



MEDINA CITY COUNCIL

Monday, February 24, 2025

5:00 PM – STUDY SESSION
7:00 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 STUDY SESSION AND REGULAR MEETING

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

Monday, February 24, 2025

**5:00 PM Study Session
7:00 PM Regular Meeting**

AGENDA

MAYOR | Jessica Rossman

DEPUTY MAYOR | Randy Reeves

COUNCIL MEMBERS | Joseph Brazen, Harini Gokul, Mac Johnston, Michael Luis, Heija Nunn

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. Medina City Council welcomes and encourages in-person public comments. To participate in person, please fill out a comment card upon arrival at City Hall and turn it in to the City Clerk. To participate online, please register your 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 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 to Council@medina-wa.gov at any time.

Join Zoom Meeting

<https://medina-wa.zoom.us/j/81961696176?pwd=WjRuK3ErVy9jdmittelAvek1VeHkzUT09>

Meeting ID: 819 6169 6176

Passcode: 689036

One tap mobile

+1 253 205 0468, 81961696176# US

1. **STUDY SESSION**

[1.1](#) Proposed Unit Lot Subdivision/Zero Lot Line Ordinance

Recommendation: Discussion and direction.

Staff Contacts: Jennifer Robertson, City Attorney, Jonathan Kesler, AICP, Planning Manager

Time Estimate: 60 minutes

[1.2](#) Middle Housing Review

Recommendation: Discussion and direction.

Staff Contact: Jonathan Kesler, AICP, Planning Manager and Kirsten Peterson, Senior Project Manager, SCJ Alliance

Time Estimate: 45 minutes

The Regular Meeting will begin at 7:00 PM

2. **REGULAR MEETING - CALL TO ORDER / ROLL CALL**

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

3. **APPROVAL OF MEETING AGENDA**

4. **PRESENTATIONS**

None.

5. **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.

6. **CITY MANAGER'S REPORT**

None.

7. **CONSENT AGENDA**

None.

8. **LEGISLATIVE HEARING**

None.

9. **PUBLIC HEARING**

None.

10. CITY BUSINESS

10.1 Middle Housing Update

Recommendation: Discussion only; no action needed.

Staff Contact(s): Jonathan G. Kesler, AICP – Planning Manager and Kirsten Peterson, Senior Project Manager, SCJ Alliance

Time Estimate: 30 minutes

10.2 City Manager Recruitment Update

Recommendation: Discussion and direction.

Staff Contact: Ryan Wagner, Finance/HR Director and Jennifer S. Robertson, City Attorney

Time Estimate: 20 minutes

11. REQUESTS FOR FUTURE AGENDA ITEMS AND COUNCIL ROUND TABLE

a) Requests for future agenda items.

b) Council round table.

12. PUBLIC COMMENT

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

13. EXECUTIVE SESSION

Time Estimate: 20 minutes

RCW 42.30.140(4)(a)

Collective bargaining sessions with employee organizations, including contract negotiations, grievance meetings, and discussions relating to the interpretation or application of a labor agreement; or (b) that portion of a meeting during which the governing body is planning or adopting the strategy or position to be taken by the governing body during the course of any collective bargaining, professional negotiations, or grievance or mediation proceedings, or reviewing the proposals made in the negotiations or proceedings while in progress.

Time Estimate: 15 minutes

RCW 42.30.110(1)(b)

To consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price.

Council may take action following the Executive Session.

14. ADJOURNMENT

Next regular City Council Meeting: March 10, 2025, 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, March 10, 2025 - City Council Meeting (5:00PM)

Monday, March 24, 2025 - City Council Meeting (5:00PM)

Monday, April 14, 2025 - City Council Meeting (5:00PM)

Monday, April 28, 2025 - City Council Meeting (5:00PM)

Monday, May 12, 2025 - City Council Meeting (5:00PM)

Monday, May 26, 2025 - Memorial Day - City Hall Closed

Tuesday, May 27, 2025 - City Council Meeting (5:00PM)

Monday, June 9, 2025 - City Council Meeting (5:00PM)

Thursday, June 19, 2025 - Juneteenth - City Hall Closed

Monday, June 23, 2025 - City Council Meeting (5:00PM)

Friday, July 4, 2025 - Independence Day - City Hall Closed

Monday, July 14, 2025 - City Council Meeting (5:00PM)

Monday, July 28, 2025 - City Council Meeting (5:00PM)

Monday, August 11, 2025 - City Council Meeting - Dark No Meeting

Monday, August 25, 2025 - City Council Meeting - Dark No Meeting

Monday, September 1, 2025 - Labor Day - City Hall Closed

Monday, September 8, 2025 - City Council Meeting (5:00PM)

Monday, September 22, 2025 - City Council Meeting (5:00PM)

Monday, October 13, 2025 - City Council Meeting (5:00PM)

Monday, October 27, 2025 - City Council Meeting (5:00PM)

Monday, November 10, 2025 - City Council Meeting (5:00PM)

Tuesday, November 11, 2025 - Veterans Day - City Hall Closed

Monday, November 24, 2025 - City Council Meeting (5:00PM)

Thursday, November 27, 2025 - Thanksgiving Holiday - City Hall Closed

Friday, November 28, 2025 - Day After Thanksgiving Holiday - City Hall Closed

Monday, December 8, 2025 - City Council Meeting (5:00PM)

Monday, December 22, 2025 - City Council Meeting (5:00PM)

Thursday, December 25, 2025 - Christmas Day - City Hall Closed

CERTIFICATION OF POSTING AGENDA

The agenda for Monday, February 24, 2025, Regular Meeting of the Medina City Council was posted and available for review on Thursday, February 20, 2025, 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.



MEDINA, WASHINGTON

AGENDA BILL

February 24, 2025

Subject: Proposed Unit Lot Subdivision/Zero Lot Line Ordinance

Category: Council Study Session

Staff Contact: Jennifer Robertson, City Attorney, Jonathan Kesler, Planning Manager

Summary:

1. State Mandated Compliance for Updating Subdivision Requirements.

As part of adopting the middle housing requirements, the State legislature included a requirement in [ESSHB 1110](#) requiring cities to allow “zero lot line” short subdivisions. [RCW 36.70A.635\(5\)](#), provides in pertinent part:” . A city must also allow zero lot line short subdivision where the number of lots created is equal to the unit density required in subsection (1) of this section.”

This means that the City of Medina must allow zero lot line subdivisions that result in two lots for existing lots where residential uses are allowed. In addition, by adoption of different legislation in 2023 ([ESSSB 5258](#)), the Legislature amended the State Subdivision Act ([Ch. 58.17 RCW](#)) to requires the following:

(3) All cities, towns, and counties shall include in their short plat regulations procedures for unit lot subdivisions allowing division of a parent lot into separately owned unit lots. Portions of the parent lot not subdivided for individual unit lots shall be owned in common by the owners of the individual unit lots, or by a homeowners' association comprised of the owners of the individual unit lots.

[RCW 58.17.060\(3\)](#). So, while the middle housing legislation only requires the City to allow the zero lot line short subdivisions up to the two lots per residential lot, ESSSB 5258 requires the general allowance of unit lot short subdivisions, not just zero lot line short subdivisions. The proposed draft code accomplishes compliance with both bills and provides a process for unit lot long subdivisions, which is not mandated.¹

¹ A short subdivision is one lot that is divided into 4 or fewer lots. A subdivision (also called a long subdivision) is one lot that becomes 5 or more lots.

2. Overview of Proposed Changes to Subdivision Code.

Below, this memo walks through the changes to the draft code. The draft code is attached at **Exhibit 1**. Changes to the code are shown by the use of either ~~strike-out~~ or underline text. If a section is brand new, that is also noted. Where sections of the subdivision code are not being changed, those sections are not included.

A. Definitions – Chapter 16.12 MMC.

The definition of “Lot” at MMC 16.12.130 is updated for consistency with the new unit lot subdivision provisions.

The definition of Parent Lot, Unit Lot and Lot Split are added to MMC 16.12.130 as those terms are used in the updated code. Lot split was added as that is a term that was used during in the middle housing legislation (RCW 36.70A.635(6); RCW 36.70A.681(2)) and there is a bill pending in the Legislature this session regarding “Lot Splits”.

In MMC 16.12.200, the definitions for “Subdivision” and “Short Subdivision” were updated to address unit lot subdivisions. New definitions for “Unit Lot Subdivision” and “Zero Lot Line Subdivision” were also added.

B. Subdivisions – Chapter 16.73.

MMC 16.73.020 “Applicability” was updated to include short unit lot subdivisions and unit lot subdivisions. (Note: a short unit lot subdivisions is 4 or fewer lots. A unit lot subdivision is 5 or more lots.)

MMC 16.73.060 “Survey Requirements” was updated to include short unit lot subdivisions and unit lot subdivisions.

MMC 16.73.080 “Review procedures and approvals” was updated to include short unit lot subdivisions and unit lot subdivisions.

MMC 16.73.090 “Approval criteria” was updated to include short unit lot subdivisions and unit lot subdivisions. In addition, a new subsection “C” was added to specifically address unit lot subdivisions and short unit lot subdivisions. These set forth how they apply and restrictions for use of the unit lot subdivision procedures. This subsection include several protections to ensure that only the maximum density set forth in the zoning code, including the new provisions under middle housing, are used and that re-division of a lot is not allowed. This subsection also clarifies that the maximum lot coverage for the original lot is still applicable across the new lots as are the existing setbacks which must be followed for the external lot area(s)/parent lot.

A new code section MMC 16.73.095 “Lot segregations – Zero-lot-line development” is proposed for when the unit lot subdivision is also a zero lot line subdivision.

MMC 16.73.100 “Submittal requirements” is amended to include short unit lot subdivisions and unit lot subdivisions. This also requires the applicant to show all lot lines, including internal lines, common use areas, setbacks, building footprints, etc.

MMC 16.73.100 “Approval criteria—Final short subdivision and subdivision” is amended to include short unit lot subdivisions and unit lot subdivisions.

MMC 16.73.120 “Submittal requirements—Final short subdivision and subdivision” is amended to include short unit lot subdivisions and unit lot subdivisions. A new subsection “G” was added to specifically address unit lot subdivisions.

MMC 16.73.140 “Recording with county auditor” is amended to include short unit lot subdivisions and unit lot subdivisions.

MMC 16.73.150 “Expiration of final approval” is amended to include short unit lot subdivisions and unit lot subdivisions.

3. Planning Commission Review.

On January 28, 2025, the Planning Commission reviewed the draft code. With only two minor word updates (which are reflected in the draft before the Council), the Planning Commission supported moving the draft code forward to public hearing.

4. Policy Choice – Allowable limits of new legislation.

The Planning Commission was specifically asked as to whether the City should adopt unit lot and zero lot line subdivisions beyond the mandates for short subdivisions and zero lot line subdivisions. The Planning Commission expressed support for the expanded amendment (as drafted) including subdivisions for more than 4 lots.

This issue is ultimately a policy call as to whether the City wants to allow unit lot subdivisions for 5 or more lots or zero lot line subdivisions of more than two lots. If the Council does *not* want to bring that code change forward, the draft code updates will need to be amended to only apply to short subdivisions and the middle housing zero lot line subdivisions. Therefore, direction is requested on the following two questions:

- A. Does Council want to limit unit lot subdivision to four or few lots (unit lot short subdivisions)?
- B. Does Council want to limit zero lot line subdivisions to two lots (to match the 2 dwelling units per lot density required by Middle Housing)?

One reason to allow the legislation to apply to larger subdivisions is to set the table for future work that may allow a larger cottage home development or low-rise multifamily housing that would be for ownership purposes.

“Unit Lot/Zero Lot Line Subdivision Update” 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 and Community Building

Attachments:

1. Draft Code Update for Medina Subdivisions.

Budget/Fiscal Impact: N/A

Recommendation: Discussion and direction.

City Manager Approval:



Proposed Council Motion: N/A

Time Estimate: 60 minutes

Exhibit 1**Draft Code Update for Medina Subdivisions*****Reviewed by Planning Commission 1-28-2025******For Council Workshop 2-24-2025*****UPDATES TO DEFINITION CHAPTER 16.12 MMC**

Add the following new or amended definitions to **MMC 16.12.130. "L" definitions:**

Lot means (1) a fractional part of subdivided lands having fixed boundaries being of sufficient area and dimension to meet the minimum and maximum underlying zoning district requirements for width, area and street frontage, except for unit lots approved in accordance with MMC 16.73.090.C or 16.73.095; (2) land having fixed boundaries used as a "building site." The term includes parcels and tracts.

Lot, parent means a lot which is subdivided into unit lots through the unit lot subdivision process.

Lot, unit means a lot created from a parent lot and approved through the unit lot subdivision process.

Lot split means a legal lot which is divided into two new lots, at least one of which is smaller than the required minimum lot size. Lots which are split by a "lot split" may not be split nor subdivided a second time.

Add the following new or amended definitions to **MMC 16.12.200. "S" definitions:**

Subdivision means the division or redivision of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership. Subdivision includes unit lot subdivisions that divides or redivides land into five or more lots, tracts, parcels or sites for the purpose of sale, lease, or transfer of ownership. In determining the number of lots, tracts, parcels or sites, the count shall include all lots, tracts, parcels or sites, including any that may be considered a parent lot under the unit lot subdivision sections of this Title.

Subdivision, short means the division or redivision of land into four or fewer lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership. Short subdivision includes unit lot subdivisions that divides or redivides land into four or fewer lots, tracts, parcels or sites for the purpose of sale, lease, or transfer of ownership. In determining the number of lots, tracts, parcels or sites, the count shall include all lots, tracts, parcels or sites, including any that may be considered a parent lot under the unit lot subdivision sections of this Title.

Subdivision, unit lot means a type of subdivision that allows a parent lot to be divided into two or more unit lots within a development that also includes common areas and that is approved through the unit lot subdivision process. A unit lot subdivision may be a type of short subdivision, or a type of long subdivision, depending on the number of lots created.

Subdivision, zero lot line means a type of unit lot subdivision whereby there is reduced building setbacks from the new lot line. The standards set forth in MMC 16.73.095 apply to zero lot line subdivisions.

Exhibit 1**UPDATES TO SUBDIVISION CHAPTER 16.73 MMC****16.73.020. Applicability.**

- A. This chapter shall apply to all divisions of land including short subdivisions, short unit lot subdivisions, subdivisions, unit lot subdivisions, and lot line adjustments hereafter established within the incorporated areas of the City of Medina.
- B. This chapter is applied in conjunction with Chapter 2.72 MMC, Hearing Examiner; Chapter 14.04 MMC, SEPA Model Ordinance; Chapters 16.00 through 16.37 MMC, zoning; Chapters 16.60 through 16.67 MMC, Medina shoreline master program; Chapter 16.50 MMC, Critical Areas; Chapter 16.80 MMC, Project Permit Review Procedures, and other applicable codes referencing this chapter.

16.73.060. Survey requirements.

- A. A Washington State licensed land surveyor registered pursuant to Chapter 18.43 RCW shall prepare, stamp, and seal all proposed lot subdivisions.
- B. A survey is required for all final approvals of lot line adjustments, short subdivisions, short unit lot subdivisions, unit lot subdivisions, and subdivisions and shall meet the survey standards of Chapter 58.09 RCW and Chapter 332-130 WAC.
- C. The surveyor shall certify on the final document to be recorded that it is a true and correct representation of the lands actually surveyed.
- D. Whenever a survey reveals a discrepancy, the discrepancy shall be noted on the face of the subdivision. "Discrepancy" means: (1) a boundary hiatus; (2) an overlapping boundary; or (3) a physical appurtenance, which indicates encroachment, lines of possession, or conflict of title.

16.73.080. Review procedures and approvals.

Each lot line adjustment and division of land is processed as a different action type as described in MMC 16.80.050 and summarized as follows:

- A. Approval of a lot line adjustment application is a two step process, which includes final approval by the director and recording with the King County auditor.
- B. Approval of a division of land is a four step process including preliminary approval, installation or bonding of required improvements, final approval, and recording with the King County auditor. The process summarizes as follows:
 - 1. *Short subdivision.*
 - a. A preliminary short subdivision or preliminary short unit lot subdivision is processed as a Type 2 decision pursuant to Chapter 16.80 MMC.

Exhibit 1

- b. Installation of infrastructure improvements as determined by the city, or providing a form of security as determined by the city to ensure such improvements are installed.
 - c. A final short subdivision or final short unit lot subdivision is processed as a Type 1 decision pursuant to Chapter 16.80 MMC.
 - d. The final short subdivision or final short unit lot subdivision shall be submitted to the director within five years of the date that the preliminary approval became final or the short subdivision shall become null and void.
 - e. The director's signature is required on the final short plat.
2. *Subdivision.*
- a. A preliminary subdivision or preliminary unit lot subdivision is processed as a Type 3 decision pursuant to Chapter 16.80 MMC.
 - b. Installation of infrastructure improvements as determined by the city, or providing a form of security as determined by the city to ensure such improvements are installed.
 - c. A final subdivision or final unit lot subdivision is processed as a Type 2 decision pursuant to Chapter 16.80 MMC.
 - d. The final subdivision or final unit lot subdivision shall be submitted to the director within five years of the date that the preliminary approval became final or the subdivision shall become null and void.
 - e. The following signatures on the final plat are required before the director can submit the final plat to the city council for their action:
 - i. *Director:* Whose signature approves compliance with all terms of the preliminary plat approval of the proposed plat subdivision or dedication.
 - ii. *City engineer:* Whose signature approves the layout of streets, alleys and other rights-of-way, design of bridges, sewage and water systems and other structures.
 - iii. *City of Bellevue utilities:* Whose signature approves the adequacy of the proposed means of sewage disposal and water supply.
 - iv. *King County treasurer:* Whose signature confirms a statement that all taxes and delinquent assessments for which the property may be liable as of the date of certification have been duly paid, satisfied or discharged.
 - v. *Property owner:* Whose signature confirms a statement that the subdivision has been made with the free consent and in accordance with the desires of the owner.
 - f. The city council may authorize the mayor to sign an approved final plat.

Exhibit 1

16.73.090. Approval criteria—Lot line adjustment, short subdivision, and short unit lot subdivision, subdivision, and unit lot subdivision.

The following criteria shall be used to review and approve lot line adjustments, preliminary short subdivisions and subdivisions:

A. Lot line adjustments.

1. Does not create any additional lot, tract, parcel, or division of land;
2. Does not create a lot, tract, parcel, site, or division of land which contains insufficient area or dimension to meet the minimum requirements for area and dimensions as set forth in the Medina Municipal Code;
3. Does not create or diminish any easement or deprive any parcel of access or utilities; and
4. Does not create or increase the nonconformity of structures, lots, or other factors with respect to development standards.

B. Preliminary short subdivisions and preliminary subdivisions.

1. The proposal is in conformance with the comprehensive plan, shoreline master program, and any other city-adopted plans;
2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in city code or ordinance;
3. Provisions have been made for roads, utilities, street lighting, street trees and other improvements that are consistent with the zoning code, Chapter 16.90 MMC, and engineering standards;
4. Provisions have been made for dedications, easements and reservations;
5. The proposal complies with the relevant requirements of the zoning code and all other relevant local regulations;
6. Appropriate provisions are made for:
 - a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and
 - b. The public use and interest will be served by the platting of such subdivision and dedication.

C. Unit lot subdivision; short unit lot subdivision.

1. Applicability.

- a. The provisions of this subsection apply exclusively to the unit lot subdivision or short unit lot subdivision of land proposed to be developed

Exhibit 1

with attached or detached dwellings in all zoning residential districts in which residential dwellings are permitted.

b. This subsection may only be utilized for the division of lots which either meet the minimum lot size for the underlying zone or are legal non-conforming lots that existed prior to June 30, 2025.

c. Unless expressly modified by this section, all provisions applicable to subdivisions, including subsection B above, are also applicable to unit lot subdivisions.

2. General Requirements.

a. Unit lots shall be subject to all applicable requirements of the City's zoning code, except as otherwise modified by this section.

b. Subdivision of middle housing units on a single lot. A unit lot subdivision proposed for a residential lot shall be limited such that the maximum number of lots shall be no greater than the maximum number of dwelling units on a lot as set forth in MMC 16.21.060. In addition, each unit lot shall be entirely outside of a critical area and shoreline buffers, and building setbacks shall be required from any critical area buffer consistent with Subtitles 16.5 and 16.6 of the Medina Municipal Code.

c. Development on individual unit lots within the unit lot subdivision need not conform to the minimum lot area, minimum density, or dimensional requirements; provided, however, that any structure located upon a unit lot shall comply with the maximum building height requirements and the density requirements for the underlying zone. The overall development of the parent lot must meet the development and design standards of the underlying zone. The maximum lot coverage for the underlying zone shall apply collectively to all properties within the unit lot subdivision. In addition, if the lot maximum is increased under MMC 16.73.090.C.2.b based on the development of one or more accessory dwelling units, then the usage of those lots shall be permanently restricted to accessory dwelling unit and may not be converted to a different type of dwelling unit.

d. Within the parent lot, required parking for the dwelling units may be provided on a different unit lot than the lot with the dwelling unit if the right to use that parking is formalized by an easement recorded with the King County Recorder's Office.

e. A unit lot subdivision shall make adequate provisions through easements for ingress, egress, emergency services, and utilities access to and from each unit lot created by reserving such common areas or other areas over, under, and across the parent lot as necessary to comply with all applicable development standards. Such easements shall be recorded with the King County Recorder's Office.

Exhibit 1

f. Access easements, joint use agreements, and maintenance agreements identifying the rights and responsibilities of property owners and any homeowners association shall be executed for use and maintenance of common garage, parking, and vehicle access areas, landscaping, underground utilities, common open space, exterior building facades and roofs, any portions of the parent lot not subdivided for individual unit lots, and other similar features, and shall be recorded with the King County Recorder's Office.

g. If the development includes zero lot line residential development, the performance standards contained in MMC 16.73.095 will apply.

3. Notes on Plat. Notes shall be placed on the plat recorded with the King County Recorder's Office to state the following:

a. The title of the plat shall include the phrase "Unit Lot Subdivision."

b. The individual unit lots are not separate buildable lots. Additional development of the individual unit lots may be limited as a result of the application of development standards to the parent lot.

c. Approval of the design and layout of the development was granted by the review of the development, as a whole, on the parent lot.

d. Additional development of the individual unit lots, including but not limited to reconstruction, remodel, maintenance, addition, or changes in use shall comply with conditions of approval of the unit lot subdivision and may be limited as a result of the application of development standards to the parent lot or other applicable regulations.

e. Subsequent platting actions, additions, or modifications to any buildings may not create a nonconformity of the parent lot.

e. Additional divisions of land which create a new lot shall not be permitted in this Unit Lot Subdivision.

****New Code Section**:**

16.73.095 Lot segregations – Zero-lot-line development.

In any zone where zero-lot-line development is permitted, interior setbacks may be modified during subdivision, short subdivision review, unit lot subdivision, or unit lot short subdivision review as follows:

A. If a building is proposed to be located within a normally required interior setback:

Exhibit 1

1. An easement shall be provided on the abutting lot of the subdivision that is wide enough to ensure a 10-foot separation between the walls of structures on adjoining lots, except as provided for common wall construction;

2. The easement area shall be free of permanent structures and other obstructions that would prevent normal repair and maintenance of the structure's exterior;

3. Buildings utilizing reduced setbacks shall not have doors that open directly onto the private yard areas of abutting property. Windows in such buildings shall not be oriented toward such private yard areas unless they consist of materials such as glass block, textured glass, or other opaque materials, and shall not be capable of being opened, except for clerestory-style windows or skylights; and

4. The final plat or short plat shall show the approximate location of buildings proposed to be placed in a standard setback area.

B. In the residential zones, setbacks on existing individual lots may be modified; provided, that the standards set forth in subsection (A)(1) of this section are met.

16.73.100. Submittal requirements.

An applicant seeking approval of a lot line adjustment, preliminary short subdivision, preliminary short unit lot subdivision, preliminary unit lot subdivision, or preliminary subdivision must submit a complete application requesting approval. It is the responsibility of the applicant to provide all of the necessary information before the application is processed. In conjunction with the appropriate fee, a complete application under this chapter shall include, but is not limited to, the following:

- A. Application shall be made on the appropriate forms prescribed by the city and shall be signed and dated by the property owner or authorized agent. When an authorized agent is involved, they shall provide proof they represent the legal interests of the property owner.
- B. The application shall contain each of the following:
 1. The name, address and telephone number of the applicant and person to be contacted;
 2. The King County assessor's tax identification number;
 3. The name, address and telephone number of the owner of the property;
 4. Address or location of the property to be subdivided;
 5. Legal description of the property (from the title report verbatim);
 6. The existing zone classification of the property;

Exhibit 1

7. The existing shoreline environmental designation if any land is within 200 feet of the ordinary high water mark as defined by RCW 90.58.030(2)(b);
 8. Approximate project site lot area in acres;
 9. The range of lot sizes in square feet.
- C. Plan drawings.
1. All drawings shall be to scale on an 18-inch by 24-inch sheet of paper (multiple sheets may be used in order to provide clarity).
 2. Lot line adjustment. In addition to the illustrations prescribed in subsection (C)(3) of this section, plan drawings for lot line adjustments shall include the following:
 - a. The final lot boundaries shall be shown with a heavier line weight to clearly distinguish them from existing boundaries;
 - b. A full and correct legal description of the revised lots; and
 - c. Comply with the survey requirements set forth in MMC 16.73.060.
 3. Preliminary short plat/plat. Drawings shall include the following illustrations:
 - a. Location of the site by section, township, range;
 - b. North arrow and the boundary of the lands being divided or having the boundaries adjusted;
 - c. Scale at not less than one inch equals 100 feet (larger scales such as 1:50, 1:20, and 1:30 are preferred);
 - d. Vicinity map showing the site clearly marked (smaller scale than 1:100 is acceptable);
 - e. The proposed layout and dimensions of lots and tracts;
 - f. The name of any adjacent subdivisions;
 - g. The approximate location, names and width of all existing and proposed streets, roads, private lanes and access easements within the boundaries of the lands being affected;
 - h. The location of existing and proposed improvements such as storm water facilities, sidewalks, utilities, power poles, etc., within the boundaries of the lands being affected and adjacent lots;
 - i. All existing and/or proposed easements or divisions proposed to be dedicated for any public purpose or for the common use of the property owners of the lands being subdivided;
 - j. A full and correct description of the lands being divided or having the lot lines adjusted;
 - k. Approximate location of existing structures and other improvements located on the site and whether such structures are proposed to remain on the property;

Exhibit 1

- l. Shorelines, streams, wetlands, wildlife habitat conservation areas, and geologically hazardous areas as defined in Chapter 16.50 MMC, Critical Areas, and the shoreline master program;
 - m. Topographical information showing existing contour lines at intervals of two feet elevation; and
 - n. For unit lot subdivisions or short unit lot subdivisions, show the boundaries of the parent lots and unit lots, areas of common use, show all setback lines, and show the general building footprints for the proposed unit lots.
- D. Reduced plan drawing consisting of an 11-inch by 17-inch reproducible copy of the site plan containing the information prescribed in subsection (B) of this section, except this provision shall not apply to a lot line adjustment.
 - E. Title report issued within 30 days of application, showing all persons having an ownership interest, a legal description describing exterior boundary of application site and listing all encumbrances affecting the site.
 - F. Public notice packet as required by the corresponding application.
 - G. Environmental (SEPA) checklist for a subdivision application.
 - H. Water and sewer availability from city of Bellevue utilities (not applicable to a lot line adjustment).
 - I. Perimeter lot closures for all lots, tracts, and the exterior boundary.
 - J. Any related information and/or studies (including but not limited to storm drainage report and critical areas report) required by other provisions of the Medina Municipal Code, identified in the preapplication meeting, or deemed necessary by the director.

16.73.110. Approval criteria—Final short subdivision and subdivision.

The following criteria shall be used to review and approve a final short subdivision, final short unit lot subdivision, ~~and~~ final subdivision, and final unit lot subdivision:

- A. Conforms to all terms of the preliminary approval;
- B. Meets all zoning and engineering requirements;
- C. Meets all requirements of this chapter;
- D. Meets all applicable local and state laws that were in effect at the time of vesting; and
- E. Improvements have been constructed, or a bond or other security has been secured at 130 percent of the estimated construction value accepted by the city.

16.73.120. Submittal requirements—Final short subdivision and subdivision.

An applicant seeking final approval of a short subdivision, short unit lot subdivision, ~~or~~ subdivision, or unit lot subdivision must submit a complete application requesting approval. It is the responsibility of the applicant to provide all of the necessary information before the application is processed. In conjunction with the appropriate fee, a complete application for a final subdivision approval shall contain, but is not limited to, the following:

Exhibit 1

- A. Application shall be made on the appropriate forms prescribed by the city and shall be signed and dated by the property owner or authorized agent.
- B. Final plan drawings.
1. All drawings shall be to scale on an 18-inch by 24-inch sheet of paper (multiple sheets may be used);
 2. Contain the illustration and information set forth in MMC 16.73.100(C)(3), except the director may approve a scale up to one inch equals 200 feet in order to fit the layout of a plat on a single sheet;
 3. Meet the survey requirements set forth in MMC 16.73.060;
 4. Include addressing of individual lots assigned by the city;
 5. Certificate for the approval signatures detailed in MMC 16.73.080;
 6. Treasurer's certificate to ensure payment of taxes; and
 7. Other information requested during the preliminary short plat or plat approval.
- C. If the short subdivision, short unit lot subdivision, ~~or~~ subdivision, or unit lot subdivision includes a dedication, the following statements shall be included:
1. The dedication of all streets and other areas to the public, and individual or individuals, religious society or societies, or to any corporation, public or private, as shown on the plat;
 2. A waiver of all claims for damages against any governmental authority which may be occasioned to the adjacent land by the established construction, drainage and maintenance of said road;
 3. Said statements shall be signed and acknowledged before a notary public by all parties having any interest in the lands subdivided.
- D. Lot numbering. Lots shall be consecutively numbered; tracts shall be lettered alphabetically and in consecutive order.
- E. Plat certificates. Three copies of a plat certificate for the subject property shall accompany a final subdivision application.
- F. Perimeter lot closures for all lots, tracts, and the exterior boundary.
- G. For unit lot subdivisions or unit lot short subdivisions, the following notes shall be included on the face of the plat:
1. The title of the plat shall include the phrase "Unit Lot Subdivision."
 2. The individual unit lots are not separate buildable lots. Additional development of the individual unit lots may be limited as a result of the application of development standards to the parent lot.
 3. Approval of the design and layout of the development was granted by the review of the development, as a whole, on the parent lot.
 4. Additional development of the individual unit lots, including but not limited to reconstruction, remodel, maintenance, addition, or changes in use shall comply with conditions of approval of the unit lot subdivision and may be limited as a

Exhibit 1

result of the application of development standards to the parent lot or other applicable regulations.

5. Subsequent platting actions, additions, or modifications to any buildings may not create a nonconformity of the parent lot.
6. Additional divisions of land which create a new lot shall not be permitted in this Unit Lot Subdivision.

16.73.140. Recording with county auditor.

All lot line adjustments, final short subdivisions, final unit lot short subdivisions, final unit lot subdivisions, and final subdivisions shall be filed for record with the office of the King County auditor. The applicant shall furnish three copies of the recorded document to the city and one copy shall be filed with the King County assessor.

16.73.150. Expiration of final approval.

Approvals of lot line adjustments, final subdivisions, final unit lot subdivisions, final unit lot short subdivisions, and final short subdivisions shall automatically expire if the plans are not recorded within one year of the written approval date.



MEDINA, WASHINGTON

AGENDA BILL

Monday, February 24, 2025

Subject: Middle Housing Summary

Category: Discussion

Staff Contact(s): Jonathan G. Kesler, AICP, Planning Manager and Kirsten Peterson, Senior Project Manager, SCJ Alliance

Summary

During the City Council study session, the Council members will have an opportunity to review the middle housing work that has been completed to date and engage in dialogue with staff and the consultant team.

Middle Housing Background

The Washington State legislature has been working rigorously to enact new legislation aimed at increasing the housing stock in the state, and also to address issues related to affordability and accessibility.

In 2023, HB 1110 was passed and took effect in July of the same year. This bill updated the Growth Management Act (GMA) and mandated that certain cities include middle housing types within their regulations. See RCW 36.70A.635.

ESHB 2321, which took effect in June of 2024, was passed within additional provisions related to middle housing and clarified several provisions of HB 1110.

HB 1337 took effect in July 2023 establishing new provisions for Accessory Dwelling Units.

As described previously, one of the outcomes of these bills is that Medina has been classified as a **Tier 3 city** by the State of Washington. Medina received this classification because the city had a population of less than 25,000 in 2020. It is in a county with a population of at least 275,000, and it is within a contiguous urban growth area with the largest city in the county.

What this means for Medina is that six months after its periodic comprehensive plan update, the City of Medina must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations, and other official controls the requirements and definitions for middle housing identified in the various house bills. The deadline for Medina to complete this work is June 30, 2025.

Middle Housing Ordinance

The City of Medina contracted with SCJ Alliance in September of 2024, after which they met with the City Council for the first time on October 14, 2024. Subsequent meetings with City Council included presentations on the State requirements, and the status of the mandated updates to the Uniform Development Code.

During the January 27, 2025 meeting, City Council reviewed a draft ordinance that was sent to the Department in advance of a January 31, 2025 deliverable deadline. **This draft ordinance has been attached again as Exhibit 1.**

Development of the ordinance took place in various stages. In addition to meetings with City Council, the Planning Commission and Development Services Committee also reviewed the State requirements and materials produced by SCJ in order to provide recommendations on the code amendments. To aid in this process, SCJ developed a gap analysis matrix to identify the sections of Medina's needed to be updated, and an accompanying code amendment document with all revisions shown in **Track Changes**.

Community Engagement

A robust community engagement also took place, which included the development of information for the City of Medina website, and the hosting of two well-attended community forums in January. These forums have been discussed at previous meetings, but in yet another summary, the events occurred:

- Thursday, January 9, 2025, 6 - 8 pm
St. Thomas Episcopal Church.
- Wednesday, January 15, 2025, 6 – 8 pm
Medina City Hall

The first forum at the church was offered as an in-person event, with the number of attendees at estimated at 71. The second forum held at City Hall was held in-person but also offered an option for virtual attendance. The number of attendees in person was 25, with approximately 50 participants attending online (not including Council members or staff).

