



# MEDINA, WASHINGTON

## PLANNING COMMISSION SPECIAL MEETING

Hybrid - Virtual/In-Person  
Medina City Hall - Council Chambers  
501 Evergreen Point Road, Medina, WA 98039  
**Thursday, April 18, 2024 – 5:00 PM**

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### AGENDA

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

### Hybrid Meeting Participation

The Medina Planning Commission has moved to hybrid meetings, offering both in-person and online meeting participation. In accordance with the direction from Governor Inslee, masking and social distancing will be optional for those participating in person. Individuals who are participating online and wish to speak live can register their request with the Development Services Coordinator at 425.233.6414 or email [rbennett@medina-wa.gov](mailto:rbennett@medina-wa.gov) and leave a message before 2PM on the day of the Planning Commission meeting. The Development Services Coordinator will call on you by name or telephone number when it is your turn to speak. You will be allotted 3 minutes for your comments and will be asked to stop when you reach the 3 minute limit. The city will also accept written comments. Any written comments must be submitted by 2 PM on the day of the Planning Commission meeting to the Development Services Coordinator at [rbennett@medina-wa.gov](mailto:rbennett@medina-wa.gov).

Join Zoom Meeting

<https://medina-wa.zoom.us/j/89748434809?pwd=MULRGBKkD0Qt3bBa1pFluEc5dpKis1.1>

Meeting ID: 897 4843 4809

Passcode: 843786

One tap mobile

+12532158782,,89748434809#,,, \*843786# US (Tacoma)

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1. **CALL TO ORDER / ROLL CALL**

2. **APPROVAL OF MEETING AGENDA**

3. **APPROVAL OF MINUTES**

3.1 Planning Commission Special Meeting Minutes of April 3, 2024

**Recommendation:** Adopt minutes.

**Staff Contact:** Rebecca Bennett, Development Services Coordinator

4. **ANNOUNCEMENTS**

4.1 Staff/Commissioners

5. **PUBLIC COMMENT PERIOD**

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

6. **DISCUSSION**

6.1 Concerns of the Commission

6.2 2024 Comp Plan Update, **Third Review** of the **Land Use** Element including revisions made to address concerns of all reviewing bodies.

**Recommendation:** Discussion and recommendation

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

Time Estimate: 30 minutes

6.3 2024 Comp Plan Update, **First Review** of the **Parks and Open Space** Element

**Recommendation:** Discussion

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

Time Estimate: 30 minutes

6.4 2024 Comp Plan Update, **First Review** of the **Transportation** Element

**Recommendation:** Discussion

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

Time Estimate: 30 minutes

6.5 2024 Comp Plan Update, **First Review** of the **Natural Environment** Element  
**Recommendation:** Discussion  
**Staff Contact:** Jonathan Kesler, AICP, Planning Manager; with Kim Mahoney, Principal,  
LDC Consultants

Time Estimate: 30 minutes

7. **ADJOURNMENT**

Next meeting is the Regular meeting of Tuesday, April 23, 2024, at 6:00 pm

**ADDITIONAL INFORMATION**

Planning Commission meetings are held on the 4th Tuesday of the month at 6 PM, unless otherwise specified.

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**

**Note: Bolded dates** are the **Special Meeting** dates approved by the Planning Commission at its **Special Meeting** of Thursday, February 15, 2024.

**Additional Special Meetings** may be added to the schedule, as needed.

Tuesday, April 23, 2024 - Regular Meeting

**Thursday, May 16 2024 - Special Meeting**

**Wednesday, May 29, 2024 - Special Meeting**

**Thursday, June 13, 2024 - Special Meeting**

Tuesday, June 25, 2024 - Regular Meeting

**Tuesday, July 9, 2024 - Special Meeting**

Tuesday, July 23, 2024 - Regular Meeting

August 2024 - Dark, no meeting

Tuesday, September 24, 2024 - Regular Meeting

Tuesday, October 22, 2024 - Regular Meeting

Tuesday, November 2024 - Regular Meeting cancelled - Special Meeting Date TBD

Tuesday, December 2024 - Regular Meeting cancelled - Special Meeting Date TBD



# MEDINA, WASHINGTON

## PLANNING COMMISSION SPECIAL MEETING

Hybrid - Virtual/In-Person  
Medina City Hall - Council Chambers  
501 Evergreen Point Road, Medina, WA 98039  
**Wednesday, April 03, 2024 – 6:00 PM**

### MINUTES

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

**1. CALL TO ORDER / ROLL CALL**

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

**PRESENT**

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

**STAFF/CONSULTANTS PRESENT**

Bennett, Kesler, Mahoney, Osada, Wilcox

**2. APPROVAL OF MEETING AGENDA**

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

**3. APPROVAL OF MINUTES**

3.1 Planning Commission Special Meeting Minutes of March 14, 2024

**Recommendation:** Adopt Minutes.

**Staff Contact:** Aimee Kellerman, CMC, City Clerk

**ACTION:** Motion to approved minutes. (Approved 7-0)

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

- 3.2 Planning Commission Regular Meeting Minutes of March 26, 2024  
**Recommendation:** Adopt Minutes.  
**Staff Contact:** Rebecca Bennett, Development Services Coordinator

**ACTION:** Motion to approved minutes as amended. (Approved 7-0)

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

**4. ANNOUNCEMENTS**

- 4.1 Staff/Commissioners

Kesler announced that we need to schedule a third Planning Commission meeting for April. Commissioners agreed to schedule a meeting for Thursday, April 18th at 5:00pm.

**5. PUBLIC COMMENT PERIOD**

There was no audience participation.

**6. DISCUSSION**

- 6.1 Concerns of the Commission

None were heard.

- 6.2 2024 Comprehensive Plan Update, Second Review of the Capital Facilities Element including revisions made to address concerns of this Commission on 3-26-24

**Recommendation:** Discussion.

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

Kesler gave PowerPoint presentation for the second review of the Capital Facilities Element. Mahoney went through the red-lined document of the Capital Facilities Element. Commissioners discussed and asked questions.

**ACTION:** Motion to send to council as amended. (Approved 7-0)

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

- 6.3 2024 Comprehensive Plan Update, First Review of the Housing Element

**Recommendation:** Discussion.

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

Kesler gave PowerPoint presentation on the first re-review of the Housing Element. Commissioners discussed and asked questions.

**ACTION:** Motion to amend agenda item 6.3 and bring back to review at the Thursday, April 18th, Planning Commission Special Meeting

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

## **7. ADJOURNMENT**

Meeting adjourned at 7:55pm.

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

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



# CITY OF MEDINA

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

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## MEMORANDUM

DATE: April 18, 2024  
TO: Medina Planning Commission  
FROM: Jonathan Kesler, AICP, Planning Manager  
RE: Comp Plan Update – **Third** Review of the **Land Use** Element

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**As a reminder**, each city and county under the Washington State Growth Management Act (originally adopted in 1991) is required to periodically review and, if needed, revise its comprehensive plan to ensure compliance with the Act. The last time that Medina completed a Comprehensive Plan update was in 2015. In 2022, the eight-year comprehensive plan periodic cycle was extended to a 10-year cycle. The current comprehensive plan periodic update cycle requires that Medina complete its review and revision by **December 31, 2024**.

At this meeting, the Comprehensive Plan's **Land Use** Element returns for a **third** review. In the packet, you will find the revised copy of the Element. It includes **redlined** edits and notes in the margins that show all **changes** our consultant has made. These are based on updates needed per the GAP analysis, as well as feedback from the March 11<sup>th</sup> Council, the March 14<sup>th</sup> AND March 25<sup>th</sup> Planning Commission Meeting reviews and input from the DSC on March 20<sup>th</sup>.

LDC Consultant Kim Mahoney will be in attendance this evening along with City staff.

# 1. LAND USE ELEMENT

Commented [KM1]: In zoning map, show unimproved streets - for Dane to tackle. 3/26 PC feedback

## INTRODUCTION

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

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

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

## EXISTING CONDITIONS

### Residential Uses

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

Commented [KM2]: Reflects 3/26 PC feedback

In some parts of Medina, the development pattern that existed prior to the City's incorporation is sufficient to justify a downward adjustment of the 20,000 square foot average lots size. The Medina Heights area, for example, has been largely developed to an average lot size of 15,000 square feet; however, many of these lots are significantly smaller. In this area and others where such circumstances are present, the smallest lot size specified in the Medina Municipal Code is appropriate. In other areas of the City, existing development patterns, topography, or proximity to Lake Washington justify lower development density; hence the largest average lot size has been instituted for these areas (see Figure 2).

Commented [KM3]: Ensure this reference is correct and that the figure is accurate to reflect today's information

Actual residential densities range from approximately five units per acre in the area between NE 24<sup>th</sup> Street and NE 28<sup>th</sup> Street to less than one unit per acre along sections of the Lake Washington shoreline. Average density based on the 2014 King County Buildable Lands Report is 1.98 dwelling units per net acre.

Commented [JF4]: Needs to be updated

Commented [KMSR4]: Joel and Dane to update



**Non-Residential Uses**

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

**Table 1. Land Use Inventory**

Land Use Inventory		
Land Use	Acres	Percent
Local Business	6.20	1%
Open Space	131.04	15%
Park	30.01	3%
Public Facility	2.87	0%
School / Institution	21.91	2%
Single Family Residential	583.25	65%
Transportation Right-of-Way	120.01	13%
Utility	3.11	0%
<b>Total</b>	<b>898.39</b>	

Source: King County GIS Center, January 2010

Most of the non-residential land uses that exist in Medina have been in place since before or around the time of the City’s incorporation and have become an accepted and integral part of the community. These non-residential uses are subject to the City’s special use provisions under the Municipal Code. Since Medina is fully developed, there are few vacant tracts of land currently available for further development. In addition, property currently used or designated for residential use is discouraged from being utilized for additional churches, clubs, fraternal societies, schools, museums, historic sites, conference centers, or other additional non-residential facilities; these larger scale facilities create additional traffic and disrupt residential traffic patterns, which increase greenhouse gas emissions.

