



Public Engagement Summary

Medina Middle Housing Ordinance

To City of Medina
From: Zoë Tapert, Planner, SCJ Alliance
Kirsten Peterson, Senior Project Manager
Date: March 7th, 2025
Project: Medina Middle Housing Ordinance
Subject Public Engagement Summary Memo

Background

As part of the middle housing planning process, the City of Medina drafted an engagement plan outlining the middle housing engagement objectives. This plan was adopted by the City as Resolution 444 on June 10, 2024. During the middle housing ordinance process, the City and SCJ Alliance developed an engagement plan to act on Resolution 444. The following document summarizes the engagement process, what was heard from the community, and lessons for future engagement in Medina.

The City intends to develop a middle housing ordinance that is in compliance with the State mandates for Tier 3 cities and, more importantly, in a manner that reflects the vision and will of the Medina Community. This was accomplished through the following tasks, each involving an opportunity for public involvement in the planning process. The outcomes from these tasks informed the planning team of the priorities and direction of the final ordinance.

Engagement Summary

To engage the Medina community on the topic of Middle Housing, the following actions took place from Fall of 2024 to early 2025. Guidance from City Staff, the Planning Commission, the Development Services Committee, and City Council was sought throughout the process in selecting the best methods and formats for engaging the members of the community.

The following engagement approaches took into consideration Resolution 444, the project budget, and the guidance that had been offered to date.

Table 1: Summary of Middle Housing Engagement

Approach	Details
Online Engagement	Middle Housing Webpage Update Housing Survey: 203 responses (199 online, 4 paper)
In-Person Engagement	Peer-to-Peer Engagement Two Community Forums: <ul style="list-style-type: none"> • St. Thomas Episcopal Church: 71 in-person attendees • Medina City Hall: 25 in-person, 50 online attendees (not including city staff or elected officials) Regularly Scheduled City Meetings: Open to the public
Outreach Tools	Direct Outreach from the City: <ul style="list-style-type: none"> • Postcard mailers • Flyers • Medina Facebook page • City website and email list Peer-to-Peer
Marketing Techniques	Calls to Action: <ul style="list-style-type: none"> • Visit the City website to learn more • Take the survey • Provide comments • Spread the word about the community forums • Help plan for future work in the City relating to the impacts of middle housing

The above information was a summary of tools and techniques that were utilized. The information below provides further details.

City of Medina Web Page Updates

The City website hosted a public web page ([linked here](#)) regarding middle housing, which was available to the public and served as a source of information, documentation, updates, and other resources regarding the middle housing project. This website remained the primary source of information and status updates.

As part of this engagement plan, SCJ provided up-to-date information regarding middle housing, with enhanced graphic support. Figure 1 below shows the Middle Housing webpage after it was updated with the latest graphics. The supporting documents section on the right shows middle housing across different lot sizes in the City.

Figure 1: City of Medina Middle Housing Webpage



Source: City of Medina, 2025

Web Page Edits

The following updates were made to the City’s middle housing webpage:

- Updated language on middle housing legislation ([HB 1110](#) and [HB 2321](#)) and accessory dwelling unit legislation ([HB 1337](#)) and how the two pieces of legislation intersect
- Updated graphics of the housing types and configurations
- Link to the online survey
- Reduced the amount of text for more visually appealing formatting that doesn’t remove context
- Provide an FAQ section
- Information on how to stay engaged

- Provide a frequently asked questions section
- Provide a project timeline

Peer-To-Peer Community Engagement

As described in Resolution 444, the City of Medina sought to engage community members who have not reliably participated in previous community planning efforts. One methodology selected for achieving this desired outcome was through peer-to-peer networking supported by an engagement toolkit.

The engagement toolkit included the following informational materials:

- A flyer advertising the public forums
- FAQ sheet
- A one-page summary for the project

This toolkit was designed to be used by Planning Commissioners and Council members to engage with community members and networks that fall outside the city staff and consultant's knowledge or engagement methods. This allowed participating members to distribute these materials as they chose within their own networks, ensuring a wide range of residents were informed about the proposed updates.

If questions were encountered which could not be answered, members of the public were encouraged to attend the planned community forums, public meetings, or visit the website for further information.

While this methodology draws upon grassroots organizing tactics that have been proven effective in engaging, informing, and educating individuals who are not reliably engaged through other methods, it is a tool that is most effective when very intentional resources (time, staffing, budget) are allotted to find and address the City's engagement blind spots. Peer-to-peer engagement generally provides a comfortable environment for community members of all backgrounds to ask questions, increase collective understanding on the subject, and build capacity in the community. This is a growing area with future engagement opportunities for which the City can expand its practices. The materials developed for the toolkit can be found in Appendix A.

Middle Housing Community Forums

The City scheduled, coordinated, and invited the public to engage in the development of the Middle Housing ordinance at two in-person public gatherings. The community forums included a presentation for the public to learn more about the planning project, the state requirements, and provide input on the vision for Medina's future with middle housing before the January 31, 2025 submittal of a draft ordinance to the Department of Commerce. Figure 2 shows photos of the first community forum held at St Thomas Episcopal Church.

Figure 2: Middle Housing Community Forum #1

The two community forums occurred as follows:

- **Community Forum #1**
Date: Thursday, January 9, 2025
Time: 6 – 8 pm
Location: St Thomas Episcopal Church
Attendee Count: 71 attendees
- **Community Forum #2**
Date: Wednesday, January 15, 2025
Time: 6 – 8 pm
Location: Medina City Hall Council Chambers and on Zoom
Attendee Count: 25 in person, 50 online



The City notified community members of the events through several methods. These included mailing postcard invitations, as shown in Appendix B, as well as word of mouth by planning commissioners, city councilors, and city staff. Additionally, the event information was shared through Facebook posts, flyers posted around town, and an alert on the City’s website.

The activities at the community forums included a period of mingling. At St Thomas Episcopal Church, food was provided by Kitchen and Market, and drinks were provided by the church. Attendees had an opportunity to review the middle housing boards and pamphlets, shown in Appendix C and D, before the presentation started.



The presentation was given by SCJ Alliance, covering several key topics: an explanation of what Middle Housing is, the state requirements related to it, the implications of these changes, and the actions the City and residents can take. Additionally, there was a Q&A session with city staff and consultants, providing an opportunity for the public to ask questions. Attendees were also given the chance to complete a survey, online or in paper format, during the forum.

Overall, the middle housing community forums had record turnout for engagement with the Medina community. Both St Thomas Episcopal Church and City Hall were packed. This high turnout exemplifies the

efforts of the planning commissioners, city councilors, mayor, and city staff to engage with community members.

Community Survey

An online community survey was drafted in Alchemer and was shared on the City’s website, in emails, and at community forums. A paper survey, attached to Appendix E, with the same questions was also developed. The survey was launched at the first community forum on January 9th, 2025 and closed February 14th, 2025. A total of 203 responses were received between the online (199) and paper (4) formats.

At first, a survey was not selected as an engagement tool, because there were questions regarding the purpose of a survey as part of this process. In discussions between the City Council and Planning Commission, the group eventually landed on creating a survey that would provide education about the new state legislation. The survey would also allow the City to navigate and seek feedback on topics, concerns, and other related impacts that the City should focus on in the long term. The results from the survey are summarized separately and feedback incorporated into the decision-making process by the elected officials.

The survey consisted of 20 questions including a mix of open-ended, closed ended, rating scale, and likert scale questions. Examples of the responses are shown below in Figure 3.

Figure 3: Example of Middle Housing Survey Results



Source: SCJ Alliance, February 2025

Summary of Medina Middle Housing Community Survey Results

The Medina Middle Housing community survey revealed diverse opinions among residents, with key concerns centered around preserving the character and quality of life in Medina. While there was an understanding that the changes are driven by a state mandate, feelings about the upcoming changes were mixed. Some residents were surprised, others strongly opposed to the state changes, and other residents who welcomed middle housing with hesitancy related to the impacts.