Attendees were invited by means of postcard mailers, flyers, city website notification, email, and word of mouth. Invitations included a QR code that took people to the City's middle housing webpage to learn more about the project.

Community members were invited to participate in a survey to learn more about middle housing in Medina, and to provide feedback. The survey closed on February 14th. At the conclusion of the survey, 199 responses were received online, with a completion rate of 72.4%, with 144 surveys fully completed and 55 partially completed. Four (4) paper surveys were completed and submitted to City staff.

The results of the survey have been provided as part of the packet for City Council's regular meeting of February 24, 2025. The feedback received from the community may be used by Council as they consider priorities and policy recommendations specific to the Medina.

State Guidance

To aid jurisdictions in achieving compliance with the new state mandates, the Department of Commerce has produced guidance materials to help interpret the new state laws. These materials were reviewed to aid in the development of the code amendments, along with unique materials and graphics prepared by SCJ Alliance that were specific to Medina.

Included within the materials drafted by Commerce was a DRAFT middle housing ordinance that jurisdictions could choose to adopt. Jurisdictions were given the opportunity to review the

ordinance and make local policy decisions about certain items within the model ordinance. However, if jurisdictions DO NOT adopt an ordinance by their specified deadline, then the model ordinance goes into effect as written by the State.

Medina's effort to be more deliberate about what to include in the ordinance was important, as the model ordinance goes above and beyond what is required by State legislation. In comparison, the state model ordinance is much more restrictive than Medina's current draft ordinance.

The City of Medina has exerted great effort into understanding which portions of the housing legislation were required for the City. The objective of SCJ Alliance has been to help Medina achieve compliance, while taking into account local policy choice where allowed.

Summary of Requirements and Options

Middle Housing

In relation to HB 1110 and 2321, Medina **must**:

- **Allow for the development of at least two units per lot**, with certain exceptions. See RCW [36.70A.635\(1\)\(c\)](#).
- Allow zero lot line short subdivision where the number of lots created is equal to the unit density required in RCW [36.70A.635\(1\)\(c\)](#).
- Apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences, unless otherwise required by state law. See RCW [36.70A.635\(6\)\(c\)](#).

Medina **cannot** (see RCW [36.70A.635\(6\)](#)):

- Require off-street parking as a condition of permitting development of middle housing within one-half mile walking distance of a major transit stop.
- Require more than one off-street parking space per unit on lots no greater than 6,000 square feet before any zero lot line subdivisions or lot splits.
- Require more than two off-street parking spaces per unit middle housing on lots greater than 6,000 square feet before any zero-lot line subdivision or lot splits.

Medina has the option to:

- Allow accessory dwelling units to achieve the unit density required, per RCW [36.70A.635\(5\)](#)
- Define middle housing types that are undefined under RCW [36.70A.030](#)
 - RCW 36.70A.030 includes definitions for courtyard apartments, cottage housing, townhouses, and stacked flats, **but** duplexes, triplexes, fourplexes, fiveplexes, and sixplexes are undefined.
- Define what falls under the required "unit density".
 - Cities choosing to count accessory dwelling units as part of "unit density" and adopting the term "unit density" in local code should consider a definition that references accessory dwelling units.
- Adopt a maximum unit density
 - Cities are not required to allow accessory dwelling units or middle housing types beyond the density requirements - RCW [36.70A.635\(5\)](#)
 - The middle housing definition, in conjunction with the maximum unit density a jurisdiction adopts, is important because RCW 36.70A.635 sets limits on

permitting, design review, and parking standards for all middle housing types citywide in all cities subject to the middle housing law.

ADU's/DADUs:

In relation to HB 1337. the City of Medina must:

- Permit DADUs in structures detached from the principal unit;
- Allow an ADU/DADU on any lot that meets the minimum lot size required for the principal unit;
- Allow DADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley; and
- Allow ADUs/DADUs to be converted from existing structures, including detached garages.
- Allow for the construction of two ADUs in the following configurations on all zoning districts that allow for single-family homes in urban growth areas;
 - One attached ADU and one DADU;
 - Two attached ADUs; or
 - Two DADUs, which may be comprised of either one or two detached structures.

What is included in Medina's Middle Housing Ordinance?

The following is a summary of the amendments to the draft ordinance that was submitted to the Department of Commerce (see Exhibit 1):

- New definitions and updates to definitions as required by State law.
- Modifications to land use designations and zoning district labels to remove the term single-family
- The use table was updated to include the mandate middle housing types, specifically:
 - Duplex
 - Cottage housing
 - Stacked flats
 - Courtyard apartments
- Maximum accessory dwelling units (ADUs/DADUs) on a lot was increased to **two** units per lot. This complies with the State requirements found in RCW 36.70A.635(5)
- Off-street parking requirements were amended to describe that only one parking space can be required for units less than 6,000 square feet, and no more than two can be required for units greater than 6,000 square feet.
- ADU regulations were updated to comply with HB 1337 requirements.

As described previously, the work session is an opportunity to review the draft ordinance, and have time for a question and answer period with city staff and the consultants.

This Middle Housing Land Use Code Update project continues to meet and support Council's priorities 1, 2 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 and Community Building

Attachment(s)

- Exhibit 1 – Draft Code Amendment provided to Commerce

Budget/Fiscal Impact: Proceeding with the Middle Housing Scope of Work is consistent with the City's obligations under the Commerce Middle Housing Grant. By meeting the required milestones, the City will be able to draw from the grant funds.

Recommendation: Discussion.

City Manager Approval:



Proposed Council Motion: N/A, study session discussion

Time Estimate: 45 minutes

City of Medina Middle Housing Code Amendment

Title 16 - UNIFIED DEVELOPMENT CODE

CHAPTER 16.0-16.3

Prepared by SCJ Alliance

Subtitle 16.00. INTRODUCTION TO THE UNIFIED DEVELOPMENT CODE

16.00.010. Title. *(no changes needed)*

16.00.020. Statement of purpose.

- A. The UDC is a comprehensive set of regulations that governs the physical development of all land and water within the City of Medina, except where state-owned properties are exempt under state law, for the purpose of orderly development within the community. The UDC consolidates the city's zoning, platting, environmental, construction and other development regulations into a one-book source with the goal of providing consistency between different regulations, and making the ability to find information related to development easier.
- B. The primary purpose of the regulations under this title is to:
1. Encourage and guide development consistent with the goals, policies and intent of the Medina comprehensive plan;
 2. Protect the community's ~~single-family~~ residential nature and the natural aesthetic quality of the community;
 3. Address both natural and manmade environmental considerations as part of the project permitting processes;
 4. Protect the public's health, safety and welfare as a whole and not create a duty of protecting any person or class of persons; and
 5. Provide appropriate procedures for enforcement of the regulations of this title.

(Ord. No. 997 , § 1, 4-26-2021; Code 1988 § 20.00.020; Ord. No. 900 § 4 (Att. A), 2013)

SUBTITLE 16.1. ADMINISTRATION OF UNIFIED DEVELOPMENT CODE

CHAPTER 16.10. ADMINISTRATION—GENERAL PROVISIONS

16.10.010. Compliance. *(no changes needed)*

16.10.020. Minimum requirements.

The regulations set forth in this title shall constitute the minimum requirements necessary to promote the public health, safety, morals, and general welfare.

(Code 1988 § 20.10.020; Ord. No. 900 § 4 (Att. A), 2013)

16.10.030. Conflicts. *(no changes needed)*

16.10.040. Administrative authority. *(no changes needed)*

16.10.050. Interpretations. *(no changes needed)*

16.10.060. Compliance with other laws. *(no changes needed)*

16.10.070. City liability. *(no changes needed)*

16.10.080. Responsibility for compliance. *(no changes needed)*

16.10.090. Severability. *(no changes needed)*

CHAPTER 16.12. DEFINITIONS

16.12.010. General provisions. *(no changes needed)*

16.12.020. "A" definitions.

Abandoned means the knowing relinquishment of right or claim to the subject property or structure on that property.

Abandoned sign means a sign which no longer identifies or advertises a bona fide business, lessor, service, owner, product, or activity, and/or for which no legal owner can be found.

Access means a way or means of approach to provide vehicular or pedestrian physical entrance to a property.

Accessory means a use, activity, structure or part of a structure which is subordinate and incidental to the main activity or structure on the subject property.

Accessory building means a detached building, the use of which is incidental or secondary to that of the main building. If an accessory building contains bathroom facilities, a sink, food storage, and food preparation facilities it shall be considered an accessory dwelling unit.

Accessory dwelling unit, or ADU, means a dwelling unit subordinate to a single-family dwelling unit which is:

1. Located within the single-family dwelling unit (often referred to as an attached accessory dwelling unit or AADU); or
2. Located within an accessory building on the lot with a principal single-family dwelling (often referred to as a detached accessory dwelling unit or DADU).

An accessory dwelling unit that exceeds the size limitations set forth in MMC 16.34.020, is defined as a cottage, if detached, or as a duplex unit if attached to another dwelling unit.

Adjoining means property that touches or is directly across a street or private lane from the subject property.

Administrative Design Review means a development permit process whereby an application is reviewed, approved, or denied by the ~~planning~~ director or the ~~planning~~ director's designee based solely on objective design and development standards without a public predecision hearing, unless such review is otherwise required by state or federal law, or the structure is a designated landmark or historic district established under a local preservation ordinance. A city may utilize public meetings, hearings, or voluntary review boards to consider, recommend, or approve requests for variances from locally established design review standards.¹

Adult family home means a residential home in which a person or persons provide personal care, special care, room, and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services; provided, however, any limitation on the number of residents resulting from this definition shall not be applied if it prohibits the city from making reasonable accommodations to disabled persons in order to afford such persons equal opportunity to use and enjoy a dwelling as required by the Fair Housing Amendments Act of 1988, 42 U.S.C. 3604(f)(3)(b).

¹ As of June 30, 2025, the City does not have a design review process. To confirm whether there is any design review standards or procedures, please contact the City development department.

Agriculture means the use of land for agricultural purposes including any one or more of farming, apiculture, horticulture, floriculture, and viticulture. "Agriculture" may not include using, keeping, raising or farming of any animal, and may not include farming marijuana regardless of whether farmed for medicinal, recreational or research purposes.

Alter or alteration means:

1. Any change, addition or modification in construction or occupancy.
2. When used with Chapter 16.50 MMC—any human-induced action which changes and/or impacts the existing conditions of a critical area or buffer. Alterations include, but are not limited to, grading, filling, dredging, draining, channelizing, cutting of trees, clearing (vegetation), paving, construction, compaction, excavation, dumping, demolition, or any other activity that changes the character of the critical area.

Anadromous fish means fish that spawn and rear in fresh water and mature in the marine environment.

Ancillary facilities means the equipment required for operation of wireless communications, including, but not limited to, repeaters, radios, cabling, power meters, ventilation, generators, and other related equipment.

Ancillary use means a use essential for the proper and/or effective function of another use.

ANSI means the American National Standards Institute.

Antenna means an electrical conductor or group of electrical conductors that transmit or receive radio waves or microwaves.

Antenna, directional (or panel) means an antenna that receives and transmits signals in a directional pattern typically encompassing an arc of 120 degrees.

Antenna, omni-directional (or whip) means an antenna that receives and transmits signals in a 360-degree pattern, and which is four inches or less in diameter and 15 feet or less in height.

Antenna, parabolic (or dish) means a bowl-shaped device that receives and transmits signals in a specific directional pattern.

Antenna, tubular panel means an antenna which is 18 inches or less in diameter and less than eight feet in height, and which is capable of receiving or transmitting signals in a 360-degree pattern. This includes a configuration of multiple panel antennas located within a single shroud that gives the appearance of a single antenna.

Applicant means a person who applies for any permit or approval to do anything governed by this Code and who is the owner of the subject property, the authorized agent of the owner, or the city.

Arbor, bower, trellis means light, open, garden-type structures composed of vertical and/or horizontal elements without a room which may or may not attach to a building which is designed, established and installed as a part of the landscape of the property.

Arborist, city means a person appointed by the city manager or designee with the criteria that the person is a member of the American Society of Consulting Arborists or similar professional organization and is an ISA certified arborist. The city arborist is responsible for evaluating trees according to the International Society of Arboriculture in evaluating hazardous trees in urban areas.

Auditor, county means the person defined in Chapter 36.22 RCW or the office of the person assigned such duties under the King County Charter.

Automobile mechanical repair means general repair, rebuilding, or recondition of engines, motor vehicles, or trailers including incidental repairs and replacement of parts and motor services. This does not include painting and body work.

Automobile service station means a place where petroleum products are kept for retail sales for automobiles and other motor vehicles and where repairs, washing, servicing, greasing, adjusting or equipping of automobiles or other motor vehicles may be performed; and where grease, anti-freeze, tires, spark-plugs and other automobile supplies may also be sold incidentally. For the purpose of this definition, the sale of associated sundry items and the sale of prepared foods for consumption off the premises may be allowed in conjunction therewith provided the gross floor area devoted to the sale of such sundry items and prepared foods does not exceed 160 square feet.

(Code 1988 § 20.12.020; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 948 § 2, 2017; Ord. No. 933 § 2, 2016; Ord. No. 924 § 4, 2015; Ord. No. 911 § 1, 2014; Ord. No. 909 § 5, 2014; Ord. No. 900 § 4 (Att. A), 2013; Ord. No. 996, § 2, 7-12-2021)

16.12.030. "B" definitions. *(no changes needed)*

16.12.040. "C" definitions.

Caliper, tree means synonym for trunk diameter used to measure the size of nursery trees. Caliper measurement of the trunk is taken six inches above the ground up to and including four-inch caliper size. If the caliper at six inches above the ground exceeds four inches, the caliper is measured at 12 inches above the ground.

Carport means a building or structure or part thereof which is not wholly enclosed and is used for the parking or storage of passenger vehicles.

Channel migration zone (CMZ) means the lateral extent of active stream channel movement over the past 100 years. Evidence of active movement over the 100-year time frame can be inferred from aerial photos or from specific channel and valley bottom characteristics. A time frame of 100 years was chosen because aerial photos, maps and field evidence can be used to evaluate movement in this time. A CMZ is not typically present if the valley width is generally less than two bank full widths, is confined by terraces, no current or historical aerial photographic evidence exists of significant channel movement, and there is no field evidence of secondary channels with recent scour from stream flow or progressive bank erosion at meander bends. Areas separated from the active channel by legally existing artificial channel constraints that limit bank erosion and channel avulsion without hydraulic connections shall not be considered within the CMZ.

City means City of Medina.

Clearing means cutting, grubbing or removing vegetation or other organic plant material by physical, mechanical, chemical or any other similar means. For the purpose of this definition of clearing, "cutting" means the severing of the main trunk or stem of woody vegetation at any point.

Closed-record appeal means an administrative appeal on the record on a project permit application following an open-record hearing with no or limited new evidence or information allowed to be submitted and only appeal argument allowed.

Clubhouse means a building used by a club, being an association of persons with a common interest meeting periodically for shared activity.

Co-location means the use of a single support structure and/or site by more than one telecommunication carrier of wireless communication.

Commercial means the use of land, building or structure relating to the buying and selling of goods and services.

Compatible means a building, structure, activity or use that blends with, conforms to, or is harmonious with the surrounding ecological, physical, visual or cultural environment.

Compensatory mitigation means replacing project-induced critical area losses or impacts, and includes, but is not limited to, the following:

1. *Restoration.* Actions performed to reestablish critical area functional characteristics and processes that have been lost by alterations, activities, or catastrophic events within an area that no longer meets the definition of a critical area.
2. *Creation.* Actions performed to intentionally establish a critical area at a site where it did not formerly exist.

3. *Enhancement.* Actions performed to improve the condition of existing degraded critical areas so that the functions they provide are of a higher quality.

Comprehensive plan means the adopted Medina comprehensive plan, listing the goals and policies regarding land use within the city.

Conditional use, special use means a use permitted in a particular zone only upon showing that such use in a specified location will comply with all the conditions and standards for the location or operation of such use as specified and authorized by law.

Condominium means real property, portions of which are designated for separate ownership and the remainder of which is designated for common ownership solely by the owners of those portions. Real property is not a condominium unless the undivided interests in the common elements are vested in the unit owners, and unless a declaration and a survey map and plans have been recorded pursuant to chapter 64.34 RCW.

Coniferous trees means those trees that are called evergreen, have needles or scales for leaves, and bear seeds in protective cones. This includes conifer trees that lose their needles in the fall.

Contour line means the interconnection of points having the same height above sea level.

Cost of construction (including maintenance and repairs) means the true value in the open market of all work required to accomplish the proposed construction, as defined by the International Building Code for the purpose of computing building permit fees. The true value shall include reasonable true market values for the materials and labor and include normal contractor profit and overhead and design fees, but exclude Washington State and local sales taxes and permit fees.

~~*Cottage* means a detached single family dwelling unit used as a secondary dwelling on a property.~~

Cottage housing means residential units on a lot with a common open space that either: (a) is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space.

Court means a space, open and unobstructed to the sky, located at or above grade level on a lot and bounded on three or more sides by walls or buildings.

Court of competent jurisdiction means the judicial body empowered to adjudicate the question under consideration.

Courtyard apartments means attached dwelling units arranged on two or three sides of a yard or court.

Critical areas means critical areas as defined in RCW 36.70A.030 and amendments thereto, and this title.

(Code 1988 § 20.12.040; Ord. No. 975 § 2, 2019; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 924 § 6, 2015; Ord. No. 909 § 6, 2014; Ord. No. 900 § 4 (Att. A), 2013)

16.12.050. "D" definitions.

Day means calendar days.

Deciduous trees means perennial trees that lose all of their leaves at one time of the year.

Deck means a structure attached to a wall of a building designated, established, and/or installed to provide for entrance or exit, outdoor living, cooking, and/or recreation, some sides of which are open and which may or may not have a permanent overhead covering. (See definitions for "porch" and "veranda.")

Dedication means the deliberate appropriation of land by an owner for any general and public uses, reserving to himself or herself no other rights than such as are compatible with the full exercise and enjoyment of the public uses to which the property has been devoted.

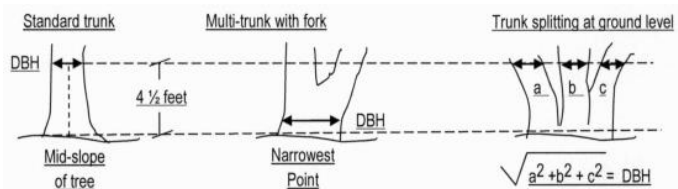
Development means a change in the use of any land, building, or structure for any purpose, and shall include the carrying out of any building, engineering construction or other operation in, on, over or under land, or the construction, addition or alteration of any building or structure.

Development permits means all permits and associated approvals administered by the city associated with development.

Development regulations means the controls placed on development or land use activities including but not limited to building codes, zoning, critical areas, shoreline master programs, official controls, and subdivisions, together with any amendments thereto.

Diameter breast height or *DBH* means the diameter measurement in inches of the outside bark of a tree trunk, measured at 4½ feet above the surrounding existing ground surface. The vertical measurement is taken at the mid-slope of the surrounding ground surface. The DBH for multi-trunk trees forking below the 4½-foot mark is determined by measuring the diameter of the tree trunk at the narrowest part of the main stem below the tree fork. The DBH for multi-trunk trees splitting at ground level is determined by taking the square root of the sum of all squared stem caliper. See Figures below.

Figures Measuring DBH



Diameter of replacement tree means the replacement tree diameter using caliper as the measurement. Multi-trunk trees shall be measured by taking one-half the caliper of up to the three largest trunks and summing them.

Director means the city manager or designee appointed by the city manager to administer this title or parts of this title.

Dispersion means a type of low impact development best management practice designed to release surface and stormwater runoff such that the flow spreads over a wide area and is located so as not to allow flow to concentrate anywhere upstream of a drainage channel with erodible underlying granular soils.

Division of land means any segregation of land that creates lots, tracts, parcels, or sites not otherwise exempted by this title that alters or affects the shape, size or legal description of any part of the owner's land.

Domesticated animal or pet has the meaning and status assigned in MMC 6.04.005.

Drainage facility means the system of collecting, conveying and storing surface and storm runoff. Drainage facilities shall include but not be limited to all surface and stormwater runoff conveyance and containment facilities including streams, pipelines, channels, ditches, infiltration facilities, retention/detention facilities, and other drainage structures and appurtenances.

Driveway means an area of the subject property designed to provide vehicular access to a parking area or structure contained on the subject property.

Driveway apron means that portion of a driveway connecting to a public roadway or to a private lane. The driveway apron provides a transition between the street, driveway, and sidewalk (if present).

Duplex means a residential building with two attached dwelling units.

Dwelling means a building used or intended for residential occupancy.

Dwelling unit means one or more rooms or structures providing complete, independent living facilities for one family, including permanent provisions for living, sleeping, cooking and sanitation.

(Code 1988 § 20.12.050; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 924 § 7, 2015; Ord. No. 923 § 1, 2015; Ord. No. 909 § 7, 2014; Ord. No. 900 § 4 (Att. A), 2013; Ord. No. 996 , § 3, 7-12-2021)

16.12.060. "E" definitions. *(no changes needed)*

16.12.070. "F" definitions. *(no changes needed)*

16.12.080. "G" definitions. *(no changes needed)*

16.12.090. "H" definitions. *(no changes needed)*

16.12.100. "I" definitions. *(no changes needed)*

16.12.110. "J" definitions. *(no changes needed)*

16.12.130. "L" definitions. *(no changes needed)*

16.12.140. "M" definitions.

Major transit stop means:

(A) a stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;

(B) commuter rail stops;

(C) stops on rail or fixed guideway systems;

~~(A)(D)~~ stops on bus rapid transit routes, including those stops that are under construction.²

Manufactured home means a single-family dwelling required to be built in accordance with regulations adopted under the National Manufactured Housing Construction and Safety Standards Act of 1974 (42 U.S.C. 5401 et seq.).

Marijuana use includes the following:

1. *Marijuana cooperative* means the same as described in RCW 69.51A.250 and amendments thereto;
2. *Marijuana processor* means a person or entity who processes marijuana into usable marijuana and marijuana-infused products, packages and labels usable marijuana and marijuana-infused products for sale in retail outlets, and sells usable marijuana and marijuana-infused products at wholesale to marijuana retailers;

² As of June 30, 2025, there is no "major transit stop" within Medina or within one-half mile of its borders. To confirm whether there is any "major transit stop" that may impact development in Medina, please contact the development department.

3. *Marijuana producer* means a person or entity who produces and sells marijuana at wholesale to marijuana processors and other marijuana producers;

4. *Marijuana retailer* means a person or entity who sells usable marijuana and marijuana-infused products in a retail outlet;

5. *Marijuana researcher* means a person or entity licensed to produce, process, and possess marijuana for limited research purposes pursuant to RCW 69.50.372.

The terms in RCW 69.50.101, and amendments thereto, shall be used to interpret further the meaning of marijuana use.

Mechanical equipment means any machine or system containing moving parts such as motors, valves, relay switches, compressors, fans or similar components, including but not limited to those used to circulate and/or condition air, water, refrigerant, effluent or products of combustion.

Medina tree fund means a fund established by the city for the financial mitigation for tree removal consistent with [Chapter 16.52 MMC](#). The fund is to be used to plant trees on public lands as deemed appropriate by the city manager or designee. In addition, the fund may be used to maintain public trees, develop a community tree management plan, and to pay costs related to the city arborist or other consultants to carry out the purposes of the Medina tree code ([Chapter 16.52 MMC](#)).

Middle Housing means buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Medina will comply with housing requirements applicable to Tier 3 cities.

Mitigation means avoiding, minimizing or compensating for adverse critical areas impacts. Mitigation, in the following order of preference, is:

1. Avoiding the impact altogether by not taking a certain action or parts of an action;
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps, such as project redesign, relocation, or timing, to avoid or reduce impacts;
3. Rectifying the impact to wetlands and habitat conservation areas by repairing, rehabilitating or restoring the affected environment to the conditions existing at the time of the initiation of the project;
4. Minimizing or eliminating the hazard by restoring or stabilizing the hazard area through engineered or other methods;
5. Reducing or eliminating the impact or hazard over time by preservation and maintenance operations during the life of the action;
6. Compensating for the impact to wetlands and habitat conservation areas by replacing, enhancing, or providing substitute resources or environments; and
7. Monitoring the hazard or other required mitigation and taking remedial action when necessary.

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

MMC means Medina Municipal Code as adopted pursuant to [Chapter 1.01 MMC](#).

Monopole means a single upright pole, engineered to be self-supporting that does not require lateral cross supports and is sunk into the ground and/or attached to a foundation.

(Code 1988 § 20.12.140; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 933 § 3, 2016; Ord. No. 924 § 15, 2015; Ord. No. 923 § 5, 2015; Ord. No. 911 § 2, 2014; Ord. No. 909 § 11, 2014; Ord. No. 900 § 4 (Att. A), 2013)

16.12.150. "N" definitions. *(no changes needed)*

16.12.160. "O" definitions. *(no changes needed)*

16.12.170. "P" definitions. *(no changes needed)*

16.12.180. "Q" definitions. *(no changes needed)*

16.12.190. "R" definitions. *(no changes needed)*

16.12.200. "S" definitions. *(no changes needed)*

School means a school operation with 13 or more attendees at any one time, not including immediate family members who reside in the school or employees.

School operation means any institution of learning, excluding those offering post-secondary education, offering instruction in the several branches of learning and study required by the Basic Education Code of the State of Washington to be taught in the public, private and parochial school.

Scrub-shrub wetland means a regulated wetland with at least 30 percent of its surface area covered by woody vegetation less than 20 feet in height as the uppermost strata as measured from existing grade.

Security barrier means an obstruction, such as fences, walls, vegetation and similar elements that restricts public access.

Seismic hazard areas means areas that are subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, soil liquefaction, lateral spreading, or surface faulting.

Sensitive areas. See "critical areas."

SEPA. See definition of "State Environmental Policy Act (SEPA)."

Service area means the vicinity around a wireless communication facility that effectively receives signals from and transmits signals to the facility.

Setback means the minimum distance from the property line to where a structure may be built. (See MMC 16.22.030.)

Setback area means the area of a lot or building site between the property line and the limits set by this Code within which no structure may intrude unless allowed otherwise by law.

Shorelands or shoreland areas means those lands extending landward for 200 feet in all directions as measured on a horizontal plane from the ordinary high water mark or floodways and contiguous floodplain areas landward 200 feet from such floodways; and all wetlands and river deltas associated with the streams, lakes and tidal waters which are subject to the provisions of the Washington State Shoreline Management Act of 1971 and the City of Medina shoreline master program, Chapters 16.60 through 16.67 MMC.

Shorelines means all of the water areas of the state as defined in RCW 90.58.030, including reservoirs and their associated shorelands, together with the lands underlying them except:

1. Shorelines of statewide significance;
2. Shorelines on segments of streams upstream of a point where the mean annual flow is 20 cubic feet per second or less and the wetlands associated with such upstream segments; and
3. Shorelines on lakes less than 20 acres in size and wetlands associated with such small lakes.

Shorelines of statewide significance means those areas defined in RCW 90.58.030 and limited in the City of Medina to Lake Washington.

Short term rental means a lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or portion thereof, is offered or provided to a guest by a short-term rental operator for a fee for fewer than thirty consecutive nights.

Sign means any medium visible to the public including its structure and component parts which is used or intended to be used out of doors to convey a message to the public or otherwise attract attention to its subject matter, for advertising or any other purposes.

Sign, A-board means a portable sign consisting of two sign faces hinged at the top and separated at the bottom to make it self-standing.

Sign area means the area of the face of the sign. When a dimensional sign contains information on two sides of the sign, only one side is counted in determining sign area, except A-board signs where the average area of the two faces shall be used to determine sign area.

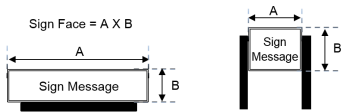
Sign, banner means a sign made of lightweight fabric or similar material that is temporarily mounted to a pole or building by one or more edge. National, state or municipal flags, or the official flag of any institution, shall not be considered banners.

Sign, commercial means a sign containing commercial content used for identifying a building, use, business or event, or to advertise the sale of goods, products, events or services. This includes real estate and event signs.

Sign face means the surface upon, against or through which the letters, numerals, figures, symbols, logos and graphic elements comprising the content or message of a sign is displayed or illustrated, not including the sign support structure, or architectural features of a building.

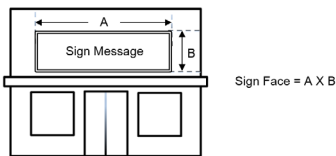
1. In the case of freestanding signs, the sign face shall include the entire area of the sign panel, cabinet or face substrate including borders upon which the sign message is displayed or illustrated. See Figure 1.

Figure 1



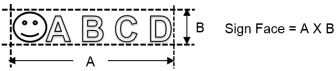
2. In the case of signs displayed on or mounted to buildings or fences, the sign face shall include the area of the entire panel, cabinet or face substrate upon which the sign message is displayed including framed, painted or illuminated borders that contrast the sign from the background of the building or fence. See Figure 2.

Figure 2



3. In the case of signs consisting of individual letters and/or individual graphic elements painted or affixed to a building or structure, the sign face shall comprise the sum of the geometric figures or combination of regular geometric figures drawn using connected straight lines closest to the edge of the letters or separate graphic elements comprising the sign message. See Figure 3.

Figure 3



Sign, freestanding means a sign attached to a self-supporting structure such as columns, poles, or braces placed in or upon the ground.

Sign height means the total vertical measurement of a sign including all components of the sign and the sign's support structure.

Sign, illuminated means a sign characterized using artificial light, either projecting through its surface (internally or trans-illuminated), or reflecting off its surface (externally illuminated).

Sign, location identity means signs that identify address numbers, property owners, and/or geographic areas such as neighborhoods and subdivisions.

Sign, mounted means a sign that is applied or affixed to a building, wall or fence.

Sign, municipal means a sign erected by the City of Medina, or its authorized representatives, for the safety, convenience or information of its citizens, including, but not limited to, traffic control signs, legal notices, city entrance signs, and signs announcing public and community events, meetings, and activities.

Sign, noncommercial means a sign containing noncommercial content used for identifying a building, use, or event, or to advertise noncommercial matters, excluding municipal signs.

Sign, off-site means any sign that advertises or relates to an event, activity, use, good, product, or service that is not available on the premises upon which the sign is erected.

Sign, on-site means any sign that advertises or relates to an event, activity, use, good, product, or service that is lawfully permitted to be offered, sold, traded, provided, or conducted at the location or premises upon which the sign is erected.

Sign, permanent means any sign which is affixed to the ground or to any permanent structure or building, including walls, awnings and fences, in such a manner that it cannot be moved or transported with ease, and which is intended to remain in one location and position for an extended period of time.

Sign, real estate and events means a temporary sign that is for the sole purpose of advertising a parcel, tract, lot, site or home for rent, lease or sale; for advertising the sale of a home's household belongings; or which identifies an individual or company performing an active construction project that

has obtained building permits under MMC 16.40.010(A) or (B), and which construction activity is visible from a public street right-of-way, including remodels. For purposes of this definition, "construction projects" shall not include routine maintenance of property such as landscaping care.

Sign support structure means any structure designed specifically for the support of a sign and which does not form part of the sign proper or of the display.

Sign, temporary means a sign displaying either commercial or noncommercial messages which is not permanently affixed to the ground or any permanent structure or building and which is capable of being moved or transported with ease.

Sign, window means a sign affixed to the surface of a window with its message intended to be visible to the exterior environment.

Significant tree means a tree of at least six-inch DBH size and of a species as identified on the "City of Medina List of Suitable Tree Species" as set forth in Chapter 16.52 MMC.

Single-family dwelling means a dwelling unit which is occupied as, or designed or intended for occupancy as, a residence by one family ~~operating as a single housekeeping unit and may include family guests and/or household staff. The owner of the single family dwelling may provide lodging to persons who are not guests and who are not part of a family provided the total number of persons, including nonfamily persons living in the dwelling, does not exceed three, excluding children with familial status within the meaning of Title 42 United States Code, Section 3602(k). The limitation on the number of nonfamily persons living in the dwelling shall not apply to adult family homes, family day-care providers' home facilities as prescribed by RCW 35A.63.215, and other living arrangements which would violate Title 42 United States Code, Section 3604.~~

Single-family dwelling, detached means a separate unconnected single-family dwelling surrounded by open space and yards ~~and which contains one dwelling unit and up to one accessory dwelling unit. A detached single family dwelling may have detached accessory buildings including, but not limited to, garages, accessory recreational facilities, cabanas and similar residential accessories having no more than one room plus a bathroom and otherwise not designed as an independent residence and/or not meeting the definition of an accessory dwelling unit.~~

Single-family zones means those zones where single-family detached residences are the predominant land use.

Single housekeeping unit means one or more person(s) who jointly have common access to and common use of all living, kitchen, and eating areas within the dwelling unit and household activities and responsibilities such as meals, chores, expenses and maintenance of the premises are shared or carried out according to a household plan or other customary method.

Soil survey means the most recent soil survey for the local area or county by the National Resources Conservation Service, U.S. Department of Agriculture.

Spa. See definition under "hot tub."

Species means any group of animals classified as a species or subspecies as commonly accepted by the scientific community.

Species, endangered means any fish or wildlife species or subspecies that is threatened with extinction throughout all or a significant portion of its range and is listed by the state or federal government as an endangered species.

Species of local importance means those species of local concern due to their population status or their sensitivity to habitat manipulation, or that are game species.

Species, priority means any fish or wildlife species requiring protective measures and/or management guidelines to ensure their persistence as genetically viable population levels as classified by the Department of Fish and Wildlife, including endangered, threatened, sensitive, candidate and monitor species, and those of recreational, commercial, or tribal importance.

Species, threatened means any fish or wildlife species or subspecies that is likely to become an endangered species within the foreseeable future throughout a significant portion of its range without cooperative management or removal of threats, and is listed by the state or federal government as a threatened species.

Sport court means an area of ground defined by permanent surfacing, equipment and/or fencing for the purpose of playing tennis, badminton, basketball and similar social games.

Stacked flat means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.

State Environmental Policy Act (SEPA) means environmental review procedures required under Chapter 43.21C RCW, Chapter 197-11 WAC, and Chapter 16.04 MMC.

Steep slope means any area with a slope of 40 percent or steeper and with a vertical relief of ten or more feet except areas composed of consolidated rock. A slope is delineated by establishing its toe and top and measured by averaging the inclination over at least ten feet of vertical relief.