**Commented [KM6]:** Consider whether data of the elementary and middle schools shows trends that should be highlighted here

**Commented [KM7]:** Keeping this language is helpful as an address of anti-displacement

**POPULATION AND GROWTH POTENTIAL**

The GMA and the CPPs encourage cities to assume an increasing share of new growth in the future, in order to minimize new growth in rural areas of King County. This means that cities planning under GMA should accommodate more compact development patterns in “appropriate areas”<sup>2</sup>urban areas to absorb the additional share of future growth.

**Commented [KM8]:** Explore whether this is still the most accurate representation - any way to refresh this? Other rationale or drivers? Feedback from 3.26 PC. Edit here made to address this feedback

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

- Medina is landlocked, with no opportunities for annexation;
- Some areas in the City are incapable of supporting development or redevelopment;
- Limited public transportation system;

- No business district (though historic uses exist in the City); and
- Environmental constraints, including wetlands, steep slopes, shoreline buffers, and other critical areas.

**Population and Employment**

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

According to the Housing Needs Assessment (Appendix X) adopted by the City in May 2022, Medina’s population as of 2021 is 2,920, with 1,195 households and an average owner-occupied household size of 2.81 persons and an average renter-occupied household size of 2.25 persons (Appendix X). Since 2000, the population has decreased by 91 persons and the number of households has decreased from 1,095 to 1,027<sup>1</sup>. Both of these numbers align with an overall slightly downward trend in both population and number of households (Figure 1). The increase in population between 1990 and 2000 was due to a substantial increase in the number of children (persons under 18), from 696 to 816. Contrary to the overall decrease in population, the number of children have continued to increase since 2000, with 862 persons under 18 in 2010.

Commented [KM9]: Reference HNA

Commented [KM10]: Update this graph

Commented [KM11]: update

According to 2020 data published by PSRC, there were 463 jobs based in Medina in 2020; the majority of these jobs are classified as services (69%), followed by education jobs. When considered by North American Industry Classification System (NAICS) industry sectors, jobs in Medina are predominately held in the Information industry (Appendix X).

<sup>1</sup> Household data compares 2000 and 2020 U.S. Census Bureau data

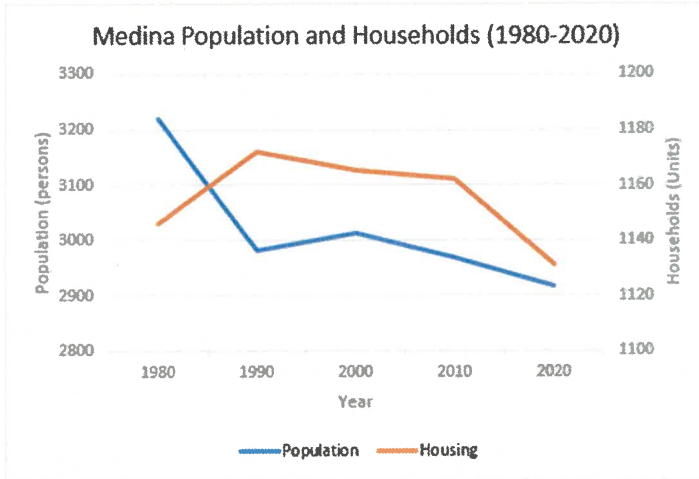


Figure 1. Population and number of households in Medina, 1980-2020.

**Population Forecast**

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

The PSRC uses these local targets to develop a future land use scenario consistent with the VISION 2050 regional growth strategy. According to this scenario, represented by the PSRC’s 2022 growth target dataset, Medina is expected to increase by 19 housing units by 2044<sup>1</sup>. Medina is not expected to accommodate any new employment opportunities by 2044.

<sup>1</sup> Local growth targets are adopted in housing units. The 2044 growth target for Medina is 19 housing units. To estimate population and household (occupied housing unit) forecasts from the growth target, PSRC applies a set of assumptions. This population forecast assumes vacancy rates similar to those observed in 2000. 2000 was chosen as a more representative, or “baseline,” year than 2010, which was affected by the recession. The forecast also assumes a person-per-household rate of 2.64, which reflects anticipated demographic changes. These are the same assumptions used in forecasting the number of households in 2044, discussed in Comprehensive Plan Chapter 4, Housing.

**Commented [KM12]:** Update with current methodology used by PSRC

**Future Growth Trends**

The GMA requires cities in King County to participate in the Buildable Lands Program, which offers the opportunity for local governments to coordinate and analyze land supply to make sure that they have enough land for development and to ensure that their respective comprehensive plans are doing what they are expected to do. The King County Buildable Lands Report estimates Medina’s capacity for total housing units is 8 under current zoning with recognition of current market trends (although, as noted above, only 27 new housing units are anticipated by 2035).

**Commented [KM13]:** Add footnote describing when the BLR was published. 3/26 PC meeting feedback

**Commented [KM14]:** Ensure this reflects current methodology

**Commented [JF15]:** Revise per new BLR data

There are several general trends occurring in Medina that make the potential for increased growth through redevelopment limited. First, there are a number of older, smaller homes on existing lots. The most common redevelopment practice has been to raze such a structure and construct a new, larger residence in its place. Homes are also commonly remodeled to include additions, yielding a larger home on the lot. Neither of these practices result in a net increase in the total number of housing units.

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

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

- Subdividing and developing existing properties to their maximum development potential;
- Restricting lot combinations;
- Development of accessory dwelling units.

**Commented [JF16]:** Need a LCA memo to show that there is current capacity

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

**Commented [KM17]:** Update after LCA

**Commented [KM18]:** Revise this as needed following LCA and discussion with Commerce

**Commented [KM19]:** Confirm this theme throughout HNA/HAP surveying

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

**Commented [KM20]:** Verify this after GIS is analyzed.



Assessment and Housing Action Plan further detailing the City’s approach to accommodating diverse housing options).

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

The major employers in Medina are the three schools and ~~the golf course~~ employers in the “services” industry. Together, they account for approximately ~~308~~ 384 jobs. City government, including administrators, staff, and police, provides 24-22 jobs. There are also approximately 15 people employed by the gas station, Medina grocery store, nursery, and post office. Additional employment is provided by individual residential properties in the form of housekeeping, groundskeeping, and other household staff positions.

Total employment within Medina is listed in the PSRC’s 2013 Quarterly Census of Employment as 461 jobs. The PSRC forecasts an increase to 496 jobs by 2035. The majority of this increase is forecasted to occur in the service sector, which is already the largest employment sector in Medina. There is no planned or expected increase in retail or commercial space in Medina. However, there are an increasing number of people working from home. Consequently, traditional employment in Medina is forecasted to remain relatively stable, but there will likely be an increase in home occupations.

Commented [KM21]: Need to update this - is this informed by City resources or public resources? Work with Joel and Dane

Commented [JF22]: Needs to be revised per new PSRC projections

**SPECIAL PLANNING AREAS AND ESSENTIAL PUBLIC FACILITIES**

Commented [KM23]: Jonathan - is there a map of these areas?

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

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

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**SR 520 Corridor Special Planning Area:**

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

**84<sup>th</sup> Avenue N.E. Corridor Special Planning Area:**

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

**Essential Public Facilities:**

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

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

**LAND USE PLAN**

Medina has developed and matured into the type of community envisioned at the time of its incorporation. Old and new residents alike have invested substantially in their homes on the premise that Medina will continue to maintain its residential quality and character. Development ordinances and regulations have been adopted over time to ensure that the character of Medina is maintained.

It is important to the community that uses such as the Points Loop Trail and other pedestrian and bicycle paths, post office and the Medina grocery store, and facilities such as the City Hall, clock tower, and water tower, are retained because of their functional, historic and cultural contribution to the City. Maintaining a functional and unopened street system is an important component of the Medina community for the continued recreational and social joys of its residents, and should be retained. The historical character of these buildings and structures, and their appropriate uses, should be retained for future generations.

**Commented [KM24]:** Ensure this term is defined in Appendix A

In the absence of any substantial future growth, it is the basic policy of the City to retain and promote the high-quality residential setting that has become the hallmark of the Medina community. Medina will continue to consider ways to creatively implement land use practices in a way that accommodates all socioeconomic groups in Medina without adversely impacting the character of the community or the environment.

**Future Land Use Designations**

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

**Commented [KM25]:** Joel - please have Dane recreate FLUM as needed

**Commented [KM26]:** Ensure this list is accurate today

**GOALS**

- LU-G1 To maintain Medina’s high-quality residential setting and character, while considering creative housing solutions to accommodate Medina community members of all socioeconomic groups.
- LU-G2 To maintain, preserve, and enhance the functional and historic contributions of Medina’s public facilities and amenities.
- LU-G3 To maintain active community involvement and equitable engagement in land use policy and regulations.
- LU-G4 To preserve community treasures, including, but not limited to, those structures and uses that reflect the City’s heritage and history.

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LU-G5 To promote connectivity, public safety, and resident health and well-being through

the use and maintenance of bicycle routes in the City.

Commented [KM27]: Added to reflect 3/26 PC feedback



**POLICIES**

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

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

Commented [KM28]: Added to reflect 3/26 PC feedback

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

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

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

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

LU-P6 Existing non-residential uses within a residential zone may be converted to residential use, or may be redeveloped with a new non-residential use in a manner compatible with surrounding properties when allowed through the conditional use process.

LU-P7 The City should work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of regional facilities development or improvement projects, such as SR 520 and related structures and improvements, and are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments. Coordination between the City, King County, and WSDOT should reflect opportunities to promote or improve public health and safety of regional trail systems.

