair Schubring.
Voting Yea: Chair Bustamante, Vice Chair Schubring, Commissioner Barrett,
Commissioner Hsu, Commissioner Lai, Commissioner Nelson, Commissioner Pao



MEDINA, WASHINGTON

MEDINA CITY COUNCIL REGULAR MEETING

Hybrid - Virtual/In-Person
Medina City Hall - Council Chambers
501 Evergreen Point Road, Medina, WA 98039

Monday, February 26, 2024 – 5:00 PM

MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor Rossman called the regular meeting to order in the Medina Council Chambers at 5:01 p.m.

PRESENT

Mayor Jessica Rossman
Deputy Mayor Randy Reeves
Councilmember Joseph Brazen
Councilmember Jennifer Garone
Councilmember Harini Gokul (off-line at 6:13pm)
Councilmember Mac Johnston
Councilmember Michael Luis

ABSENT

None

STAFF

Burns, Robertson, Sass, Kesler, Osada, Wilcox, Nations

2. APPROVAL OF MEETING AGENDA

Mayor Rossman amended Agenda to reorder the items:
Item 9.2 Medina Comprehensive Plan Update became item 9.1.
Item 9.3 Comprehensive Plan Utility Element Review became item 9.2. Item 9.1
Item 9.1 Moratorium on Applications for Right-of-Way Vacation became item 9.3.

ACTION: Without objections, the meeting agenda was approved as amended.

3. PUBLIC COMMENT PERIOD

Mayor Rossman opened the public comment period. The following individual addressed the Council:

Brian Pao, Medina Resident commented of lack of fiber internet in Medina and commented on the Utilities Element of the Comprehensive Plan. Mr. Pao gave a brief overview of statistics and his thoughts on how the assessments could be handled. He also addressed the speed signage on Lake Washington Blvd.

4. PRESENTATIONS

None.

5. CITY MANAGER'S REPORT

None.

6. CONSENT AGENDA

None.

7. LEGISLATIVE HEARING

None.

8. PUBLIC HEARING

None.

9. CITY BUSINESS

9.1 Moratorium on Applications for Right-of-Way Vacation

Recommendation: Give direction to staff on the draft work plan. Unless directed otherwise, staff will schedule the public hearing on extension of the moratorium for April 8, 2024.

Staff Contact: Jennifer S. Robertson

Item 9.1 became item 9.3 on the agenda.

City Attorney Jennifer Robertson gave an overview of Resolution No. 438 regarding Moratorium on applications for right-of-way vacation, discussed the proposed draft workplan and confirmed the public hearing on April 8, 2024, to extend of the moratorium for an additional 6 months. City attorney Robertson discussed the workplan process and how staff and council can address code changes, policy changes to create a process of how to handle future street vacation applications to manage City right-of-way. The current street vacation code will be sent to council for review. Council asked questions and staff responded.

ACTION: By consensus, council directed city attorney to work with staff on updating phase one of the workplan and to include the suggestions made by council regarding 77th issues. The council directed staff to look into drafting a policy on how to manage unopened right-of-way and how to preserve them to be consistent with the comprehensive plan.

9.2 Medina Comprehensive Plan Update - Revised Flow Chart for Comp Plan Review

Recommendation: Discussion and approve.

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Item 9.2 became item 9.1 on the agenda.

Planning Manager, Jonathan Kesler, gave a presentation on the updated Comprehensive Plan flow chart. Planning Consultant, Kim Mahoney gave a more in-depth review of the flow chart and processes that the City, Planning Commission, Development Services Committee, and Council will follow for each element/phase of the Comprehensive Plan. It was discussed that this process could add additional council meetings to ensure deadlines and goals are met. Council asked questions and staff

responded.

ACTION: Motion Reeves Second Luis to approve the revised comp plan review flow chart as amended after discussion at the Development Services committee meeting. Motion carried 7:0 vote.

9.3 Comprehensive Plan Utility Element Review

Recommendation: Discussion and direction.

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Item 9.3 became item 9.2 on the agenda.

Planning Manager Jonathan Kesler and consultant Kim Mahoney gave an overview of the Utility Element Gap Analysis and minor revisions. Kesler reported the Utilities Element will be presented to the Planning Commission on February 27, 2024 for discussion and direction. Kesler reported that the Utility Element the City is in good shape based on work done by the previous consultant and gave update on minor changes to bring the utilities elements inline with state requirements. The role of the Comprehension plan layout the framework of what the City's long term goals are for the coming years and the development/municipal code is to implement and enforce. Council asked questions and staff responded.

ACTION: Council directed staff and the Planning Consultant to 1) Bring back a clarification on the definition on the term public facilities vs. community facilities 2) To keep Policy UT-P4 as a stand alone policy/goal in the Utilities Element 3) For staff/consultant to look at including Policy UT-P4 in the Capital Facilities element 4) Council asked the Planning Commission to rephrase the language in paragraphs to integrate a more modern day household for the need for more electrical capacity to power much larger homes and potential growth language clarification.

10. REQUESTS FOR FUTURE AGENDA ITEMS AND COUNCIL ROUND TABLE

Add to future agenda.

ACTION: Motion made by Councilmember Garone, Seconded by Councilmember Johnston plan to discuss what has been done in the city right-of-way on 77th Street and how it will be addressed for pedestrian access.

11. PUBLIC COMMENT

Mayor Rossman opened the public comment period. There were no speakers. Subsequently, public comments was closed.

12. ADJOURNMENT

By consensus, Council adjourned the regular meeting at 7:15 p.m.

Meeting minutes taken by Dawn Nations, Deputy City Clerk



MEDINA, WASHINGTON

MEDINA CITY COUNCIL REGULAR MEETING

Hybrid - Virtual/In-Person
Medina City Hall - Council Chambers
501 Evergreen Point Road, Medina, WA 98039
Monday, March 11, 2024 – 5:00 PM

MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor Rossman called the regular meeting to order in the Medina Council Chambers at 5:02 p.m.

PRESENT

Mayor Jessica Rossman
Deputy Mayor Randy Reeves
Councilmember Joseph Brazen
Councilmember Harini Gokul
Councilmember Mac Johnston (online at 5:17 p.m.)
Councilmember Michael Luis

ABSENT

Councilmember Jennifer Garone

STAFF

Burns, Robertson, Kesler, Wilcox, Osada, Wagner, and Kellerman

2. APPROVAL OF MEETING AGENDA

ACTION: By consensus, the meeting agenda was approved as presented.

3. PUBLIC COMMENT PERIOD

Mayor Rossman opened the public comment period. There were no speakers. Subsequently, public comments was closed.

4. PRESENTATIONS

4.1 Reports and announcements from Park Board, Planning Commission, Emergency Preparedness, and City Council.

Planning Commission Chair Laura Bustamante reported that the Commission met the week before and approved the Utilities Element of the Comprehensive Plan to move

forward for city attorney review. The next meeting of the Commission is scheduled for March 14th, and they will be reviewing the Land Use Element of the Comprehensive Plan.

Emergency Preparedness Chair Rosalie Gann reported that at the last Emergency Preparedness meeting, the Committee had an informative discussion about their radios and they have two new members interested in joining the emergency radio team.

5. **CITY MANAGER'S REPORT**

Development Services Director Steve Wilcox gave a brief update of the Wild Land Urban Interface Code regarding the requirements for tree removal within 10 feet of your house. He noted that it did not pass in the state legislature. However, there is a State Building Code Council meeting on Friday, March 15 on the same topic. The State Building Code Council may choose to review the same code and send it back with recommendations for changes.

Director of Public Works gave an update on the bid opening for the NE 12th Street Pedestrian Improvement Project. He noted that there were seven bidders of which four of them were under the engineer's estimate. He's working with PSE to notify the affected neighbors and anticipates starting the project in April of 2024.

Director of Finance and HR Ryan Wagner reported that the Finance Committee met in February and discussed the financial policies with the main focal point being the levy stabilization fund and contingency fund building. He also reported that the 2022 audit is coming to an end and the exit conference will take place at the April 8 City Council meeting.

Police Chief Sass reported that over the weekend there was a peaceful protest that started in Kirkland, walked around the north lake approximately 25 miles for a cease fire Palestinian group. He also reported the installation of the new speed signs should be starting around May after the equipment arrives.

City Manager Steve Burns gave an update on the SR-520 lid maintenance and reported all four points communities will be participating in mediation with WSDOT on May 8th and 9th. He also reported that the SR-520 Expansion Joints Noise Mitigation Phase 3 funding did not make into the Transportation budget. Burns will continue to work with the city's lobbyist to do off session work to prepare for the 2025 session. Lastly, he reported that staff is putting together the City Council Work Plan and will be bringing it forward to Council at their March 25th City Council meeting.

6. **CONSENT AGENDA**

ACTION: Motion Gokul second Reeves and carried by a 6:0 (Garone absent) vote; Council approved the Consent Agenda.

- 6.1 January and February 2024, Check Registers
Recommendation: Approve.
Staff Contact: Ryan Wagner, Finance Director

- 6.2 Approved January 23, 2024 Planning Commission Meeting Minutes
Recommendation: Receive and file.
Staff Contact: Rebecca Bennett, Development Services Coordinator
- 6.3 Draft City Council Regular Meeting Minutes of:
 a) February 10, 2024; and
 b) February 12, 2024.
Recommendation: Adopt minutes.
Staff Contact: Aimee Kellerman, City Clerk
- 6.4 NE 12th Street Pedestrian Improvements - REBID
Recommendation: Approve.
Staff Contact: Ryan Osada, Public Works Director

7. **LEGISLATIVE HEARING**

None.

8. **PUBLIC HEARING**

None.

9. **CITY BUSINESS**

- 9.1 Comprehensive Plan - Utilities Element Final Review
Recommendation: Review and Approval.
Staff Contact: Jonathan Kesler, AICP, Planning Manager

Planning Manager Jonathan Kesler and planning consultant Kim Mahoney gave a presentation on the final review of the Utilities Element of the Comprehensive Plan. The review included redline iterations from Council, Planning Commission and final review from the City Attorney. Council asked questions and staff responded.

ACTION: Motion Reeves to approve the version reviewed by city attorney Jennifer Robertson, pages 94 to 96 of the agenda packet, the Utilities Element of the Comprehensive Plan and send to PSRC and the Department of Commerce for review. This was seconded by Johnston. Motion carried by a 6:0 (Garone absent) vote.

- 9.2 Comprehensive Plan Land Use Element Gap Analysis
Recommendation: Discussion and direction.
Staff Contact: Jonathan Kesler, AICP, Planning Manager

Planning Manager Jonathan Kesler and consultant Kim Mahoney gave a quick introduction to the Land Use Element Gap Analysis. Council asked questions and staff responded.

ACTION: Motion Luis second Reeves to direct staff to move forward with Land Use Element to Planning Commission consistent with the Gap Analysis. Motion carried by a 6:0 (Garone absent) vote.

ACTION: Motion Reeves (as read by City Attorney Jennifer Robertson) second Johnston to update the revised process path to Comp Plan adoption to update the deliverables for Council initial review and direction to include: 1) Gap Analysis, 2) Draft element with conformance amendments to address Gap analysis, and 3) List of issues or topics for Council consideration to give preliminary high level input to Planning Commission. Motion carried by a 6:0 (Garone absent) vote.

9.3 City of Medina Facilities Improvements Priority List

Recommendation: Discussion item only.

Staff Contact(s): Public Works Director Ryan Osada and City Manager Steve Burns

City Manager Steve Burns gave a brief update on the City of Medina Facilities (City Hall building and the Post Office building) improvement priority list. The priorities for City Hall building includes carpet replacement, interior painting, and roof replacement. For the Post Office building, the priorities are interior and exterior painting, HVAC installation, and replacing the roof. The funding comes from the non-restrictive Capital budget. Council asked questions and staff responded.

ACTION: Update and discussion only; no action taken.

9.4 City of Medina – Human Resource Manual Update

Recommendation: Discussion item only.

Staff Contact: Ryan Wagner, Finance Director

Director of Finance and Human Resources Ryan Wagner gave an update on the City of Medina Human Resource manual. In May of 2023, the city implemented ADP Comprehensive Services and Payroll moving the city away from paper timesheets. As part of the ADP HR package, quarterly and annual staff training has been rolled out as well as the ability to update the city's personnel manual and ensuring compliance in the Federal and State level and the ability to keep the Medina specific language intact. Wagner will be working closely with the Personnel Committee on the draft manual before bringing it before Council for review. Council asked questions and staff responded.

ACTION: Update and discussion only; no action taken.

10. **REQUESTS FOR FUTURE AGENDA ITEMS AND COUNCIL ROUND TABLE**

None.

11. **PUBLIC COMMENT**

Mayor Rossman opened the public comment period. There were no speakers. Subsequently, public comments was closed.

12. **ADJOURNMENT**

By consensus, Council adjourned the meeting at 7:45 p.m.



MEDINA, WASHINGTON

MEDINA CITY COUNCIL REGULAR MEETING

Hybrid - Virtual/In-Person
Medina City Hall - Council Chambers
501 Evergreen Point Road, Medina, WA 98039
Monday, March 25, 2024 – 5:00 PM

MINUTES

1. REGULAR MEETING - CALL TO ORDER / ROLL CALL

Mayor Rossman called the regular meeting to order in the Medina Council Chambers at 5:00 p.m.

PRESENT

Mayor Jessica Rossman
Deputy Mayor Randy Reeves (online at 5:43 p.m.) (in person at 6:09 p.m.)
Councilmember Joseph Brazen (in at 5:03 p.m.)
Councilmember Jennifer Garone (online) (offline at 7:30 p.m.)
Councilmember Harini Gokul (online)(offline at 8:00 p.m.)
Councilmember Mac Johnston

ABSENT

Councilmember Michael Luis

STAFF

Burns, Robertson, Kesler, Osada, and Kellerman

2. APPROVAL OF MEETING AGENDA

ACTION: Without objections, the meeting agenda was approved by consensus.

3. PUBLIC COMMENT PERIOD

Mayor Rossman opened the public comment period. There were no speakers. Subsequently, public comments was closed.

4. PRESENTATIONS

4.1 King County Councilmember Claudia Balducci

King County Councilmember Claudia Balducci gave an update on activities in King County. Her updates included her 2024 leadership positions, King County's 2023/2024

budget, 2024 Sound Transit service plan, Housing and Homelessness, Regional Safety and Stability, Arts and Culture, and Selected Community Investments.

5. **CITY MANAGER'S REPORT**

None.

6. **CONSENT AGENDA**

ACTION: Motion Johnston second Gokul and carried by a 5:0 (Luis and Reeves absent) vote; Council approved the Consent Agenda.

6.1 Planning Commission Appointment Confirmation

Recommendation: Approve.

Staff Contact: Aimee Kellerman, CMC, City Clerk on behalf of the Personnel Committee

7. **LEGISLATIVE HEARING**

None.

8. **PUBLIC HEARING**

None.

9. **CITY BUSINESS**

9.1 Comprehensive Plan Update – Capital Facilities Element

Recommendation: Discussion and direction.

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Planning Manager Jonathan Kesler and Planning Consultant Kim Mahoney gave an introduction to the Capital Facilities Element of the Comprehensive Plan. Council asked questions and staff responded.

ACTION: Council directed staff to consider the following changes to the Capital Facilities Element of the Comprehensive Plan:

- Consider revising CF-P2, second sentence to read: "Encourage consideration of new capital facility development or expanding on or maintaining existing facilities to support forecasted growth." to ensure Council has the ability if needed to build in a fee structure for cost recovery for upgrading the structure of a new home.

Water and Sewer:

- Consider adding a note or reference that a sewer line runs through Lake Washington.
- Also consider if it's relevant to mention the long range plan from Bellevue to replace it.
- Contact King County and Bellevue about upgrade to the Medina Pump Station and add description.

Existing Conditions:

- Consider adding the land area of each structure described, and then put it all into a table instead of text.
- Staff to contact Clyde Hill Fire Department to learn about their pending remodel and ask about fire response times.
- CF-P9 add the word "public" before schools.
- Consider adding a new policy - The City should consider opportunities to expand the use of City Hall for the use or benefit of Medina residents.

9.2 Comprehensive Plan Update – Housing Element

Recommendation: Discussion and direction.

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Planning Consultant Kim Mahoney gave a brief introduction of the Housing Element status. Council asked questions and staff responded.

ACTION: No action taken; the Housing Element will be updated with Council's comments from the January meeting and forwarded to the April 3, 2024 Planning Commission meeting for their review and comments.

9.3 77th Ave NE Path Entrance

Recommendation: Direction.

Staff Contact: Ryan Osada, Director of Public Works

Director of Public Works Ryan Osada gave a presentation on the 77th Ave right-of-way and path entrance. His presentation included existing conditions, complaints, and options for consideration. Council discussed, asked questions, and staff responded.

ACTION: Motion Reeves to select Option 2 for the 77th Ave NE improvements. This was seconded by Johnston and carried by a 5:1 (Garone dissented) (Luis absent) vote.

9.4 Retreat Work Plan Follow-up

Recommendation: Discussion, direction and possible action.

Staff Contact: Stephen R. Burns, City Manager

City Manager Steve Burns introduced the proposed 2024/2025 City Council Work Plan. Council asked questions and staff responded.

ACTION: Council directed staff to pull Business Licenses out of City Manager Short-term Rentals task and add as a stand alone work item to Finance.

Council took a brief recess from 6:59 p.m. to 7:09 p.m.

ACTION: By Consensus, Council directed staff to proceed with the work plan as discussed.

10. REQUESTS FOR FUTURE AGENDA ITEMS AND COUNCIL ROUND TABLE

ACTION: Motion Reeves second Johnston to appoint Councilmember Garone to chair the April 8, 2024 City Council meeting. By consensus, the motion carried.

11. PUBLIC COMMENT

Mayor Rossman opened the public comment period. There were no speakers. Subsequently, public comments was closed.

12. EXECUTIVE SESSION

Council moved into Executive Session for an estimated time of 15 minutes at 8:00 p.m. to discuss the following:

RCW 42.30.110 (1)(i)

To discuss with legal counsel representing the agency matters relating to agency enforcement actions, or to discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or a member acting in an official capacity is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency.

The City Council moved back into the regular meeting at 8:15 p.m.

ACTION: No action taken following the Executive Session.

13. ADJOURNMENT

By consensus, Council adjourned the meeting at 8:45 p.m.



**City of Medina, Washington
PROCLAMATION
SEXUAL ASSAULT AWARENESS MONTH 2024**

Whereas: Sexual assault is pervasive: Every 68 seconds, someone is sexually assaulted in the United States; and

Whereas: Black, Indigenous and other people of color, people living in poverty, LGBTQ+ people, elders, people with disabilities and others who have been historically oppressed are disproportionately affected by sexual violence in significant and complex ways; and

Whereas: Sexual assault is among the most underreported crimes for many reasons, but survivors who are already most marginalized face additional barriers to reporting, such as language, immigration status or disability.

Whereas: Ending sexual violence requires us to address racism, sexism, and all forms of oppression that contribute to the perpetration of sexual assault; and

Whereas: Sexual violence exists on a continuum of behavior that includes racist, sexist, transphobic, homophobic, ableist or other hate speech. This ranges from rape jokes to verbal harassment to physical assaults; and

Whereas: By working together as a community, we can alleviate the trauma of sexual violence by ensuring supportive resources are available to all survivors, while standing up to and actively disrupting harmful attitudes and behaviors that contribute to sexual violence.

Now, therefore, I/WE, CITY OF MEDINA join advocates and communities throughout King County in taking action to prevent sexual violence by standing with survivors and proclaiming April 2024 SEXUAL ASSAULT AWARENESS MONTH.

Together, we commit to a safer future for all children, young people, adults, and families in our community.

Jennifer Garone, Acting Mayor



**City of Medina, Washington
PROCLAMATION**

**55th ANNUAL PROFESSIONAL MUNICIPAL CLERKS WEEK
May 5 - May 11, 2024**

- WHEREAS,** The Office of the Professional Municipal Clerk, a time honored and vital part of local government exists throughout the world; and
- WHEREAS,** The Office of the Professional Municipal Clerk is the oldest among public servants; and
- WHEREAS,** The Office of the Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies and agencies of government at other levels; and
- WHEREAS,** Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all; and
- WHEREAS,** The Professional Municipal Clerk serves as the information center on functions of local government and community; and
- WHEREAS,** Professional Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Professional Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county and international professional organizations; and
- WHEREAS,** It is most appropriate that we recognize the accomplishments of the Office of the Professional Municipal Clerk.

NOW, THEREFORE, I, Jennifer H. Garone, Acting Mayor of City of Medina, Washington, and on behalf of the City Council, do recognize the week of May 5 through May 11, 2024, as **Professional Municipal Clerks Week**, and further extend appreciation to our

Professional Municipal Clerks, Aimee Kellerman, CMC and Dawn Nations

and to all Professional Municipal Clerks for the vital services they perform and their exemplary dedication to the communities they represent.

Acting Mayor, Jennifer H. Garone



MEDINA, WASHINGTON

AGENDA BILL

Monday, April 8, 2024

Subject: Ordinance Adopting New Section of the Medina Municipal Code for E-Vehicle Safety

Category: Ordinance/Consent

Staff Contact: Jeff Sass, Chief of Police

Summary

On September 11, 2023, the Council previously discussed the creation of a new code section providing for E-Vehicle Safety. During that meeting, the City Council provided the staff with guidance on proposed revisions to the draft code. The revised code is now before the Council in ordinance form for adoption. The proposed attached draft ordinance is recommended to be adopted by Council.

Under state law, persons under the age of 16 may not operate motorized foot scooters¹ unless allowed by local law (which Medina does not have). In addition, state law also prohibits persons under the age of 16 from operating a Class 3 E-Bike² (which can reach speeds of 28 miles per hour). Persons under the age of 16 *can* operate Class 1 and Class 2 E-Bikes.³

The Ordinance creates a new section 10.48.030 in the Medina Municipal Code in the “Bicycles” chapter which includes the following:

Section A: the Ordinance incorporates the state (RCW) definitions for “Motorized foot scooter” and “Electric-assisted bicycle”.

Section B: the Ordinance requires any person operating a motorized foot scooter, electric-assisted bicycle, or similar device to obey all the rules of the road applicable to vehicle or pedestrian traffic, as well as the instructions of official traffic-control signals, signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer.

Section C: the Ordinance requires helmets for any operator, rider, or person “in tow” of a motorized foot scooter, electric-assisted bicycle, or similar device, upon any public area in the City of Medina.

Section D: the Ordinance establishes a \$100 penalty for violation of the Ordinance.

¹ RCW 46.20.500(5).

² RCW 46.20.500(3).

³ RCW 46.20.500(3).

This meets and supports Council's priorities 3 and 4.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. Efficient and Effective Government
4. Public Safety and Health
5. Neighborhood Character and Community Building

Attachment

Proposed Ordinance No. 1026.

Budget/Fiscal Impact: N/A

Recommendation: Adopt Ordinance No. 1026

City Manager Approval: *Aimee Kellerman* Signed on behalf of Stephen R. Burns

Proposed Council Motion: "I move to adopt Ordinance No. 1026 as proposed regarding E-Vehicle Safety."

Ordinance No. 1026

MEDINA CITY COUNCIL

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, REGARDING SAFETY FOR RIDERS OF ELECTRIC-ASSISTED BICYCLES AND MOTORIZED FOOT SCOOTERS, DEFINING THE SAME AND REQUIRING COMPLIANCE WITH "RULES OF THE ROAD" AND REQUIRING HELMETS, PROVIDING FOR SEVERABILITY AND CORRECTIONS, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, there are an increasing number of people using electric-assisted bicycles and motorized foot scooters; and

WHEREAS, because these types of small-scale individualized transport vehicles utilize roads, sidewalks, and trails and can operate at higher speeds than fully human powered bikes and scooters, when collisions or accidents occur, the riders can be severely injured; and

WHEREAS, in addition to the riders, there are sometimes additional individuals who are riding as a passenger on or in tow of the scooter or electric-assist bicycle and those individuals also can be severely injured when a collision or accident occurs; and

WHEREAS, the Medina City Council wants to ensure that the riders of these electric or motorized bicycles or scooters follows the same rules of the road as other vehicles and wants to protect those riders from harm by requiring helmets, therefore a new code section should be adopted to address these concerns; and

WHEREAS, the City Council adoption of this Ordinance supports the public health, safety and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City Council adopts the recitals above as findings for this Ordinance.

Section 2. A new Section 10.48.030 is hereby added to the Medina Municipal Code to read as follows:

10.48.030 Motorized Foot Scooters and Electric-Assisted Bicycles.

A. Definitions:

1. RCW 46.04.336: "Motorized foot scooter" means a device with two or three wheels that has handlebars, a floorboard that can be stood upon while riding, and is powered by an internal combustion engine or electric motor that has a maximum speed of no greater than twenty miles per hour on level ground. For purposes of this section, a motor-driven cycle, a moped, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter.
2. RCW 46.04.169: "Electric-assisted bicycle" means a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor

must have a power output of no more than seven hundred fifty watts. The electric-assisted bicycle must meet the requirements of one of the following three classifications:

- a. "Class 1 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour;
 - b. "Class 2 electric-assisted bicycle" means an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour; or
 - c. "Class 3 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour and is equipped with a speedometer.
- B. Duty to Obey Traffic-Control Signs and Rules of the Road.
1. Any person operating a motorized foot scooter, electric-assisted bicycle, or similar device shall obey all the rules of the road applicable to vehicle or pedestrian traffic, as well as the instructions of official traffic-control signals, signs, and other control devices applicable to vehicles, unless otherwise directed by a police officer.
- C. Helmets Required.
1. Any person operating a motorized foot scooter, electric-assisted bicycle, or similar device, or riding as a passenger on or in tow of a motorized foot scooter, electric-assisted bicycle, or similar device, upon any public area in the City of Medina shall wear a helmet designed for safety and shall have either a neck or chin strap on the helmet fastened securely while the a motorized foot scooter, electric-assisted bicycle, or similar device is in motion. No person shall transport any person on or in tow of a motorized foot scooter, electric-assisted bicycle, or similar device upon a public area in the jurisdiction of the City of Medina unless the passenger is wearing a helmet that meets the requirements of this chapter and does not exceed the maximum rider limit of the vehicle.
- D. Penalty.
1. A person violating the provisions of this section is guilty of a violation punishable by a fine not to exceed \$100.00.

Section 3. Severability. If any section, subsection, sentence, clause, phrase or other portion of this Ordinance or its application to any person is, for any reason, declared invalid, illegal, or unconstitutional in whole or in part by any court or agency of competent jurisdiction, said decision shall not affect the validity of the remaining portions hereof.

Section 4. Corrections. Upon the approval of the city attorney, the city clerk and/or code publisher is authorized to make any necessary technical corrections to this Ordinance, including but not limited to the correction of scrivener's/clerical errors, references, Ordinance numbering, section/subsection numbers, and any reference thereto.

Section 5. Effective Date. This Ordinance shall take effect and be in force five days after passage and publication as required by law.

PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON THE 8th DAY OF APRIL 2024 BY A VOTE OF ___ FOR, ___ AGAINST, AND ___ ABSTAINING, AND IS SIGNED IN AUTHENTICATION OF ITS PASSAGE THE 8th DAY OF APRIL 2024.

Jennifer H. Garone, Acting Mayor

Approved as to form:
Inslee, Best, Doezie & Ryder, P.S.

Attest:

Jennifer S. Robertson, City Attorney

Aimee Kellerman, City Clerk

PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.: 1026 / AB



MEDINA, WASHINGTON

AGENDA BILL

Monday, April 8, 2024

Subject: A Regional Coalition of Housing (ARCH) 2024 Budget and Work Plan and Trust Fund Recommendations

Category: Consent

Staff Contact: Stephen R. Burns, City Manager

Summary

1. ARCH Work Program and Budget: The City of Medina became a member of A Regional Coalition for Housing (ARCH) in 1999. The City Council is required by the ARCH Interlocal Agreement to review and approve the Annual Administrative Budget and Work Plan.

Each year, the City of Medina allocates funds in the General Fund for Affordable Housing. These funds are used to cover Medina's portion of ARCH's administrative budget, and to award funds to individual affordable housing projects through ARCH. For 2024, the City budgeted \$38,066 for dues and projects.

2. Projects funded through ARCH Trust Fund: The ARCH Executive Board has recommended funding five projects with contributions from Medina as follows:
 - a. Spring District 120th TOD BRIDGE,
 - b. Larus Senior Housing TWG/Imagine Housing,
 - c. The Aventine Low Income Housing Institute,
 - d. Emma McRedmond Manor – Catholic Housing Services,
 - e. Overlake TOD Bellwether Housing,

This meets and supports Council's priority 3.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. **Efficient and Effective Government**
4. Public Safety and Health
5. Neighborhood Character and Community Building

Attachments

1. 2024 ARCH Administrative Budget and Work Program
2. Resolution No. 441 including Exhibit A – Executive Board Memo, dated December 28, 2023

Budget/Fiscal Impact: \$38,066 (budgeted)

Recommendation: Approve.

City Manager Approval: *Aimee Kellerman* On behalf of Stephen Burns, City Manager

Proposed Council Motion: “I move that the City Council approve the 2024 ARCH Administrative Budget and Work Plan, Adopt Resolution No. 441, funding the five projects listed in the combined amount not to exceed \$38,066 and authorize the administering Agency to execute documents and take all necessary actions on behalf of the City.”



Together Center Campus
16307 NE 83rd St, Suite 201
Redmond, WA 98052
(425) 861-3677

MEMORANDUM

Date: September 20, 2023
From: Lindsay Masters, ARCH Executive Director
To: ARCH Member Councils
Subject: ARCH 2024 Budget and Work Program

Please find attached the 2024 ARCH Budget and Work Program, which was adopted by a unanimous vote of the ARCH Executive Board in June of 2023. This memo provides an overview of the final budget and work program, as well as an update on work program priorities identified by the Board.

2024 Administrative Budget and Work Program

This year the ARCH Executive Board initiated a strategic planning process that will provide direction on ARCH’s priorities, how to address varying needs among ARCH members and work most effectively as a coalition to advance our mission. We look forward to engaging with members and other stakeholders on this process in the coming months. While this process is underway, the Board decided to maintain ARCH’s current budget and work program, with some minor adjustments noted below.

Administrative Budget Highlights

- Constant staffing levels will maintain current levels of support for policy and planning and administration of local housing programs, including the ARCH Homeownership Program, ARCH Rental Program, local Incentive Programs, ARCH Trust Fund and Bellevue Housing Stability Program.
- New funding (\$95,000) was approved for outside legal counsel to help supplement the current capacity provided by the Bellevue City Attorney’s Office. The Board also authorized the use of ARCH reserves for one-time legal expenses.

ARCH MEMBERS

Work Program Highlights

ARCH's Work Program will continue to provide core services in five key areas: affordable housing investment, housing policy and planning, housing program administration, education and outreach, and general administration. In addition, the Work Program details specific support requested by individual member jurisdictions based on local housing plans and initiatives.

Across this Work Program, the ARCH Executive Board elevated several priorities for the coming year. Following is a description of these priorities and an update on work to date:

- **Implement actions and recommendations from ARCH's strategic planning process.** ARCH hired Loveall Price and Associates (LPA) and kicked off its strategic planning process earlier this year. We look forward to engaging members along the way and taking actions to implement the ultimate recommendations in 2024.
- **Facilitate and advance proposals for dedicated revenue sources for affordable housing in East King County.** Following our successful collaboration last year to identify a priority revenue source for affordable housing, ARCH is continuing to engage members on legislative advocacy to pursue new options such as using Real Estate Excise Tax (REET) funding for affordable housing. We are proud of the strong advocacy by many of our members to enable us to invest more in affordable housing.
- **Assist members to implement policies to reduce cost burden in affordable housing.** Starting last fall, ARCH has undertaken a robust policy development process that tackles how rent limits are allowed to increase in local affordable housing programs. A recommendation from the ARCH Executive Board is planned by the end of this year, to be followed by collaboration with members to consider adoption at the local level.
- **Convene members to advance one or two strategic legislative priorities that impact local jurisdictions' ability to address affordable housing needs.** ARCH worked with member staff and lobbyists to conduct a legislative workshop and survey to help shape common priorities around housing. The results of this work led to the development of two recommended priorities, which will be transmitted to members for consideration as part of your legislative agendas.
- **Advance the development of high impact special projects, including transit-oriented development (TOD) projects and other projects on public lands.** ARCH is working closely with Kenmore, Redmond and Bellevue on several high priority projects on public land, including significant TOD projects that are well underway. These projects are expected to deliver hundreds of affordable units in areas near transit and other amenities. We also serve as a continual resource to faith communities and others interested in using their property for affordable housing.

- **Support members with implementation of Comprehensive Plan updates and compliance with state mandates such as HB 1220 and HB 1110.** ARCH is continuing to provide housing data and other support as needed by members for Comprehensive Plan Updates. In addition, ARCH has initiated discussions to identify areas for collaboration among members as they take steps to comply with HB 1110, which will create significant opportunities to add new and affordable housing options across member jurisdictions.
- **Continue to provide excellent stewardship of affordable housing assets.** ARCH staff remain committed to consistent monitoring and stewardship of the collective affordable housing created by members. Monitoring activities are included in regular reports to the ARCH Board, which continues to evaluate appropriate staffing levels to keep up with the growth in ARCH programs.

Conclusion

Thank you for your support of our shared mission. Your continued commitment has helped to create a strong coalition that together will have a lasting impact on housing opportunities in our region.

Attachments:

1. 2024 ARCH Administrative Budget
2. 2024 ARCH Work Program

Final 2024 ARCH Administrative Budget

ARCH Executive Board Recommendation
June 2023

	2023 Adopted Budget	Final 2024 Recommended Budget	% Change
I. TOTAL EXPENSES	\$ 1,874,248	\$ 2,254,199	20%
A. Personnel	\$ 1,717,777	\$ 1,981,178	15%
Salaries	\$ 1,286,581	\$ 1,492,415	
Benefits	\$ 431,196	\$ 488,763	
<i>12 FTEs (incl. 1 dedicated to Bellevue Housing Stability Program)</i>			
<i>Note: % change in budget for existing staff is 5%.</i>			
B. Operating	\$ 103,142	\$ 108,192	4.9%
Rent & Utilities	\$ 38,117	\$ 44,133	
Telephone	\$ 7,518	\$ 7,819	
Travel/Training	\$ 2,600	\$ 2,600	
Auto Mileage	\$ 3,000	\$ 1,500	
Postage/Printing Costs	\$ 2,600	\$ 2,678	
Office Supplies/Furnishing	\$ 5,027	\$ 2,500	
Internet/Website Fees	\$ 3,214	\$ 3,342	
Periodical/Membership	\$ 11,400	\$ 15,000	
Misc. (events, job posting fees, etc.)	\$ 2,080	\$ 3,000	
Equipment Replacement	\$ 7,280	\$ 4,500	
Database/software licensing	\$ 20,307	\$ 21,120	
C. In-Kind Admin/Services	\$ 28,329	\$ 44,830	58%
Insurance	\$ 15,750	\$ 32,000	
IT Services	\$ 12,579	\$ 12,830	
D. Grants and Consultant Contracts	\$ 25,000	\$ 120,000	380%
Consultant Contracts	\$ 25,000	\$ 25,000	
Outside Legal Counsel Contract		\$ 95,000	

	2023 Adopted Budget			Final 2024 Recommended Budget			% Change
	City Per Capita \$2.58 KC Per Capita \$2.16	Add'l \$0.36 Per Capita or \$3k minimum		City Per Capita \$2.87 KC Per Capita \$2.49	Add'l \$0.38 Per Capita		
II. TOTAL INCOME	\$1,874,248			\$ 2,254,199			20%
	TOTAL	BASE	ADD'L				
A. Member Contributions (General Fund \$)	\$1,687,043	\$1,550,543	\$136,500	\$ 1,910,802	\$ 1,764,978	\$ 145,825	13%
Beaux Arts Village	\$2,653	\$2,653		\$ 3,019	\$ 3,019		14%
Bellevue	\$429,021	\$376,377	\$52,644	\$ 485,060	\$ 428,932	\$ 56,127	13%
Bothell	\$119,461	\$119,461	\$0	\$ 135,990	\$ 135,990	\$ -	14%
Clyde Hill	\$8,653	\$8,653		\$ 8,954	\$ 8,954		3%
Hunts Point	\$2,653	\$2,653		\$ 3,019	\$ 3,019		14%
Issaquah	\$113,628	\$99,685	\$13,943	\$ 126,837	\$ 112,160	\$ 14,677	12%
Kenmore	\$62,304	\$59,154	\$3,150	\$ 71,011	\$ 67,646	\$ 3,365	14%
Kirkland	\$267,567	\$234,734	\$32,833	\$ 297,651	\$ 263,209	\$ 34,442	11%
Medina	\$8,455	\$8,455		\$ 8,408	\$ 8,408		-1%
Mercer Island	\$69,646	\$66,496	\$3,150	\$ 76,611	\$ 73,246	\$ 3,365	10%
Newcastle	\$34,255	\$31,105	\$3,150	\$ 40,281	\$ 36,916	\$ 3,365	18%
Redmond	\$199,499	\$175,019	\$24,480	\$ 234,358	\$ 207,240	\$ 27,118	17%
Sammamish	\$171,231	\$168,081	\$3,150	\$ 194,426	\$ 191,060	\$ 3,365	14%
Woodinville	\$33,578	\$33,578	\$0	\$ 38,041	\$ 38,041	\$ -	13%
Yarrow Point	\$3,484	\$3,484		\$ 3,920	\$ 3,920		12%
King County	\$160,957	\$160,957		\$ 183,216	\$ 183,216		14%
B. Bellevue Detail	\$ 429,021			\$ 661,142			54%
Cash Contributions	\$ 215,762			\$ 233,409			
In-Kind Contributions	\$ 213,259			\$ 427,733			
Personnel	\$ 184,930			\$ 382,903			
Insurance	\$ 15,750			\$ 32,000			
IT Services	\$ 12,579			\$ 12,830			
C. Other Income	\$ 187,205			\$ 167,315			-11%
Homeownership Program Fees	\$ 185,000			\$ 165,000			
Existing Administrative Fees	\$ -			\$ -			
Interest Earned	\$ 2,205			\$ 2,315			
III. RESERVES, CONTINGENT INCOME AND EXPENSES							
<i>Note: This section expresses intended use of any excess revenues above levels needed to cover basic operating costs, as authorized by the ARCH Board, and any agreement by an ARCH member to fund work under section 13 of the ARCH Interlocal Agreement</i>							
A. Contingent Expenses							
Replenish operating reserves	\$ -			\$ -			
Staffing/Administrative Expenses	\$ 150,000			\$ 150,000			
Other Services/Consulting	\$ 300,000			\$ 300,000			
B. Contingent Revenue							
Excess Administrative Fees	\$ 100,000			\$ 100,000			
Service Fees	\$ 50,000			\$ 50,000			
Grant Funding	\$ 500,000			\$ 145,000			
Board-Approved Reserves	\$ 100,000			\$ 155,000			

ARCH WORK PROGRAM: 2024

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ARCH WORK PROGRAM: 2024

2024 Priorities

In 2024, ARCH will elevate the following priorities in its Work Program:

- Implement actions and recommendations from ARCH’s strategic planning process
- Facilitate and advance proposals for dedicated revenue sources for affordable housing in East King County
- Assist members to implement policies to reduce cost burden in affordable housing
- Convene members to advance one or two strategic legislative priorities that impact local jurisdictions’ ability to address affordable housing needs
- Advance the development of high impact special projects, including transit-oriented development projects and other projects on public lands
- Support members with implementation of Comp Plan updates and compliance with state mandates such as HB 1220 and HB 1110
- Continue to provide excellent stewardship of affordable housing assets

I. AFFORDABLE HOUSING INVESTMENT

A. ARCH Housing Trust Fund

Parity Goals. Develop updated goals for member investments through the ARCH HTF.