Story means that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof.

Stream means a course or route, formed by nature or modified by humans and generally consisting of a channel with a bed, banks, or sides throughout substantially all its length, along which surface waters, with some regularity (annually in the rainy season), naturally and normally flow in draining from higher to lower lands. This definition does not include specially designed irrigation and drainage ditches,

grass-lined swales, canals, stormwater runoff devices, or other courses unless they are used by salmonids or to convey watercourses that were naturally occurring prior to construction.

Street means a right-of-way, ~~opened or unopened~~ *developed or undeveloped*, that is intended for motor vehicle travel or for motor vehicle access to abutting property. "Street" includes all the area within the right-of-way, such as roadways, parking strips, and sidewalks. For the purposes of the zoning code, "street" shall not include private lanes.

Street frontage means the property line abutting streets.

Structural coverage means the area of a lot covered by structures. (See MMC 16.23.030.)

Structure means that which is erected, built or constructed, including an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

Subdivision means the division or redivision of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.

Subdivision, accumulative short means multiple short subdivisions of contiguous existing lots held under common ownership, which would result in the creation of five or more lots within a five-year period of the initial short subdivision approval. "Ownership" for the purpose of this definition means ownership as established at the date of the initial short subdivision approval.

Subdivision, short means the division or redivision of land into four or fewer lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.

Substantial destruction means damage of any origin that is voluntarily or involuntarily sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 60 percent of the fair market value of the structure before the damage occurred. Substantially means significant in the size or amount and has a noticeable impact on the current situation to a degree that would satisfy a reasonable person as significant.

Substantially means significant in the size or amount and has a noticeable impact on the current situation to a degree that would satisfy a reasonable person as significant.

Support structures means the structure to which signs, antennas or other necessary associated hardware are mounted, including, but not limited to, lattice towers, monopoles, utility support structures, and existing nonresidential buildings.

Swimming pool means any artificially constructed water-holding device that has a minimum depth of 42 inches and is of sufficient size for swimming, wading, immersion, or therapeutic purposes.

(Code 1988 § 20.12.200; Ord. No. 975 § 3, 2019; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 955 § 3, 2018; Ord. No. 948 § 3, 2017; Ord. No. 924 § 21, 2015; Ord. No. 923 § 6, 2015; Ord. No. 916 § 3, 2015; Ord. No. 909 § 14, 2014; Ord. No. 900 § 4 (Att. A), 2013; Ord. No. 1017 , § 6, 2022)

16.12.210. "T" definitions.

Target, when used for assessing hazard trees, means people, property or activities that could be injured, damaged, or disrupted by a tree.

Target, likelihood of impact means the chance of a target being impacted by a failed part of a tree. The likelihood of impacting a target can be categorized as follows:

1. *Very low*. The chance of the failed tree or branch impacting the specific target is remote;
2. *Low*. It is not likely that the failed tree or branch will impact the target;
3. *Medium*. The failed tree or branch may or may not impact the target, with nearly equal likelihood; or
4. *High*. The failed tree or branch will most likely impact the target.

In evaluating the likelihood of impacting a target, the occupancy rate of the target and any factors that could affect the failed tree as it falls towards the target shall be used in determining the likelihood of impact.

Temporary public facility means a land use and/or facilities owned, operated, and maintained temporarily by a city government agency, a public or nonprofit school, or religious organization.

Terrace means a level platform or shelf of earth supported on one or more faces by a wall, bank of turf, stable inclined grades, or the like.

[Tier 3 city means a city with a population of less than 25,000 that is within a contiguous urban growth area with the largest city in a country with a population of more than 275,000, based on 2020 Office of Financial Management population estimates. The City of Medina is classified as a Tier 3 city.](#)

Title report means the written analysis of the status of title to real property, including a property description, names of titleholders and how title is held (joint tenancy, etc.), encumbrances (mortgages, liens, deeds of trusts, recorded judgments), and real property taxes due.

[Townhouses means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.](#)

Tract means an extended area of land reserved exclusively for a special use such as open space, surface water retention, utilities, or access. Tracts reserved for a special use are not considered building sites.

Transitional housing means one or more dwelling units owned, operated, or managed by a nonprofit organization or governmental entity in which supportive services are provided to individuals and families that were formerly homeless, with the intent to stabilize them and move them to permanent housing within a period of not more than 24 months, or longer if the program is limited to tenants within a specified age range or the program is intended for tenants in need of time to complete and transition from educational or training or service programs.

Treasurer, county means the person defined in Chapter 36.40 RCW, or the office of the person assigned such duties under the King County Charter.

Treatment best management practice means a facility designed to remove pollutants contained in stormwater. Some methods of pollutant removal include sedimentation/settling, filtration, plant uptake, and bacterial decomposition. Treatment BMPs include, but are not limited to: vegetated filter strips, oil and water separators, biofiltration swales, and linear sand filters. Further information can be found in the stormwater manual adopted under MMC 13.06.020.

Tree means a self-supporting woody perennial plant, excluding a bush or shrub.

Tree, dead means a tree that is no longer alive, has been removed beyond repair, or is in an advanced state of decline (where an insufficient amount of live tissue, green leaves, limbs or branches exists to sustain life) and has been determined to be in such a state by a certified arborist during a nondormant or other natural stage of the tree that would minimize the likelihood that the tree would be mistakenly identified as being in such a dead state.

Tree, hedge means a row of smaller trees planted close together and growing in a dense continuous line 20 feet in length or longer that form a thicket barrier.

Tree protection zone means area identified by the director in which no soil disturbances are permitted and activities are restricted.

Tree, right-of-way means a tree with at least two-thirds of its trunk diameter on public right-of-way.

Tree risk means the combination of the likelihood of an event and the severity of the potential consequences. In the context of trees, risk is the likelihood of a conflict or tree failure occurring and affecting a target and the severity of the associated consequences: personal injury, property damage, or disruption of activities. Risk is evaluated by categorizing or quantifying both the likelihood (probability) of occurrence and the severity of the consequences.

Tree species means group of trees that resemble each other closely and interbreed freely.

Tree topping means an inappropriate technique to reduce tree size that cuts through a stem more than two years old at an indiscriminate location.

Truck gardening means the same as "market gardens," which is the small-scale production of fruits, vegetables and flowers, frequently sold directly to consumers.

(Code 1988 § 20.12.210; Ord. No. 1008 , § 3, 3-14-2022; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 923 § 7, 2015; Ord. No. 909 § 15, 2014; Ord. No. 900 § 4 (Att. A), 2013)

16.12.220. "U" definitions.

UDC means Unified Development Code as set forth in this title.

Uncovered means, when used in conjunction with a structure such as decks, stairs, patios, etc., open above and without cover.

Unit means a dwelling unit of any type.

Unit density means the number of dwelling units allowed on a lot, regardless of lot size.

Use means any activity, occupation, business or operation carried out, or intended to be carried on, in a building or other structure or on a parcel of land.

Use, accessory. See definition of "accessory."

Use, principal means the main or primary purpose for which a building, other structure and/or lot is designed, arranged, or intended, or for which may be used, occupied or maintained under the Medina Municipal Code.

Utility support structure means poles that support street lights, and poles used to support electrical, telephone, cable or other similar facilities. These poles are typically constructed of wood, steel, concrete and composite materials.

(Code 1988 § 20.12.220; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 900 § 4 (Att. A), 2013)

16.12.230. "V" definitions. *(no changes needed)*

16.12.240. "W" definitions. *(no changes needed)*

16.12.270. "Z" definitions. *(no changes needed)*

CHAPTER 16.14. DEVELOPMENT PERMIT FEES

(no changes needed)

CHAPTER 16.16. ENFORCEMENT

(no changes needed)

SUBTITLE 16.2. LAND USE

CHAPTER 16.20. ESTABLISHMENT OF ZONING

16.20.010. Comprehensive plan and zoning.

- A. The comprehensive plan establishes a community vision for a high-quality ~~single-family~~ residential setting and the coordinating goals and policies that support this vision. Development regulations implement the comprehensive plan by specifying how and for what purpose each parcel of land may be used.
- B. Table 16.20.010 prescribes the relationship between the comprehensive plan and zoning designations by identifying the comprehensive plan land use designation and the corresponding implementing zoning designations.

Table 16.20.010: Comprehensive Plan and Zoning

Page 22 of 45

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Comprehensive Plan Land Use Designation	Implementing Zone Designations
Single-family residential Residential, including single-family, duplexes, stacked flats, courtyard apartments, and cottage housing.	Single-family residence Residential —R16
	Single-family residence Residential —R20
	Single-family residence Residential —R30
	Suburban gardening residential—SR30
Local business	Single-family residence Residential —R16
	Suburban gardening residential—SR30
	Neighborhood auto servicing
Public facility	Single-family residence Residential —R16
	Parks and public places
School/institution	Parks and public places
Utility	All
Park	All
Open space	All

(Code 1988 § 20.20.010; Ord. No. 900 § 4 (Att. A), 2013)

16.20.020. Adoption of official zoning map.

- A. The zoning map adopted by Ordinance No. 907, and amendments thereto, shall serve as the City of Medina official zoning map. Said map and all notations, references, data and other information shown on the official zoning map are adopted and made part of the UDC.
- B. The city is divided into the following zoning districts with the map symbols shown in parentheses, and which are shown on the official zoning map:

1. ~~Single family residence Residential~~ R16 (R-16);
 2. ~~Single family residence Residential~~ R20 (R-20);
 3. ~~Single family residence Residential~~ R30 (R-30);
 4. Suburban gardening residential SR30 (SR-30);
 5. Neighborhood auto servicing (N-A); and
 6. Park and public places (Public).
- C. The following special zoning map overlays with the map symbols shown in parentheses are established and shown on the official zoning map:
1. Neighborhood character preservation district—Medina Heights (Medina Heights); and
 2. Planned land use development (PLUD).
- D. In addition to the zoning districts and special zoning map overlays, a primary state highway designation shall apply to the SR 520 right-of-way and be shown on the official zoning map (state ROW).

(Code 1988 § 20.20.020; Ord. No. 907 § 3, 2014; Ord. No. 900 § 4 (Att. A), 2013)

16.20.030. Zoning map interpretations. *(no changes needed)*

CHAPTER 16.21. USE AND OCCUPANCY DEVELOPMENT REGULATIONS

16.21.010. Purpose. *(no changes needed)*

16.21.020. Permitted uses, prohibited uses. *(no changes needed)*

Uses listed in Table 16.21.030 are subject to the following:

- A. Uses listed with a "P" are permitted outright, subject to applicable development regulations;
- B. Uses listed with an "L" are limited uses and are permitted subject to the applicable regulations in Chapter 16.31 MMC and other applicable development regulations;
- C. Uses listed with an "A" are administrative uses and are permitted subject to an administrative special use permit or administrative conditional use permit and applicable development regulations;

- D. Uses listed with a "SU" are special uses and are permitted subject to a nonadministrative special use permit and applicable development regulations;
- E. Uses listed with a "CU" are conditional uses and are permitted subject to a nonadministrative conditional use permit and applicable development regulations;
- F. Uses listed with an "H" are historical uses and are permitted subject to a historical use permit and applicable development regulations;
- G. Uses listed in the table, but shown as blank in the column under a specific zone, are prohibited in that zone;
- H. Uses not listed in the table are prohibited, except as may be allowed by MMC 16.21.040 or 16.21.050;
- I. Review procedures for deciding project permit applications are found in Chapters 16.70 through 16.72 MMC.

(Code 1988 § 20.21.020; Ord. No. 900 § 4 (Att. A), 2013)

16.21.030. Use table.

Table 16.21.030 establishes those uses which are permitted, those uses subject to specific development standards, and those uses requiring special approval and that are prohibited within each zoning district.

Table 16.21.030: Land Use Table

Uses	R-16 Zone	R-20 Zone	R-30 Zone	SR-30 Zone	NA Zone	Public Zone
Residential Uses						
Accessory dwelling units	P	P	P	P	P	P
Accessory recreational facilities	A	A	A	A	A	A
Accessory recreational facilities—Minor	L	L	L	L	L	L
Accessory uses—On-site	P	P	P	P	P	P
Accessory uses—Off-site	L	L	L	L	L	L

Adult family home	L	L	L	L	L	L
<u>Cottage housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Courtyard apartments</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Detached, single-family dwelling	P	P	P	P	P	P
<u>Duplex</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
Family day care home	L	L	L	L	L	L
<u>Low rise apartments</u>	=	=	=	=	=	=
Manufactured home	L	L	L	L	L	L
Permanent supportive housing	L	L	L	L	L	L
Short term rental	-	-	-	-	-	-
<u>Stacked flats</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Townhouses</u>	=	=	=	=	=	=
Transitional housing	L	L	L	L	L	L
Nonresidential Uses						
Automobile service station					L	
Automobile mechanical repair					L	
Commercial horticulture/truck gardening/agriculture, excluding the raising of animals				L		
Clubhouse—Public/private		SU				SU
Golf course		SU				SU
Historical use	H				H	

Home business	L	L	L	L	P	P
Public and Institutional Uses						
City government facilities						CU
Post office						SU
Public safety						CU
Public park	P	P	P	P	P	P
Electrical power and utility substation	SU	SU	SU	SU	SU	SU
Accessory recreational facilities—Public	P	P	P	P	P	P
Religious facility	SU	SU	SU	SU	SU	SU
School—Public/private (preschool to grade 12)						SU
Temporary city government facilities	L	L	L	L	P	P
Wireless communication facilities	SU	SU		SU	SU	SU
Shoreline Uses						
See Chapter 16.62 MMC for a list of uses within the shoreline jurisdiction.						
*See MMC 16.21.020 for explanation of "P," "L," "A," "SU," "CU," and "H."						
For limitations on development of Middle Housing, see MMC 16.21.060.B						

(Code 1988 § 20.21.030; Ord. No. 1008 , § 4, 3-14-2022; Ord. No. 960 § 2, 2018; Ord. No. 933 § 4, 2016; Ord. No. 911 § 3, 2014; Ord. No. 900 § 4 (Att. A), 2013)

16.21.040. Accessory uses.

- A. Accessory uses listed in Table 16.21.030 and elsewhere in the UDC are allowed consistent with MMC 16.21.020 and Table 16.21.030.

- B. Accessory uses not listed in Table 16.21.030 or elsewhere in the UDC may be allowed provided the director determines the accessory use is customary and incidental to the principal use.
- C. Except where expressly provided for otherwise in Table 16.21.030, accessory uses shall be permitted the same as the principal use. The director may waive this for an accessory use established after the time the principal use is established involving a "SU," "CU" or "H" from the table if:
1. The principal use complies with the permit requirement in Table 16.21.030;
 2. The accessory use is within the scope and intent of the original permit as determined by the director; and
 3. The addition of the accessory use will not result in the use of the land as a whole to have a detrimental effect on neighboring properties and streets due to noise, lighting, off-site traffic generation, and similar negative impacts.
- D. There is no limit on the number of accessory uses that may be associated with a principal use, subject to other limitations in the Medina Municipal Code.
- E. Except where expressly allowed off site in MMC 16.34.030, accessory uses shall be located on the same lot as the principal use.
- F. Accessory uses involving marijuana use as defined in MMC 16.12.140 are prohibited notwithstanding a state license or other recognition pursuant to RCW Title 69.

(Code 1988 § 20.21.040; Ord. No. 933 § 5, 2016; Ord. No. 900 § 4 (Att. A), 2013)

16.21.050. Similar uses. *(no changes needed)*

16.21.060. Maximum dwelling units on a lot.

~~A. Where Table 16.21.030 authorizes dwelling uses, only two one dwelling units per lot are allowed the maximum unit density per lot is limited to two units, except if one unit is a single-family home, then up to two accessory additional dwelling units dwelling units meeting the requirements set forth in MMC 16.34.020 may be allowed on the same lot. ~~for the following:~~~~

~~1A. Accessory dwelling units meeting the requirements set forth in MMC 16.34.020;~~

~~B. The density requirements set forth in subsection "A" above does not permit middle housing to be developed in the following areas:~~

~~1. Portions of a lot, parcel, or tract designated with critical areas designated under RCW 36.70A.170 or their buffers as required by RCW 36.70A.170, except for critical aquifer recharge areas~~

Commented [JR1]: Revisions for clarity to confirm the maximum unit density per lot is 2, plus one ADU meeting code requirements. Also, added the information from the footnote and updated that.

where a single-family detached house is an allowed use provided that any requirements to maintain aquifer recharge are met.

2. A watershed serving a reservoir for potable water if that watershed is or was listed, as of July 23, 2023, as impaired or threatened under section 303(d) of the federal clean water act (33 U.S.C. Sec. 1313(d)).

3. Lots that have been designated urban separators by countywide planning policies as of July 23, 2023.

4. A lot that was created through the splitting of a single residential lot.

2B. Detached single family, or middle housing dwellings provided:

i1. The minimum net lot area is equal to or greater than the minimum net lot area set forth in Table 16.22.020 of the zoning district where the dwellings are located multiplied by the number of detached single family dwellings on the lot; and

ii2. All development regulations and limitations applicable to buildings in the zoning district where such dwellings are located are followed.

3. Middle Housing forms compliant with all other MCO development regulations.

CB. The standard of 16.21.060(A) does not apply to lots after subdivision below 1,000 square feet. These which lots shall only be permitted to have one dwelling unit per lot, except additional dwelling units may be allowed on the same lot for the uses stated in 16.21.060 (A)(1) & (A)(2).

D. The standard in 16.21.060(A) may be modified for lots meeting the standards set forth in MMC 16.30.100 with the use of a development agreement.

(Code 1988 § 20.21.060; Ord. No. 932 § 7, 2016)

CHAPTER 16.22. LOT DEVELOPMENT STANDARDS

16.22.010. Purpose. *(no changes needed)*

16.22.020. Lot development standards.

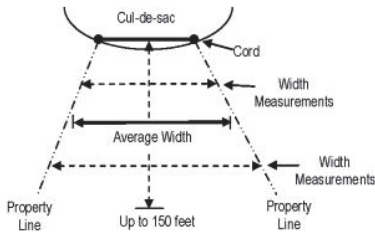
- A. The pertinent requirements for minimum net lot area, minimum lot width, and minimum street frontage applicable to each lot is determined by the zoning district in which the lot is located and the corresponding standards in Table 16.22.020.

Table 16.22.020: Lot Development Standards

Zoning District	Minimum Net Lot Area	Minimum Lot Width	Minimum Street Frontage
R-16	16,000 sq. ft.	70 ft.	70 ft.
R-20	20,000 sq. ft.	70 ft.	70 ft.
R-30	30,000 sq. ft.	90 ft.	90 ft.
SR-30	30,000 sq. ft.	90 ft.	90 ft.
N-A	16,500 sq. ft.	135 ft.	135 ft.
Public	None	None	None

- B. The lot width is determined by calculating the average horizontal distance between the side lot lines where the building envelope is located. If a lot has an irregular shape (i.e., less than two side property lines) or is a corner lot, lot width is determined by calculating the average horizontal distance between the longer dimensional lot lines where the building envelope is located.
- C. The street frontage is determined by measuring the distance of the property line adjoining a street subject to the following conditions:
 - 1. Where a lot lies outside the curve of a street or private lane in such a manner as to have a property line curved inward such as a cul-de-sac, the street frontage is determined by calculating the average width of the lot measured parallel to the chord of the arc of such frontage over the depth of such lot or the first 150 feet thereof, whichever is less (see Figure 16.22.020);

Figure 16.22.020: Curved Street Frontage



2. Where a lot has a property line adjoining more than one street, the street frontage is determined using the property line adjoining the greater street length;
 3. The requirements for street frontage shall not apply to flag lots, or lots located at the terminal end of a street or private lane provided emergency vehicle access and turnaround requirements are met; and
 4. The requirements for street frontage for lots fronting on a private lane are prescribed in Chapter 16.91 MMC.
- D. In the R-20 and R-30 zones, where a single lot contains high bank steep slopes and has more than the minimum net lot area required in Table 16.22.020, the lot may be divided to create two lots with one or both lots having less than the required minimum net lot area provided:
1. Lots adjoining the single lot being divided are owned and/or controlled by a person or entity different than the owner of the subject single lot being divided;
 2. No more than two lots result from the division;
 3. Each lot has at least the greater between 85 percent of the minimum net lot area required by the zoning district in which the lot is located, or 16,000 square feet;
 4. There is a difference in elevation of at least 25 feet between the average elevations of the area within the building envelope of each lot;
 5. Restrictive covenants are recorded on each lot that state:
 - a. No structure or building on (insert legal description of the lot with the higher average elevation here) shall be placed in a manner where the elevation of the lowest point of the foundation above the ground surface is less than the elevation of the highest point

of an existing or future structure or building on the lot with the lower average elevation;
and

- b. No structure or building on (insert legal description of the lot with the lower average elevation here) shall be placed in a manner where the elevation of the highest point of an existing or permitted future structure exceeds the elevation of the lowest point of the foundation above the ground surface on the building or structure on the lot with the higher average elevation; and

- 6. A nonadministrative variance is approved pursuant to MMC 16.72.030, except the conditions set forth in subsections (D)(1) through (5) of this section shall be used in deciding the variance.

(Code 1988 § 20.22.020; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 900 § 4 (Att. A), 2013)

16.22.030. Building and structure setbacks.

- A. Table 16.22.030 establishes the minimum distance required for any part of any building or structure to be set back from the pertinent property line. The minimum setback requirements are applied to each lot by the square footage of the lot area and the corresponding setback standards in the table. (See definition of "lot area" and the definitions of "property lines" in Chapter 16.12 MMC and Figures 16.22.030(B) and (C) for establishing and delineating setbacks.)

Table 16.22.030: Minimum Building/Structure Setbacks

Square Footage of the Lot Area	Minimum Setback from the:			
	Front Property Line	Rear Property Line	Side Property Line	Lake Washington Shoreline
Less than 10,001	25 feet	25 feet	10 feet	See MMC 16.63.030
From 10,001 to 13,000	26 feet	26 feet		
From 13,001 to 15,000	28 feet	28 feet		
From 15,001 to 20,000	30 feet	30 feet		

Greater than 20,000	30 feet	30 feet	The greater of 10 feet or 15% of the lot width; not to exceed 20 feet	
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- B. Setbacks are measured as the distance between the property line and the closest point of any part of the building or structure to the property line, including but not limited to architectural elements, roof eaves, gutters and mechanical equipment. (See Figure 16.22.030(A).)
- C. To determine compliance with the setback standards in Table 16.22.030, the setback is measured along a horizontal plane consistent with subsection (B) of this section.
- D. Where a lot adjoins a private lane and has less than 30 feet of public street frontage, the front, rear and side property lines shall be determined as follows, except as provided in subsection (E) of this section:
 - 1. The side property lines shall generally correspond to the long dimension of the lot;
 - 2. The front and rear property lines shall generally correspond to the shorter dimensions of the lot;
 - 3. If the dimensions of the lot form a square, the applicant may elect to designate the front property line with the rear and side property lines designated consistent with the definitions in Chapter 16.12 MMC.
- E. Where a lot adjoining a private lane or at the terminal end of the street has a condition where the orientation of the dwelling on the lot, or the orientation of dwellings on adjacent properties, logically suggests setbacks that do not correspond to the longer and shorter dimensions of the lot, the setbacks shall be established using the logical orientation rather than the dimensions of the lot.
- F. In addition to the setbacks prescribed by this section, if a lot adjoins a private lane, a setback from the private lane easement is required pursuant to MMC 16.91.060.

Figure 16.22.030(A): Measuring Setbacks

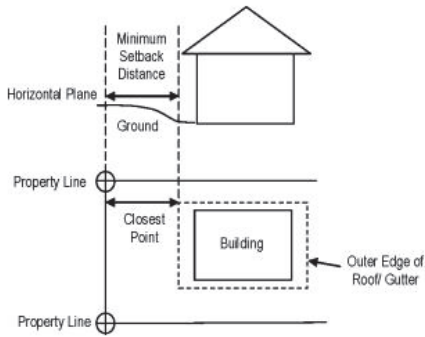


Figure 16.22.030(B):
Setback Property Line Designations
(See "property Line" definitions in Chapter 16.12 MMC)

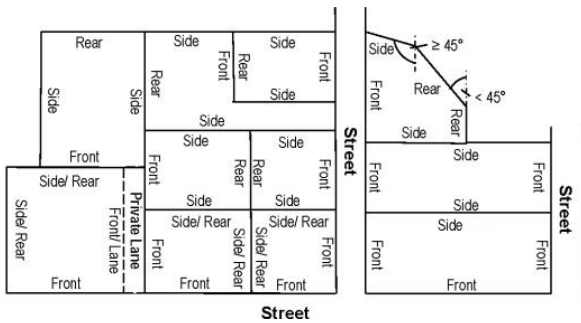
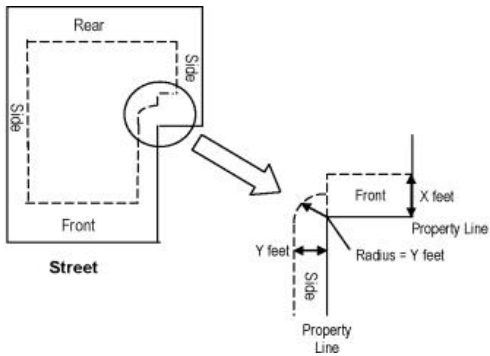


Figure 16.22.030(C): Setbacks at Step Shaped Property Line Intersections



(Code 1988 § 20.22.030; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 906 § 11, 2014; Ord. No. 900 § 4 (Att. A), 2013; Ord. No. 1001 , § 2, 6-14-2021)

16.22.040. Protrusions into setback areas. *(no changes needed)*

16.22.050. Corner lot optional setback. *(no changes needed)*

16.22.060. Property lines defined as rear and side. *(no changes needed)*

16.22.070. Curved property lines. *(no changes needed)*

CHAPTER 16.23. BULK DEVELOPMENT STANDARDS

16.23.010. Purpose. *(no changes needed)*

16.23.020. Structural coverage and impervious surface standards.

- A. Table 16.23.020(A) establishes the total structural coverage and total impervious surface allowed on a lot within the R-16 zone:

Table 16.23.020(A): R-16 Zone Total Structural Coverage and Impervious Surface Standards

Square Footage of the Lot Area	Maximum Structural Coverage	Maximum Impervious Surface
10,000 or less	30 percent	55 percent
10,001 to 10,500	29.58 percent	55 percent
10,501 to 11,000	29.17 percent	55 percent
11,001 to 11,500	28.75 percent	55 percent
11,501 to 12,000	28.33 percent	55 percent
12,001 to 12,500	27.92 percent	55 percent
12,501 to 13,000	27.5 percent	55 percent
13,001 to 13,500	27.08 percent	55 percent
13,501 to 14,000	26.67 percent	55 percent
14,001 to 14,500	26.25 percent	55 percent
14,501 to 15,000	25.83 percent	55 percent
15,001 to 15,500	25.42 percent	55 percent
15,501 to 15,999	25.21 percent	55 percent
16,000	25 percent	55 percent
16,001 to 16,500	24.5 percent	55 percent
16,501 to 17,000	24 percent	55 percent
17,001 to 17,500	23.5 percent	55 percent
17,501 to 18,000	23 percent	55 percent
18,001 to 18,500	22.5 percent	55 percent

18,501 to 19,000	22 percent	55 percent
19,001 to 19,500	21.5 percent	55 percent
19,501 to 29,999	21 percent	55 percent
30,000 and greater	21 percent	55 percent

B. Table 16.23.020(B) establishes the total structural coverage and the total impervious surface allowed on a lot within the R-20, R-30 and SR-30 zones:

Table 16.23.020(B): R-20, R-30 and SR-30 Zones Total Structural Coverage and Impervious Surface Standards

Square Footage of the Lot Area	Maximum Structural Coverage	Maximum Impervious Surface	
		R-20 Zone	R-30/SR-30 Zones
16,000 or less	25 percent	52.5 percent	52.5 percent
16,001 to 16,500	24.5 percent	52.5 percent	52.5 percent
16,501 to 17,000	24 percent	52.5 percent	52.5 percent
17,001 to 17,500	23.5 percent	52.5 percent	52.5 percent
17,501 to 18,000	23 percent	52.5 percent	52.5 percent
18,001 to 18,500	22.5 percent	52.5 percent	52.5 percent
18,501 to 19,000	22 percent	52.5 percent	52.5 percent
19,001 to 19,500	21.5 percent	52.5 percent	52.5 percent
19,501 to 29,999	21 percent	52.5 percent	52.5 percent
30,000 and greater	21 percent	52.5 percent	50 percent

- C. The total maximum structural coverage and impervious surface area allowed on a lot within the parks and public places and the neighborhood auto zones shall be pursuant to the special use provisions specified for uses within those zones. However, where structural coverage or impervious surface maximums are not specified under the special use provisions, the structural coverage and impervious surface area maximum for the R-20 zone in Table 16.23.020(B) shall apply as applicable.
- D. The maximum structural coverage and maximum impervious surface area allowed on a lot is determined by multiplying the square footage of the lot area by the corresponding structural coverage and impervious surface area maximum percentages specified in Tables 16.23.020(A) and (B) for the zone in which the lot is located (e.g., a 16,000 square foot lot zoned R-16 may have a maximum of 4,000 square feet ($16,000 \times 0.25 = 4,000$) structural coverage and 8,800 square feet ($16,000 \times 0.55 = 8,800$) impervious surface area per Table 16.23.020(A)).

(Code 1988 § 20.23.020; Ord. No. 908 § 1, 2014; Ord. No. 900 § 4 (Att. A), 2013; Ord. No. 1002 , § 2, 6-14-2021)

16.23.030. Calculating structural coverage. *(no changes needed)*

16.23.040. R-20, R-30 and SR-30 structural coverage bonus.

Lots located within the R-20, R-30 and SR-30 zones are allowed an additional two percent structural coverage for uncovered decks, porches and verandas provided:

- A. Roof eaves do not project more than two feet over the structure measured outward from the exterior wall of the building; and
- B. If decks, porches or verandas extend outward from above the first story of a building or from the floor above the day-lighted parts of a basement, the space underneath the structure must remain unenclosed and without hardscape.

(Code 1988 § 20.23.040; Ord. No. 900 § 4 (Att. A), 2013)

16.23.050. Maximum building and structure height standards.

- A. Application of maximum height standards.
 1. Table 16.23.050(A) establishes the maximum height standards for buildings and structures within each zone.
 2. Areas not identified in Table 16.23.050(A) are subject to the height standards specified for the R-20/R-30 zone.

3. Where Table 16.23.050(A) specifies eligibility for a height bonus, a property owner may elect to apply the height standards in subsection (C) of this section in lieu of the height standards in Table 16.23.050(A); provided, that:
 - a. The total structural coverage on the lot does not exceed 13 percent, excluding the structural coverage bonus set forth in MMC 16.23.040; or
 - b. If the lot area is 16,000 square feet or less, the total structural coverage on the lot does not exceed 17½ percent, excluding the structural coverage bonus set forth in MMC 16.23.040.

Table 16.23.050(A): Maximum Height Standards

Measurement Points		Zoning/Height Overlay Maximum Height					
		R-16	R-20/R-30	SR-30	N-A	Public	Medina Heights
Original Grade	High Point	25 feet	N/A*	N/A*	None	None	N/A*
	Low Point		25 feet	25 feet			20 feet
Finished Grade	High Point	28 feet	N/A*	N/A*	30 feet	35 feet	N/A*
	Low Point		28 feet	28 feet			23 feet
Eligible for Height Bonus		No	Yes	Yes	No	No	No

*Not applicable.

- B. Maximum height is determined by the zone or height overlay where the building or structures is located and the corresponding unit of height specified for original and finished grade prescribed in the tables.
- C. A property owner electing to apply the height bonus allowed pursuant to subsection (A)(3) of this section shall apply the height limits specified in Table 16.23.050(C).

Table 16.23.050(C): Bonus Height Standard

Measurement Points	Maximum Height	
	Original Grade	High Point
Low Point		36 feet
Finished Grade	High Point	30 feet
	Low Point	36 feet

- D. The methods for measuring the height of buildings and structures are set forth in MMC 16.23.060.
- E. Exemptions from maximum height requirements are set forth in MMC 16.23.070.
- F. Eligibility for the bonus height standard in subsection (A)(3) of this section shall not apply where the total structural coverage on the lot exceeds 13 percent, excluding structural coverage that qualifies for the bonus under MMC 16.23.040.

(Code 1988 § 20.23.050; Ord. No. 932 § 11, 2016; Ord. No. 900 § 4 (Att. A), 2013)

16.23.060. Measuring building and structure height. *(no changes needed)*

16.23.070. Building and structure height exceptions. *(no changes needed)*

16.23.080. Determining original grade. *(no changes needed)*

SUBTITLE 16.3. SPECIAL DEVELOPMENT STANDARDS

CHAPTER 16.30. CITY-WIDE USES

16.30.010. Fences, walls and gates. *(no changes needed)*

16.30.020. Signs. *(no changes needed)*

16.30.030. Location identity signs. *(no changes needed)*

16.30.040. Reconstruction, remodeling, expansion of nonresidential uses.*(no changes needed)***16.30.050. Works of art.** *(no changes needed)***16.30.060. Residential off-street parking.**

1. Off-street parking for each single-family dwelling shall be provided as follows:

- A. If a lot has access from a street, a minimum of two on-site parking spaces is required;
- B. If a lot has access from a private lane, on-site parking spaces shall be required as follows:
 - 1. The surface area of each parking space shall be at least 250 square feet; and
 - 2. The minimum number of parking spaces shall be:
 - a. In the R-16 zoning district: three spaces;
 - b. In the R-20 zoning district: four spaces;
 - c. In the R-30 zoning district: five spaces;
 - 3. Such off-street parking areas shall be separate and distinct from the easement or turnaround required for the private lane;

2. Off-street parking for ~~each middle-~~ housing dwellings unit shall be provided as follows:

- A. No off-street parking shall be required within one-half mile walking distance of a major transit stop.
- B. A maximum of two off-street parking spaces per unit shall be required on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.
- C. A maximum of one off-street parking space per unit shall be required on lots ~~no~~ greater than 6,000 square feet before any zero lot line subdivisions or lot splits.