Key Concerns and Findings:

Overall Concerns: Residents expressed significant worries about:

- Traffic congestion
- Infrastructure strain
- Potential decrease in property values
- Preservation of community character
- Skepticism about the affordability of middle housing

Of the possible impacts, residents were moderately and extremely concerned about their property values, followed by traffic, parking, safety, and noise.

Parking Requirements: A major concern was parking, with residents highlighting potential issues such as:

- Increased congestion
- Safety hazards
- Negative impacts on neighborhood character
- Environmental concerns
- The need for adequate off-street parking

Design Guidelines: Opinions on adopting design guidelines varied, with a mix of support and opposition across the board. 56 percent of respondents slightly or strongly support design guidelines, while 30 percent slightly or strongly oppose.

Affordable Housing: There was substantial opposition (61 percent of respondents) to using middle housing to meet state affordability requirements. Alternative suggestions included:

- Cohesive development
- Expanding housing options
- Focusing on Accessory Dwelling Units (ADUs)
- Some residents expressed outright opposition to affordable housing in Medina.

Acceptable Locations for Zoning Changes: If zoning changes were to occur, respondents suggested areas:

- Near SR 520 and major roads
- In commercial areas
- On the northern or eastern edges of Medina

Traffic and Safety:

- Traffic calming measures were generally supported, but there were concerns about specific measures and their potential negative impacts.

- Residents identified specific locations where safety improvements are needed, such as major streets, school zones, and intersections.

Personal Interest in Middle Housing:

- The majority of respondents (62 percent) indicated they would not personally consider building an ADU or other middle housing on their lot.
 - Of those who would consider it, ADUs were the most popular option.
- Reasons for not wanting to build middle housing included:
 - Space limitations;
 - Desire for privacy;
 - Preserving community character;
 - Tree preservation; and
 - Not wanting to be a landlord.

Feedback and Information Preferences:

- Online surveys were the preferred method for providing feedback.
- Email was the preferred method for receiving information and updates.

The survey results indicate that many Medina residents are concerned about the potential impacts of middle housing and are focused on preserving the existing character and quality of life in their community. Full details of the survey results are available in narrative format in Appendix F, and the online survey data can be found in Appendix G.

Regularly Scheduled City Meetings

City staff and consultants provided progress reports at each regular meeting of the Medina Planning Commission, the Medina City Council, and the Medina Development Services Committee (DSC) from Fall 2024 and planned through the date of adoption of the middle housing ordinance. The Planning Commission and City Council meetings are scheduled in advance and are always open to the public. The progress reports ranged from simple updates to workshops where significant feedback was requested from the Planning Commission, DSC or City Council, as well as public comment at each event. Meetings with the Medina Development Services Committee took place when requested, to ensure communication between the Planning Commission and City Council and to provide feedback to staff and consultants.

The purpose of providing progress reports at each of the regular City meetings was to ensure that the planning process and outcomes were transparent and shared in advance with the city's governing and advisory bodies, and the public, well before plan adoption.

Final Thoughts

Several lessons were learned throughout the middle housing engagement process.

It became clear that community networks were an effective driver for the turnout at events, with planning commissioners and city councilors inviting their networks. Utilizing community gathering spaces, such as St. Thomas Episcopal Church, was particularly beneficial for middle housing engagement as it provided a structured space for high turnout, felt familiar for community members, and had the amenities needed to make for easy planning on a significant topic. Additionally, offering Zoom options for in-person events was important, especially when the venue was smaller. It was also crucial to decide on the formatting and messaging early for all engagement tools, such as surveys, events, and promotional materials. Another key takeaway was that future marketing should include a budget for translation services for promotional and informational materials, ensuring adequate allocation of time and budget for finding these services.

Looking ahead, future engagement efforts could benefit from shorter, more concise surveys. Moreover, providing Simplified Chinese and Mandarin translations for community members with English as a second language should be a high priority. Although the project team reached out to several firms and local connections to provide these services, no responses were received. The project team encourages the City to take additional steps to plan for these translation services at future engagements, incorporating them into its everyday business practices related to public notice and engagement.

List of Appendices

Appendix A - Peer-To-Peer Toolkit

Appendix B - Postcard Mailers

Appendix C - Middle Housing Boards

Appendix D - Middle Housing Pamphlet

Appendix E - Paper Survey

Appendix F - Narrative to Survey Results

Appendix G – Final Middle Housing Survey Results



Appendix A

Peer-To-Peer Toolkit

LET'S TALK MIDDLE HOUSING!



EVENT DETAILS

January 9TH, 2025
Thursday | 6:00-8:00PM

St. Thomas Episcopal Church
8398 NE 12th St
Medina, WA 98039

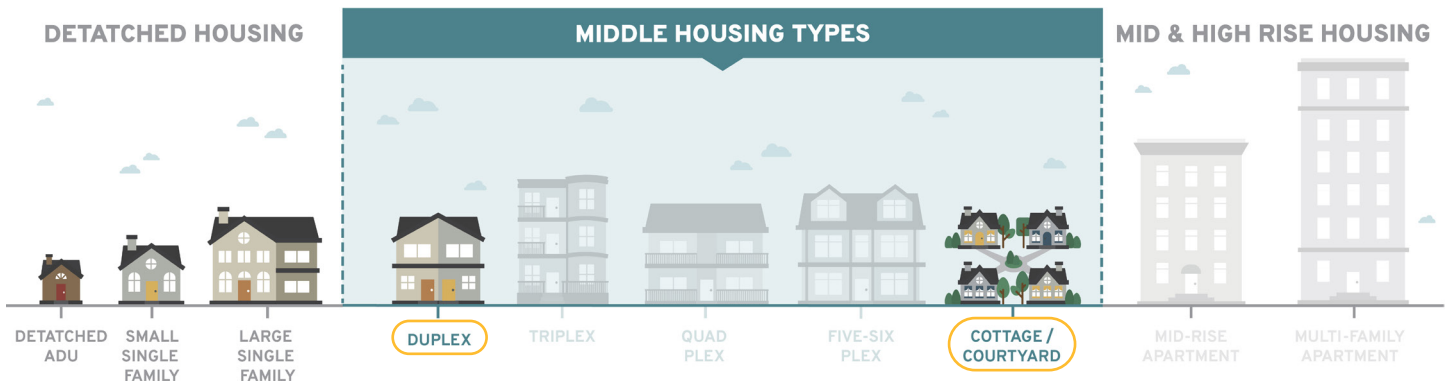
January 15TH, 2025
Wednesday | 6:00-8:00PM

City Hall Council Chambers
501 Evergreen Point Rd
Medina, WA 98039

Join your neighbors to discuss recent state legislation and learn how it will impact YOU.

Washington State has passed several housing bills that require communities, including Medina, to accommodate middle housing in their development regulations.

As a community, we are required to address these changes, but we need **YOUR HELP** in doing so. Join us for a conversation!



The graphic above illustrates some common examples of middle housing types. **Not all of these types will be adopted into code—join the community forum or visit the website to learn which housing types are required from Medina!**

For more information or to provide comment, please visit bit.ly/medinaMH or scan the QR Code to the right.

LEARN MORE



LET'S TALK MIDDLE HOUSING!



Project Overview

What is happening?

Medina is implementing new regulations related to middle housing and Accessory Dwelling Units (ADUs) to comply with state housing laws.

What is middle housing?

The term “Middle Housing” includes various residential options ranging in scale between traditional single-family homes and large apartment complexes. Middle housing types are often designed to look like single-family homes.

Why is this happening?

Washington State passed legislation (HB 1110 and HB 1337) requiring cities to allow middle housing in residential areas to address the statewide housing shortage and increase housing diversity.

When is this happening?

The City of Medina **must adopt the middle housing regulations by June 30TH, 2025.**

What does this mean for me?

- You may be able to add more units (e.g., ADUs, duplexes) to your property if it meets zoning and development standards, including height, setbacks, and lot coverage.
- Single-family homes will still be allowed, but new housing options might increase density in your neighborhood over time.