- LU-P8 The City should encourage and facilitate equitable public participation in all land use planning processes, including participation from Medina community members, including those Medina community members of all ethnicities and races, socioeconomic statuses, members with disabilities, language access needs, and immigrants or refugees. Engagement efforts should also facilitate the participation of local tribes, the Puget Sound Partnership, and other affected jurisdictions to support regional collaborative land use planning.
- LU-P9 The City ~~should encourage input from~~ afford due consideration to all stakeholders prior to any land use decision, including consideration of the potential physical, economic, and cultural displacement risk to residents, particularly to communities that have historically faced greater risk of displacement.
- LU-P10 Development of Special Planning Areas and essential public facilities should require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole. If a proposed essential public facility is not located in an existing Special Planning Area, the proposed site of the essential public facility should be designated as a Special Planning Area.

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

Commented [KM29]: 7/26 feedback from PK

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- LU-P12 The City shall not preclude the siting of essential public facilities.
- LU-P13 The process to site proposed new or expansions to existing essential public facilities should consist of the following:
  - a. An inventory of similar existing essential public facilities, including their locations and capacities;
  - b. A forecast of the future needs for the essential public facility;
  - c. An analysis of the affordable and equitable access to public services to all communities, especially those historically underserved;
  - d. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
  - e. An analysis of the proposal's consistency with County and City policies;
  - f. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
  - g. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;
  - h. An analysis of opportunities to facilitate or encourage modes of travel other than single-occupancy vehicles, the incorporation of energy-saving strategies in infrastructure planning and design, and the feasibility of using electric, sustainable, or other renewable energy sources for new or expended public facilities and developments to reduce greenhouse gasses;
  - i. An analysis of environmental impacts and mitigation; and
  - j. Extensive public involvement.

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

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

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

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

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Commented [KM30]: Make these separate policies per A-26 Pl. Feedback



# CITY OF MEDINA

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

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## MEMORANDUM

DATE: April 18, 2024  
TO: Medina Planning Commission  
FROM: Jonathan Kesler, AICP, Planning Manager  
RE: Comprehensive Plan Update – Overview and **First Review of the Parks and Open Space** Element

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**As a reminder**, each city and county under the Washington State Growth Management Act (originally adopted in 1991) is required to periodically review and, if needed, revise its comprehensive plan to ensure compliance with the Act. The last time that Medina completed a Comprehensive Plan update was in 2015. In 2022, the eight-year comprehensive plan periodic cycle was extended to a 10-year cycle. The current comprehensive plan periodic update cycle requires that Medina complete its review and revision by **December 31, 2024**.

At this meeting, per Council’s direction of April 8<sup>th</sup>, we will begin review of the Comp Plan’s **Parks and Open Space** Element. In addition, the Development Services Committee (DSC) has already reviewed it, at its Tuesday, April 16<sup>th</sup> meeting. In the packet, you will find the revised copy of the Element. It includes **redlined** edits and notes in the margins that show all **changes** our consultant has made based on updates needed per the GAP analysis, as well as feedback from the Council and DSC.

LDC Consultant Kim Mahoney, Principal, will be in attendance along with City staff.

## 6. PARKS AND OPEN SPACE ELEMENT

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

### INTRODUCTION

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

### Growth Management Act

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

**Commented [KM1]:** This language has been added to accurately reflect the full quote from the RCW. Note that: this language is inapplicable in Medina as Medina has no UGA.

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

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

**Commented [KM2]:** Edited to align with current adoption of RCW 36.70A.020

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

### Guiding Principle

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

**EXISTING PARKS AND CONDITIONS**

Recognized national park ~~standards metrics~~ state show that ~~there should be 2.5 to 10 acres of neighborhood and community agencies typically offer 10.8 acres of~~ park space for every 1,000 residents<sup>1</sup>. There are ~~26.7~~ approximately 34 acres of parks or other open spaces in Medina, which equals 9.12 acres of park space per 1,000 residents. The ~~present~~ SR 520 freeway ~~construction-~~ overcrossing lid ~~of-on~~ Evergreen Point Road has added another upon completion of the project ~~will add another 0.62~~ two acres of park open space to the City’s inventory in recent years. The following is an inventory of the City’s parks.

**Commented [KM3]:** What national park standards? Does the parks board know where this is referenced from? I don’t know of a set standard for this - if no one else does, we could consider deleting this, it’s not a required component on the CP.

**Commented [KM4R3]:** Deletion made to incorporate feedback from the Parks Board on 4/15

**Commented [KM5R3]:** Call a parks director at big cities to ask about these metrics - Randy thinks they exist

**Commented [KM6R3]:** KM called Zach Houvener and Loreen Hamilton with Redmond Parks on 4/17 - left messages with each and am awaiting returned calls to better understand these nationwide standards. Zach pointed me toward NRPA standards. See revisions made to text and footnote with source reference.

**Medina Park (Community Park)**

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

SIZE: 17.6~~5~~ acres. The Medina Park includes two undeveloped parcels at its southern extent.

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FEATURES:

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

**Commented [KM7]:** Adding this for context so it’s recognized in the CP that there is potential opportunity for redevelopment/expansion of the park in the future.

PARK FACILITY IMPROVEMENTS

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

HISTORY

Medina Park was created in 1965 when City officials spearheaded the purchase of five properties with matching grant dollars for approximately \$80,000. Today, the combined area offers both active and passive uses: two vehicle parking areas, fields for sport activitiesplayfields, playground area with playground equipment, a par course for exercising, tennis court, bocce ball court, walking paths, restroom facilities, and off- and on-leash dog exercise areas. Passive activities include quiet spaces for sitting, bird watching, lawns for relaxing, viewable art, and tables for picnicking.

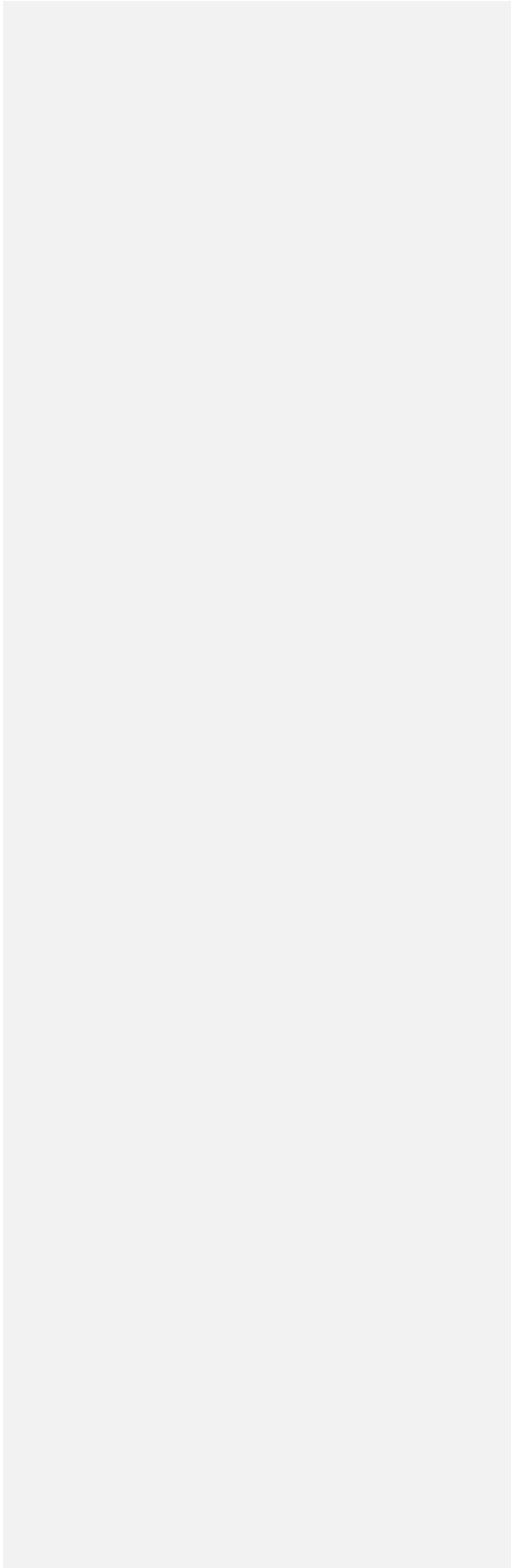
**Commented [KM8]:** Feedback from the Parks Board on 4/15 - edit the table above to say “fields for sport activities”

**Commented [KM9]:** Edit made to incorporate feedback from the Parks Board on 4/15

The park today is a social epicenter, a gathering ing place that is expansive enough to host large scale events like the annual Medina Days celebration, concerts, unofficial soccer and baseball

<sup>1</sup> National Recreation and Park Association, 2023

games, yet also serve individual needs of adults, children, and dogs. The picturesque walking paths and open areas make the park a desirable destination for human/canine socialization. In an effort to manage a compatible usage of the park by dog owners and other users, a policy was adopted by



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

**Commented [KM10]:** Edit made to incorporate feedback from the Parks Board on 4/15

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

**Commented [KM11]:** Edit made to incorporate feedback from the Parks Board on 4/15

**Commented [KM12]:** Edit made to incorporate feedback from the Parks Board on 4/15

**Medina Beach Park (Community Park)**

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

SIZE: 1.44 acres.