3. Off-street parking for each ~~both single family residential dwellings as well as middle housing~~ shall be ~~as~~ subject to the additional followings requirements:

- ~~CA.~~ Additional off-street parking spaces, which are not required, may be located on site or off site as allowed in MMC 16.34.030; and

~~D.B.~~ Parking areas shall not be located within setback areas, except as allowed otherwise by law.

(Code 1988 § 20.30.050; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 900 § 4 (Att. A), 2013)

16.30.070. Landscape screening. *(no changes needed)*

16.30.080. Residential driveways. *(no changes needed)*

CHAPTER 16.31. LIMITED USES

(no changes needed)

CHAPTER 16.32. SPECIAL USES

(no changes needed)

CHAPTER 16.33. HISTORICAL USES

(no changes needed)

CHAPTER 16.34. ACCESSORY USES

16.34.010. General provisions. *(no changes needed)*

16.34.020. Accessory dwelling units.

This section establishes the development criteria that apply to accessory dwelling units.

- A. Accessory dwelling units meeting the requirements of this section are ~~excluded~~ included within the ~~from~~ density and minimum lot area requirements.
- B. Accessory dwelling units shall be fully contained within and attached to a single-family dwelling, or must be located within a detached accessory building.
- C. Up to two ~~Only one~~ accessory dwelling units may be permitted on a lot per each single-family dwelling located on the same lot, provided that the unit density set forth in MMC 16.21.060

Page 42 of 45

Page 42 of 45

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for that lot is not otherwise exceeded. If a lot is developed with a duplex, or with two units meeting the definition of middle housing, then no accessory dwelling unit is permitted on that lot.

D. Development standards.

1. The accessory dwelling unit shall comply with the development standards of the zoning where the accessory dwelling unit is located, including, but not limited to, minimum lot coverage, setbacks, etc.
2. Accessory dwelling units shall only be allowed on lots that meet the minimum lot sizes for the principal unit under the code. In addition, for any lot which is the result of a subdivision or a lot split and which is below the minimum lot size for the zone, no additional dwelling units, including accessory dwelling units, shall be allowed.
3. Accessory dwelling units shall not be allowed on any lot that contains critical areas or buffers or that is not connected to a public sewer system.
4. Accessory dwelling units shall not be allowed within the shoreline jurisdiction.
- ~~25. The accessory dwelling unit shall contain no more than the lesser of 1,000 square feet of gross floor area, or 40 percent of the total square footage of the gross floor area of the single-family dwelling and accessory dwelling unit combined.~~
- ~~53. All of the structures on the property shall have ~~the a cohesive and consistent appearance, including roof shape, glazing, exterior finishing materials and colors, of a single family~~with all other dwelling units and any other permitted accessory structures on the lot.~~
4. ~~The entry door to the accessory dwelling unit shall be screened from the street by portions of the structure or by dense evergreen vegetation.~~
- ~~5. There shall be no sign or other indication of the accessory dwelling unit's existence other than an address sign and a separate mail box.~~
- ~~66. A certification by City of Bellevue utilities is required indicating that water supply and sanitary sewage are available to adequately serve the accessory dwelling unit.~~
7. Accessory dwelling units may not be used as short term rentals.
8. The maximum gross floor area for an accessory dwelling unit is 1,000 square feet.
9. The maximum roof height for an accessory dwelling unit is no more than twenty-five (25) feet, or the maximum height allowed for the primary unit on the lot, whichever is lower.

- E. There shall be one off-street parking space provided for the accessory dwelling unit, which shall be in addition to any off-street spaces required for the principal ~~single-family~~ dwelling unit. The only exception for the accessory dwelling unit off-street parking requirement is when the accessory dwelling unit is located within one-quarter mile of a major transit stop.
- F. Garage space and other accessory buildings may be converted into an accessory dwelling unit. However, if the converted accessory building contained parking, the minimum parking standards for both the principal unit and any accessory dwelling unit must be replaced elsewhere on the property. Nonconforming use rules as set forth in chapter 16.36 MMC apply to any accessory buildings that are converted which are not consistent with the applicable codes at the time of conversion. ~~only if the number of covered garage spaces eliminated by the conversion is replaced by the same number of covered garage spaces elsewhere on the property.~~
- G. An accessory dwelling unit must contain:
1. Bathroom facilities that include a toilet, sink and a shower or bathtub; and
 2. Food storage and preparation facilities and a sink.
- H. A property owner seeking to establish a legal accessory dwelling unit shall apply to register the dwelling unit with the city pursuant to MMC 16.70.070. The application shall include an agreement, in a form approved by the city, by the property owner to maintain the accessory dwelling unit in compliance with the standards set forth in this section.
- I. After the accessory dwelling unit is approved, a registration form signed by the record holders of the property shall be recorded with the King County auditor's office. Said registration form shall contain:
1. The street address and legal description of the property; and
 2. The requirement for maintaining the accessory dwelling unit in compliance with the requirements of this section.
- J. The registration of the accessory dwelling unit may be canceled pursuant to MMC 16.70.070 by the property owner by recording a certificate of cancellation in a form satisfactory to the city with the King County department of records and elections. The city may record a notice of cancellation upon failure to comply with the standards set forth in this section.

(Code 1988 § 20.34.020; Ord. No. 969 § 3 (Exh. A), 2019; Ord. No. 900 § 4 (Att. A), 2013; Ord. No. 1001 , § 5, 6-14-2021; Ord. No. 1017 , § 8, 2022)

16.34.030. Off-site accessory uses. *(No changes needed)*

16.34.040. Accessory recreational facilities. *(No changes needed)*

CHAPTER 16.35. TEMPORARY USES

(no changes needed)

CHAPTER 16.36. NONCONFORMITY

(no changes needed)

CHAPTER 16.37. WIRELESS COMMUNICATION FACILITIES

(no changes needed)

CHAPTER 16.38. SMALL WIRELESS FACILITIES

(no changes needed)

CHAPTER 16.39. PARKING

(no changes needed)

[Page 45 of 45](#)

[Page 45 of 45](#)

[Page 45 of 45](#)



MEDINA, WASHINGTON

AGENDA BILL

Monday, February 24, 2025

Subject: Middle Housing Update

Category: Discussion

Staff Contact(s): Jonathan G. Kesler, AICP, Planning Manager and Kirsten Peterson, Senior Project Manager, SCJ Alliance

Summary

As the City of Medina embarked on the State-mandated middle housing updates, City Council identified community involvement and participation as a crucial component to the process. As such, a Public Engagement Plan (PEP) was adopted via Resolution 444 on June 10, 2024.

After SCJ Alliance was contracted to work on the middle housing project, the code was analyzed and recommended code amendments were provided for City review. SCJ also produced a plan for carrying out the objectives of the PEP. When materials were ready to be shared with the public, a robust community engagement effort began in earnest to solicit feedback about the middle housing updates from members of the Medina community.

In addition to providing materials for posting on the City website, and producing postcards, flyers and other materials for peer-to-peer engagement, two community forums were held in January 2025. The purpose of the forums was to share information with the public, allow for Q&A, and to encourage participation in a community survey.

The Medina Middle Housing community survey ended on Friday, February 14, 2025. Survey results were pulled on Tuesday, February 18, following the weekend and a federal holiday on Monday, February 17, 2025.

At the conclusion of the survey, 199 responses were received online. The completion rate is 72.4%, with 144 surveys fully completed and 55 partially completed. Four (4) paper surveys were completed and submitted to City staff, **for a total of 203 surveys submitted.**

The survey consisted of 24 questions and was designed to provide information to the public about middle housing and also allow for feedback on several topics. One goal of the City Council was to ensure that the community had the opportunity to share their ideas, concerns and general feedback regarding not only middle housing, but others of concern for Medina. .

The survey results dated February 18, 2025 are attached as Exhibit 1. The document is 111 pages in length and contains various graphs and charts and contains a great number of responses to open-ended questions.

A question-by-question, in-depth summary of the survey begins on the next page.

Medina Middle Housing Community Survey Results

Question #1: Out of 195 respondents, 21% reported that they were very familiar with the with the term “middle housing”, 48.7% reported that they were somewhat familiar, 16.4% indicated they were not sure, and 13.8% reported that they were not at all familiar. Four (4) respondents skipped this question.

Question #2: When respondents were asked if they knew what housing types were included in middle housing, 61.9% of respondents (120 individuals) reported that “yes” they knew of the possible housing types this would entail. 18.6% responded with a “maybe”, and 19.6% said “no”. Five (5) survey respondents skipped this question.

Question #3: This was an open-ended question allowing for a narrative response when asking respondents about their initial reactions to the information that Medina must begin allowing for middle housing. The responses from the community members are found on pages 7 through 19 of the attached survey results. The answers are extensive, and it is recommended that the responses are read verbatim. However, for a generalization of the responses an AI summary of the information identified the following key themes:

1. Traffic and Infrastructure Concerns:

- Many residents express concerns about increased traffic and the strain on Medina's infrastructure, which was designed for low-density single-family homes. Increased density could exacerbate traffic congestion and cause parking challenges, particularly with limited space on the streets. Some worry about the potential need for costly upgrades to roads and utilities to accommodate higher density.

2. Property Value and Aesthetic Concerns:

- There is concern that introducing middle housing will negatively impact property values, especially as it may alter the character of predominantly single-family neighborhoods. While some suggest that middle housing might increase land values, others believe it could reduce the desirability of single-family homes, which might lead to higher property taxes and a loss of exclusivity. Aesthetic concerns are also mentioned, with some residents worried about the disruption to the visual harmony and charm of Medina.

3. Preservation of Community Character:

- Many residents value Medina's current serene, low-density environment and are apprehensive about the potential loss of this character with increased density. Some see middle housing as inconsistent with the community's identity and fear it will change the quiet, small-town feel they cherish.

4. Concerns About Affordability:

- Some respondents express skepticism about whether middle housing will achieve its goal of creating affordable housing. With high costs in the area, it's unclear whether these units will truly be affordable for middle-income families or will be priced out of reach, ultimately benefiting developers and raising property values rather than addressing housing affordability.

5. **Mixed Reactions to Legislation:**

- While some residents acknowledge the need for more housing and support the state's efforts to address the housing shortage, others are strongly against the mandate, feeling that local planning should have more influence. A few residents are open to middle housing in principle but express concerns about how it's implemented, particularly regarding the scale of development, height, and setbacks to maintain the neighborhood's character.

6. **Community Input and Solutions:**

- Some residents propose the creation of a focus group to address the potential impacts of middle housing. They suggest that Medina collaborate with neighboring areas like Yarrow Point and Clyde Hill to establish design guidelines and other measures to mitigate concerns like noise, parking, and safety.

7. **Polarized Opinions:**

- The responses vary widely from strong opposition, with some describing the legislation as an infringement on local rights and others calling it an "un-democratic" imposition, to more moderate views that express openness to carefully planned changes that respect the community's values.

Overall, there is a mix of support and strong resistance to the idea of middle housing in Medina. Many residents are primarily concerned with preserving the character of their community, maintaining low-density living, and mitigating the potential negative impacts on property values and infrastructure.

Question #4: With this question, respondents were asked to rate their level of concern over the impacts of middle housing legislation to Medina. The responses are found on page 21 of the survey, but in general there were varying levels of concern over each topic provided as a possible response. The topics that were rated included property values, lighting, noise, parking, traffic, tree preservation, and safety.

Question #5: This question allowed respondents to specify other concerns not included in the ranking for question #4. Please refer to pages 22 through 26 for the full results. The AI generated summary of the results noted a broad range of concerns from residents about the potential impacts of increased development and density in their neighborhood. Main themes from the responses were identified as follows:

1. Neighborhood Character & Aesthetics
2. Privacy & Overcrowding
3. Infrastructure Strain
4. Property Values & Affordability
5. Traffic & Noise
6. Community & Social Impact
7. Development Process & Governance
8. Environmental & Utility Concerns
9. Miscellaneous Concerns

Overall, the responses suggest a strong desire to maintain the neighborhood's character, manage growth in a way that doesn't overwhelm infrastructure, and protect residents' quality of life.

Question #6: This question asked the respondents what thoughts or concerns would arise if a neighbor were to redevelop for middle housing or add ADU's. Narrative responses are found on pages 28 through 38. The AI generated summary of the key themes is as follows:

1. **Traffic and Parking Issues:** Many respondents are worried about increased traffic congestion, limited parking availability, and safety concerns due to more vehicles on streets not designed for high traffic volumes. Overflow parking on streets and strain on local infrastructure were also common concerns.
2. **Impact on Property Values:** A recurring concern is the potential decrease in property values, especially in single-family neighborhoods. Some believe the character of the neighborhood would be negatively affected by increased density, while others fear the market might become less desirable.
3. **Loss of Privacy and Neighborhood Character:** Several people expressed concerns about decreased privacy, particularly with new buildings being too close to existing homes. There's also worry that the neighborhood's peaceful, low-density character would be compromised, making it more urban and less residential.
4. **Noise and Safety:** Increased noise from construction, additional families, and potentially disruptive renters (e.g., short-term rentals like Airbnbs) is a significant issue. Concerns about safety, especially related to increased crime and lack of oversight, were also mentioned.
5. **Aesthetic and Environmental Concerns:** Respondents are worried about the visual impact of new housing, including the destruction of trees and the loss of the area's natural beauty. They also expressed concern about the architectural fit of new units within the existing neighborhood.
6. **Setbacks, Building Codes, and Regulations:** There's a strong desire for clear building regulations to preserve setbacks, lot coverage, and the overall integrity of the neighborhood. Some respondents emphasized the importance of enforcing building codes to maintain the area's quality and avoid undesirable structures.
7. **Impact on Community:** Many residents value the sense of community and fear that increased density would erode neighborhood bonds. Some expressed concerns about transient renters, especially short-term renters, undermining the neighborhood's stability.

Overall, the responses reflect a deep concern about the impacts of middle housing on Medina's residential character, privacy, safety, and property values, with a particular focus on preserving the tranquility and aesthetics of the neighborhood.

Question #7: This was a question related to the effects of the parking requirements for middle housing. Narrative responses are found on pages 39 through 48. The AI generated summary notes that the survey responses largely express concerns about parking, particularly related to the potential for increased congestion and the impact on neighborhood aesthetics and safety. Identified key themes are as follows:

1. **Increased Traffic and Parking:** Many respondents are worried that more cars will be parked on the streets, leading to overcrowded and unsafe conditions. Streets are already narrow or have limited parking, and adding additional units could exacerbate these issues. Concerns about congestion, especially in residential areas, are common.
2. **Safety Concerns:** Several respondents are concerned about the safety implications of more cars on the streets, including traffic hazards, difficulty navigating narrow streets, and potential issues with emergency vehicles being unable to pass.
3. **Negative Impact on Neighborhood Character:** Many feel that increased parking on the streets could change the quiet, residential character of the neighborhood. The idea of streets being lined with cars, RVs, or other vehicles is seen as detrimental to the neighborhood's charm and appeal.
4. **Environmental and Drainage Issues:** Some responses highlight concerns about environmental impacts, such as increased hard surfaces that could exacerbate drainage problems. The lack of adequate stormwater drainage is mentioned as a potential consequence of increased parking space requirements.
5. **Regulation and Enforcement:** There are also concerns about how parking regulations will be enforced, particularly regarding on-street parking and whether exceptions will be made for developers. Some respondents want stricter enforcement to maintain a balance of parking availability and neighborhood safety.
6. **Support for Off-Street Parking:** Many respondents emphasize the importance of requiring adequate off-street parking for new developments, particularly ADUs (Accessory Dwelling Units). The suggestion of enforcing a minimum number of parking spots per unit is a recurring theme.
7. **Uncertainty About the Future:** Some respondents are uncertain or confused about how changes in parking regulations will be implemented, and whether new housing types will lead to enough parking spaces to accommodate all residents.

In summary, while there is some support for additional housing, a significant portion of respondents are concerned about the impact on parking, traffic flow, safety, and the overall character of their neighborhoods. Many advocate for strong regulations, off-street parking requirements, and effective enforcement to mitigate these concerns.

Question #8: This question asked about support for adopting design guidelines for all housing in Medina. Out of the 150 responses received, 33.3% were in strong support, 22.7% slightly supported this, and 14.7% were neutral on the topic. 8.7% were slightly opposed, while 20.7% were strongly opposed to adopting residential design guidelines.

Question #9: This question asked respondents if the City should use middle housing to achieve the State mandated affordability requirements. 60.7% of respondents said no, 19.3% responded with a yes, and 20% were neutral (see pg. 52).

Question #10: As an information question, it was explained that the City will need to update its zoning in order to meet regionally allocated affordability targets. When asked to rank the possible options the answers from 141 respondents ranked highest to lowest as follows (see page 54):

- 1 – Multifamily Zoning
- 2 – Middle housing with additional subsidies
- 3 – Other
- 4 - Tiny homes community

Question #11 asked for other ideas on how Medina can meet its affordable housing targets. respondents gave written responses which can be found on pages 55 through 59. The responses to the survey question reflect a variety of opinions and suggestions, with the AI generated summary as follows:

1. **Support for Cohesive Development:** Some respondents suggest creating more cohesive, intentional designs with multiple homes built together, such as duplexes or cottages, to integrate affordable housing into the community in a way that fits in better. Others suggest focusing on tiny home communities or cottage-style developments aimed at low-income seniors or city employees.
2. **Expansion of Housing Options:** Ideas like converting existing homes into duplexes, allowing for small condo buildings in designated areas, or building housing on public or underused land (e.g., Medina Chevron or other sites) were mentioned.
3. **Opposition to Affordable Housing in Medina:** A number of respondents strongly oppose the concept, arguing that Medina's high land values make affordable housing unfeasible, and that adding more housing would lead to a loss of the city's character. Many of these responses suggest pushing back against state mandates, with some even advocating for lawsuits or ignoring the requirements.
4. **Support for ADUs:** There is notable support for allowing Accessory Dwelling Units (ADUs), with calls to prioritize them over other types of multi-unit developments like townhouses and duplexes. However, many emphasize that strict regulations on utilities and design should be enforced.
5. **Concerns About Land Availability:** Several people question the feasibility of building affordable housing due to Medina's limited land, suggesting that repurposing existing spaces (such as vacant properties or commercial areas) could be an option.
6. **Economic and Tax Considerations:** Responses also mention the need to lower property taxes, cap realtor fees, or offer financial incentives to make housing more affordable. There is a sense that without subsidies or significant changes to economic structures, achieving affordable housing in Medina will be very difficult.
7. **Community Education and Mindset Shifts:** A few responses stress the importance of educating residents about the challenges of housing affordability, suggesting a shift in mindset is needed to understand the needs of low-income families, teachers, and other essential workers.

In summary, while some propose solutions such as ADUs, tiny homes, or specific affordable housing developments, a significant portion of respondents are opposed to the idea, seeing it as incompatible with Medina's character and land values. Others call for legal challenges or simply rejecting state mandates.

Question #12 asked respondents for areas in the city that would be most acceptable for zoning changes to allow more opportunities for affordable housing. Responses are found on pages 60 through 66. The AI generated summary of suggestions is as follows:

1. **Near SR 520 and Major Roads:** Several responses suggest areas along or near SR 520, such as:
 - Medina Circle (84th Ave/520) for easy access to transit and minimal impact on existing neighborhoods.

- The stretch from NE 24th to 520, especially between Evergreen Point Rd and 84th Ave.
 - Near the 520 Bus station or police station.
 - North of 24th St, south of 520, and near Bellevue Christian School.
 - Near major arteries such as 84th Ave, 12th Street, or around Medina Park for transit access.
2. **Commercial or Underused Areas:** Some responses suggest repurposing commercial or less-developed spaces, including:
 - Medina Chevron and the gas station area.
 - The Medina Nursery or Wells Medina Nursery.
 - The former middle school site or areas near the golf course.
 3. **North or East of Medina:** Areas further from the city center, such as:
 - The northern or eastern edges of the city, including NE 28th, NE 10th, or near the Overlake Golf Course.
 - Specific areas like north of 24th and around Medina Heights or along Evergreen Point Rd.
 - Southeast corners of Medina and near Fairweather Park.
 4. **Other Locations:**
 - Near schools like Bellevue Christian or Medina Elementary.
 - Possible repurposing of vacant or large lots, such as Bellevue Christian School or parts of the golf course.
 - Areas close to existing condo units or parks, where infrastructure may already be in place.
 5. **Opposition to Affordable Housing:** Some responses firmly reject the idea of affordable housing in Medina, suggesting it would disrupt the city's character or be too costly. Others suggest no suitable location exists, especially given the high land values.
 6. **General Recommendations:** Many suggest focusing on locations with easy access to transportation, while avoiding impact on existing residential areas. Others recommend considering larger or underused lots for potential developments.

In summary, the most common recommendations point to areas near SR 520, Medina Circle, and the golf course, while several emphasize the importance of minimizing impact on established neighborhoods. Many respondents also suggest exploring repurposing commercial spaces, though there's significant opposition to adding affordable housing in the area.

Question #13: With this question, respondents were asked for ideas on how to address the eventual impacts to parking and/or traffic resulting from increased number of vehicles on local streets. The responses are found on page 67 through 73.

Question #14 asked about strategies for reducing traffic stress to preserve safe streets. The most support went toward utilizing traffic calming measures at 63.4%, with 35.9% of respondents supportive of increasing the active transportation network, and 31.3% in support of promoting or expanding public transportation. 32.1% responded with "other". The ideas provided for the "other" category are found on pages 75 through 77.

Question #15 provides a list of potential actions the city could take to address possible changes in traffic patterns created by middle housing. Responses are provided in two forms,

with the graph on page 78, and a list format on page 79. Around 50% of the respondents indicated their support for protected walkways, speed bumps, and wider walkways. Refer to the survey results for the remainder of the responses.

Question #16 asked what concerns respondents had about traffic calming measures, active transportation or public transit in Medina. Results are found on pages 81 through 85. Key points generated by AI include:

1. Public Transportation:

- Many residents oppose expanding public transit in Medina, fearing it could increase crime, disrupt the neighborhood's character, and contribute to overcrowding. Some also believe there are insufficient parking areas for buses and other transit options.
- A number of respondents specifically want to limit public transit routes to certain streets (e.g., 84th Ave) and express concerns about potential public transit stops causing unwanted activity or attracting non-residents.

2. Traffic Calming Measures:

- Several residents are opposed to traffic calming measures like speed bumps, roundabouts, and narrow streets, citing concerns about noise, damage to vehicles, and difficulty for drivers, especially elderly individuals or those with low cars.
- Speed bumps were particularly mentioned as being noisy and ineffective, with some feeling they are more of a nuisance than a solution to speeding.
- Residents also highlighted the negative impact of these measures on driving experience, with many fearing they will make driving less enjoyable.

3. Bicycles and Pedestrian Safety:

- Bicycle traffic, especially along certain roads like Evergreen Point Road, was mentioned as a concern due to cyclists not following road safety rules and riding too fast or inappropriately.
- Some respondents expressed a desire to address cyclist behavior through measures like enforcing stop signs or potentially adding dedicated bike paths.

4. Traffic Congestion and School-related Issues:

- There were concerns about traffic congestion around schools, particularly during pickup and drop-off times, which some believe could worsen with an increase in housing or population. Suggestions included the use of police officers to manage traffic during peak times and the consideration of one-way streets to alleviate congestion.

5. Road Safety and Enforcement:

- Many residents advocated for stronger enforcement of existing traffic laws, including speed limits and aggressive driving. They suggested using speed cameras, increasing police presence, and issuing fines to ensure compliance and improve safety.
- Some felt that aggressive driving, particularly by non-residents passing through Medina, is a significant safety concern.

6. Construction Traffic:

- Residents are concerned about construction traffic, particularly large vehicles, and its compatibility with Medina's narrow roads. Some proposed limiting

construction traffic to main arteries to reduce congestion and prevent damage to the roads.

7. General Opposition to Traffic Measures:

- Some residents expressed a belief that traffic calming measures, in general, would not be effective in reducing congestion or improving safety, particularly if they are aimed at reducing vehicle density. There was skepticism that such measures would work as intended and concerns about them potentially making problems worse.

8. Support for Certain Measures:

- While many were opposed to specific traffic calming measures, a few residents supported ideas such as road bumps to reduce speed and enhance safety for pedestrians and children. However, they also acknowledged that these measures could cause issues for low cars and might not be the perfect solution for all residents.

In summary, there is a strong preference for maintaining the current character of Medina, with some residents expressing opposition to increased public transit, traffic calming measures, and any changes that could make driving or parking more difficult. There's also significant concern about the impact of non-resident drivers, especially those passing through Medina, on traffic congestion and safety.

Question #17 asked respondents to provide locations where the City should focus efforts on safer streets. The responses are found on pages 86 through 91, with the following key takeaways:

1. Major Streets and Arteries:

- **Evergreen Point Road:** Frequently mentioned for better lighting, sidewalks, speed control, and narrowing to improve safety.
- **24th Street:** Areas along 24th, including intersections with 84th Ave and 12th Street, need more visibility, crosswalk improvements, and speed control.
- **84th Avenue:** Several mentions of speeding issues, especially near the Chevron and St. Thomas areas, with suggestions for improved traffic control measures like speed bumps, cameras, and roundabouts.
- **12th Street:** There are calls for wider sidewalks, traffic calming, and better management of school traffic around Medina Elementary and St. Thomas.

2. School Zones:

- **Medina Elementary and St. Thomas:** Several responses point to the need for better traffic management, such as speed bumps, clearer crosswalks, and police presence, especially during school drop-offs and pick-ups.
- **Speed and Traffic Control:** Focus on controlling traffic speeds and adding measures like speed bumps and more visible crosswalks near schools, such as at the 5-way stop by St. Thomas.

3. Traffic Intersections:

- **Intersections of 84th & 12th and 24th & 84th:** These are considered hazardous, especially during school rush hours, with suggestions for traffic signals or roundabouts to improve flow and reduce accidents.
- **NE 16th and NE 18th:** There are recommendations for buffering sidewalks from fast traffic near the country club, as well as warning signs for pedestrians.

4. Sidewalks and Lighting:

- Many responses highlight the need for more sidewalks, especially along **Overlake Drive East** and smaller side streets that are lacking infrastructure for pedestrians.
- Improved **street lighting**, especially along **Evergreen Point Road** and near schools, was also a key concern.

5. General Safety Concerns:

- Increased traffic due to potential development is a common worry, with respondents suggesting that solutions focus on minimizing congestion, speeding, and ensuring safer environments for walkers, bikers, and drivers.
- Some also call for **police patrols** or enforcement of traffic rules to ensure safer streets.

6. Opposition to Middle Housing:

- Some responses oppose the introduction of middle housing, citing concerns over increased traffic and safety issues. Suggestions include addressing safety proactively before implementing new housing developments.

In conclusion, the focus for safer streets is primarily on major roads (Evergreen Point Rd, 24th, 84th), school zones, and improving infrastructure for pedestrians, such as sidewalks and lighting. There are also strong calls for better traffic control, speed management, and improvements to key intersections, especially those around schools.

Question #18: Respondents were asked if they or their family would consider building an ADU, duplex or other middle housing on their lot. Out of the 148 responses received, 92 respondents (or 62.2%) stated “no”, 33 respondents (or 22.3%) responded with “maybe” and 23 respondents (or 15.5%) stated “yes”.

Question #19: This question was a follow-up response to the previous question (#18). Of the 23 respondents who reported yes, 17 were most interested in building an ADU, 4 respondents indicated an interest in cottage housing, 1 (one) responded favorably towards stacked flats and 1 (one) towards a duplex. There were no favorable responses towards courtyard apartments.

Question #20: This was another follow-up response to question #18. Of the 33 respondents who reported “maybe” to building middle housing, 22 reported that they would be most interested in developing ADU’s, 9 responded with interest in cottage housing, and 2 responded with an interest in duplexes. There was no interest in courtyard apartments or stacked flats.

Question #21: For those that responded with a “no” to question #18, the reasons for their selection can be found on pages 98 through 102. A summary of the reasons for the “no” response, as generated by AI is as follows:

1. Space and Lot Size:

- Many residents feel their lots are too small to accommodate additional housing (e.g., ADUs or middle housing). Some also state that their lot is already fully developed or does not have enough space for expansion.
- Some homes are already near or at the maximum allowable building limits for their lot, making it difficult to add more structures.

2. **Desire for Privacy and Quiet:**
 - A key concern is maintaining privacy and the quiet, low-density nature of their neighborhood. Many feel that adding extra housing would create noise, reduce privacy, and negatively affect the neighborhood's peaceful atmosphere.
 - Residents often highlight the importance of keeping a large yard for personal use, kids, and pets, and worry that new housing would disrupt this.
3. **Community Character:**
 - Many residents value the single-family, suburban character of Medina and do not want to see it changed. They believe that adding more housing would degrade the community's appeal, alter its aesthetics, and reduce its charm.
 - Some feel that the density increase would make Medina feel more like a city, which they are trying to avoid by living there.
4. **Tree Preservation and Vegetation:**
 - Several residents are concerned that adding housing would lead to the loss of trees and other valuable vegetation, which contribute to Medina's beauty and quality of life.
5. **Landlord Concerns:**
 - Many do not want the responsibility of becoming a landlord, managing tenants, or dealing with potential issues related to renters. Some simply do not want strangers living on their property.
6. **Economic Concerns:**
 - A number of people believe that ADUs and middle housing wouldn't truly address affordability issues, as they see the increase in density as more of a financial opportunity for real estate speculators rather than a solution for affordable housing.
7. **Construction and Disruption:**
 - The potential construction disruption, including the loss of gardens or the change in property flow, is a deterrent for many. Additionally, some feel that the construction process isn't worth the trouble or expense, especially when they already have an ADU or don't need one.
8. **General Opposition to Density:**
 - Many oppose any increase in housing density, believing that it contradicts the reason they moved to Medina in the first place—low-density, quiet living. Some simply don't see a need for more housing on their property.
9. **Impact on Property Value:**
 - Some worry that adding an ADU or middle housing would devalue their property and change the aesthetic appeal of their home and yard.
10. **Cultural and Lifestyle Concerns:**
 - A few residents expressed that adding more housing would bring unwanted changes to their lifestyle, including more noise, people, and cars. They emphasized a desire to preserve the character of their neighborhood and maintain the current quality of life.

In summary, the primary concerns are space limitations, privacy, maintaining Medina's character and low-density lifestyle, reluctance to become landlords, and fears about potential disruptions to the neighborhood's aesthetics and environment. Many residents feel that Medina should remain as it is, without the introduction of more housing.

Question #22: The survey also asked respondents which method they most likely engage with to provide feedback to the City. Online surveys were the highest ranked method at 89.6%, followed by 55.6% in favor of town hall/forums, 37.5% were in favor of focus group discussions, 28.5% in favor of commenting at public meetings and 7.9% responded with “other”. The “other” responses are found on page 104.

Question #23: Respondents were asked how they want to receive information and updates about changes in the City. 90.2% responded that email was the preferred option, 39.9% utilize the City website, 37.8% reported that mailers worked well, 21.7% engage with social media and 7% preferred phone contact. One (1) other respondent preferred text messaging.

Question #24: With this question respondents were asked if there were any other matters they would like the City to know about. Narrative responses are provided on pages 107 through 111. The summary of results generated by AI are as follows:

1. Impact of Housing Legislation and Density:

- There is significant opposition to the state-mandated increase in housing density, particularly "middle housing." Many residents fear it will negatively impact the character of Medina, turning it from a quiet, residential community into a more urbanized area.
- Concerns about the enforcement of building codes, including variances, and the potential for profit-driven, substandard construction that compromises neighborhood aesthetics and safety.
- Residents feel that the city's unique, rural atmosphere, including the preservation of greenery and trees, should be protected and not sacrificed for higher density housing.

2. Concerns About Builders and Construction:

- Strict oversight of contractors and builders is a recurring issue, especially regarding compliance with tree protection regulations and ensuring that large, beautiful trees are not lost due to non-compliance.
- Several residents expressed frustration with the permitting process, citing that it is cumbersome, inconsistent, and unnecessarily expensive. There is also concern about construction noise, particularly on weekends and early mornings.

3. Tree Protection:

- Several responses emphasized the importance of protecting Medina's trees. Many are concerned about the loss of tree canopy and want updated tree protection codes to prevent further deforestation.

4. Public Safety and Infrastructure:

- Public safety is a major concern, especially regarding aggressive driving, speeding, and parking issues, such as blocking lawful street parking. Residents also expressed concerns over the impact of new developments on the safety of the community, particularly in terms of traffic and pedestrian safety.
- There are concerns about the adequacy of Medina's infrastructure (e.g., roads, utilities) to handle increased density or multi-family housing.

5. **ADU and Housing Flexibility:**
 - Several residents expressed support for allowing Accessory Dwelling Units (ADUs) and the ability to convert existing utility buildings into ADUs, as long as they are done in a way that preserves the community's character.
6. **Public Meetings and Engagement:**
 - Some residents suggested that public meetings and hearings be made more accessible by providing virtual options like Zoom to increase community involvement and engagement.
7. **Noise and Lighting Issues:**
 - Issues with excessive backyard lighting affecting neighborhood character and residents' sleep patterns were raised. Residents also pointed out that street lighting is insufficient in certain areas, making it a safety concern.
8. **Short-Term Rentals:**
 - There were concerns about the impact of short-term rentals like Airbnbs on the community, particularly with respect to the potential for disrupting the neighborhood's stability and increasing traffic.
9. **General Opposition to Change:**
 - Many residents expressed a strong desire to keep Medina a single-family, low-density community and resist state-imposed mandates that they feel would negatively alter the city's character. Some suggested joining with neighboring cities in legal action against such mandates.

Overall, residents want to preserve the quiet, suburban character of Medina, protect its trees, and ensure that any new housing development maintains high standards while considering the impact on infrastructure, public safety, and the community's overall aesthetic.

While the AI generated responses are a useful summary, it is helpful to review the verbatim responses provided by the many community members who took the time to respond to this survey. It is likely that City Council will be interested in using the feedback to inform policy decisions for not only the middle housing project, but also for other community concerns identified by community members.

This Middle Housing Land Use Code Update project continues to meet and support Council's priorities 1, 2 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 and Community Building

Attachment(s)

- Exhibit 1 – February 18, 2025 Medina Middle Housing Survey Results

Budget/Fiscal Impact: Proceeding with the Middle Housing Scope of Work is consistent with the City's obligations under the Commerce Middle Housing Grant. By meeting the required milestones, the City will be able to draw from the grant funds.

Recommendation: Discussion only; no action needed.

City Manager Approval:



Proposed Council Motion: N/A, no action needed at this meeting.