What can I do about this?

- **Stay Informed:** Sign up for emails and updates on the project website; you can also provide comments and participate in surveys when available. Visit the project website at bit.ly/medinaMH.
- **Get Involved:** Attend the City’s upcoming in-person events to learn more—details below.

Upcoming In-Person Events:

Thursday, January 9TH, 2025



**Thursday, January 9TH,
2025, from 6:00–8:00PM**

St. Thomas Episcopal Church
8398 NE 12th St
Medina, WA 98039

Wednesday, January 15TH, 2025



**Wednesday, January 15TH,
2025, from 6:00–8:00PM**

Medina City Hall Council Chambers
501 Evergreen Point Rd
Medina, WA 98039



Questions, comments, or concerns? Visit the project website at bit.ly/medinaMH or scan the QR code.



FAQs

Why is Medina developing middle housing regulations?

Medina is required to allow middle housing under the state's HB 1110, which aims to address the statewide housing shortage.

What is the deadline for the City to adopt the required middle housing policies into Medina's code?

Middle housing regulations must be adopted by June 30TH, 2025, allowing certain middle housing options in residential neighborhoods.

Will the city build middle housing?

The City of Medina is not responsible for building middle housing. Property owners may build middle housing on private properties they own.

How will middle housing regulations impact single-family homes?

Single-family homes will remain an allowable use in residential neighborhoods. Middle housing regulations are intended to offer additional housing options.

Is middle housing the same as affordable housing?

Middle housing does not necessarily imply a focus on affordability. Middle housing informs housing size and number of units, and not the cost to rent or own. However, the City also has regional mandates to plan for housing affordability across all income bands.

How will middle housing impact the character of neighborhoods in Medina?

While middle housing utilizes the same scale and aesthetic as single-family homes, middle housing development may increase the density of neighborhoods in Medina over time as more property owners choose to build two units per lot.

How will the city regulate middle housing development?

Middle housing must comply with development standards set for individual lots, meaning that it must comply with the existing heights, setbacks, and lot coverage requirements identical to those for single-family homes.

If my existing single-family home takes up most of the allowable structural coverage, can I build an ADU on my lot?

While ADUs are not a middle housing type, they can be counted as unit density for the purposes of middle housing and serve as an accessory to a primary residence. In Medina, ADUs can only be built in addition to a single-family residence if development is feasible. ADUs must still comply with and are subject to the normal development regulations that apply to single-family homes, such as lot coverage, setbacks, and maximum impervious surface area, etc., which may preclude ADUs on a lot.



Appendix B

Postcard Mailers



The City of Medina invites you to

JOIN YOUR NEIGHBORS

to learn about Middle Housing.

EVENT DETAILS

<p>Option #1: Thurs., January 9TH, 2025, from 6:00-8:00PM</p> <p> St. Thomas Episcopal Church 8398 NE 12th St Medina, WA 98039</p>	<p>Option #2: Wed., January 15TH, 2025, from 6:00-8:00PM</p> <p> Medina City Hall Council Chambers 501 Evergreen Point Rd Medina, WA 98039</p>
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Washington State has passed several housing bills that require communities, including Medina, to accommodate middle housing in their development regulations. To learn more about what this means for Medina, please join us at our upcoming community forums—details below— or visit the project website at bit.ly/medinaMH or via the QR Code.



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PRSRST STD.
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 4



DON'T FORGET!

The City of Medina invites you to

JOIN YOUR NEIGHBORS

to learn about Middle Housing.

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PRSRST STD.
U.S. POSTAGE
PAID
SEATTLE, WA
PERMIT NO. 4

Appendix C

Middle Housing Community Forum Boards

Spot the Difference!



These graphics used satellite imagery to recreate a Medina neighborhood to show the current housing types and possible changes with new state requirements. The future scenario is only meant to show the realm of possibilities and is not saying specific lots will be changed as depicted.

What does Middle Housing Mean for Medina?



These graphics used satellite imagery to recreate a Medina neighborhood to show the current housing types and possible changes with new state requirements. The future scenario is only meant to show the realm of possibilities and is not saying specific lots will be changed as depicted.

How Could Middle Housing Look?

Existing Medina Streetview



Duplex



Stacked Flats



Cottage Housing



Courtyard Apartments



Illustrations are for discussion purposes only, for use during the development of the City of Medina's revised land use codes. Permitting decisions will be made according to the code that applies to each application.



What can these Code Changes Look Like?

	Lot Standards	SF + ADU*	Duplex	Stacked Flats	Cottage Housing	Courtyard Apts.	
8,500 sf	<p>Lot Standards - 8,500 SF</p> <ul style="list-style-type: none"> 8,500 of Property Building Footprint Max. Allowed Coverage Building Envelope 	<p>Single Family Dwelling + Attached ADU</p> <ul style="list-style-type: none"> 8,500 of Property Building Footprint High-Density Dwelling Accessory Dwelling Unit 	<p>Duplex</p> <ul style="list-style-type: none"> 8,500 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Stacked Flats</p> <ul style="list-style-type: none"> 8,500 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Cottage Homes</p> <ul style="list-style-type: none"> 8,500 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Courtyard Apartments</p> <ul style="list-style-type: none"> 8,500 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	8,500 sf
16,000 sf	<p>Lot Standards - 16,000 SF</p> <ul style="list-style-type: none"> 16,000 of Property Building Footprint Max. Allowed Coverage Building Envelope 	<p>Single Family Dwelling + 2 ADUs</p> <ul style="list-style-type: none"> 16,000 of Property Building Footprint High-Density Dwelling Accessory Dwelling Unit 	<p>Duplex</p> <ul style="list-style-type: none"> 16,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Stacked Flats</p> <ul style="list-style-type: none"> 16,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Cottage Homes</p> <ul style="list-style-type: none"> 16,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Courtyard Apartments</p> <ul style="list-style-type: none"> 16,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	16,000 sf
25,000 sf	<p>Lot Standards - 25,000 SF</p> <ul style="list-style-type: none"> 25,000 of Property Building Footprint Max. Allowed Coverage Building Envelope 	<p>Single Family Dwelling + 3 ADUs</p> <ul style="list-style-type: none"> 25,000 of Property Building Footprint High-Density Dwelling Accessory Dwelling Unit 	<p>Duplex</p> <ul style="list-style-type: none"> 25,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Stacked Flats</p> <ul style="list-style-type: none"> 25,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Cottage Homes</p> <ul style="list-style-type: none"> 25,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	<p>Courtyard Apartments</p> <ul style="list-style-type: none"> 25,000 of Property Building Footprint High-Density Dwelling Medium-Density Dwelling 	25,000 sf

* Current code allows for a ADU on a substandard lot; however, the City may change this due to language in HB 1337.

Illustrations are for discussion purposes only, for use during the development of the City of Medina's revised land use codes. Permitting decisions will be made according to the code that applies to each application.

MH Code Update: What can these Code Changes Look Like?
City of Medina | January 2025





Appendix D

Middle Housing Pamphlet

INTRODUCTION

Recently, the state legislature passed several policies to address affordable housing across Washington State. These bills made changes to the Growth Management Act and addressed “missing middle housing” through new requirements for cities and counties.

This pamphlet focuses on Middle Housing legislation and Accessory Dwelling Unit (ADU) legislation for Medina.

HB 1110 & HB 2321

“Middle Housing Legislation”

HB 1110 and **HB 2321** require cities meeting specific population criteria to adopt and incorporate the mandates and definitions for middle housing into their development regulations, zoning regulations, and other official controls.

This legislation applies differently across the state based on population tiers. **Medina is a Tier 3 City.**

What is a Tier 3 City?

- ◆ Had a population of less than 25,000 in 2020,
- ◆ Is located in a county with a population of at least 275,000, and
- ◆ Is within a contiguous urban growth area with the largest city in the county.