FEATURES:

- Public Beach
- City Hall and Police Station

PARK FACILITY IMPROVEMENTS:

Public Restrooms	Yes
Tennis Court	No
Playground Equipment	No
Walking Trails	No
Benches	Yes
Parking Facilities	Yes
Sports Field	No
Pier/Dock (Viewing)	Yes
Swimming Area	Yes
Other Improvements	Picnic Tables; <del>Bar-B-Q</del> ; Sandy Beach; <del>Sailing Lessons</del> <u>Kayak/Paddle Board Launch</u> ; <u>Drinking Fountains</u>

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**HISTORY**

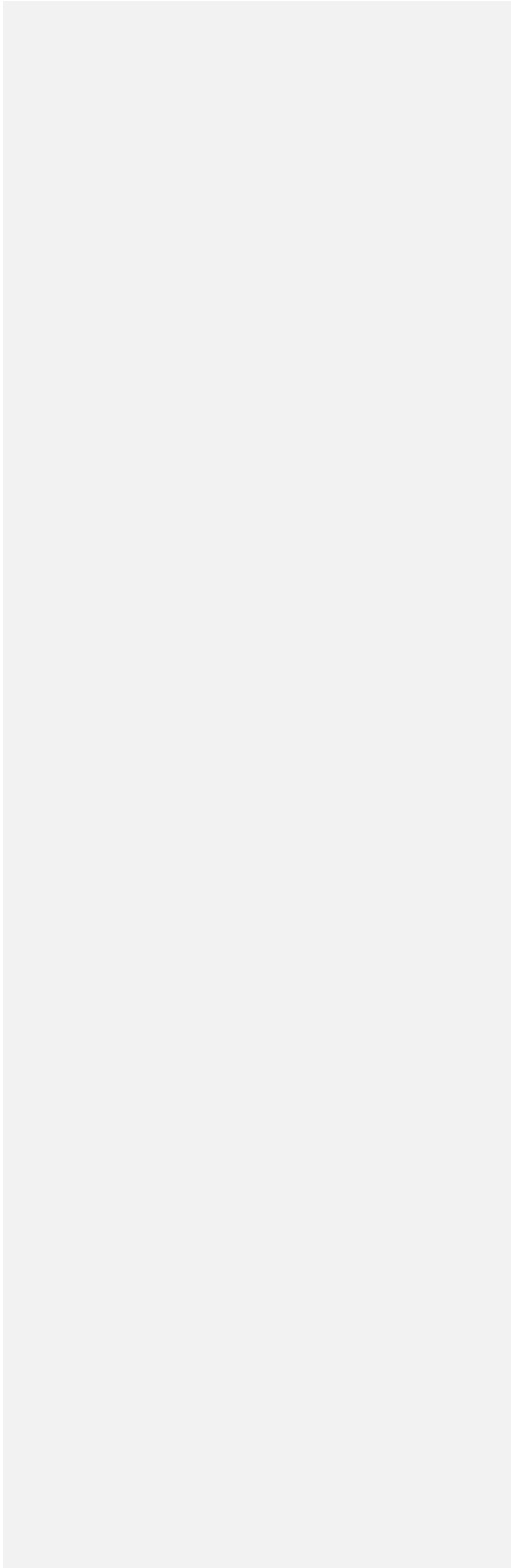
~~The north half of the~~ Medina Beach Property was donated to the City in 1960 by the Medina Improvement Club. Situated at the south point of Evergreen Point Road at the historic site of a former ferry terminal that connected Medina with Seattle, the park is a favorite destination year round ~~for summer~~.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

**Commented [KM13]:** As per 4/16 discussion at DSC meeting, Michael Luis will scrub each historic section and get back to me with relevant edits

**Commented [KM14]:** Added to incorporate feedback from 2/8 Council



edge or play on the beach. The site



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

**Fairweather Nature Preserve and Park (Neighborhood Park)**

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

SIZE: 10.14 acres.

FEATURES:

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

PARK FACILITY IMPROVEMENTS:

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

HISTORY

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

**Viewpoint Park (Neighborhood Park)**

LOCATION: Overlake Drive West and 84<sup>th</sup> Avenue NE

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

FEATURES:

- Viewing Area
- Waterfront Access

PARK FACILITY IMPROVEMENTS:

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

Commented [KM15]: Ryan Osada checking to confirm whether there is a sewer lift station at this park - as of 4/15

HISTORY

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

Commented [KM16]: Added to incorporate feedback from 4/8 Council

**Lake Lane (Neighborhood Park)**

LOCATION: 3300 Block of 78<sup>th</sup> Place NE

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

FEATURES:

- Waterfront Access

PARK FACILITY IMPROVEMENTS:

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

HISTORY

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

Commented [KM17]: Added to incorporate feedback from [4/8](#) Council

Commented [KM18]: Edit made to incorporate feedback from the Parks Board on [4/15](#)

Indian Trail and Undeveloped NE 26<sup>th</sup> Street Right-of-Way (Community Trail System)

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LOCATION: Unopened 77<sup>th</sup> Avenue NE and NE 26<sup>th</sup> Street Public Right-of-Ways.

SIZE: 2.70 acres of street right-of-way.

FEATURES:

- Unopened street right-of-way

IMPROVEMENTS:

- Walking paths from 2200 Block 77<sup>th</sup> Avenue NE to NE 28<sup>th</sup> Street;
- Public Storm Drainage System

TRAIL SYSTEM

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

Commented [KM19]: Edit this to refer to Indian Trail as the previous name of the Community Trail System. Remove or correct all other references to Indian Trail in the element - per 4/16 DSC meeting

Other Recreational Facilities

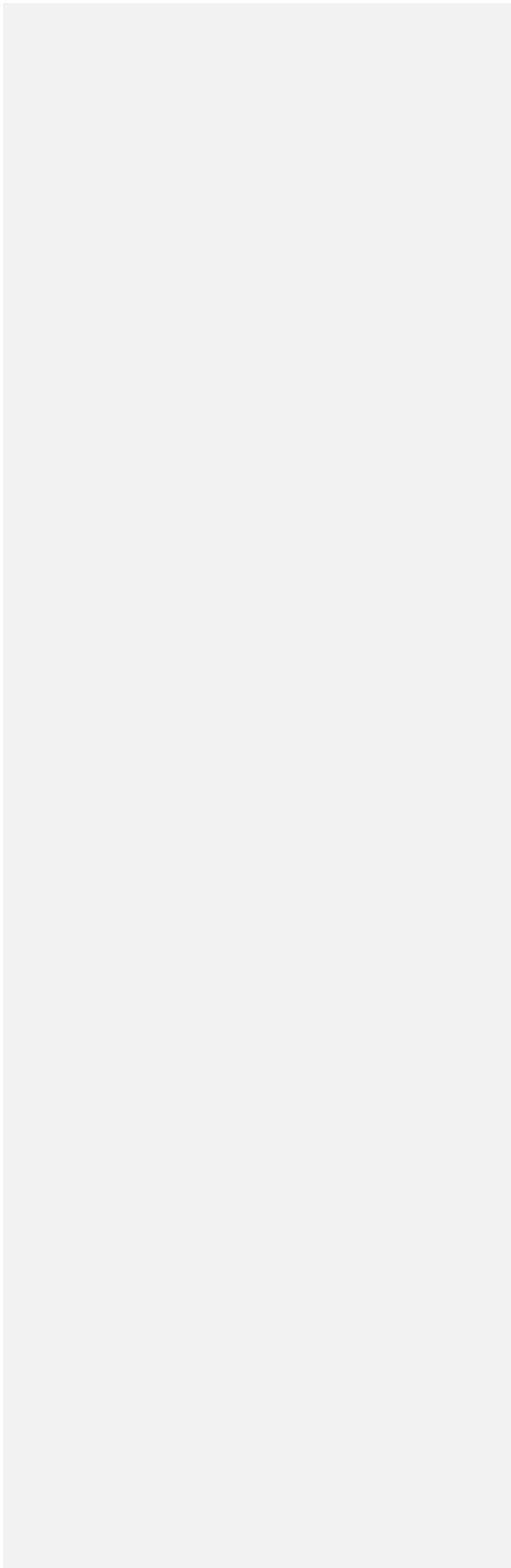
POINTS LOOP TRAIL SYSTEM

This was created in 1962 by the construction of the initial SR 520 freeway. The main portion of the trail system connects the local communities of Yarrow Point, Hunts Point, Clyde Hill, and Medina. The trail is a ~~five foot wide~~ paved walking path that extends along the north side of the freeway from 92<sup>nd</sup> Avenue NE in Yarrow Point to 84<sup>th</sup> Avenue NE in Hunts Point, along 84<sup>th</sup> Avenue NE over the freeway to NE 28<sup>th</sup> Street, west along NE 28<sup>th</sup> Street to Evergreen Point Road. Local trails connect to this trail system; (i.e. ~~the formerly called~~ Indian Trail at NE 28<sup>th</sup> Street). Maintenance of the system resides with each of the communities through which it passes. The major construction of the new SR 520 freeway ~~is impacting~~ has improved the Local Points

Commented [KM20]: Edit made to incorporate feedback from the Ryan Osada on [4/15](#)

Loop Trail and ~~portions of it will be~~

|



~~replaced and realigned and now provides new~~ connections ~~will be made~~ to the new WSDOT SR 520 Regional Trail system that connects Seattle via a new floating bridge with the eastside communities of Medina, Clyde Hill, Hunts Point, Kirkland, and Bellevue. The WSDOT SR 520 Regional Trail ~~will be~~ has been constructed along the north side of the freeway connecting Seattle with the Eastside communities. A trail connection from the Regional Trail to the south end of 80<sup>th</sup> Ave NE ~~is also planned~~ has also been developed.

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EVERGREEN POINT ROAD LID

~~Upon~~ Since completion of the SR 520 Evergreen lid (wide bridge overcrossing) in 2014, approximately two acres of landscaped passive park area ~~will be~~ have been provided for public use. The lid is used for light recreation and enjoyment, though does not provide an enclosed off-leash dog area. The lid area ~~will~~ includes a park & ride lot with 50 parking spaces, a transit access facility with elevator and walking steps down to the freeway bus stop area ~~in the center~~ on either side of the freeway, and a viewing area on the west side of the lid with a viewing vista to the Seattle skyline to the west. A seating area and steps ~~will be~~ have been provided at the southwest corner of the Fairweather playfield to provide access from the freeway lid to the park. The lid is owned by WSDOT.

Commented [KM21]: Consider whether "enclosed" should be replaced with "designated" - discuss with PC at 4/18 meeting

Commented [KM22]: Added to incorporate feedback from 4/8 Council

Commented [KM23]: May need to workshop this with the city attorney - should we make a declarative statement about maintenance costs belonging to WSDOT when that matter is still being litigated?