Annual Funding Round. Develop funding priorities and evaluation criteria for the annual funding round. Advertise available funds and manage a competitive process on behalf of member cities. Review funding applications and develop recommendations through the Community Advisory Board (CAB), with input from member staff. Develop final recommendations by the ARCH Executive Board and facilitate final funding allocations through member councils.

Public Funding Coordination. Work collaboratively with public funders at the State and local levels to promote shared affordable housing goals and equitable geographic distribution of resources. Review and provide input to other funders for Eastside projects that apply for County (HOF, RAHP, HOME, TOD, etc.) and State (Tax Credit, State Housing Trust Fund) resources. Provide input to the King County Joint Recommendations Committee (JRC) on behalf of participating Eastside jurisdictions. Assist N/E consortium members with evaluating and making a recommendation to the County regarding CDBG allocations to affordable housing.

Private Funding Coordination. Work with private investors and lenders to maximize leverage of public investment into affordable housing. Negotiate maximum public benefits from investment of housing funds into private projects. Engage with Enterprise Community Partners and other investors on the potential extension of the Regional Equitable Development Initiative (REDI) Fund. Complete implementation of a Bridge Financing Pilot in partnership with Microsoft.

Project Pipeline Management. Work with member cities and project sponsors to develop a robust pipeline of projects to be funded over the next five years (see related work on Transit Center sites, below). Actively vet

potential HTF projects, and lead funding policy and prioritization discussions with the ARCH Executive Board to facilitate planning and decision-making.

Contract Development and Administration. Prepare contract documents in consultation with legal counsel and facilitate approval of contracts with the Administering Agency. Review and approve disbursement of funds to awarded projects in accordance with executed contracts.

Centralized Trust Fund Reporting. Work with Administering Agency (Bellevue) to maintain records and produce regular financial reports for the ARCH Trust Fund accounts. Update internal policies and procedures regarding records maintenance efforts coordinated with the Administering Agency.

HB 1406 Sales Tax. Develop systems and procedures to manage contributions, commitments and expenditures of pooled sales tax revenue authorized by HB 1406. Work with the Department of Commerce to ensure timely and complete reporting in compliance with state requirements.

B. Bellevue Housing Stability Program

Annual Request for Proposals. On an annual basis, advertise available funds for capital, operating and maintenance and services funds. Solicit application interest and provide in-depth review of funding applications. Develop recommendations through a Bellevue interdepartmental staff team, ensuring coordination with the Trust Fund and other regional and state funding processes. Coordinate with City staff and present recommendations to the Bellevue City Council for approval.

Contract Development and Administration, Reporting. Prepare contract documents in consultation with legal counsel and facilitate approval of contracts. Review and approve disbursement of funds to awarded projects in accordance with executed contracts. Maintain contract data and assist with regular reporting to the Bellevue City Council.

Support for Other HSP Initiatives. Provide advice and support for other City initiatives funded through the Housing Stability Program, such as acquisition and preservation partnerships. Support may include assisting with overall outreach and engagement, evaluation of project feasibility, development of funding terms and conditions and preparation of project agreements.

C. Special Projects and Other Local Housing Investments

Local Housing Investments. Provide strategic policy support and administrative capacity to cities making other investments in housing, for example with fee in lieu funds, dedicated sales tax funds, pass through of state grant funds or other sources directed by individual cities. Ensure coordination with regional funding processes to maximize affordable housing outcomes.

Transit-Oriented Development Sites. Assist cities with advancing and coordinating affordable housing projects near transit. Partner with Sound Transit, King County Metro and other public agencies to maximize opportunities on public property. Current opportunities include sites in Bel-Red, Overlake, Downtown Redmond, Issaquah, Kirkland, Bothell, and Kenmore.

Surplus Property/Underdeveloped Property. Assist with evaluation of public surplus or underutilized private property (e.g., faith community properties) for suitability of affordable housing. Provide technical assistance to property owners interested in supporting affordable housing. Develop an inventory of promising public and nonprofit property and begin to engage owners to gauge interest in disposition for housing.

Preservation of At-Risk Affordable Housing. Work with member cities to facilitate acquisitions or other strategies to preserve existing housing where affordability is at risk of being lost, including at-risk manufactured housing communities. As needed, assist with responding to notices of sale of HUD assisted properties received by member cities, or other information indicating an impending loss of existing affordable housing.

Strategic Predevelopment Investment. With approval of the Executive Board, invest in predevelopment studies to investigate feasibility of special projects.

II. HOUSING POLICY AND PLANNING

A. Local Policy, Planning and Code Development

ARCH provides assistance directly to member cities on a range of local planning efforts. Local planning efforts with individual member cities may be found in *Attachment A*. These efforts may take different forms, such as:

- **Housing Element Updates.** Work with members to update comprehensive plan housing elements.
 - Assist with understanding and complying with new housing-related requirements under the Growth Management Act and Countywide Planning Policies.
 - Prepare an east King County housing needs analysis with focused analyses for each city—including projected affordable housing needs—to fulfill GMA requirements.
 - Coordinate local and ARCH affordable housing goals with King County Affordable Housing Committee and Countywide Planning Policies.
 - Assist with policy writing, outreach, presentations, etc. as needed.
- **Housing Strategy and Action Plans.** Assist members to prepare housing strategies to implement housing elements and create council work plans. Cities with completed or ongoing strategy and action plans include Bellevue, Issaquah, Kenmore, Bothell, Kirkland, Redmond, and Sammamish.
- **Incentive Program Design.** Provide economic analysis and policy and program development support to design local housing incentive programs, including land use, property tax, impact fee waivers, parking reductions and other incentives. Develop standard tools or models that can be used by member cities/staff to evaluate and design their individual affordable housing incentive/inclusionary programs.
- **Land Use Code Amendments.** Assist city staff on land use and other code amendments in order to implement comprehensive plan policies.
- **Other Support.** Other areas in which ARCH could provide support to member cities include preservation of valuable community housing assets, assistance to households displaced by development activity, review of tenant protection regulations, or negotiation of agreements for specific development proposals. ARCH views this as a valuable service to its members and will continue to accommodate such requests to the extent they do not jeopardize active work program items.

B. Inter-Local / Eastside Planning Activities

Interlocal planning activities are coordinated by ARCH for the benefit of multiple members.

ARCH Regional Affordable Housing Goals and Reporting. Work with member staff and the ARCH Executive Board to report on adopted goals for production and preservation of affordable housing across ARCH member communities. Utilize data methodologies consistent with the requirements of GMA and Countywide Planning Policies.

Long-Term Funding/Dedicated Revenue Strategy. Continue work on a long-term funding strategy for the ARCH Trust Fund. Facilitate conversations with member cities on identifying and exploring dedicated sources of revenue for affordable housing at the local and regional level (e.g., REET, property tax levy, commercial linkage fee, etc.). Provide relevant data and develop options for joint or individual revenue approaches across ARCH member cities and identify any shared state legislative priorities to authorize local options for funding.

Incentive/Inclusionary Housing Program Policies. As program implementation issues arise, assist member jurisdictions to develop coordinated policy solutions that incorporate input from the diverse range of stakeholders. Work with member city staff to develop code amendments that adapt programs to new knowledge and best practices (for example, implementing fee strategies to create sustainable revenue for monitoring). In 2024, this will include assisting members to consider new rent increase policies for ARCH monitored housing that create more predictable outcomes for tenants and property owners.

Tenant Protection Policies. Share information and help identify common policy priorities relating to tenant protections. Facilitate consideration of local regulations by ARCH members and help to encourage consistent protections for renters across the region that reduce evictions and economic displacement.

Eastside Housing Data Analysis and Planning for GMA Housing Requirements. On an annual basis, provide local housing and demographic data as available. Make information available to members for planning efforts and incorporate into ARCH educational materials. Facilitate and encourage members to collaborate in addressing new GMA/PPP housing requirements so that the affordable and special housing needs across east King County are addressed.

Middle Housing/HB 1110 Implementation. Support members to implement new affordability incentives required by HB 1110, including evaluating new incentive programs and stewarding affordable units that may be created through the new regulations. In addition, support members to utilize input from a range of community based organizations representing diverse constituents when considering middle housing regulations.

C. State Legislative Activities

The ARCH Executive Board will discuss and explore shared legislative priorities for advancing affordable housing in the region, and identify one or two strategic legislative priorities to advance to their respective councils for consideration in the upcoming legislative session that impact local jurisdictions' ability to address affordable housing needs. ARCH will convene its members to discuss how to align and advance these priorities, with a goal to enable members to advocate collectively for greater impact.

ARCH staff will track relevant state (and, where feasible, federal) legislation, particularly any legislation related to priorities established by the Board. As needed, staff will report to the Executive Board and members, and coordinate with relevant organizations (e.g., AWC, SCA, WLIHA, HDC) to advance shared legislative priorities.

D. Regional/Countywide Planning Activities

ARCH participates in regional planning efforts to advance Eastside priorities and ensure that perspectives of communities in East King County are voiced in regional housing and homelessness planning.

King County GMPC Affordable Housing Committee / Housing Inter-Jurisdictional Team (HIJT). Support efforts to advance the five-year action plan developed by the Regional Affordable Housing Task Force (RAHTF) in 2018. ARCH will help staff the HIJT, which provides support to the Growth Management Planning Council’s Affordable Housing Committee (AHC).

King County Regional Homelessness Authority (KCRHA) / Eastside Homeless Advisory Committee (EHAC). Support Eastside collaboration in regional homelessness efforts, as appropriate and as resources allow. Collaborate with KCRHA, EHAC and other relevant organizations and initiatives to advance shared work on homelessness. Promote best practices in development of housing solutions that move people out of homelessness. Coordinate allocation of resources, and work on specific initiatives.

Explore Collaboration with Cities in North and East King County. As requested, engage cities interested in supporting affordable housing in north and east King County that are not currently members of ARCH. Explore collaboration that provides benefits for additional cities and current ARCH member cities. Enter into agreements to provide services to other cities, as directed by the ARCH Executive Board.

III. HOUSING PROGRAM IMPLEMENTATION

A. Administration of Housing Incentive and Inclusionary Programs

ARCH partners with member cities to administer local housing incentive and inclusionary programs, including mandatory inclusionary, voluntary density bonus, multifamily tax exemption (MFTE) and other programs. Specific programs administered by ARCH include:

Jurisdiction	Incentive/Inclusionary Programs
Bellevue	Voluntary density bonuses, MFTE, impact fee waivers.
Bothell	Inclusionary housing, MFTE.
Issaquah	Development agreements, voluntary and inclusionary programs, impact and permit fee waivers.
Kenmore	Development agreements, voluntary and inclusionary programs, MFTE, impact fee waivers.
Kirkland	Inclusionary program, MFTE.
Mercer Island	Voluntary density bonus.
Newcastle	Inclusionary program, impact fee waivers.
Redmond	Inclusionary program, MFTE.
Sammamish	Inclusionary and voluntary density bonuses, impact fee waivers.
Woodinville	MFTE.
King County	Development agreements.

ARCH roles and responsibilities will typically include:

- Work with member city staff and legal counsel to align incentive and inclusionary programs with a unified set of administrative policies, practices and templates for legal agreements
- Communicate with developers/applicants and city staff to establish applicability of codes and policies to proposed developments
- Review and approve proposed affordable housing (unit count, location/distribution, bedroom mix, and quality)
- Review and recommend approval of MFTE applications.
- Review and recommend approval of alternative compliance proposals
 - For fee in lieu projects, provide invoices and receipts for developer payments
- Develop contracts and covenants containing affordable housing requirements
- Ensure implementation of affordable housing requirements during sale/lease-up
- Register MFTE certificates with County Assessor and file annual MFTE reports with state Commerce.
- On-going compliance monitoring (see Stewardship, below).

B. Stewardship of Affordable Housing Assets

ARCH provides long-term oversight of affordable housing created through city policies and investment to ensure stewardship of these critical public assets for residents, owners and the broader community.

ARCH Rental Program (Incentive and Inclusionary Projects). Monitor and enforce compliance in rental housing projects with incentive and inclusionary housing agreements. Administer a robust compliance monitoring program, including:

- Ensure compliance with rent and income restrictions through timely annual report reviews and supplemental on-site file audits
- Provide training and technical assistance for property managers
- Maintain written standards for eligibility, leasing and other program requirements
- Implement standard remedies for non-compliance
- Respond to tenant issues and questions

ARCH Trust Fund Projects. Oversee contracts and regulatory agreements with owners of projects supported through the direct assistance from members, including:

- Monitor project income and expenses to determine cash flow payments
- Conduct long-term sustainability monitoring of projects and owners
- Proactively problem-solve financial and/or organizational challenges in partnership with project owners and other funders
- Work with legal counsel to review and approve requests for contract amendments, subordination and other agreements
- Pursue formal MOUs with other funders to govern shared monitoring responsibilities that streamline processes for owners and funders.
- Collect annual compliance data and evaluate program beneficiaries

ARCH Homeownership Program. Provide effective administration to ensure strong stewardship of resale restricted homes in the ARCH Homeownership Program, including:

- Oversee resales and new construction sales to ensure ongoing compliance with affordability, buyer eligibility and other program requirements
- Implement adopted policies and procedures for monitoring and work with cities to address non-compliance

- Distribute an annual communication with relevant homeowner resources and respond to homeowners in financial distress
- Collect program fees to ensure sustainable operations

As time and resources allow, continue to implement recommendations from the 2019 Program Assessment and make other improvements that support the program objective of creating and preserving long-term affordability, including:

- Work with member planning and legal staff to make improvements to boilerplate legal documents, in consultation with key stakeholders and outside counsel, as needed
- Develop strategies to preserve homes at risk of foreclosure
- Preserve expiring units and pursue strategies to re-capture lost affordability
- Pursue offering brokerage services or developing partnerships with realtors to provide cost-savings to homebuyers and sellers, diversify program revenue, and expand ARCH's marketing reach
- Plan for additional staff capacity as the number of ARCH homes continues to grow.

Work with the Washington State Housing Finance Commission to evaluate the ARCH Eastside Down Payment Assistance Program and make updates to provide effective financial assistance to income-eligible first time homebuyers in East King County.

Database/Systems Development. Continue to utilize the new ARCH Homeownership Program database to collect critical program data and evaluation, compliance monitoring, communication with program participants, and other key functions. Continue to improve and streamline data systems for ARCH Rental Program and Trust Fund Program. Develop a new Trust Fund project and loan database to assist with timely loan monitoring and reporting. Update information systems to ensure accurate, efficient recording of transactions within ARCH Trust Fund accounts.

IV. EDUCATION AND OUTREACH

A. Housing 101/Education Efforts

Housing 101. Develop educational tools and conduct or support events to inform councils, planning commissions, member staff and the broader community of current housing conditions, and of successful housing programs. Build connections with community groups, faith communities, developers, nonprofits and others interested in housing issues. Plan and conduct a Housing 101 event.

Private Sector Engagement. Support efforts by ARCH member cities to engage employers and private sector entities in discussions around the need for more affordable housing and identifying options for public-private partnerships.

B. Information and Assistance for the Public

Office Hours. Provide published office hours, consistent with public health guidelines, for appointments or walk-in customer service. Open office hours will be advertised on the ARCH website and ARCH Facebook page and shared with partner organizations.

ARCH Website. Continually update and build on information in the ARCH website. Maintain information on the most urgently needed resources in the community, including rental assistance, no-cost legal services, mortgage assistance, and senior resources available in East King County.

Assist Community Members Seeking Affordable Housing. Maintain up-to-date information on affordable housing in East King County (rental and ownership) and distribute to people looking for affordable housing. Continue to maintain a list of households interested in affordable ownership and rental housing and advertise newly available housing opportunities. Work with other community organizations and public agencies to develop appropriate referrals for different types of inquiries received by ARCH (e.g., rapid re-housing, eviction prevention, landlord tenant issues, building code violations, fair housing complaints, etc.).

C. Equitable Access to Affordable Housing in East King County

Collect and analyze data on existing programs to determine potential gaps in access by different populations, such as communities of color, immigrant and refugee communities, homeless individuals and families, and workers in EKC commuting from other communities. Evaluate strategies and outreach goals to increase access to affordable housing in EKC by underserved communities. Develop outreach and marketing efforts to maximize awareness of affordable housing opportunities in East King County and build partnerships with diverse community organizations.

V. ADMINISTRATION

A. Administrative Procedures

Maintain administrative procedures that efficiently and transparently provide services to both members of ARCH and community organizations utilizing programs administered through ARCH. Activities include:

- Prepare the Annual Budget and Work Program and ensure equitable allocation of administrative costs among ARCH members.
- Prepare quarterly budget and work program progress reports, Trust Fund reports, and monitor expenses to stay within budget.
- Manage the ARCH Community Advisory Board, including recruiting and maintaining membership that includes broad geographic representation and a wide range of housing and community perspectives.
- Staff the Executive Board.
- Work with Administering Agency to streamline financial systems.
- Review and update bylaws and ensure timely renewal of the ARCH Interlocal Agreement.

B. Organizational Assessment and Planning

The ARCH Executive Board will continue to evaluate ARCH's organizational capacity to accomplish its Work Program and broader mission. The Board will review ARCH's organizational structure, staffing resources, capital resources and other foundational aspects of the organization to determine any gaps and assess options for expanding organizational capacity. The assessment will inform recommendations for the following year's work program and budget. In 2024, this will include implementing actions and recommendations from ARCH's strategic planning process.

Attachment A: Local Planning Efforts by City

ARCH staff will assist members' staff, planning commissions, and elected councils with local policy, planning and special projects and initiatives, as described below. Member city staff may make adjustments to the proposed actions identified below as individual city work plans are updated.

Bellevue

Support 3-4 actions to implement Bellevue's Affordable Housing Strategy, such as:

- Assist staff with preparation of educational and marketing materials to encourage affordable housing on suitable land owned by public agencies, faith-based groups, and non-profits housing entities. Tasks could include connecting property owners with non-profit developers and consultants, providing case studies, and other information related to the development process.
- Analysis of affordable housing recommendations in the Wilburton neighborhood plan, Comprehensive Plan Periodic Update, and Next Right Work increased residential FAR for specific areas (TBD) in the city.
- Participate in developer selection processes and work with staff to develop funding strategy for affordable housing on suitable public lands in proximity to transit hubs, including 130th TOD parcels, Metro (Civic Center site), and Lincoln Center parcel.
- Provide consultation on a comprehensive acquisition strategy, such as preservation of existing, naturally occurring affordable housing, setting up a community land trust, and an expanded homeownership program.

Provide ongoing support to implement investment of funds authorized by HB 1590, or other city funds as directed.

Implement newly authorized affordable housing incentives; develop boilerplate agreements and procedures for ongoing monitoring.

Assist the city with implementation of affordable housing agreements at the TOD project adjacent to Sound Transit's Operations and Maintenance Facility East (OMFE).

Bothell

Support actions to implement the city's Housing Strategy Plan.

Support affordable housing opportunities, especially in the Downtown/Canyon Park areas, including production strategies for city-owned property.

Help to identify potential Bothell Trust Fund projects.

Evaluate affordable housing incentives and requirements such as parking reductions or other development incentives, code amendments that add capacity and rezones, and implement those adopted.

Assist with compliance with new requirements under HB 1220.

Support updates to policies and codes for affordable housing options, including ADUs, micro-housing, small efficiency dwelling units, and "missing middle" housing.

Help pursue funding and implement further outreach, equity, and implementation measures to encourage more middle housing and address potential displacement.

Issaquah

Provide data for the annual Housing Report Card.

Assist with implementation of Strategies 6, 7 and 8 of the Housing Strategy Work Plan expanding inclusionary zoning, increasing missing middle as permitted uses, and removing barriers to the construction of condominiums.

Provide research and assist with development of potential code amendments concerning:

- Inclusionary zoning (in conjunction with changes to density, parking, and other regulations) and multifamily tax exemptions.
- Middle housing and ADUs in wake of new state legislation.

Help to evaluate potential projects/opportunities that arise under current or amended Development Agreements (e.g., Lakeside, Rowley) and prepare contractual agreements as needed.

Help to evaluate potential pioneer development in Central Issaquah District.

Provide data and other information needed for new page on city's website, information on affordable housing opportunities and resources in Issaquah.

Support implementation and funding of the city's TOD project with the King County Housing Authority.

Kenmore

Assist with implementing a high priority item identified in the Housing Strategy Plan, as requested.

Assist with updating the Housing Strategy Plan

Continue support of the Preservation of Affordable Housing/Mobile Home Park project started in 2018.

Assist with any amendments needed to the Comprehensive Plan Housing Element update, including help with new affordable housing targets.

Assist with ongoing implementation and monitoring of the adopted Affordable Housing Targets.

Provide technical support, data, and best practices to assist with potential code changes, such as for "missing middle" housing amendments or amendments to the Multifamily Tax Exemption (MFTE) regulations.

Advance opportunities to site affordable housing in Kenmore, such as near ST3 transit investments, or on other public, nonprofit, and faith-based community property. Help evaluate and identify potential properties, partners, and financing strategies.

Provide technical support and assistance on financing strategies for the Plymouth Housing project.

Provide technical support in development of a Request for Proposal (RFP), proposal review, and assistance on financing strategies to advance siting affordable housing on the City owned Holt property.

Provide technical support to assist with developing policies and regulations required to implement new state legislation (e.g. ADU regulations, missing middle regulations, TOD regulations).

Kirkland

Support development of housing policies in connection with the I-405/NE 85th Street Station Area Plan, such as evaluation of a commercial linkage fee, and inclusionary housing requirements, and incentivizing family-sized housing units.

Assist with implementing programs to encourage construction of more ADUs and other middle housing.

Evaluate housing-related issues in 2044 Comprehensive Plan Update.

Help review the effectiveness and value of the current MFTE program.

Assist with updating the City's Housing Dashboard and ongoing implementation and monitoring of the adopted Affordable Housing Targets.

Assist the City in its potential expansion of the inclusionary zoning program through new incentives for areas like downtown that don't have a requirement and expanded incentives for more affordable housing in other areas of the City.

Assist the City with its reevaluation of parking standards as they relate to affordable housing.

Mercer Island

Assist the City with synthesizing the Housing Needs Analysis findings with housing-related requirements under the Countywide Planning Policies and the Growth Management Act to develop updated housing goals and policies for the city's comprehensive plan periodic update.

Provide input and assistance in drafting updated development regulations related to implementation of housing diversity and affordability provisions in HB 1220 (2022) and HB 1110 (2023).

Newcastle

Assist with potential investment of fee-in-lieu payments, first exploring opportunities to site affordable housing within Newcastle.

Assist with updating the City's Housing Strategy Plan.

Redmond

Provide advice and technical support to evaluate and refine existing inclusionary and incentive programs, and impact fee waiver provisions, focusing on Downtown and Marymoor centers.

Support partnerships with transit agencies to advance affordable housing within transit-oriented developments, including at Overlake and Southeast Redmond.

Help city staff write and propose comprehensive plan and code amendments for meeting existing and future housing needs, including residential zone consolidation and regulations.

Assist with potential strategies for increasing housing capacity from commercial development, such as housing over big box stores and commercial spaces in mixed-use buildings.

Sammamish

Partner with city staff to refine the Housing Action Plan/Housing Diversification Toolkit implementation plan by creating detailed work plans and identifying related budget needs.

Support city staff in responding to public inquiries related to affordable housing development.

Review development regulation updates and additions related to affordability requirements and incentives to ensure alignment with state, regional, and county policies, the Comprehensive Plan update, the Housing Action Plan/Housing Diversification Toolkit, and best practices.

Review and confirm the assumptions and approach used by the city in the Barrier Review Checklists provided in the Washington State Department of Commerce's Guidance for Making Adequate Provision to Meet all Housing Needs to assist the City in preparing for successful Comprehensive Plan certification.

Woodinville

Assist in evaluating options and developing proposals for programs and code amendments following the city's new Housing Action Plan.

King County

Provide monitoring and stewardship services for affordable housing in the Northridge/Blakely Ridge and Redmond Ridge Phase II affordable housing development agreements.

Partner with King County to preserve affordable homes with expiring covenants in unincorporated areas.

Help advance the King County Regional Affordable Housing Task Force Action Plan.

ATTACHMENT 2

CITY OF MEDINA, WASHINGTON

RESOLUTION NO. 441

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, AUTHORIZING THE DULY APPOINTED ADMINISTERING AGENCY FOR ARCH TO EXECUTE ALL DOCUMENTS NECESSARY TO ENTER INTO AGREEMENTS FOR THE FUNDING OF AFFORDABLE HOUSING PROJECTS, AS RECOMMENDED BY THE ARCH EXECUTIVE BOARD, UTILIZING FUNDS FROM THE CITY'S HOUSING TRUST FUND.

WHEREAS, A Regional Coalition for Housing (ARCH) was created by interlocal agreement to help coordinate the efforts of Eastside cities to provide affordable housing; and

WHEREAS, the ARCH Executive Board has recommended that the City of Medina participate in the funding of certain affordable housing projects and programs hereinafter described; and

WHEREAS, the ARCH Executive Board has developed a number of recommended conditions to ensure that the City's affordable housing funds are used for their intended purpose and that projects maintain their affordability over time; and

WHEREAS, the City Council has approved the Amended and Restated Interlocal Agreement for ARCH; and

WHEREAS, the City Council desires to use \$38,066 from City funds as designated below to finance the projects recommended by the ARCH Executive Board; now, therefore,

THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The City Council authorizes the duly-appointed administering agency of ARCH pursuant to the Amended and Restated Interlocal Agreement for ARCH to execute all documents and take all necessary actions to enter into Agreements on behalf of the City to fund Spring District Transit-Oriented Development, Larus Senior Housing, Aventine, Emma McRedmond Manor and Overlake Transit-Oriented Development, in a combined total amount not to exceed \$38,066.

Section 2. The Agreements entered into pursuant to Section 1 of this resolution shall include terms and conditions to ensure that the City's funds are used for their intended purpose and that the projects maintain affordability over time. In determining what conditions should be included in the Agreements, the duly-appointed administering agency of ARCH shall be guided by the recommendations set forth in the ARCH Executive Board's memorandum of December 28, 2023, a copy of which is attached hereto as **Exhibit A**.

ATTACHMENT 2

PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON THE 8TH DAY OF APRIL 2024 AND SIGNED IN AUTHENTICATION OF ITS PASSAGE THE 8TH DAY OF APRIL 2024.

Jennifer H. Garone, Acting Mayor

Approved as to form:

Attest:

Jennifer S. Robertson, City Attorney
Inslee, Best, Doezie & Ryder, P.S.

Aimee Kellerman, CMC, City
Clerk



Celebrating 30 years of bringing cities together to house East King County

EXHIBIT A

Together Center Campus
16305 NE 87th St, Suite 119
Redmond, WA 98052
(425) 861-3677

MEMORANDUM

TO: City of Bellevue Council Members
 City of Bothell Council Members
 City of Clyde Hill Council Members
 Town of Hunts Point Council Members
 City of Issaquah Council Members
 City of Kenmore Council Members
 City of Kirkland Council Members

City of Medina Council Members
 City of Mercer Island Council Members
 City of Newcastle Council Members
 City of Redmond Council Members
 City of Sammamish Council Members
 City of Woodinville Council Members
 Town of Yarrow Point Council Members

FROM: Carol Helland, Chair, ARCH Executive Board

DATE: December 28, 2023

RE: Fall 2023 Housing Trust Fund (HTF) Recommendation

This year ARCH received \$12.9 million in funding requests from seven projects proposing an impressive 853 units of affordable housing. After careful deliberation, the ARCH Executive Board concurred with the recommendations of the ARCH Community Advisory Board (CAB), which provide full funding for two projects and partial funding for three projects. Consistent with recent years, the demand for funding far exceeded available resources, with \$4.0 million in Trust Fund dollars included in the recommendations, plus an additional \$2.1 million committed by the City of Redmond, resulting in \$6.1 million in awards.

Over the last three decades, the ARCH Trust Fund has supported over 6,000 units of affordable housing and shelter beds, creating housing access for thousands of families and individuals with limited incomes. This year’s recommendations will support 840 more units of housing in an incredible set of projects that meet numerous priorities and needs throughout the region, including:

- Preservation of existing affordable housing
- New transit-oriented development for families and individuals adjacent to future light rail;
- Creation of affordable commercial space for diverse businesses
- Local partnerships to serve diverse populations, including low-income seniors, families and individuals exiting homelessness, persons with intellectual and developmental disabilities, veterans, and households with incomes under 50% of median income

The Trust Fund also continues to bring a high return on local investment, this year leveraging local resources over 15:1, with proposed projects expected to attract roughly \$383 million in other funding.

ARCH MEMBERS

BEAUX ARTS VILLAGE ♦ BELLEVUE ♦ BOTHELL ♦ CLYDE HILL ♦ HUNTS POINT ♦
 ISSAQUAH ♦ KENMORE ♦ KIRKLAND ♦ MEDINA ♦ MERCER ISLAND ♦ NEWCASTLE ♦ REDMOND ♦
 SAMMAMISH ♦ WOODINVILLE ♦ YARROW POINT ♦ KING COUNTY

ARCH Trust Fund Exec Board Memo

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A summary of the recommendations is shown in the table below:

Project Applicant	City	Units	ARCH 2023 Request	Executive Board Recommendation
Spring District 120 th TOD <i>BRIDGE</i>	Bellevue	234	\$650,000	\$650,000 plus \$350,000 previously awarded (total \$1M award)
Larus Senior Housing <i>TWG/Imagine Housing</i>	Kenmore	175	\$3,900,000	\$250,000
The Aventure <i>Low Income Housing Institute</i>	Bellevue	66	\$1,500,000	\$600,000
Emma McRedmond Manor <i>Catholic Housing Services</i>	Redmond	32	\$2,150,000	\$500,000 plus \$600,000 additional City of Redmond investment (total \$1.1M award)
Overlake TOD <i>Bellwether Housing</i>	Redmond	333	\$3,500,000	\$2,000,000 plus \$1,500,000 additional City of Redmond investment (total \$3.5M award)
Totem Six-Plex <i>Attain Housing</i>	Kirkland	6	\$750,000	\$0
Scattered Sites <i>Alpha Supportive Living</i>	Scattered	7	\$400,000	\$0
Total		853	\$12,850,000	\$6,100,000 (including \$4M plus \$2.1M additional City of Redmond funds)

This memo provides a summary of the applications, the Executive Board recommendations and rationales, and proposed contract conditions for the **five** proposals recommended for funding at this time. Also enclosed is an economic summary of the projects recommended for funding.

Attachments:

1. Proposed Funding Sources
2. Project Economic Summaries

Note that bolded text in proposed conditions shows unique conditions in otherwise standard text.

1. BRIDGE Housing – Spring District TOD

2023 Funding Request:	\$650,000 (Contingent Loan) 234 Affordable Units
2022 Executive Board Recommendation:	\$350,0000 (Contingent loan)
2023 Executive Board Recommendation:	\$650,0000 (Contingent loan)
Total Award:	\$1,000,000 (Contingent loan)

Project Summary:

The proposed project includes two buildings as part of a larger Master Development on Sound Transit and City of Bellevue owned surplus property in the Spring District. BRIDGE proposes to develop Building 2 (7-story) and Building 6 (6-story) for a total of 234 units and 83 parking spaces (0.35 stalls per unit). Both buildings will be built with Type III construction over Type I concrete construction. The proposed unit mix consists of 86 studios, 75 one-bedroom units, 25 two-bedroom units, and 48 three-bedroom units. In October 2020, Sound Transit (ST) selected a development team led by BRIDGE to master plan and develop a 6.88-acre Sound Transit-owned site in the Spring District of Bellevue, Washington. Essex Residential Trust was the market-rate residential partner and Touchstone was the office partner. Although BRIDGE was successful in securing funding from Amazon, City of Bellevue, A Regional Coalition for Housing (ARCH), and King County for the affordable housing project, the market-rate projects were highly distressed coinciding with a global pandemic, unprecedented construction cost inflation, and a fundamental change in office demand. In December 2022, Essex exited the partnership citing increasing construction and financing costs. On June 2023, after extensive negotiations with Sound Transit and the City of Bellevue, Touchstone and BRIDGE agreed to dissolve the partnership and each developer will independently entitle, finance, and develop their own projects. On August 2023, BRIDGE submitted a revised pre-application to the City of Bellevue. As an independent project with no market-rate involvement, BRIDGE can develop on an accelerated timeline. Should funding be fully committed by public sources during this funding round, BRIDGE can commence construction by November 2024.

BRIDGE applied to HTF for capital funding in the fall of 2022 and was recommended to receive \$350,000 and reapply in 2023 for additional capital funding. BRIDGE’s request in this application is for an additional \$650,000 in capital for a total request of \$1,000,000. The Committee is proposing to fund the full amount of the 2023 funding request.

Funding Rationale:

The Executive Board recommends funding with conditions listed below for the following reasons:

- Funding this year’s request for additional capital demonstrates continued commitment from ARCH to this priority project that has nearly secured all other sources of leverage.
- The project advances key objectives in the City of Bellevue Affordable Housing Strategy, providing a large amount of low and moderate-income affordable housing units in a strategic location close to jobs and transportation.

ARCH Trust Fund Exec Board Memo

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- This project leverages significant investments from public and private funding sources, including King County TOD funds which are specifically set aside for the Bel-Red corridor and Amazon housing equity funds structured as a grant and a below market loan product.
- The project takes advantage of surplus public property provided at no cost by Sound Transit and the City and helps deliver additional City goals for development of retail and office.

Proposed Conditions (will supersede conditions from previous award):

Standard Conditions: Refer to list of standard conditions found at end of this memo.

Special Conditions:

1. The funding commitment shall continue for **twelve (12) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider a 12-month extension only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.
2. Funds shall be used by the Agency towards **soft costs and construction**. Funds may not be used for any other purpose unless ARCH staff has been given written authorization for the alternate use. Spending of construction contingency must be approved in advance by ARCH. If after the completion of the project there are budget line items with unexpended balances, ARCH and other public funders shall approve adjustments to the project capital sources, including potential reductions in public fund loan balances. ARCH funds not expended prior to permanent loan conversion will be de-obligated.
3. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Agency shall provide final operating proforma and cashflow waterfall for ARCH staff review. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after repayment of the Amazon loan on or before year 20 and deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer payment if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.
4. The net developer fee shall be established at the time of finalizing the Contract Budget and will follow the ARCH Net Developer Fee Schedule. Net developer fee is defined as that portion of the developer fee paid out of capital funding sources and does not include the deferred portion which is paid out of cash flow from operations after being placed in service.
5. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table, and approximately 40 units reserved for persons with

disabilities. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project or adjusting the number of and unit type for manager units).

Affordability	Studio	1 BR	2 BR	3 BR	Total Units
30%	2	4	1	1	8
50%	24	19	7	14	64
60%	60	52	16	32	160
Total Low-Income Units	86	75	24	47	232
CAUs / Managers	-	-	1	1	2
Total Units	86	75	25	48	234

6. Agency must submit for ARCH staff approval a management and services plan which includes coordination of services with outside providers for special populations and a statement of resident transportation options.

7. Agency shall submit applications to other potential sources of funding, at a minimum including to the State Housing Trust Fund for any available I/DD or other State funding that the project is eligible for.

8. On a monthly basis, Agency shall provide ARCH with updates on the following:
 - a. Status of management and services plan including service partnerships and development on formal MOUs and operating agreements.
 - b. Status update on negotiations with development partners.
 - c. Status update on other financing and financing partnerships negotiations.
 - d. Status update on entitlement and permitting progress.

9. Agency shall complete and submit the following deliverables by the dates indicated. Agency may request an extension of individual deadlines, and such extensions shall be considered based on reasonable justification and Agency’s continuing efforts to make substantial progress toward each milestone.:
 - a. January 31, 2024 – Revised term sheet for property acquisition and development approved by Sound Transit
 - b. January 31, 2024 – Draft Management and Services Plan
 - c. May 31, 2024 – Final operating or other agreement with services provider(s)
 - d. June 30, 2024 – Final Purchase and Sale Agreement .
 - e. Prior to closing- Provide a draft Affirmative Marketing Plan
 - f. 6 months prior to anticipate C of O- Provide a final Affirmative Marketing Plan

2. TWG and Imagine Housing – Larus Senior Housing

Funding Request: \$3,900,000 (Contingent Loan)
175 Affordable Units (including 1 manager unit)

Executive Board Recommendation: \$250,000 (Contingent Loan)

Project Summary:

The proposed Larus Senior Apartments is a transit-oriented senior housing development to be developed by TWG Housing in partnership with Imagine Housing. The development team elected to proceed with the same model for Larus as their previous partnership, Ardea at Totem Lake, by serving seniors and inviting Imagine Housing to be the non-profit development partner and service provider.

The project will consist of 175 units of affordable housing with a mix of studios and 1-bedroom units with affordability levels at 40% AMI, 50% AMI, and 60% AMI. Located within ¼ mile from the Kenmore Park & Ride and future Sound Transit BRT station, the project will aim to take advantage of future transportation options for its residents. In addition to its close proximity to the Kenmore transit hub, Larus Senior Apartments benefits from local groceries, shopping, and services within ¼ mile walking distance.