Time Estimate: 30 minutes

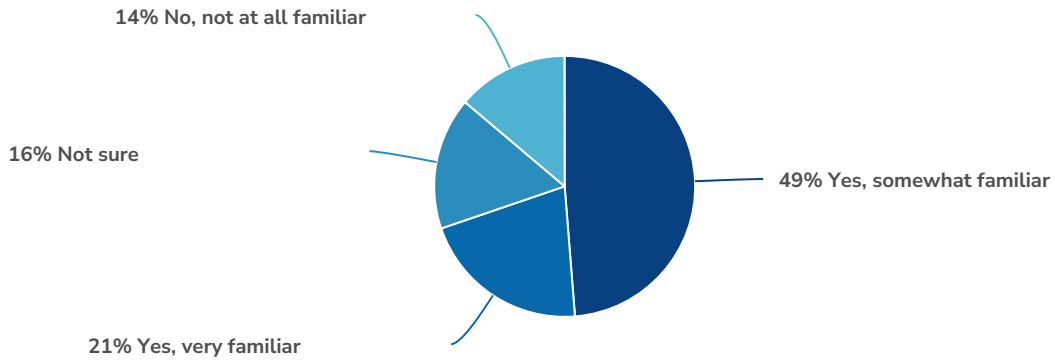
Report for Medina Middle Housing Survey

Response Counts



Totals: 199

1. Are you familiar with the term 'middle housing'?



Value	Percent	Responses
Yes, somewhat familiar	48.7%	95
Yes, very familiar	21.0%	41
Not sure	16.4%	32
No, not at all familiar	13.8%	27

Totals: 195

Statistics

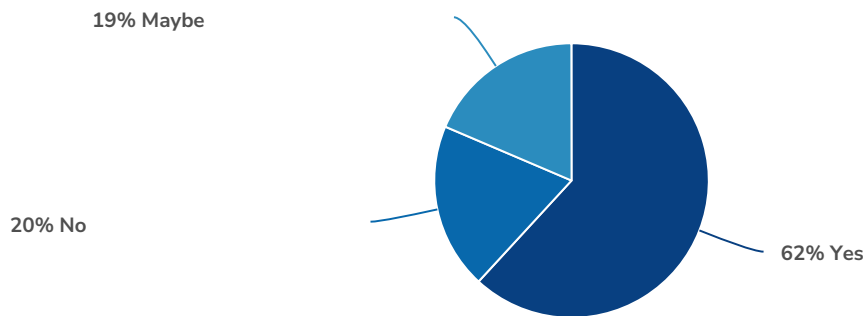
Skipped

4

Total Responses

195

2. Middle Housing refers to a range of housing types that can provide more than one housing unit per lot in a way that is compatible in scale with single-family homes. Do you know of possible housing types this could entail?



Value	Percent	Responses
Yes	61.9%	120
No	19.6%	38
Maybe	18.6%	36
		Totals: 194

Statistics

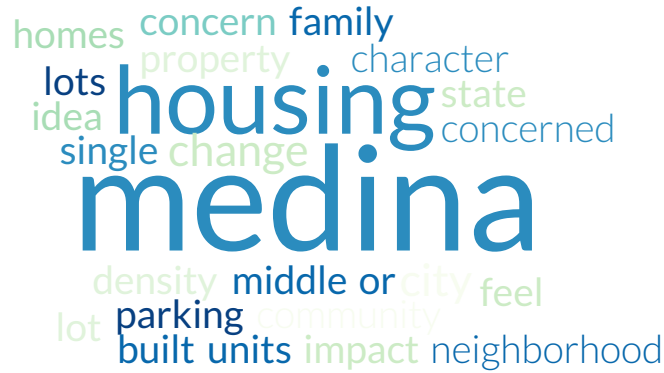
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5

Total Responses

194

3. Under new state legislation, middle housing includes two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing; however, not all of these middle housing types are required in Medina. The City of Medina is required to allow for middle housing types that allow for two primary units or one primary unit and two accessory units. This means that the City of Medina must allow for duplexes, stacked flats, courtyard apartments and cottage housing. What are your initial reactions to learning what Medina is required to allow for?



ResponseID Response

ResponseID Response

12 While the legislation aims to address the statewide housing shortage and promote diverse housing options, there are valid reasons to oppose its implementation in Medina due to its potential impacts on traffic, road infrastructure, and property values. 1. Traffic and Road Infrastructure Limitations Increased Traffic Congestion: Allowing middle housing, such as duplexes or two-unit flats, will increase neighborhood density. This could lead to more vehicles on roads that are already not designed for higher traffic volumes. Medina's streets are primarily built for single-family home communities with low-density traffic patterns, and they lack the capacity to accommodate the surge in vehicles that middle housing would bring¹¹². Parking Challenges: Even with parking mandates capped at one or two spaces per unit depending on lot size, the increased density could lead to overflow parking on streets. This creates safety hazards and aesthetic issues in neighborhoods that currently enjoy spacious layouts²³. Strain on Infrastructure: Medina's roadways and supporting infrastructure were not designed for high-density living. The introduction of middle housing could necessitate costly upgrades to roads and utilities, placing a financial burden on the city and its residents¹¹³. 2. Concerns About Property Values Potential Devaluation of Single-Family Homes: Many residents worry that introducing middle housing into predominantly single-family neighborhoods will negatively impact property values by altering the character of these areas. While some studies suggest mixed results regarding property value impacts, the perception of reduced exclusivity and increased density often leads to resistance from homeowners⁹²². Market Dynamics: Allowing denser housing types may increase land values due to higher development potential. However, this could also raise property taxes for existing homeowners while potentially reducing the desirability of single-family homes in areas with higher density²⁵³⁰. Neighborhood Aesthetics: Even if middle housing is designed to match the scale of single-family homes, many residents fear it will disrupt the visual harmony and appeal of their neighborhoods, further impacting property values¹⁸³⁰. 3. Broader Implications Preservation of Community Character: Medina is known for its serene, low-density residential environment. Introducing middle housing risks altering this character by increasing population density and changing the demographic composition of neighborhoods. Limited Local Benefits: Middle housing does not necessarily equate to affordable housing. In a high-cost area like Medina, these units may still be priced out of reach for middle-income families, undermining one of the primary goals of HB 1110

13 Unfavorable as over time this will negatively impact the special character of our community as well as property prices. Also it raises questions about the potential impact on property taxes: will we still be assessed at the premium rate if the premium quality of life here is less?

14 Sucks. Reeks of taxation without representation.

15 Concerns about parking and traffic.

16 I am a bit apprehensive about how this will impact the character of Medina. This includes house design, tree coverage, traffic.

17 Well, it's a big change but change is inevitable. I'm ok with it and hope that the changes don't change the city for the worse.

ResponseID Response

- 18 Duplexes are fine but any more density is potentially asking for trouble. If there are multiple units, some may eventually be required to be for low income housing and for drug addicts.
- 19 I'm worried this will overtax our infrastructure and negatively change our quiet, safe neighborhoods.
- 20 I think that Medina is late to the table on this discussion and are ill prepared to deal with the new housing laws. After attending the meeting last week, it appears that many residents believe we can reverse or not comply with this law. However, that is not the case and I think the meetings going forward should make this clear and focus on what we need to put in place to ensure that our neighborhood is set to mitigate these changes in the best way possible. For example, we need to establish design guidelines, lighting restrictions or guidelines. For example, if someone builds a complex with a shared courtyard, they could put in a basketball court or pickle ball court with night time lighting. This could be a huge issue for the neighbors. In addition, this example would also pertain to noise levels. Parking was also brought up at the meeting. I would also propose that a focus group is formed of residents to come up with ideas. I also would recommend that this focus group meet with Yarrow Point, Hunts Point and Clyde Hill. We should be binding together to share and problem solve this as a larger community
- 21 I'm disappointed that the state of Washington is mandating what is best for our town, especially given all the new housing available next door in Bellevue.
- 22 Not pleased. Do not want apartments.
- 23 the items that have the smallest impact in terms of additional square feet of living space and character to the city
- 24 Par for the course
- 25 Par for the course
- 26 I'm concerned that we will lose a lot of the charm (small town feel) that Medina provides.
- 27 Keep Medina...Medina!
- 28 Unsure. I didn't move to Medina to be in a high density area.
- 29 I really hate the state forcing this, but understand the need for housing in the state.
- 30 I really hate the state forcing this, but understand the need for housing in the state.
- 31 This will change the appeal of the city given city's close proximity to Seattle and Bellevue downtown.
- 32 It is very possible the new code will change the style of Medina, reduce the attractiveness of the city.

ResponseID Response

- 33 I am generally in favor of Allowing middle housing types along the lines that the city is required to sport. The major concern I have is for parking: my view, the city should ensure that adequate parking exists for any middle housing types. Such that overflow of cars are not on the street. Further, I would object to raising the height limit and total lot coverage percentage, as this would detract from the quality of ownership.
- 34 It what it is.
- 35 Initially not excited ,but understand it's needed and required.
- 36 Incomprehensible. I am sure we can find areas where that can be done vs a place like Medina or Tri points area where communities are residential homes.
- 37 seems fine
- 38 Medina has always been a smaller city with single family houses only. Infrastructure is not designed to double or triple number of residents. Also, historic spirit of smaller city will be lost with additional houses on backyards.
- 39 The first concern is in terms of impact of increased traffic, on-street parking (due to a lack of on driveway and garage spaces), impact to property values and taxes.
- 40 1. It's state legislation so in some way Medina must comply. 2. Would existing setback/coverage/height requirements change? For example, an R-16 lot that is only 8119 sq ft has a 30% / 55% coverage limit. We're already packed in pretty tight, (north of 24th and south of WA520), and I would not support an increase in lot coverage or height. 3. Many of the lots that offer the closest access to mass transit fall in the "small lot" category.
- 41 Initially I'm supportive of the option to allow for ADUs and two primary units as presented, such that they fit within the property and respect setbacks. However, I'm concerned about the increased noise, traffic, on-street overflow parking and light that may increase from such structures.
- 42 111
- 44 These requirements sound reasonable.
- 45 I agree it's necessary and I like the fact the footprint of these new kinds of dwellings will be no greater than current code on lot coverage
- 46 Do not like it
- 47 It's the law and the state does need more housing, so it makes sense. As long as Medina code can retain current setbacks, lot coverage, height, etc. One concern will be parking.
- 48 I don't have any issues with the small upzoning requirements for Medina.

ResponseID Response

- 49 We followed strict permitting guidelines when we built our home - lot setbacks, hard paved surfaces, tree canopy, height guidelines, etc. i hope the city of Medina holds any type of middle housing to these strict guidelines or even more strict guidelines when considering these types of builds. Permit process must not allow for variances for middle housing.
- 50 Suprised but would like to see what measures we can take to keep Medina a quiet, low density neighborhood.
- 51 This is wrong headed, un-democratic social engineering being imposed upon communities without adequate input from the residents. It has elsewhere been shown to upend the stability of everything from neighborhood character to home prices and will never succeed in its purported purpose of forcing availability of affordable housing. Totally against it.
- 52 Initial reaction is that I don't want this type of housing.
- 53 as least as possible - something a primary unit plus one ADU which is two primary units.
- 54 i'm all for it!
- 55 i'm all for it!
- 56 I don't have an issue with it. I don't think it will fundamentally change the vibe of our city because the available land to build these types of homes is minimal. My only concern is increased traffic and need for parking with minimal infrastructure to handle it,
- 57 Do NOT do it!!!!!!!
- 58 Since it's your choice whether you build extra housing on your land, I think it's a great idea. Nice to have opportunity to have mixed type housing and be more creative as well as more prudent with resources (electricity, heating, etc).
- 59 Horrified! Developers will ultimately drive this process without concern for the beauty of Medina.
- 60 Us seniors need more courtyard garden , most of us have mobility issues and fixed income. The only 55 and over is Nottingham and this property manager puts seniors out to the streets, she says she doesn't have to have a reason. The problem is it's the cheapest place we can afford, All 55 and over have gone up to over a thousand for just rent. There are only 3 , 55 and over in Medina
- 61 I'd like to see some flexibility in setback requirements and/or height requirements. Many folks do not want a 2-story or flat-roofed structure.
- 62 Medina already has some cottage housing. Let's keep it at that.
- 63 It will change the entire aesthetic of the neighborhood

ResponseID Response

64	surprised
65	I love Medina the way it is - tree lined, eco friendly, with a neighborhood feel and with little traffic. I'd rather not change its character so if we are required to implement those changes I'd prefer that those types of dwellings be subject to the same setbacks, height limitations etc that single family housing is subject to.
66	Negative reaction. That is not why we chose to live here. If we wanted a higher density community we would have chosen to live downtown somewhere. My feelings is it will not incorporate into Medina's historic feelings very well at all.
67	This doesn't seem to make sense in the city of our size with limited lots.
68	I do not like the idea of this. It would change the feel of the neighborhood. I think it would be ok to have an accessory dwelling unit in the back yard for company and maybe make it allowed to be a little larger, but I don't like the idea of apartments duplexes or triplexes.
69	I know that more affordable housing is needed but I wonder how Medina would be able to make that happen and wonder how many people would actually build this type of housing. I think if there are setback rules for neighbors that would make a difference on how crowded it could feel.
70	ok
71	I am very unhappy that the state is forcing the cities to do this. Cities should zone, not the state.
72	I think it's a nice option to have as a homeowner.
73	Shocked and unbelievabe
74	Bs
75	These buildings might require larger setbacks than are currently required for single household dwellings, as they could be tall and intrusive. Would the property owner be required to live on the property?
76	Not happy about it
77	Overall, inconsistent with the neighborhood. Allow near existing commercial and non-residential uses such as gas station, green store, post office, nursery, churches, golf course, parks, and schools. Allow near SR 520. Allow adjacent bus routes of travel. Allow additional units to be small rentals such as cottages, basement units, above garages. But don't allow them to be sold separately, just minor rentals. Be more flexible if it is for a family member such as an adult student or parent. Try to preserve large chunks on single family areas. Allow the use of small 300 SF max boat houses be repurposed to rental units.

ResponseID Response

78	I am for ADUs but not more than that
79	not happy about this
80	This is a horrible idea.
82	Would need to find locations along big streets where it doesn't disturb the residential feel
83	It will make parking more difficult.
84	NO. I do not agree with Middle housing. There is plenty of housing (apartments, condos, townhomes, etc) throughout the greater Bellevue area. And, at much lower costs than what most could afford in Medina. Homes being built are losing character just to gain square footage and I think middle housing will make smaller cities lose their charm.
85	It could create more housing opportunities, but I'm not a fan of shared housing because these days people don't know how to be considerate of others. I lived in a condo for more than a decade but I had to leave due to bad neighbors. It's much more peaceful living in a single home.
86	I am more intrigued and open to cottage housing than I would be for the other types of higher density options.
87	I hate the idea of "middle housing!"
88	This is a TERRIBLE idea.
89	Not a fan.
90	Not a fan.
91	While I understand the need, I worry about the look and feel of what our lots could all look like. And the overcrowding of the lots and the right-of-ways/street. Parking could become more like Seattle. Over populated.
92	Not in favor
93	stacked flats, cottage housing
94	a. Higher density is a sensible solution to housing scarcity b. I don't really want higher density, as I've chosen Medina for its relative "quiet" c. I don't know if this will result in speculators buying lots and developing middle housing to generate greater revenue, or if Medina will distinguish itself as a haven for single family homes, but either outcome will result in market pressures increasing the cost of housing here.
95	It seems like it will be difficult to accomplish in Medina.

ResponseID Response

96	Don't like it at all!!!
97	My reaction is not favorable because I don't think middle housing would be affordable for people considering to live in Medina. It's barely affordable for some of current residents.
98	Stressful.
99	Ridiculous! We pay extraordinary taxes to live here, a certain lifestyle.
100	Missed
101	I like things the way they are. But that is not the case anymore.
102	I do not agree with it all. It would totally ruin this beautiful city Medina. This falls under the "category of too much Government." 1801 77th Ave NE
103	As long as we can keep the character and some greenery I'm ok with it
104	Interesting.
105	We think the City and State pushing this concept is ridiculous. It would obviously degrade the quality of life and safety for Medina's existing residents. We will always Strongly oppose anything that can negatively impact Medina's quality of life. Middle Housing will not be accepted.
106	In a place like Medina, it would take decades for any change to take place.
107	My street has CC & R's since 1964, that are in effect. I find it hard to believe the "middle housing" has priority!
108	Stacked flats seem incompatible with current community resources.
109	horrible, terrible. it will destroy the character of Medina which lead all of us to live here. we should do the absolute minimum to comply with this worthless state law. our city must try to keep our housing regulations local and not set by the state.
110	Yuck. It will destroy MEDina.
111	After attending the meeting in January, I feel like I have a good understanding on what Medina is required to allow for. Also knowing that the "building envelop" regulation has not changed.
112	You're saying yes but the answer is really no due to Medina rules.
113	I think this is a positive move to allow for more housing. My biggest worry is that these units will be very expensive and not expand the inventory of affordable housing in our area.

ResponseID Response

114 Surprised. It will change the makeup of the community however with time there will be acceptance.

115 Reluctant surprise. Think it will change the flavor of the community but there will be acceptance.

116 Should the City of Medina fight the top down mandates to fight for local planning, density, and zoning decisions?

117 I do not like it.

118 'middle housing' is a bad idea. States like WA have put on their agenda for decades trying to eliminate the middle/working class. They are taking advantage of people's kindness and warmness to destroy America's tradition/culture. One example is they are building high rise in the downtown Bellevue (our lovely QFC will be replaced by crowd high rise residents). Greedy builders are happy in making money while the old quiet/peaceful community got eliminated. This 'middle housing' idea plays similar roles. WA has plenty of lands to build houses to satisfy housing demands. Why add 'middle housing' to the traditional single family housing community? Why Medina? You never know who your neighbors would be once this becomes real. Trust among people will go away. Middle/working class will lose their ownership of lands by the end. Similar things are happening now in California LA. After the recent fire, it takes endless time for middle/working class to rebuild their home while big companies behind are purchasing the lands and who knows what and how they are going to use the land. NO 'middle housing'!

119 not a big deal

120 Increased density is good overall; I don't know the implications for Medina infrastructure and services to support it.

121 Surprised

122 I am not in favor of the middle housing rule. I wish there were heavier rulings for these second stacked, duplexes and courtyard apartments as it is going to bring down the value of the property we now have.

123 Two accessory units seems excessive. One would be ok on lots that could accommodate one. I'm not sure where cottage housing or courtyard apts could be built in Medina as it's mostly built out with single family houses.

124 I think this should not be allowed

125 not sure

ResponseID Response

126 For the most part, I am not opposed to these types of dwellings, but am very concerned about access to homes and parking. The other big issue for my husband and myself is the landscaping of properties. We love the look of a 'green' Medina with numerous established large trees; unfortunately in recent years, we see many properties stripped of most of the existing trees so that 3 house can be built where there previously was only one. The finished landscaping has not even come close to making the property look like it is green and natural. Some examples are on Evergreen Point Road north of the overpass.

127 This is upsetting given the more remote and expensive nature of Median Real estate. I would be in support of 2 primary units on some lots, but that seems about right--higher density should be reserved for areas closer to major downtown corridors than Medina.

128 Initial reaction is that our neighborhood will not feel the same and it will become more crowded and more cars. Also worried builders will take advantage of this to make more money not to provide cheaper housing. There should also be some bonus of these extra homes going to people who work for the city or Medina Elementary.

129 Concern about increased traffic, decrease in property values, bringing in more renters to the area

130 I don't like the idea but am not overly worried residents will embrace their construction and use.

131 I'm sad that this could change the look and feel of neighborhood. Medina was zoned for single family homes and it has worked well.

132 Do not want it!

133 I'm vehemently against it!

134 What is the required % or count of these units to be built in Medina? How does this impact Medina population count?

135 To me this sounds like an infringement on my rights as a citizen. I understand the need to accommodate housing however those in need should problem solve for themselves without burdening others. This may sound unsympathetic but survival of the fittest may apply in this situation.

136 I'm unsure of what this means, based on the little information provided here. What are the details? I would imagine that multi-unit constuction would require a minimum lot size? Do state requirements have a minimum number of units required per area/population/lots by a certain date?

137 I'm not for it!

138 Not happy about it, hope Medina will resist somewhat within the confines of the law

139 not happy

ResponseID Response

140	I'm happy that Medina can do its part to solve our home affordability and availability crisis. It doesn't make sense that Medina's population is shrinking while so many people want to move to the Greater Seattle area. Welcoming new families into our community will make it richer in more ways than one.
142	I do not want Medina to change any of their housing height restrictions or set backs. I think the goal of all this is low income housing which will totally change our community.
143	Concern about impervious surfaces and reduction of trees
144	I hope that we can use this as an opportunity to create more accessible options to live in our town - but am nervous about builders using it to create more houses that feel like they fill an entire lot/cut down all trees, and that we'll lose the feel of our community we love.
145	I am concerned about the potential impact of increased density on our community's character and infrastructure.
146	I am open for the new requirement !
147	Dislike but can see some possible benefits.
148	It seems like Medina has chosen options that will keep the community character nearly the same. The difference between Middle Housing and existing ADU rules in Medina is not clear though.
149	That is great to allow for better use of the land and affordability. Medina has a large NIMBY problem.
150	game changer for character and style of Medina
151	Sounds good
152	We shall allow it much earlier.
153	I think this is great. Medina does not currently have housing that is affordable for all but the extremely wealthy. Middle housing provides a nice middle ground for allowing more housing without allowing large apartments.
155	No way!
156	I believe in property rights and if an additional living unit fits the code I would be OK with additional housing units on lots with existing structures.
157	Cool
158	And don't think it's a great idea

ResponseID Response

159	Concerned
160	I am concerned that investors, foreign or domestic will come into our beloved neighborhoods and tear down homes to put up duplexes and multifamily dwellings for their financial gain. Our city should implement a clause that states the owners of the property must reside at the property. With that clause, it would deter those looking only for financial investments.
161	Not favorable.
162	I am concerned that investors, foreign or domestic will come into our beloved neighborhoods and tear down homes to put up duplexes and multifamily dwellings for their financial gain. Our city must implement a clause that states the owners of the property must reside at the property. With that clause, it would deter those looking only for financial investments.
163	Disappointed, it will change the area as it was built and intended.
164	This is stupid and cities should be allowed to say no
165	It's absolutely awful and if allowed will ruin the quaint community charm of Medina.
166	Concerned about the possible change in character of Medina.
167	Is this a theoretical problem or actually is there going to be more house built and rental properties?
168	I am concerned and think the city should be thoughtful about how this requirement is achieved.
169	It's unfortunate
170	Sad to hear it could change the characteristics that make Medina great
171	Thank you very much I am happy for your help me this will be my best friend to do this with zoey room
172	It's going to ruin the nature of Medina. Parking may become an issue like Seattle and a more transient population with numerous renters does not lend itself to community building.
173	I hope that it is grouped and clustered appropriately. Put these types of properties near businesses and transportation. Do not scatter in neighborhoods. Keep the price and finishes in line with existing housing.
174	That is going to negatively impact Medina and change it forever.

ResponseID Response

175	I am worried that more housing will ruin the appeal of serene and quiet neighborhood charm for Medina.
176	It's about time.
177	My initial reaction is that this will fundamentally change the characteristics of the town.
178	We already have townhomes in Medina, so I don't know that this is a problem. Ideally they would be in the character of other homes in the neighborhood.
179	State law. I don't think Medina residents' reactions are relevant.
180	I am fine with these requirements.
181	How many floors would be allowed for courtyard apartments? Would they be tall enough to cast shadows onto neighboring properties?
182	Understand we need to get more housing units and Medina's location close to everything is ideal but concerned on impact to character. Would not want to see taller housing but perhaps more lot coverage is OK
183	Doesn't make sense, I think it should be a requirement to big cities like Bellevue, Redmond and Kirkland, not Medina. Medina should maintain its low density single family life style, which is the biggest reason people move in here
184	Medina is very safe and quiet community. I concern this change will cause safety issues
185	yes
186	It doesn't make sense.
187	Media is beautiful and peaceful. I don't think Medina needs these "middle housing types". I don't want Medina to become crowded one day. Because we already have parking and traffic problems, especially during the school dismissal time and some festival weekends. And Medina even stopped Easter eggs hun last year which disappointed a lot Medina kids due to the traffic and crowds.
188	Pretty surprised. I do not feel it's compatible for the Medina community that has been known for: quiet, private and clean.
189	We are not pleased with these new requirements that might impact City of Medina.
190	Some concern for tree/canopy cover. More lots with buildings from edge to edge with no yard space/vegetation/trees.
191	Will increase density and pose load on existing infrastructure.

ResponseID Response

192	It will change the dynamic of Medina. Medina's infrastructure is not built for high density. It's very sad.
193	It's not a good idea to have such a wide range of different types of properties without being consistent.
194	Beware the do-gooders
195	None
196	Not sure
197	If managed correctly middle housing should be fine
199	Ok as long as current building codes are still enforced.
200	This sucks.
201	I don't agree with the new laws. This is why we live in Medina. Hoping our community does not take advantage of these new WA laws.
202	faf
203	Absolutely not. The city should fight it as it does not fit building codes in Medina.
204	Absolutely no, let's try to maintain the neighborhood.
205	It's terrible that the state is allowed to disrupt neighborhoods. Has this been through a court challenge? There is probably no compensation to a homeowner that winds up living next to a crowded, disproportionate middle housing type. More cars, more driveway coverage, fewer trees. A bad idea all around. Truly, a violation of property rights.
206	I'm extremely concerned that the small, safe city will become less so with these types of properties.
207	Deeply disappointed. I moved to Medina because it was low density, single dwelling specifically. I will look for the earliest opportunity to leave Washington state.
208	It can be a good thing for the city and property owners
209	I'm disappointed this change is being forced on Medina, concerned about the increased density in the neighborhood and all that it will bring, including noise, development, parking issues, etc.
210	I think the legislation should be overturned. Mandating middle housing on every city in the state isn't the solution to affordable housing.

4. This state-required change will have impacts on the Medina community. What are your highest concerns about the possible impacts of this state legislation? Please classify the following possible impacts to your level of concern for each.

	1 - Not all concerned	2 - Slightly concerned	3 - Somewhat concerned	4 - Moderately concerned	5 - Extremely concerned	Responses
Lighting Count Column %	41 24.4%	50 26.9%	35 20.7%	24 10.1%	29 5.9%	179
Noise Count Column %	16 9.5%	32 17.2%	28 16.6%	42 17.6%	61 12.4%	179
Parking Count Column %	14 8.3%	21 11.3%	28 16.6%	41 17.2%	75 15.3%	179
Traffic Count Column %	16 9.5%	21 11.3%	19 11.2%	43 18.1%	80 16.3%	179
Tree Preservation Count Column %	33 19.6%	30 16.1%	24 14.2%	24 10.1%	68 13.8%	179
Safety Count Column %	28 16.7%	18 9.7%	20 11.8%	34 14.3%	78 15.9%	178
Property Values Count Column %	20 11.9%	14 7.5%	15 8.9%	30 12.6%	100 20.4%	179
Totals	168 13.4%	186 14.9%	169 13.5%	238 19.0%	491 39.2%	1252 100.0%

ResponseID Response

38	Increase of pollution (more driveways, more concrete, more driving)
40	Lot coverage and building mass. Can Medina's infrastructure, (both physical and human) accommodate a larger population?
41	Property tax impacts
44	Architectural design of units.
45	Designs not compatible with the historic Medina neighborhood environment
46	General atmosphere of the area
49	Community Feel
50	Medina population
51	Not just property value per se but affordability of housing will decrease as developers buy land to build these multiple units. Neighborhoods in San Diego already suffering under this madness.
56	No
58	Neighbors resenting new housing if built near them
59	Architectural appeal and quality of construction of these new units .
67	No
71	Decrease in privacy
75	Setbacks
77	Architectural integrity
78	Privacy
85	It could block views from homes depending on how high the building is
91	privacy and crowded
93	widening roads
95	Where to build...
96	No

ResponseID	Response
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97	No
----	----

101	Just that individuals might sometime in the future be forced to sell only for some type of middle housing!
-----	--

103	we already have some horrible lights on newer houses, 12th st eg It cant get worse
-----	--

105	Local gov't that ignores the will of its residents
-----	--

106	None
-----	------

107	Water run off.
-----	----------------

109	neighbor charactor
-----	--------------------

111	n/a
-----	-----

112	N/A
-----	-----

115	no
-----	----

116	Character of Medina per Comprehensive Plan
-----	--

117	Intrusion of government
-----	-------------------------

118	ownership of lands
-----	--------------------

119	n/a
-----	-----

120	Utilities (electrical grid is already fragile; sewer capacity)
-----	--

123	Design--I suggest a design review board or the planning commission serve as design reviewers for middle housing. Binding decisions would be necessary for some elements.
-----	--

126	There should be more discussion about the architecture that is approved. In recent years, more homes have been constructed that look like boxes to maximize coverage and not consider variations for a more interesting roof line or shape of the building.
-----	---

128	Look and feel of neighborhood
-----	-------------------------------

130	I do not want daily rentals such as AirBnB or VRBO
-----	--

131	Aesthetics
-----	------------

132	Feel/personality of our community
-----	-----------------------------------

ResponseID Response

133	When we purchased our house we were looking for a specific kind of SFR neighborhood. That is not compatible with multiple houses on a lot.
135	School overcrowding.
140	Load on our aging sewer and electrical systems. Overloading our limited cell phone towers.
143	Impervious sutfaces
150	character of city and residents, quality of life
156	N/A
157	No
160	Peace and tranquility gone
164	It will look like crap next to single family homes
166	Neighborhood character - prefer a semi rural ambiance vs urban.
167	The traffic and speeding during school start and end
170	Character loss
171	Yes
172	Lack of community connection with short term renters
173	The look or aesthetic of our neighborhood.
174	Impact on infrastructure and lack of services
175	Crowds will increas in our neighborhood parks
177	That an ADU or Middle housing would be used as an Airbnb. How will this impact the schools?
179	Sidewalk improvement
181	Poetical of adverse effect on property values and increased property taxes.
183	current public facility is not designed for more population, such school, parks
192	Neighborhood feel of Medina.

ResponseID Response

194 Change to the character of the neighborhood by real estate speculators and people who don't actually live here

196 Street appeal

199 Building construction noise and traffic.

200 Traffic

203 Crime

205 Rights of property owners completely disregarded.

207 Crowding at parks on walking. I moved to Medina because it was low density.

210 Quality of life.

6. If your neighbor redevelops for middle housing or adds an ADU, what concerns would you have?



ResponseID Response

ResponseID Response

12 While the legislation aims to address the statewide housing shortage and promote diverse housing options, there are valid reasons to oppose its implementation in Medina due to its potential impacts on traffic, road infrastructure, and property values. 1. Traffic and Road Infrastructure Limitations Increased Traffic Congestion: Allowing middle housing, such as duplexes or two-unit flats, will increase neighborhood density. This could lead to more vehicles on roads that are already not designed for higher traffic volumes. Medina's streets are primarily built for single-family home communities with low-density traffic patterns, and they lack the capacity to accommodate the surge in vehicles that middle housing would bring¹¹². Parking Challenges: Even with parking mandates capped at one or two spaces per unit depending on lot size, the increased density could lead to overflow parking on streets. This creates safety hazards and aesthetic issues in neighborhoods that currently enjoy spacious layouts²³. Strain on Infrastructure: Medina's roadways and supporting infrastructure were not designed for high-density living. The introduction of middle housing could necessitate costly upgrades to roads and utilities, placing a financial burden on the city and its residents¹¹³. 2. Concerns About Property Values Potential Devaluation of Single-Family Homes: Many residents worry that introducing middle housing into predominantly single-family neighborhoods will negatively impact property values by altering the character of these areas. While some studies suggest mixed results regarding property value impacts, the perception of reduced exclusivity and increased density often leads to resistance from homeowners⁹²². Market Dynamics: Allowing denser housing types may increase land values due to higher development potential. However, this could also raise property taxes for existing homeowners while potentially reducing the desirability of single-family homes in areas with higher density²⁵³⁰. Neighborhood Aesthetics: Even if middle housing is designed to match the scale of single-family homes, many residents fear it will disrupt the visual harmony and appeal of their neighborhoods, further impacting property values¹⁸³⁰. 3. Broader Implications Preservation of Community Character: Medina is known for its serene, low-density residential environment. Introducing middle housing risks altering this character by increasing population density and changing the demographic composition of neighborhoods. Limited Local Benefits: Middle housing does not necessarily equate to affordable housing. In a high-cost area like Medina, these units may still be priced out of reach for middle-income families, undermining one of the primary goals of HB 1110

13 All 7 impacts listed above.

15 Parking on the street and traffic.

16 Property value, parking, sunlight (depending on ADU design), tree coverage, house design

17 I'd have two concerns, one that it infringed on my privacy and two that it was an eyesore

18 Parking issues

19 I'm deeply concerned about noise, street parking, overtaxing our infrastructure, increased lighting

20 See my response - question 4, 5

ResponseID Response

21	Mostly concerned with how it will affect existing views from my home, especially impact to privacy. Also concerns with noise, lighting, tree removal, traffic.
22	Property values parking on street.
23	way too many people living on the lot, will over time probably make Medina like Greenlake
24	Privacy and tree preservation
25	Preservation of trees and privacy
26	Increased noise, parking issues, and some loss of privacy.
27	As previously.
28	Will I be safe?
30	Would want trees or shrubs to help maintain privacy Would like design standards to be developed Parking
31	How fast the trend will take the city to a town with different life style.
32	Property values.
33	How far away the setback is from the new property to mine. Increased parking on the street. Lighting from new or existing housing that illuminates my yard or structure. Increase noise, fire and smoke from outdoor amenities, and traffic.
34	Privacy
35	Privacy- concern that new units could crowd and peer into our house and property. Noise- more families per lot = more noise. Noise and disruption from construction. Trees- worried that we will lose trees which provide beauty and privacy House values going down if developments not done well.
36	What will be the rules around ADU and possibly rentals?
37	None
38	Traffic, noise, infrastructure, safety.
40	Encroachment of personal space. Disrupting our relatively low-key street with additional traffic and noise. (We don't have sidewalks on 78th.).
41	Overflow parking from the property to the street, noise and proximity of structures near to and over the setbacks (causing privacy concerns).