OVERLAKE GOLF AND COUNTRY CLUB (PRIVATE GOLF COURSE)

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

ST. THOMAS ELEMENTARY SCHOOL PLAYGROUND (PRIVATE SCHOOL)

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

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

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

Commented [KM24]: Edit made to incorporate feedback from the Parks Board on 4/15

Commented [KM25]: Edit made to incorporate feedback from the Parks Board on 4/15

MEDINA ELEMENTARY SCHOOL (PUBLIC SCHOOL)

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

NEEDS ASSESSMENT

Medina is a fully built-out residential community with limited ability for growth ~~over the next 10 years~~. The City has ~~nine~~ 12 acres of park space for every 1,000 residents ~~(not including the schools or the private golf course), which is expected to satisfy the recreational needs of the community based on park space metrics typically provided by agencies nationwide, which meets~~

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national standards. The need for additional park and open space will be a reflection of the community's desire to enhance existing open space and recreational opportunities rather than a rise in demand for park usage due to population increases.

**EVALUATION OF FACILITIES AND RECOMMENDATIONS**

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

**Medina Park**

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

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

A picnic shelter has also been installed at the park for use during inclement weather.

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

**Medina Beach Park**

The primary use of this park is beach access and swimming. Milfoil and debris that is washed up on the beach area is undesirable. Power boats operating too close to the shore create a wake and are a safety concern.

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

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

**Fairweather Park and Nature Preserve**

The playfield area is a practice sports field of grass. The field becomes too muddy for play during

**Commented [KM26]:** Unless the Parks Commission or other knows of a federal standard for park space/person, I recommend deleting as I'm unaware of such a standard existing.

**Commented [KM27R26]:** Deletion made to incorporate feedback from the Parks Board on 4/15

**Commented [KM28]:** Deleting based on the PC's feedback in other elements of the CP that restrictive/absolute language should be removed to bring the CP into 2024.

**Commented [KM29]:** Moved this section up from the end of the element, per 4/16 DSC feedback

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the winter months. A priority need is to improve the field drainage for use year round. The parks proximity to the freeway should be accounted for in the screening of the park in the area that is not at the gateway to the park.

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

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

**Viewpoint Park**

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

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

**Lake Lane**

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

**Undeveloped NE 26<sup>th</sup> Street Right-of-Way**

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

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**PARKS AND OPEN SPACE GOALS AND POLICIES**

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

**GOALS**

PO-G1 To maintain and enhance Medina’s parks and open spaces to meet the City’s needs and to reduce climate-altering pollution, especially in areas of the City that are home to historically underserved communities.

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

PO-G2 To expand and improve the City parks and open spaces through property acquisitions as special funding allows and when opportunities arise, or through funding opportunities learned of or created via regional collaboration, especially to connect open spaces in the City with regional open space networks.

PO-G3 To identify annual revenue and special funding sources through regional collaboration to maintain and improve parks and open spaces.

**POLICIES**

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

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

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

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

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

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

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- Commented [KM31]:** Added to implement CPP EN-22 (see p. 34 of the gap analysis)
- Commented [KM32]:** Edit made to incorporate feedback from the Parks Board on [4/15](#)
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- Commented [KM33]:** Added to implement CPP EN-20 (see p. 47 of the gap analysis)
- Commented [KM34]:** Added to implement CPP FW-3 (see p. 5 of the gap analysis)
- Commented [KM35]:** Added to implement CPP FW-3 (see p. 5 of the gap analysis)

- Commented [KM36]:** Added to implement CPP EN-22 (see p. 34 of the gap analysis)

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- Commented [KM38]:** Added to implement CPP EN-21 (see p. 33 of the gap analysis)

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- Commented [KM40]:** Edit made to incorporate feedback from the Parks Board on [4/15](#)
- Commented [KM41]:** Added to implement CPP EN-32 (see p. 33 of the gap analysis)
- Commented [KM42]:** Added to implement CPP DP-43 (see p. 30 of the gap analysis)

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

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

PO-P9 The City should consider participating in regional collaboration or strategy in supporting open space networks that connect the region, such as connecting City open spaces with those identified in the Puget Sound Regional Council's Regional Open Space Conservation Plan. The City should participate in strategizing and funding the protection of open space lands that provide valuable functions, including:

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

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**EVALUATION OF FACILITIES AND RECOMMENDATIONS**

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

**Medina Park**

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

~~The children's playground area next to the tennis court is frequently used. There are two climbing apparatus, two swing sets, a circular rotating toy (NOVA), a seesaw, a sandbox, and some movable toys that have been donated by residents for children to use in the play area. Consideration should be made to add toys or change some of the equipment to provide variety and to add to the playground use.~~

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

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

**Medina Beach Park**

~~The primary use of this park is beach access and swimming. Milfoil and debris that is washed up on the beach area is undesirable. Power boats operating too close to the shore create a wake and are a safety concern.~~

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

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

**Fairweather Park and Nature Preserve**

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

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

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

~~Wayfinding maps should be considered to assist hikers and trail walkers.~~

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**Viewpoint Park**

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

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

**Lake Lane**

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

**Indian Trail and Undeveloped NE 26<sup>th</sup> Street Right-of-Way**

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

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# CITY OF MEDINA

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

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## MEMORANDUM

DATE: April 18, 2024  
TO: Medina Planning Commission  
FROM: Jonathan Kesler, AICP, Planning Manager  
RE: Comprehensive Plan Update – Overview and **First** Review of the **Transportation** Element

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**As a reminder**, each city and county under the Washington State Growth Management Act (originally adopted in 1991) is required to periodically review and, if needed, revise its comprehensive plan to ensure compliance with the Act. The last time that Medina completed a Comprehensive Plan update was in 2015. In 2022, the eight-year comprehensive plan periodic cycle was extended to a 10-year cycle. The current comprehensive plan periodic update cycle requires that Medina complete its review and revision by **December 31, 2024**.

At this meeting, per Council’s direction of April 8<sup>th</sup>, we will begin review of the Comp Plan’s **Transportation** Element. In addition, the Development Services Committee (DSC) as already reviewed it, at its Tuesday, April 16<sup>th</sup> meeting. In the packet, you will find the revised copy of the Element. It includes **redlined** edits and notes in the margins that show all **changes** our consultant has made based on updates needed per the GAP analysis, as well as feedback from the Council and DSC.

LDC Consultant Kim Mahoney, Principal, will be in attendance along with City staff.

## 5. TRANSPORTATION & CIRCULATION ELEMENT

### INTRODUCTION

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

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**Commented [KM2]:** Updated to reflect new CPPs

### EXISTING CONDITIONS

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

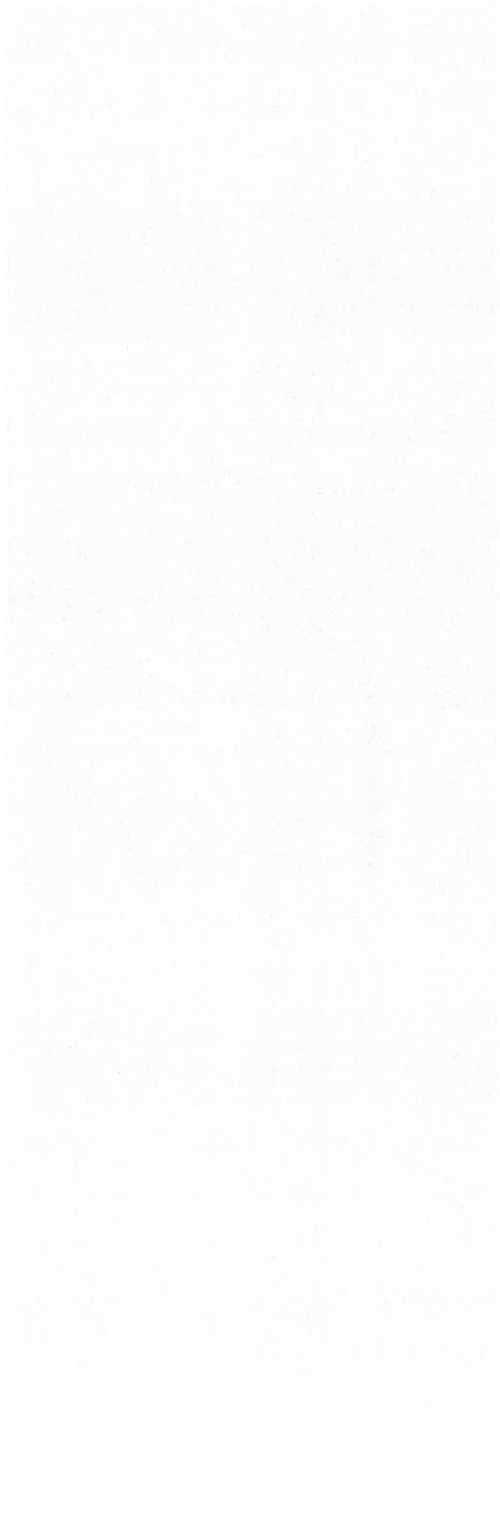
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Issues relevant to transportation in Medina primarily concern road surface maintenance, storm drainage, and sidewalks. Traffic volumes are expected to remain relatively constant considering Medina is fully developed and no substantive population increases are expected. There are no current plans or needs for new road construction.

### Regional Transportation Facilities

The SR 520 corridor has recently been reconstructed to address increased traffic and transit demand. The updated corridor includes a number of design features intended to minimize the significant adverse impacts on the surrounding residential uses, public facilities (e.g., Fairweather Nature Preserve and the Bellevue Christian Elementary School), and the environment. The SR 520 also now provides improved traffic conditions between Seattle and the east side of the County, and provides pedestrian and bicycle regional connectivity that runs through Medina and along the SR 520 bridge. ~~These impacts include excessive noise, water and air~~

pollution, and the unsightly appearance of the SR-520 corridor and the Park & Ride lot, which was unscreened. During periods of heavy rain, unfiltered drainage from the roadway produced an oil sheen on Fairweather Bay.