Funding Rationale:

The Executive Board recommends funding with conditions listed below for the following reasons:

- The project is strategically located near a future transit facility and close to amenities and services.
- The project advances the City's affordable housing priorities by providing much needed low-income housing for seniors in the area.
- This project leverages significant investments from public and private funding sources, including King County TOD funds and Amazon Housing Equity funds.
- The project is taking advantage of the Washington State Housing Finance Commission's Land Acquisition Program, which is a long-term, patient capital program. As such the project will be able to take the time needed to assembling full financing for the development.

Proposed Conditions:

Standard Conditions: Refer to list of standard conditions found at end of this memo.

Special Conditions:

1. The funding commitment shall continue for **thirty-six (36) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider a 12-month extension only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must

demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

2. Funds shall be used by the Agency towards **acquisition, construction, soft costs, financing, capitalized reserves, and other development costs**. Funds may not be used for any other purpose unless ARCH staff has given written authorization for the alternate use. Spending of construction contingency must be approved in advance by ARCH. If after the completion of the project there are budget line items with unexpended balances, ARCH and other public funders shall approve adjustments to the project capital sources, including potential reductions in public fund loan balances.
3. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after repayment of deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer payments if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH Staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.
4. The net developer fee shall be established at the time of finalizing the Contract Budget and will follow the ARCH Net Developer Fee Schedule. Net developer fee is defined as that portion of the developer fee paid out of capital funding sources and does not include the deferred portion which is paid out of cash flow from operations after being placed in service.
5. A covenant is recorded ensuring affordability for seniors for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

Affordability	Studio	1 BR	Total Units
40%	10	-	10
50%	67	46	113
60%	28	24	52
Total	105	70	175

6. The final loan amount shall be up to \$250,000, subject to approval by ARCH staff based on a documented funding gap. ARCH reserves the right to reduce its total loan amount based on changes to the project sources and uses, and unit mix.
7. Agency shall provide ARCH with quarterly updates on status of MOUs with partners and other funding sources.

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- 8. Agency shall provide a sustainability plan which details eco-friendly materials, transportation options and partnerships which would benefit the project's eco-sustainability, such as EV stations.**

3. LIHI – The Aventine

Funding Request: \$1,500,00 (Contingent Loan)
66 Affordable Units

Executive Board Recommendation: \$600,000 (Contingent Loan)

Project Summary:

The Aventine is an existing 5-story, 68-unit apartment community with 69 underground parking spaces located in downtown Bellevue. Currently over half the residents are low-income (below 80% AMI). LIHI is proposing to purchase the Aventine to preserve and make all the housing units affordable for households at 30%, 50% and 80% of area median income. The project intends to house low wage workers, disabled households, and households exiting homelessness. A total of 10 units will be set aside for households with members that have physical disabilities. The building is ADA accessible and additional units will be made accessible if needed. LIHI is proposing 22 of the 66 units be for households exiting homelessness (33% of the total units in the property), including families and veterans exiting homelessness.

The current owners, who previously obtained funding through Microsoft's affordable housing initiative and maintained a set-aside of units at 80% AMI, put the property on the market for sale in 2023 and five for-profit developers submitted bids to convert it to market rate housing, losing the existing affordable units. Fortunately, LIHI was selected as the buyer and has signed a PSA with the seller. Funding from the City of Bellevue and ARCH will allow for the long-term preservation of affordable housing in downtown Bellevue and avoid the displacement of the existing residents.

LIHI's planned acquisition and rehabilitation includes the conversion of two rental units into a case manager's offices to provide on-site service to residents leaving 66 affordable rental units. Additionally, minor refreshing of the building interiors will be completed.

Funding Rationale:

The Executive Board recommends funding with conditions listed below for the following reasons:

- The application proposes housing that meets the City of Bellevue's priorities for its Housing Stability Program Funding; providing housing for households earning below 30% of median income, addressing and prevent homelessness and housing instability, and focusing on underserved, vulnerable residents in Bellevue (e.g., homeless families with children and other eligible populations).
- The property provides 22 units for households exiting homelessness, including both two-bedroom units for families. Further, the proposed project will have 10 units set-aside for veterans and an additional 10 for people with physical disabilities.

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- Funding an acquisition brings affordable units online and into the Bellevue portfolio much more quickly than funding new construction. Conservatively, the Aventine will bring affordable units online 18-24 months sooner than a similar new construction.
- The acquisition of the property will mitigate displacement of existing renters who are living in units previously advertised as affordable, workforce units.

Proposed Conditions:

Standard Conditions: Refer to list of standard conditions found at end of this memo.

Special Conditions:

1. The funding commitment shall continue for **twelve (12) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested from ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider a 12-month extension based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

Funds shall be used by the Agency towards **acquisition, construction, soft costs, financing, capitalized reserves and other development costs**. Funds may not be used for any other purpose unless ARCH staff has given written authorization for the alternate use. Spending of furnishings, fixtures, and equipment, rehab, remediation and construction contingency must be approved in advance by ARCH. If after the completion of the project there are budget line items with unexpended balances, ARCH and other public funders shall approve adjustments to the project capital sources, including potential reductions in public fund loan balances. Funds not expended at the end of the construction period will be de-obligated.

2. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after repayment of deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer payments if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH Staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.
3. The net developer fee shall be established at the time of finalizing the Contract Budget and will follow the ARCH Net Developer Fee Schedule. Net developer fee is defined as that portion of the developer fee paid out of capital funding sources and does not include the deferred portion which is paid out of cash flow from operations after being placed in service.

- 4. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table, including approximately **22 units for households exiting homelessness**. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

Affordability	Studio	1 BR	2 BR	Total Units
30%	5	5	2	12
50%	10	10	-	20
60%	15	4	-	19
80%	9	6	-	15
Total	39	25	2	66

- 5. Agency must submit for ARCH staff approval a management, affirmative marketing, and services plans.
- 6. On a monthly basis, Agency shall provide ARCH with updates on the following:
 - a. Status of management and services plan including service partnerships and development on formal MOUs and operating agreements.
 - b. Status update on other financing and financing partnerships negotiations.
 - c. Agency will provide a Capital Needs Assessment (CNA) for staff review and approval.

4. Catholic Housing Services (CHS) – Emma McRedmond Manor

Funding Request: \$2,150,000 (Contingent Loan)
 32 Affordable Units (including 1 manager unit)

Executive Board Recommendation: \$500,000 (Contingent Loan)
 Additional City Investment
 via ARCH Housing Trust Fund: \$600,000 (Contingent Loan)
 Total Award: \$1,100,000 (Contingent Loan)

Project Summary:

Emma McRedmond Manor is an existing three-story senior housing project with 32 apartments located in downtown Redmond. Built in 1988, the building is nearly 35 years old and has yet to be substantially rehabilitated, other than re-cladding and window replacement performed in 2010. CHS is proposing a substantial renovation to improve the building’s energy efficiency and extend the remaining useful life of the structure by approximately 20 years. The scope of work consists of upgrades to the building exterior, building systems (plumbing and mechanical), common areas, units, and landscaping/site work. In addition, the project will convert one manager’s unit to an affordable unit, resulting in 32 1BR units affordable at 50% AMI, of which 31 will receive Section 8 Project-Based Rental Assistance through July 2032. The proposal includes financing under the HUD 221 program (Mortgage Insurance for Rental or

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Cooperative Housing). The program provides insurance on mortgages that support new construction or substantial rehabilitation of multifamily rental or cooperative housing for moderate-income families, elderly households, and disabled households.

Funding Rationale:

The Executive Board recommends funding with conditions listed below for the following reasons:

- The project preserves much-needed housing for low-income seniors and persons with disabilities in a very desirable, amenity-rich area of East King County.
- The project preserves valuable ongoing HUD support in the form of grant funding for the Resident Services Coordinator and Section 8 Project-Based Rental Assistance.
- The project is permit ready and has a HUD Section 221(d)(4) loan already committed, with additional funds leveraged from King County.
- The City of Redmond has indicated its willingness to allocate \$600,000 in funding that will help close the project's funding gap.

Proposed Conditions:

Standard Conditions: Refer to list of standard conditions found at end of this memo.

Special Conditions:

1. The funding commitment shall continue for **twelve (12) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested from ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider a 12-month extension based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.
2. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after repayment of deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer payments if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH Staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.
3. Funds shall be used by the Agency towards **acquisition, construction, soft costs, financing, capitalized reserves, and other development costs**. Funds may not be used for any other purpose unless ARCH staff provides written authorization for the alternate use. Spending of furnishings, fixtures, and equipment, rehab, remediation, and construction contingency must be approved in advance by ARCH. If - after the completion of the project - there are budget line

items with unexpended balances, ARCH and other public funders shall approve adjustments to the project capital sources, including potential reductions in public fund loan balances. Funds not expended at the end of the construction period will be de-obligated.

4. The net developer fee shall be established at the time of finalizing the Contract Budget and will follow the ARCH Net Developer Fee Schedule. Net developer fee is defined as that portion of the developer fee paid out of capital funding sources and does not include the deferred portion which is paid out of cash flow from operations after being placed in service.
5. A covenant is recorded ensuring affordability for seniors for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff

Affordability	1BR	Total
50%	32	32
Total	32	32

6. Agency must submit for ARCH staff approval of management, affirmative marketing, and services plans.
7. Agency shall submit updates to ARCH regarding other potential funders, including HUD and King County.
8. Agency shall provide an updated Project Architectural and Cost Analysis Report and updated development budget, both of which are HUD approved, prior to commencement of construction.

5. Bellwether Housing – Overlake TOD

Funding Request:	\$3,500,000 (Contingent Loan) 333 Affordable Units (including 3 manager units)
Executive Board Recommendation:	\$2,000,000 (Contingent Loan)
Additional City Investment via ARCH Housing Trust Fund:	\$1,500,000 (Contingent Loan)
Total Award:	\$3,500,000 (Contingent Loan)

Project Summary:

Bellwether Overlake Apartments is located in the Overlake Village neighborhood of Redmond directly across from the future Overlake Village light rail station. The project will provide 333 homes for low- to moderate-income households (30-80% AMI), including set-asides and services specific to people living with physical, intellectual and developmental disabilities (IDD), and much-needed two- and three-

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bedroom family-sized units, achieving an average of 50% AMI across the site. The project is located on Sound Transit surplus property.

In collaboration with a coalition of nonprofit partners and the City of Redmond, the ground floor commercial spaces will incorporate small business incubation, non-profit organizational support, culturally informed community services, and services provided by the City of Redmond. An adjacent open space parcel will complement the ground floor uses and potentially consist of a food truck corral, food garden, cultural night markets. Programming of the adjacent open space will be provided by the community partners in the project for the benefit of the community.

Services for the project residents will be provided primarily by Hopelink, a service provider who has served homeless and low-income families, children, seniors, and people with disabilities on the Eastside since 1971. In addition, SAILS Washington, a DDA-contracted service provider, will provide supported living services for the project's ten IDD residents.

The project will be financed with a combination of public and private financing sources, including but not limited to 4% Low Income Housing Tax Credits, Amazon Housing Equity Fund, Evergreen Impact Housing Fund, senior private lender loan, ARCH funds, King County TOD fund, and the State Housing Trust Fund.

Funding Rationale:

The Executive Board recommends funding this application for the following reasons:

- Funding this year's request for additional capital demonstrates continued commitment from ARCH to this priority project and will allow the project to secure other sources of leverage.
- The project advances key objectives in the City of Redmond Affordable Housing Strategy, providing a large amount of low and moderate-income affordable housing units in a strategic location close to jobs and transportation.
- This project leverages significant investments from public and private funding sources, including King County TOD funds which are specifically set aside for the Overlake TOD and Amazon housing equity funds structured as a grant and a below market loan product.
- The project takes advantage of surplus public property provided at no cost by Sound Transit and the City and helps deliver additional City goals for development of retail and office.
- The project will provide a significant number of units affordable to very low-, low- and moderate-income households, as well as IDD units, within a high-opportunity area near good jobs, various transportation options, and other public and private amenities.
- The project is a priority for the City of Redmond, which has indicated a willingness to invest additional funding to move the project forward.

Proposed Conditions:

Standard Conditions: Refer to list of standard conditions found at end of this memo.

Special Conditions:

1. The funding commitment shall continue for **twenty-four (24) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be

requested from ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider a 12-month extension based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

2. Funds shall be used by the Agency towards **construction, soft costs, financing, capitalized reserves, and other development costs**. Funds may not be used for any other purpose unless ARCH staff has given written authorization for the alternate use. Spending of furnishings, fixtures, and equipment, rehab, remediation, and construction contingency must be approved in advance by ARCH. If after the completion of the project there are budget line items with unexpended balances, ARCH and other public funders shall approve adjustments to the project capital sources, including potential reductions in public fund loan balances. If funds are not expended at the end of the construction period, will be de-obligated.

3. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after repayment of deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer a payment if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH Staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.

4. The net developer fee shall be established at the time of finalizing the Contract Budget and will follow the ARCH Net Developer Fee Schedule. Net developer fee is defined as that portion of the developer fee paid out of capital funding sources and does not include the deferred portion which is paid out of cash flow from operations after being placed in service.

7. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table, including approximately **ten units set-aside for people with disabilities**. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

Affordability	Studio	1 BR	2 BR	3 BR	Total
30%	25	15	10	5	55
50%	30	130	48	33	241
80%	5	8	11	13	37
Total	60	153	69	51	333

5. Agency must submit for ARCH staff approval a management, affirmative marketing, and services plan.

- Development of a project schedule consistent with the proposed funding and local permitting requirements.
- Further evaluate the long-term strategy for funding supportive services for transitional housing.

7. Inclusion Housing – Scattered Sites

Funding Request: \$400,000 (Secured Grant)
7 Affordable Beds

Executive Board Recommendation: \$0

Project Summary:

The proposed project will serve individuals with Intellectual and Developmental Disabilities (IDD) in King County where there is a large demand for Supported Living services and affordable, stable housing. The acquisition includes the purchase of a total of six homes. ARCH’s funding, (in conjunction with State and other local sources) will only be used for the Alpha SLS South Branch and the Children’s IHS Homes, described below. Inclusion is proposing the purchase of the other four homes utilizing other local and State sources of funding.

The Alpha SLS South Branch is proposed to be a 3-bedroom home located in around the Kirkland/Redmond area that will serve three adults with developmental disabilities receiving Supported Living services from Alpha. The Children's IHS Home is proposed to be a 4-bedroom home located around the Bothell/Kenmore/Woodinville area that will serve children with developmental disabilities between the age of 11 and 20. Alpha will provide residential services through the DDA Intensive Habilitation Services program. The fourth bedroom must be used as an agency office to provide the required in-home oversight.

Funding Rationale:

The Executive Board supports the intent of the Inclusion Housing proposal but does not recommend funding at this time for the reasons described below:

- In 2023, the ARCH Trust Fund is significantly oversubscribed and CAB was not able to meet the needs of all the requests. It is anticipated that the State will be able to provide additional funding to this project to help fill its funding gap and proceed without ARCH funding.

Standard Conditions: (will apply to all projects)

1. Agency shall provide revised development and operating budgets based upon actual funding commitments, which must be approved by ARCH staff. If the Agency is unable to adhere to the budgets, ARCH must be immediately notified and (a) new budget(s) shall be submitted by the Agency for ARCH's approval. ARCH shall not unreasonably withhold its approval to (a) revised budget(s), so long as such new budget(s) does not materially adversely change the Project. This shall be a continuing obligation of the Agency. Failure to adhere to the budgets, either original or as amended may result in withdrawal of ARCH's commitment of funds.
2. Agency shall submit evidence of funding commitments from all proposed sources. In the event commitment of funds identified in the application cannot be secured in the timeframe identified in the application, the Agency shall immediately notify ARCH, and describe the actions it will undertake to secure alternative funding and the timing of those actions subject to ARCH review and approval.
3. In the event federal funds are used, and to the extent applicable, federal guidelines must be met, including but not limited to the following: contractor solicitation, bidding, and selection; wage rates; and Endangered Species Act (ESA) requirements. CDBG funds may not be used to refinance acquisition costs.
4. Agency shall maintain documentation of any necessary land use approvals and permits required by the city in which the project is located.
5. Agency shall submit quarterly monitoring reports through completion of the project, and annually thereafter, and shall submit a final budget upon project completion. If applicable, Agency shall submit initial tenant information as required by ARCH.
6. Agency shall maintain the project in good and habitable condition for the duration of the period of affordability. Changes to the unit and affordability mix can are subject to change with Staff approval.
7. ARCH, through its Administrative Agency, may negotiate, approve, execute, and record amendments or releases of any ARCH loan documents as may be needed for the project; provided the project still provides the anticipated affordable housing and there is sufficient collateral to secure the members' financial investment, all as determined by ARCH staff.

Attachment 1: Proposed Funding Sources

PROJECTS RECOMMENDED FOR 2023 FUNDING

	Spring District TOD	Larus	Aventine	Emma McRedmond Manor	Overlake TOD	2023 Recommended Funds
Bellevue	224,100	86,200	206,900	172,300	689,700	1,379,200
Bothell	23,700	9,100	21,900	18,200	72,900	145,800
Clyde Hill	3,500	1,400	3,300	2,700	10,900	21,800
Hunts Point	1,500	600	1,300	1,100	4,500	9,000
Issaquah	80,800	31,100	74,500	62,100	248,500	497,000
Kenmore	3,600	1,400	3,400	2,800	11,200	22,400
Kirkland	97,900	37,600	90,300	75,300	301,100	602,200
Medina	4,100	1,600	3,800	3,200	12,600	25,300
Mercer Island	7,900	3,000	7,300	6,100	24,300	48,600
Newcastle	3,100	1,200	2,900	2,400	9,600	19,200
Redmond	155,200	59,700	143,300	119,400	477,600	955,200
Sammamish	21,800	8,400	20,100	16,800	67,100	134,200
Woodinville	21,400	8,200	19,700	16,500	65,800	131,600
Yarrow Point	1,400	500	1,300	1,100	4,200	8,500
Local Funds	650,000	250,000	600,000	500,000	2,000,000	4,000,000
Redmond Add'l				600,000	1,500,000	2,100,000
2023 ARCH Awards	650,000	250,000	600,000	1,100,000	3,500,000	6,100,000
Prior 2022 Award	350,000					350,000
Award Totals	1,000,000	250,000	600,000	1,100,000	3,500,000	6,450,000

Attachment 2: Project Economic Summaries

Applicant: BRIDGE Housing
Project Name: Spring District TOD
Location: 1601 120th Avenue NE, Bellevue, WA
Project Description: New construction of Buildings 2 and 6, which consist of 235 permanently affordable units at 30%-60% AMI.

Project Sources	Amount	Status
Low Income Housing Tax Credits (4%)	\$62,318,118	Proposed
Amazon Housing Equity Fund - Loan	\$22,100,000	Committed
Amazon Housing Equity Fund - Grant	\$3,750,000	Committed
City of Bellevue	\$6,500,000	Proposed
ARCH	\$1,000,000	Proposed
King County TOD	\$10,000,000	Proposed
State Dept. of Commerce HTF	\$8,000,000	Proposed
BRIDGE General Partner Equity	\$6,792,535	Committed
Deferred Developer Fee	\$1,750,000	Committed
Perm Loan	\$16,215,207	Proposed
Total Sources	\$138,425,860	

Project Uses	Amount	Per Unit	Per SF
Acquisition Costs	\$70,000	\$298	\$0.31
Construction	\$97,012,064	\$412,817	\$432.68
Soft Costs	\$18,806,285	\$80,027	\$83.88
Pre-Development / Bridge Financing	\$26,958	\$115	\$0.12
Construction Financing	\$11,223,605	\$47,760	\$50.06
Permanent Financing	\$805,615	\$3,428	\$3.59
Capitalized Reserves	\$1,053,598	\$4,483	\$4.70
Other Development Costs	\$9,267,735	\$39,437	\$41.34
Bond Related Costs	\$160,000	\$681	\$0.71
Total Uses	\$138,425,860	\$589,046	\$617.39

Applicant: TWG and Imagine Housing
Project Name: Larus Senior Housing
Location: 7520 NE Bothell Way, Kenmore, WA
Project Description: 175 units of affordable housing for seniors (62+) at 40%, 50% and 60% AMI

Project Sources	Amount	Status
ARCH	\$3,900,000	Proposed
King County TOD	\$4,980,000	Proposed
Amazon Housing Equity Fund	\$15,200,000	Proposed
Deferred Developer Fee	\$3,829,635	Proposed
Federal Energy Equity	\$153,000	Proposed
Low Income Housing Tax Credits (4%)	\$21,872,953	Proposed
Perm Loan	\$16,350,000	Proposed
City/CHIP	550,000	Proposed
Total Sources	\$66,835,588	

Project Uses	Amount	Per Unit	Per SF
Acquisition Costs:	\$4,506,827	\$25,753	\$35.47
Construction:	\$46,583,103	\$266,189	\$366.60
Soft Costs:	\$8,980,017	\$51,314	\$70.67
Pre-Development / Bridge Financing	\$539,128	\$3,081	\$4.24
Construction Financing	\$3,335,814	\$19,062	\$26.25
Permanent Financing	\$375,379	\$2,145	\$2.95
Capitalized Reserves	\$765,750	\$4,376	\$6.03
Other Development Costs	\$1,366,444	\$7,808	\$10.75
Bond Related Costs	\$383,126	\$2,189	\$3.02
Total Uses	\$66,835,588	\$381,918	\$525.98

Applicant: Low Income Housing Institute (LIHI)
Project Name: The Aventine
Location: 211 112th Ave NE, Bellevue WA
Project Description: Renovation and acquisition of an existing 5-story, 68-unit apartment community for the preservation of housing for households at 30%, 50% and 80% AMI

Project Sources	Amount	Status
City of Bellevue	\$8,500,000	Proposed
ARCH	\$1,500,000	Proposed
State HTF	\$5,000,000	Proposed
King County	\$5,000,000	Proposed
WSHFC 501(C)3	\$13,000,000	Proposed
Total Sources	\$33,000,000	

Project Uses	Amount	Per Bed	Per SF
Acquisition Costs	\$29,300,000	\$430,882	\$751.09
Construction	\$1,220,400	\$17,947	\$31.28
Soft Costs	\$915,800	\$13,468	\$23.48
Pre-Development / Bridge Financing	\$750,000	\$11,029	\$19.23
Permanent Financing	\$150,000	\$2,206	\$3.85
Capitalized Reserves	\$273,800	\$4,026	\$7.02
Other Development Costs	\$390,000	\$5,735	\$10.00
Total Uses	\$33,000,000	\$485,294	\$845.94

Applicant: Catholic Housing Services of Western Washington (CHS)
Project Name: Emma McRedmond Manor
Location: 7960 169th Ave NE, Redmond, WA 98052
Project Description: Rehabilitation of an existing three-story senior housing project with 32 apartments for seniors up to 50% AMI.

Project Sources	Amount	Status
HUD	\$6,288,200	Proposed
ARCH HTF	\$1,100,000	Proposed
Sponsor (existing reserves)	\$306,738	Proposed
King County	\$1,150,000	Proposed
Deferred Developer Fee	\$250,000	Committed
Total Sources	\$9,094,938	

Project Uses	Amount	Per Home	Per SF
Acquisition Costs	\$667,507	\$20,860	\$16.28
Construction	\$7,146,312	\$223,322	\$174.29
Soft Costs	\$441,850	\$13,808	\$10.78
Construction Financing	\$272,489	\$8,515	\$6.65
Permanent Financing	\$253,644	\$7,926	\$6.19
Capitalized Reserves	\$64,000	\$2,000	\$1.56
Other Development Costs	\$249,136	\$7,786	\$3.41
Total Uses	\$9,094,938	\$284,217	\$219.26

Applicant: Bellwether
Project Name: Overlake TOD
Location: 15218 NE Shen Street, Redmond, WA
Project Description: New construction of 333 homes for low- to moderate-income households (30-80% AMI), including set-asides and services specific to people living with physical, intellectual and developmental disabilities (IDD).

Residential Project Sources	Amount Total	Amount per Unit
4% LIHTC Equity	\$ 67,588,520	\$2,048,137
Senior Private Lender Loan	\$ 21,000,000	\$636,364
Amazon Housing Equity Fund	\$ 36,630,000	\$1,110,000
Evergreen Impact Housing Fund	\$ 13,458,054	\$407,820
Developer Fee Note	\$ 2,500,000	\$75,758
King County TOD Fund	\$ 5,000,000	\$151,515
WA State HTF	\$ 5,000,000	\$151,515
ARCH HTF	\$ 3,500,000	\$106,061
IDD HTF	\$ 2,900,000	\$87,879
Bellwether Sponsor Note	\$ 3,968,062	\$120,244
Total Sources	\$ 161,544,636	\$4,895,292

Commercial Project Sources	Amount Total	Amount per SF
Senior Private Lender Loan (taxable)	\$ 4,015,146	\$101
Microsoft Grant	\$ 1,000,000	\$25
The City of Redmond	\$ 509,597	\$13
Bellwether Sponsor Note	\$ 31,938	\$1
Total Sources	\$ 5,556,681	\$139

Project Uses	Amount	Per Unit	Per SF
Acquisition Costs	\$340,000	\$1,021	\$1.00
Construction	\$128,667,759	\$386,390	\$379.81
Soft Costs	\$ 14,768,733	\$44,351	\$43.60
Pre-Development / Bridge Financing	\$300,000	\$901	\$0.89
Financing and Bond Related Costs	\$18,204,709	\$54,669	\$53.74
Other Development Costs	\$4,820,116	\$14,475	\$14.23
Total Development Costs	\$167,101,317	\$501,806	\$493.26



MEDINA, WASHINGTON

AGENDA BILL

Monday, April 8, 2024

Subject: Ordinance Repealing the Adoption of the 2021 Wildland Urban Interface Code

Category: Consent

Staff Contact: Steven Wilcox, Development Services Director

Summary

The State of Washington mandated that the 2021 Wildland Urban Interface Code be adopted by all affected jurisdictions as a part of the new 2021 Washington State Building Code.

Medina adopted the 2021 Washington State Building Code including the Wildland Urban Interface Code through Ordinance 1025. On March 15, 2024, the Washington State Building Code Council voted to “delete” the Wildland Urban Interface Code through an Emergency Rule.

During the period of the Emergency Rule Medina should repeal the adoption of the 2021 Wildland Urban Interface Code.

Development Services Director recommends repeal of the Wildland Urban Interface Code until after the State Building Code Council completes rulemaking.

Repeal of the 2021 Wildland Urban Interface Code has no effect on the Council’s priorities 1- 5.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. Efficient and Effective Government
4. Public Safety and Health
5. Neighborhood Character and Community Building

Attachment

Ordinance No. 1027 including Exhibit A - Ordinance No. 1025 Washington State Building Code (2021)

Budget/Fiscal Impact: None.

Recommendation: Adopt Ordinance No. 1027.

City Manager Approval: *Aimee Kellerman* Signed on behalf of Stephen R. Burns

Proposed Council Motion: "I move to adopt Ordinance No. 1027 amending Ordinance No. 1025, to repeal the 2021 Wildland Urban Interface Code section."

CITY OF MEDINA, WASHINGTON
Ordinance No. 1027

AN ORDINANCE OF THE CITY OF MEDINA, WASHINGTON, REGARDING THE MEDINA CONSTRUCTION CODE, AMENDING SECTION 16.40.010 OF THE MEDINA MUNICIPAL CODE TO REPEAL THE ADOPTION OF THE 2021 WILDLAND URBAN INTERFACE CODE; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Medina City Council adopted Ordinance No. 1025 on February 12, 2024 in order to timely adopt all required changes and updates to the state building code and other required construction codes as required by State Law and the State Building Code Council; and

WHEREAS, part of that required update included adoption of the 2021 Wildland Urban Interface Code; and

WHEREAS, during the 2024 State Legislative Session, ESB 6120 was passed and has since been signed by the Governor; and

WHEREAS, the effect of this legislation prevents the State Building Code Council from adopting the 2021 Wildland Urban Interface Code until such time as new mapping is completed by the Department of Natural Resources and the legislation also made the adoption of the 2021 Wildland Urban Interface Code optional for local jurisdictions; and

WHEREAS, the Medina City Council deems it in the public health, safety, and welfare to repeal the 2021 Wildland Urban Interface Code from its code;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Section 16.40.010 Amended. Section 16.40.010 of the Medina Municipal Code is hereby amended to read as follows:

16.40.010 - State Building Code adopted.

All construction activity and construction materials in the city shall be governed by the State Building Code as adopted in Chapter 96, Laws of 1974, as updated by the State Building Code Council to include the 2021 editions of the following codes with amendments:

- A. International Building Code, Chapter 51-51 WAC;
- B. International Residential Code, Chapter 51-51 WAC;
- C. International Mechanical Code, Chapter 51-52 WAC;
- D. International Fire Code, Chapter 51-54A WAC;
- E. ~~Wildland Urban Interface Code, Chapter 51-55 WAC;~~ Reserved;
- F. Uniform Plumbing Code, Chapter 51-56 WAC;
- G. Washington State Energy Code, Chapter 51-11C WAC;
- H. Washington State Energy Code, Chapter 51-11R WAC;
- I. International Swimming Pool and Spa Code, WAC 51-51-0328;

J. National Electrical Code (NFPA 70).

All codes referenced in the state legislation are hereby adopted by reference and included as if set forth in their entirety. This adoption shall include all other related codes, standards, and amendments to the referenced codes adopted by the State Building Code Council and enacted by the Washington State Legislature.

Section 2. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 3. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 4. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

Section 5. Effective Date. This ordinance shall take effect five days after publication as provided by law.

PASSED BY THE CITY COUNCIL ON THIS 8th DAY OF APRIL, 2024 BY A VOTE OF X FOR, X AGAINST, AND X ABSTAINING, AND IS SIGNED IN AUTHENTICATION OF ITS PASSAGE ON THE 8th DAY OF APRIL, 2024.

Jennifer Garone, Acting Mayor

Approved as to form:
Inslee Best Doezie & Ryder, P.S.

Attest:

Jennifer S. Robertson, City Attorney

Aimee Kellerman, City Clerk

PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.: / AB

**CITY OF MEDINA, WASHINGTON
Ordinance No. 1025**

AN ORDINANCE OF THE CITY OF MEDINA, WASHINGTON, REGARDING THE MEDINA CONSTRUCTION CODE, AMENDING CHAPTER 16.40 OF THE MEDINA MUNICIPAL CODE BY ADOPTING THE 2021 UPDATES TO THE WASHINGTON STATE BUILDING CODE; AMENDING ADMINISTRATIVE PROVISIONS REGARDING GRADING SAFETY; AMENDING FOR CONSISTENCY WITH THE FIRE CODE; AMENDING FOR CONSISTENCY WITH THE STATE BUILDING CODE; AMENDING SECTIONS 16.40.010, 16.40.020, 16.40.050, 16.40.060, 16.40.070, 16.40.090, 16.40.100, AND 16.40.130; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Washington State Legislature adopted the International Building Code, the International Residential Code, the International Fire Code, the International Mechanical Code, the Uniform Plumbing Code, Washington State Energy Code, International Swimming Pool and Spa Code, International Wildland-Urban Interface Code, and directed that the State Building Code Council adopt these as part of the State Building Code; and

WHEREAS, pursuant to chapter 19.27 RCW, the State Building Code Council adopted the 2021 editions, with amendments, of the International Building, Residential, Fire, Mechanical, Uniform Plumbing, Energy, Swimming Pool and Spa, Wildlife-Urban Interface, collectively referred to as the Washington State Building Code; and

WHEREAS, pursuant to RCW 19.27.031, the State Building Code shall be in effect in all Washington State cities and counties; and

WHEREAS, pursuant to chapter 51-50 WAC, the updated State Building Code goes into effect March 15, 2024; and

WHEREAS, the City Council wishes to incorporate the updated State Building Code into the Medina Municipal Code; and

WHEREAS, the adoption of an ordinance pertaining to building codes is exempt from the State Environmental Policy Act (SEPA) pursuant to WAC 197-11-800(19)(b);

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, DOES ORDAIN AS FOLLOWS

Section 1. Section 16.40.010 Amended. Section 16.40.010 of the Medina Municipal Code is hereby amended to read as follows:

16.40.010 - State Building Code adopted.

All construction activity and construction materials in the city shall be governed by the State Building Code as adopted in Chapter 96, Laws of 1974, as updated by the State Building Code Council to include the ~~2018~~2021 editions of the following codes with amendments:

- A. International Building Code, Chapter 51-51 WAC;

EXHIBIT A

- B. International Residential Code, Chapter 51-51 WAC;
- ~~C. International Fire Code, Chapter 51-54A WAC;~~
- ~~D. International Mechanical Code, Chapter 51-52 WAC;~~
- D. International Fire Code, Chapter 51-54A WAC;
- E. Wildland-Urban Interface Code, Chapter 51-55 WAC;
- ~~E. Uniform Plumbing Code, Chapter 51-56 WAC;~~
- ~~F. G. Washington State Energy Code, Chapter 51-11C WAC;~~
- ~~G. H. Washington State Energy Code, Chapter 51-11R WAC;~~
- ~~H. International Swimming Pool and Spa Code, WAC 51-51-0328;~~
- ~~I. Liquefied Petroleum Gas Code, NFPA 58 (Propane);~~
- ~~J. National Fuel Gas Code, NFPA 54 (Natural Gas);~~
- ~~K. National Electrical Code (NFPA 70).~~

All codes referenced in the state legislation are hereby adopted by reference and included as if set forth in their entirety. This adoption shall include all other related codes, standards, and amendments to the referenced codes adopted by the State Building Code Council and enacted by the Washington State Legislature.

Section 2. Section 16.40.020 Amended. Section 16.40.020 of the Medina Municipal Code is hereby amended to read as follows:

16.40.020 - International Building Code—Subsection 101.2 amended.

Subsection 101.2 of the ~~2018~~-International Building Code is amended to read as follows:

101.2 Scope. The provisions of this Code shall apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures.

Exception: New and reconstructed detached one and two family dwellings not more than three stories in height or 3,000 square feet or less in area, and additions or remodel activity that does not exceed 25 percent of the value of the existing structure may be constructed using the provisions of the International Residential Code (IRC), as amended by the State Building Codes Council. All buildings and additions to buildings constructed under the IRC shall comply with the code provisions in the International Fire Code, the State Energy Code, the State Ventilation and Indoor Air Quality Code, and the Uniform Plumbing Code and Standards.

101.2.1 Appendices. Provisions in the appendices shall not apply unless specifically adopted.

Section 3. Section 16.40.050 Amended. Section 16.40.050 of the Medina Municipal Code is hereby amended to read as follows:

16.40.050. Work exempt from permit—Subsections 105.2 and R105.2 amended.

Subsection 105.2 of the 2018 IBC and Subsection R105.2 of the 2018 IRC, which list work of a building nature that is exempt from building permit requirements, are amended to read as follows:

Building:

1. One-story detached accessory structures used as tool and storage sheds, playhouses and similar uses, provided the floor area does not exceed 120 square feet.
2. All fences not over 4 feet in height above the existing or finished grade, whichever is lower.
3. New fences or repair to existing fences over 4 feet in height, but less than 6 feet in height above the existing or finished grade, whichever is lower, and not exceeding a fair market value of \$3,000.00. This exemption shall not apply to structures designed or intended to be used for sound attenuation purposes.
4. Retaining walls that are not over 4 feet in height measured from the bottom of the footing to the top of the wall, unless supporting a surcharge or impounding Class I, II or IIIA liquids.
5. Sidewalks and driveways not more than 30 inches above adjacent grade, and not over any basement or story below and are not part of an accessible route.
6. Temporary motion picture, television and theater stage sets and scenery limited to being erected not more than 30 days.
7. Temporary, prefabricated or mobile structures to be used on-site during construction and removed upon completion of the project.
8. Swings and other playground equipment accessory to detached one and two family dwellings and not affecting the structural coverage allowance of the lot.
9. Interior and exterior trim, painting, papering, tiling, cabinets, counter tops, carpeting, finished flooring and other similar finish work for which inspection to verify code compliance is not required.
10. Pre-fabricated swimming pools located above grade that contain water not over 24 inches in depth.
11. Ornamental or decorative ponds or pools that contain water not over 24 inches in depth.
12. Non-fixed and moveable fixtures, cases, racks, counters and partitions not over 5 feet, 9 inches, in height.
13. Single-family residential decks not exceeding 200 square feet in area provided the deck:
 - a. Does not exceed 30 inches above the finished grade at any point;
 - b. Is not attached to a dwelling; and

EXHIBIT A

- c. Does not provide access to an exit door required by R311.4.
- 14. Boat moorage covers over open water not exceeding 120 square feet in horizontally projected roof area and which otherwise fully complies with all state and local requirements.
- 15. Re-roofing of a residence provided:
 - a. Replacement roofing materials use the same or similar type of materials as the roofing materials being replaced;
 - b. The work performed does not activate other building or energy code requirements;
 - c. The re-roof work does not reduce the existing ventilation or storm drainage connections and dispersal; and
 - d. If the re-roof work involves asphalt composition overlaying existing asphalt composition, the total layers of roofing does not exceed two.
- 16. Any work not regulated by provisions of this Code or any elements of the State Building Code.

The listings of exemptions for electrical, gas and mechanical shall remain unchanged.

Section 4. Section 16.40.060 Amended. Section 16.40.060 of the Medina Municipal Code is hereby amended to read as follows:

16.40.060. Expiration—Subsections 105.5 and R105.5 amended.

Subsection 105.5 of the 2018 International Building Code and Subsection R105.5 of the 2018 International Residential Code are hereby amended to read as follows:

Expiration. Every permit issued shall become invalid unless the work authorized by such permit is commenced within 180 days after its issuance. The building official is authorized to grant, in writing, not more than two extensions of time, for periods not more than 180 days each. The extension shall be requested in writing and justifiable cause demonstrated. The processing of the extension may be subject to a fee set forth in the adopted fee schedule.

All work authorized by a permit shall be completed and final inspections made within 18 months from the date the permit is issued and all permits shall finally expire by limitation 18 months from the date of issuance. The building official is authorized to grant extensions for a period not to exceed 12 months provided the work authorized by the permit has not been suspended or abandoned for any 180 day period after the time the work has commenced. The extension shall be requested in writing and justifiable causes demonstrated.

If work or inspections are incomplete at the time a building permit expires, the property owner or their authorized agent may renew action on an expired building permit by paying a new permit fee. The permit fee shall be

based upon the building official's determination of percentage of inspections completed and the fee schedule in effect at the time a new permit application is submitted. However, the permit fee shall not be less than 25 percent of the fee calculated using the fee schedule in effect at the time the new permit application is submitted. Any previous fees owed on the expired permit shall be paid before a new permit is issued.

If work or inspections are incomplete at the time a permit, other than a building permit, expires, the property owner or their agent may renew action on the expired permit by paying a new full permit fee based upon the fee schedule in effect at the time.