EXEMPTIONS

Cities are exempt from having to allow Middle Housing on the following (Revised Code of Washington (RCW) **36.70A.635(8)**):

- ◆ Portions of a lot, parcel, or tract designated with critical areas designated under RCW **36.70A.170** or their buffers as required by RCW **36.70A.170**.
- ◆ A lot that was created through the splitting of a single residential lot.

LEARN MORE

Questions, comments, or concerns? Visit the project website at bit.ly/medinaMH or scan the QR code below.



bit.ly/medinaMH



**MEDINA
AND MIDDLE
HOUSING:
Understanding New
Housing Legislation
and What it Means
for Medina**

Under **HB 1110** and **HB 2321**, Medina **must**:

- ◆ Allow for the development of at least two units per lot on all lots zoned predominantly for residential use, unless the zoning permits higher densities or intensities.
 - ◇ This unit density does not apply to lots after subdivision below 1,000 square feet unless the city has a smaller allowable lot size in the zone.
- ◆ Allow separate ownership of the two units on the original lot (through condoization or subdivision).
- ◆ Apply to middle housing the same development permit and environmental review processes that apply to detached single-family residences, unless otherwise required by state law.

Under **HB 1110** and **HB 2321**, Medina **cannot**:

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

HB 1337

“Accessory Dwelling Unit (ADU) Legislation”

HB 1337 requires cities and counties to allow two accessory dwelling units (ADUs) per lot and establishes standards for jurisdictions to use.

Medina **must**:

- ◆ Permit ADUs in structures detached from the principle unit;
- ◆ Allow an ADU on any lot that meets the minimum lot size required for the principal unit;
- ◆ Allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley; and
- ◆ Allow ADUs to be converted from existing structures, including detached garages.
- ◆ Allow for the construction of two ADUs in the following configurations:
 - ◇ One attached ADU and one detached ADU;
 - ◇ Two attached ADUs; or
 - ◇ Two detached ADUs, which may be comprised of either one or two detached structures.

Medina **cannot**:

- ◆ Assess impact fees on the construction of ADUs that are greater than 50 percent of the impact fees that would be imposed on the principal unit;

- ◆ Establish a height limit on an ADU of less than 24 feet, unless the principal unit height limit is less than 24 feet;
- ◆ Establish a maximum gross floor area requirement for accessory dwelling units that is less than 1,000 square feet;
- ◆ Impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units;
- ◆ Prohibit the sale of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU;
- ◆ Require public street improvements as a condition of permitting ADUs; and
- ◆ Require the owner of a lot on which there is an ADU to reside in or occupy the ADU or another housing unit on the same lot.

Medina **may apply**:

- ◆ Generally applicable development regulations;
- ◆ Public health, safety, building code, and environmental permitting requirements that would be applicable to the principal unit, including regulations to protect ground and surface waters from on-site wastewater;
- ◆ A prohibition on the construction of ADUs that are not connected to or served by public sewers;
- ◆ Restrictions on the use of ADUs for short-term rentals.



Appendix E

Blank Paper Survey

Medina Middle Housing Survey



Understanding Background

1.) Do you live, work in, or visit Medina?

Please select all that apply.

- Live
- Work
- Visit

2.) Are you familiar with the term 'middle housing'?

- Yes, very familiar
- Yes, somewhat familiar
- Not sure
- No, not at all familiar

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

- Yes
- No
- Maybe

4.) Under new state legislation, middle housing includes two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing; however, not all of these middle housing types are required in Medina.

The City of Medina is required to allow for middle housing types that allow for two primary units or one primary unit and two accessory units.

This means that the City of Medina must allow for duplexes, stacked flats, courtyard apartments and cottage housing. What are your initial reactions to learning what Medina is required to allow for? Additional response space is provided on the following page.

Medina Middle Housing Survey



Concerns

5.) This state-required change will have impacts on the Medina community. What are your highest concerns about the possible impacts of this state legislation? **Please rank the following in order of highest (1) to lowest (8) concern.** Write your "Other" concerns in the space provided below.

	1	2	3	4	5	6	7	8
Lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Property Values	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please specify your "Other" concerns: _____

Medina Middle Housing Survey



Concerns

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

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

Medina Middle Housing Survey



City Action Items

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

- Strongly support
- Slight support
- Neutral / No Opinion
- Slightly opposed
- Strongly opposed

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

Should the City use Middle Housing to address housing affordability?

- Yes
- No
- Neutral / No Opinion

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

	1	2	3	4
Multifamily Zone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Middle Housing with Additional Subsidies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tiny Home Communities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please specify your "Other" ideas: _____

Medina Middle Housing Survey



City Action Items

12.) The construction of additional housing units in Medina would lead to an increased number of vehicles on local streets, which will have an impact on both parking and traffic.

What initial ideas would you suggest for addressing the eventual parking and/or traffic needs that will result from additional housing units in your neighborhood?

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

- Traffic calming measures (includes narrowing roads, adding speed humps, roundabouts, and more)
- Increase active transportation network (includes initiatives that promote walking, biking, rolling, and running)
- Promote or expand public transportation
- Other - Please Specify: _____

Medina Middle Housing Survey



City Action Items

14.) Which of the following actions would you prefer the City take to address increased traffic?

- Narrower roads
- Speed humps
- Roundabouts
- Wider walkways
- Protected walkways
- Multi-use paths
- Bike lanes
- Protected bike lanes
- Additional public transit stops
- Other - Please Specify: _____

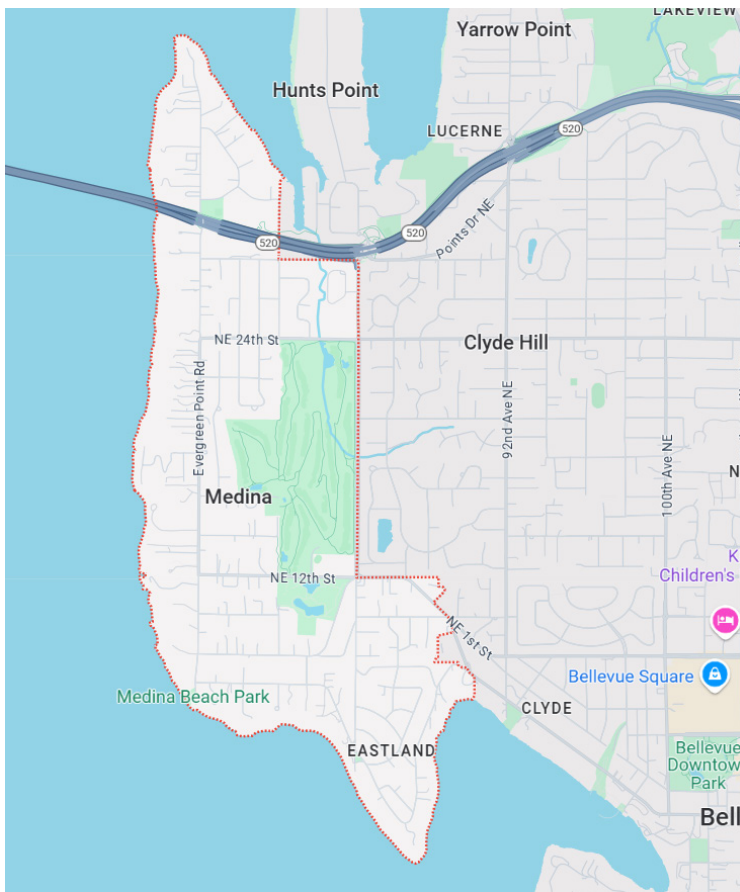
15.) Are there any concerns you have about traffic calming measures, active transportation, or public transit in Medina? If so, please explain.

Medina Middle Housing Survey



City Action Items

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



Medina Middle Housing Survey



Personal Action

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

Yes:

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

- ADU
- Duplex
- Cottage Housing
- Courtyard Apartment
- Stacked Flats

Maybe:

If Maybe, which of the following would you be most interested in developing?

- ADU
- Duplex
- Cottage Housing
- Courtyard Apartment
- Stacked Flats

No:

If No, please state your reason why not.