In hearings and meetings before the City Council and Planning Commission, the public has frequently asked that efforts be made to reduce the many impacts of the SR 520 corridor on the adjacent single-family residential neighborhoods and public facilities.

After extensive public process, the SR 520 corridor project included the following modifications:

- Landscaped lid, including green space, park and ride, and viewpoints across SR 520 on Evergreen Point Road to reconnect neighborhoods originally separated by construction;
- Sound walls with a stamped finish and vegetation screening to minimize transfer of noise and light from the roadways to the adjacent neighborhoods, parks, and school; and
- New stormwater facilities to collect and treat polluted road runoff.

Operation of and modifications to SR 520 could have very significant impacts on the adjacent residential and public uses within Medina. Unless effectively mitigated, activity along the corridor will increase air, noise and water pollution; increase light and glare; remove significant vegetation; increase the separation of neighborhoods within the City; adversely impact the shoreline, sensitive areas and wildlife habitat; and reduce the City's recreation resources.

**Street Classification**

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

**Minor Arterial**

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

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

**Collector**

- Provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.

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- Differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination.
- Collects traffic from local streets in residential neighborhoods and channels it into the arterial system.

This category includes the following streets:

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

**Local Access**

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

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

**Level of Service**

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

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

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

Medina residents currently enjoy relatively little traffic on internal streets due to the City's location, configuration, and land use mix. There are no east-west streets that offer through-routes for regional traffic except for SR 520. Since there is direct connection off of SR 520 to the internal street grid, there are no substantive impacts on neighborhood streets from motorists seeking alternative routes.

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

**Table 3. Average Weekday Traffic Volumes**

	Average Weekday (vehicles/day)	PM Peak Hour (vehicles/hour)
Evergreen Point Road	2000	210
NE 24 <sup>th</sup> Street	3500	365
NE 12 <sup>th</sup> Street	2400	250
84 <sup>th</sup> Avenue NE	6000	630

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

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

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

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

The traffic along 84<sup>th</sup> Avenue NE between NE 12<sup>th</sup> Street and SR 520 is likely to increase during peak hours, special events, or bad weather due to increases in some regional traffic using this route as a connection between SR 520 and downtown Bellevue. This may cause increased delays at the intersections at NE 12<sup>th</sup> Street, NE 24<sup>th</sup> Street, and Points Drive (SR 520 access). A traffic study conducted by the City of Medina that looked at effects of the SR 520 on-ramp at 84<sup>th</sup> Avenue NE showed no significant change in traffic.

There have been several “mega-homes” built in Medina over the last 25-35 years. These have increased traffic during construction and upon completion. There has been a tendency for these

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homes to require increased personnel for the daily operations of the residences, and security requires numerous personnel to access the property. Parties, outdoor art displays, and other functions are regular occurrences. This creates temporary increases in traffic flow on Medina’s neighborhood and arterial streets.

**Public Transit**

There is one King County Metro Transit bus route that provides direct service to City residents via 84<sup>th</sup> Avenue NE (route 271). Figure 7 shows the location of the transit stops. Route 271 runs north-south along 84<sup>th</sup> Avenue NE from SR 520 to NE 12<sup>th</sup> Street, and provides direct access to ~~downtown Seattle/Issaquah~~, the University District, and downtown Bellevue. Recognizing the value that its only regional bus route provides to the community, Medina should work to protect its limited public transportation offering from being removed or reduced in service.

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

As part of its Strategic Plan for Public Transportation ~~2011-2024~~2021-2031, King County Metro ~~developed~~ revised its service guidelines for the regional transit system. These guidelines ~~are based on the density of jobs and households, the relative percentages of low-income or minority residents, and the number of employment and activity centers along a given transit corridor,~~ prioritize the need for transit investments based on crowding, reliability, and growth (in that order). Transit levels of service are then defined in terms of “Service Families,” ~~which describe the desired frequency of service during peak, off-peak, and night times.~~ Route 271, which serves Medina along 84<sup>th</sup> Avenue NE, and the SR 520 corridor both support the highest level of all-day service. All but the southwestern portions of Medina are located within one-half mile of a transit stop on one of these two corridors, and all residences in the City are within five miles of the Evergreen Point Park & Ride.

**Pedestrians and Bicycles**

A pedestrian walkway system should be designed to provide residents with safe and convenient access to public facilities, services, and recreational amenities. This includes getting children safely to and from schools and parks and providing good pedestrian access to transit uses at the Evergreen Point Station and along the 84<sup>th</sup> Avenue NE/NE 12<sup>th</sup> Street/Lake Washington Boulevard corridor.

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

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

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

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

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

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

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**Nearby Air Facilities**

Nearby Seattle-Tacoma International Airport provides air transportation for Medina residents.

**Puget Sound Air Quality Attainment Zone**

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

**TRANSPORTATION AND CIRCULATION PLAN**

Consistent with the Growth Management Act (GMA) and the King County CPPs, Medina’s transportation plan strives for a balanced transportation system coordinated with the land use plan. Since Medina is landlocked and expects minimal population growth in the foreseeable future, the transportation plan largely concerns maintenance and function of the existing street system. The current Six-Year Capital Improvement Plan (see Appendix B) includes the Transportation Improvement Plan and identifies a list of projects the City will undertake to improve selected roadways. The improvements involve a combination of surface improvements, sidewalks, and storm drainage improvements. Subsequent improvements to Medina’s streets should continue to focus on maintenance, storm drainage improvements (see Figure 11), and pedestrian improvements (see Non-Motorized Facilities below and Figure 8 for proposed

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improvements). All proposed improvements should incorporate recommendations in the City's Landscape Plan and the Community Design Inventory. New transportation projects, or improvements or maintenance to existing projects, undertaken by regional transportation agencies should consider and mitigate for all potential impacts to neighboring communities, including air quality, noise, odor, and glare impacts.

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**Public Transit**

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

**Non-Motorized Facilities**

The City's Six-Year Transportation Improvement Program includes five non-motorized transportation improvements, including sidewalk repairs on four separate sidewalks, and a new pathway on the south side of NE 32<sup>nd</sup> Street from Evergreen Point Road on 80<sup>th</sup> Avenue NE.

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

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

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

**Financing**

The Growth Management Act/GMA requires that transportation related provisions of the comprehensive plan address the financing of local transportation systems. Since incorporation, the City's built-out nature and stable land uses means only minimal fluctuations in population have occurred, requiring only minor modifications to the City's transportation system. The result is that financing needs for transportation are principally for maintenance of the existing system and adding improvements when new funding opportunities arise.

The City uses Real Estate Excise Tax, Motor Fuel Tax, general revenue taxes and grants to fund maintenance activity. In 2014/2023, the City collected \$1,279,832 / 1,213,962 in Real Estate Excise Tax and

\$57,760 / 61,882 in Motor Fuel Tax to fund \$1,270,113,695,163<sup>1</sup> worth of transportation system maintenance and improvement projects. The City does not anticipate a revenue shortfall in the next 20 years to fund maintenance of its road network. In the event revenues in any given year are short, the City has the options of adding new sources of revenue, increasing the amount of revenue from existing sources, or reducing or deferring proposed projects.

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

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

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**GOALS**

- T-G1 To maintain existing roadway surfaces.
- T-G2 To enhance equitable pedestrian and bicycle access throughout the City.
- T-G3 To minimize transportation-related impacts of public facilities and uses on adjacent residential uses.



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

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Commented [KM19]: 4/16 DSC feedback

**POLICIES**

- T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces, and should encourage the use of bikes on bike-specific infrastructure rather than on public streets.
- T-P2 The City should prioritize equitable pedestrian improvements that provide safe and convenient network of pedestrian access throughout the City, including access to and from schools, parks, transit, and community facilities.
- T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety, contributing to the state’s goal of zero deaths and serious injuries, and overall encouraging physical activity.
- T-P3 The City shall-should seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable.
- T-P4 Where sidewalks, trails or pathways are installed, they shall-should be designed and landscaped in accordance with the Landscape Plan, and public input in order to maintain the City’s natural and informal character.
- T-P5 The City shall-should seek to maintain and enhance the Points Loop Trail within the City.
- T-P6 The City shall-should implement transportation improvements as needed to maintain adopted levels of service for local streets, and to implement the priorities and policies of VISION 2050 and Medina’s Comprehensive Plan, through the implementation of a Six-Year Transportation Improvement Plan (TIP). The Transportation Improvement Plan TIP shall-should be periodically updated to reflect the current needs of the community, these needs should reflect those of the entire community, regardless of a person’s socioeconomic status or those members of the community who may have been disproportionately affected by past transportation-related decisions. Prior to implementing major roadway capacity expansion projects that may be recommended in the TIP, the City should determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that

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Commented [KM22]: Added to implement CPP T-29 (see p. 48 of the gap analysis)

Commented [KM23]: What is the Landscape Plan? Is this a project-by-project product of a permit application, or does the City have a plan governing landscaping for public projects? If the latter, this should be an appendix to this element.

Commented [KM24]: Added to implement CPP T-14 (see p. 105 of the gap analysis)

Commented [KM25]: Implements CPP T-22

Commented [KM26]: Added to implement CPP T-30 (see p. 64 of the gap analysis)

~~improve the efficiency of the current transportation system.~~

T-P7 The City ~~shall~~ should encourage the ~~development-maintenance~~ of a bicycle/pedestrian path ~~in conjunction with the~~ to connect improvement/~~expansion of~~ SR 520 and the Evergreen Point Bridge, ~~enhancing to connect to and enhance~~ key non-motorized routes.