Section 5. Section 16.40.070 Amended. Section 16.40.070 of the Medina Municipal Code is hereby amended to read as follows:

16.40.070 Work commencing before permit issuance—Subsections 109.4 and R108.6 amended.

Subsection 109.4 of the 2018-International Building Code and Subsection R108.6 of the 2018-International Residential Code are amended to read as follows:

Any person who commences work requiring a permit on a building, structure, electrical, gas, mechanical or plumbing system before obtaining the necessary permits shall be subject to an investigation and administration fee equal to the amount of the permit fee. This fee is in addition to all other fees that may apply to the project.

Section 6. Section 16.40.090 amended. Section 16.40.090 of the Medina Municipal Code is hereby amended to read as follows:

16.40.090. Other inspections—Subsections ~~440.3.8~~110.3.10 and R109.1.5 amended.

Subsection ~~440.3.8~~110.3.10 of the 2018-International Building Code and Subsection R109.1.5 of the 2018-International Residential Code are amended to read as follows:

In addition to regular code specified inspections, special inspections, and structural observations required by this Code, the building official may require visual observation and testing to confirm compliance with approved construction documents for structural systems, mechanical systems, plumbing systems, and energy systems. This inspection requirement shall apply to all projects involving 4,000 square feet or greater of new or additional floor area, or where the building official determines such a requirement is necessary. All costs for inspections under this subsection are the responsibility of the permit holder.

Section 7. Section 16.40.100 amended. Section 16.40.100 of the Medina Municipal Code is hereby amended to read as follows:

16.40.100 Temporary certificate of occupancy – subsections 111.3 and R110.4 amended.

Subsection 111.3 of the 2018 International Building Code and Subsection R110.4 of the 2018 International Residential Code are amended to read as follows:

Temporary occupancy. The building official is authorized, but not required, to issue a temporary certificate of occupancy before completion of the entire work covered by the permits issued, provided that such portion or portions shall be occupied safely. A temporary certificate of occupancy may only be issued in association with a valid building permit. A cash financial guarantee shall be required in an amount set at 50 percent of the permit fee, or \$10,000, whichever is the lesser amount.

Section 8. Section 16.40.130 Amended. Section 16.40.100 of the Medina Municipal Code is hereby amended to read as follows:

16.40.130. Sprinkler systems—Section 903.3.1 amended.

Subsection 903.3.1 of the 2018 International Fire Code is amended to read as follows:

903.3.1 Standards. Sprinkler systems shall be designed and installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 and other chapters of this Code, as applicable.

In addition, sprinkler systems shall be designed with a buffer to account for water system fluctuations to include a low reservoir condition. Such buffer shall be five percent for static pressures less than 50 p.s.i. and ten percent for static pressures above 50 p.s.i.

Exception: Buffers are not required for systems designed in accordance with Section 903.3.1.3 (NFPA 13 D).

Permit applicants shall independently verify site specific static pressure:

- Prior to initiating sprinkler system;
- Prior to installing any sprinkler piping, including the underground supply; and
- Prior to requesting any cover inspections.

The rest of Subsection 903.3.1 shall remain unchanged.

Section 9. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 10. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 11. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

Section 12. Effective Date. This ordinance shall take effect March 15, 2024.

PASSED BY THE CITY COUNCIL ON THIS 12th DAY OF FEBRUARY, 2024 BY A VOTE OF 6 FOR, 0 AGAINST, AND 0 ABSTAINING, AND IS SIGNED IN AUTHENTICATION OF ITS PASSAGE ON THE 12th DAY OF FEBRUARY, 2024.



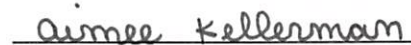
Jessica Rossman, Mayor

Approved as to form:
Inslee Best Doezie & Ryder, P.S.



Jennifer S. Robertson, City Attorney

Attest:



Aimee Kellerman, CMC, City Clerk

PUBLISHED: 2/16/2024
EFFECTIVE DATE: 3/15/2024
ORDINANCE NO.: 1025



MEDINA, WASHINGTON

AGENDA BILL

Monday, April 8, 2024

Subject: Street Vacation Moratorium Extension

Category: Public Hearing/Resolution

Staff Contacts: Ryan Osada, Acting City Manager and Jennifer S. Robertson, City Attorney

Summary

On October 23, 2023, the City Council adopted Resolution No. 438 which created a moratorium on the acceptance or processing of applications for right of way vacation under Chapter 12.44 MMC and Chapter 35.79 RCW. The moratorium was adopted consistent with state law (see RCW 35A.63.220 and RCW 36.70A.390). The Council timely held the required public hearing on December 11, 2023, to maintain the moratorium. The moratorium adopted under Resolution No. 438 became effective for a six-month period and is due to expire on April 23, 2024. Following the public hearing, Council directed staff to prepare a work plan as to issues and options for right-of-way management for future Council review and discussion and prepare a final workplan for review and adoption prior to April 23, 2024.

Council provided direction to staff in December to bring forward a work plan in 2024 prior to or contemporaneously with an extension of the moratorium in April 2024. This direction was confirmed in the February 26, 2024, Council meeting where the City Council had the opportunity to review the proposed work plan.

The Public Hearing on April 8, 2024, was duly noticed by the Clerk's Office. Following the public hearing, the Council may act on Resolution 442 which extends the moratorium for an additional six-month period and adopts the work plan which is attached to Resolution 442.

This meets and supports Council's priorities 2 through 5.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. Efficient and Effective Government
4. Public Safety and Health
5. Neighborhood Character and Community Building

Attachments

Resolution No. 442 with attached Work Plan.

Budget/Fiscal Impact: Extending the moratorium will result in legal and staff costs, as well as publication costs for the notice of hearing. In addition, there will be legal and staff costs to implement the Work Plan.

Recommendation: Approve.

City Manager Approval: *Aimee Kellerman* Signed on behalf of Stephen R. Burns

Proposed Council Motion: "I move adoption of Resolution No. 442, extending the moratorium adopted under Resolution No. 438 for an additional six-month period to prevent the submission, receipt and processing of street vacation petitions affecting any rights of way within the city; adopting supportive findings and a work plan; setting an effective date; and providing for severability."

Time Estimate: 15 minutes

CITY OF MEDINA, WASHINGTON

RESOLUTION NO. 442

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, ADOPTED PURSUANT TO RCW 36.70A.390 AND RCW 35A.63.220, EXTENDING THE MORATORIUM ADOPTED BY THE MEDINA CITY COUNCIL UNDER RESOLUTION NO. 438 FOR AN ADDITIONAL SIX-MONTH PERIOD TO PREVENT THE SUBMISSION, RECEIPT AND PROCESSING OF STREET VACATION PETITIONS AFFECTING ANY RIGHTS OF WAY WITHIN THE CITY; ADOPTING SUPPORTIVE FINDINGS AND A WORK PLAN; SETTING AN EFFECTIVE DATE; AND PROVIDING FOR SEVERABILITY.

WHEREAS, the City of Medina (City) regulates the use and development of land within the City through the standards and procedures codified in the Medina Municipal Code (MMC), including the vacation, acquisition, use and development of the City's roads and rights-of-way (collectively ROW) under MMC Chapter 16.12; and

WHEREAS, the City's ROW are highly visible and are extremely important to the City's current and future transportation needs; and to the City's character, identity and development; and comprise a significant and valuable public asset related to the City's long term planning goals and community vision; and

WHEREAS, the City received and processed three different ROW vacation petitions in recent years, each of which presented unique issues and concerns; consumed significant City resources, staff time and expenses to review and decide; and resulted in the subsequent preparation, review and adoption of MMC modifications to better regulate and protect the City's ROW and provide better guidance to the public, City and Council concerning the issues and processes involved in such petitions; and

WHEREAS, in the process of reviewing and acting on those ROW vacation petitions the City and Council became aware of the need for further changes in the MMC to address adequate and timely public notice requirements, cost identification, limitation and recovery; and evaluation of potential gift of public funds issues; and the establishment of long term planning and use policies which can be timely integrated into the City's ongoing 2024 Comprehensive Plan update; and

WHEREAS, the City and Council desire to undertake the work described above without having disruptions or interruptions that would be created by the filing of any ROW vacation petition; and

WHEREAS, the City Council wishes to temporarily suspend filing of any ROW vacation petitions in order to enable the City's comprehensive and timely review, promulgation and adoption of street vacation policies and regulatory changes, and to that end shall use the statutory authorities above and others as applicable, to perform, extend, complete and terminate the moratorium(s) authorized by this Resolution, all as the City Council may then determine to be necessary or appropriate; and

WHEREAS, on October 23, 2023 the City Council adopted Resolution No. 438 establishing a six-month moratorium on acceptance and processing of any applications for ROW vacation; and

WHEREAS, that moratorium will expire on April 23, 2023, unless it is extended; and

WHEREAS, on February 26, 2024, the City Council held a study session and discussed extending the moratorium and establishing a Work Plan; and

WHEREAS, the Council directed a public hearing be duly noticed and held on April 8, 2024 for considering a six month extension of the moratorium and adoption of the Work Plan; and

WHEREAS, the duly-noticed the public hearing was held by the City Council on April 8, 2024 and having considered the matter, the City Council finds it in the public health, safety, and general welfare to extend the moratorium for an additional six months and to adopt the proposed Work Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, RESOLVES AS FOLLOWS:

Section 1. Preliminary Findings in Support of Resolution. The City Council hereby adopts the foregoing recitals as its findings in support of this Resolution and additionally adopts the following findings in further support of this Resolution:

1.1 The City is authorized pursuant to applicable state law, including without limitation RCW 35A.63.220 and RCW 36.70A.390, to adopt temporary moratoria for the purpose of preserving the status quo while new policies and standards are considered, prepared and enacted.

1.2 Imposing a temporary moratorium upon the receipt and processing of ROW vacation petitions as provided herein will serve the public interest by ensuring that such proposals will not be considered, reviewed and/or evaluated under the City's current policies and regulations, which the Council intends to study, update, amend and adopt.

1.3 Adoption of this Resolution is necessary to prevent the accrual of claimed or vested rights that are or may be inconsistent with the City's community planning activities and vision as articulated herein. As such, a public emergency exists requiring that this Resolution take effect immediately upon passage.

Section 2. Temporary Moratorium Imposed; Duration. The City Council hereby imposes a moratorium upon the receipt and processing of any and all ROW vacation petitions affecting City ROW. Said moratorium shall be for an initial period of six months and shall include all extensions thereof as may be approved by the City Council.

Section 3. Effective Date of Resolution and Moratorium. This Resolution and the moratorium adopted herein shall be effective on the date of its adoption by the City Council as set forth in Section 6 below (Effective Date).

Section 4. Adoption of Work Plan. The City Council hereby adopts the Work Plan that is attached to this Resolution as Exhibit "A".

Section 5. Interpretation. Under the direction of the City Manager, City Staff is authorized to apply, construe, administer, and issue interpretations of this Resolution.

Section 6. Effective Date. This Resolution shall be in full force and effect immediately upon passage and signature by the Mayor and provided by law and shall remain effective for a period of up to six (6) months unless terminated earlier.

Section 7. Severability. If any section, sentence, clause, or phrase of this Resolution should be held to be invalid or unconstitutional by a court or other tribunal of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Resolution.

PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON THE 8th DAY OF APRIL, 2024 BY A VOTE OF ____ FOR, ____ AGAINST, AND ____ ABSTAINING, AND SIGNED IN AUTHENTICATION THEREOF ON THE 8th DAY OF APRIL, 2024.

Jennifer H. Garone, Acting Mayor

APPROVED AS TO FORM:
Inslee, Best, Doezie & Ryder, P.S.

ATTEST:

Jennifer S. Robertson, City Attorney

Aimee Kellerman, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO. **XXX**

EXHIBIT "A"**WORK PLAN FOR RIGHT OF WAY VACATION****1. Review of Existing Rights of Way.**

- a) Working to identify Medina rights of way, whether opened or unopened, including identifying unpaved portions of opened right of way.
- b) Review projected future land use in the City and projected impacts on use of opened rights of way and projected need for expansion of existing right of way or improving unopened right of way for transportation and other public purposes, including landscaping, parking, ped/bike use, etc.
- c) Identifying future public use of unopened or unimproved portions of rights of way.

2. Review of Chapter 12.44 MMC.

- a) Consider whether updates are needed. Possible updates may include revisions focused on creating additional transparency, including additional process, public notice, and outreach.
- b) Updates may also include specific additional analysis performed by staff.
- c) Updates may also include new code to create a similar process for applications to vacate utility easements.
- d) Establish a schedule to bring forward any proposed revisions to Council so that the updates take effect prior to expiration of moratorium.

3. Creation of City Policy.

- a) Consider the creation of internal policy for processing petitions for vacation and evaluating petitions for vacation, including:
 - adding additional council touch points (i.e., study sessions as well as the public hearing),
 - establishing standards for informing the general public about pending petitions for vacation, and
 - requiring staff analysis of future development patterns in Medina and the need for rights of way with that context.



MEDINA, WASHINGTON

AGENDA BILL

Monday, April 8, 2024

Subject: Comprehensive Plan Update – Natural Environment Element

Category: City Council Discussion and Direction

Staff Contact(s): Jonathan Kesler, AICP, Planning Manager

Summary

Medina City Council, Planning Commission, Park Board, Staff and Consultants will work toward having a complete draft of the updated Comprehensive Plan available for public comment by the beginning of June 2024. *This process will follow the revised Comprehensive Plan Flowchart approved by City Council at their February 26, 2024, regular meeting, which includes Council's initial review of each Comprehensive Plan Element's Gap Analysis prepared by Medina's consulting planning firm (LDC, Corp.) and its direction for the Planning Commission to further review and collaborate on revisions to each Comprehensive Plan Element.*

Council's direction to allow staff, LDC, the Planning Commission, and the DSC to collaborate on **revising the Natural Environment Element** at future meetings will be requested at the April 8, 2024, Council meeting.

Focused consideration is requested by the Council on the following components of the revised **Natural Environment Element**:

1. Largely, the edits made (are those that will be made) update metrics as they become available from staff and from contract jurisdictions. **Are there themes or discussion topics not discussed in the Element now that should be?**
2. **Is there general comfort with the edits made to the goals and policies reflecting an address of the CPP/MPP gap analysis?**
3. **Are there items that should be here but currently are not?**

This Comp Plan process meets and supports Council's priorities 2, 3 and 5.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. Efficient and Effective Government
4. Public Safety and Health
5. Neighborhood Character

Priorities met:

2. Preserving and fostering the development of 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.

3. Clear guidelines are key to the efficient and effective completion of the periodic update of the City of Medina Comprehensive Plan by the December 31, 2024, deadline. The Council-approved flowchart is designed to accomplish this.
5. Preserving the quiet, sylvan neighborhood character of Medina

Attachment(s)

1. Medina Comp Plan Updated Schedule Matrix
2. City of Medina Natural Environment Element (existing 2015 document)
3. City of Medina Natural Environment Element (draft version update, with redlined revisions)
4. Gap Analysis, for reference purposes only (See redlined comments for these Gap citations)

Budget/Fiscal Impact: None.

Recommendation: Discussion and direction.

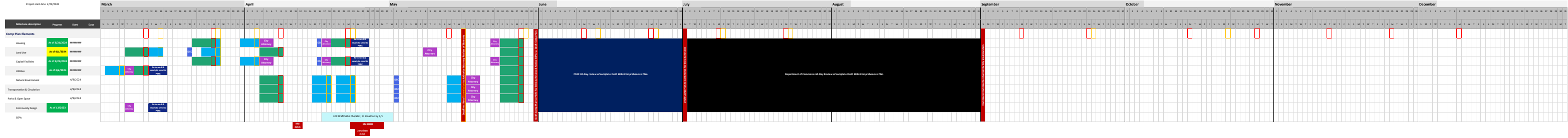
City Manager Approval: *Aimee Kellerman* Signed on behalf of Stephen R. Burns

Proposed Council Motion: Move to allow staff to continue revising the Comprehensive Plan's Natural Environment Element with the Planning Commission and as needed, with the DSC, consistent with the Comprehensive Plan Update Flowchart.

Time Estimate: 30 minutes

Medina 2024 Comp Plan Update

LDC Corp. Legend Council PC SSC Attorney PSAC Commerce
Project Managers: Kim Mahoney & Jonathan Kester
Project start date: 2/28/2024



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 listings of several salmonid species. Chinook salmon and steelhead trout are listed as threatened by the National Marine Fisheries Service (NMFS), and 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 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. 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. 20.50). 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 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.

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 critical 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 great blue heron priority habitat area in the northeast corner of Medina Park;
- a bald eagle nest buffer along the northern shoreline of Lake Washington;
- Medina Creek (a.k.a, Fairweather Bay Creek);
- an unnamed creek draining from the Medina Park ponds;
- an unnamed creek originating in the south Clyde Hill area;
- an unnamed creek connected to the Fairweather Park wetland; and
- 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-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. Coho salmon are a State Priority Species, and have been observed in Medina Creek downstream (north) of SR 520. Recent improvements to culverts underneath SR 520 may allow 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.

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 maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.
- NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina's critical areas in a manner consistent with best available science.
- NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.

- NE-P4 No net loss of wetlands functions, values, and acreage should result from development.
- NE-P5 The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams.
- NE-P6 The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.
- NE-P7 The City shall 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.
- NE-P9 The City shall 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.
- 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.

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

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 Chinook salmon are listed as endangered. Band-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 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 ([Medina Municipal Code Chapter 16-20.50](#)). 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.](#)

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.

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 critical 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;

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Commented [KM3]: The critical area map shows these as "urban natural open spaces," which are not a discussed regulated critical area in MMC 16.50. It's atypical for open spaces and parks to be regulated as critical areas - how might you make construction improvements to the tennis courts, or install new play equipment without an arduous critical area permitting process? We might consider deleting these and leaving their discussion to the Parks and Open Space Element.

- 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 great blue heron priority habitat area in the northeast corner of Medina Park;
- a bald eagle nest buffer along the northern shoreline of Lake Washington;
- Medina Creek (a.k.a, Fairweather Bay Creek);
- an unnamed creek draining from the Medina Park ponds;
- an unnamed creek originating in the south Clyde Hill area;
- an unnamed creek connected to the Fairweather Park wetland; and
- 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 ~~are as~~ a State-Priority Species, which ~~and~~ have been observed in Medina Creek downstream (north) of SR 520. Recent improvements to culverts underneath SR 520 may allow 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.

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 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

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NE-P3

canopy, all of which are valuable and should be protected.

The City ~~shall~~ should coordinate with other cities, King County, federal and state agencies, tribes, the Puget Sound Partnership, and the WRIA 8 Salmon Recovery Council, and other stakeholders on regional environmental issues for the benefit of Puget Sound and its watersheds, such as including surface and groundwater quality and quantity improvements, natural drainage system improvement, 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.

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Commented [KM6]: Added to implement CPP EN-2 and EN-16 (see p. 6 of the gap analysis)

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- 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 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. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.
- NE-P10 ~~θ~~—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. 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.

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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.

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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.

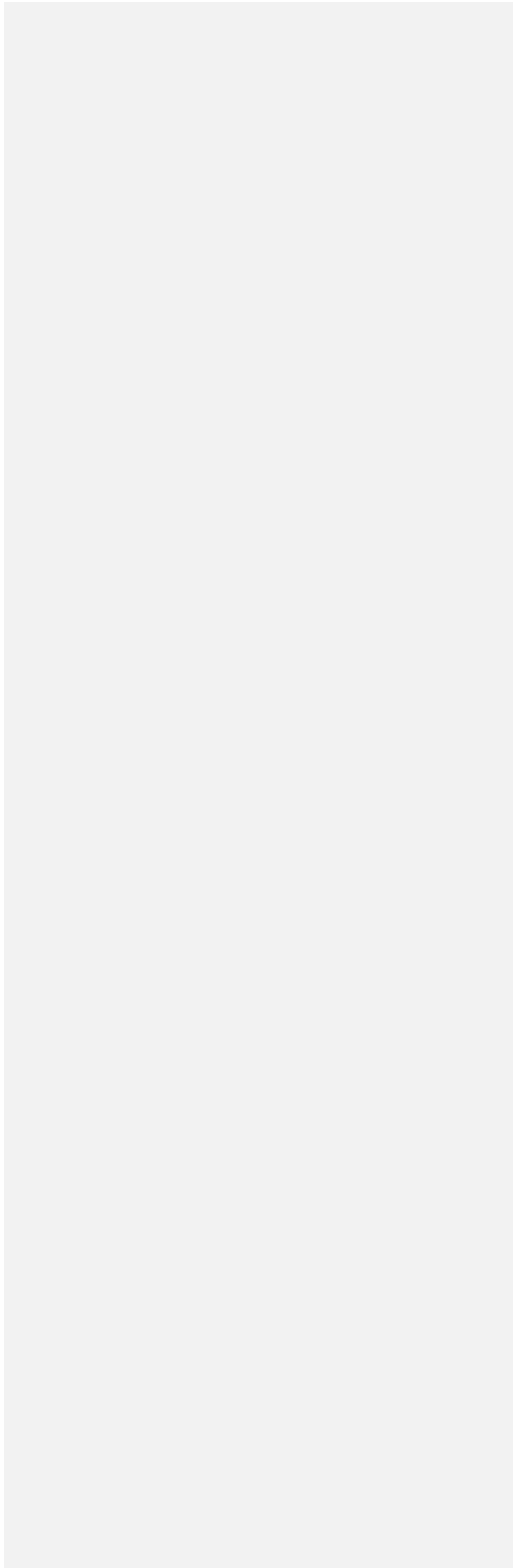
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2.1 SHORELINE MANAGEMENT SUB-ELEMENT

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~~ [Shoreline Master Program \(SMP\)](#). The goals and policies set forth in this sub-element are combined with the regulations set forth in ~~Subtitle 29~~ [Subtitle 16.6](#) of the Medina Municipal Code and together constitute the Medina ~~Shoreline Master Program~~ [SMP](#). ~~This master program~~ [The SMP](#) 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~~ [state-owned](#) property, all of the City's shoreline is privately owned and zoned for residential [use](#). 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. [The SMP was again updated in 2019 during its periodic review, as required by WAC 173-26-090\(2\).](#)

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~~ [SMP](#).

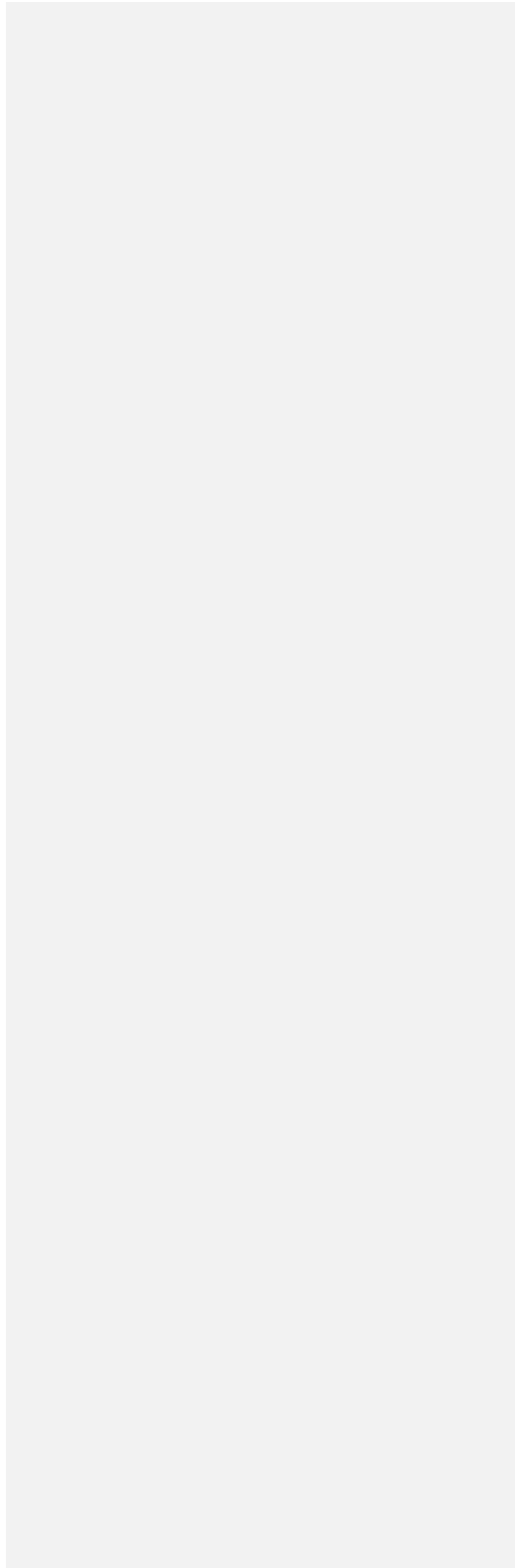
GOALS AND POLICIES

The City's ~~Shoreline Master Program~~ [SMP](#) 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~~SMA as enunciated in RCW 90.58.020.

POLICIES

- SM-P1.1 This ~~Shoreline Master Program~~SMP ~~shall~~should 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~~along 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 ~~R~~residential to accommodate ~~detached single-family~~residential 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, and 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

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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.

POLICIESGENERAL

- 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](#) SMA.

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, [or its future improvements](#). 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 the 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 ProgramSMP, 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 of shoreline ecological functions and to protect habitat for fish, wildlife and plants.

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CITY OF MEDINA POLICY COMPARISON TABLE

NOTES:

- 1) This document represents an initial effort to identify potential gaps where the City of Medina Comprehensive Plan may not fully implement the revised VISION 2050 Multi-County Countywide Planning Policies (MPPs) and King County Countywide Planning Policies (CPPs).
- 2) Strikethroughs and underlines in the VISION 2050 reflect revisions and additions to the multi-county planning policies in VISION 2050 compared to Vision 2040.
- 3) Countywide Planning Policies are shown in the adopted format adopted by the King County Council under Ordinance No. 19384. A track change version is provided in the table. Track changes may be turned off (Review/No Markup)
- 4) Columns three and four are utilized to highlight where existing Medina comprehensive plan policies implement revised CPPs and MPPs. The table highlights where existing comprehensive plan policies fully implement the MPPs/CPPs or where there are possible, partial, or full gaps in policy language. Possible gaps are areas where the city may not need a new or revised policy but where the item is highlighted to it can be further reviewed for consistency. A partial gap is where an existing policy could be updated with additional text or a new policy developed. A full gap is where there may not be an existing policy covering a topic addressed within the MPPs/CPPs.

VISION 2050 POLICY	Implementing King County Countywide Planning Policy – adopted December 14, 2021 (Ord. 19384)	Is there a current Medina Comprehensive Plan Policy that fully or partially implements the new or revised policy?	Notes/Comments/Suggested Action for 2024 Comprehensive Plan update
VISION 2050 # Policy/Action	Countywide Planning Policy		Indicate if there is a partial or full policy gap
Regional Collaboration Goal			
The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.			
<p style="text-align: center;">MPP-RC-1</p> <p>Coordinate planning efforts among jurisdictions, agencies, federally recognized tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.</p>	<p>DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p>DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p> <p>DP-24 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p>DP-25 Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</p> <p>DP-26 Facilitate the annexation of unincorporated areas that are already urbanized and are within a city’s Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p>	<p>LU-P3: Residential uses shall 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.</p> <p>NE-P3: The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P8 The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and 	<p>Partial Policy Gap</p> <p>The City should consider adopting a new Land Use policy regarding coordination with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities (where applicable to the city) to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses to implement CPP DP-23.</p> <ul style="list-style-type: none"> • Please note that HB 1717, which requires tribal coordination, may result in new policies to address coordination with tribes. <p>The City should consider amending policies T-P8 and T-P12 to include coordination efforts with jurisdictions, agencies, federally recognized tribes, ports, and adjacent regions; this would implement CPP DP-23.</p>

	<p>a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.</p> <p>b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.</p> <p>DP-30 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <p>a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary;</p> <p>b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;</p> <p>c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;</p> <p>d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and</p> <p>e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.</p>	<ul style="list-style-type: none"> • Overall environmental protection. 	
<p>MPP-RC-2</p> <p>Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.</p>	<p>PF-17 Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.</p> <p>PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement CPP PF-2 and PF-17.</p>
<p>MPP-RC-3</p> <p>Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.</p>	<p>DP-3 Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <p>a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;</p> <p>b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;</p> <p>c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;</p> <p>d) Optimizing the use of existing capacity for housing and employment;</p> <p>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</p> <p>f) Coordinating plans for land use, transportation, schools, capital facilities and</p>	<p>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.</p> <p>NE-P2: The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>LU-P10 Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.</p> <p>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 be designated as a</p>	<p>Partial Gap</p> <p>The City should consider revising Land Use goals and policies that relate to siting of public facilities (LU-P10, LU-P11, LU-P12, LU-P13) to address climate change, economic, equity, and health impacts when siting and building to better implement CPP PF-25.</p> <p>Full Gap</p> <p>The City should consider adopting a new policy or goal that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement CPP EN-5.</p> <p>The City should implement CPP DP-6 through new land use policies and/or goals that promote public health and address racially and</p>

	<p>services.</p> <p>DP-6 Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.</p> <p>DP-39 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p>EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. 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.</p> <p>H-24 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p> <p>T-30 Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.</p> <p>PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p>Special Planning Area</p> <p>LU-P12 The City shall not preclude the siting of essential public facilities.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> An inventory of similar existing essential public facilities, including their locations and capacities; A forecast of the future needs for the essential public facility; An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; An analysis of the proposal's consistency with County and City policies; An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; An analysis of environmental impacts and mitigation; and Extensive public involvement. 	<p>environmentally disparate impacts and promote access to opportunity.</p> <p>The City should implement CPP H-24 through new land use policies and/or goals. The City could work in language from CPP-H-24 into the existing policy framework within the Land Use Element. This is also an issue for the Housing, Transportation, Parks and Economic Development Elements.</p>
<p>MPP-RC-4</p> <p>Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.</p>	<p>DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>While existing policies are provided for coordination on specific issues, HB 1717, which requires tribal coordination, may result in new policies to address coordination with tribes more broadly.</p> <p>The City should consider addressing tribal coordination throughout its goals and policies. For example, policies related to resource management, watershed planning, siting of essential capital facilities, and preservation could incorporate tribal coordination. See LU-P4, LU-P8, LU-P9, LU-P13. This would ensure implementation of CPP DP-23.</p>
<p>MPP-RC-5</p> <p>Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for</p>	<p>DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban</p>	<p>No policy is necessary – there are no Military installations adjacent to the City; no impacts of Military installation growth are foreseen.</p>	<p>No Policy Gap</p>

impacts between growth occurring within and outside installation boundaries.	development and encroachment of incompatible uses.		
<p>MPP-RC-6</p> <p>Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities.</p>	<p>DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.</p>	No policy is necessary – there are no Military installations adjacent to the City; no impacts of Military installation growth are foreseen.	No Policy Gap
<p>MPP-RC-7</p> <p>Give funding priority – both for transportation infrastructure and for economic development to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers.</p>	<p>T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p> <p>T-15 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, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p>	No policy is necessary – The City does not have regional growth centers or have high-capacity transit station areas.	No Policy Gap
<p>MPP-RC-8</p> <p>Direct subregional funding, especially county level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.</p>	<p>T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.</p> <p>T-9 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p> <p>T-11 Advocate for state policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.</p> <p>T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	No policy is necessary – The City does not have regional growth centers or have high-capacity transit station areas.	No Policy Gap
<p>MPP-RC-9</p> <p>Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.</p>	<p>T-7 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p> <p>T-15 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, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p>	No policy is necessary – The City does not have regional growth centers or have high-capacity transit station areas.	No Policy Gap
<p>MPP-RC-10</p> <p>Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the</p>	<p>FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional</p>	PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.	Partial Gap The City should consider implementing CPP FW-3 throughout all elements by adding

<p>region to implement the vision.</p>	<p>investments with countywide and local needs when making funding determinations.</p>	<p>PO-G3: To identify annual revenue and special funding sources to maintain and improve parks and open spaces.</p>	<p>language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement CPP FW-3. This affects Land Use, Housing, Transportation, and Economic Development Elements.</p> <p>The City should consider implementing CPP FW-3 in the Parks and Open Space element by including regional collaboration as a new policy or adding it to PO-G2 or PO-G3.</p>
<p>MPP-RC-11 Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.</p>	<p>FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.</p> <p>T-27 Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.</p>	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>PO-G3: To identify annual revenue and special funding sources to maintain and improve parks and open spaces.</p>	<p>Partial Gap The City should consider implementing CPP FW-3 throughout all elements by adding language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement FW-3. This affects Land Use, Housing, Transportation, and Economic Development Elements.</p> <p>The City should consider implementing CPP FW-3 in the Parks and Open Space element by including regional collaboration as a new policy or adding it to PO-G2 or PO-G3.</p> <p>Full Gap The City could implement CPP T-27 in the same coordination policy in the transportation element implementing CPP FW-3 by adding coordination with transit agencies on service and pricing.</p>
<p>MPP-RC-12 Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.</p>	<p>T-11 Advocate for state policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.</p>	<p>No current policy. This is more of a regional policy, so no action is needed.</p>	<p>No Policy Gap</p>
<p>MPP-RC-13 Update countywide planning policies, where necessary, prior to December 31, 2021, to address the multicounty planning policies in VISION 2050.</p>	<p>No CPP necessary - CPPs updated</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>MPP-RC-14 Monitor implementation of VISION 2050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>MPP-RC-15</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination</p>	<p>NE-P1 The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best</p>	<p>Partial Gap</p>

<p>Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.</p>	<p>with local jurisdictions, tribes, and other stakeholders.</p> <p>EN-16 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>EN-24 Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>available science.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P4 No net loss of wetlands functions, values, and acreage should result from development.</p> <p>NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p>LU-P7 The City shall 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.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, 	<p>The City should consider amending NE-P3 to include Puget Sound Partnership include and “and other stakeholders” in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing CPP EN-2 and CPP EN-16.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies LU-P7, LU-P9, LU-P13, T-P8. This would ensure the implementation of CPP EN-16.</p>
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<p>RC-Action-1 (Regional)</p> <p>Plan Updates: PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
<p>RC-Action-2 (Regional)</p> <p>Monitoring Program: PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
<p>RC-Action-3 (Regional)</p> <p>Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop and implement a regional equity strategy intended to make equity central to PSRC’s work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as:</p> <ul style="list-style-type: none"> • Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region’s residents, specifically as they relate to people of color and people with low incomes. • Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities. • Identifying implementation steps, including how to measure outcomes. • Identifying mechanisms to prioritize access to funding to address inequities. • Developing a plan and committing resources for an equity advisory group that can help provide feedback on and help implement the Regional Equity Strategy. <p>• Developing and adopting an equity impact tool for evaluating PSRC decisions and community engagement.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
<p>RC-Action 4 (Regional)</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

<p>Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, the business community, and the public. This work program will have the following objectives:</p> <ul style="list-style-type: none"> • Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans. • Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region. <ul style="list-style-type: none"> • Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning. 			
<p>RC-Action-5 (Regional)</p> <p>Project Selection Criteria: Incorporate criteria into regional infrastructure evaluation processes that would allow for the inclusion and funding of transportation projects, identified in a completed local or regional transportation study, that relate to and potentially benefit access to military installations and surrounding jurisdictions. Funding for such projects will be consistent with the goals and policies of VISION 2050, including support for regional centers and progress toward greenhouse gas emissions reductions targets.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RC-Action-6 (Regional)</p> <p>Project Support for Puget Sound Recovery: PSRC will develop a methodology within the regional transportation funding process that would support projects that contribute to the recovery of the health of Puget Sound and its watersheds.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RC-Action-7 (Regional and Local)</p> <p>Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, military-community compatibility, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.</p>	<p>FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.</p>	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>PO-G3: To identify annual revenue and special funding sources to maintain and improve parks and open spaces.</p>	<p>Partial Gap</p> <p>The City should consider implementing CPP FW-3 throughout all elements by adding language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement CPP FW-3. This affects Land Use, Housing, Transportation, and Economic Development Elements.</p> <p>The City should consider implementing CPP FW-3 in the Parks and Open Space element by including regional collaboration as a new policy or adding it to PO-G2 or PO-G3.</p>
<p>RC-Action-8 (Regional and Local)</p> <p>Communicate VISION 2050 to State Agencies and the Legislature: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>

VISION 2050.			
<p>RC-Action-9 (Regional and Local)</p> <p>Fiscal Sustainability: PSRC, together with its member jurisdictions, will advocate to the state Legislature about the needs for counties (including unincorporated areas), cities, and other public agencies and service providers to remain fiscally sustainable and the fiscal challenges facing local governments, public agencies and service providers related to accommodating growth, maintaining aging infrastructure, and the annexation of urban areas.</p>	<p>FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.</p> <p>T-27 Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.</p>	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>PO-G3: To identify annual revenue and special funding sources to maintain and improve parks and open spaces.</p>	<p>Partial Gap</p> <p>The City should consider implementing CPP FW-3 throughout all elements by adding language, prioritizing the identification of funding sources to implement Vision 2050 and the GMA, to policies related to coordinating with neighboring jurisdictions and related organizations. Elements which do not have regional collaboration policies will need new policies added to implement CPP FW-3. This affects Land Use, Housing, Transportation, and Economic Development Elements.</p> <p>The City should consider implementing CPP FW-3 in the Parks and Open Space element by including regional collaboration as a new policy or adding it to PO-G2 or PO-G3.</p> <p>Full Gap</p> <p>The City could implement CPP T-27 in the same coordination policy in the transportation element implementing CPP FW-3 by adding coordination with transit agencies on service and pricing.</p>
<p>Regional Growth Strategies Goal</p> <p>The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.</p>			
<p>MPP-RGS-1</p> <p>Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, local plans, and development regulations.</p>	<p>RGS implemented through numerous CPPs included the adopted growth targets in Appendix 4 of the CPPs.</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>MPP-RGS-2</p> <p>Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment growth targets for each designated regional growth center and manufacturing/industrial center.</p>	<p>DP-20 Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <ul style="list-style-type: none"> a) To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas; a) To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and b) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period. <p>DP-22 Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>