Medina Middle Housing Survey



Communication

As a city, we are always looking to understand how we can best work with residents.

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

- Online surveys
- Town halls/public forums
- Focus-group discussion
- Commenting at public meetings
- Other - Please Specify: _____

19.) How would you want to receive information and updates about changes in the City like housing policies?

- Email
- Phone
- Mailers
- City's website
- Social media
- Other - Please Specify: _____

Medina Middle Housing Survey



Communication

20.) Are there any other matters you'd like the City to know at this time? If so, please use the blank area to leave any comments.

Thank you!

Upon completion of this survey, **please return to Medina City Hall** at 501 Evergreen Point Rd, Medina, WA 98039, **or give to a member of City Staff** at one of our community workshops.

Appendix F

Narrative Summary of Survey Results by Question

Medina Middle Housing Community Survey Results

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

At the conclusion of the survey, 199 responses were received online. The completion rate is 72.4%, with 144 surveys fully completed and 55 partially completed. Additionally, four paper surveys were completed.

Responses to each of the 24 survey questions are summarized below:

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

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

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

1. Traffic and Infrastructure Concerns:

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

2. Property Value and Aesthetic Concerns:

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

3. Preservation of Community Character:

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

4. **Concerns About Affordability:**

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

5. **Mixed Reactions to Legislation:**

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

6. **Community Input and Solutions:**

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

7. **Polarized Opinions:**

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

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

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

Question #5: This question allowed respondents to specify other concerns not included in the ranking for question #4. Please refer to pages 22 through 26 for the full results. The AI generated summary of the results has noted a broad range of concerns from residents about the potential impacts of

increased development and density in their neighborhood. Main themes from the responses are as follows:

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

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

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

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

7. **Impact on Community:** Many residents value the sense of community and fear that increased density would erode neighborhood bonds. Some expressed concerns about transient renters, especially short-term renters, undermining the neighborhood's stability.

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

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

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

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

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

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

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

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

Question #11 asked for other ideas on how Medina can meet its affordable housing targets. respondents gave written responses which can be found on pages 55 through 59.

The responses to the survey question about affordable housing in Medina reflect a variety of opinions and suggestions, with the AI generated summary as follows:

1. **Support for Cohesive Development:** Some respondents suggest creating more cohesive, intentional designs with multiple homes built together, such as duplexes or cottages, to integrate affordable housing into the community in a way that fits in better. Others suggest focusing on tiny home communities or cottage-style developments aimed at low-income seniors or city employees.
2. **Expansion of Housing Options:** Ideas like converting existing homes into duplexes, allowing for small condo buildings in designated areas, or building housing on public or underused land (e.g., Medina Chevron or other sites) were mentioned.
3. **Opposition to Affordable Housing in Medina:** A number of respondents strongly oppose the concept, arguing that Medina's high land values make affordable housing unfeasible, and that adding more housing would lead to a loss of the city's character. Many of these responses suggest pushing back against state mandates, with some even advocating for lawsuits or ignoring the requirements.
4. **Support for ADUs:** There is notable support for allowing Accessory Dwelling Units (ADUs), with calls to prioritize them over other types of multi-unit developments like townhouses and duplexes. However, many emphasize that strict regulations on utilities and design should be enforced.
5. **Concerns About Land Availability:** Several people question the feasibility of building affordable housing due to Medina's limited land, suggesting that repurposing existing spaces (such as vacant properties or commercial areas) could be an option.
6. **Economic and Tax Considerations:** Responses also mention the need to lower property taxes, cap realtor fees, or offer financial incentives to make housing more affordable. There

is a sense that without subsidies or significant changes to economic structures, achieving affordable housing in Medina will be very difficult.

7. **Community Education and Mindset Shifts:** A few responses stress the importance of educating residents about the challenges of housing affordability, suggesting a shift in mindset is needed to understand the needs of low-income families, teachers, and other essential workers.

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

Question #12 asked respondents for areas in the city that would be most acceptable for zoning changes to allow more opportunities for affordable housing. Responses are found on pages 60 through 66.

The AI generated summary of suggestions is as follows:

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

6. **General Recommendations:** Many suggest focusing on locations with easy access to transportation, while avoiding impact on existing residential areas. Others recommend considering larger or underused lots for potential developments.

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

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

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

Question #15 provides a list of potential actions the city could take to address possible changes in traffic patterns created by middle housing. Responses are provided in two forms, with the graph on page 78, and a list format on page 79. Around 50% of the respondents indicated their support for protected walkways, speed bumps, and wider walkways. Refer to the survey results for the remainder of the responses.

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

1. **Public Transportation:**

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

2. **Traffic Calming Measures:**

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

3. **Bicycles and Pedestrian Safety:**

- Bicycle traffic, especially along certain roads like Evergreen Point Road, was mentioned as a concern due to cyclists not following road safety rules and riding too fast or inappropriately.
 - Some respondents expressed a desire to address cyclist behavior through measures like enforcing stop signs or potentially adding dedicated bike paths.
4. **Traffic Congestion and School-related Issues:**
 - There were concerns about traffic congestion around schools, particularly during pickup and drop-off times, which some believe could worsen with an increase in housing or population. Suggestions included the use of police officers to manage traffic during peak times and the consideration of one-way streets to alleviate congestion.
 5. **Road Safety and Enforcement:**
 - Many residents advocated for stronger enforcement of existing traffic laws, including speed limits and aggressive driving. They suggested using speed cameras, increasing police presence, and issuing fines to ensure compliance and improve safety.
 - Some felt that aggressive driving, particularly by non-residents passing through Medina, is a significant safety concern.
 6. **Construction Traffic:**
 - Residents are concerned about construction traffic, particularly large vehicles, and its compatibility with Medina's narrow roads. Some proposed limiting construction traffic to main arteries to reduce congestion and prevent damage to the roads.
 7. **General Opposition to Traffic Measures:**
 - Some residents expressed a belief that traffic calming measures, in general, would not be effective in reducing congestion or improving safety, particularly if they are aimed at reducing vehicle density. There was skepticism that such measures would work as intended and concerns about them potentially making problems worse.
 8. **Support for Certain Measures:**
 - While many were opposed to specific traffic calming measures, a few residents supported ideas such as road bumps to reduce speed and enhance safety for pedestrians and children. However, they also acknowledged that these measures could cause issues for low cars and might not be the perfect solution for all residents.

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

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

1. **Major Streets and Arteries:**
 - **Evergreen Point Road:** Frequently mentioned for better lighting, sidewalks, speed control, and narrowing to improve safety.
 - **24th Street:** Areas along 24th, including intersections with 84th Ave and 12th Street, need more visibility, crosswalk improvements, and speed control.

- **84th Avenue:** Several mentions of speeding issues, especially near the Chevron and St. Thomas areas, with suggestions for improved traffic control measures like speed bumps, cameras, and roundabouts.
 - **12th Street:** There are calls for wider sidewalks, traffic calming, and better management of school traffic around Medina Elementary and St. Thomas.
2. **School Zones:**
- **Medina Elementary and St. Thomas:** Several responses point to the need for better traffic management, such as speed bumps, clearer crosswalks, and police presence, especially during school drop-offs and pick-ups.
 - **Speed and Traffic Control:** Focus on controlling traffic speeds and adding measures like speed bumps and more visible crosswalks near schools, such as at the 5-way stop by St. Thomas.
3. **Traffic Intersections:**
- **Intersections of 84th & 12th and 24th & 84th:** These are considered hazardous, especially during school rush hours, with suggestions for traffic signals or roundabouts to improve flow and reduce accidents.
 - **NE 16th and NE 18th:** There are recommendations for buffering sidewalks from fast traffic near the country club, as well as warning signs for pedestrians.
4. **Sidewalks and Lighting:**
- Many responses highlight the need for more sidewalks, especially along **Overlake Drive East** and smaller side streets that are lacking infrastructure for pedestrians.
 - Improved **street lighting**, especially along **Evergreen Point Road** and near schools, was also a key concern.
5. **General Safety Concerns:**
- Increased traffic due to potential development is a common worry, with respondents suggesting that solutions focus on minimizing congestion, speeding, and ensuring safer environments for walkers, bikers, and drivers.
 - Some also call for **police patrols** or enforcement of traffic rules to ensure safer streets.
6. **Opposition to Middle Housing:**
- Some responses oppose the introduction of middle housing, citing concerns over increased traffic and safety issues. Suggestions include addressing safety proactively before implementing new housing developments.