T-P8 The City ~~shall~~ should work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City ~~shall~~ should seek an overall reduction of impacts, including measures such as:

- Noise reduction measures,
- Landscaped lids and open space,
- Landscaped buffers,
- Protection of Fairweather Nature Preserve and Park,
- Enhanced motorized and non-motorized local connectivity,
- Water and air quality improvements, and
- Overall environmental protection.

**Commented [KM27]:** Added to implement CPP T-15 (see p. 103 of the gap analysis)

- T-P9 The City ~~shall~~ should continue to be involved in regional transportation discussions and coordination to increase the share of trips made countywide by modes other than driving along through a coordinated approach to regional land use planning, and should focus its improvement or siting of transit stations along major corridors to support regional connection. Collaboration with the region should include consideration of freight mobility strategies that strengthen King County’s role as a major regional freight distribution hub and an international trade gateway.
- T-P10 The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles, use of electric or alternative fuel vehicles, and, at a minimum, retaining the current number of transit stops. To maintain or improve the SR 520 corridor, the City should pursue and advocate for new, innovative, sustainable funding methods, which could include: user fees, tolls, or other pricing mechanisms.
- T-P11 The City ~~shall~~ should seek to maintain and enhance access to the Park & Ride lot.
- T-P12 The City ~~shall~~ should continue to work with Puget Sound Partnership, tribal governments, state, regional, and local agencies and jurisdictions, and other related entities to prioritize regional transit services and pedestrian safety in areas where existing densities support transit ridership, which is an inherent component to addressing and mitigating for those transportation issues affecting air quality attainment and light and noise pollution.
- T-P13 The City ~~shall~~ should promote public education efforts aimed at reducing transportation related activities that increase air pollution, to include educating the community on transportation alternatives to single-occupancy vehicle travel and transportation options that use alternative fuel sources.
- T-P14 The City ~~shall~~ should consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions, and should also consider the need for such improvements to be accessible to all residents of the region regardless of race, social, or economic status. Particularly where they have contributed to racialized health or environmental disparities, harmful environmental pollutants and hazards that can result from new growth and development should be prevented, mitigated, or remediated, including light, air, noise, soil, and structural hazards.
- T-P15 The City should integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide. The City adopts the FHWA system of street classification.
- T-P16 The City should prioritize funding transportation investments that enhance multimodal mobility and safety, equity, and climate change goals.

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Commented [KM34]: Added to implement CPP DP-23 (see p. 1 of the gap analysis)

Commented [KM35]: Added to implement CPP T-7 (see p. 103 of the gap analysis)

Commented [KM36]: In connection with other policies supporting investment toward non-vehicle transportation options, this language has been added to fully implement CPP T-5 (see p. 105 of the gap analysis)

Commented [KM37]: Added to implement CPP EN-5 and EN-28 (see p. 32 of the gap analysis)

Commented [KM38]: Added to implement CPP T-10 (see p. 103 of the gap analysis)

Commented [KM39]: Added to implement CPP T-12 (see p. 103 of the gap analysis)



- T-P17 The City should develop station area plans for mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.
- T-P18 The City should promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.
- T-P19 The City should plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled. Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity, improve mobility, and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

**Commented [KM40]:** What are station area plans?  
Respond to Mark 4/16 question

**Commented [KM41R40]:** Plans that leverage their proximity to public transportation systems to encourage compelling opportunities, like business, multifamily, or services.

**Commented [KM42]:** Added to implement CPP T-6 (see p. 62 of the gap analysis)

**Commented [KM43]:** Added to implement CPP T-34 (see p. 49 of the gap analysis).

**Commented [KM44]:** Added to implement CPP T-32 and T-33 (see p. 49 of the gap analysis)



# CITY OF MEDINA

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

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## MEMORANDUM

DATE: April 18, 2024  
TO: Medina Planning Commission  
FROM: Jonathan Kesler, AICP, Planning Manager  
RE: Comprehensive Plan Update – Overview and **First** Review of the **Natural Environment** Element

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**As a reminder**, each city and county under the Washington State Growth Management Act (originally adopted in 1991) is required to periodically review and, if needed, revise its comprehensive plan to ensure compliance with the Act. The last time that Medina completed a Comprehensive Plan update was in 2015. In 2022, the eight-year comprehensive plan periodic cycle was extended to a 10-year cycle. The current comprehensive plan periodic update cycle requires that Medina complete its review and revision by **December 31, 2024**.

At this meeting, per Council’s direction of April 8<sup>th</sup>, we will begin review of the Comp Plan’s **Natural Environment** Element. In addition, the Development Services Committee (DSC) has already reviewed it, at its Tuesday, April 16<sup>th</sup> meeting. In the packet, you will find the revised copy of the Element. It includes **redlined** edits and notes in the margins that show all **changes** our consultant has made based on updates needed per the GAP analysis, as well as feedback from the Council and DSC.

LDC Consultant Kim Mahoney, Principal, will be in attendance along with City staff.

## 2. NATURAL ENVIRONMENT ELEMENT

### INTRODUCTION

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

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

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

The Growth Management Act (GMA) requires that comprehensive plans establish critical areas policies based on best available science as defined by WAC 365-195-905. In addition, "...cities shall give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries." King County countywide planning policies (CPP) ~~direct local jurisdictions to incorporate environmental protection and restoration efforts into their local plans and to provide effective stewardship of the environment for future generations, including preserving and protecting critical areas provides that, "Local governments have a key role in shaping sustainable communities by integrating sustainable development and business practices with ecological, social, and economic concerns. Local governments also play a pivotal role in ensuring environmental justice by addressing environmental impacts on frontline communities and by pursuing fairness in the application of policies and regulations."~~ The City defines critical area wetlands, fish and wildlife habitat conservation areas, and geologically hazardous areas. These critical areas are regulated under the City's Critical Area Regulations (Medina Municipal Code Chapter 16-20.50). The City does not contain any critical aquifer recharge areas or frequently flooded areas.

This section establishes critical areas policies based on best available science to protect the environment and enhance the community's quality of life within the constraints of a fully developed community. The section also establishes policies intending to support environmental justice within the community.

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

### EXISTING CONDITIONS

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

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

- Fairweather Park [Fairweather Nature Preserve];
- Medina Park and adjacent wetlands at Overlake Golf & Country Club;

**Commented [KM1]:** update

**Commented [KM2]:** update

**Commented [KM3]:** The critical area map shows these as “urban natural open spaces,” which are not a discussed regulated critical area in MMC 16.50. It’s atypical for open spaces and parks to be regulated as critical areas - how might you make construction improvements to the tennis courts, or install new play equipment without an arduous critical area permitting process? We might consider deleting these and leaving their discussion to the Parks and Open Space Element.

**Commented [KM4R3]:** This was presented to Council on 4/8 and was not dismissed - to run this idea by Commission on 4/18



- Portions of the Lake Washington shoreline, which are designated as erosion hazard areas;
- The Lake Washington shoreline in its entirety, which has moderate to high liquefaction susceptibility;
- a great blue heron priority habitat area in the northeast corner of Medina Park;
- a bald eagle nest buffer along the northern shoreline of Lake Washington;
- Medina Creek (a.k.a, Fairweather Bay Creek);
- an unnamed creek draining from the Medina Park ponds;
- an unnamed creek originating in the south Clyde Hill area;
- an unnamed creek connected to the Fairweather Park wetland; and
- a potential unnamed creek originating near Evergreen Point Road, north of NE 14<sup>th</sup> Street.

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

**Commented [KM5]:** Added to incorporate feedback from Council

**GOALS**

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

**POLICIES**

- NE-P1 The City ~~shall~~should maintain and update critical areas regulations as required by the GMA, and utilizing the best available science. Approaches and standards for defining and protecting critical areas should be coordinated with neighboring jurisdictions where such areas and impacts to critical areas cross jurisdictional boundaries.
- NE-P2 The City ~~shall~~should preserve and should enhance where possible the functions and values of Medina’s critical areas and natural resources in a manner consistent with best

**Commented [KM6]:** Added to implement CPP EN-7 (see p. 36 of the gap analysis)

NE-P3

available science, and preserve and restore its native vegetation, native biodiversity, and tree canopy, especially where it protects habitat and contributes to overall ecological function. Natural resources in Medina include forests, wetlands, estuaries, and urban tree canopy, all of which are valuable and should be protected.

The City ~~shall~~ should coordinate with other cities, King County, federal and state agencies, tribes, the Puget Sound Partnership, and the WRIA 8 Salmon Recovery Council, and other stakeholders on regional environmental issues for the benefit of Puget Sound and its watersheds, such as including surface and groundwater quality and quantity improvements, natural drainage system improvement, erosion and sedimentation minimization, flood risk abatement, stormwater runoff rate moderation, and salmon conservation. By implementing this integrated and comprehensive approach to fish, wildlife, and habitat management, the City hopes to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.

**Commented [KM7]:** Recommended addition by DSC 4/16

**Commented [KM8]:** Added to implement CPP EN-21 and EN-32 (see p. 33-34 of the gap analysis)

**Commented [KM9]:** Added to implement CPP EN-2 and EN-16 (see p. 6 of the gap analysis)

**Commented [KM10]:** Added to implement CPP EN-17 (see p. 37 of the gap analysis)

**Commented [KM11]:** Added to implement CPP EN-9 (see p. 36 of the gap analysis)

NE-P4 No net loss of wetlands functions, values, and acreage should result from development.

NE-P5 The City shall-should work to protect, preserve and, where possible, enhance water quality in Lake Washington, Medina Creek, and other streams. The should ensure that public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

Commented [KM12]: Added to implement CPP EN-3 (see p. 29 of the gap analysis)

NE-P6 The City shall-should develop a mitigation incentives program that promotes improved water quality. Incentives should be monitored to determine effectiveness.

NE-P7 The City shall-should work to preserve stream corridors wide enough to maintain and enhance existing stream and habitat functions in all development proposals by designation of native growth protection areas or other appropriate mechanisms.