	<p>measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p>H-25 Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhood choices. Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting.</p> <ul style="list-style-type: none"> a) Jurisdictions, including the county for unincorporated areas, will report annually to the county using guidance developed by the County on housing AMI levels: <ul style="list-style-type: none"> 1) In the first reporting year, total income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, for which the city is a party to affordable housing covenants on the property title created during the reporting period. In future years, report new units created and units with affordability terms that expired during the reporting period. 2) Description and magnitude of land use or regulatory changes to increase zoned residential capacity including, but not limited to, single-family, moderate-density, and high-density. 3) New strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and b) The county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually: <ul style="list-style-type: none"> 1) Countywide housing inventory of: <ul style="list-style-type: none"> i. Total housing units, by affordability to AMI bands; ii. Total income-restricted units, by AMI limit; iii. Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period; iv. Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types; and v. Total income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021. vi. Total net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022; vii. Share of households by housing tenure by jurisdiction; and viii. Zoned residential capacity percentages broken down by housing type/number of units allowed per lot; 2) The county's new strategies (e.g., dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources; 3) The county's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for 		
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	<p>Black, Indigenous, and other People of Color households and other population groups identified through policy H-6.</p> <p>4) Number of income-restricted units within a half mile walkshed of a high-capacity or frequent transit stations in the county;</p> <p>5) Share of households with housing cost burden, by income band, race, and ethnicity;</p> <p>6) Tenant protection policies adopted by jurisdiction; and</p> <p>7) Number of individuals and households experiencing homelessness, by race and ethnicity.</p> <p>c) Where feasible, jurisdictions will also collaborate to report:</p> <p>1) Net new units accessible to persons with disabilities.</p> <p>H-26 The county will provide guidance to jurisdictions on goals for housing AMI levels annually provide transparent, ongoing information measuring jurisdictions’ progress toward meeting countywide affordable housing need, according to H-25, using public-facing tools such as the King County’s Affordable Housing Dashboard.</p>		
<p>MPP-RGS-3</p> <p>Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.</p>	<p>Noted – adopted growth targets are consistent with the RGS.</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>MPP-RGS-4</p> <p>Accommodate the region’s growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.</p>	<p>DP-2 Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities.</p> <p>DP-10 No new Fully Contained Communities shall be approved in unincorporated King County.</p> <p>DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p>DP-22 Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p>DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p>DP-47 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>

	<p>DP-48 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none"> a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-49 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p>DP-50 Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) Be compatible with existing within-city transfer of development rights programs. <p>PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.</p>		
<p>MPP-RGS-5 Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.</p>	<p>DP-2 Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional,</p>	<p>Not applicable – the city is surrounded by incorporated cities therefore they could not expand the UGA into any rural or resource lands.</p>	<p>No Policy Gap</p>

	<p>and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities.</p> <p>DP-3 Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment; e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and f) Coordinating plans for land use, transportation, schools, capital facilities and services. <p>DP-4 Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.</p> <p>DP-49 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city 		
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	<p>transfer of development rights receiving areas; and</p> <p>g) Be compatible with existing within-city transfer of development rights programs.</p> <p>EC-22 Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for, manufacturing/industrial, commercial, and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.</p> <p>PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.</p> <p>DP-15 Review the Urban Growth Area at least every ten years. In this review consider monitoring reports and other available data. As a result of this review and based on the criteria established in policies DP-16 through DP-19, King County may propose and then the Growth Management Planning Council may recommend amendments to the Countywide Planning Policies and King County Comprehensive Plan that make changes to the Urban Growth Area boundary.</p> <p>DP-16 Allow amendment of the Urban Growth Area only when the following steps have been satisfied:</p> <ul style="list-style-type: none"> a) The proposed amendment is under review by the County as part of an amendment process of the King County Comprehensive Plan; b) King County submits the proposal to the Growth Management Planning Council for the purposes of review and recommendation to the King County Council on the proposed amendment to the Urban Growth Area; c) The King County Council approves or denies the proposed amendment; and d) If approved by the King County Council, the proposed amendment is ratified by the cities following the procedures set forth in policy FW-1. <p>DP-17 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: <ul style="list-style-type: none"> 1) Is at least four times the acreage of the land added to the Urban Growth Area; 2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. <p>DP-18 Add land to the Urban Growth Area only if expansion of the Urban Growth Area is warranted based on the criteria in DP-17(a) or DP-17(b), and it meets all of the following criteria:</p>		
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	<ul style="list-style-type: none"> a) Is adjacent to the existing Urban Growth Area; b) For expansions based on DP-17(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs; c) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area; d) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services; e) Is not currently designated as Resource Land; f) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and g) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change. <p>DP-19 Allow redesignation of Urban land currently within the Urban Growth Area to Rural land outside of the Urban Growth Area if the land is not needed to accommodate projected urban growth, is not served by public sewers, is contiguous with the Rural Area, and:</p> <ul style="list-style-type: none"> a) Is not characterized by urban development; b) Is currently developed with a low-density lot pattern that cannot be realistically redeveloped at an urban density; or c) Is characterized by environmentally sensitive areas making it inappropriate for higher density development. 		
<p>MPP-RGS-6</p> <p>Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.</p>	<p>DP-20 Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <ul style="list-style-type: none"> a) To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas; b) To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and c) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period. <p>DP-22 Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p>EC-18 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.</p> <p>EC-26 Encourage commercial and mixed-use development that provides a range of job opportunities throughout the county to create a closer balance between the location of jobs and housing.</p>	<p>CF-P2 The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p>	<p>Partial Gap</p> <p>CF-P2 generally meets the CPP EC-18. The City could strengthen this policy by including the maintenance of existing infrastructure and services and supports adopted growth targets.</p>

	PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.		
MPP-RGS-7 Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.	Adopted targets in Appendix 4 implements the RGS.	No policy is necessary – The City is not a metropolitan city.	No Policy Gap
MPP-RGS-8 Attract 65% of the region’s residential growth and 75% of the region’s employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on: <ul style="list-style-type: none"> a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce; b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands; c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems; d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county; f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity; g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth. DP-31 Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit. EC-17 Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	No Policy Gap
MPP-RGS-9 Focus a significant share of population and employment growth in designated regional growth centers.	DP-13 The Growth Management Planning Council shall: <ul style="list-style-type: none"> a) Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates; b) Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy FW-1; 	No policy is necessary. The City does not have a designated regional growth center.	No Policy Gap

	<ul style="list-style-type: none"> c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets; d) Ensure that each jurisdiction’s growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined; e) Ensure that each jurisdiction’s growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1. 		
<p>MPP-RGS-10 Focus a significant share of employment growth in designated regional manufacturing/industrial centers.</p>	<p>EC-18 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.</p> <p>T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	<p>No policy is necessary. The City does not have a designated regional manufacturing/industrial center.</p>	<p>No Policy Gap</p>
<p>MPP-RGS-11 Encourage growth in designated countywide centers.</p>	<p>DP-22 Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.</p> <p>EC-17 Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.</p> <p>EC-18 Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.</p> <p>T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	<p>No policy is necessary. The City does not have a designated regional manufacturing/industrial center.</p> <p>CF-P2 The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p> <p>T-G1 To maintain existing roadway surfaces.</p> <p>T-G5 To maintain and enhance access to public transportation.</p> <p>T-G6 To maintain and enhance the informal landscaped character of the City’s public streets.</p> <p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.</p>	<p>Partial Gap CF-P2 generally meets the CPP EC-18. The City could strengthen this policy by including the maintenance of existing infrastructure and services and supports adopted growth targets.</p>
<p>MPP-RGS-12 Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.</p>	<p>DP-17 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the 	<p>No policy is necessary – as part of the update, the City will be looking to adopt growth targets consistent with the adopted countywide planning policies.</p>	<p>No Policy Gap</p>

	<p>acreage of the proposed open space:</p> <ol style="list-style-type: none"> 1) Is at least four times the acreage of the land added to the Urban Growth Area; 2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or <p>c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p>DP-20 Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:</p> <ol style="list-style-type: none"> a) To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas; b) To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and c) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period. <p>DP-21 The County and the cities, through the Growth Management Planning Council, will collaboratively determine whether reasonable measures other than amending the Urban Growth Area are necessary to ensure sufficient additional capacity if a countywide urban growth capacity report, informed by local data and analysis where appropriate, determines that:</p> <ol style="list-style-type: none"> a) The current Urban Growth Area is insufficient in capacity to accommodate the housing and employment growth targets; or b) Any jurisdiction: <ol style="list-style-type: none"> 1) Contains insufficient capacity to accommodate the housing and employment growth targets; 2) Has significant differences between development assumptions and growth targets and actual housing and employment growth; or 3) Has not achieved urban densities consistent with the adopted comprehensive plan. 		
<p>MPP-RGS-13 Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to avoid the conversion of rural land into commercial uses.</p>	<p>PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p> <p>Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction's land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of</p>	<p>Not applicable as the City is surrounded by Lake Washington and incorporated cities. There are no rural lands near the city.</p>	<p>No Policy Gap</p>

	<p>unincorporated King County that are within a school district’s service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school district and jurisdiction to cooperatively prepare strategies for resolving the issue.</p> <p>DP-3 Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment; e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and f) Coordinating plans for land use, transportation, schools, capital facilities and services. <p>DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p>DP-47 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p>		
<p>MPP-RGS-14 Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.</p>	<p>DP-10 No new Fully Contained Communities shall be approved in unincorporated King County.</p> <p>DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p>DP-17 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: <ul style="list-style-type: none"> 1) Is at least four times the acreage of the land added to the Urban Growth Area; 2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area 	<p>No policy is necessary – this is focused on rural areas.</p>	<p>No Policy Gap</p>

	<p>expansion; and</p> <p>3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or</p> <p>c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.</p> <p>DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p>DP-47 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p>DP-48 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:</p> <p>a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;</p> <p>b) One home per 10 acres where the predominant lot size is less than 20 acres; or</p> <p>c) One home per five acres where the predominant lot size is less than 10 acres.</p> <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-49 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p>DP-50 Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-57 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p> <p>DP-59 Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p>		
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	<ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) Be compatible with existing within-city transfer of development rights programs. 		
<p>MPP-RGS-15 Support the establishment of regional funding sources to acquire conservation easements in rural areas.</p>	<p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) Be compatible with existing within-city transfer of development rights programs. 	<p>No policy is necessary – this is focused on rural areas.</p>	<p>No Policy Gap</p>
<p>MPP-RGS-16 Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.</p>	<p>DP-24 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p>DP-25 Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</p> <p>DP-26 Facilitate the annexation of unincorporated areas that are already urbanized and are within a city’s Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address</p>	<p>The City does not need to address MPP-RGS-16 because the City does not have a PAA and is fully surrounded by incorporated cities</p>	<p>No Policy Gap</p>

	<p>infrastructure and service provision issues in Potential Annexation Areas.</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <ul style="list-style-type: none"> c) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan. d) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. <p>DP-29 Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city’s comprehensive plan after the following steps have been taken:</p> <ul style="list-style-type: none"> a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city’s intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and; b) The cities with the Potential Annexation Area overlap and the county have either: <ul style="list-style-type: none"> 1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or 2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice. <p>DP-30 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary; b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development; d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area. 		
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<p>RGS-Action-1 (Regional) Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RGS-Action-2 (Regional) Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RGS-Action-3 (Regional) Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. This effort will include consideration of the timing of Regional Growth Strategy implementation</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RGS-Action-4 (Regional) Rural Growth: PSRC, together with its members and stakeholders, will explore and implement, as feasible, opportunities for local, regional and state-wide conservation programs to reduce development pressure in rural and resource areas, to facilitate regional Transfer of Development Rights, and to explore additional techniques to conserve valuable open space areas, including Purchase of Development Rights and open space markets.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RGS-Action-5 (Regional) Regional Conservation Fund: PSRC, in collaboration with its members and other partners, will explore and support the establishment of regional funding sources to acquire conservation easements in rural areas.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RGS-Action-6 (Regional) Outreach: PSRC will work with members to address ways the region can help communities understand and support increased growth within the urban growth area. VISION 2050's success is dependent on cities and counties welcoming new growth.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>RGS-Action-7 (Local) Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050 and to reduce rural growth rates over time and focus growth in cities.</p>	<p>DP-10 No new Fully Contained Communities shall be approved in unincorporated King County. DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands. DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. DP-47 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. DP-48 Limit residential development in the Rural Area to housing at low densities that are</p>	<p>No policies necessary – this MPP focuses on rural growth</p>	<p>No policy gap</p>

	<p>compatible with rural character and comply with the following density guidelines:</p> <ul style="list-style-type: none"> a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-49 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p> <p>DP-50 Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) Be compatible with existing within-city transfer of development rights programs. 		
<p>RGS-Action-8 (Local)</p> <p>Plan for Jobs-Housing Balance: Countywide planning organizations will consider data on jobs-housing balance, especially recent and projected employment growth within Metropolitan and Core cities, to set housing growth targets that substantially improve jobs-housing balance consistent with the Regional Growth Strategy. Metropolitan and Core cities experiencing high job growth will take measures to provide additional housing capacity for a range of housing types and affordability levels to meet the needs of those workers as well as the needs of existing residents who may be at risk of displacement.</p>	<p>DP-34 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p>H-15 Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p>H-25 Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhood choices. Where feasible, use</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>

	<p>existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting.</p> <ul style="list-style-type: none"> a) Jurisdictions, including the county for unincorporated areas, will report annually to the county using guidance developed by the County on housing AMI levels: <ul style="list-style-type: none"> 1) In the first reporting year, total income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, for which the city is a party to affordable housing covenants on the property title created during the reporting period. In future years, report new units created and units with affordability terms that expired during the reporting period. 2) Description and magnitude of land use or regulatory changes to increase zoned residential capacity including, but not limited to, single-family, moderate-density, and high-density. 3) New strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and b) The county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually: <ul style="list-style-type: none"> 1) Countywide housing inventory of: <ul style="list-style-type: none"> i. Total housing units, by affordability to AMI bands; ii. Total income-restricted units, by AMI limit; iii. Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period; iv. Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types; and v. Total income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021. vi. Total net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022; vii. Share of households by housing tenure by jurisdiction; and viii. Zoned residential capacity percentages broken down by housing type/number of units allowed per lot; 2) The county's new strategies (e.g., dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources; 3) The county's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for Black, Indigenous, and other People of Color households and other population groups identified through policy H-6. 4) Number of income-restricted units within a half mile walkshed of a high-capacity or frequent transit stations in the county; 5) Share of households with housing cost burden, by income band, race, and ethnicity; 6) Tenant protection policies adopted by jurisdiction; and 		
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	<p>7) Number of individuals and households experiencing homelessness, by race and ethnicity.</p> <p>c) Where feasible, jurisdictions will also collaborate to report:</p> <p>1) Net new units accessible to persons with disabilities.</p> <p>H-26 The county will provide guidance to jurisdictions on goals for housing AMI levels annually provide transparent, ongoing information measuring jurisdictions’ progress toward meeting countywide affordable housing need, according to H-25, using public-facing tools such as the King County’s Affordable Housing Dashboard.</p>		
<p>RGS-Action-9 (Local)</p> <p>Growth Targets: Countywide planning organizations will work to develop processes to reconcile any discrepancies between city and county adopted targets contained in local comprehensive plans.</p>	<p>DP-13 The Growth Management Planning Council shall:</p> <p>a) Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates;</p> <p>b) Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy FW-1;</p> <p>c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets;</p> <p>d) Ensure that each jurisdiction’s growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined;</p> <p>e) Ensure that each jurisdiction’s growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and</p> <p>f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1.</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>Environment Goal</p> <p>The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.</p>			
<p>MPP-En-1</p> <p>Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes, and countywide planning groups.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>EN-3 Ensure 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.</p> <p>EN-11 Enhance 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. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p>	<p>NE-P1 The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P6 The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine</p>	<p>Partial Gap</p> <p>The City could consider amending NE-P3 to include “and other stakeholders” to more broadly include other agencies/organizations and implement CPP EN-2.</p> <p>The City could consider amending NE-P10 to include an address of encouraging/educating its residents on incorporating low-impact development (LID) approaches to planning development/land use within the Medina watershed to better manage stormwater, protect water quality, minimize flooding and erosion, protect habitat, and reduce greenhouse gas emissions. This would implement CPP EN-3.</p>

		<p>effectiveness.</p> <p>NE-P9 The City shall 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.</p> <p>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.</p> <p>CF-P6 The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>The City should consider amending CF-P6 to promote low impact development approaches in both public and private projects to further the policies current goals. This would better implement CPP EN-3.</p> <p>Full Gap</p> <p>NE-P9 discusses the enhancement of native plant communities and would better implement CPP EN-11 by incorporating discussion of enhanced tree canopy in urban environments 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, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p>MPP-En-2</p> <p>Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p>	<p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p>	<p>Partial Gap</p> <p>The City could consider amending NE-P3 to include "and other stakeholders" to more broadly include other agencies/organizations and implement CPP EN-2.</p>
<p>MPP-En-3</p> <p>Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.</p>	<p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p>EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. 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.</p> <p>EN-25 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.</p> <p>EN-27 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. 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.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; 	<p>T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14: The City shall 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.</p> <p>PO-P1: The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p>PO-P4: The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6: The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>Partial Gap</p> <p>The City could strength PO-P4, PO-P6, and PO-P1 by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing CPP EN-5, EN-25 and DP-43.</p> <p>The City could strength T-P12, T-P13, T-P14, and CF-P6 by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing CPP EN-5 and EN-25.</p> <p>Full Gap</p> <p>The City should consider adopting a new policy or goal that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement CPP EN-5 and CPP EN-25.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-27, CPP EN-28, and CPP EN-30.</p>

	<ul style="list-style-type: none"> b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. <p>EN-30 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.</p> <p>T-25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>		
<p>MPP-En-4</p> <p>Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.</p>	<p>EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. 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.</p> <p>EN-25 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.</p>	<p>T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14: The City shall 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.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>Partial Gap</p> <p>The City could strength T-P12, T-P13, T-P14, and CF-P6 by prioritizing a healthy environment for all residents and identifying, mitigating, and correcting for the racially disparate impacts of environmental hazards, implementing CPP EN-5 and EN-25.</p> <p>Full Gap</p> <p>The City could consider adopting a new policy that pointedly addresses CPP EN-5 by addressing environmental impacts to all residents of the City, regardless of race, social, or economic status, and prioritizing the mitigation of impacts to frontline communities.</p>
<p>MPP-En-5</p> <p>Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.</p>	<p>EN-6 Locate development and supportive infrastructure in a manner that minimizes impacts to natural features. Promote the use of traditional and innovative environmentally sensitive development practices, including design, materials, construction, and ongoing maintenance.</p>	<p>NE-P4 No net loss of wetlands functions, values, and acreage should result from development.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p> <p>LU-P13: The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; 	<p>Partial Gap</p> <p>The City could consider better implementing CPP EN-6 by emphasizing that development and supportive infrastructure should be located to minimize impacts to natural features. The revised policy could also promote the use of traditional and innovative environmentally-sensitive development practices, including design, materials, construction technique, and ongoing maintenance.</p> <p>The City should consider amending CF-P6 to avoid impacts to natural features to implement CPP EN-6 along with modifications to encourage Low-impact development for implementation of CPP EN-3.</p>

		<ul style="list-style-type: none"> d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement. 	
<p>MPP-En-6</p> <p>Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.</p>	<p>EN-8 Use the best available science when establishing and implementing environmental standards.</p>	<p>NE-P1 The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina's critical areas in a manner consistent with best available science.</p>	<p>No Policy Gap</p>
<p>MPP-En-7</p> <p>Reduce and mitigate noise and light pollution caused by transportation, industries, public facilities, and other sources.</p>	<p>EN-25 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.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. 	<p>T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14: The City shall 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.</p>	<p>Partial Gap</p> <p>The City could strength T-P12, T-P13, and T-P14, by adding the consideration of light and noise pollution caused by transportation.</p> <p>Full Gap</p> <p>The City could consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement CPP EN-25 into the Medina CP.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-28.</p>
<p>MPP-En-8</p> <p>Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.</p>	<p>EN-5 Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. 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.</p> <p>EN-25 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.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p>	<p>T-P8 The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, 	<p>Partial Gap</p> <p>The City could strength T-P12, T-P13, T-P14, and CF-P6 by prioritizing a healthy environment for all residents and identifying, mitigating, and correcting for the racially disparate impacts of environmental hazards, implementing CPP EN-5 and EN-25.</p> <p>Full Gap</p> <p>The City could consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This</p>

	<ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. 	<ul style="list-style-type: none"> • Water and air quality improvements, and • Overall environmental protection. <p>T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14: The City shall 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.</p>	<p>would implement CPP EN-5 and CPP EN-25 into the Medina CP.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-28.</p>
<p>MPP-En-9</p> <p>Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.</p>	<p>EN-11 Enhance 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. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p>EN-21 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-32 Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p>	<p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>PO-P4 The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6 The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p>	<p>Partial Gap</p> <p>The City could consider revising NE-P2 to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement CPP EN-21 and CPP EN-32.</p> <p>The City should consider amending Parks and Open Space policies PO-P4 and P6 to prioritize ecological function, habitat protection and carbon sequestration to better implement CPP EN-21 and EN-32.</p> <p>Full Gap</p> <p>NE-P9 discusses the enhancement of native plant communities and would better implement CPP EN-11 by incorporating discussion of enhanced tree canopy in urban environments 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, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p>MPP-En-10</p> <p>Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including</p>	<p>EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.</p>	<p>NE-P5 The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams.</p> <p>NE-P6 The City shall develop a mitigation incentives</p>	<p>No Policy Gap</p>

<p>protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.</p>	<p>EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p>	<p>program that promotes improved water quality. Incentives should be monitored to determine effectiveness.</p>	
<p>MPP-En-11 Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.</p>	<p>EN-10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p> <p>EN-20 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> 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. <p>EN-22 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-9 Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the Urban Growth Area. Urban Separators are intended to protect Natural Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. Changes to Urban Separators are made pursuant to the Countywide Planning Policies amendment process described in policy FW-1. Designated Urban Separators within cities and unincorporated areas are shown in the Urban Separators Map in Appendix 3.</p> <p>EN-11 Enhance 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. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p>EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.</p>	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>PO-P2 The City shall seek to develop additional view parks at appropriate points in the City.</p> <p>PO-P4 The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6 The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>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.</p> <p>NE-P5 The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams.</p> <p>NE-P6 The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.</p> <p>NE-P9 The City shall 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.</p> <p>NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p>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.</p>	<p>Partial Gap NE-P8 and NE-P10 could be expanded to include reference to the State’s streamflow restoration law, even if generally stated as “compliant with germane state regulations,” or something similar. Recommended edits made to NE-P2 that better implement CPP EN-2 would otherwise implement these CPPs (CPP EN-10 and EN-20).</p> <p>The City should consider amending Parks and Open Space policies PO-G2, PO-P2, PO-P4, PO-P6, and PO-P8 to address historically underserved communities, the types of lands that contain valuable functions and their relation to the Regional Open Space Conservation Plan, how open space contributes and enhancing the urban tree canopy to promote community resiliency to better implement CPP EN-20, EN-22, and EN-11.</p> <p>Full Gap NE-P9 discusses the enhancement of native plant communities and would better implement CPP EN-11 by incorporating discussion of enhanced tree canopy in urban environments 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, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p>MPP-En-12 Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.</p>	<p>EN-22 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area</p>	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>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</p>	<p>Partial Gap The City should consider amending policies PO-G2, PO-G1, and T-P2 to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement CPP EN-</p>

	<p>protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>H-24 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p>	<p>Medina Park and reconstruction of the playfield at Fairweather Park for use year-round.</p> <p>T-P2: The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>22.</p>
<p>MPP-En-13</p> <p>Preserve and restore native vegetation and tree canopy to protect habitat, especially where it protects habitat and contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.</p>	<p>EN-11 Enhance 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. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p>EN-15 Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.</p> <p>EN-21 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-32 Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p>	<p>PO-P4 The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6 The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P4 No net loss of wetlands functions, values, and acreage should result from development.</p> <p>NE-P9 The City shall 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.</p>	<p>Partial Gap</p> <p>The City could consider revising NE-P2 to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include “natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement CPP EN-21 and CPP EN-32.</p> <p>The City should consider amending Parks and Open Space policies PO-P4 and P6 to prioritize ecological function, habitat protection and carbon sequestration to better implement CPP EN-21 and EN-32.</p> <p>Full Gap</p> <p>NE-P9 discusses the enhancement of native plant communities and would better implement CPP EN-11 by incorporating discussion of enhanced tree canopy in urban environments 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, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>
<p>MPP-En-14</p> <p>Identify and protect wildlife corridors both inside and outside the urban growth area.</p>	<p>EN-7 Coordinate approaches and standards for defining and protecting critical areas, especially where such areas and impacts to them cross jurisdictional boundaries.</p> <p>EN-9 Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.</p> <p>EN-20 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> 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; 	<p>PO-P4 The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6 The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental</p>	<p>Partial Gap</p> <p>The City could consider revising NE-P2 to include mention of particular focus on coordinated approaches to defining/protecting critical areas when they cross jurisdictional boundaries – this would better implement CPP EN-7.</p> <p>The City could consider revising NE-P2 to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include “natural resources such as forests, wetlands,</p>

	<p>e) Preservation of ecologically sensitive, scenic, or cultural resources; f) Urban green space, habitats, and ecosystems; g) Forest resources; and h) Food production potential.</p> <p>EN-21 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>DP-17 Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:</p> <ul style="list-style-type: none"> a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space: <ul style="list-style-type: none"> 2) Is at least four times the acreage of the land added to the Urban Growth Area; 3) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and 4) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size. <p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p>	<p>issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>CF-P4: The City should make improvements to the stormwater system based on the Comprehensive 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.</p> <p>CF-P5: The City shall 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.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement CPP EN-21 and CPP EN-32.</p> <p>NE-P3 could be expanded to include mention of “other threatened and endangered species and species of local importance” to implement CPP EN-9. It could also be expanded to include discussion of drainage system management and its benefits to better implement CPP EN-17.</p> <p>The City should consider amending Parks and Open Space policies PO-P4 and P6 to prioritize ecological function, habitat protection and carbon sequestration to better implement CPP EN-21 and EN-32.</p>
<p>MPP-En-15</p> <p>Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>	<p>EN-22 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>H-24 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p>	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>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.</p> <p>T-P2: The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>Partial Gap</p> <p>The City should consider amending policies PO-G2, PO-G1, and T-P2 to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement CPP EN-22.</p>

<p>MPP-En-16</p> <p>Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species and species of local importance.</p>	<p>EN-9 Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.</p> <p>EN-21 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.</p> <p>EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p>	<p>PO-P4 The City should preserve easements to protect unique trees and tree groupings.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>CF-P4: The City should make improvements to the stormwater system based on the Comprehensive 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.</p> <p>CF-P5: The City shall 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.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>Partial Gap</p> <p>The City could consider revising NE-P2 to include mention of particular focus on coordinated approaches to defining/protecting critical areas when they cross jurisdictional boundaries – this would better implement CPP EN-7.</p> <p>The City could consider revising NE-P2 to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and contributing to ecological function and values. The revised policy could also expand the discussion of “Medina’s critical areas” to include “natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.” These revisions would implement CPP EN-21 and CPP EN-32.</p> <p>NE-P3 could be expanded to include mention of “other threatened and endangered species and species of local importance” to implement CPP EN-9. It could also be expanded to include discussion of drainage system management and its benefits to better implement CPP EN-17.</p> <p>The City should consider amending Parks and Open Space policies PO-P4 and P6 to prioritize ecological function, habitat protection and carbon sequestration to better implement CPP EN-21 and EN-32.</p>
<p>MPP-En-17</p> <p>Maintain and restore natural hydrological functions and water quality within the region’s ecosystems and watersheds to recover the health of Puget Sound.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>EN-16 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>EN-24 Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>NE-P1 The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P4 No net loss of wetlands functions, values, and acreage should result from development.</p> <p>NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p>LU-P7 The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development</p>	<p>Partial Gap</p> <p>The City should consider amending NE-P3 to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing CPP EN-16.</p> <p>The City should consider amending policies in its Land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies LU-P7, LU-P9, LU-P13, T-P8. This would ensure the implementation of CPP EN-16.</p>

	<p style="text-align: center; font-size: 48px; opacity: 0.2; transform: rotate(-45deg);">DRAFT</p>	<p>or improvement projects, such as SR 520 and related structures and improvements.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and • Overall environmental protection. 	
<p>MPP-En-18</p> <p>Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>EN-3 Ensure 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,</p>	<p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P10 The City should encourage and educate residents on development and land use practices that</p>	<p>Partial Gap</p> <p>The City could consider amending NE-P3 to include "and other stakeholders" to more broadly include other agencies/organizations and implement CPP EN-2.</p> <p>The City could consider amending NE-P10 to</p>

	<p>and reducing greenhouse gas emissions.</p> <p>EN-10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p> <p>EN-16 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>T-25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>minimize impacts on the natural environment, with emphasis on anadromous fisheries.</p> <p>NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p>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.</p> <p>LU-P7 The City shall 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.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> An inventory of similar existing essential public facilities, including their locations and capacities; A forecast of the future needs for the essential public facility; An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; An analysis of the proposal's consistency with County and City policies; An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; An analysis of environmental impacts and mitigation; and Extensive public involvement <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> Noise reduction measures, Landscaped lids and open space, Landscaped buffers, 	<p>include an address of encouraging/educating its residents on incorporating low-impact development (LID) approaches to planning development/land use within the Medina watershed to better manage stormwater, protect water quality, minimize flooding and erosion, protect habitat, and reduce greenhouse gas emissions. This would implement CPP EN-3.</p> <p>The City should consider amending CF-P6 to promote low impact development approaches in both public and private projects to further the policies current goals. This would better implement CPP EN-3.</p> <p>NE-P8 and NE-P10 could be expanded to include reference to the State’s streamflow restoration law, even if generally stated as “compliant with germane state regulations,” or something similar that would implement CPP EN-10.</p> <p>The City should consider amending NE-P3 to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing CPP EN-16.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies LU-P7, LU-P9, LU-P13, T-P8. This would ensure the implementation of CPP EN-16.</p>
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		<ul style="list-style-type: none"> • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and • Overall environmental protection. <p>CF-P6 The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	
<p>MPP-En-19 Reduce the use of toxic pesticides, fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>EN-16 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>EN-22 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>EN-24 Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>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.</p> <p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P4 No net loss of wetlands functions, values, and acreage should result from development.</p> <p>NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p>LU-P7 The City shall 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.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> An inventory of similar existing essential public facilities, including their locations and capacities; A forecast of the future needs for the essential public facility; An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; An analysis of the proposal's consistency with County and City policies; 	<p>Partial Gap The City should consider amending policies PO-G2, PO-G1, and T-P2 to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement CPP EN-22.</p> <p>The City should consider amending NE-P3 to include Puget Sound Partnership include and “and other stakeholders” in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing CPP EN-2 and EN-16.</p> <p>The City should consider amending policies in its Land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies LU-P7, LU-P9, LU-P13, T-P8. This would ensure the implementation of CPP EN-16.</p>

		<p>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>g. An analysis of environmental impacts and mitigation; and</p> <p>h. Extensive public involvement</p> <p>T-P2: The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and • Overall environmental protection. 	
<p>MPP-En-20</p> <p>Restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>EN-16 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p> <p>EN-24 Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.</p>	<p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P4 No net loss of wetlands functions, values, and acreage should result from development.</p> <p>NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p>LU-P7 The City shall 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.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p>Partial Gap</p> <p>The City could consider amending NE-P3 to include “and other stakeholders” to more broadly include other agencies/organizations and implement CPP EN-2.</p> <p>The City should consider amending NE-P3 to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing CPP EN-16.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies LU-P7, LU-P9, LU-P13, T-P8. This would ensure the implementation of</p>

		<p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> An inventory of similar existing essential public facilities, including their locations and capacities; A forecast of the future needs for the essential public facility; An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; An analysis of the proposal's consistency with County and City policies; An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; An analysis of environmental impacts and mitigation; and Extensive public involvement <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> Noise reduction measures, Landscaped lids and open space, Landscaped buffers, Protection of Fairweather Nature Preserve and Park, Enhanced motorized and non-motorized local connectivity, Water and air quality improvements, and Overall environmental protection. 	<p>CPP EN-16.</p>
<p>MPP-En-21 Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.</p>	<p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ol style="list-style-type: none"> Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and 	<p>PO-P1: The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p>PO-P4: The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6: The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> An inventory of similar existing essential public facilities, including their locations and capacities; 	<p>Partial Gap The City could strength PO-P4, PO-P6, and PO-P1 by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing CPP DP-43. City could consider modifying LU-P13 to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to reduce greenhouse gasses and incorporate CPP EN-4, CPP EN-28, and CPP EN-30.</p> <p>Full Gap</p>

	<p>f) Reducing building energy use through green building methods in the retrofit of existing buildings.</p> <p>EN-30 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.</p> <p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p>T-25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>b. A forecast of the future needs for the essential public facility;</p> <p>c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</p> <p>d. An analysis of the proposal's consistency with County and City policies;</p> <p>e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</p> <p>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</p> <p>g. An analysis of environmental impacts and mitigation; and</p> <p>h. Extensive public involvement</p>	<p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-28 and CPP EN-30.</p>
<p>MPP-En-22</p> <p>Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.</p>	<p>EN-8 Use the best available science when establishing and implementing environmental standards.</p> <p>EN-27 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. 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.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. <p>EN-30 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.</p> <p>T-17 Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and</p>	<p>NE-P1 The City shall maintain and update critical areas regulations as required by the GMA, and utilizing the best available science.</p> <p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina's critical areas in a manner consistent with best available science.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement 	<p>Partial Gap</p> <p>City could consider modifying LU-P13 to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to incorporate CPP EN-4, CPP EN-28, and CPP EN-30.</p> <p>Full Gap</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-27, CPP EN-28, and CPP EN-30.</p>

	resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.		
<p>En-Action-1 (Regional)</p> <p>Open Space Planning: PSRC will work with member jurisdictions, resource agencies, tribes, military installations and service branches, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. PSRC will review and comment on alignment with the Regional Open Space Conservation Plan during the comprehensive plan certification process. On a periodic basis, evaluate and update the plan.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
<p>En-Action-2 (Regional)</p> <p>Watershed Planning Support: PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.</p>	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
<p>En-Action-3 (Countywide/watershed)</p> <p>Watershed Planning: Counties and cities, together with other jurisdictions in the watershed, will continue to participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound. Include planning for culvert removal and work with tribal, federal, state, and local governments in planning, funding, and implementation to ensure the effective and efficient use of funds to restore salmon habitat.</p>	<p>EN-10 Ensure that new development, open space protection efforts, and mitigation projects support the State’s streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.</p> <p>EN-16 Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.</p>	<p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan.</p> <p>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.</p> <p>LU-G3 To maintain active community involvement in land use policy and regulations.</p> <p>LU-P7 The City shall 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.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> 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; 	<p>Partial Gap</p> <p>Policies NE-P8 and NE-P10 could be expanded to include reference to the State’s streamflow restoration law, even if generally stated as “compliant with germane state regulations,” or something similar that would implement CPP EN-10.</p> <p>The City should consider amending NE-P3 to include Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in its planning in a revision, implementing CPP EN-16.</p> <p>The City should consider amending policies in its land Use and Transportation elements to include consideration of inter-jurisdictional coordination in the context of watershed management. This could be accomplished by including Puget Sound Partnership in its list of agencies/stakeholders to coordinate with in the siting of essential public facilities or adding policies addressing collaboration with Puget Sound Partnership in proposed plans and actions. See policies LU-P7, LU-P9, LU-P13, T-P8. This would ensure the implementation of CPP EN-16.</p>

		<ul style="list-style-type: none"> c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and • Overall environmental protection. 	
<p>En-Action-4 (Local)</p> <p>Local Open Space Planning: In the next periodic update to the comprehensive plan, counties and cities will create goals and policies that address local open space conservation and access needs as identified in the Regional Open Space Conservation Plan, prioritizing areas with higher racial and social inequities and rural and resource land facing development pressure. Counties and cities should work together to develop a long-term funding strategy and action plan to accelerate open space protection and enhancement.</p>	<p>EN-20 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> 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. 	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p>	<p>Full Gap</p> <p>The City should consider adopting a policy addressing the identification and preservation of regionally significant open space networks through implementation of the Regional Open Space Conservation Plan to implement CPP EN-20.</p>
<p>Climate Change Goal</p> <p>The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050)</p>			

and prepares for climate change impacts.			
<p>MPP-CC-1</p> <p>Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.</p>	<p>EN-27 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. 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.</p>		<p>Full Gap</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to implement CPP EN-27.</p>
<p>MPP-CC-2</p> <p>Reduce building energy use through green building and retrofit of existing buildings.</p>	<p>DP-45 Adopt flexible design standards, parking requirements, incentives, or guidelines that foster green building, multimodal transportation, and infill development that enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.</p> <p>EN-27 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. 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.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. <p>EN-29 King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and local government buildings, vehicles, and solid waste at least every two years. King County shall update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. King County shall also develop city-specific emissions inventories and data, in partnership with cities.</p> <p>EN-30 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.</p> <p>T-29 Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement 	<p>Partial Gap</p> <p>The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement CPP T-29.</p> <p>The City could consider amending LU-P13 to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to incorporate CPP EN-4, EN-28, and EN-30.</p> <p>Full Gap</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to implement CPP EN-27, EN-28, EN-29, and EN-30.</p> <p>City should consider adding a policy to the transportation element that specifies parking requirements, incentives, and multimodal transportation strategies for green building and infill development to implement CPP DP-45.</p> <p>Consider adding a policy to the capital facilities element that specifies flexible design standards and guidelines for green building and stormwater practices to implement CPP DP-45.</p> <p>Consider adding a policy to the land use element that ensures flexible regulations are implemented in a way that enhances the existing or desired urban character of the city to implement CPP DP-45.</p>

<p>MPP-CC-3</p> <p>Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone.</p>	<p>DP-5 Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>EN-4 Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. <p>EN-30 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.</p> <p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p>T-32 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.</p> <p>T-33 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.</p> <p>T-34 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.</p>	<p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p> <p>T-P7: The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes</p> <p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement 	<p>Partial Gap</p> <p>The City could strengthen policy T-P13 by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing CPP T-5, T-3.</p> <p>The City could strengthen policy T-P10 by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing CPP T-5 and T-13. Additionally, T-P10 could be revised to explicitly include energy efficiency to implement CPP EN-28 and EN-30.</p> <p>Full Gap</p> <p>The Transportation Element should include goals and policies related to alternative transportation services, investments in alternative vehicle travel, optimizing existing infrastructure and promoting the use of alternative fuel to provide full implementation of T-3, T-5, T-34, T-32, T-33.</p> <p>The City should consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-4, CPP EN-28, and CPP EN-30.</p>
<p>MPP-CC-4</p> <p>Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.</p>	<p>EN-4 Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.</p> <p>EN-27 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%</p>	<p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p>	<p>Partial Gap</p> <p>The City should consider revising NE-P2 to specifically include discussion of native vegetation and restored/enhanced tree canopy, and their role in protecting habitat and</p>