ResponseID Response

42	111
44	Does the house fit the architecture of the neighborhood. Will there be off-street parking?
45	That the Building Code is enforced and that variances don't loosen lot and height coverage standards
46	Look, parking and increased activity
47	Adhering to setbacks, lot coverage, height in current Medina code. Our street does not allow on-street parking - so they'd need more off-street parking
48	None.
49	Property Value, Noise, Parking
50	Too close to next door home. Community look in terms of housing designs.
51	All the above
52	Would not want people just renting and not having a more long-term connection to the community.
53	safety for middle housing
55	none
56	Primarily the issues with parking where we live and construction noise. We already have limited parking and have suffered the noise of major construction projects for over a year now- it's constant. i'm also concerned with damage to our roadways with heavy construction vehicles.
58	Only how close to property line and blockage of sunlight but that would be the same if it was a large single family house too
59	Loss of existing privacy. Noise, Light, Trees etc as mentioned earlier. I moved here from Laurelhurst which became a crowded, high traffic, unsafe area, where architectural beauty was discarded in favor of background high rises and now apartments. Broke my heart.
60	Cost! Accessibility and safety
61	I'd like to see regulations designed to incentivize people designing structures that retain the neighborhood architecture and character.
62	Noise. Safety.

ResponseID Response

63	Noise, parking, general disruption to the peaceful nature of the community we have chosen to invest and live in.
65	There are a lot of shared driveways in Medina which were constructed for the very light use of a limited number of single family homes and increasing the number of dwellings per lot could make those impractical to use/overcrowded. In addition I'd be concerned about tree cover, setbacks and noise.
66	Privacy, lighting, noise, parking, views, quality of our property.
67	That would negatively impact my property value
68	I would not like that!
69	Our neighbors already tried to allow the hedges to grow so they don't have to see our house, so I'm not too worried about anything. It's already noisy with landscapers all day and our street has barely any parking so doubt much would change.
70	allowed
71	As noted in answers to question #4.
72	If it's a shared driveway, there needs to be communications on expectations.
73	Property value and safety Construction noise Decreased privacy
74	All the above!
75	Tree preservation. Also that the new structure not intrude on the privacy of current housing.
76	All the above
77	Architectural integrity. Materials. additional ROW access and related issues.
78	I do not mind an ADU but futile house dwelling is not inline with why we moved to the sleepy neighborhood with added privacy. with no street parking in most of the area it makes it more likely people will park illegally or unsafely on streets
79	Parking, noise, safety, property value
80	How fast can I move?
82	Noise and safety if sublet
83	changes in set back distances? Height changes?

ResponseID Response

84 Who is using the ADU or middle housing? How do these renters(?) or multiple owners manage the property? We already have enough homes, we don't need to cram multiple units in one property.

85 Construction noise, noise from new neighbors, loss of vegetation.

86 Parking. As well, I love the stability of long term neighbors. Having people move in and out every few months is not desirable. But ADUs for multigenerational families is wonderful!

87 All of the above!

88 Property value would be crushed, immediately. Traffic and noise would increase. Parking would get worse.

89 Set backs. Short term rental/leasing.

90 Setbacks. Short term leasing.

91 How the neighborhood will look and what the rules will be. Over crowding and lack of privacy. I can't imagine it looking very appealing.

92 Noise, parking, traffic

93 how neighbors would be affected and set backs maintained and traffic flow with appropriate turn arounds

94 Construction noise; crime at construction site; more neighbor noise. I don't like noise.

95 Property value, aesthetics, views

96 I would leave the area and relocate

97 My concern would be access to my property with additional use of the right of way to my home. Not knowing who my new neighbor is before they purchase the unit

99 House would depreciate in value

101 property values

103 I would prefer to keep the trees and to have off street parking

105 We and our neighbors will fight this.

106 Noise

107 Building envelope for additions

ResponseID Response

108	Increasing this kind of housing in Medina - specifically duplex, townhomes and stacked units - is concerning because we already have a lot of homes owned by non US nationals as investments. And many of these sit empty. Big investment in making our living denser while we have empty homes means we would likely also have empty multi family homes as well. Let's consider solutions like Vancouver BC that taxes non nationals at a high rate when they don't use properties as a primary residence.
109	all of the concerns listed above plus losing the local neighborhood involvement and spirit of Medina-----our unique character would be destroyed and we would become like any other neighborhood in Bellevue
110	Lack of light, too much traffic and noise.
111	As long as they follow all the building permits, set-backs and building envelop, not much you can do about it and don't see that the middle housing would change that.
112	Parking
113	I would say traffic. However our current traffic issues are greatly impacted by the amount of construction that is going on. Otherwise I have no additional concerns.
115	Privacy.
116	This is an holistic problem. Increased density will result in less privacy, greater tree canopy loss, and more impacts from lighting, noise, construction, more curb cuts and garages, more cars and traffic, and potential impacts on property values (depending on contiguous impacts at the time of marketing).
117	Degradation of neighborhood and reduction in value of my property. Government intruding into my property rights.
118	all the above on the list
119	none
120	Noise and disruption during construction
121	Safety and house value
122	all of the above listed....
123	Set backs from my house, parking, design (fit in with the existing housing designs in the neighborhood), number of residents per middle house.
124	It would change the neighborhood and I would not like it
125	noise

ResponseID Response

126 Access, traffic, parking. We currently have more than 20 vehicles a day turning around in our driveway as we are at the north end of EPR and they realize, at that point, that EPR is not taking them across the bridge. Medina has done nothing to slow down traffic (speed bumps) and the few Dead End signs are never observed (could we not add flashing lights to them such as the ones in Clyde Hill for Stop signs).

127 how it could affect our views, impact on additional power lines (ie, all new middle housing should mandate power lines be buried in the adjacent properties), parking.

128 That it will not look like a single family home and there will be twice as many people, cars, garbage cans, pets, etc. at that house.

129 Parking, increased traffic in the area, would prefer a clause saying they need to be long term rentals.. dont want housing turning over every 6 months

130 That it would become a rental property

131 Parking on the streets. Housing values decreasing. School over crowding.

132 Would change the feel and openness of the lot! More buildings, more people, more activity, more cars. Awful!

133 Will affect the open space I purchased; i.e. 1 house of half-acre lots. Will affect my views and light coming to my house. Will increase traffic. Will affect our property value.

134 The fit these additions and overall look of the city could change in a significant way. Parking and traffic could become a real issue.

135 Loss of privacy. Loss of community spirit.

136 I do not have enough information about the possibilities to form an opinion.

137 The change of our neighborhood which has been a family neighborhood.

138 Valuation! Neighbor/tenant quality (long term vs short term not as invested in neighborhood.)

139 noise and safety concerns

140 My neighbor has an ADU. I don't have any concerns.

142 traffic, cars parking on street, garbage cans, safety, noise, loss of sense of safety and community

143 Noise, parking and tree removal. Increase of density. Impervious surfaces

144 Higher traffic and noise if they use it as an airbnb type place. Construction noises

ResponseID Response

146	Safety and traffic.
147	All issues listed under \$4.
148	The same concerns as have now for redeveloping of a neighborhood lot with a new huge single home.
149	None. This is a good change towards housing affordability
150	all of the above
153	Test
155	Everything mentioned in question 4
156	I assume in Medina it would be an attractive building with considerate tenants (the rent would be high and preclude a lot of transient tenants I assume, so they would be likely reasonable neighbors)./
157	None
158	Privacy and noise and parking
159	Noise, privacy, safety, concerns if these units become short term rentals
160	That the owner resides on the property to ensure safety and preservation of the community
161	Property values and character of our small, single family community
162	That the owner would not be present to ensure the protection of the property
164	It will look crappy and have too many people next to my property.
165	How large it is, the noise, how it will impact my property value, privacy
166	Change in character Increase in traffic, noise and pollution
167	None
168	I think it changes the feel of the neighborhood. Makes it a more urban vs quaint & suburban street.
169	Parking Noise Property value Traffic
170	Loss of what makes medina special

ResponseID Response

171	I am very happy with my work as well and I am very happy to you give your help
172	Parking, how the rental is being used. How it is maintained and cared for by landlord
173	The potential use of the ADU. We have always had an ADU. It has been of great value to us, and worked really well. We have had friends live in it, husband work in it, and an Airbnb. I don't think our neighbors have had any issues.
174	My property would lose value and change the vibe at my lakefront home
175	Noise , privacy, traffic
176	No concern. I'm more concerned about people tearing down existing homes and trees and building large ugly single family homes. You haven't done anything about that.
177	Parking, Noise, Traffic, Airbnb.
178	Biggest concern I have is about those ADUs or additional units being rented out for the short term like on AirBnB.
179	Noise mostly
180	Parking availability, additional traffic
181	Building setback restrictions. Are ADUs going to be deeded separate from the primary DU or deeded as part of the primary DU?
182	Stated in my opening remarks - Taller housing would not be desired but more coverage on lots being allowed probably alright.
183	Tree Preservation: trees may be cut down to build more units Noise: more people, more noisy Parking & traffic: community roads will be full of cars, reasult in traffic jam and noisy, also it's bad for children safety Privacy: potentially new unit will be closer to my house Property Values: reduce my house's value
184	It will change the tradition environment of Medina community. Medina houses used to have big yards and space between two houses. With middle house, there will be less privacy and increasing conflicts between neighbors
185	Parking, noise and property values
186	It get rented out or used as AirBnB for short term rentals.
187	The safety issue
188	Safety concerns, especially that the ADU might be rent to any people.
189	Noise, parking, traffic.

ResponseID Response

190	Removing trees & vegetation!!!! Building closer to lot lines. Buildings towering over our yard.
191	Traffic/Noise/Safety
192	Traffic, safety and noise
193	Lack of privacy, lowered property value, more cars parked, more noise, more traffic
194	It depends on the nature of the structure. There is a lot of ugly housing being built in Medina. Lots are being stripped and boxes being built. We have no design review. My concern is the steady erosion of what was once a charming and visually pleasing, heavily treed community.
195	None
196	Property value, parking, noise
197	Setbacks important. Off street parking important. Noise issues addressed.
199	Building construction house and traffic. New buildings could block light and views. Medina building codes need to be enforced on new construction and alterations.
200	Noise
201	If it impacts my privacy. I also don't want rowdy people living next to me.
203	all of the above and crime
204	Ruins what the neighborhood is, this is not supposed to be , plenty of room in Bellevue with all the condos and apartments
205	Too many cars. Middle housing that would affect our property more than the one it is being added to. What happened to our set backs and lot coverage requirements.
206	My main concern is a potential increase in crime.
207	Property value, parking, noise
208	Parking.
209	Loss of privacy, loss of property value, increased noise and traffic, fundamental change to neighborhood's character, more cars parked on the street. Insufficient room for additional cars regularly using the street parking along with all the additional garbage/recycling/yard waste cans.

ResponseID Response

210

I enjoy all of my neighbors, but based on current set backs on my lot, I can still hear my neighbors more than I wish. I would assume that would get worse with middle housing next door.

7. Recent state legislation says the City of Medina cannot require more than two off-street parking space for each middle housing unit. Additionally, the City can only require one additional parking space for each ADU. Given this information, what initial thoughts or concerns do you have about the effects on your neighborhood?



ResponseID Response

12	This is going to very less and minimum should be 2
13	Same as above
15	Too much parking on the street.
16	Given the limited transit options in Medina, unless ADUs are restricted to a single occupant, one parking spot will be inadequate. Cars are the only way to get around.
17	Well, I suppose a concern would be that if there were not enough offstreet parking for these ADU's that there would be more and more cars parked on the street which would change the feeling of the neighborhood from a quiet residential neighborhood to more of a city Street
18	The restriction can cause problems because units might actually need 3 spaces (2 one visitor).
19	I worry that our streets will be lined with cars.
20	streets lined with cars where as of now we have none

ResponseID Response

21	Many of our side streets are narrow and allowing cars to park overnight on those streets is both dangerous and unsightly.
22	Impose the maximum amount of parking.
23	it is all going to be worse
24	Not sure
25	Extreme concern
26	We live within 1/2 mile of the 520 bus drop/park and ride. According to what I heard at the meeting, parking will not be required for my neighborhood.
27	We don't want Medina to look like Seattle with a lot of street parking.
28	Traffic during school rush hours. Character of neighborhoods.
30	There needs to be serious thought given to better regulating on street parking. It shouldn't be allowed on both sides of our narrow streets. Need to consider accessibility for fire trucks
31	We have narrow roads in most part in the city. No available parking and additional traffic will surely be a safety concern.
32	Parking on street, worse traffic.
33	I am concerned about the overflow of additional cars onto residential street or overnight parking, as it can create a property and safety concern due to increase targets of car, prowls, as well as the tracking from the overall looking for you of the neighborhood
34	Too many cars
35	Yes don't want overflow parking jamming up the streets
36	Property values will tank.
37	No concerns
38	Our smaller street will be hard to drive through and that will create lots of traffic.
40	Since our street has no curbs or sidewalks, on-street parking is done in lot setbacks. Come visit 78th and take a peek at the construction traffic and parking.
41	This may not be enough as current parking sees cars associated with existing single family housing overflowing to the street.

ResponseID Response

42	111
44	I'm concerned about people parking on the street and making it difficult to drive through the neighborhood.
45	Medina will need to allow more street parking. Currently Medina is too restrictive about street parking which even today makes it difficult to host more than a few guests without them needing to park far away and walk
46	Do not want cars parked next to my yard
47	As above - if the off-street requirement is 2 per housing unit and one per ADU, that probably works. Our street (78th) does not allow on-street parking - which would need enforcement
48	There's not much street parking as is my neighborhood. I suppose if every lot added a unit, it might become a problem. But that seems very unlikely
49	We have no parking on our street. Going to be horrible with cars parked all over lots or jamming up streets next to us that allow parking.
50	Parking spaces should be within the property areas such as driveway or garage. Off street parking should be strongly discouraged except for parties or gatherings.
51	More cars on the street obviously
52	I would not want additional cars parked along the street.
53	limit this to ADUs
55	not worried
56	I think it will be terrible. Current residents barely have enough parking for themselves and guests in certain areas of our city. Multi unit housing usually equals multiple cars often more than one per resident. We don't want our city to end up looking like downtown Bellevue or dense housing where people park on the streets all the time.
58	I don't know if street parking is allowed overnight in Medina. No problem if that's the regulation
59	Like other neighborhoods our streets will become crowded with parked cars, boats, trailers, campers. At night youth will sit in those cars playing music and talking loudly.
60	I don't think it would be a problem. , maybe street parking may not have enough parking or during winter months and plowing of snow.
61	I think additional parking restrictions will need to be enacted to help. Zone permits with a limit per lot?

ResponseID Response

62	I think it is awful.
63	Depends where the housing is. Much of Medina does not offer street parking
65	I like the limited amount of street parking in Medina - it keeps our streets uncluttered, gives the area a neighborhood feel and makes it more walkable
66	The same concerns. This does not change my opinion.
67	Parking is already limited
68	Concerning
69	There is barely any street parking on my street already so not sure where they would even park. Most open spots get filled with work trucks during the day. Not sure where they would park.
70	problem
71	Significant impact. There is a lack of parking spaces on public streets as it is. It will worsen the problem.
72	Parking can already be a challenge, it would be important for the requirement of an extra space on your property.
73	Street parking will be very tight. The whole neighbor won't look good with cars on the street
74	Awful! Seattle all over again
75	N/A
76	Parking, and the streets are just not set up to allow for this type of building
77	issues with cars in the ROW. I want to see smaller streets and less paving to keep the village type feeling.
78	parking safety and more cars on the streets
79	Alot of the streets in Medina can not accomodate this type of parking spaces
80	There will be way too many cars on the streets.
82	The two parking per unit and one per ADU should work and maybe some additional street parking with a permit should hopefully work. There should probably be additional no overnight parking in more quiet streets to preserve that

ResponseID Response

83	People will be long term parking in front of other properties
84	There isn't space for this. Unless the middle housing units are small enough to allow for the space needed for all the parking.
85	No concerns
86	Will ADUs be used as a corporate or other business office with clients coming in and out, generating more traffic or parking in neighborhood spaces (in front of people's homes)?
87	All of the above!
88	Parking would get MUCH worse. We'd have cars all over the neighborhood which would decrease the desirability of living here and would depress home values.
89	Street parking. Crowded streets. Traffic safety.
90	Traffic safety
91	It would seem to me that Medina would become just another over crowded, lack of parking neighborhood like those in Seattle.
92	Seems there would be much more hard surfaces on the lots. Drainage and surface water runoff concerns in an area where we have drainage issues already.
93	congestions unless roads are widened,
94	I don't know enough to have any concerns here. I would have thought that to be enough parking, until this question came up.
95	Do not allow street parking.
96	It will destroy it
97	It would become an annoying parking lot environment
99	Still don't want it but the recent state legislation would hopefully derail builders from building middle housing units.
101	As long as it does not add to on street parking.
103	I would like to keep parking off the street as much as possible
105	Parking and traffic is already a concern. WA state's anti-car agenda is unrealistic and will be strongly opposed.
106	Crowded street parking

ResponseID Response

107	Amount of land covered with asphalt - drainage problems!
108	We don't have street parking available in our neighborhood. The road doesn't allow for passing (Medina Circle).
109	I don't know where all the new people would park-----our beautiful city is not designed to accommodate this heavy volume of parking and people in middle housing will bring lots of cars and all of the associated problems with them to our streets.
110	They will park on the street anyway.
111	Right now the off-street parking is very regulated so as long as it stays that way, I've no concerns. So it depends on how this will be regulated. It could potentially become a concern.
112	People have already blocked public parking spots on 80th NE and you've done nothing
113	I don't think street parking is an issue.
115	Congestion. Loss of open space.
116	More cars and off site parking will clearly have negative effects, just as we have seen in Kirkland and parts of Seattle where ADU's have been developed, marketed, and sold.
117	People are already parking illegally on the street. This would make it worse.
118	NO 'middle housing' should be considered
119	maybe other neighbors concerned or not really.
120	Will the increased parking be sufficient for the expected population growth?
121	Will cars park on street?
122	Parking is a problem as no street parking is allowed on our street.
123	Medina is in the suburbs and bus and train service are on the perimeter of the city. A lot of residents have/need two vehicles even in an ADU.
124	It will make already limited street parking worse
125	parking in general

ResponseID Response

126 There is very little room to park on the street at the present time so this is only going to get worse. Not many people in Medina use transit and the Park & Ride is usually full very early in the morning. We may need to consider more parking by permit only along Medina streets. At the north end of EPR, we have had numerous years of new construction as well as long remodels of homes. Many of the workers park on the street leaving no space for residents to have their guests park. If there are construction mitigation plans required, they do not seem to be enforced. Medina has not helped the situation by designing the new sidewalk construction in areas like 24th and 10th that added more planted areas (that no one maintains), and resulted in fewer vehicles being able to park.

127 Since we dont have normal-width streets with sidewalks and street parking, this is a huge concern!

128 I am worried that medina will pass new laws or loopholes for contractors to get past this and allow more cars.

129 32nd Street has no street parking available. Not sure what that means for this issue

130 I don't like cars, RV's, etc. on the street or visible from the street

131 Overnight Street parking is not allowed on our street so I don't know how they could accommodate this

132 The whole law is not acceptable.

133 There are very few cars parked on our street; obviously that would change!

134 Parking could be a real issue. It already is in some areas.

135 Safety and air pollution

136 none

137 It concerns me.

138 NA

139 Traffic concerns

140 Availability of mass transit will be much more important. Smaller, on-demand or fixed-rout buses (vans, really) that get people from all parts of Medina to/from the 520 transit stops will support single-car families.

142 more parking on the street , more illegal parking

143 I don't see how all this comes together with limited infrastructure and concerns about a warming planet and need for trees to help mediate.

ResponseID Response

144	That on street parking with become more common/dangerous with seeing bikers/walkers/making streets more narrow
146	Random street parking will be a big issue.
147	Increased concern regarding parking.
148	So long as there is no parking allowed on streets, there is no concern.
149	Street parking or dedicated parking lots need to be made available to avoid congestion and vehicle safety
150	traffic impacts, land use
153	test
155	Everything mentioned in question 4
156	I am not concerned about parking. There seems to be plenty of parking. When is the last time you tried to go somewhere and couldn't find a parking spot? Correct, never.
157	None
158	And don't know
159	Parking issues
160	Not enough space
161	With limited street parking on several streets, this would add to more congestion on those streets with spaces
162	No Space available
164	People will ignore the rules and more traffic and parking will show up.
165	I'm not happy.
166	Change in character
167	If we built an AdU do I need to have a parking spot ? Does it have to be in the as garage.?
168	This will cause more street parking and congestion.
169	It should not be permitted
170	To many cars on streets

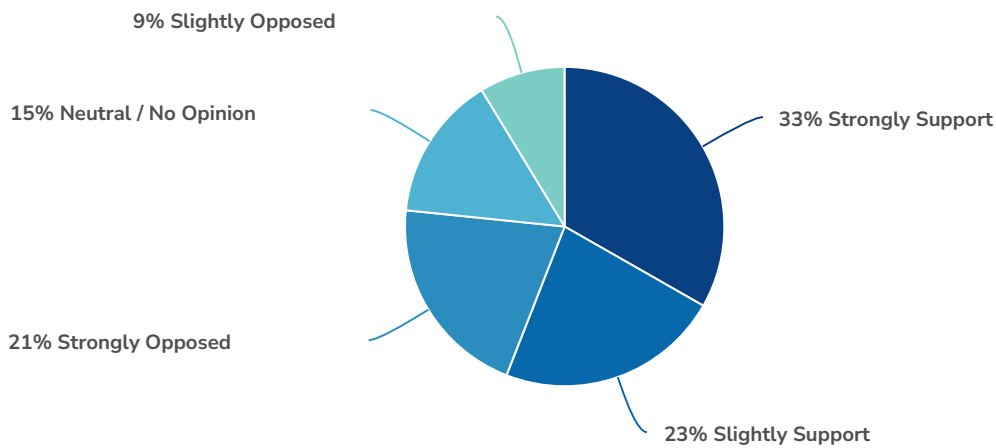
ResponseID Response

171	Thank you very much
172	If the housing is higher density as in an apartment building, the parking issues will be a problem. You already can't park on the west side of evergreen point road which limits parking and if you did open it up it would narrow the streets too much for easy traffic flow.
173	Currently Medina does not allow street parking in our neighborhood. I guess this would change.
174	We don't have enough parking already. This legislation seems like it's for more urban places where there is room for parking garages
175	Parking on streets will ruin our neighborhood with noise pollution, air pollution and charm of beautiful medina
176	We already have a problem with street parking in my neighborhood.
177	Where will the new residents park?
178	It would be nice if these were built closer to transportation hubs.
179	Medina should definitely require 2 off street parking stalls per ADU.
180	This could lead to additional street parking. Our street is narrow and I would be concerned about flow of traffic.
181	Overcrowding of street parking on narrower streets.
182	Two seems reasonable and 1 per ADU.
183	community roads will be full of cars, reasult in traffic jam and noisy, also it's bad for children safety
184	I want to maintain the current regulation in Medina City
185	Parking is already a problem in our city. Not wide enough streets and or spaces created for parking.
186	It leads to more street parking and likely attract criminals. However, more off-street parking for ADH increase the hard surface area and I am concern about the environmental impact of not enough stormwater drainage.
187	I don't think Medina needs this type of housing. Medina already have the parking issue. This will only worsen the problem.
188	Not supporting middle house in general

ResponseID Response

189	We don't want parked cars lined up on the streets.
190	Definitely do not look forward to more cars parked on streets.
191	Parking issues galore
192	Safety, inadequate infrastructure and crime
193	there would not be enough parking and the community will become too congested.
194	Where are we supposed to come up with street parking when there is none right now? Will the city take back its right away from existing properties?
195	None
196	Not sure what to think but more parking should be built in to a multi housing property if possible.
197	Important to require maximum parking allowed
199	Where are the parking spaces to be located- on property or street? Not clear
200	Parking
201	There is not enough parking in our streets.
203	It doesnt match city code
204	I don't want to see cars parked on streets, if they can't fit in driveways, they shouldn't build it
205	Overcrowding, particularly in the schools. Our streets are already subject to speeding and drivers who are not versed in the legal way to drive. Again, is there no court challenge to this ridiculous plan poorly designed by the state?
206	I'm confused by this. Will multiple residents be parking on the main streets?
207	I worry about the impact of random cars parking on the street impacting the ethos of the neighborhood.
208	None
209	I hope the city at least will enforce the maximum parking requirements rather than granting exceptions to developers.
210	If that is the case, I would mandate parking structures for every middle house build, minimum of a two car garage for each unit.

8. The City of Medina cannot create design guidelines for middle housing types without also applying the same design guidelines to single-family residences. Would you be supportive or opposed to the City of Medina adopting design guidelines for all housing in Medina?



Value	Percent	Responses
Strongly Support	33.3%	50
Slightly Support	22.7%	34
Strongly Opposed	20.7%	31
Neutral / No Opinion	14.7%	22
Slightly Opposed	8.7%	13

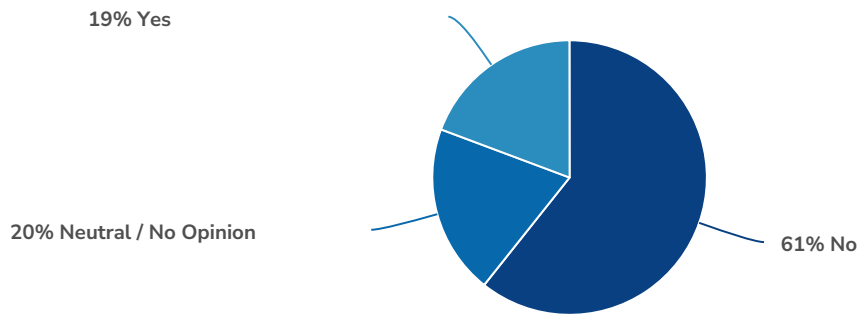
Totals: 150

Statistics

Total Responses

150

9. The state legislature is using middle housing to diversify housing supply and increase housing affordability. The City of Medina has been allocated housing affordability targets by the region that must be met by 2044. Middle housing can be a more affordable housing type depending on how it's implemented. This can look like reducing barriers to development or incentivizing certain middle housing types to reduce costs. Should the city use Middle Housing to address housing affordability?



Value	Percent	Responses
No	60.7%	91
Neutral / No Opinion	20.0%	30
Yes	19.3%	29




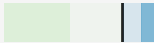
Totals: 150


Statistics

Total Responses

150

10. To meet the regionally allocated affordability targets, the City of Medina has been informed that it will need to update its zoning. Possible options identified during the comprehensive planning process include zoning for multifamily, middle housing with subsidies, or tiny home communities. Please rank these options from highest (1) to lowest support (4)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Multifamily zone	1		346	125
Middle housing with additional subsidies	2		339	121
Other	3		290	104
Tiny home communities	4		236	126

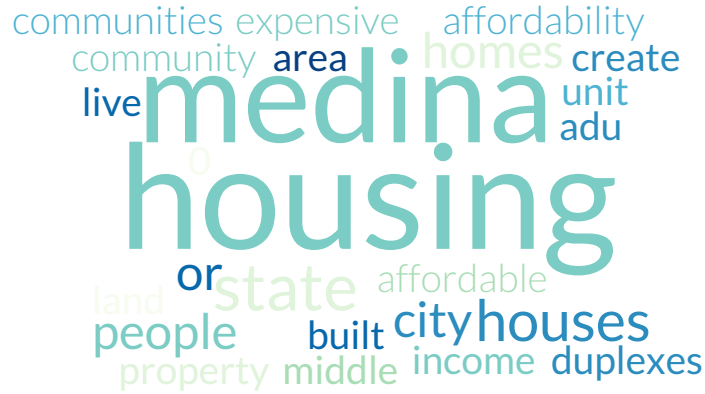


 Lowest Rank Highest Rank

Statistics

Total Responses 141

11. Do you have other ideas on how the city of Medina can meet its affordable housing targets? If so, explain here:



ResponseID Response

16	Possibly if several adjacent lots in the same block were developed with similar, cohesive designs the homes may look more intentional and like they fit in, distributing pockets of duplexes or cottages throughout Medina.
18	Annex land in Eastern WA where land is cheap and low cost housing could be built there
20	I think we should look at our set back criteria and make the set backs greater than they currently stand. this will allow more protection on how the housing is built
21	Re-zone the Medina Chevron for an affordable housing unit.
23	smart people know that affordable housing is not possible in Medina due to land values - the end game assuming the state continues to cram this down will have to be non-market solutions, like subsidized housing, and at that point, it will be...
30	Would like to see cottage communities (say six to ten units) targeted to our low income seniors and/or workforce housing for teachers or city employees. Would likely require subsidies from the State or other entities supporting this type of housing. City can't subsidize
38	Medina may already have a significant number of houses with ADUs. To make inventory of houses with built in ADU and maybe that already puts city within the guidelines.
40	Prioritize ADU-type construction over townhouses, duplexes or multi-level (height) construction.

ResponseID Response

41	explore public land options for affordable housing development
45	Allowing existing houses to be converted to Duplexes
49	No- it's unrealistic
50	ask for extension/push back the timeline to allow more community inputs
51	Protest and refuse to comply with this tyranny
53	there are no market based solutions and reasonable people understand this.
55	allow ADU's
56	I think reducing setbacks to allow for two or more single family homes per lot might be a better option
58	Allow a few small condo buildings in one small area that could be zoned that way
59	Not yet
60	Tiny homes community
61	Donate a piece of land to be developed for a qualified senior cottage community.
66	No, increasing density will not make it more affordable on a per square foot basis only lower the perceived cost per dwelling unit.
67	Rezone nursery, condos near park.
69	It's expensive to live here, so I wonder how it can be made affordable for people that aren't able to pay that much.
71	Lawsuit challenging the state
75	No ideas. Sorry!
78	create incentives for adding ADUs new builds
84	Educate residents about the homeless and low income families in the area and that many of these children attend area schools (Clyde Hill Elementary, etc). Medina residents don't understand lifestyle outside of their own and need to broaden their tolerance of people and also realize the neighborhood is impossible for our children to purchase homes - it's too expensive. Stop allowing huge mansions

ResponseID Response

85 The priority should always be housing affordability. Housing should be a human right and it is a basic necessity. Housing should not be a way to generate wealth, it shouldn't be a part of our capitalistic system.

86 Can we as a community create affordable housing for our teachers and city employees? For instance, Lakeside School purchased neighboring homes for their teachers. Would this be a possibility?

96 Such a bad idea everything else is dwelling in it

97 No

101 Let's become the state of Medina.

105 Medina is not supposed to be affordable you absolute clowns.

106 No

111 This is the first time I'm hearing about the affordable housing targets, would like to know more about this.

112 No

116 Affordability is a relative to macro and micro economic factors that should be not be "managed" by the state. For Medina specifically, a 700 SF ADU at \$1.10 will be "affordable" compared to larger properties but will not be affordable by typical metrics. To create affordability, Medina (and all the cities on the Eastside) would have to subsidize housing to meet target gross income numbers. We will not find support in Medina for these initiatives.

118 instead of 'middle house' to the exiseted community, using the free lands building houses for needs

119 n/a

123 Medina has very expensive housing. Meeting affordability targets will be a challenge.

124 Work to repeal the law in Olympia

126 There is very little available land in Medina. It seems unlikely that any developer can aquire enough land to do a small multifamily unit but that would be the least obtrusive.

130 encourage multi-generational family living

131 Allow for it but require sewer and other utility hook ups to be very expensive for a second unit.

132 Ignore them

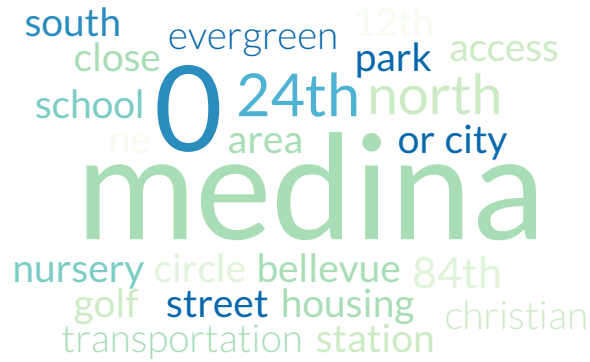
ResponseID Response

133	Sue the state to fight this requirement. Medina is not meant to be affordable. There are plenty of communities that are much more affordable and wouldn't be nearly as affected by increased housing density.
135	Reject and refuse to comply
140	Refuse any more merging of lots without a commitment to increase housing stock in some other way.
142	utilize areas that already have transitional housing such as NE 28th along 520
143	Stacked flats to decrease lot coverage.
144	I'd lover to see a focus on disability communities, such as non-profit groups for disabled adults.
148	Lower property taxes.
150	Let the market be free
155	If someone can't afford to live in Medina they can live somewhere else
157	Don't have an HOA
162	By implementing clauses that the property owner must reside on the property that puts up the multi
164	Ignore the state and wait to get sued. Fight the blanket law.
165	Put a cap on what realtors can charge per square foot so regulate houses are more affordable
170	Silly question. But will go with reduced property taxes
171	No
173	3 bedroom row houses or brownstones for middle housing, with studio ground floor apartments for affordable.
174	Use Medina Park to build a housing development with condos?
176	We have too many houses that are purchased by people and are allowed to sit vacant.
179	Change the heighth restriction rules so the measuring point is not the city street.
182	Do not know enough about the target and what is meant. But not for paying people to live in middle housing (subsidizing)

ResponseID Response

184	We should simply reject the state request as Medina is a small city not like Bellevue or Redmond which has capability to adapt more population
185	zone a specific area only.
186	lower property tax, repurpose certain area for tiny home communities
192	Exclude Medina from the mandate and double the requirements to another part of Washington
193	We don't have to meet any targets.
194	We desperately need design review and actual tree protection. The homes being built now are horrendous. The city could allow ADU's review
197	Fairweather Park
199	No
203	What are the targets? I have several questions
207	Acquire and refine the nursery as a tiny home community.
210	Allow floating houses to be moored to the 520 floating bridge.

12. Where in the city would be most acceptable to you for a zoning change to allow more opportunities for affordable housing? Please provide the general area, cross streets, or other identifying information.