NE-P8 The City should restore Medina Creek to provide salmon habitat by developing and implementing a salmon restoration/habitat recovery plan and by facilitating development review processes that ensure that new development is consistent with germane state regulations governing stream restoration.

Commented [KM13]: Added to implement CPP EN-10 (see p. 45 of the gap analysis)

NE-P9 The City shall-should prohibit the introduction of invasive plant species and encourage enhancement of native plant communities in natural areas, which include, but are not limited to, fish and wildlife habitat conservation areas and their buffers. The City should also encourage protection or enhancement of the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.

Commented [KM14]: Added to implement CPP EN-11 (see p. 30 of the gap analysis)

NE-P10 0—The City should encourage and educate residents on development and land use practices that minimize impacts on the natural environment, with emphasis on anadromous fisheries.

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

Commented [KM15]: Added to implement CPP EN-5 & DP-6 (see p. 2-3 of the gap analysis)

Commented [KM16]: Added to implement CPP EN-25 (see p. 50 of the gap analysis)

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

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

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

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

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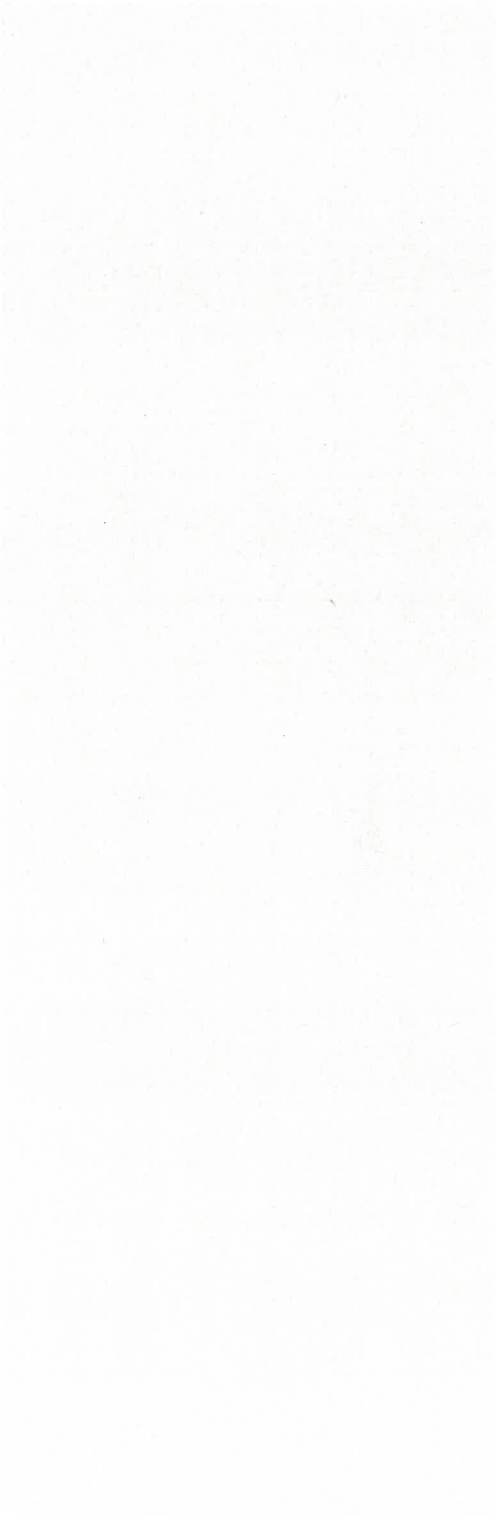
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## 2.1 SHORELINE MANAGEMENT SUB-ELEMENT

### INTRODUCTION

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

Administration of the SMA is a cooperative effort balancing local and state-wide interests in the management and development of shoreline areas. The City manages the shoreline areas through implementation of its ~~shoreline master program~~ Shoreline Master Program (SMP). The goals and policies set forth in this sub-element are combined with the regulations set forth in ~~Subtitle 20~~ Subtitle 16.6 of the Medina Municipal Code and together constitute the Medina ~~Shoreline Master Program~~ SMP. ~~This master program~~ The SMP represents the City's participation in a coordinated planning effort to protect the public interest associated with the shorelines of the state, at the same time, recognizing and protecting private property rights consistent with the public interest.

The City of Medina is a low-density residential community that encompasses approximately 109 acres of shoreline jurisdiction and 4.5 miles of waterfront (23,760 feet). Except for about 780 feet of publicly and ~~state owned~~ state-owned property, all of the City's shoreline is privately owned and zoned for residential use. Medina originally adopted a Shoreline Management Master Program in 1974. The Program was updated in 2014 to comply with the 2003 Department of Ecology Guidelines found in WAC 173-26. The SMP was again updated in 2019 during its periodic review, as required by WAC 173-26-090(2).

### VISION FOR THE SHORELINE MASTER PROGRAM

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

### GOALS AND POLICIES

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

The goals and policies are grouped into the following categories:

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

I. Archaeological, Historic and Cultural



- J. Resources; and
- K. Shoreline Restoration and Ecological Enhancements.

**A. Shorelines of Statewide Significance**

**GOALS**

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

**POLICIES**

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

**B. Environment Designations**

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

**GOALS**

SM-G2 Provide a comprehensive shoreline environment designation system to categorize Medina’s shorelines into similar shoreline areas to guide the use and management of these areas.

**POLICIES**

- SM-P2.1 Designate properties Residential to accommodate ~~detached single-family~~residential development.
- Designation criteria: Assign residential environment designation to shoreline areas predominantly ~~single-family~~ residential development or are planned and platted for residential development.*
- Areas designated as Residential are predominantly ~~single-family~~ residential development and comprise approximately 98 percent of the City’s shoreline jurisdiction. The following management policies should guide development within these areas:

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

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

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

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

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

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

**Commented [KM20]:** It seems like these italicized sections are a quote from some source, though I can't find which source. This language does not exist in the SMA. If this is sourced language, please confirm which source and I can review the updated source content to make this language consistent with updated source language.

**Commented [KM21R20]:** On 4/8, Council asked staff to consider whether this language stems from the SMA. The SMA does not contain this language.

**Commented [KM22R20]:** 4/16 DSC feedback: keep this in here

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

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

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

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

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

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

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

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

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

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

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

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

**C. Shoreline Uses and Activities**

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

**GOALS**

- SM-G3 Locate, design and manage shoreline uses to prevent and, where possible, restore significant adverse impacts on water quality, fish and wildlife habitats, the environment, and other uses.
- SM-G4 Preserve Medina’s shoreline for ~~single-family~~ residential use, in a manner that also protects and preserves the natural features along the shoreline and the quality of Lake Washington.
- SM-G5 Maintain the City Hall building and grounds in a manner consistent with the protection and enhancement of the shoreline environment.
- SM-G6 Limit parking within the shoreline jurisdiction.
- SM-G7 Manage public and community boating facilities to avoid or minimize adverse impacts.
- SM-G8 Manage shoreline modifications to avoid, minimize, or mitigate significant adverse impacts.
- SM-G9 Minimize impacts to the natural environment and neighboring uses from new or renovated piers and docks and their associated components, such as boatlifts and canopies.
- SM-G10 Manage signs so that they do not visually or aesthetically impair the shoreline environment.
- SM-G11 Limit the visual and environmental impacts of trams in the shoreline area.

**POLICIES**

GENERAL

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

RESIDENTIAL

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

CITY GOVERNMENT FACILITIES

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

PARKING

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

BOATING FACILITIES

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

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

SHORELINE MODIFICATIONS

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

SHORELINE STABILIZATION

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

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

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

DREDGING

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

FILL

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



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

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

LAND SURFACE MODIFICATIONS

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

BREAKWATERS, JETTIES, GROINS

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

MOORAGE FACILITIES (PIERS AND DOCKS)

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

SIGNS

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

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

TRAMS

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

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

**D. Public Access**

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

**GOALS**

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

**POLICIES**

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

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

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

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

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

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

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

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

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

**E. Recreation**

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

**GOALS**

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

**POLICIES**

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

**F. Circulation**

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

**GOALS**

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

**POLICIES**

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

**G. Utilities**

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

**GOALS**

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

**POLICIES**

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

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

**H. Natural Environment**

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

**GOALS**

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

**POLICIES**

**ENVIRONMENTAL IMPACTS**

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

VEGETATION CONSERVATION

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

CRITICAL AREAS

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



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

WATER QUALITY, STORMWATER, AND NON-POINT POLLUTION

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

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

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

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

**I. Archaeological, Historic and Cultural Resources**

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

**GOALS**

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

**POLICIES**

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

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

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

**J. Shoreline Restoration and Ecological Enhancement**

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

**GOALS**

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

**POLICIES**

SM-P21.1 Restoration and enhancement of shorelines should be designed using principles of landscape and conservation ecology and should restore or enhance chemical, physical, and biological watershed processes that create and sustain shoreline habitat structures and functions.

SM-P21.2 Restoration and enhancement actions should improve shoreline ecological functions and processes and should target meeting the needs of sensitive plant, fish and wildlife species as identified by Washington Department of Fish and Wildlife, Washington Department of Natural Resources, National Marine Fisheries Service and/or U.S. Fish and Wildlife Service.

SM-P21.3 The City should, and private entities are encouraged to, seek funding from State, Federal, private and other sources to implement restoration, enhancement, and acquisition projects, particularly those that are identified in the Restoration Plan of this SMP or the Final WRIA 8 Chinook Salmon Conservation Plan and related documents.

SM-P21.4 The City should develop processing guidelines that will streamline the review of restoration-only projects.

SM-P21.5 Allow for the use of tax incentive programs, mitigation banking, grants, land swaps, or other programs, as they are developed, to encourage restoration and enhancement of shoreline ecological functions and to protect habitat for fish, wildlife and plants.



# CITY OF MEDINA CRITICAL AREAS MAP

Commented [KM23]: Maps/exhibits are being updated