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

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

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

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

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

1. **Space and Lot Size:**

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

2. **Desire for Privacy and Quiet:**

- A key concern is maintaining privacy and the quiet, low-density nature of their neighborhood. Many feel that adding extra housing would create noise, reduce privacy, and negatively affect the neighborhood's peaceful atmosphere.
- Residents often highlight the importance of keeping a large yard for personal use, kids, and pets, and worry that new housing would disrupt this.

3. **Community Character:**

- Many residents value the single-family, suburban character of Medina and do not want to see it changed. They believe that adding more housing would degrade the community's appeal, alter its aesthetics, and reduce its charm.
- Some feel that the density increase would make Medina feel more like a city, which they are trying to avoid by living there.

4. **Tree Preservation and Vegetation:**

- Several residents are concerned that adding housing would lead to the loss of trees and other valuable vegetation, which contribute to Medina's beauty and quality of life.

5. **Landlord Concerns:**

- Many do not want the responsibility of becoming a landlord, managing tenants, or dealing with potential issues related to renters. Some simply do not want strangers living on their property.

6. **Economic Concerns:**

- A number of people believe that ADUs and middle housing wouldn't truly address affordability issues, as they see the increase in density as more of a financial opportunity for real estate speculators rather than a solution for affordable housing.

7. **Construction and Disruption:**

- The potential construction disruption, including the loss of gardens or the change in property flow, is a deterrent for many. Additionally, some feel that the construction process isn't worth the trouble or expense, especially when they already have an ADU or don't need one.

8. **General Opposition to Density:**

- Many oppose any increase in housing density, believing that it contradicts the reason they moved to Medina in the first place—low-density, quiet living. Some simply don't see a need for more housing on their property.
- 9. Impact on Property Value:**
- Some worry that adding an ADU or middle housing would devalue their property and change the aesthetic appeal of their home and yard.
- 10. Cultural and Lifestyle Concerns:**
- A few residents expressed that adding more housing would bring unwanted changes to their lifestyle, including more noise, people, and cars. They emphasized a desire to preserve the character of their neighborhood and maintain the current quality of life.

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

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

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

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

- 1. Impact of Housing Legislation and Density:**
 - There is significant opposition to the state-mandated increase in housing density, particularly "middle housing." Many residents fear it will negatively impact the character of Medina, turning it from a quiet, residential community into a more urbanized area.
 - Concerns about the enforcement of building codes, including variances, and the potential for profit-driven, substandard construction that compromises neighborhood aesthetics and safety.
 - Residents feel that the city's unique, rural atmosphere, including the preservation of greenery and trees, should be protected and not sacrificed for higher density housing.
- 2. Concerns About Builders and Construction:**
 - Strict oversight of contractors and builders is a recurring issue, especially regarding compliance with tree protection regulations and ensuring that large, beautiful trees are not lost due to non-compliance.

- Several residents expressed frustration with the permitting process, citing that it is cumbersome, inconsistent, and unnecessarily expensive. There is also concern about construction noise, particularly on weekends and early mornings.
3. **Tree Protection:**
 - Several responses emphasized the importance of protecting Medina's trees. Many are concerned about the loss of tree canopy and want updated tree protection codes to prevent further deforestation.
 4. **Public Safety and Infrastructure:**
 - Public safety is a major concern, especially regarding aggressive driving, speeding, and parking issues, such as blocking lawful street parking. Residents also expressed concerns over the impact of new developments on the safety of the community, particularly in terms of traffic and pedestrian safety.
 - There are concerns about the adequacy of Medina's infrastructure (e.g., roads, utilities) to handle increased density or multi-family housing.
 5. **ADU and Housing Flexibility:**
 - Several residents expressed support for allowing Accessory Dwelling Units (ADUs) and the ability to convert existing utility buildings into ADUs, as long as they are done in a way that preserves the community's character.
 6. **Public Meetings and Engagement:**
 - Some residents suggested that public meetings and hearings be made more accessible by providing virtual options like Zoom to increase community involvement and engagement.
 7. **Noise and Lighting Issues:**
 - Issues with excessive backyard lighting affecting neighborhood character and residents' sleep patterns were raised. Residents also pointed out that street lighting is insufficient in certain areas, making it a safety concern.
 8. **Short-Term Rentals:**
 - There were concerns about the impact of short-term rentals like Airbnbs on the community, particularly with respect to the potential for disrupting the neighborhood's stability and increasing traffic.
 9. **General Opposition to Change:**
 - Many residents expressed a strong desire to keep Medina a single-family, low-density community and resist state-imposed mandates that they feel would negatively alter the city's character. Some suggested joining with neighboring cities in legal action against such mandates.

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

While the AI generated responses are a useful summary, it is helpful to read the verbatim responses provided by the many community members who took the time to respond to this survey.

Appendix G

Final Middle Housing Survey Results

Report for Medina Middle Housing Survey

Response Counts

Completion Rate:

72.4%



Complete



144

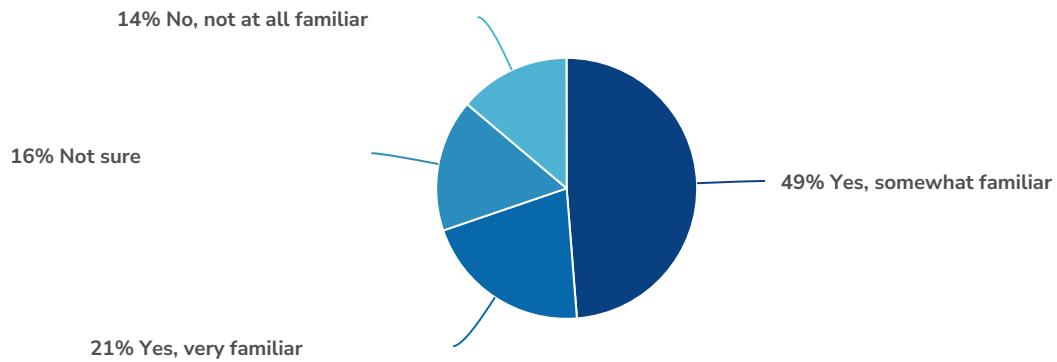
Partial



55

Totals: 199

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



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

Totals: 195

Statistics

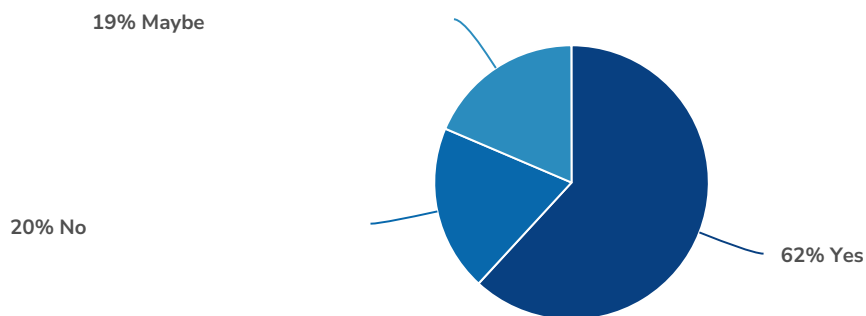
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4