ResponseID Response

12	Around 24th street.
13	No area is realistic without destroying what makes Medina special.
16	Along 12th. North of 24th. NE 7th.
17	Between 24th st and SR 520
18	Buy some land in Eastern King County and have cheaper housing there. No joke.
19	The gas station area.
20	waterfront properties that sit on the lake with long driveways. There is usually quite a bit of property that could be used for housing that would not be disruptive to the adjacent neighbors
21	The current lot where Medina Chevron is located. The 84th Ave side of Medina Nursery. Both are best for access to public transportation and would limit broader community impact.
23	i don't believe it is possible to have affordable housing here and that is ok. why elected officials decided this one size fits all is beyond reason. so in summary, I reject the premise.
25	Not enough info to say

ResponseID Response

30	The Bellevue School District owned property currently occupied by Bellevue Christian would provide easy access to public transportation. The Wells Medina property
31	golf course, probably the least usage per city general population.
32	The golf course.
35	North Medina areas Near the freeway, 76 station to Bellevue Christian , park and ride , wells Medina
37	not sure
38	Around NE 24th and NE 12th Street, close to 84th Ave NE
40	NOT 78th, 79th or 80th Ave north of 24th and south of 520. Existing city zoning and building codes already exceed what these lots can accommodate. Consider a small zone closest to 520 mass transit, such as 28th to the street that borders the nature preserve. Or 10th and 12th, to the east of 84th, which is closest to Bellevue and bus transit.
41	The eastern edge of Medina Park, east of 84th on NE 10th
45	Near bus stops/ bus routes and the freeway for easy access for non car owners
47	along 520 like in the 76 station, Medina Circle area or 3 points school (or north side of 520 from that)
48	Near the 520 bus station and near the police station.
49	Medina circle area
50	lots size >32,000
52	Along eastern border of city near freeway
53	nowhere. the only way affordable housing will ever exist here will be through huge subsidies, which will create safety issues.
55	anywhere
56	I really can't say beyond the streets where street parking is actually available
58	Near 520 or near downtown (both areas afford easy access to transportation)
59	Near schools and existing commercial properties.
60	Can't answer that question not so familiar with all of area

ResponseID Response

61	Can we buy a piece of OGCC for a qualified senior housing cottage community?
65	Medina Circle - its proximate to the highway so it makes provides commuting options for lower income residents and somewhat separated from the rest of Medina (the only entry or exit is via 84th Ave so its already like a separate area and would have less impact on the rest of the community (ie it would minimize the traffic impact).
66	Around City Hall and Post office where there is already a commercial building
67	Near park and on nursery site
68	I do not want affordable housing, but if it was required I would put it by the chevron city at the border of Medina. So it's not inside the city.
69	EPR and 24th towards 520. It seems like there are more neighborhood type house there already. A lot of Medina is more spread out with one big house in the middle of the lot.
71	Closer to the major streets of 84th Ave or 12th Street.
73	Medina nursery, north of Medina, close to Bellevue Christian
75	Boy, that's a tough one. One thought: Between 24th and 520, between Evergreen Pt Rd and the nursery including site of former middle school. Obviously excluding the golf course.
77	North of NE 12th and west of golf course where there is already town home style homes next to the walking path. Near Chevron gas. On Lake WA BLVD between 10th and 12th. Along 10th west of St Thomas In Medina Circle Next to SR 520 Next to schools and churches we have Next to Green Store
78	Medina Circle
82	Along 12th street and leading into 1st street in Bellevue And Close to 520
83	Medina circle and west to Evergreen point road
84	Near Medina park, where there are already the condo units.
86	Possibly close to our various schools, notably near Bellevue Christian.
88	Eastland or Medina Heights or Medina Point or North of 24th St. just West of 84th.
90	North of 24th and South of 520
91	Perhaps the largest lots need to be considered first.
92	Medina Circle

ResponseID Response

94	There is no employment in Medina. It is most sensible to me to create affordable housing near the 520.
96	Nowhere
97	Next to 520
99	I don't see anywhere that isn't near a school so an opinion here is useless
101	West of Evergreen Point Road
105	Nowhere. We will oppose.
106	North end, near 520
109	eliminate bellevue christian school and rezone that area. if need more space, go south of there and east of evergreen point road until 24th street. maybe eliminate the nursery and use bellevue circle.
110	Streets near 520
112	Next to bill gates
113	Can a zoning change be made for all of Medina?
116	Bellevue SD property south of 520.
117	Maybe west of 84th and north of 24th. Let's not make Medina like Seattle; we live in Medina for a reason to avoid Seattle and now Bellevue problems.
118	this is a bad question. you are creating conflicts among people in the current community. NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!
119	evergreen estates
120	Take over (purchase or eminent domain??) part of the golf course?
123	On the south side of the 520 freeway.
124	Replace St Thomas School, Church & Medina Park
125	north of 24th to 520

ResponseID Response

126	If the city owned the Bellevue Christian School site, it would be a possible area for multi family that is close to the freeway and to transit. It is unlikely that people looking for middle housing actually work in Medina so they need access to get to jobs in neighboring areas.
127	Areas closest to the 520 corridor to minimize local neighborhood street traffic
128	The area across from the playground/tennis courts next to the path. There was originally low income housing in that area and there is a large common yard you can build some smaller homes on.
130	Around Medina Elementary School
131	I don't support it but Medina circle is the only logical given its access to public transportation, the bike path and gas station
132	Nowhere
133	As noted above, Medina should fight this.
134	perhaps more of the flat surfaces around Medina park, Medina Elementary, St Thomas, and near 520
135	Have no thought about this
136	The area north of NE 24th St, south of NE 28th St,, east of Evergreen Pt Road and west of 84th
138	NIMBY! North of NE 24th
140	All of it. The first area should be along the 520 corridor, where mass transit is already available. Also the parts of Medina close to 84th, because that's a transit corridor.
142	NE 28th street that runs parallel to 520 leading down to 84th.
143	Affordable or low income housing? Low income housing needs would probably be best met around the Evergreen 520 lid for access to transportation.
144	No opinion
147	In the southeastern corner of the city
148	Along Evergreen Point Road, to add balance and harmony to the city.
149	Around the golf course
150	none

ResponseID Response

155	absolutely nowhere.
156	Either all of Medina should have those opportunities or none of Medina.
157	You can keep the lakefront properties unaffected, but the interiors can change
159	North point area near 520, near Bellevue Christian.
162	NO WHERE
164	On 12th next to the gas station.
165	Near Medina Nursery or Medina Circle
169	All if medina should be considered, don't feel like certain areas should be more affected by these new laws.
170	Medina circle by 520 bridge
171	Seattle Washington
173	Close to businesses and transportation. 520 corridor. All along the street between 520 and queen B. By the gas stations. On the road by Bellevue Christian and 520.
174	Park area or areas closest to the park because there is a major road there going out of the city
175	Replace golf course
176	You don't have the guts to take on the wealthier neighborhoods so we all know that answer is going to be Medina Heights and Overlake. We should allow ADUs everywhere.
178	Given transportation and other development, one would have to say near the 520 and Bellevue Christian, like between 24th and 28th between 78th and 80th. and near the Chevron and Medina Park.
179	1. Build a bigger lid over 520. 2. Between 24th and 520 3 Fairweather Park
180	North of Overlake Golf Course and south of 520 Medina Heights Around Medina Elementary
182	North of NE 24 to 520. Also South of NE 12 to overlake drive. I would also say the lots on evergreen point tend to be large and could accommodate more housing without too much impact.
183	Only very big lot should be allowed to build multiple units.

ResponseID Response

184	No where. I prefer to keep Medina as it is
185	Near the 520
186	medina chevron, 76 gas station, Wells Medina Nursery on 24th st, medina circle, NE corner of overlake golf club, BCS three points campus
187	No
190	Locations near current transit access points.
192	By 520 west of 24th towards Clyde Hill
193	This does not make sense because the land is too expensive to make this affordable
194	I tried to edit my answer to the last question and it got submitted by accident. We could allow ADUs or cottages as accessory dwellings to existing or new developments but it must be accompanied by city wide design review and true tree protection and preservation as opposed to what is happening now.
196	Near the park or near the nursery? I don't know.
197	Fairweather park
199	Close to Medina park and off main arteries (84th, 8th).
203	Along the 520
205	Use the Nursery property to build townhomes, then annex them to Clyde Hill.
206	As close to the edges of the city as possible
207	North east edge edge along 84th.
210	SR520 and 84th, put it over the lid.

13. The construction of additional housing units in Medina would lead to an increased number of vehicles on local streets, which will have an impact on both parking and traffic. What initial ideas would you suggest for addressing the eventual parking and/or traffic needs that will result from additional housing units in your neighborhood?



ResponseID Response

13	Stricter enforcement of relevant laws and more police.
16	Possibly require parking permits?
17	Possibly stickers for residents so that only residents can park on the street during certain hours like they do in some neighborhoods in Seattle
18	Start requiring that cars for Medina residents have a yearly permit. The cost of those permits could be \$5 except \$500 for multifamily homes larger than a duplex.
19	Maintaining no overnight street parking.
21	More enforcement of traffic violations, especially speeding on Evergreen Point Road and NE 16th Street. Perhaps opening up access to the Golf Club from 84th Ave.
23	traffic cameras that issue speeding tickets.
25	The area around St Thomas School already has traffic issues.
26	I would mandate that lots need to provide parking for their structures.
27	Require cars to be a garage.

ResponseID Response

30	Tighter regulations on street parking. Not all streets are wide enough to accommodate parking.
31	underground parking garage
32	more lanes on 84th Ave.
35	Parking permits by neighborhood
37	not sure
38	Medina was not designed for such a significant population increase.
40	Each building should have a corresponding parking spots, (2 for main home and 1 for ADU?), but this might require Medina to require new pervious parking solutions.
41	Consider allowing additional housing units in Medina along the lines above, developing the eastern edge of Medina Park, and properties on the south side on NE 10th east of 84th
44	Builders should be required to allow for two off-street spots for each unit.
45	Street parking should be freely allowed. The current rules are excessively restrictive. I think the streets can accommodate the extra traffic. Have a bus route that runs through Medina to access more areas
48	Traffic in Medina is basically non-existent except for kid drop off and pickup at the schools and construction projects. We'd have to add an enormous amount of new housing units before everyday traffic would be an issue. Parking might have to be limited by permit in more places (as is done with the "park-n-hide" areas now.
49	If you must do street parking then do resident permit only.
50	Limit off street parking spaces per household
52	Having construction crews park offsite and be bussed in to job site. I know that this has happened before.
55	i'm not worried
56	I think permitted parking for residents and limited construction worker parking. It's primarily construction vehicles that are parked up and down NE 12th every day. I also think a light at the five ways intersection by Chevron needs to be considered and better traffic management for Bellevue Christian and St. Thomas parents doing drop off and pick up other students. I also believe that more speed limit interactive signage would be helpful.

ResponseID Response

58	I think the traffic impact would be minimal except at high traffic times. Install traffic lights as necessary. If not already a regulation, forbid street parking at night.
60	Driveway per unit
61	Zone parking permits with a limited number of vehicles allowed for each lot.
65	Ensure as much onsite parking as legally allowed for new dwellings, isolate new construction to areas that are proximate to entry and exit from Medina (Medina Circle, Lake Washington Blvd etc).
66	There will need to be underground parking structures.
67	Underground parking at nursery rezone condos
68	Yes, make construction workers bus into the city.
69	They would have to find a way to turn drainage ditches into street parking spots.
71	Permit parking.
75	require two spaces on property per unit. Otherwise, no idea.
77	Don't make streets any larger. Keep streets small and quaint. Park off streets on gravel or grass.
78	reroute the bike path so it goes down 84th instead of Evergreen Point Road. that should be done regardless
82	Maybe mandate garages for multi family houses?
83	regulations concerning "continuing" parking in front of someone else's property
84	No idea. Its nearly impossible to find parking for any city events unless using the school lots and/or biking.
85	Speed bumps. Racing is a huge problem throughout the county, so the police need to put a stop to that and look out for it. It would also be nice if the bus stopped throughout Medina, and if the bus went more places, so that people could utilize public transit rather than individual cars.
90	Better marked and enforced steer parking and no- parking zones.
91	Our street in particular is already skinny and has no parking. I don't see a great resolution for us.
92	It should have to be allowed on the lot, not on the street

ResponseID Response

94	Incentivize lower vehicle density with a property-tax credit for residences that have fewer vehicles.
96	Please don't do that
97	Haven't given it a lot of thought. Busing construction workers in. Finding area for construction parking only. Alternative work schedules for contractors.
101	on owners property parking only>
103	Even the smallest lots in medina have room for off st parking. we should not turn the whole city into NE 12th by the park.
106	None
109	where parking is regulated by time, change to 24 hours. allow parking on all streets where space can be made available.
111	Regarding parking: all new development must include a driveway for parking spot(s).
112	Address the issue of people blocking use of current parking spaces.
113	Place limits on construction vehicles. I think the biggest impact on parking and traffics is vehicles related to construction and landscaping. Do individuals (especially developers) have to provide for parking for construction vehicles when they submit permits for new construction?
116	This problem cannot be solved given the provisions and mandates specified in HB1110 and HB1337. Medina should mandate on site parking as much as possible in any code changes and development performance standards.
117	Do not allow it. These kinds of rules are more appropriate for llarger cities like Bellevue, Kirkland and Redmond that already have multi-unit housing, businesses and a lot more space.
118	NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!
119	n/a
120	Increase public transportation options, including possibly a shuttle from the Park & Ride to a light rail station, additional bus routes?
122	Are roads cannot be made much wider and by adding more cars to it causes problems at all the stops, 4way stops etc.
123	Require 2 onsite parking spaces for each middle house & ADU.

ResponseID Response

124	Make a parking lot in Medina Park
125	speed bumps on overlake dr and evergreen to prevent speeding
126	More police presence to enforce speeding. Speed bumps or stop signs where there are long stretches of a roadway. Additional sidewalks for safety as many people walk for exercise and some areas have sidewalks in need of repairs (EPR btw. 24th and the overpass park) or have no sidewalks (EPR north of the overpass park). Some possible parking areas appear to be easements in front of homes and currently have No Parking signs or large boulders, plus the surface is a mud pit when we have wet weather. They could be improved and maintained by the City. More local parking should be designated for local use in busy areas and require permits or temporary guest passes which could be provided to residents and used by their guests or temporary workers at their properties.
127	Probably need to require all homes (or new developments) to include 2 off-street parking spots even if on homeowner land. The city needs to be flexible on the type of such parking (ie, gravel, grass, grasspave, etc)
128	I think we keep the laws the same and if they need a car, they can use the park and ride to store their extra cars. The construction companies should have to van employees in and out so the streets aren't filled with trucks.
130	Mandate all cars and licensed vehicles must be out-of-sight from the street. Hide them behind your Middle House.
131	Tax property owners that have multiple units to discourage development
132	Keep the zoning changes on the main through streets
133	As noted above, Medina should fight this!
134	Could permit process perhaps allow staggering the developments to manage the load better?
135	Restrictions on the number of cars for each home
136	Traffic management plans should be constantly updated with the building permit process for these new homes.
140	Increase presence of mass transit throughout Medina. For construction traffic, require off-site parking and shuttle service for workers.
142	Don't cause the parking problems in the first place.
143	Haven't a clue. Maybe the state legislature has some ideas and will be willing to fund them!

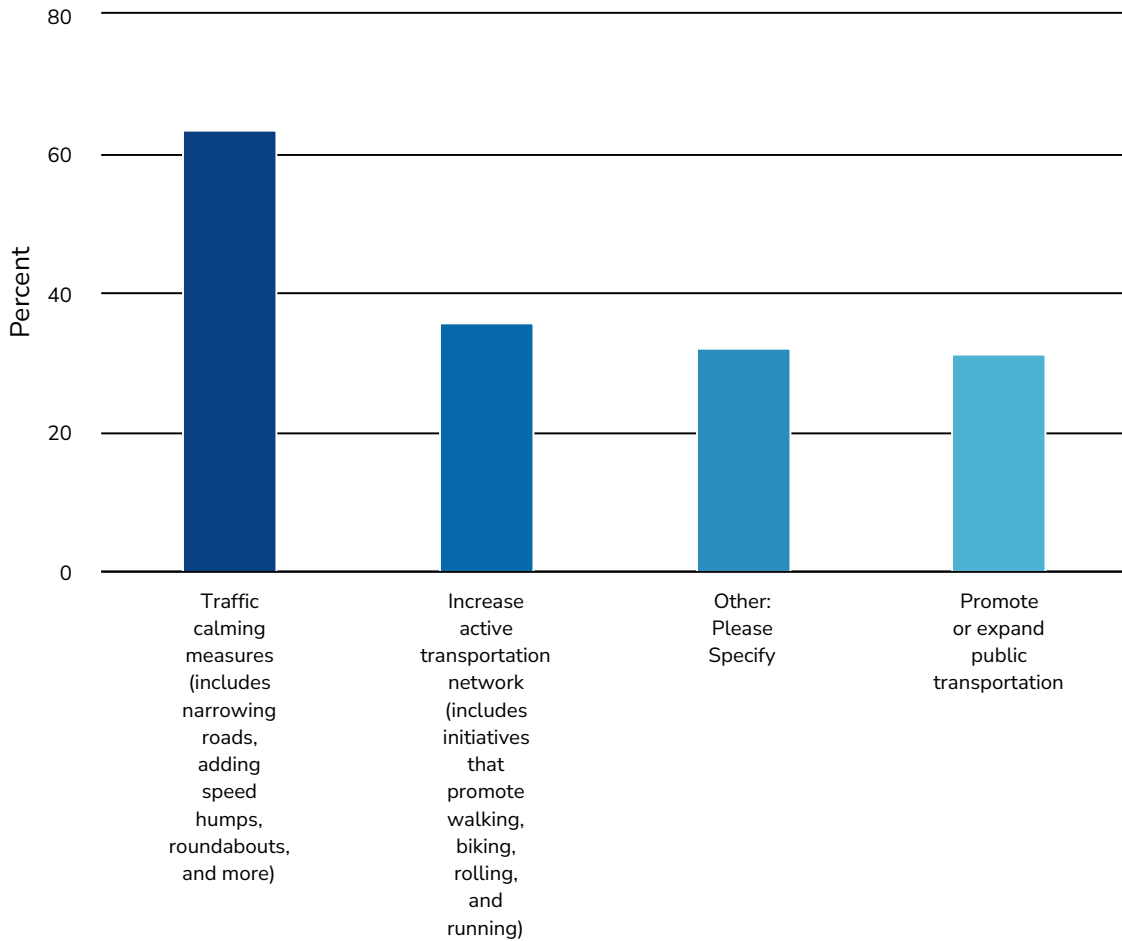
ResponseID Response

144	Lower speed limits, more traffic control systems/protected bike lanes, more police actually ticketing locals instead of letting the speeding slide.
148	Maintain no on street parking. Increase bus routes through city to reduce commuting cars. Maintain speed limits the same as now to maintain safety. Frankly it is not going to add a noticeable number of vehicles compared to current pass through and school traffic.
150	oppose changes
155	not having affordable housing in the first place.
156	You are assuming there would be traffic jams and little parking, but I do not think that would be the case. There is little traffic now and so much parking that the increase would not be impactful.
157	The traffic is completely fine
162	Annex the streets that are divided for instance on 12th the north side belongs to Clyde Hill and further down Lake Washington Boulevard where the other side of the street is Bellevue
164	Nothing you can do. More parking and traffic will show up.
165	Don't construct additional units
170	Wider streets. Remove the work done on 12th
171	It is important to have designated parking spaces for each client in can be built underground
172	Permits required for street parking.
173	One way streets with parking on either side feeding into the main streets that won't have parking but will have traffic going in both directions.
174	Take away no parking signs-although that would be bad-may be the only way. It's going to look like the ave.
175	Middle housing should have limited vehicles per unit
176	Sell street parking permits.
178	Enforce the parking rules we have now. I would like to make sure developers keep streets clean and only work during allowed hours.
179	Prohibit on street parking. Require 2 off street parking stalls per ADU
180	Sidewalks for better pedestrian safety

ResponseID Response

182	Allow more street parking and require off street parking for units as described earlier. Likely would need some permitting mechanism as people tend to want to park here and take the bus on 520 or into Bellevue
183	Look how busy are the roads in Bellevue in recent years, there is no simple way to do it
185	Carve out specific parking areas
186	build those additional housing near area close to public transportation so residents don't need to have cars. Let full self driving cars solve the problem of needing a parking space.
190	Underground parking for any multifamily units
192	Sell Permits and reduce taxes to those that currently live in Medina
193	Do not add any additional housing units
194	Limit the number of cars to the amount of parking that the lot can support.
196	Add sidewalks everywhere so it's safe to walk and esp for kids!!!!!!
197	Limit street parking
199	Limit parking on street.
203	Have to park offsite and get bused in
205	No street parking should be allowed. Park in the "affordable" housing areas. Increased bus service on periphery of Medina.
206	My initial idea is to leave the state as soon as possible.
207	Place higher density units near the 520 transit hub.
210	Mandate garages for every middle house build. Mandate additional driving instruction or school for anyone living in middle housing to ensure they understand the rules of the road.

14. With additional vehicles on the road, the City can take action to preserve safe streets in our community. Which of the following strategies would you support to reduce traffic stress? Please select all that apply.



Value	Percent	Responses
Traffic calming measures (includes narrowing roads, adding speed humps, roundabouts, and more)	63.4%	83
Increase active transportation network (includes initiatives that promote walking, biking, rolling, and running)	35.9%	47
Other: Please Specify	32.1%	42
Promote or expand public transportation	31.3%	41

Statistics

Skipped	23
Total Responses	131

Other: Please Specify	Count
Add multipurpose lanes where possible for walkers/runners/bikes	1
Add visual reminders: flashing lights around Dead End signs.	1
Adding sidewalks, radar signage	1
Bad decision	1
Charge a fee for construction vehicles	1
Do not cause the problem in the first place.	1
Evergreen Point transit parking needs to be expanded! It is already inadequate for demand. Ridiculous! We should have ample parking for those taking transit.	1
Flaggers for construction traffic	1
Increase police presence and enforce current laws.	1
Limit cars to 1 per home owner	1
Limit parking on street (number of space, limited hours)	1
More police patrol of speeders. It's already a problem and it will only get worse.	1
More police presence and ticketing of speeders.	1
NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!	1
NOT "CALMING" measures please!! These make congestion worse, not better.	1
Neighborhood electric transport	1
No speed bumps but roundabouts.	1
No speed bumps, please. More traffic violation enforcement.	1
Totals	42

Other: Please Specify**Count**

None of the above	1
None of these	1
Not having affordable housing in the first place	1
Not sure	1
Parking will be the least of the issue	1
Please no more roundabouts and please cite people for running stop signs. I see this all the time now whereas I didn't see this in the past. The bike lanes in Seattle proper are dangerous.	1
SIDEWALK on Overlake Dr E!	1
See comment above	1
See previous question answer	1
Shuttle or van service	1
Sidewalks	1
Speed bumps and rough patches, particularly at intersections and near the school.	1
Street permit parking.	1
The less the city do the better, any construction will make it worse, let the traffic adapt to existing road, stop wasting money.	1
Totally against roundabouts and traffic calming...lead to more problems not less in my opinion. Overblown fear of extra housing impacts on traffic.	1
Vigorous enforcement of the traffic laws by the police.	1
We really need to turn the 5-way intersection @ 84th & 12th into a roundabout!	1
Wider roads. Having schools pay for traffic control for pick up and drop off. Or don't let people drive to drop off kids. Walk or bus	1
ban on street parking so the streets are wider (do NOT have speed bumps)	1
enforce speed limit with cameras	1
install speed cameras and, if necessary, automatically issue tickets	1
Totals	42

Other: Please Specify**Count**

more sidewalks

1

nothing necessary

1

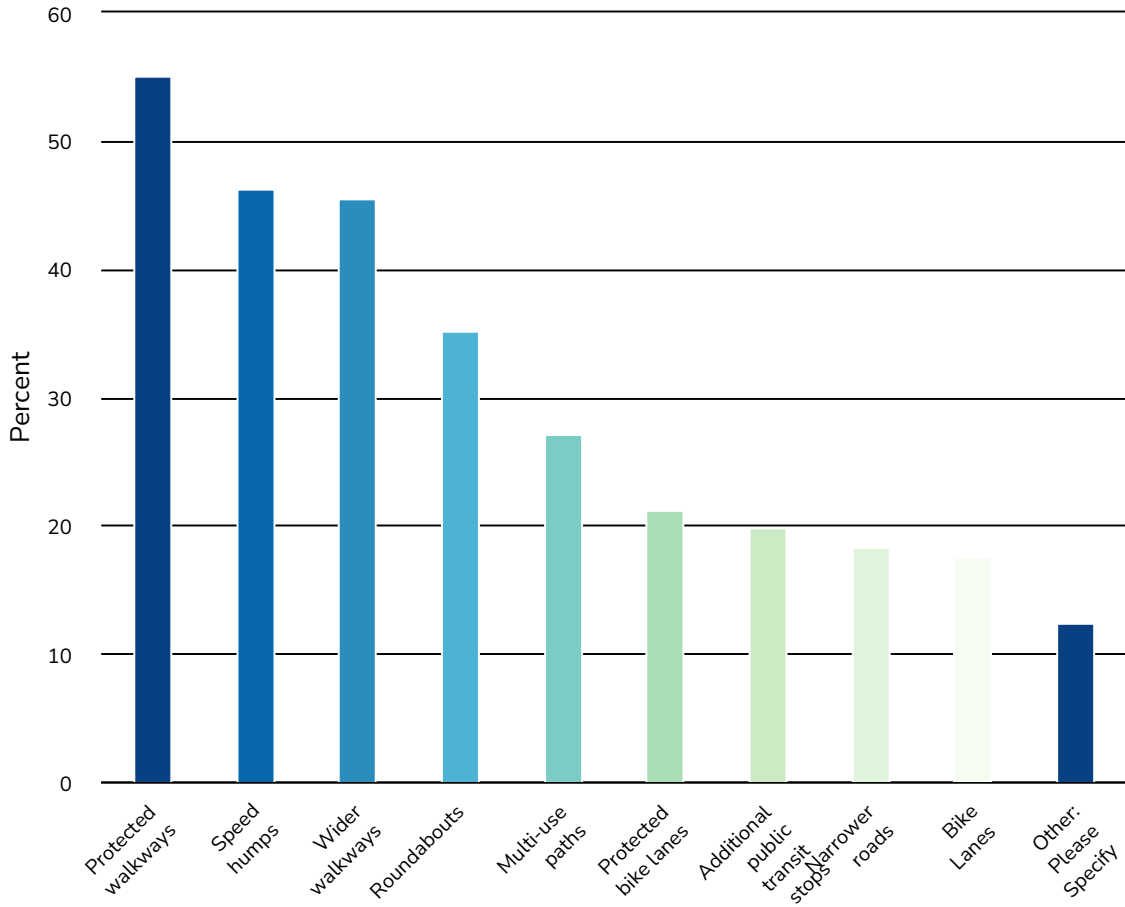
wider and protected walkways

1

Totals

42

15. Which of the following actions would you prefer the City take to address any possible changes in traffic patterns?



Value	Percent	Responses
Protected walkways	55.1% 	75
Speed humps	46.3% 	63
Wider walkways	45.6% 	62
Roundabouts	35.3% 	48
Multi-use paths	27.2% 	37
Protected bike lanes	21.3% 	29
Additional public transit stops	19.9% 	27
Narrower roads	18.4% 	25
Bike Lanes	17.6% 	24
Other: Please Specify	12.5% 	17

Statistics

Skipped	18
Total Responses	136

Other: Please Specify**Count**

Address parking issues.	1
Arrange for officers to properly direct traffic during peak hours.	1
Do not cause the problem in the first place	1
Enforce pedestrians to use the sidewalks!	1
Enforce the law; don't degrade the driving experience for everybody because of a few scofflaws	1
More public walking paths through private property	1
NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!	1
No action is preferred.	1
Non of the above	1
Parking permits.	1
Please do not add speed bumps, roundabouts or narrow roads. I love our streets as-is, which might be one of the best amenities Medina has to offer homeowners.	1
SIDEWALK esp Overlake Dr E!	1
cobblestone stretches to reduce bike speeds	1
don't make any changes	1
enforce speed limit cameras, automatic tickets, reduce speed limit	1
none - all are anti-car	1
radar signage and passive enforcement traffic cameras	1
Totals	17

16. Are there any concerns you have about traffic calming measures, active transportation, or public transit in Medina? If so, please explain



ResponseID Response

16	Adding more street lights would help cars, pedestrians, and cyclists to be safer.
18	Traffic calming is a Communist-like propaganda term. Many traffic calming features are harmful for cars on purpose. Speed bumps damage cars (and are hard on driver's backs, if elderly)
19	I'm deeply concerned that these housing changes will compromise our safety.
21	Keep public transit limited to 84th Ave.
25	No public vehicles in Medina No rounds about
30	Really would hate to see metro buses drive down EPR or through Medina except on 84th
32	It will create traffic jam with more cars on the roads.
37	No
40	Maintain traffic cameras, speed traps, speed reminders.
41	Police presence at peak times is one of the most impactful traffic calming measures.
45	No traffic calming please - too excessive and intrusive. Seems unnecessary. Public transit route through Medina seems sensible and encourages less car use.

ResponseID Response

- 49 We already have traffic congestion with both elementary schools during pickup and drop off. Can't imagine it getting any worse. Lots of speeders down 82nd Ave.
- 52 I'm already concerned with amount of bicycle traffic on Evergreen Point Road after bike path was finished across 520. Too Many fast cyclists not following road safety rules - not stopping for stop signs and riding many abreast.
- 55 any thing you do will make it more of a problem
- 58 Roundabout on 100th and Belfair is a nightmare so no to any roundabouts. Increase public transportation (mini bus, etc) to downtown Bellevue and/or transit center when applicable. This change of housing and impact will be slow. Do not go ahead and narrow the streets (narrowing streets is a bad idea; check out places in Seattle!), etc, Have some plans in mind but be ready to modify as things develop.
- 60 Medina transit is so awesome here in Medina
- 65 I don't think those traffic calming measures would really be effective. The way to reduce the traffic impact is putting as much new construction on the edges of the town as possible where the new residents won't impact interior traffic as much.
- 69 The worst thing about driving is the bikes that go flying down the streets. Other than that it's mostly only busy at school pickups and drop offs. Maybe find a way for cars to not block the roads while they wait. If there are more families taking kids to school here that will be a problem.
- 71 I don't want increased public transit.
- 75 None. All good.
- 78 adding more public transportation will possibly increase crime
- 84 Not totally related, but medina and clyde hill police need to educate families about e-bike laws and the ages children must be. No helmets, 15 mph on roads/sidewalks and the bike path are creating issues. We don't need to create more people using e-bikes to deal with any addition of middle housing.
- 85 I have concerns about noise and unwanted activity from transit stops. The bus stops would need to be strategically placed.
- 88 Public transit would increase crime.
- 91 Over crowding and people not using the measures provided and taking advantage.
- 92 More public transit, means more access to our community, which typically means more undesirable elements gaining access.
- 94 I don't believe any solution will be impactful other than to reduce vehicle density.

ResponseID	Response
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96	Na
----	----

97	No
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103	Today St Thomas pick up is complete mayhem, I dont know what it will be like if we double the number of cars trying to get past
-----	---

106	Noisy speed bumps
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107	Lower speed limits
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109	our city and streets are not designed for public transportation. do not expand it anywhere. the city will have a major conflict with how the streets handle extra traffic and where do the extra cars park!!!
-----	---

112	Noise created by speed bumps
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113	I am very worried about bicycles and safety. The can by law only yield at stop signs. They seem to ride down the middle of the street.
-----	--

117	Way too much government intrusion.
-----	------------------------------------

118	NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!
-----	--

119	no
-----	----

122	The problem with public transportation in Medina is there are no parking lots to leave your car. You can only walk to and from the bus stop or park in the few spaces on 92nd street.
-----	---

124	No
-----	----

126	There is signage and bollards to try to have cyclists stop and check for traffic before crossing Evergreen Point Road at the park overpass by the bridge. Most do not slow down let alone stop. I am surprised there have not been any serious accidents yet. The bollards should be closer together so cyclists are forced to slow down. Many cyclists turn onto EPR and head south cycling in the middle of the road, and again, this is likely to cause an accident. Most never stop at the stop sign for 24th. Perhaps this is a stretch of roadway that might accomodate a bike path on each side.
-----	---

128	We already have a traffic problem with Medina Elem since most kids are now driven in and out of the school and do not live locally. Same with St. Thomas, it can back up the entire area for people who actually live in the neighborhood. Schools should make plans to figure out a better way to drop off and pick up.
-----	--

129	I do not want to see Public transportation on Evergreen Point Road.
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ResponseID Response

131	We don't want more public bus stops in the city
132	Keep these unit on the main through streets
135	The bus terminal at evergreen point station is adequate
140	Much of our roads are slow and flat. Bike lanes aren't necessary except in limited places like the climb of westbound NE 24th. Bikes sharing the lane with cars should be encouraged and communicated to motorists.
142	Many concerns that go along with over crowding with vehicles that are transient, loud, fast and unsafe for all the foot traffic and children on bikes.
143	Get as much traffic as possible off the roads. The city could require public paths when permitting multiple units. Also when light rail comes to 520, traffic could be alleviated.
147	Yes; don't degrade the driving experience for everybody because of a few scofflaws. Enforce existing laws vigorously.
148	The larger streets in Medina that contain pass-through traffic that often is quite loud, dangerously over the speed limit, and aggressive driving like extreme tailgating create the largest safety risk to residents in our city. This needs to be addressed as we have any increase in population.
150	enforce speed limit with cameras, automatic fines bike lane over Evergreen Point needs a stop sign for cars, I've seen multiple near collisions, no enforcement
156	No.
157	No
162	Lower the taxes on those that live on the busier streets
164	They all make driving less enjoyable in the area
171	No thanks
172	We would need an Increase in police services to manage the likely increase in criminal activity that comes with residents being disconnected from their community.
173	For many it is a long walk to public transit with no place to store a bike. It was not an option really used by our kids when they were growing up.
175	Make the regulations strict to enable us to preserve the character of Medina
179	Yes, major concerns. Please do nothing. See my prior responses.
185	Use electric or automatous vehicles - Waymo like.