	<p>by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. 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.</p> <p>EN-29 King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and local government buildings, vehicles, and solid waste at least every two years. King County shall update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. King County shall also develop city-specific emissions inventories and data, in partnership with cities.</p> <p>EN-32 Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.</p>		<p>contributing to ecological function and values. The revised policy could also expand the discussion of "Medina's critical areas" to include "natural resources such as forests, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon." These revisions would implement CPP EN-32.</p> <p>Full Gap</p> <p>The City should consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-4, CPP EN-27, and CPP EN-29.</p>
<p>MPP-CC-5</p> <p>Pursue the development of energy management technology as part of meeting the region's energy needs.</p>	<p>EN-4 Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. <p>EN-30 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.</p>		<p>Full Gap</p> <p>The City should consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-4, CPP EN-28, and CPP EN-30.</p>
<p>MPP-CC-6</p> <p>Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.</p>	<p>EN-25 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.</p> <p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p>	<p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p> <p>T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14: The City shall 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</p>	<p>Partial Gap</p> <p>The City should consider amending NE-P3 to include "and other stakeholders" to more broadly include other agencies/organizations and implement CPP EN-2.</p> <p>The City could strength T-P12, T-P13, T-P14, and CF-P6 by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing CPP EN-25.</p> <p>Full Gap</p> <p>The City should consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate environmental</p>

		<p>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.</p> <p>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.</p> <p>NE-P2: The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p>	<p>impacts to historically underserved communities. This would implement CPP EN-25.</p>
<p>MPP-CC-7</p> <p>Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.</p>	<p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p>	<p>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.</p> <p>NE-P2: The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p>	<p>No Policy Gap</p>
<p>MPP-CC-8</p> <p>Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.</p>	<p>EN-25 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.</p> <p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p>	<p>T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14: The City shall 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.</p> <p>PO-P1: The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p>PO-P4: The City should preserve easements to protect unique trees and tree groupings.</p>	<p>Partial Gap</p> <p>The City could strength PO-P4, PO-P6, and PO-P1 by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing CPP EN-25 and DP-43.</p> <p>The City could strength T-P12, T-P13, T-P14, and CF-P6 by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing CPP EN-25.</p> <p>Full Gap</p> <p>The City should consider adopting new polices that pointedly address CPPs focused on disproportionate environmental impacts to historically underserved communities. This would implement CPP EN-25 and DP-43. This affects the Natural Environment, Land Use, and Parks and Open Space elements.</p>

		<p>PO-P6: The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	
<p>MPP-CC-9 Identify and address the impacts of climate change on the region's hydrological systems.</p>	<p>EN-25 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.</p>	<p>T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14: The City shall 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.</p> <p>PO-P1: The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p>PO-P4: The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6: The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>Partial Gap The City could strength PO-P4, PO-P6, and PO-P1 by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing CPP EN-25.</p> <p>The City could strength T-P12, T-P13, T-P14, and CF-P6 by prioritizing environmental resiliency in frontline communities and addressing the racially disparate impacts of environmental hazards, implementing CPP EN-25.</p> <p>Full Gap The City should consider adopting new polices that pointedly address CPPs focused on disproportionate environmental impacts to historically underserved communities. This would implement CPP EN-25. This affects the Natural Environment, Land Use, and Parks and Open Space elements.</p>
<p>MPP-CC-10 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.</p>	<p>EN-31 Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.</p>	<p>LU-P13: The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> i. An inventory of similar existing essential public facilities, including their locations and capacities; j. A forecast of the future needs for the essential public facility; k. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; l. An analysis of the proposal's consistency with County and City policies; m. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; n. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; 	<p>Partial Gap The City could strengthen LU-P13 by including an analysis of the potential impact of climate change or sea-level rise on the siting of essential public facilities, implementing CPP EN-31.</p>

		<ul style="list-style-type: none"> o. An analysis of environmental impacts and mitigation; and p. Extensive public involvement. 	
<p>MPP-CC-11</p> <p>Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.</p>	<p>DP-5 Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>EN-27 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. 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.</p> <p>T-32 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.</p> <p>T-33 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.</p> <p>T-34 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.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-27.</p>
<p>MPP-CC-12</p> <p>Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.</p>	<p>DP-5 Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>EN-3 Ensure 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.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. 	<p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p> <p>T-P7: The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes</p> <p>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.</p> <p>CF-P6 The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>Partial Gap</p> <p>The City could strengthen NE-P10 by amending it to encourage/educate residents on incorporating low-impact development (LID) approaches to planning development/land use within the Medina watershed to better manage stormwater, protect water quality, minimize flooding and erosion, protect habitat, and reduce greenhouse gas emissions. This would implement CPP EN-3.</p> <p>The City should consider amending CF-P6 to promote low impact development approaches in both public and private projects to further the policies current goals. This would better implement CPP EN-3.</p> <p>The City could strengthen policy T-P13 by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing CPP T-5, T-3.</p> <p>The City could strengthen policy T-P10 by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing CPP T-5 and T-13. Additionally, T-P10 could be revised to explicitly include energy efficiency to implement CPP EN-28 and EN-30.</p>

	<p>EN-30 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.</p> <p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p>T-32 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.</p> <p>T-33 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.</p> <p>T-34 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.</p>		<p>Full GAP</p> <p>Transportation Element does not include policies that address providing infrastructure for alternative fuel sources or updating the existing transportation systems within the city with zero emissions. City should consider adding policies that incorporate alternative fuel sources for transportation fleets. The Transportation Element should also include elements related to alternative transportation services, investments in alternative vehicle travel, optimizing existing infrastructure and promoting the use of alternative fuel. The city should add additional policies that address these issues to incorporate CPP T-3, T-5, T-34, T-32, and T-33.</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-28 and CPP EN-30.</p>
<p>CC-Action-1 (Regional)</p> <p>Greenhouse Gas Strategy: PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region’s Greenhouse Gas Strategy, to equitably achieve meaningful reductions of emissions toward achievement of the region’s greenhouse gas reduction goals. The strategy will:</p> <ul style="list-style-type: none"> o Build on the Four-Part Strategy in the Regional Transportation Plan to Address emissions from transportation, land use and development, and other sources of greenhouse gases o Promote effective actions to reduce greenhouse gases, such as vehicle miles traveled (VMT) reduction, conversion to renewable energy systems in transportation and the built environment (e.g. electrification), and reduction in embedded carbon in new infrastructure and development o Explore options for PSRC to further emission reductions in the aviation sector <p>13.1 Be guided by principles of racial equity</p> <ul style="list-style-type: none"> o Include a measurement framework to inform the evaluation of transportation investments and local comprehensive plans o Develop guidance and provide technical assistance to local jurisdictions to implement climate change strategies, including a guidebook of best practice policies and actions <p>Regular evaluation and monitoring will occur, at least every four years, as part of the development of the Regional Transportation Plan, with reports to PSRC policy boards.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>

<p>CC-Action-2 (Regional)</p> <p>Resilience and Climate Preparedness: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>CC-Action-3 (Local)</p> <p>Policies and Actions to Address Climate Change: Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.</p>	<p>DP-5 Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p> <p>EN-27 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. 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.</p>	<p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>CF-P4: The City should make improvements to the stormwater system based on the Comprehensive 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.</p> <p>CF-P5: The City shall 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.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>Partial Gap</p> <p>NE-P3 could be expanded to include mention of “other threatened and endangered species and species of local importance” to implement CPP EN-9. It could also be expanded to include discussion of drainage system management and its benefits to better implement CPP EN-17.</p> <p>Full Gap</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-27.</p>
<p>CC-Action-4 (Local)</p> <p>Resilience: Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.</p>	<p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.</p> <p>EC-21 Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.</p> <p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p>EN-11 Enhance 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. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p>	<p>PO-P1: The City shall seek to acquire additional waterfront access along the shoreline, when opportunities arise and continue to maintain the public piers.</p> <p>PO-P4: The City should preserve easements to protect unique trees and tree groupings.</p> <p>PO-P6: The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>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.</p> <p>NE-P2: The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P9 The City shall prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but</p>	<p>Partial Gap</p> <p>The City could strength PO-P4, PO-P6, and PO-P1 by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing CPP DP-43.</p> <p>Full Gap</p> <p>NE-P9 discusses the enhancement of native plant communities and would better implement CPP EN-11 by incorporating discussion of enhanced tree canopy in urban environments 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, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>

		are not limited to, fish and wildlife habitat conservation areas and their buffers.	
<p>Development Patterns Goal</p> <p>The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.</p>			
<p>MPP-DP-1</p> <p>Develop high quality, compact urban communities throughout the region’s urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.</p>	<p>DP-5 Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.</p> <p>DP-7 Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.</p> <p>DP-40 Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>DP-41 Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. 	<p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-G3 To maintain active community involvement in land use policy and regulations.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p> <p>LU-P3 Residential uses shall 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.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>TP-2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>Partial Gap</p> <p>Land Use policies can be strengthened to address CPP DP-40 by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>LU-G3 should be revised to include “equitable” engagement to implement DP-40.</p> <p>Full Gap</p> <p>The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-28.</p>
<p>MPP-DP-2</p> <p>Reduce disparities in access to opportunity for the region’s residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.</p>	<p>DP-40 Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>H-5 Evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. Identify gaps in existing partnerships, policies, and dedicated resources for meeting the countywide need and eliminating racial and other disparities in access to housing and neighborhoods of choice.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately</p>	<p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-G3 To maintain active community involvement in land use policy and regulations.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p> <p>LU-P3 Residential uses shall 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.</p> <p>LU-P8 The City shall encourage and facilitate public</p>	<p>Partial Gap</p> <p>Land Use policies can be strengthened to address CPP DP-40 by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>LU-G3 should be revised to include “equitable” engagement to implement CPP DP-40.</p>

	<p>impacted populations.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</p> <ul style="list-style-type: none"> a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. <p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p>EC-15 Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p> <p>EC-16 Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p>EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p> <p>PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p>Full Gap</p> <p>City should consider creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors to implement CPP H-18.</p> <p>The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement CPP PF-2 and PF-17.</p>
<p>MPP-DP-3</p> <p>Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.</p>	<p>DP-7 Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.</p> <p>DP-41 Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p>	<p>TP-2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>No Policy Gap</p>
<p>MPP-DP-4</p> <p>Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.</p>	<p>DP-3 Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; 	<p>LU-G1 To maintain Medina's high-quality residential setting and character.</p> <p>LU-G3 To maintain active community involvement in land use policy and regulations.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p> <p>LU-P3 Residential uses shall 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.</p>	<p>Partial Gap</p> <p>Land Use policies can be strengthened to address CPP DP-40 by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>LU-G3 should be revised to include "equitable"</p>

	<p>d) Optimizing the use of existing capacity for housing and employment;</p> <p>e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and</p> <p>f) Coordinating plans for land use, transportation, schools, capital facilities and services.</p> <p>DP-40 Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p>	<p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p>engagement to implement DP-40.</p> <p>Full Gap City should consider creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors to implement CPP DP-3.</p>
<p>MPP-DP-5</p> <p>Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.</p>	<p>EN-20 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> 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. <p>DP-42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p>	<p>LU-G4 To preserve community treasures, including, but not limited to, those structures and uses that reflect the City's heritage and history.</p> <p>LU-P3 Residential uses shall 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.</p> <p>LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.</p>	<p>No Policy Gap</p>
<p>MPP-DP-6</p> <p>Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.</p>	<p>DP-42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p>	<p>LU-G4 To preserve community treasures, including, but not limited to, those structures and uses that reflect the City's heritage and history.</p> <p>LU-P3 Residential uses shall 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.</p> <p>LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.</p>	<p>No Policy Gap</p>
<p>MPP-DP-7</p> <p>Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.</p>	<p>EN-2 Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.</p> <p>EN-17 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.</p>	<p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p>	<p>Partial Gap The City could consider amending NE-P3 to include "and other stakeholders" to more broadly include other agencies/organizations and implement CPP EN-2.</p>

	<p>EC-15 Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p>	<ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement <p>CF-P4: The City should make improvements to the stormwater system based on the Comprehensive 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.</p> <p>CF-P5: The City shall 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.</p> <p>CF-P6: The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	
<p>MPP-DP-8 Conduct inclusive engagement to identify and address the diverse needs of the region's residents.</p>	<p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p>DP-39 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p>H-17 Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</p> <p>Extremely low-, very low-, and low-income residents often have limited choices when seeking an affordable home and neighborhood. The King County Consortium's Analysis of Impediments to Fair Housing Choice found that many Black, Indigenous, and other People of Color communities and immigrant groups face disparities in access to opportunity areas with high quality schools, jobs, transit and access to parks, open space, and clean air, water, and soil. Some of the same groups are significantly less likely to own their home as compared to the countywide average, cutting them off from an important tool for housing stability and wealth building. Further, inequities in housing and land use practices as well as cycles of public and private disinvestment</p>	<p>LU-G3 To maintain active community involvement in land use policy and regulations.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; 	<p>Partial Gap</p> <p>Policies LU-G3 and LU-P8 could be strengthened by prioritizing collaboration and communication with populations most disproportionately impacted by housing cost burden in developing land use and planning processes to implement CPP H-9.</p> <p>The City should consider amending LU-P9 adding specific language about the stakeholders consistent with the list in CPP DP-39.</p>

	<p>and investment have also resulted in communities vulnerable to displacement. Intentional actions to expand housing choices throughout the community will help address these challenges.</p>	<p>f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement.</p>	
<p>MPP-DP-9 Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region’s resiliency in adapting to changes or adverse events.</p>	<p>DP-40 Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs. DP-41 Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being. DP-42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p>	<p>LU-G3 To maintain active community involvement in land use 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-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens. LU-P3 Residential uses shall 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 develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City’s heritage and history. LU-P8 The City shall encourage and facilitate public participation in all land use planning processes. LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p>	<p>Partial Gap Land Use policies can be strengthened to address CPP DP-40 by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs. LU-G3 should be revised to include “equitable” engagement to implement CPP DP-40.</p>
<p>MPP-DP-10 Design public buildings and spaces that contribute to a sense of community and a sense of place.</p>	<p>It does not appear there is a CPP implementing this MPP</p>	<p>No current policy</p>	<p>Partial Gap The city could consider a new policy in the Capital Facilities element to address public building design. However, a new policy is not required as long as other city regulations or code demonstrate consistency with this MPP. MPP-DP-10 is not implemented by any CPP and the City is not required to implement it through a Comp Plan policy. The City likely is implementing the intention of this policy through existing review structures or committees. The City could strengthen their Capital Facilities or Parks Elements by adding a policy specifying the process through which the City currently ensures public facilities ‘contribute to a sense of community and a sense of place’.</p>
<p>MPP-DP-11 Identify and create opportunities to develop parks, civic places (including schools) and public spaces, especially in or adjacent to centers.</p>	<p>DP-43 Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure. EN-22 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p>	<p>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-P4: The City should preserve easements to protect unique trees and tree groupings.</p>	<p>Partial Gap The City could strength PO-P4, PO-P6, and PO-P1 by prioritizing the benefits of green infrastructure and addressing areas that are historically underinvested in green infrastructure, implementing CPP DP-43. The City should consider amending policies</p>

		<p>PO-P6: The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>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 School, Wells Medina Nursery, Overlake Golf and Country Club, St. Thomas Church, St. Thomas School, Gas Station, Medina Elementary School, City facilities and parks, Utilities</p>	<p>PO-G2, PO-G1, and T-P2 to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement CPP EN-22.</p>
<p>MPP-DP-12 Design transportation projects and other infrastructure to achieve community development objectives and improve communities.</p>	<p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p>T-6 Develop station area plans for high-capacity transit stations and 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.</p>	<p>T-G5: To maintain and enhance access to public transportation.</p> <p>T-P6 The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p>Partial Gap The City should consider adopting/amending policies within the transportation element to incorporate community engagement in some transportation projects to implement CPP T-6.</p>
<p>MPP-DP-13 Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.</p>	<p>No CPP identified</p>	<p>LU-P13: The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ol style="list-style-type: none"> An inventory of similar existing essential public facilities, including their locations and capacities; A forecast of the future needs for the essential public facility; An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; An analysis of the proposal's consistency with County and City policies; An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; An analysis of environmental impacts and mitigation; and Extensive public involvement. 	<p>Partial Gap The City could consider adding the consideration of natural boundaries in the siting of essential public facilities to policy LU-P13 to fully implement MPP DP-13.</p>
<p>MPP-DP-14 Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.</p>	<p>EN-20 Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ol style="list-style-type: none"> Ecosystem linkages and migratory corridors crossing jurisdictional boundaries; Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses; Active and passive outdoor recreation opportunities; Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; Preservation of ecologically sensitive, scenic, or cultural resources; Urban green space, habitats, and ecosystems; 	<p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p> <p>PO-P2 The City shall seek to develop additional view parks at appropriate points in the City.</p> <p>PO-P4 The City should preserve easements to protect unique trees and tree groupings.</p>	<p>Partial Gap The City should consider amending Parks and Open Space policies PO-G2, PO-P2, PO-P4, PO-P6, and PO-P8 to address historically underserved communities, the types of lands that contain valuable functions and their relation to the Regional Open Space Conservation Plan, how open space contributes and enhancing the urban tree canopy to promote community resiliency to better implement CPP EN-20.</p>

	<p>g) Forest resources; and h) Food production potential.</p>	<p>PO-P6 The City should retain the Fairweather Nature Preserve in its natural state and provide maintenance only when necessary.</p> <p>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.</p>	
<p>MPP-DP-15 Design communities to provide safe and welcoming environments for walking and bicycling.</p>	<p>DP-7 Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.</p> <p>DP-41 Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p>EN-22 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.</p> <p>EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:</p> <ul style="list-style-type: none"> a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; c) Incorporating energy-saving strategies in infrastructure planning and design; d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and f) Reducing building energy use through green building methods in the retrofit of existing buildings. 	<p>TP-2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>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.</p> <p>PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise.</p>	<p>Partial Gap The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-28.</p> <p>The City should consider amending policies PO-G2, PO-G1, and T-P2 to prioritize historically underserved communities in maintenance and improvements to the parks and trails system to fully implement CPP EN-22.</p>
<p>MPP-DP-16 Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.</p>	<p>EN-1 Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.</p> <p>T-30 Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.</p>	<p>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.</p> <p>NE-P2: The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian</p>	<p>Partial Gap The City should consider amending Transportation policies T-P1, P2, P2.5, P12, P13, and P14 to minimize negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions to implement CPP T-30.</p>

		<p>and nonmotorized safety.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14 The City shall 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.</p>	
<p>MPP-DP-17</p> <p>Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.</p>	<p>T-17 Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.</p> <p>PF-3 Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts.</p>	<p>LU-P7 The City shall 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.</p>	<p>Partial Gap</p> <p>Policy LU-P7 can be modified to include "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." to fully implement CPP T-17.</p>
<p>MPP-DP-18</p> <p>Address existing health disparities and improve health outcomes in all communities.</p>	<p>EN-25 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.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City should consider adopting a new policy that pointedly addresses CPP EN policies focused on disproportionate impacts to historically underserved communities. This would implement CPP EN-25 into the Medina CP.</p>
<p>MPP-DP-19</p> <p>Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.</p>	<p>H-23 Adopt and implement programs and policies that ensure healthy and safe homes.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City could consider adopting a Housing policy or goal that speaks to ensuring safe and healthy homes in Medina. H-G1 could be expanded to included mention of these focus areas.</p>
<p>MPP-DP-20</p> <p>Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.</p>	<p>DP-60 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City could consider adopting Land Use goals and/or policies that would support the local food system and implement CPP DP-60.</p>
<p>MPP-DP-21</p> <p>Provide a regional framework for designating and evaluating regional growth centers.</p>	<p>DP-31 Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p> <p>DP-32 Designate regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.</p>	<p>No policy is necessary. The City does not have a designated regional growth center.</p>	<p>No Policy Gap</p>

	<p>DP-34 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p>		
<p>MPP-DP-22 Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.</p>	<p>DP-31 Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p> <p>DP-32 Designate regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.</p> <p>DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</p> <p>DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p>	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	No Policy Gap
<p>MPP-DP-23 Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.</p>	<p>DP-34 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p>EC-15 Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p> <p>EC-16 Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p>EC-29 Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.</p>	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	No Policy Gap
<p>MPP-DP-24 Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.</p>	<p>DP-35 Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers based on nominations from cities and after determining that:</p> <ul style="list-style-type: none"> a) The nominated locations meet the criteria set forth in the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for regional manufacturing/industrial centers; b) The proposed center’s location will promote a countywide system of manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; and c) The city’s commitments will help ensure the success of the center. 	No policy is necessary. The City does not have a designated regional manufacturing/industrial center.	No Policy Gap
<p>MPP-DP-25 Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.</p>	<p>See the King County Centers Designation Framework</p> <p>DP-31 Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p> <p>DP-32 Designate regional growth centers in the Countywide Planning Policies where city-</p>	No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.	No Policy Gap

	<p>nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.</p> <p>DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</p> <p>DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p>		
<p>MPP-DP-26</p> <p>Implement the adopted framework to designate countywide centers to ensure compatibility within the region.</p>	<p>See the King County Centers Designation Framework</p> <p>DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</p>	<p>Not applicable, the City does not have a centers designation.</p>	<p>No Policy Gap</p>
<p>MPP-DP-27</p> <p>Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, while promoting economical administration and services, annexation is preferred over incorporation.</p>	<p>DP-24 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p>DP-26 Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <ul style="list-style-type: none"> a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan. b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. <p>DP-30 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> a) Conformance with Countywide Planning Policies including the Urban Growth Area 	<p>Not applicable as the City does have a Potential Annexation Area - PAA (no Unincorporated UGA)</p>	<p>No Policy Gap</p>

	<p>boundary;</p> <ul style="list-style-type: none"> b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development; d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area. 		
<p>MPP-DP-28</p> <p>Support joint planning between cities, counties, and service providers to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.</p>	<p>DP-24 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.</p> <p>DP-25 Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.</p> <p>DP-26 Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.</p> <p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p>	<p>Not applicable as the City does have a Potential Annexation Area - PAA (no Unincorporated UGA)</p>	<p>No Policy Gap</p>
<p>MPP-DP-29</p> <p>Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.</p>	<p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p> <p>DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.</p> <ul style="list-style-type: none"> a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan. b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update. <p>DP-30 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:</p> <ul style="list-style-type: none"> a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary; 	<p>Not applicable as the City does have a Potential Annexation Area - PAA (no Unincorporated UGA)</p>	<p>No Policy Gap</p>

	<ul style="list-style-type: none"> b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers; c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development; d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area. 		
<p>MPP-DP-30 Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county or an existing utility district as an interim approach.</p>	<p>DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.</p>	<p>Policy noted. No policy should be needed to implement this CPP.</p>	<p>No Policy Gap</p>
<p>MPP-DP-31 Promote transit service to and from existing cities in rural areas.</p>	<p>DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p>	<p>Not applicable, the City is not located in a rural area.</p>	<p>No Policy Gap</p>
<p>MPP-DP-32 Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.</p>	<p>DP-11 When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.</p> <p>DP-50 Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city 	<p>Not applicable. There are no rural lands adjacent to the city. The City is surrounded by other incorporated cities.</p>	<p>No Policy Gap</p>

	transfer of development rights receiving areas; and Be compatible with existing within-city transfer of development rights programs.		
MPP-DP-33 Do not allow urban net densities in rural and resource areas.	DP-10 No new Fully Contained Communities shall be approved in unincorporated King County. DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. DP-48 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts; b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres. d) Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).	Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
MPP-DP-34 Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	DP-10 No new Fully Contained Communities shall be approved in unincorporated King County.	No policy is necessary – this is focused on unincorporated areas.	No Policy Gap
MPP-DP-35 In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	DP-10 No new Fully Contained Communities shall be approved in unincorporated King County.	No policy is necessary – this is focused on unincorporated areas.	No Policy Gap
MPP-DP-36 Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	There does appear to be a CPP that implements this MPP.	There is not a CPP to implement MPP-DP-36. Also, it does not appear that one is necessary. Vesting is guided by statute and adopted vesting regulations. Further, this CPP is focused on rural areas.	No Policy Gap
MPP-DP-37 Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. DP-47 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment. DP-48 Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines: a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;	Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap

	<p>b) One home per 10 acres where the predominant lot size is less than 20 acres; or c) One home per five acres where the predominant lot size is less than 10 acres.</p> <p>Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).</p> <p>DP-50 Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p>		
<p>MPP-DP-38</p> <p>Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.</p>	<p>DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p>DP-49 Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p>No Policy Gap</p>
<p>MPP-DP-39</p> <p>Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.</p>	<p>DP-54 Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural.</p> <p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-56 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.</p> <p>DP-57 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p> <p>DP-58 Retain the Lower Green River Agricultural Production District as a regionally designated resource that is to remain in unincorporated King County.</p> <p>DP-59 Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p>DP-60 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.</p> <p>DP-61 Support institutional procurement policies that encourage purchases of locally grown food products.</p> <p>DP-62 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality, minimize negative impacts on adjacent lands, and that</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p>No Policy Gap</p>

	<p>an appropriate level of reclamation occurs prior to redesignation.</p> <p>DP-63 Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) Be compatible with existing within-city transfer of development rights programs. 		
<p>MPP-DP-40 Protect and enhance significant open spaces, natural resources, and critical areas.</p>	<p>DP-1 Designate all lands within King County as one of the following. In each of these designations, critical areas may exist and these are to be conserved through regulations, incentives, and programs.</p> <ul style="list-style-type: none"> a) Urban land within the Urban Growth Area, where new growth is focused and accommodated; b) Rural land, where farming, forestry, and other resource uses are protected, and very low-density residential uses and small-scale non-residential uses are allowed; or c) Natural Resource land, where permanent regionally significant agricultural, forestry, and mining lands are preserved. <p>DP-47 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p> <p>EN-11 Enhance 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. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.</p> <p>EN-15 Encourage basin- wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.</p> <p>EN-18 Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.</p> <p>EN-20 Identify and preserve regionally significant open space networks in both Urban</p>	<p>NE-P2 The City shall preserve and should enhance where possible the functions and values of Medina’s critical areas in a manner consistent with best available science.</p> <p>NE-P3 The City shall coordinate with other cities, King County, federal and state agencies, tribes, and the WRIA 8 Salmon Recovery Council on regional environmental issues, such as surface and groundwater quality and quantity, and salmon conservation.</p> <p>NE-P4 No net loss of wetlands functions, values, and acreage should result from development.</p> <p>NE-P5 The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams.</p> <p>NE-P6 The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.</p> <p>LU-P2 The City shall consider ways to restrict the size of homes in order to retain the character of the community and lessen impacts associated with construction.</p> <p>LU-P3 Residential uses shall not be considered for conversion to non-residential use except when clearly</p>	<p>Full Gap NE-P9 discusses the enhancement of native plant communities and would better implement CPP EN-11 by incorporating discussion of enhanced tree canopy in urban environments 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, particularly in areas of historically underserved communities and when other frontline community members live, work, and play.</p>

	<p>and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:</p> <ul style="list-style-type: none"> 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. 	<p>supported by the community and when impacts to the surrounding area can be fully mitigated.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> i. An inventory of similar existing essential public facilities, including their locations and capacities; j. A forecast of the future needs for the essential public facility; k. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; l. An analysis of the proposal's consistency with County and City policies; m. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; n. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; o. An analysis of environmental impacts and mitigation; and p. Extensive public involvement. 	
<p>MPP-DP-41 Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.</p>	<p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-56 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.</p> <p>DP-59 Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p>DP-60 Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.</p> <p>DP-62 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p>No Policy Gap</p>
<p>MPP-DP-42 Support the sustainability of designated resource lands. Do not convert these lands to other uses.</p>	<p>DP-54 Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural.</p> <p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-56 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.</p> <p>DP-57 Prohibit annexation of lands within designated Agricultural Production Districts or</p>	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p>No Policy Gap</p>

	within Forest Production Districts by cities.		
<p>MPP-DP-43</p> <p>Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.</p>	<p>DP-54 Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural.</p> <p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-59 Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.</p> <p>DP-62 Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within cities; d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights); e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas; f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and g) Be compatible with existing within-city transfer of development rights programs. 	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p>No Policy Gap</p>
<p>MPP-DP-44</p> <p>Work to conserve valuable rural and resource lands through techniques, such as conservation programs, transfer of development rights, and the purchase of development rights. Focus growth within the urban growth area, especially cities, to lessen pressures to convert rural and resource areas to residential uses.</p>	<p>DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.</p> <p>DP-57 Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.</p> <p>DP-64 Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:</p> <ul style="list-style-type: none"> a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts; b) Preserve rural and resource lands of compelling interest countywide and to participating cities; c) Identify appropriate transfer of development rights receiving areas within 	<p>Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.</p>	<p>No Policy Gap</p>

	<p>cities;</p> <p>d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);</p> <p>e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;</p> <p>f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and</p> <p>g) Be compatible with existing within-city transfer of development rights programs.</p>		
<p>MPP-DP-45</p> <p>Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.</p>	<p>DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.</p> <p>DP-47 Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.</p>	No policy is necessary – this is focused on rural areas.	No Policy Gap
<p>MPP-DP-46</p> <p>Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.</p>	There does not appear to be a CPP implementing this MPP.	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.	Partial Gap. The City could consider revising NE-P10 to include discussion of supporting development built against higher performing energy and environmental standards which would also minimize impacts on the natural environment. This would better implement MPP-DP-46 .
<p>MPP-DP-47</p> <p>Streamline development standards and regulations for residential and commercial development and public projects, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.</p>	H-13 Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.	<p>H-P6 The City should continue participation in inter-jurisdictional organizations to assist in the provision of affordable housing on the Eastside.</p> <p>H-P7 The City shall continue to make contributions to agencies that support affordable housing.</p> <p>H-P8 The City shall explore additional affordable housing options that are compatible with the City’s high-quality residential setting.</p>	No Policy Gap
<p>MPP-DP-48</p> <p>Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.</p>	DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	No general aviation airport – no policies needed	No Policy Gap
<p>MPP-DP-49</p> <p>Protect military lands from encroachment by incompatible uses and development on adjacent land.</p>	DP-23 Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.	The city is not adjacent to a military base. No policy needed.	No Policy Gap Note that coordination discussed in DP-23 called out in other areas of this document.
<p>MPP-DP-50</p> <p>Protect industrial zoning and manufacturing/industrial centers from encroachment by incompatible uses and development on adjacent land.</p>	EC-23 Support manufacturing/industrial centers with land use policies that protect industrial land, retain and expand industrial employment, support a diverse regional economy, and provide for the evolution of these Centers to reflect industrial business trends, including in technology and automation. Prohibit or limit non-supporting or incompatible activities that may interfere with the retention and operation of industrial businesses while recognizing that a wider mix of uses, in targeted areas and circumstances, may be appropriate when designed to be supportive of and compatible with industrial employment.	Not applicable – the city does not have industrial or manufacturing zoning	No Policy Gap
<p>MPP-DP-51</p> <p>Protect tribal reservation lands from encroachment by</p>	DP-59 Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.	Not applicable, Normandy Park is not adjacent to any tribal reservations.	No Policy Gap

<p>incompatible land uses and development both within reservation boundaries and on adjacent land.</p>			
<p>MPP-DP-52 Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.</p>	<p>T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.</p> <p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p>T-15 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, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p>	<p>No current policy</p>	<p>Full Gap The Transportation Element should include goals and policies related to alternative transportation services and investments in alternative vehicle travel to provide full implementation of T-3.</p>
<p>MPP-DP-53 Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.</p>	<p>DP-41 Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p>DP-45 Adopt flexible design standards, parking requirements, incentives, or guidelines that foster green building, multimodal transportation, and infill development that enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.</p>	<p>No current policy</p>	<p>Full Gap City should consider adding a policy to the transportation element that specifies parking requirements, incentives, and multimodal transportation strategies for green building and infill development to implement CPP DP-45.</p> <p>Consider adding a policy to the capital facilities element that specifies flexible design standards and guidelines for green building and stormwater practices to implement CPP DP-45.</p> <p>Consider adding a policy to the land use element that ensures flexible regulations are implemented in a way that enhances the existing or desired urban character of the city to implement CPP DP-45.</p>
<p>MPP-DP-54 Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.</p>	<p>DP-41 Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p> <p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p>	<p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p> <p>T-P7: The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes</p>	<p>Partial Gap The City could strengthen policy T-P13 by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing CPP T-5, T-3. The City could strengthen policy T-P10 by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing CPP T-5 and T-13. Additionally, T-P10 could be revised to explicitly include energy efficiency to implement CPP EN-28 and EN-30.</p>
<p>DP-Action-1 (Regional) Implement the Regional Centers Framework: PSRC</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>

<p>will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.</p>			
<p>DP-Action-2 (Regional) Industrial Lands: PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land across all industry sectors, research trends for industrial uses as technology and markets evolve, and identify strategies to preserve, protect, and enhance industrial lands, jobs, and businesses in the region in coordination with jurisdictions' efforts to support their industrial land base. In 2020, PSRC will convene a working group to review policy related to preserving industrial lands and employment.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>DP-Action-3 (Regional) Transit-Oriented Development: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>DP-Action-4 (Regional) Densities in Transit Station Areas: PSRC will work in collaboration with transit agencies and local government to develop guidance for transit- supportive densities in different types of high-capacity transit station areas.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>DP-Action-5 (Regional) Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions and WSDOT, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>DP-Action-6 (Regional) Coordinated Planning in Unincorporated Urban Areas: PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that</p>	<p>DP-24 Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation. DP-25 Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County</p>	<p>No policy is necessary – this is a regional policy</p>	<p>No Policy Gap</p>

address the barriers to joint planning, annexation, and incorporation.

jurisdiction.

DP-26 Facilitate the annexation of unincorporated areas that are already urbanized and are within a city’s Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.

DP-27 Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.

DP-28 Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.

- a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.
- b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.

DP-29 Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city’s comprehensive plan after the following steps have been taken:

- a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city’s intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and;
- b) The cities with the Potential Annexation Area overlap and the county have either:
 - 1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or
 - 2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice.

DP-30 Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:

- a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary;
- b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;
- c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;

	<ul style="list-style-type: none"> d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area. 		
<p>DP-Action-7 (Local)</p> <p>Identification and Clean-up of Underused Lands: Local governments, in cooperation with state and/or federal regulatory agencies, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.</p>	<p>EC-24 Facilitate redevelopment of contaminated sites through local, county, and state financing and other strategies that assist with planning, site design, and funding for environmental remediation.</p>	<p>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.</p> <p>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.</p>	<p>Partial Gap</p> <p>The City could consider adopting a new Land Use policy, or revising existing Shoreline policy SM-P21.3, that center on developing strategies for cleaning up brownfield and contaminated sites and identifying underused lands.</p>
<p>DP-Action-8 (Local)</p> <p>Center Plans and Station Area Plans: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.</p>	<p>DP-33 Establish subarea plans for designated regional and countywide centers that meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6.</p> <p>DP-37 Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.</p> <p>DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p> <p>DP-39 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p>	<p>No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.</p>	<p>No Policy Gap</p>
<p>DP-Action-9 (Local)</p> <p>Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.</p>	<p>DP-33 Establish subarea plans for designated regional and countywide centers that meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6.</p> <p>DP-35 Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers based on nominations from cities and after determining that:</p> <ul style="list-style-type: none"> a) The nominated locations meet the criteria set forth in the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for regional manufacturing/industrial centers; b) The proposed center’s location will promote a countywide system of manufacturing/ industrial centers with the total number of centers representing a realistic growth strategy for the county; and c) The city’s commitments will help ensure the success of the center. 	<p>No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.</p>	<p>No Policy Gap</p>
Housing Goal			

<p>The region preserves, improves, and expands its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.</p>			
<p>MPP-H-1 Plan for housing supply, forms and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.</p>	<p>H-1 All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:</p> <ul style="list-style-type: none"> - 30 percent and below AMI (extremely low) - 15 percent of total housing supply - 31-50 percent of AMI (very low) - 15 percent of total housing supply - 51-80 percent of AMI (low) - 19 percent of total housing supply <p>Table H-1 provides additional context on the countywide need for housing.</p> <p>H-15 Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</p> <ol style="list-style-type: none"> a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. 	<p>LU-G1 To maintain Medina's high-quality residential setting and character.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p>Full Gap The city should consider revising LU-P1 or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement CPP H-16, H-17, and H-18.</p> <p>Currently, Medina is very reluctant to change their land use and zoning (based on policies in Comp Plan). Current land use and zoning densities do not allow for middle housing or severely limits its development. LU-P1 can be revised to plan for allowing middle housing, at least along transit corridors, in the future. Many of the CPPs that implement Vision 2050's housing goal will fall back to this same solution.</p>
<p>MPP-H-2 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.</p>	<p>H-1 All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction's identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:</p> <ul style="list-style-type: none"> - 30 percent and below AMI (extremely low) - 15 percent of total housing supply - 31-50 percent of AMI (very low) - 15 percent of total housing supply - 51-80 percent of AMI (low) - 19 percent of total housing supply <p>Table H-1 provides additional context on the countywide need for housing.¹</p> <p>H-2 Prioritize the need for housing affordable to households at or below 30 percent AMI</p>	<p>LU-G1 To maintain Medina's high-quality residential setting and character.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p>Full Gap The city should consider revising LU-P1 or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement CPP H-16, H-17, and H-18.</p>

¹ Table H-1 includes both homeownership and rental units.