Total Responses

195

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



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

Statistics

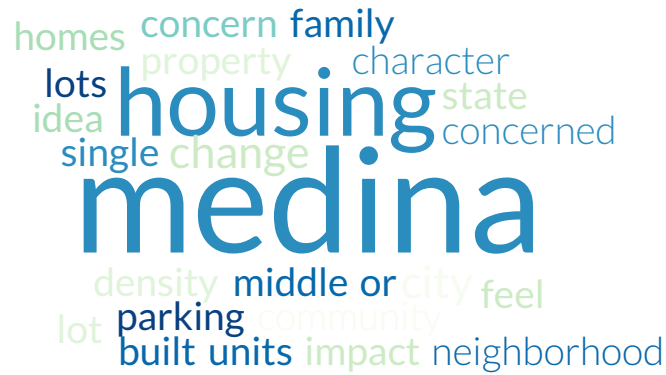
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5

Total Responses

194

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



ResponseID Response

ResponseID Response

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

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

14 Sucks. Reeks of taxation without representation.

15 Concerns about parking and traffic.

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

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

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

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

117 I do not like it.

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

119 not a big deal

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

121 Surprised

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

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

124 I think this should not be allowed

125 not sure

ResponseID Response

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

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

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

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

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

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

132 Do not want it!

133 I'm vehemently against it!

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

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

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

137 I'm not for it!

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

139 not happy

ResponseID Response

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

ResponseID Response

159 Concerned

160 I am concerned that investors, foreign or domestic will come into our beloved neighborhoods and tear down homes to put up duplexes and multifamily dwellings for their financial gain. Our city should implement a clause that states the owners of the property must reside at the property. With that clause, it would deter those looking only for financial investments.

161 Not favorable.

162 I am concerned that investors, foreign or domestic will come into our beloved neighborhoods and tear down homes to put up duplexes and multifamily dwellings for their financial gain. Our city must implement a clause that states the owners of the property must reside at the property. With that clause, it would deter those looking only for financial investments.

163 Disappointed, it will change the area as it was built and intended.

164 This is stupid and cities should be allowed to say no

165 It's absolutely awful and if allowed will ruin the quaint community charm of Medina.

166 Concerned about the possible change in character of Medina.

167 Is this a theoretical problem or actually is there going to be more house built and rental properties?

168 I am concerned and think the city should be thoughtful about how this requirement is achieved.

169 It's unfortunate

170 Sad to hear it could change the characteristics that make Medina great

171 Thank you very much I am happy for your help me this will be my best friend to do this with zoey room

172 It's going to ruin the nature of Medina. Parking may become an issue like Seattle and a more transient population with numerous renters does not lend itself to community building.

173 I hope that it is grouped and clustered appropriately. Put these types of properties near businesses and transportation. Do not scatter in neighborhoods. Keep the price and finishes in line with existing housing.

174 That is going to negatively impact Medina and change it forever.

ResponseID Response

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

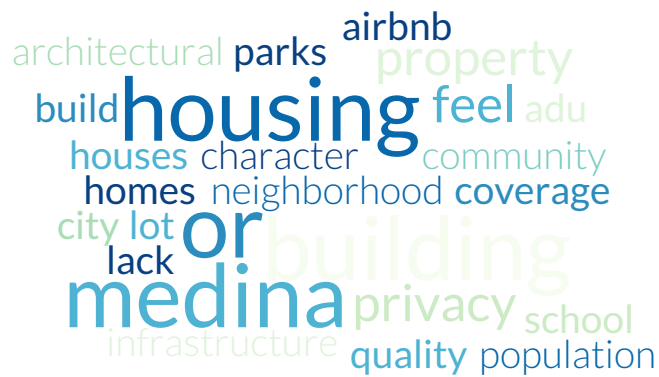
ResponseID Response

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

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

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

5. Was there a concern not listed? If so, please specify.



ResponseID	Response
12	Road size and road connections
16	Developer over development.
17	Esthetics of the city.
18	Lack of garages (should be required to have garages)
19	Infrastructure overwhelm
20	esthetics of the building structures
21	Privacy -- distance from a house to an ADU or other unit.
24	Process
26	Noise from building/development
28	Character of neighborhood
30	Size of houses is too large and side yard set backs should be larger
31	Utility. Medina does not have stable utility from recent experience. More housing probably will make the situation worse.
33	Height and lot coverage allowances

ResponseID Response

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

ResponseID Response

97	No
101	Just that individuals might sometime in the future be forced to sell only for some type of middle housing!
103	we already have some horrible lights on newer houses, 12th st eg It cant get worse
105	Local gov't that ignores the will of its residents
106	None
107	Water run off.
109	neighbor charactor
111	n/a
112	N/A
115	no
116	Character of Medina per Comprehensive Plan
117	Intrusion of government
118	ownership of lands
119	n/a
120	Utilities (electrical grid is already fragile; sewer capacity)
123	Design--I suggest a design review board or the planning commission serve as design reviewers for middle housing. Binding decisions would be necessary for some elements.
126	There should be more discussion about the architecture that is approved. In recent years, more homes have been constructed that look like boxes to maximize coverage and not consider variations for a more interesting roof line or shape of the building.
128	Look and feel of neighborhood
130	I do not want daily rentals such as AirBnB or VRBO
131	Aesthetics
132	Feel/personality of our community

ResponseID Response

133 When we purchased our house we were looking for a specific kind of SFR neighborhood. That is not compatible with multiple houses on a lot.

135 School overcrowding.

140 Load on our aging sewer and electrical systems. Overloading our limited cell phone towers.

143 Impervious surfaces

150 character of city and residents, quality of life

156 N/A

157 No

160 Peace and tranquility gone

164 It will look like crap next to single family homes

166 Neighborhood character - prefer a semi rural ambiance vs urban.

167 The traffic and speeding during school start and end

170 Character loss

171 Yes

172 Lack of community connection with short term renters

173 The look or aesthetic of our neighborhood.

174 Impact on infrastructure and lack of services

175 Crowds will increase in our neighborhood parks

177 That an ADU or Middle housing would be used as an Airbnb. How will this impact the schools?

179 Sidewalk improvement

181 Potential of adverse effect on property values and increased property taxes.

183 current public facility is not designed for more population, such school, parks

192 Neighborhood feel of Medina.

ResponseID Response

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

196 Street appeal

199 Building construction noise and traffic.

200 Traffic

203 Crime

205 Rights of property owners completely disregarded.

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

210 Quality of life.

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



ResponseID Response

ResponseID Response

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

13 All 7 impacts listed above.

15 Parking on the street and traffic.

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

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

18 Parking issues

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

20 See my response - question 4, 5

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

84	Who is using the ADU or middle housing? How do these renters(?) or multiple owners manage the property? We already have enough homes, we don't need to cram multiple units in one property.
85	Construction noise, noise from new neighbors, loss of vegetation.
86	Parking. As well, I love the stability of long term neighbors. Having people move in and out every few months is not desirable. But ADUs for multigenerational families is wonderful!
87	All of the above!
88	Property value would be crushed, immediately. Traffic and noise would increase. Parking would get worse.
89	Set backs. Short term rental/leasing.
90	Setbacks. Short term leasing.
91	How the neighborhood will look and what the rules will be. Over crowding and lack of privacy. I can't imagine it looking very appealing.
92	Noise, parking, traffic
93	how neighbors would be affected and set backs maintained and traffic flow with appropriate turn arounds
94	Construction noise; crime at construction site; more neighbor noise. I don't like noise.
95	Property value, aesthetics, views
96	I would leave the area and relocate
97	My concern would be access to my property with additional use of the right of way to my home. Not knowing who my new neighbor is before they purchase the unit
99	House would depreciate in value
101	property values
103	I would prefer to keep the trees and to have off street parking
105	We and our neighbors will fight this.
106	Noise
107	Building envelope for additions

ResponseID Response

108 Increasing this kind of housing in Medina - specifically duplex, townhomes and stacked units - is concerning because we already have a lot of homes owned by non US nationals as investments. And many of these sit empty. Big investment in making our living denser while we have empty homes means we would likely also have empty multi family homes as well. Let's consider solutions like Vancouver BC that taxes non nationals at a high rate when they don't use properties as a primary residence.