ResponseID Response

- 187 During school dismissal time, the area around STS is particularly congested. Since there are no traffic lights, it can sometimes become a bit chaotic. Would it be possible to have police officers assist with directing traffic during this period?
- 190 Enforcement works - issue tickets and people slow down. I don't think speed bumps work as intended. I don't think we need more public transit stops in Medina -- 12th, 84th and Evergreen Pt cover the area well.
- 194 The notion that bike or multi use paths will do anything to calm traffic is absurd. The bike path across 520 has made things worse not better for traffic in our neighborhoods. The people using our streets for biking are mostly non-residents who flout the law and endanger drivers and walkers. Public transportation is also a disaster: dirty, dangerous and inconvenient. My guess is the owners of most of the cars parked in the park and ride lot are not Medina residents. It is likely that any more public transit will just benefit others not Medina residents.
- 196 People always race up the steep NE 7th hill and past our house on the way thru Medina heights. Same on NE 10th and often on Overlake drive as it slopes down towards the school. I don't know what could be done ... speed bumps maybe but it's frustrating to see people driving so fast.
- 197 Increased traffic stress around St Thomas and Medina Elementary Consider using one way roads
- 199 Construction traffic and large vehicles. Must limit to main arteries. Not compatible with narrower roads
- 206 Road bumps may decrease the speed of cars, which makes me feel better about my children walking or riding their bikes, but it will be a nightmare for our low cars.
- 207 I think the policing already does a good job of reducing speed of traffic.
- 208 No additional bus lines.
- 210 Heavy traffic in Medina has nothing to do with the citizens of Medina, it has everything to do with people traveling through Medina. Middle Housing would add to the congestion. Add speed bumps and round about, and strict law enforcement to make it painful for commuting through Medina.

17. Please provide locations for where you believe the City should focus efforts on creating safer streets, now and in the future, with middle housing changes.



ResponseID	Response
13	All of Medina
16	Better lighting on Evergreen Point Rd, Overlake Drive West ...
18	If there is middle housing, 24th St should have a higher speed limit of 35 to allow more traffic to flow. 35 is not unreasonable, particularly going downhill. Stepping on the brake to keep to 25 just wears out the brake and releases brake dust into the air.
19	All streets should be safe. The tricky issue is our interest in maintaining a park-like setting by not having sidewalks everywhere. An increase in traffic will absolutely decrease safety for those of us who, by necessity, walk in the street.
20	Ne 8th street and evergreen point road
21	NE 16th Street -- buffer the sidewalk from (fast) traffic to/from the country club. Sign on NE 18th Street to warn drivers of pedestrians.
25	Do not know
30	Traffic around the elementary schools, especially St Thomas is not well managed by the school. They should do a better job. I don't think it's the city's responsibility to solve
40	12th, 24th and EPR main arteries. Sidewalks on smaller side streets.

ResponseID Response

41	main arteries into medina, along 84th (N and S), W bound NE 24th and the very wide 12th.
45	I don't believe the traffic will change so much that excessive measures are necessary. Allowing street parking, adding a bus route, better sidewalks and protected bike lanes seems sufficient.
48	I don't think middle housing will cause many issues.
49	Speed bumps around elementary schools. Please fix the red crosswalk lines at the main 5 way intersection to be more visible. Cars regularly stop/drive over the crosswalks. Dangerous area for walkers.
50	1.84th ave and 24th street 2. 84th ave and 8th street 3. between 84th and the roundabout that goes to 520 , near the 76th gas station
52	Focus especially near schools, school bus stops.
56	Evergreen Point Road, Northeast 24th and NE 12th St. 84th Ave NE. The lid near Fairweather.
58	How many accidents has Medina had in the past year? Don't invent a solution to a problem that doesn't exist!
60	N/A
61	Evergreen Point road, 16th Street, 12th and 24th Streets
65	The intersection of 24th St and 84th Ave NE is dangerous. Taking a left turn from 24th onto 84th while coming into Medina (so moving from Clyde Hill and then turning south) is quite hazardous because you the car across the street blocks the view of the person attempting to turn. Possibly reorient the road or add a turn signal.
66	84th south of the Chevron has many fast drivers currently
67	NE 12th and also NE 24.
69	EPR, 24th and 12th
71	The major streets of 84th Ave Evergreen Point Road 24th Street 12th Street
73	Medina elementary school area. Cars driving fast on 8th st which is a danger to kids.
75	Speed bumps on 24th? Speed bumps/cobblestone rough patches at intersections and blind curves, since bikers don't stop, and rarely even slow down.
84	NE 24th. Kids zooming across the road on e-bikes. More obvious crosswalks for walkers.

ResponseID Response

86	That five-way stop by St Thomas is awful. Even having a police officer directing traffic during drop off and pick up could be helpful. With more people in our neighborhood this could be an increasingly difficult intersection
87	Traffic circle by St Thomas
91	Evergreen Point Road and all roads surrounding it. The smaller streets will likely get more traffic so accidents will be more likely.
94	I don't have sufficient insight to have meaningful input.
96	Na
97	Where the schools are located
99	Shouldn't the area be found and then address safer streets?
106	Around the schools
109	assuming the city can limit the areas where middle housing is allowed, focus on those areas to eliminate traffic congestion and provide safety measures for cars and people.
113	Not sure
116	Evergreen Point Road, NE 24th, 84th south of NE 12th.
118	NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture! WA has plenty of lands available for housing. Use those!
119	none
120	Lighting and sidewalks on Evergreen Point Road north of the 520 Lid.
122	5 way stop in from on St Thomas can be very dangerous.
123	All places where middle housing is allowed.
124	Don't know
125	excess traffic on overlake dr
126	Evergreen Point Road north of 24th needs attention.
127	along the major arterials: 24th, 20th, 12th, 8th, Evergreen point
128	Both streets aligning the dog park that get very backed up.

ResponseID Response

132	Main through streets
135	Not sure
136	The intersection of 84th and 12th is pretty crazy when schools (St Thomas and Medina Elem) are going in and out of session. Surely we can come up with a better solution than a 5 way stop? Seems like a safety issue with small children and so many cars vying to get in and out ... and no police or guards to supervise.
138	Overlake Dr E is RIDICULOUS for not having sidewalk for the MANY walkers. DANGEROUS, always has been. Need a sidewalk badly!
140	The road most needing a sidewalk is Overlake Drive East. From Ridge Rd to Lake Washington Blvd would greatly increase safety for all and encourage walking from Medina to Bellevue. Starting at Upland Rd would reach even more residents. Sidewalks on our bigger streets like EPR, NE 24th, 12th, 10th, 8th. Many already have sidewalks but only one side, or they stop at some point.
142	Do not create the problems in the first place
143	All the options you mentioned. Why would I have an opinion? Other than, let's all walk to the transit and get rid of our cars. How about golf carts?
144	the main roads people take when commuting - NE 12th, 24th, etc.
146	The City should put more efforts on areas close to park and school.
147	Throughout the city. Data from the police department should point the way and help prioritize the work.
148	84th street between 520 and NE 12th, and NE 12th from 84th to NE 1st (Lake Washington Blvd)
149	None, the neighborhood does not have an issue with speeding and there are wide streets to allow for bikes
150	Evergreen Point, 24th, 12th, major aertials
156	I love roundabouts. I would put one on 78th, 79th, and 80 and more as they get to the cross streets. Same in the middle of the roads south of 10th.
157	Streets are completely fine
159	More street lamps on 84th between 12th & Overlake Drive
162	NE. 12th St., Lake, WA Boulevard 84th Ave., Northeast
164	None. Add more cameras to catch the bad behavior.

ResponseID Response

165	By Medina Elementary, on Evergreen Point Road from 8th to 24th
171	I do not know yet
172	Police presence and patrols
173	We should have neighborhood streets and through streets. Don't turn every neighborhood into a through street. Discus on keeping quiet streets quiet and keep the through streets through.
174	It's going to depend on how things shake out. It is so hard to visualize how this will play out.
176	4 way stop by Chevron and St Thomas during school drop off and pick-up. Evergreen point road. 24th Street. Basically all the entrances to the city which people use to get to the park and ride and to drop their kids off at school.
178	Evergreen point road could be narrowed and paths on both side of the road added. Wort about traffics to Bellevue Christian backing up during pickup and neighborhood people being stuck with no way around it.
179	Add auto camera ticketing for speeders on Evergreen Point Road, 24th, 12th, and 84th. All see excessive speeders all day, every day (week days mostly). Medina should not be paying for that crazy on street, indented, parking that just got finished on 12th between St Thomas and EPR. I don't want my taxes wasted on any more on street parking. Developers need to bear ALL parking responsibilities. ALL.
180	Around schools and parks Sidewalks along all of Overlake Drive
185	Not sure
186	84th Ave NE
192	It depends where high density will be built
193	I don't think the City should add middle housing units
194	If it applies city wide then the safety initiatives must also be applied city wide.
196	The streets I mentioned before and 82nd past the park.
197	Schools ingress egress
199	Main arteries. Wider sidewalks on narrow streets.
203	Lights on streets

ResponseID Response

205 Evergreen Point Road is already abused as a "suburban arterial". Speed has never been regulated well.

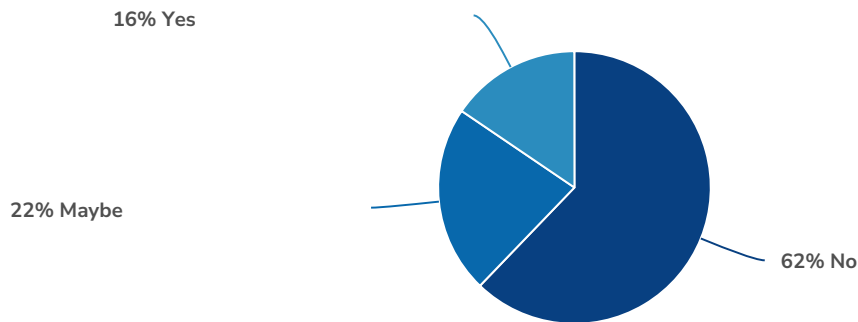
206 Evergreen Point Rd

207 Political change. Residents should stop funding idiots in state government that sponsor this type of thing.

208 Around schools

210 12th & 84th, 24th & 84th.

18. The City of Medina is not required to build middle housing. Instead, the City is required to allow for residents who wish to develop middle housing. Would you or your family consider building an ADU, Duplex or other middle housing type on your lot?

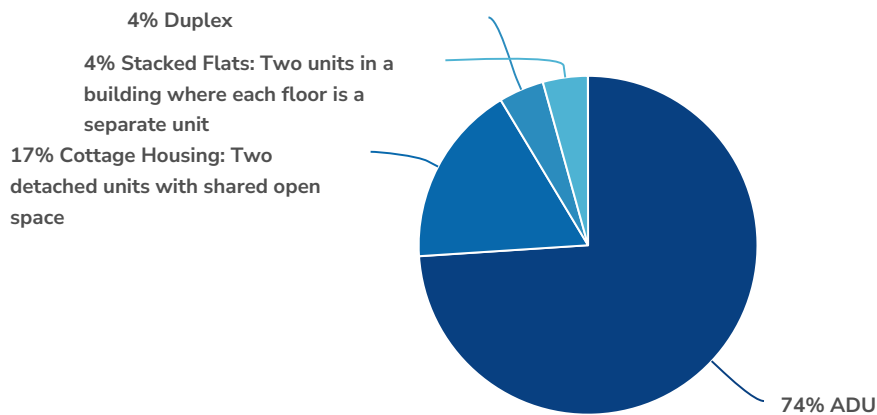


Value	Percent	Responses
No	62.2%	92
Maybe	22.3%	33
Yes	15.5%	23
		Totals: 148

Statistics

Total Responses 148

19. If Yes, which of the following would you be most interested in developing?



Value	Percent	Responses
ADU	73.9%	17
Cottage Housing: Two detached units with shared open space	17.4%	4
Duplex	4.3%	1
Stacked Flats: Two units in a building where each floor is a separate unit	4.3%	1
Courtyard Apartment: Two attached units with a courtyard between them	0.0%	0

Totals: 23

Statistics

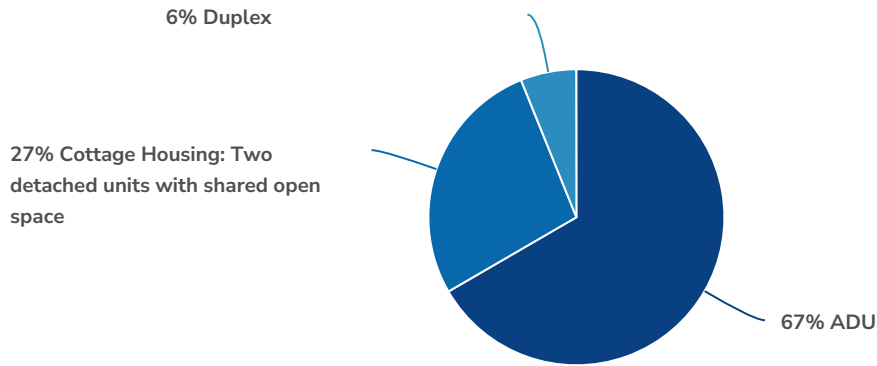
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175

Total Responses

23

20. If Maybe, which of the following are you most interested in?



Value	Percent	Responses
ADU	66.7%	22
Cottage Housing: Two detached units with shared open space	27.3%	9
Duplex	6.1%	2
Courtyard Apartment: Two attached units with a courtyard between them	0.0%	0
Stacked Flats: Two units in a building where each floor is a separate unit	0.0%	0

Totals: 33

Statistics

Hidden

165

Total Responses

33

ResponseID Response

59	Not interested in being a landlord. Not interested in selling art of my property.
66	I dont want the density which is why we're here.
67	I have a small lot and I wouldn't do that to my neighbors.
69	Already have an ADU but would not consider renting it.
70	not needed
71	No need
73	Don't have space on our lot
75	Tree preservation.
76	we like our house as is
78	we have an ADU already.
82	No need for it
84	Not needed
85	We rent, don't own. If I did own, I don't want strangers living on my property.
87	It would change the quiet nature of Medina with more people being added.
88	I worked hard to be able to afford to move the heck out of Seattle. Why would I import their problems here?
90	Lot not large enough
91	our lot is too small to accommodate and we are are already at our lot size to building limit
92	Not interested in sharing our lot. It is not large enough with our current home. And our house is only 2900 sq ft
96	This is the worst idea one can have You will drive people out of this community and create a monster
97	I don't agree with the MH requirement
99	Why ruin a beautiful city that's already been impacted greatly by renters (VRBO, long term)

ResponseID Response

101	No should be sufficient!
103	It would be hard without taking down old trees
105	Begins the process of degrading the community. ADUs are a mistake.
107	No room!
109	our lot is for a SFR-----we have absolutely no desire to share it with anyone else
110	We have no room for one.
111	Our building envelop doesn't allow for it
113	We already have one.
117	Would ruin what we all love about Medina.
118	NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!
120	We just got through a remodel recently and are not interested in starting over. If the rules had changed before our remodel we might have considered an ADU (but probably not given our family situation). Allowing additional housing to be built but without adjusting required setbacks and lot coverage will likely not result in any real increase.
121	No plan
122	My lot is not large enough to add another type of housing on.
123	Our lot is about 8000 square feet and middle housing or an ADU would not "fit" on our lot with an existing single family house on it
124	Do not want in community
127	our lot is already fully developed from a % of impervious surface coverage, and we have limited parking onsite.
128	We worked hard to buy in this neighborhood because of the big lots, beautiful houses, and safe quiet neighborhood. I do not plan on taking this away by making some extra money renting out a ADU.
129	Our Setback do not allow for anything
130	I don't want my guests getting that comfortable and staying too long
131	Because we want to maintain the character of our neighborhood

ResponseID	Response
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132	Do not want it! Nor do I want it around me.
-----	---

133	It runs against the type of neighborhood/community we sought when purchasing our house.
-----	---

135	Safety. Loss of privacy. Loss of gardens. Pollution. Resentment of requirement
-----	--

136	I am not interested in development. But, I live on .75 acres and could imagine a developer looking to "buy one and build two (or more)" homes in the future. That strategy may be especially appealing to foreign buyers looking to maximize their investment and tenant capacity. However, I doubt the new residences would be "affordable."
-----	---

138	Not in character of neighborhood and not why I moved to Medina
-----	--

139	I do not like the idea
-----	------------------------

140	We don't have a use for an ADU that makes the construction disruption worth it.
-----	---

142	I do not want it.
-----	-------------------

147	It would have to come at the expense of the wonderful vegetation that contributes to making Medina the wonderful place that it is.
-----	--

149	No need.
-----	----------

155	Our lot is not big enough for starters.
-----	---

156	Our property size and type would not accept an ADU without disrupting the view and flow of the yard.
-----	--

158	Privacy
-----	---------

159	Not interested
-----	----------------

162	If I wanted to live in the city, I'd move to Seattle
-----	--

164	I don't want to add more people to my lot.
-----	--

165	Because I like my house the way it is.
-----	--

166	It will add density but not make homes more affordable. Nobody wins.
-----	--

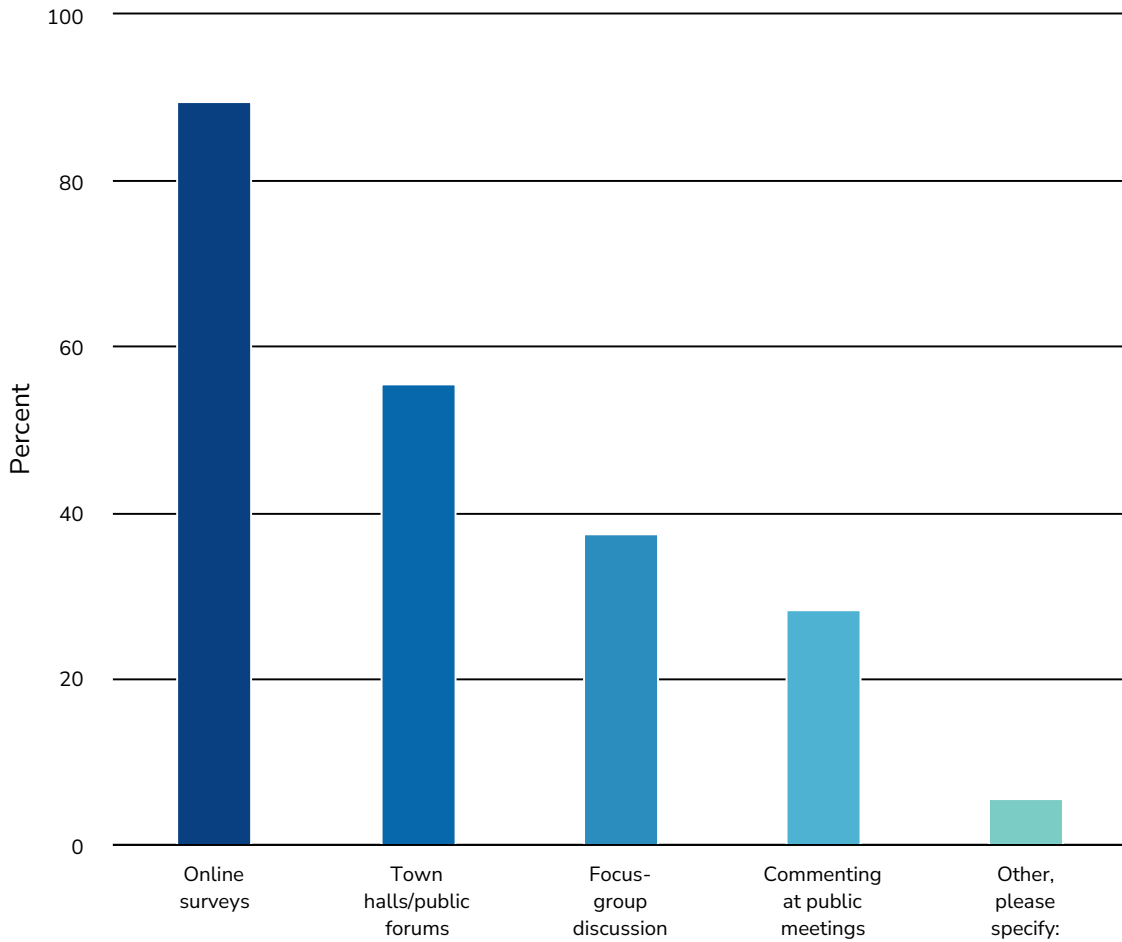
168	Because it will change the feel of our neighborhood and have long term impacts
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169	Busy enough
-----	-------------

ResponseID Response

172	We don't want to manage renters or deal with the problems of being a landlord in Medina.
174	I like the way my house is and I think it would devalue it.
175	The aesthetics will not look good
183	Keep the low density life style
184	We simply wants big yard for kids and pets
187	I've explained it on the first question.
188	Don't feel it's compatible with the Medina community
190	We purchased here for our yard/outdoor space and trees.
191	Preserve land for use
192	In like Medina the way it is
193	Lack of privacy. Additional noise, cars, people.
194	I don't want to be a landlord and I'm not a real estate speculator.
196	Don't have plans to at this time
199	Have ADU already.
203	its ridiculous and we have no space. Most lots cannot support that type of housing
205	This type of density is not why we moved to Medina.
206	We enjoy the privacy and safety of Medina.
210	We enjoy our single family home and our neighborhood as it is. A middle housing structure on our lot is not feasible for a quality standard of life. If I wanted this I would move to a more dense city.

22. Which of the following methods would you most likely engage with to provide feedback? Please select all that apply.



Value	Percent	Responses
Online surveys	89.6%	129
Town halls/public forums	55.6%	80
Focus-group discussion	37.5%	54
Commenting at public meetings	28.5%	41
Other, please specify:	5.6%	8

Statistics

Skipped	3
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Total Responses	144
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Other, please specify:

Count

Anyway to increase communication is good. I think	1
---	---

Attend City Council and Planning Commission Meetings	1
--	---

Email	1
-------	---

I will not be offering other responses. Said enough	1
---	---

I'm not a fan of groups. I like quiet. But I'm happy to discuss things if asked.	1
--	---

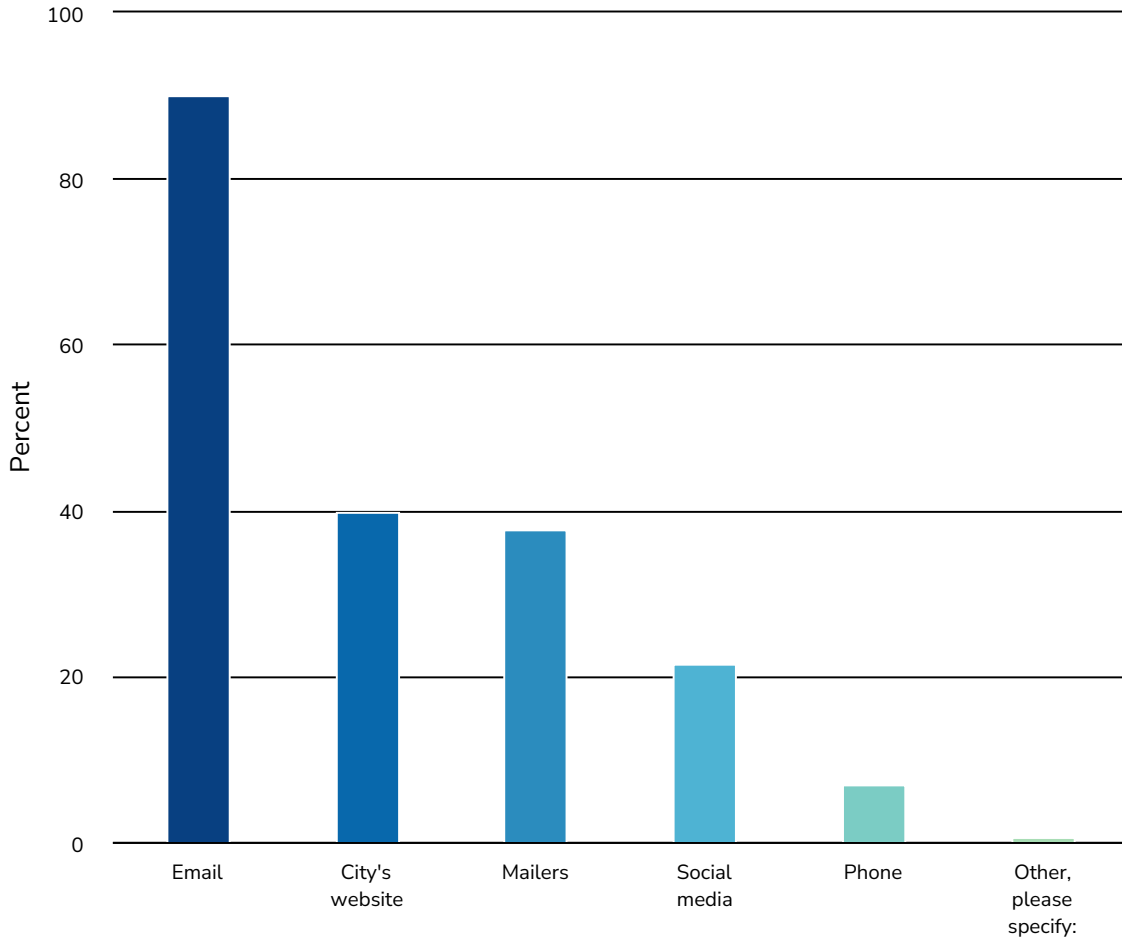
In-person feedback venues only. Virtual meetings are a cop-out.	1
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Instagram groups	1
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virtual town halls	1
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Totals	8
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23. How would you want to receive information and updates about changes in the City like housing policies?



Value	Percent	Responses
Email	90.2%	129
City's website	39.9%	57
Mailers	37.8%	54
Social media	21.7%	31
Phone	7.0%	10
Other, please specify:	0.7%	1

Statistics

Skipped	4
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Total Responses	143
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Other, please specify:	Count
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Text	1
------	---

Totals	1
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24. Are there any other matters you'd like the City to know at this time?
Please comment below if so.



ResponseID Response

- | | |
|----|---|
| 16 | Please add more street lighting. It is too dark in Medina. It's a public safety issue. Would like more info on how design guidelines might work. What are the affordable housing targets that were presented in this survey? That wasn't covered in the presentation. |
| 17 | I do have a concern - there should be strict oversight of contractors builders, who might want to come in and buy up an empty lot, put up a less than perfect two unit home on a lot and make a quick buck. |
| 19 | I'm deeply concerned about how this legislation will negatively affect our quiet, safe city and ask that the city council do all it can to minimize the adverse outcomes. |
| 21 | Backyard lighting by neighbors throughout the night is adversely affecting the neighborhood character, as well as sleeping patterns. Too bright and on all night. Please do something to address this issue. |
| 23 | it is tragic our local leaders and representative did not find a way to get an exemption. this will lead to subdivided lots etc - the elected officials clearly want to increase density at every city - it remains to be seen how the market reacts, but the other concern is whether to get to affordable housing there will be financial incentives (HUD8 for example) require - if and when this happens, my advice is to just merge with Bellevue, because local officials at Medina are becoming figureheads to the overlords in Olympia - and we know more is coming.... |

ResponseID Response

26 While you're reviewing middle housing and changing the code, will you please look at changing the start times/end times for construction. I live on Evergreen point and often hear trucks/back-hoes/back up warning sounds starting as early as 7am. There has been constant construction on Evergreen point for years (the house behind me is going on its third year of building). I would appreciate the construction code changing to at least be in line with the leaf blowers and yard maintenance rules. Also, I would appreciate it very much if the city would consider a ban on planting trees as a hedge (especially near property lines). Some of the trees developers plant for privacy can grow several feet each year. If they are not maintained, they become a nightmare for the resident on the other side of the fence. These trees block sunlight and cost thousands of dollars per year in trimming, just to keep their branches from extending onto the neighboring property.

30 Prioritize protecting our trees! Tree code needs to be updated. We are still losing too much tree canopy. And this is likely to make it worse!

45 It looks like architects are increasingly applying for variances to City Building Codes. This affects residents when the City doesn't enforce its Codes uniformly on lot coverage, building height etc. I'd like to see a return to previous days when variances were the exception and residents could trust that new building would be built to Code

50 The ultimate goal is to keep medina a quiet, clean, and safe neighbourhood with minimal changes (in terms of housing). We already experienced huge changes that a small rambler turns into a giant monster house which is sometime ugly and not conducive to the whole community look.

51 This policy is being imposed upon our city by the state government without adequate warning or input from its citizens. The city of Medina should hold a plebiscite vote and if the majority are in opposition, should join like-minded communities (Clyde Hill for one) to take legal action against the state mandate, rather than just passively accept this imposition. Again, this kind of heavy handed mandate has NEVER created useful affordable housing, instead in most cases people end up paying more for less and options decrease.

53 local leaders did not demonstrate any proactive attempts to squash this from being mandated here - it is my understanding the yarrow point mayor did some lobbying, but where was medina?

60 Rent cost reduction and for there to be a cap on rent increases. The rent goes up every year, on a fixed income people are going homeless. Our social security went up 35.00 last year and this community increased the rent 40.00 . , and everyone is not paying the same for the same units?

75 Builders have not been policed, and thereby required to obey current tree codes, or use LONG TERM tree protection. They often "cheat" here and there on our construction code, and very large, beautiful old trees die a few years later.

94 I'd love it if Medina and the MEERT worked with Bellevue to set up a network of LoRa repeaters.

ResponseID Response

96 None

97 No

103 The rural feel makes Medina an oasis we should keep as much greenery and trees as we possibly can. Clear Cut Point Rd doesnt have the same feel to it.

106 I just got a permit for an ADU, and the City made it more expensive and difficult because of its cumbersome - and sometimes ridiculous - permitting process. My architects have been tied into knots by the City, being told one thing one day, and another the next. This will have to change, or nobody is going to build anything.

107 My neighborhood has CC&R's - does the state honor them?

109 please try to save Medina-----these news laws will make our special city much less desirable and livable

112 People are blocking the lawful use of street parking. You are not addressing this issue.

113 Thank you so much for sending this survey and allowing comments. I appreciate it.

116 The character of Medina should be in the hands of the residents and not determined by central planners in Olympia. Density enhancements always benefit developers and speculators. Affordability is a beautiful dream but would have to be subsidized to create alignment with current AMI metrics. Let's keep as much of our "rural and silvan" character as we can as we develop new land use code and development standards. Let's reduce bulk and stimulate through incentives better architecture, lower site coverages (to mitigate higher densities), and manage parking, traffic, lighting, noise, and other potential impacts.

118 NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!

119 parking

126 We were required to remove a separate guest house unit on our property when we built our house in 1999/2000. We were unable to retain it due to lot coverage/impermeable surfaces, and because of the restrictions about improving it (adding insulation or updating any of the structure) was limited to 10% of the value of the structure. We always wished we could have kept it for use as a 'mother-in-laws' cottage or for housing for a college student or help at our home. Even though the City bylaws seem to be changing, the likelihood of our being able to replicate that ADU seems unlikely as it was located close to the lake and now that it is gone, it seems unlikely we would we be permitted to put it back in its original location.

128 I do not want current housing laws...height of houses, set-backs, etc. to be altered for builders to come in and put up more buildings and make more profit than they already are.

ResponseID Response

132	No
133	Please fight this. There are plenty of cities, town and communities that would not be affected by denser housing; Medina is not one of them!
135	We should preserve what we now have and reject adherence to middle housing. I would support funding to hire attorneys to defend rejecting middle housing requirements.
138	I hope the city will not make it easy for this to happen. Permitting can always be a hassle w/ any city, I hope Medina will do what is within the confines of the law to not make it an attractive option
142	If builders start pushing to get smaller set backs, build higher build "cottage homes" our community will be changed for the worse. For the record, this was a VERY hard survey to understand and answer.
143	I am concerned that we are not ready for the impacts of middle housing and that we don't have the funding to get ready. We are not allowed to restrict development with requirements to reduce the impacts on the community. Mandates without state funding will create problems for cities.
144	Please do more about aggressive drivers from locals - it's not cut through traffic that tail gate daily, it's local cars pulling into local driveways. Also can we please get a helmet law for kids/youth? As someone who works in healthcare - TBIs are such a great risk that will impact them for the rest of their lives.
148	Enabling or at least maintaining the ability to convert an existing utility building to an ADU will be helpful in maintaining the character of the city.
150	Property values and public safety are paramount
156	No.
157	No
162	Make your meetings and public hearings more accessible to people by providing Zoom connections
164	Just say no.
171	Thank you for your guys support and I really appreciate it for you guys that bless you
173	We have an ADU. It came with our home and we just rebuilt it. It is lovely and has been a good thing for our family. ADU's can be done well.
175	City residents need to lobby to exclude Medina from this program.
178	Wet concerned about short term rentals like Airbnbs.

ResponseID Response

183 Medina utility, roads, public facilities are not designed for multi family. We should keep the life style of Medina. The affordability problem is for big cities, not us. It doesn't make sense at all to ask Medina to make house affordable, it's open market, people value the location, the life style here

184 My main concern is safety

190 Please remove the posts blocking the parking spots at Viewpoint Park. It is a beautiful spot to pull in and watch winter (cold) sunsets and I really miss being able to do that in my neighborhood. I do not understand why they are there. :-{

203 If the city of Medina is not required to build units then leave it. What can the state do?

210 I strongly oppose this legislation, and equitable middle housing mandates isn't the solution to the affordable housing challenge.



MEDINA, WASHINGTON

AGENDA BILL

Monday, February 24, 2025

Subject: City Manager Recruitment

Category: City Council Business

Staff Contacts: Ryan Wagner, Finance/HR Director and Charlotte Archer, Assistant City Attorney

Summary

In Medina, the City Council selects a City Manager to serve as the chief executive officer of the City to implement policies and serve as the City's professional administrator. Due to the City Manager's impending retirement, the City Council is spearheading the recruitment process for a new City Manager. The Personnel Committee, aided by the HR Director and Legal, has been tasked with identifying a recruitment firm from the roster of qualified consultants through MRSC, reviewing and updating the City Manager job description for the recruitment effort, and reporting to the Council on progress.

The Personnel Committee will work with GMP Consultants for this recruitment process. The Committee will meet with GMP Consultants on Friday the 21st and will provide an update on these efforts and the anticipated timeline.

The City Manager Recruitment meets and supports Council's priority 1.

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. Any relevant materials will be provided to the City Council after the Personnel Committee meets with GMP Consultants.

Budget/Fiscal Impact: Both the Finance Committee and Personnel Committee are evaluating the compensation range for this position to ensure the city is competitive for candidates.

Recommendation: Discussion and direction.

City Manager Approval: 

Proposed Council Motion: "I move to direct the Personnel Committee to facilitate the preparation and approval of the advertisement material."

Time Estimate: 20 minutes