	<p>(extremely low-income) by implementing tools such as:</p> <ul style="list-style-type: none"> a) Increasing capital, operations, and maintenance funding; b) Adopting complementary land use regulations; c) Fostering welcoming communities, including people with behavioral health needs; d) Adopting supportive policies; and e) Supporting collaborative actions by all jurisdictions. <p>H-3 Update existing and projected countywide and jurisdictional housing needs using data and methodology provided by the Washington State Department of Commerce, in compliance with state law.</p> <p>H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include:</p> <ul style="list-style-type: none"> a) Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households; b) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and AMI limit (for income-restricted units); c) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable; d) Percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction; e) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers; f) Household characteristics, by race/ethnicity: <ul style="list-style-type: none"> 1) Income (median and by AMI bracket) 2) Tenure (renter or homeowner) 3) Size 4) Housing cost burden and severe housing cost burden; g) Current population characteristics: <ul style="list-style-type: none"> 1) Age by race/ethnicity; 2) Disability h) Projected population growth; i) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable; j) Ratio of housing to jobs in the jurisdiction; k) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted; l) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, persons with disabilities, people with medical conditions, and older adults; m) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and n) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments. <p>H-6 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development</p>		
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	<p>patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p>H-10 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p> <p>H-11 Adopt policies, incentives, strategies, actions, and regulations that increase the supply of long-term income-restricted housing for extremely low-, very low-, and low-income households and households with special needs.</p> <p>H-12 Identify sufficient capacity of land for housing including, but not limited to income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within an urban growth area boundary, duplexes, triplexes, and townhomes.</p> <p>H-15 Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:</p> <ul style="list-style-type: none"> a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. <p>H-16 Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p>		
<p>MPP-H-3 Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low- income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the</p>	<p>H-2 Prioritize the need for housing affordable to households at or below 30 percent AMI (extremely low-income) by implementing tools such as:</p> <ul style="list-style-type: none"> a) Increasing capital, operations, and maintenance funding; b) Adopting complementary land use regulations; 		

<p>region.</p>	<ul style="list-style-type: none"> c) Fostering welcoming communities, including people with behavioral health needs; d) Adopting supportive policies; and e) Supporting collaborative actions by all jurisdictions. <p>H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include:</p> <p>Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households;</p> <ul style="list-style-type: none"> a) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and AMI limit (for income-restricted units); b) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable; c) Percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction; d) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers; e) Household characteristics, by race/ethnicity: <ul style="list-style-type: none"> 1) Income (median and by AMI bracket) 2) Tenure (renter or homeowner) 3) Size 4) Housing cost burden and severe housing cost burden; f) Current population characteristics: <ul style="list-style-type: none"> 1) Age by race/ethnicity; 2) Disability g) Projected population growth; h) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable; i) Ratio of housing to jobs in the jurisdiction; j) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted; k) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, persons with disabilities, people with medical conditions, and older adults; l) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and m) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments. <p>H-6 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in</p>		
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	<p>housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p>H-10 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p> <p>H-11 Adopt policies, incentives, strategies, actions, and regulations that increase the supply of long-term income-restricted housing for extremely low-, very low-, and low-income households and households with special needs.</p> <p>H-12 Identify sufficient capacity of land for housing including, but not limited to income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within an urban growth area boundary, duplexes, triplexes, and townhomes.</p> <p>H-14 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p>H-19 Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income households. Emphasize:</p> <ul style="list-style-type: none"> a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities. 		
<p>MPP-H-4</p> <p>Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration and jurisdictional action.</p>	<p>H-2 Prioritize the need for housing affordable to households at or below 30 percent AMI (extremely low-income) by implementing tools such as:</p> <ul style="list-style-type: none"> a) Increasing capital, operations, and maintenance funding; b) Adopting complementary land use regulations; c) Fostering welcoming communities, including people with behavioral health needs; d) Adopting supportive policies; and e) Supporting collaborative actions by all jurisdictions. <p>H-4 Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element. The inventory and analysis shall include:</p> <p>Affordability gap of the jurisdiction’s housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households;</p> <ul style="list-style-type: none"> a) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and AMI limit (for income-restricted units); 		

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<p>MPP-H-5</p> <p>Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.</p>	<p>H-6 Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.</p> <p>H-9 Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p> <p>H-10 Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p> <p>H-14 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p>H-19 Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize:</p> <ul style="list-style-type: none"> a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities. 		

<p>MPP-H-6</p> <p>Develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to job centers and attainable to workers at anticipated wages.</p>	<p>H-1 All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction’s identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:</p> <ul style="list-style-type: none"> - 30 percent and below AMI (extremely low) - 15 percent of total housing supply - 31-50 percent of AMI (very low) - 15 percent of total housing supply - 51-80 percent of AMI (low) - 19 percent of total housing supply <p>Table H-1 provides additional context on the countywide need for housing.</p> <p>H-15 Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <ul style="list-style-type: none"> a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and c) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. 	<p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p>Full Gap</p> <p>The city should consider revising LU-P1 or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement CPP H-16, H-17, and H-18.</p>
<p>MPP-H-7</p> <p>Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.</p>	<p>H-16 Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p>	<p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p>Full Gap</p> <p>The city should consider revising LU-P1 or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement CPP H-16, H-17, and H-18.</p>
<p>MPP-H-8</p> <p>Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.</p>	<p>H-16 Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p> <p>H-17 Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</p>	<p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above goals when deemed necessary by its citizens.</p>	<p>Full Gap</p> <p>The city should consider revising LU-P1 or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and frequent transit corridors. This will implement CPP H-16, H-17, and H-18.</p>
<p>MPP-H-9</p> <p>Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows</p>	<p>H-16 Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.</p> <p>H-18 Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future</p>	<p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-P1 The City shall minimize changes to existing zoning and land use patterns except as to meet above</p>	<p>Full Gap</p> <p>The city should consider revising LU-P1 or creating a new policy that allows for denser zoning, middle housing, or infill development along planned or existing high-capacity and</p>

<p>more people to live in neighborhoods across the region.</p>	<p>residents by:</p> <ul style="list-style-type: none"> a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity; b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy; c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults. <p>DP-3 Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:</p> <ul style="list-style-type: none"> a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy; b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities; c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment; e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and f) Coordinating plans for land use, transportation, schools, capital facilities and services. <p>DP-31 Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.</p> <p>DP-38 Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.</p>	<p>goals when deemed necessary by its citizens.</p>	<p>frequent transit corridors. This will implement CPP H-16, H-17, and H-18.</p>
<p>MPP-H-10 Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.</p>	<p>H-13 Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p>		
<p>MPP-H-11 Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.</p>	<p>H-7 Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.</p> <p>H-14 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p>		

<p>MPP-H-12 Identify potential physical, economic, and cultural displacement of low- income households and marginalized populations that may result from planning, public investments, private redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.</p>	<p>H-14 Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p> <p>H-20 Adopt policies and strategies that promote equitable development and mitigate displacement risk, with consideration given to the preservation of historical and cultural communities as well as investments in low-, very low-, extremely low-, and moderate-income housing production and preservation; dedicated funds for land acquisition; manufactured housing community preservation, inclusionary zoning; community planning requirements; tenant protections; public land disposition policies; and land that may be used for affordable housing. Mitigate displacement that may result from planning efforts, large-scale private investments, and market pressure. Implement anti-displacement measures prior to or concurrent with development capacity increases and public capital investments.</p> <p>DP-42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.</p> <p>DP-34 Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.</p> <p>EC-29 Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.</p> <p>T-9 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p>		
<p>H-Action-1 (Regional) Regional Housing Strategy: PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>H-Action-2 (Regional) Regional Housing Assistance: PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance shall include the following components:</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>H-Action-3 (Regional) State Support and Coordination: PSRC will monitor and support as appropriate members’ efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.</p>	<p>No CPP necessary – this is a regional policy</p>	<p>No Policies necessary – this is a regional policy</p>	<p>No Policy Gap</p>
<p>H-Action-4 (Local) Local Housing Needs: Counties and cities will conduct a</p>	<p>No CPP necessary – a local HNA is completed as part of a local comprehensive plan update</p>	<p>No policy is necessary – this will be completed as part of the comprehensive plan update</p>	<p>No Policy Gap</p>

housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.			
<p>H-Action-5 (Local)</p> <p>Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.</p>	No CPP necessary – this will be evaluated as part of the comprehensive plan update	No current policies	<p>Full Gap</p> <p>The City should consider a policy to support affordable incentives.</p> <p>NOTE: the need for a new policy will be driven by the types of housing the city will be planning for – i.e., housing targets by income band.</p>
<p>H-Action-6 (Local)</p> <p>Displacement: Metropolitan Cities, Core Cities, and High Capacity Transit Communities will develop anti-displacement strategies in conjunction with the populations identified of being at risk of displacement including residents and neighborhood-based small business owners.</p>	No CPP is provided	Does not apply to the city	No Policy Gap
<p>Economy Goal</p> <p>The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.</p>			
<p>MPP-Ec-1</p> <p>Support economic development activities that help to recruit, retain, expand, or diversify the region’s businesses, targeted towards businesses that provide living-wage jobs.</p>	<p>EC-1 Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy.</p> <p>EC-2 Support economic growth that accommodates employment growth targets (see Table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.</p>	The City is a residential community and does not have economic growth targets allocated to it, thus no policies are necessary.	No Policy Gap
<p>MPP-Ec-2</p> <p>Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.</p>	<p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p>EC-9 Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</p>	The City is a residential community and is not required to have an economic development element. No policies necessary.	No Policy Gap
<p>MPP-Ec-3</p> <p>Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, increasing capital in the region.</p>	EC-3 Support industry clusters and their related subclusters that are integral components of the Regional Economic Strategy and King County’s economy. Emphasize support for clusters that are vulnerable or threatened by market forces, provide middle-wage jobs, play an outsized role in the local economy, or have significant growth potential.	Not applicable as the city does not have zoning for manufacturing.	No Policy Gap
<p>MPP-Ec-4</p> <p>Leverage the region’s position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.</p>	<p>EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region’s position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</p> <p>T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p>LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City’s heritage and history.</p>	<p>Partial Gap</p> <p>Policy LU-P4 could be strengthened by including key local assets to the economy (SR-520 and shoreline). It is currently implied, but an explicit reference will implement CPP EC-10.</p> <p>Policy T-P9 or T-P12 can be strengthened to</p>

		<p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p>T-P9 The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	<p>include the development of freight mobility strategies to better implement CPP T-18.</p>
<p>MPP-Ec-5</p> <p>Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.</p>	<p>EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</p> <p>T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina's public facilities and amenities.</p> <p>LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.</p> <p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p>T-P9 The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	<p>Partial Gap</p> <p>Policy LU-P4 could be strengthened by including key local assets to the economy (SR-520 and shoreline). It is currently implied, but an explicit reference will implement CPP EC-10.</p> <p>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</p>
<p>MPP-Ec-6</p> <p>Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the needs of the regional economy.</p>	<p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p>T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p> <p>T-15 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, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p> <p>T-33 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.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-7</p> <p>Foster a supportive environment for business startups, small businesses, locally owned, and women- and minority-owned businesses to help them continue to prosper.</p>	<p>EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-8</p>	<p>DP-40 Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of</p>	<p>LU-G1 To maintain Medina's high-quality residential</p>	<p>Partial Gap</p>

<p>Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.</p>	<p>existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p>EC-9 Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</p> <p>EC-16 Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p>EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p> <p>PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>setting and character.</p> <p>LU-G3 To maintain active community involvement in land use policy and regulations.</p> <p>LU-P8 The City shall encourage and facilitate public participation in all land use planning processes.</p> <p>LU-P9 The City shall afford due consideration to all stakeholders prior to any land use decision.</p> <p>TP-2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>Land Use policies can be strengthened to address CPP DP-40 by including zoning that encourages infill development, policy that encourages redevelopment that would increase density, and policy that prioritizes engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.</p> <p>LU-G3 should be revised to include "equitable" engagement to implement DP-40.</p> <p>Full Gap</p> <p>The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement CPP PF-2 and MPP Ec-8.</p>
<p>MPP-Ec-9</p> <p>Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living-wage jobs for the region's residents.</p>	<p>EC-1 Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy.</p> <p>EC-2 Support economic growth that accommodates employment growth targets (see Table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.</p>	<p>The City is a residential community and does not have economic growth targets allocated to it, thus no policies are necessary.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-10</p> <p>Ensure that the region has a high quality education system that is accessible to all of the region's residents.</p>	<p>EC-12 Work with schools and other institutions to increase graduation rates and sustain a highly educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region's industry clusters. Identify partnership and funding opportunities where appropriate. Align and prioritize workforce development efforts with Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-11</p> <p>Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.</p>	<p>EC-12 Work with schools and other institutions to increase graduation rates and sustain a highly educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region's industry clusters. Identify partnership and funding opportunities where appropriate. Align and prioritize workforce development efforts with Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-12</p> <p>Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.</p>	<p>EC-28 Ensure public investment decisions protect culturally significant economic assets and advance the business interests of Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.</p> <p>EC-29 Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-13</p> <p>Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.</p>	<p>EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.</p> <p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p>No Policy Gap</p>

	<p>groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p> <p>EC-9 Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.</p> <p>EC-15 Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p> <p>EC-16 Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.</p> <p>EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p>		
<p>MPP-Ec-14</p> <p>Foster appropriate and targeted economic growth in areas with low and very low access to opportunity to improve access to opportunity for current and future residents of these areas.</p>	<p>EC-7 Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.</p> <p>EC-8 Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.</p>	<p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p>LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City’s heritage and history.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-15</p> <p>Support and recognize the contributions of the region’s culturally and ethnically diverse communities and Native Tribes, including helping the region continue to expand its international economy.</p>	<p>EC-15 Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.</p>	<p>The City is a residential community and does not plan for economic development. No policies necessary.</p>	<p>No Policy Gap</p>
<p>MPP-Ec-16</p> <p>Ensure that economic development sustains and respects the region’s environment and encourages development of established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.</p>	<p>EC-20 Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.</p>	<p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities</p>	<p>Partial Gap</p> <p>No policies are required, but LU-G2 and other policies in Land Use element can be strengthened (or add new policy) to include collaboration with local businesses to restore the natural environment to address CPP EC-20.</p>
<p>MPP-Ec-17</p> <p>Preserve and enhance the region’s unique attributes and each community’s distinctive identity and design as economic assets as the region grows.</p>	<p>EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region’s position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</p>	<p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.</p> <p>LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City’s heritage and history.</p>	<p>No Policy Gap</p> <p>Policy LU-P4 could be strengthened by including key local assets to the economy (SR-520 and shoreline). It is currently implied, but an explicit reference will implement CPP EC-10.</p>
<p>MPP-Ec-18</p> <p>Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing.</p>	<p>H-15 Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.</p>	<p>.</p> <p>LU-G1 To maintain Medina’s high-quality residential setting and character.</p> <p>LU-P3 Residential uses shall 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.</p>	<p>Partial Gap</p> <p>The City should consider revising Policies LU-P1 and LU-P2 to ensure diverse housing types are not restricted in the city and that zones/land uses that allow those housing choices are able to be implemented. This will directly implement CPP H-15.</p>

		CF-P2 The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.	CF-P2 generally meets the CPP EC-18 . The City could strengthen this policy and by including the maintenance of existing infrastructure and services and supports adopted growth targets.
MPP-Ec-19 Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities.	It does not appear there is a CPP implementing this MPP.	No policy is necessary – this is focused on rural areas.	No Policy Gap
MPP-Ec-20 Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	DP-42 Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development. DP-8 Increase access to healthy and culturally relevant food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food. EC-14 Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county's global relationships, and support for cultural and arts institutions.	The City is a residential community and does not plan for economic development. Applicable policies listed only for reference. LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina's public facilities and amenities. LU-P4 The City shall develop a program to preserve community treasures, including, but not limited to, those historical structures that reflect the City's heritage and history.	No Policy Gap
MPP-Ec-21 Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on: a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce; b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands; c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems; d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county; f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity; g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity	The City is a residential community and does not plan for economic development. Further, DP-12 is direction for the Growth Management Planning Council to adopt. No policies necessary.	No Policy Gap

	for housing and employment growth. EC-17 Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.		
MPP-Ec-22 Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.	DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on: <ul style="list-style-type: none"> a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce; b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands; c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems; d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county; f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity; g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth. EC-17 Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.	No policy is necessary. The City does not have a designated regional manufacturing/industrial center. Further, DP-12 is direction for the Growth Management Planning Council to adopt.	No Policy Gap
MPP-Ec-23 Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.	DP-46 Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area. DP-54 Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural. DP-55 Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production. DP-56 Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.	Not applicable, the City has no designated Rural or Natural Resource lands within its boundaries.	No Policy Gap
Ec-Action-1 (Regional) Regional Economic Strategy: PSRC and the Economic Development District will coordinate economic	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap

development efforts to strengthen the region’s industries, economic foundations and implement the Regional Economic Strategy. Update the Regional Economic Strategy periodically.			
<p>Ec-Action-2 (Regional)</p> <p>Regional Support for Local Government Economic Development</p> <p>Planning: PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to develop economic development elements as part of their expected 2023/24 comprehensive plan updates to support the Regional Growth Strategy. PSRC will also provide guidance on local planning to address commercial displacement.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>Ec-Action-3 (Regional)</p> <p>Regional Economic Data: PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>Ec-Action-4 (Regional)</p> <p>Job Growth Distribution: Identify regional roles in achieving the desired allocation of new jobs as reflected in the Regional Growth Strategy.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>Ec-Action-5 (Local)</p> <p>Economic Development Elements: Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction’s unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.</p>	This will be considered as part of the Comprehensive Plan update. No CPP necessary.	The City is a residential community and does not plan for economic development. No policies necessary.	No Policy Gap
<p>Transportation Goal</p> <p>The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.</p>			
<p>MPP-T-1</p> <p>Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.</p>	<p>T-16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p>T-19 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems.</p> <p>T-20 Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and mobility hubs, especially those that are serviced by high-capacity transit.</p> <p>T-23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p>	<p>Partial Gap</p> <p>The City should consider amending and/or adopting Transportation policies that consider site and design of transit stations serviced by high-capacity transit and address transportation needs for those people who do not drive to fully implement CPP T-19 and T-20.</p>

	<p>replacement projects.</p>	<p>T-P3 The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable</p> <p>T-P5 The City shall seek to maintain and enhance the Points Loop Trail within the City.</p> <p>T-P6 The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p> <p>T-P7: The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p>T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.</p>	
<p>MPP-T-2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.</p>	<p>T-4 Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current system.</p> <p>T-13 Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.</p> <p>T-23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.</p>	<p>T-G1: To maintain existing roadway surfaces.</p> <p>T-G2: To enhance pedestrian and bicycle access throughout the City.</p> <p>T-G5: To maintain and enhance access to public transportation.</p> <p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p>T-P3 The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable</p> <p>T-P5 The City shall seek to maintain and enhance the Points Loop Trail within the City.</p> <p>T-P6 The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p>	<p>Partial Gap The City could strengthen policy T-P10 by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing CPP T-13.</p>

		<p>T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.</p>	
<p>MPP-T-3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.</p>	<p>T-4 Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current system.</p> <p>T-23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.</p>	<p>T-G5 To maintain and enhance access to public transportation.</p> <p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P5 The City shall seek to maintain and enhance the Points Loop Trail within the City.</p> <p>T-P6: The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p> <p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p> <p>T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.</p>	<p>No Policy Gap</p>
<p>MPP-T-4 Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious disabling-injuries.</p>	<p>T-23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.</p> <p>T-29 Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p>T-P7 The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p>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</p>	<p>Partial Gap</p> <p>The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement CPP T-29.</p>

		occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.	
<p>MPP-T-5</p> <p>Develop a transportation system that minimizes negative impacts to, and promotes, human health.</p>	<p>T-17 Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.</p> <p>T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p> <p>T-30 Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.</p> <p>T-31 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.</p>	<p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety</p> <p>T-P9 The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>T-P14 The City shall 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.</p>	<p>Partial Gap</p> <p>The City should consider amending Transportation policies T-P1, P2, P2.5, P12, P13, and P14 to minimize negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions to implement CPP T-30 and T-31.</p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>
<p>MPP-T-6</p> <p>Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.</p>	<p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p>T-13 Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.</p> <p>T-22 Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.</p> <p>T-27 Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.</p>	<p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p>	<p>Partial Gap</p> <p>The City could strengthen policy T-P13 by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing CPP T-5.</p> <p>The City could strengthen policy T-P10 by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing CPP T-5 and T-13.</p> <p>Full Gap</p> <p>The City could implement CPP T-27 in the same coordination policy in the transportation element implementing FW-3 by adding coordination with transit agencies on service and pricing.</p>
<p>MPP-T-7</p>	<p>T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal</p>	<p>No Current policy</p>	<p>Full Gap</p>

<p>Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system.</p>	<p>transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.</p>		<p>The City should consider adopting new Transportation goals or policies that support cooperation with PSRC and other agencies to help develop and equitable transportation system and help create multimodal network of high-capacity transit system to fully implement CPP T-1</p>
<p>MPP-T-8 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.</p>	<p>T-7 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership. T-10 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-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals. T-15 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, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces. T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, 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.</p>	<p>Partial Gap Transportation policies T-P1, T-P2, and T-P2.5 should be strengthened by adding language recognizing that pedestrian improvements should also support transit ridership to fully implement CPP T-7. Full Gap City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing CPP T-10, T-12, and T-15.</p>
<p>MPP-T-9 Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.</p>	<p>T-8 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs. T-9 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p>	<p>T-P6: The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p>Partial Gap The City should consider amending policy T-P6 to implement transportation improvements that promote access by and prevent displacement of promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs. Implementing CPP T-8 and T-9.</p>
<p>MPP-T-10 Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.</p>	<p>T-8 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.</p>	<p>T-P6: The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p>Partial Gap The City should consider amending policy T-P6 to implement transportation improvements that promote access by and prevent displacement of promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs. Implementing CPP T-8.</p>
<p>MPP-T-11 Design, construct, and operate a safe and convenient transportation system for all users while accommodating the movement of freight and goods, using best practices and context sensitive design strategies.</p>	<p>T-28 Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists. T-29 Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>Partial Gap The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement CPP T-29.</p>

		<p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p>	
<p>MPP-T-12 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.</p>	<p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p>DP-12 GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on:</p> <ul style="list-style-type: none"> a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce; b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands; c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems; d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities; e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county; f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity; g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth. <p>DP-41 Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.</p>	<p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p>	<p>Partial Gap The City could strengthen policy T-P13 by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing CPP T-5, T-3. The City could strengthen policy T-P10 by addressing funding sources for improvements to SR 520 and the transit services it facilitates, implementing CPP T-5 and T-13.</p>
<p>MPP-T-13 Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.</p>	<p>T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.</p> <p>T-10 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.</p> <p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p>	<p>Partial Gap Transportation policies T-P1, T-P2, and T-P2.5 should be strengthened by adding language recognizing that pedestrian improvements should also support transit ridership to fully implement CPP T-7. The City could strengthen policy T-P13 by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing CPP T-5, T-3.</p>

		<p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p>	<p>Full Gap City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing CPP T-10, T-12, and T-15.</p>
<p>MPP-T-14 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.</p>	<p>T-10 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.</p> <p>T-14 Promote the mobility of people and goods through a multimodal transportation system based on regional priorities consistent with VISION 2050 and local comprehensive plans.</p> <p>T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p> <p>T-20 Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and mobility hubs, especially those that are serviced by high-capacity transit.</p> <p>T-29 Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.</p>	<p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p>T-P7: The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p> <p>T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.</p>	<p>Partial Gap The City should consider adopting a new Transportation goal or policy prioritizing travel corridors design for a range of travel modes to support the state goal of zero deaths and serious injuries and encourage physical activity and implement CPP T-29 and 14.</p> <p>The City should consider amending and/or adopting Transportation policies that consider site and design of transit stations serviced by high-capacity transit and address transportation needs for those people who do not drive to fully implement CPP T-20.</p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p> <p>Full Gap City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing CPP T-10, T-12, and T-15.</p>
<p>MPP-T-15 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.</p>	<p>T-5 Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.</p> <p>T-7 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p> <p>T-10 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.</p> <p>T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p>	<p>Partial Gap Transportation policies T-P1, T-P2, and T-P2.5 should be strengthened by adding language recognizing that pedestrian improvements should also support transit ridership to fully implement CPP T-7.</p> <p>The City could strengthen policy T-P13 by addressing alternatives to single-occupancy vehicle travel and promoting increased travel options in public education, implementing CPP T-5.</p> <p>Full Gap City should consider adopting Transportation goals and that will support growth management and climate objectives, prioritizing transportation investment, implementing CPP T-10 and T-12.</p>

		T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.	
<p>MPP-T-16</p> <p>Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.</p>	<p>T-28 Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists.</p> <p>T-31 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p>T-P4: Where sidewalks, trails or pathways are installed, they shall be designed and landscaped in accordance with the Landscape Plan, and public input in order to maintain the City’s natural and informal character.</p> <p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p>	<p>Partial Gap</p> <p>The City could strengthen policy T-P2 by adding language recognizing that pedestrian improvements should equitable opportunities for access and promote a healthy lifestyle, implementing, implementing CPP T-31.</p>
<p>MPP-T-17</p> <p>Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.</p>	<p>T-28 Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists.</p> <p>T-31 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.</p> <p>T-P2The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p> <p>T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety.</p> <p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p>	<p>No Policy Gap</p>
<p>MPP-T-18</p> <p>Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.</p>	<p>It does not appear there is a CPP implementing this MPP.</p>	<p>T-P6: The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p> <p>T-P9 The City shall continue to be involved in regional transportation discussions and coordination.</p>	<p>Partial Gap</p> <p>The City consider adopting a new Transportation or Land Use policy supporting coordination, but this would only need to be implemented should the City choose to allow such mixed use development as what is refeed to in MPP T-18.</p>
<p>MPP-T-19</p> <p>Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas.</p>	<p>T-6 Develop station area plans for high-capacity transit stations and 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.</p> <p>T-7 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.</p>	<p>No policy is necessary – The City does not have a regional growth centers or have high-capacity transit station areas.</p>	<p>No Policy Gap</p>
<p>MPP-T-20</p>	<p>T-6 Develop station area plans for high-capacity transit stations and mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each</p>	<p>T-G5: To maintain and enhance access to public transportation.</p>	<p>Partial Gap</p>

<p>Promote the preservation of existing rights-of-way for future high-capacity transit.</p>	<p>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.</p>	<p>T-P6 The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.</p>	<p>The City should consider adopting/amending policies within the transportation element to incorporate community engagement in some transportation projects to implement CPP T-6.</p>
<p>MPP-T-21 Design transportation facilities to fit within the context of the built or natural environments in which they are located.</p>	<p>T-24 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.</p>	<p>T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.</p>	<p>Full Gap The city should implement a policy that will address designing transportation facilities in a way that is compatible with the natural environment to fully implement CPP T-24.</p>
<p>MPP-T-22 Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.</p>	<p>T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.</p>	<p>No policy is necessary – this is focused on rural areas.</p>	<p>No Policy Gap</p>
<p>MPP-T-23 Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.</p>	<p>T-21 Make transportation investments that improve economic and living conditions so that industries and workers are retained and attracted to the region and the county.</p>	<p>T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces. T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, 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. T-G2 To enhance pedestrian and bicycle access throughout the City.</p>	<p>No Policy Gap</p>
<p>MPP-T-24 Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.</p>	<p>EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities. T-16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users. T-17 Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State. T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole. T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, 	<p>Partial Gap <u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>

		<ul style="list-style-type: none"> • Water and air quality improvements, and • Overall environmental protection. <p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	
<p>MPP-T-25</p> <p>Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.</p>	<p>T-16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p>T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and • Overall environmental protection. <p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	<p>Partial Gap</p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>
<p>MPP-T-26</p> <p>Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, and efficiency, and mobility, and prepare for continuing</p>	<p>T-16 Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.</p> <p>T-23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly</p>	<p>T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.</p>	<p>No Policy Gap</p>

<p>growth in freight and goods movement.</p>	<p>replacement projects.</p>	<p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, • Enhanced motorized and non-motorized local connectivity, • Water and air quality improvements, and • Overall environmental protection. <p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>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 and, at a minimum, retaining the current number of transit stops.</p>	
<p>MPP-T-27 Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.</p>	<p>T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p>LU-P7 The City shall 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.</p> <p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p>T-P7: The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> • Noise reduction measures, • Landscaped lids and open space, • Landscaped buffers, • Protection of Fairweather Nature Preserve and Park, 	<p>Partial Gap <u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>

		<ul style="list-style-type: none"> Enhanced motorized and non-motorized local connectivity, Water and air quality improvements, and Overall environmental protection. <p>T-P9 The City shall continue to be involved in regional transportation discussions and coordination.</p> <p>T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.</p>	
<p>MPP-T-28</p> <p>Promote coordinated planning and effective management to optimize the region’s aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.</p>	<p>EC-10 Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region’s position as an international gateway, such as major airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.</p> <p>T-17 Promote coordinated planning and effective management to optimize the movement of people and goods in the region’s aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation.</p> <p>T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County’s role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.</p>	<p>LU-P7 The City shall 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.</p> <p>T-G4 To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p> <p>T-P7: The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p> <p>T-P8: The City shall 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 seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> Noise reduction measures, Landscaped lids and open space, Landscaped buffers, Protection of Fairweather Nature Preserve and Park, Enhanced motorized and non-motorized local connectivity, Water and air quality improvements, and Overall environmental protection. <p>T-P9 The City shall continue to be involved in regional transportation discussions and coordination.</p> <ul style="list-style-type: none"> T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment. 	<p>Partial Gap</p> <p><u>Policy T-P9 or T-P12 can be strengthened to include the development of freight mobility strategies to better implement CPP T-18.</u></p>
<p>MPP-T-29</p> <p>Support the transition to a cleaner transportation system</p>	<p>EN-30 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,</p>	<p>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</p>	<p>Full Gap</p> <p>The City could consider adopting a new policy</p>

<p>through investments in zero emission vehicles, low carbon fuels and other clean energy options.</p>	<p>regional, and local climate change goals. T-34 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.</p>	<p>occupancy in private vehicles and, at a minimum, retaining the current number of transit stops. T-P12: The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment. T-P13: The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution. T-P14: The City shall 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.</p>	<p>that addresses GHG reduction targets and air emission improvement goals to incorporate CPP EN-30. The City should include polices that support the electrification of the transportation systems and alternative programs and fuel sources to mitigate GHG emissions and supporting a sustainable transportation system. This would implement CPP T-34 and EN-30.</p>
<p>MPP-T-30 Provide infrastructure sufficient to support widespread electrification of the transportation system.</p>	<p>T-33 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-34 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.</p>	<p>No current policy</p>	<p>Full Gap The City should include polices that support the electrification of the transportation systems and alternative programs and fuel sources to mitigate GHG emissions and supporting a sustainable transportation system. This would implement CPP T-34. The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP T-33.</p>
<p>MPP-T-31 Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.</p>	<p>PF-26 Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities. T-26 Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.</p>	<p>T-P9: The City shall continue to be involved in regional transportation discussions and coordination.</p>	<p>Full Gap The City could consider a new Transportation policy focused on the resiliency of the transportation system and coordinated planning for system recovery; this would implement CPP T-26 and PF-26. The City should consider adopting new Capital Facilities policies that will support coordinated planning for public safety services and programs while partnering with frontline communities; this would implement CPP PF-26.</p>
<p>MPP-T-32 Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>T-25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.</p>	<p>T-P3: The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable. CF-P4: The City should make improvements to the stormwater system based on the Comprehensive 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. CF-P5: The City shall maintain requirements for stormwater retention/detention and/or the use of the best</p>	<p>No Policy Gap</p>

		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 shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.	
MPP-T-33 Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.	T-33 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.	No Current Policy	Full Gap The City could consider adopting a new policy that addresses GHG reduction targets and air emission improvement goals to incorporate CPP T-33 .
MPP-T-34 Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.	T-22 Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.	T-P6: The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.	Partial Gap The City could strengthen policy T-P6 by including coordination with non-profit and private sector partners in updating the Six-Year Transportation Improvement Plan, implementing CPP T-22 .
T-Action-1 (Regional) Regional Transportation Plan: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the active transportation plan, regional freight network, aviation planning and other important system components.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
T-Action-2 (Regional) Funding: PSRC, together with its member jurisdictions, will advocate for new funding tools to address the gap in local funding identified in the Regional Transportation Plan.	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
T-Action-3 (Regional) Transportation Technology and Changing Mobility: PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap

decision making. Outcomes could include guidance, best practices and future policies.			
<p>T-Action-4 (Regional)</p> <p>Electric Vehicles: PSRC will work with partner agencies on regional collaboration to support electric vehicles and associated infrastructure issues. PSRC will engage with partners on distribution of best practices for local governments.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>T-Action-5 (Regional)</p> <p>Changing Technology: PSRC will conduct research and analysis on the potential impacts from emerging technologies which impact housing, land use, job distribution, or other applicable topics. PSRC will serve as a resource to assist local jurisdictions in preparing for these changes.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>T-Action-6 (Regional)</p> <p>Freight Mobility: PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>T-Action-7 (Regional)</p> <p>Climate: PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy – or future versions thereof – to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>T-Action-8 (Regional)</p> <p>Aviation Capacity: PSRC will continue to conduct research and analysis of the region’s aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, including historically marginalized communities, and set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing future aviation capacity needs.</p>	No CPP necessary – this is a regional policy	No Policies necessary – this is a regional policy	No Policy Gap
<p>T-Action-9 (Local)</p> <p>VISION 2050 Implementation: Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to</p>	This action will be considered as part of the comprehensive plan update.	This action will be considered as part of the comprehensive plan update.	No Policy Gap

<p>technology, freight and delivery, and the needs of all users.</p>			
<p>Public Services Goal The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.</p>			
<p>MPP-PS-1 Protect and enhance the environment and public health and safety when providing services and facilities.</p>	<p>PF-3 Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts. PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p>LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities. LU-P10 Development of Special Planning Areas and essential public facilities shall 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 be designated as a Special Planning Area LU-P12 The City shall not preclude 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement.</p>	<p>Partial Gap The City should consider revising Land Use goals and policies that relate to siting of public facilities (LU-P10, LU-P11, LU-P12, LU-P13) to address climate change, economic, equity, and health impacts when siting and building to better implement CPP PF-25.</p>
<p>MPP-PS-2 Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>PF-2 Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.</p>	<p>LU-P12 The City shall not preclude 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</p>	<p>Partial Gap LU-P12 and/or LU-P13 can be strengthened to better implement CPP PF-2 by including language that addresses historically underserved communities and prioritizes investments to address disparities. Full Gap The City should consider adopting new Public</p>

		<p>public facility;</p> <ul style="list-style-type: none"> c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement. 	Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement CPP PF-2.
<p>MPP-PS-3</p> <p>Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.</p>	<p>PF-4 Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.</p>	The city will adopt a plan consistent with the RGS. The city does not have a PAA. No action needed.	No Policy Gap
<p>MPP-PS-4</p> <p>Promote demand management and the conservation of services and facilities prior to developing new facilities.</p>	<p>PF-10 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</p> <p>PF-11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.</p> <p>PF-14 Reduce the solid waste stream and encourage reuse and recycling.</p> <p>PF-15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.</p> <p>PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.</p>	<p>CF-P2: The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p> <p>CF-P3: The City shall continue to contract with the City of Bellevue for water and sewer services.</p> <p>CF-P7: The City shall 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.</p>	<p>Partial Gap</p> <p>The City Could strengthen policy CF-P2 by including the consideration of water conservation, efficiency, and demand reduction efforts prior to developing new or expanding existing facilities, implementing CPP PF-10.</p> <p>Full Gap</p> <p>The City could consider adopting new Capital Facility policies and/or goals addressing water reuse, waste reduction, energy efficiency, and environmental impacts. These would implement CPP PF-11, PF-14, PF-15, and PF-16.</p>
<p>MPP-PS-5</p> <p>Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.</p>	<p>T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.</p> <p>PF-1 Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.</p> <p>PF-8 Plan and locate water systems in the Rural Area that are appropriately sized for rural uses and densities and that do not increase development potential in the Rural Area.</p> <p>PF-13 Prohibit sewer service in the Rural Area and on Natural Resource Lands except:</p> <ul style="list-style-type: none"> a) Where needed to address specific health and safety problems threatening existing structures; or 	Not applicable, the City does not have jurisdiction over development of the UGA.	No Policy Gap

	<p>b) As allowed by Countywide Planning Policy DP-49; or c) As provided in Appendix 5 (March 31, 2012 School Siting Task Force Report).</p> <p>Sewer service authorized consistent with this policy shall be provided in a manner that does not increase development potential in the Rural Area.</p> <p>PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p> <p>Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction’s land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of unincorporated King County that are within a school district’s service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school district and jurisdiction to cooperatively prepare strategies for resolving the issue.</p> <p>DP-52 Except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report), limit new nonresidential uses located in the Rural Area to those that are demonstrated to serve the Rural Area, unless the use is dependent upon a rural location. Such uses shall be of a size, scale, and nature that is consistent with rural character.</p>		
<p>MPP-PS-6 Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.</p>	<p>PF-8 Plan and locate water systems in the Rural Area that are appropriately sized for rural uses and densities and that do not increase development potential in the Rural Area.</p> <p>PF-24 Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.</p>	<p>No policy is necessary – this is focused on rural areas.</p>	<p>No Policy Gap</p>
<p>MPP-PS-7 Obtain urban services from cities or appropriate regional service providers. Encourage cities, counties, and special purpose districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.</p>	<p>PF-4 Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.</p> <p>PF-7 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.</p> <p>PF-9 Recognize and support agreements with water purveyors in adjacent cities and counties to promote effective conveyance of water supplies and to secure adequate supplies for emergencies.</p>	<p>CF-P3 The City shall continue to contract with the City of Bellevue for water and sewer services.</p>	<p>Full Gap The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective sources of water for all users that meets present and future needs, implementing CPPs PF-7 and PF-9.</p>
<p>MPP-PS-8 Develop conservation measures to reduce solid waste and increase recycling.</p>	<p>PF-14 Reduce the solid waste stream and encourage reuse and recycling.</p>	<p>No current policy</p>	<p>Full Gap The City should consider adopting a Capital Facilities policy and/or goal addressing conservation measures to reduce solid waste and increasing recycling to implement CPP PF-14.</p>
<p>MPP-PS-9 Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.</p>	<p>PF-7 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.</p> <p>PF-10 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and.</p>	<p>CF-P3 The City shall continue to contract with the City of Bellevue for water and sewer services.</p> <p>CF-P7 The City shall encourage the use of public information programs or other such educational efforts to</p>	<p>Full Gap The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective</p>

	<p>PF-11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.</p>	<p>raise the awareness of City residents concerning water quality and quantity issues and solutions.</p> <p>CF-P6 The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.</p>	<p>sources of water for all users that meets present and future needs, implementing CPP PF-7.</p> <p>The City should Consider adopting Capital Facilities goal and/or policies prioritizing water conservation, reuse, and reclamation efforts to support a sustainable long-term water supply to serve the growing population. This would implement CPP PF-10 and PF-11.</p>
<p>MPP-PS-10</p> <p>Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.</p>	<p>PF-12 Require all development in the Urban Growth Area to be served by a public sewer system except:</p> <ul style="list-style-type: none"> a) Single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or b) Development served by alternative technology that: <ul style="list-style-type: none"> 1) Provide equivalent performance to sewers; 2) Provide the capacity to achieve planned densities; and 3) Will not create a barrier to the extension of sewer service within the Urban Growth Area. 	<p>Not applicable, the City does not have jurisdiction over development of the UGA.</p>	<p>No Policy Gap</p>
<p>MPP-PS-11</p> <p>Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better</p>	<p>It does not appear there is a CPP implementing this MPP.</p>	<p>No Current Policy – none needed as this MPP applies to the UGA.</p>	<p>No Policy Gap</p>
<p>MPP-PS-12</p> <p>Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.</p>	<p>PF-12 Require all development in the Urban Growth Area to be served by a public sewer system except:</p> <ul style="list-style-type: none"> a) Single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or b) Development served by alternative technology that: <ul style="list-style-type: none"> 1) Provide equivalent performance to sewers; 2) Provide the capacity to achieve planned densities; and 3) Will not create a barrier to the extension of sewer service within the Urban Growth Area. 	<p>Not applicable, the City does not have jurisdiction over development of the UGA.</p>	<p>No Policy Gap</p>
<p>MPP-PS-13</p> <p>Promote the use of renewable energy resources to meet the region’s energy needs.</p>	<p>PF-15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.</p> <p>PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City should consider adopting new Capital Facilities goals and/or policies prioritizing the use of low carbon, renewable and alternative energy resources to meet the cities energy needs and reducing the rate of energy consumption; this would implement CPP PF-16 and PF-15.</p>
<p>MPP-PS-14</p> <p>Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.</p>	<p>PF-15 Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.</p> <p>PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City should consider adopting new Capital Facilities goals and/or policies prioritizing the use of low carbon, renewable and alternative energy resources to meet the cities energy needs and reducing the rate of energy</p>

			consumption; this would implement CPP PF-16 and PF-15 .
<p>MPP-PS-15 Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.</p>	<p>PF-16 Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county’s long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.</p>	<p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement 	<p>Partial Gap The City should consider amending LU-P13 to include feasibility of using electric, sustainable, or other renewable energy sources for any new or expended public facilities and developments to reduce greenhouse gasses and implement CPP PF-16.</p> <p>Full Gap The City should consider adopting new Capital Facilities goals and/or policies prioritizing the use of low carbon, renewable and alternative energy resources to meet the cities energy needs and reducing the rate of energy consumption; this would implement CPP PF-16.</p>
<p>MPP-PS-16 Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.</p>	<p>PF-17 Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.</p>	No Current Policy	<p>Full Gap The City should consider adopting new Public Facilities policies and/or goals addressing the equitable provision of public services and communication infrastructure to implement CPP PF-17.</p>
<p>MPP-PS-17 Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.</p>	<p>PF-26 Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.</p>	No Current Policy	<p>Full Gap The City should consider adopting new Capital Facilities policies that will support coordinated planning for public safety services and programs while partnering with frontline communities; this would implement CPP PF-26.</p>
<p>MPP-PS-18 Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently.</p>	<p>PF-18 Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.</p>	No Current Policy	<p>Full Gap The city should consider adopting polices that will provide human and community services to meet the current and future needs of residents to fully implement CPP PF-18</p>
<p>MPP-PS-19 Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.</p>	<p>PF-26 Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities. PF-27 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.</p>	<p>CF-P2: The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council.</p>	<p>Partial Gap The City should consider amending policy CF-P2 to include consideration of disaster resiliency in siting or expanding Capital Facilities, to implement CPP PF-27.</p> <p>Full Gap The City should consider adopting new Capital Facilities policies that will support coordinated planning for public safety services and programs while partnering with frontline</p>

			communities; this would implement CPP PF-26 .
<p>MPP-PS-20 Consider climate change, economic, and health impacts when siting and building essential public services and facilities.</p>	<p>PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p>LU-P10 Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.</p> <p>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 be designated as a Special Planning Area</p> <p>LU-P12 The City shall not preclude the siting of essential public facilities.</p> <p>LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement. 	<p>Partial Gap The City should consider revising Land Use goals and policies that relate to siting of public facilities (LU-P10, LU-P11, LU-P12, LU-P13) to address climate change, economic, equity, and health impacts when siting and building to better implement CPP PF-25.</p>
<p>MPP-PS-21 Consider the potential impacts of climate change and fisheries protection on the region's water supply.</p>	<p>PF-5 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.</p>	<p>CF-P3 The City shall continue to contract with the City of Bellevue for water and sewer services.</p>	<p>Full Gap The City should consider coordinating with the City of Bellevue to develop plans for long-term water provision and address the potential impacts of climate change and fisheries protection on regional water resources; this would implement CPP PF-5.</p>
<p>MPP-PS-22 Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.</p>	<p>PF-6 Ensure that all residents have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.</p>	<p>CF-P3 The City shall continue to contract with the City of Bellevue for water and sewer services.</p> <p>CF-P7 The City shall 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.</p> <p>CF-P6 The City shall pursue stormwater management</p>	<p>Full Gap The City should consider amending Capital Facilities policies pertaining to water resources (CF-P3, P7, and P6) to address water sources for present and future needs of residences, implementing CPP PF-6.</p>

		strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality.	The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective sources of water for all users that meets present and future needs, implementing CPP PF-6.
MPP-PS-23 Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.	PF-7 Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.	CF-P3 The City shall continue to contract with the City of Bellevue for water and sewer services.	Full Gap The City should consider adopting a new Capital Facilities policy for coordination with the City of Bellevue on available water capacity to ensure reliable, sustainable, and cost-effective sources of water for all users that meets present and future needs, implementing CPP PF-7.
MPP-PS-24 Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	PF-10 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population. PF-11 Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.	CF-P2: The City Council may periodically evaluate the adequacy of City facilities. If there is any consideration of the development of new or the expansion of existing facilities, a full comprehensive financial analysis, including cost justification, must be completed before any proposal is recommended to Council. CF-P3: The City shall continue to contract with the City of Bellevue for water and sewer services. CF-P7: The City shall 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.	Partial Gap The City Could strengthen policy CF-P2 by including the consideration of water conservation, efficiency, and demand reduction efforts prior to developing new or expanding existing facilities, implementing CPP PF-10. Full Gap The City could consider adopting new Capital Facility policies and/or goals prioritizing water conservation efforts through reuse and reclamation, especially for high-volume non-potable water users such as parks, schools, and golf courses; this would implement CPP PF-11.
MPP-PS-25 Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	PF-5 Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources. PF-10 Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.	CF-P7 The City shall 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-P6 The City shall pursue stormwater management strategies to minimize flooding, significant erosion to natural drainage ways, and degradation of water quality. NE-P5: The City shall work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams. NE-P6: The City shall develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness. NE-P7: The City shall 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-P10: The City should encourage and educate residents on development and land use practices that	Full Gap The City should consider coordinating with the City of Bellevue to develop plans for long-term water provision and address the potential impacts of climate change and fisheries protection on regional water resources; this would implement CPP PF-5.

		minimize impacts on the natural environment, with emphasis on anadromous fisheries.	
<p>MPP-PS-26</p> <p>Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.</p>	<p>PF-20 Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.</p> <p>PF-22 Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available, to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts. Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries.</p> <p>Commencing in January 2016 and continuing every two years thereafter, each jurisdiction and the school district(s) serving the jurisdiction shall confer to share information and determine if there is development capacity and the supporting infrastructure to site the needed school facilities.</p> <p>If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:</p> <ul style="list-style-type: none"> a) Shared public facilities such as play fields, parking areas and access drives; b) School acquisition or lease of appropriate public lands; c) Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and d) School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs. <p>In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.</p>	<p>No current policy</p>	<p>Full Gap</p> <p>The City should consider a new Land Use or Capital Facilities policy or goal focused on working collaboratively with the Bellevue School District to ensure the availability of sufficient land and the provision of necessary educational facilities within the city. This new policy would implement CPPS PF-20 and PF-22</p>
<p>MPP-PS-27</p> <p>Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.</p>	<p>PF-19 Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.</p> <p>PF-20 Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.</p> <p>PF-23 Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as:</p> <ul style="list-style-type: none"> a) Identifying surplus properties and private properties that could be available for new school sites; b) Creating opportunities for shared use of buildings, fields, and other facilities; c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools; 	<p>Not applicable, the City does not have jurisdiction over development of the UGA.</p>	<p>No Policy Gap</p>

	<ul style="list-style-type: none"> d) Prioritizing and simplifying permitting of schools; e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area; f) Partnering with school districts in planning and financing walking and biking routes for schools; and g) Encouraging more walking, biking, and transit ridership for students, teachers, and staff. <p>Strategies should recognize the school district’s adopted educational program requirements, established and planned school service areas, limited availability of developable sites, and established and planned growth patterns and enrollment projections.</p>		
<p>MPP-PS-28 Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.</p>	<p>PF-21 Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.</p>	<p>No policy is necessary – this is focused on rural areas.</p>	<p>No Policy Gap</p>
<p>MPP-PS-29 Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.</p>	<p>PF-19 Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.</p> <p>PF-24 Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.</p> <p>PF-25 Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.</p>	<p>LU-P10: Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.</p> <p>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 be designated as a Special Planning Area.</p> <p>LU-P12: The City shall not preclude the siting of essential public facilities.</p> <p>LU-P13: The process to site proposed new or expansions to existing essential public facilities should consist of the following:</p> <ul style="list-style-type: none"> 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 potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; d. An analysis of the proposal's consistency with County and City policies; e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; g. An analysis of environmental impacts and mitigation; and h. Extensive public involvement. 	<p>Partial Gap</p> <p>The City should consider revising Land Use goals and policies that relate to siting of public facilities (LU-P10, LU-P11, LU-P12, LU-P13) to address climate change, economic, equity, and health impacts when siting and building to better implement CPP PF-25.</p> <p>The City could strengthen policy LU-P10 by specifying the need for broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies; this would implement CPP PF-24.</p>
<p>MPP-PS-30 Do not locate regional capital facilities outside the urban</p>	<p>PF-24 Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically</p>	<p>Not applicable, the City does not have jurisdiction over development of the UGA.</p>	<p>No Policy Gap</p>

growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.	marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.		
PS-Action-1 (Regional) Utility and Service District Planning: PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
PS-Action-2 (Regional) Facilities Siting and Design: PSRC will facilitate cooperative efforts with special service districts and local jurisdictions to site and design facilities that enhance local communities in accordance with growth management goals and VISION 2050.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
PS-Action-3 (Regional) School Siting: PSRC will initiate and support discussions with the Office of the Superintendent of Public Instruction to facilitate updates that modernize school siting standards, especially those related to site area requirements. Updates should work to align school siting standards with the goals of the Growth Management Act and facilitate school districts’ ability to better meet urban capacity needs.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap
PS-Action-4 (Regional) Regional Support for School Siting Best Practices: PSRC will research and develop guidance on innovative methods to update regulations and local plans to develop a regional approach to school siting and to assist local jurisdictions and school districts in siting new schools in urbanized areas.	No CPP necessary – this is a regional policy	No policy is necessary – this is a regional policy	No Policy Gap

DRAFT



MEDINA, WASHINGTON

AGENDA BILL

Monday, April 8, 2024

Subject: Comprehensive Plan Update – Transportation and Circulation Element

Category: City Council Discussion and Direction

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Summary

Medina City Council, Planning Commission, Park Board, Staff and Consultants will work toward having a complete draft of the updated Comprehensive Plan available for public comment by the beginning of June 2024. *This process will follow the revised Comprehensive Plan Flowchart approved by City Council at their February 26, 2024, regular meeting, which includes Council's initial review of each Comprehensive Plan Element's Gap Analysis prepared by Medina's consulting planning firm (LDC, Corp.) and its direction for the Planning Commission to further review and collaborate on revisions to each Comprehensive Plan Element.*

Council's direction to allow staff, LDC, the Planning Commission, and the DSC to collaborate on **revising the Transportation and Circulation Element** at future meetings will be requested at the April 8, 2024, Council meeting.

Focused consideration is requested by the Council on the following components of the revised **Transportation and Circulation Element:**

1. Largely, the edits made (are those that will be made) update metrics as they become available from staff and from contract jurisdictions. **Are there themes or discussion topics not discussed in the Element now that should be?**
2. **Is there general comfort with the edits made to the goals and policies reflecting an address of the CPP/MPP gap analysis?**
3. **Are there items that should be here but currently are not?**

This Comp Plan process meets and supports Council's priorities 2, 3 and 5.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. Efficient and Effective Government
4. Public Safety and Health
5. Neighborhood Character

Priorities met:

2. Preserving and fostering the development of 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.

3. Clear guidelines are key to the efficient and effective completion of the periodic update of the City of Medina Comprehensive Plan by the December 31, 2024, deadline. The Council-approved flowchart is designed to accomplish this.
5. Preserving the quiet, sylvan neighborhood character of Medina

Attachment(s)

1. City of Medina Transportation and Circulation Element (existing 2015 document)
2. City of Medina Transportation and Circulation Element (draft version update, with redlined revisions)

Budget/Fiscal Impact: None.

Recommendation: Discussion and direction.

City Manager Approval: *Aimee Kellerman* Signed on behalf of Stephen R. Burns

Proposed Council Motion: Move to allow staff to continue revising the Comprehensive Plan's Transportation and Circulation Element with the Planning Commission and as needed, with the DSC, consistent with the Comprehensive Plan Update Flowchart.

Time Estimate: 30 minutes

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. 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. Regionally oriented transportation facilities consist of a state highway (SR 520), a (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 off-ramp exiting SR 520 at the north end of 84th Avenue NE along with a west bound 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. 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 increased traffic and transit demand. The updated corridor includes a number of design features intended to minimize the significant adverse impacts on the surrounding residential uses, public facilities (e.g., Fairweather Nature Preserve and the Bellevue Christian Elementary School), and the environment. These impacts include excessive noise, water and air pollution, and the unsightly appearance of the SR 520 corridor and the Park & Ride lot, which was unscreened. During periods of heavy rain, unfiltered drainage from the roadway produced an oil sheen on Fairweather Bay.

In hearings and meetings before the City Council and Planning Commission, the public has frequently asked that efforts be made to reduce the many impacts of the SR 520 corridor on the adjacent single-family residential neighborhoods and public facilities.

After extensive public process, the SR 520 corridor project included the following modifications:

- Landscaped lid, including green space, park and ride, and viewpoints across SR 520 on Evergreen Point Road to reconnect neighborhoods originally separated by construction;
- Sound walls with a stamped finish and vegetation screening to minimize transfer of noise and light from the roadways to the adjacent neighborhoods, parks, and school; and
- New stormwater facilities to collect and treat polluted road runoff.

Operation of and modifications to SR 520 could have very significant impacts on the adjacent residential and public uses within Medina. Unless effectively mitigated, activity along the corridor will increase air, noise and water pollution; increase light and glare; remove significant vegetation; increase the separation of neighborhoods within the City; adversely impact the shoreline, sensitive areas and wildlife habitat; and reduce the City's recreation resources.

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 system(s).
- Contains facilities which place more emphasis on land access than the higher 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 downtown Bellevue.

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 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.

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 impacts on neighborhood streets from motorists seeking alternative routes.

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):

Table 3. Average Weekday Traffic Volumes

	Average Weekday (vehicles/day)	PM Peak Hour (vehicles/hour)
Evergreen Point Road	2000	210
NE 24 th Street	3500	365
NE 12 th Street	2400	250
84 th Avenue NE	6000	630

Major trip generators in Medina include the Overlake Golf & Country Club, Medina Elementary School, Bellevue Christian 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 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 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.

Many parents transport their children to and from the Medina Elementary and Bellevue Christian Schools and use neighborhood streets for access. Residents of the neighborhood just south of Bellevue Christian School have expressed concern over the number of vehicles that are using neighborhood streets to access the school.

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.

There have been several “mega-homes” built in Medina over the last 25 years. These have increased traffic during construction and upon completion. There has been a tendency for these

homes to require increased personnel for the daily operations of the residences, and security requires numerous personnel to access the property. Parties, outdoor art displays, and other functions are regular occurrences. This creates temporary increases 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). Figure 7 shows the location of the transit stops. Route 271 runs north-south along 84th Avenue NE from SR 520 to NE 12th Street, and provides direct access to downtown Seattle, the University District, and downtown Bellevue.

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

As part of its Strategic Plan for Public Transportation 2011-2021, King County Metro developed service guidelines for the regional transit system. These guidelines are based on the density of jobs 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 in terms of "Service Families," which describe the desired frequency of service during peak, off-peak, and night times. Route 271, which serves Medina along 84th Avenue NE, and the SR 520 corridor both support 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.

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, 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 “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. Of these 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.

Nearby Air Facilities

Nearby Seattle-Tacoma International Airport provides 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.

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 includes five non-motorized transportation improvements, including 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.

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

Where sidewalks or trails are installed, they should be designed and landscaped in accordance with the Landscape Plan, and public input.

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

Financing

The Growth Management Act 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, the City collected \$1,213,962 in Real Estate Excise Tax and \$61,882 in Motor Fuel Tax to fund \$695,163 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.

GOALS

- T-G1 To maintain existing roadway surfaces.
- T-G2 To enhance 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 access to public transportation.
- 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.

POLICIES

- T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.
- T-P2 The City should prioritize pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, 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.
- T-P3 The City shall seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable.
- T-P4 Where sidewalks, trails or pathways are installed, they shall be designed and landscaped in accordance with the Landscape Plan, and public input in order to maintain the City's natural and informal character.
- T-P5 The City shall seek to maintain and enhance the Points Loop Trail within the City.
- T-P6 The City shall implement transportation improvements as needed to maintain adopted levels of service for local streets through the implementation of a Six-Year Transportation Improvement Plan. The Transportation Improvement Plan shall be periodically updated to reflect the current needs of the community.
- T-P7 The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/ expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.
- T-P8 The City shall 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 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,
 - Water and air quality improvements, and
 - Overall environmental protection.

- T-P9 The City shall continue to be involved in regional transportation discussions and coordination.
- 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 and, at a minimum, retaining the current number of transit stops.
- T-P11 The City shall seek to maintain and enhance access to the Park & Ride lot.
- T-P12 The City shall continue to work with state, regional, and local agencies and jurisdictions to address those transportation issues affecting air quality attainment.
- T-P13 The City shall promote public education efforts aimed at reducing transportation related activities that increase air pollution.
- T-P14 The City shall 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.
- T-P15 The City adopts the FHWA system of street classification.

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) 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. ~~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.~~ 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.

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EXISTING CONDITIONS

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Regional Transportation Facilities

The SR 520 corridor has recently been reconstructed to address increased traffic and transit demand. The updated corridor includes a number of design features intended to minimize the significant adverse impacts on the surrounding residential uses, public facilities (e.g., Fairweather Nature Preserve and the Bellevue Christian Elementary School), and the environment. The SR 520 also now provides improved traffic conditions between Seattle and the east side of the County, and provides pedestrian and bicycle regional connectivity that runs through Medina and along the SR 520 bridge. ~~These impacts include excessive noise, water and air~~

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~~pollution, and the unsightly appearance of the SR 520 corridor and the Park & Ride lot, which was unscreened. During periods of heavy rain, unfiltered drainage from the roadway produced an oil sheen on Fairweather Bay.~~

In hearings and meetings before the City Council and Planning Commission, the public has frequently asked that efforts be made to reduce the many impacts of the SR 520 corridor on the adjacent single-family residential neighborhoods and public facilities.

After extensive public process, the SR 520 corridor project included the following modifications:

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This category includes the following streets:

- Evergreen Point Road between Overlake Drive West and 78th Place NE,
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Major trip generators in Medina include the Overlake Golf & Country Club, Medina Elementary School, Bellevue Christian 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 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 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.

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

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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.

There have been several “mega-homes” built in Medina over the last ~~25~~³⁵ years. These have increased traffic during construction and upon completion. There has been a tendency for these

homes to require increased personnel for the daily operations of the residences, and security requires numerous personnel to access the property. Parties, outdoor art displays, and other functions are regular occurrences. This creates temporary increases in traffic flow on Medina’s neighborhood and arterial streets.

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Public Transit

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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 Park & Ride, located on the Evergreen Point lid above SR 520, includes parking for approximately 50 vehicles. Both the east-bound and west-bound stops are accessible from the Evergreen Point Road lid by pedestrian pathways.

As part of its Strategic Plan for Public Transportation 2011-2021/2021-2031, King County Metro developed-revised its service guidelines for the regional transit system. These guidelines are-based on the density of jobs and households, the relative percentages of low income or minority residents, and the number of employment and activity centers along a given transit corridor-prioritize the need for transit investments based on crowding, reliability, and growth (in that order). Transit levels of service are then defined in terms of “Service Families,” which describe the desired frequency of service during peak, off peak, and night times. Route 271, which serves Medina along 84th Avenue NE, and the SR 520 corridor both support 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.

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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.

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.

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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 “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.

Commented [KM6]: Will update

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. Of these 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.

Commented [KM7]: Is this still a statement we want to make, given Commissioner Shawn Schubring’s comments about unsafe circumstances for bicyclists in some areas?

Nearby Air Facilities

Nearby Seattle-Tacoma International Airport provides 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.

Commented [KM8]: Will update

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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 includes five non-motorized transportation improvements, including 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.

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

Where sidewalks or trails are installed, they should be designed and landscaped in accordance with the [City’s Landscape Plan](#), and public input.

Signage for the Points Loop Trail will 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 \$~~1,279,832~~1,213,962 in Real Estate Excise Tax and \$~~57,760~~61,882 in Motor Fuel Tax to fund \$~~1,270,113~~695,163¹ 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.

GOALS

T-G1 To maintain existing roadway surfaces.

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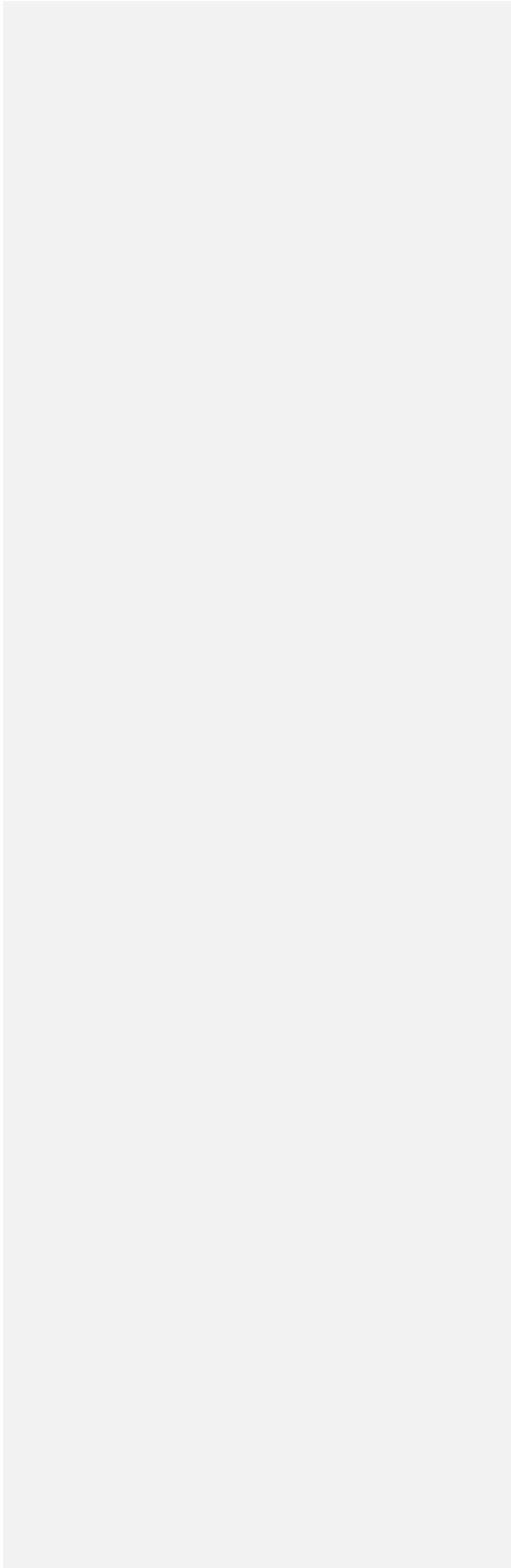
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¹ [Transportation system maintenance and improvement projects summed here include: street fund labor, operating supplies, professional services \(street\), storm drain maintenance, street irrigation utilities, replacement of plow truck, street overlays,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

- T-G2 To enhance [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.

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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.

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Commented [KM10]: Added to implement CPP T-8 and T-9 (see p. 103 of the gap analysis)

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.

POLICIES

T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces.

T-P2 The City should prioritize equitable pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.

Commented [KM11]: Added to implement CPP T-31 (see p. 102 of the gap analysis)

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.

Commented [KM12]: Added to implement CPP T-29 (see p. 48 of the gap analysis)

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, and public input in order to maintain the City's natural and informal character.

Commented [KM13]: What is the Landscape Plan? Is this a project-by-project product of a permit application, or does the City have a plan governing landscaping for public projects? If the latter, this should be an appendix to this element.

T-P5 The City shall-should seek to maintain and enhance 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 TIP shall-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.

Commented [KM14]: Added to implement CPP T-14 (see p. 105 of the gap analysis)

Commented [KM15]: Implements CPP T-22

Commented [KM16]: Added to implement CPP T-30 (see p. 64 of the gap analysis)

T-P7 The City shall-should encourage the development-maintenance of a bicycle/pedestrian path in conjunction with the to connect improvement/-expansion of SR 520 and the Evergreen Point Bridge, enhancing to connect to-and-enhance key non-motorized routes.

Commented [KM17]: Added to implement CPP T-15 (see p. 103 of the gap analysis)

- 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,
 - Water and air quality improvements, and
 - Overall environmental protection.

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.

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Commented [KM18]: Added to implement CPP T-3 (see p. 105 of the gap analysis)

Commented [KM19]: Added to implement CPP T-20 (see p. 99 of the gap analysis)

Commented [KM20]: Added to implement CPP T-18 (see p. 105 of the gap analysis)

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.

Commented [KM21]: Added to implement CPP EN-30 (see p. 49 of the gap analysis)

Commented [KM22]: Added to implement CPP T-13 (see p. 100 of the gap analysis)

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 prioritize 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.

Commented [KM23]: Added to implement CPP EN-16 (see p. 6 of the gap analysis)

Commented [KM24]: Added to implement CPP DP-23 (see p. 1 of the gap analysis)

Commented [KM25]: Added to implement CPP T-7 (see p. 103 of the gap analysis)

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.

Commented [KM26]: In connection with other policies supporting investment toward non-vehicle transportation options, this language has been added to fully implement CPP T-5 (see p. 105 of the gap analysis)

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. Particularly where they have contributed to racialized health or environmental disparities, 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.

Commented [KM27]: Added to implement CPP EN-5 and EN-28 (see p. 32 of the gap analysis)

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. The City adopts the FHWA system of street classification.

Commented [KM28]: Added to implement CPP T-10 (see p. 103 of the gap analysis)

T-P16 The City should prioritize funding transportation investments that enhance multimodal mobility and safety, equity, and climate change goals.

Commented [KM29]: Added to implement CPP T-12 (see p. 103 of the gap analysis)

- 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.

Commented [KM30]: Added to implement CPP T-6 (see p. 62 of the gap analysis)

Commented [KM31]: Added to implement CPP T-34 (see p. 49 of the gap analysis).

Commented [KM32]: Added to implement CPP T-32 and T-33 (see p. 49 of the gap analysis)



MEDINA, WASHINGTON

AGENDA BILL

Monday, April 8, 2024

Subject: Comprehensive Plan Update – Parks and Open Space Element

Category: City Council Discussion and Direction

Staff Contact: Jonathan Kesler, AICP, Planning Manager

Summary

Medina City Council, Planning Commission, Park Board, Staff and Consultants will work toward having a complete draft of the updated Comprehensive Plan available for public comment by the beginning of June 2024. *This process will follow the revised Comprehensive Plan Flowchart approved by City Council at their February 26, 2024, regular meeting, which includes Council's initial review of each Comprehensive Plan Element's Gap Analysis prepared by Medina's consulting planning firm (LDC, Corp.) and its direction for the Planning Commission to further review and collaborate on revisions to each Comprehensive Plan Element.*

Council's direction to allow staff, LDC, the Planning Commission, and the DSC to collaborate on **revising the Parks and Open Space Element** at future meetings will be requested at the April 8, 2024, Council meeting.

Focused consideration is requested by the Council on the following components of the revised **Parks and Open Space Element**:

1. Largely, the edits made (are those that will be made) update metrics as they become available from staff and from contract jurisdictions. **Are there themes or discussion topics not discussed in the Element now that should be?**
2. **Is there general comfort with the edits made to the goals and policies reflecting an address of the CPP/MPP gap analysis?**
3. **Are there items that should be here but currently are not?**

This Comp Plan process meets and supports Council's priorities 2, 3 and 5.

Council Priorities:

1. Financial Stability and Accountability
2. Quality Infrastructure
3. Efficient and Effective Government
4. Public Safety and Health
5. Neighborhood Character

Priorities met:

2. Preserving and fostering the development of 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.

3. Clear guidelines are key to the efficient and effective completion of the periodic update of the City of Medina Comprehensive Plan by the December 31, 2024, deadline. The Council-approved flowchart is designed to accomplish this.
5. Preserving the quiet, sylvan neighborhood character of Medina

Attachment(s)

1. City of Medina Natural Environment Element (existing 2015 document)
2. City of Medina Natural Environment Element (draft version update, with redlined revisions)

Budget/Fiscal Impact: None.

Recommendation: Discussion and direction.

City Manager Approval: *Aimee Kellerman* Signed on behalf of Stephen R. Burns

Proposed Council Motion: Move to allow staff to continue revising the Comprehensive Plan's Parks and Open Space Element with the Planning Commission and as needed, with the DSC, consistent with the Comprehensive Plan Update Flowchart.

Time Estimate: 30 minutes

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 (Indian Trail and NE 26th Street). The vision of Medina's early residents created both active and passive parks resulted 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 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 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.

EXISTING PARKS AND CONDITIONS

Recognized national park standards state that there should be 2.5 to 10 acres of neighborhood and community park space for every 1,000 residents. There are 26.7 acres of parks in Medina, which equals 9 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.

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 IMPROVEMENTS

Public Restrooms	Yes
Tennis Court	Yes
Playground Equipment	Yes
Walking Trails & Par Course	Yes
Benches	Yes
Parking Facilities	Yes
Sports Field	No
Pier/Dock	No
Swimming Area	No
Other Improvements	Art Sculptures; Community Notice Board

HISTORY

Medina Park was created in 1965 when City officials spearheaded the purchase of five 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, playground area with playground equipment, a par course for exercising, tennis 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 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, individual’s service, or were planted in memory of loved ones. 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 the southwest bank of the northerly pond next to a gravel pathway. An additional stone sculpture 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 IMPROVEMENTS:

Public Restrooms	Yes
Tennis Court	No
Playground Equipment	No
Walking Trails	No
Benches	Yes
Parking Facilities	Yes
Sports Field	No
Pier/Dock (Viewing)	Yes
Swimming Area	Yes
Other Improvements	Picnic Tables; Bar-B-Q; Sandy Beach; Sailing Lessons

HISTORY

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. 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: 10.4 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)	Yes
Pier/Dock	No
Swimming Area	No
Other Improvements	Practice Tennis Blackboard; Basketball Hoop

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).

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)	No
Pier/Dock	Yes
Swimming Area	No
Other Improvements	Picnic Tables; Sewer Lift Station

HISTORY

Viewpoint Park 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 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
Parking Facilities	No
Sports Field (practice)	No
Pier/Dock	Yes
Swimming Area	No
Other Improvements	Sewer Lift Station

HISTORY

Lake Lane is another Medina lesser known park that is little known and rarely used. 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-of-Way (Community Trail System)

LOCATION: Unopened 77th Avenue NE and NE 26th Street Public Right-of-Ways.

SIZE: 2.70 acres of street right-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.

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 connects the local communities of Yarrow Point, Hunts Point, Clyde Hill, and Medina. The trail is a five foot wide paved walking path that extends along the 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. Maintenance of the system 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

Upon completion of the SR 520 Evergreen lid (wide bridge overcrossing) in 2014, approximately two acres of landscaped passive park area will be provided for public use. The lid area will include a park & ride lot with 50 parking spaces, a transit access facility with elevator and walking steps down to the freeway bus stop area in the center 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 provided at the southwest corner of the Fairweather playfield to provide access from the freeway lid to the park.

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.

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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. The playground has a dirt 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 acres of park space for every 1,000 residents, which meets national standards. The need for additional park and open space will be a reflection of the community's desire to enhance existing open space and recreational opportunities rather than a rise in demand for park usage due to population increases.

PARKS AND OPEN SPACE GOALS AND POLICIES

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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 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.

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. 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 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 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. Power boats operating too close to the shore create a wake and are a safety concern.

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.

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.

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 (Indian Trail and NE 26th Street). The vision of Medina's early residents created both active and passive parks 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."

Commented [KM1]: This language has been added to accurately reflect the full quote from the RCW. Note that: this language is inapplicable in Medina as Medina has no UGA.

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."

Commented [KM2]: Edited to align with current adoption of RCW 36.70A020

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.

EXISTING PARKS AND CONDITIONS

Recognized national park standards state that there should be 2.5 to 10 acres of neighborhood and community park space for every 1,000 residents. There are ~~26.7~~ approximately 34 acres of parks or other open spaces in Medina, which equals 9.12 acres of park space per 1,000 residents. The ~~present~~ SR 520 freeway ~~construction~~ overcrossing ~~lid~~ of-on Evergreen Point Road has added another upon completion of the project will add another 0.62 two acres of park open space to the City's inventory in recent years. The following is an inventory of the City's parks.

Commented [KM3]: What national park standards? Does the parks board know where this is referenced from? I don't know of a set standard for this - if no one else does, we could consider deleting this, it's not a required component on the CP.

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.

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SIZE: 17.65 acres. The Medina Park includes two undeveloped parcels at its southern extent.

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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

Commented [KM4]: Adding this for context so it's recognized in the CP that there is potential opportunity for redevelopment/expansion of the park in the future.

PARK FACILITY IMPROVEMENTS

Public Restrooms	Yes
Tennis/ <u>Bocce Ball</u> Court	Yes
Playground Equipment	Yes
Walking Trails & <u>Park</u> Course	Yes
Benches	Yes
Parking Facilities	Yes
Sports Field	No
Pier/Dock	No
Swimming Area	No
Other Improvements	Art Sculptures; Community Notice Board

HISTORY

Medina Park was created in 1965 when City officials spearheaded the purchase of five 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, playground area with playground equipment, a park 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.

Commented [KM5]: This conflicts with the table above, which says there are no sports fields at the park. Recommend deleting, unless the Parks Committee has another update.

The park today is a social epicenter, a 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. 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 the southwest bank of the northerly pond next to a gravel pathway. An additional stone sculpture 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 IMPROVEMENTS:

Public Restrooms	Yes
Tennis Court	No
Playground Equipment	No
Walking Trails	No
Benches	Yes
Parking Facilities	Yes
Sports Field	No
Pier/Dock (Viewing)	Yes
Swimming Area	Yes
Other Improvements	Picnic Tables; Bar-B-Q; Sandy Beach; Sailing Lessons; Kayak/Paddle Board Launch

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HISTORY

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. 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: 10.14 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)	Yes
Pier/Dock	No
Swimming Area	No
Other Improvements	Practice Tennis Blackboard; Basketball Hoop

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).

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)	No
Pier/Dock	Yes
Swimming Area	No
Other Improvements	Picnic Tables; Sewer Lift Station

HISTORY

Viewpoint Park 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 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
Parking Facilities	No
Sports Field (practice)	No
Pier/Dock	Yes
Swimming Area	No
Other Improvements	Sewer Lift Station

HISTORY

Lake Lane is another Medina lesser known park that is little known and rarely used. 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 of Way (Community Trail System)

LOCATION: Unopened 77th Avenue NE and NE 26th Street Public Right of Ways.

SIZE: 2.70 acres of street right 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.

Commented [KM6]: Per Ryan - this is now officially a component of the Points Loop Trail (discussed below)

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 connects the local communities of Yarrow Point, Hunts Point, Clyde Hill, and Medina. The trail is a five foot wide paved walking path that extends along the 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. [the previous Indian Trail at NE 28th Street](#)). Maintenance of the system resides with each of the communities through which it passes. The major construction of the new SR 520 freeway [is impacting](#) [has improved](#) the Local Points Loop Trail and [portions of it will be](#)

~~replaced and realigned and now provides 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 behas been~~ 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 plannedhas also been developed.~~

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EVERGREEN POINT ROAD LID

~~Upon~~ Since completion of the SR 520 Evergreen lid (wide bridge overcrossing) in 2014, approximately two acres of landscaped passive park area ~~will behave been~~ provided for public use. The lid area ~~will includes~~ a park & ride lot with 50 parking spaces, 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, and 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 behave been~~ provided at the southwest corner of the Fairweather playfield to provide access from the freeway lid to the park.

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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 for every 1,000 residents ~~(not including the schools or the private golf course), which is expected to satisfy the recreational needs of the community, which meets national standards. The need for additional park and open space will be a reflection of the community's desire to enhance existing open space and recreational opportunities rather than a rise in demand for park usage due to population increases.~~

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Commented [KM7]: Unless the Parks Commission or other knows of a federal standard for park space/person, I recommend deleting as I'm unaware of such a standard existing.

Commented [KM8]: Deleting based on the PC's feedback in other elements of the CP that restrictive/absolute language should be removed to bring the CP into 2024.

PARKS AND OPEN SPACE GOALS AND POLICIES

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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.

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Commented [KM9]: Added to implement CPP DP-43 (see p. 30 of the gap analysis)

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.

Commented [KM10]: Added to implement CPP EN-22 (see p. 34 of the gap analysis)

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.

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Commented [KM11]: Need to update with present priorities - workshop with staff & with the Parks Committee.

PO-G3 To identify annual revenue and special funding sources through regional collaboration to maintain and improve parks and open spaces.

Commented [KM12]: Added to implement CPP EN-20 (see p. 47 of the gap analysis)

Commented [KM13]: Added to implement CPP FW-3 (see p. 5 of the gap analysis)

Commented [KM14]: Added to implement CPP FW-3 (see p. 5 of the gap analysis)

POLICIES

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Commented [KM15]: Added to implement CPP EN-22 (see p. 34 of the gap analysis)

PO-P3 The City ~~shall~~ 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.

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Commented [KM16]: Added to implement CPP EN-25 (see p. 30 of the gap analysis)

Commented [KM17]: Added to implement CPP EN-21 (see p. 33 of the gap analysis)

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

Commented [KM18]: Have these improvements already been made? Is this still relevant? Discuss and delete if not still relevant.

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.

Commented [KM19]: Added to implement CPP EN-32 (see p. 33 of the gap analysis)

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

Commented [KM20]: Added to implement CPP DP-43 (see p. 30 of the gap analysis)

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.

Commented [KM21]: Added to implement CPP EN-5 (see p. 30 of the gap analysis)

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:

Commented [KM22]: Added to implement CPP EN-20 (see p. 34 of the gap analysis)

- 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.

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EVALUATION OF FACILITIES AND RECOMMENDATIONS

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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~~ at each tennis court 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.

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The primary use of this park is beach access and swimming. Milfoil and debris that is washed up on the beach area is undesirable. Power boats operating too close to the shore create a wake and are a safety concern.

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.

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.

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