109 all of the concerns listed above plus losing the local neighborhood involvement and spirit of Medina-----our unique character would be destroyed and we would become like any other neighborhood in Bellevue

110 Lack of light, too much traffic and noise.

111 As long as they follow all the building permits, set-backs and building envelop, not much you can do about it and don't see that the middle housing would change that.

112 Parking

113 I would say traffic. However our current traffic issues are greatly impacted by the amount of construction that is going on. Otherwise I have no additional concerns.

115 Privacy.

116 This is an holistic problem. Increased density will result in less privacy, greater tree canopy loss, and more impacts from lighting, noise, construction, more curb cuts and garages, more cars and traffic, and potential impacts on property values (depending on contiguous impacts at the time of marketing).

117 Degradation of neighborhood and reduction in value of my property. Government intruding into my property rights.

118 all the above on the list

119 none

120 Noise and disruption during construction

121 Safety and house value

122 all of the above listed....

123 Set backs from my house, parking, design (fit in with the existing housing designs in the neighborhood), number of residents per middle house.

124 It would change the neighborhood and I would not like it

125 noise

ResponseID Response

126	Access, traffic, parking. We currently have more than 20 vehicles a day turning around in our driveway as we are at the north end of EPR and they realize, at that point, that EPR is not taking them across the bridge. Medina has done nothing to slow down traffic (speed bumps) and the few Dead End signs are never observed (could we not add flashing lights to them such as the ones in Clyde Hill for Stop signs).
127	how it could affect our views, impact on additional power lines (ie, all new middle housing should mandate power lines be buried in the adjacent properties), parking.
128	That it will not look like a single family home and there will be twice as many people, cars, garbage cans, pets, etc. at that house.
129	Parking, increased traffic in the area, would prefer a clause saying they need to be long term rentals.. dont want housing turning over every 6 months
130	That it would become a rental property
131	Parking on the streets. Housing values decreasing. School over crowding.
132	Would change the feel and openness of the lot! More buildings, more people, more activity, more cars. Awful!
133	Will affect the open space I purchased; i.e. 1 house of half-acre lots. Will affect my views and light coming to my house. Will increase traffic. Will affect our property value.
134	The fit these additions and overall look of the city could change in a significant way. Parking and traffic could become a real issue.
135	Loss of privacy. Loss of community spirit.
136	I do not have enough information about the possibilities to form an opinion.
137	The change of our neighborhood which has been a family neighborhood.
138	Valuation! Neighbor/tenant quality (long term vs short term not as invested in neighborhood.)
139	noise and safety concerns
140	My neighbor has an ADU. I don't have any concerns.
142	traffic, cars parking on street, garbage cans, safety, noise, loss of sense of safety and community
143	Noise, parking and tree removal. Increase of density. Impervious surfaces
144	Higher traffic and noise if they use it as an airbnb type place. Construction noises

ResponseID Response

146 Safety and traffic.

147 All issues listed under \$4.

148 The same concerns as have now for redeveloping of a neighborhood lot with a new huge single home.

149 None. This is a good change towards housing affordability

150 all of the above

153 Test

155 Everything mentioned in question 4

156 I assume in Medina it would be an attractive building with considerate tenants (the rent would be high and preclude a lot of transient tenants I assume, so they would be likely reasonable neighbors)./

157 None

158 Privacy and noise and parking

159 Noise, privacy, safety, concerns if these units become short term rentals

160 That the owner resides on the property to ensure safety and preservation of the community

161 Property values and character of our small, single family community

162 That the owner would not be present to ensure the protection of the property

164 It will look crappy and have too many people next to my property.

165 How large it is, the noise, how it will impact my property value, privacy

166 Change in character Increase in traffic, noise and pollution

167 None

168 I think it changes the feel of the neighborhood. Makes it a more urban vs quaint & suburban street.

169 Parking Noise Property value Traffic

170 Loss of what makes medina special

ResponseID Response

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

ResponseID Response

190 Removing trees & vegetation!!!! Building closer to lot lines. Buildings towering over our yard.

191 Traffic/Noise/Safety

192 Traffic, safety and noise

193 Lack of privacy, lowered property value, more cars parked, more noise, more traffic

194 It depends on the nature of the structure. There is a lot of ugly housing being built in Medina. Lots are being stripped and boxes being built. We have no design review. My concern is the steady erosion of what was once a charming and visually pleasing, heavily treed community.

195 None

196 Property value, parking, noise

197 Setbacks important. Off street parking important. Noise issues addressed.

199 Building construction house and traffic. New buildings could block light and views. Medina building codes need to be enforced on new construction and alterations.

200 Noise

201 If it impacts my privacy. I also don't want rowdy people living next to me.

203 all of the above and crime

204 Ruins what the neighborhood is, this is not supposed to be , plenty of room in Bellevue with all the condos and apartments

205 Too many cars. Middle housing that would affect our property more than the one it is being added to. What happened to our set backs and lot coverage requirements.

206 My main concern is a potential increase in crime.

207 Property value, parking, noise

208 Parking.

209 Loss of privacy, loss of property value, increased noise and traffic, fundamental change to neighborhood's character, more cars parked on the street. Insufficient room for additional cars regularly using the street parking along with all the additional garbage/recycling/yard waste cans.

ResponseID Response

210

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

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



ResponseID Response

12 This is going to very less and minimum should be 2

13 Same as above

15 Too much parking on the street.

16 Given the limited transit options in Medina, unless ADUs are restricted to a single occupant, one parking spot will be inadequate. Cars are the only way to get around.

17 Well, I suppose a concern would be that if there were not enough offstreet parking for these ADU's that there would be more and more cars parked on the street which would change the feeling of the neighborhood from a quiet residential neighborhood to more of a city Street

18 The restriction can cause problems because units might actually need 3 spaces (2 one visitor).

19 I worry that our streets will be lined with cars.

20 streets lined with cars where as of now we have none

ResponseID Response

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

ResponseID Response

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

ResponseID Response

62 I think it is awful.

63 Depends where the housing is. Much of Medina does not offer street parking

65 I like the limited amount of street parking in Medina - it keeps our streets uncluttered, gives the area a neighborhood feel and makes it more walkable

66 The same concerns. This does not change my opinion.

67 Parking is already limited

68 Concerning

69 There is barely any street parking on my street already so not sure where they would even park. Most open spots get filled with work trucks during the day. Not sure where they would park.

70 problem

71 Significant impact. There is a lack of parking spaces on public streets as it is. It will worsen the problem.

72 Parking can already be a challenge, it would be important for the requirement of an extra space on your property.

73 Street parking will be very tight. The whole neighbor won't look good with cars on the street

74 Awful! Seattle all over again

75 N/A

76 Parking, and the streets are just not set up to allow for this type of building

77 issues with cars in the ROW. I want to see smaller streets and less paving to keep the village type feeling.

78 parking safety and more cars on the streets

79 Alot of the streets in Medina can not accomodate this type of parking spaces

80 There will be way too many cars on the streets.

82 The two parking per unit and one per ADU should work and maybe some additional street parking with a permit should hopefully work. There should probably be additional no overnight parking in more quiet streets to preserve that

ResponseID Response

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

ResponseID Response

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

ResponseID Response

126	There is very little room to park on the street at the present time so this is only going to get worse. Not many people in Medina use transit and the Park & Ride is usually full very early in the morning. We may need to consider more parking by permit only along Medina streets. At the north end of EPR, we have had numerous years of new construction as well as long remodels of homes. Many of the workers park on the street leaving no space for residents to have their guests park. If there are construction mitigation plans required, they do not seem to be enforced. Medina has not helped the situation by designing the new sidewalk construction in areas like 24th and 10th that added more planted areas (that no one maintains), and resulted in fewer vehicles being able to park.
127	Since we dont have normal-width streets with sidewalks and street parking, this is a huge concern!
128	I am worried that medina will pass new laws or loopholes for contractors to get past this and allow more cars.
129	32nd Street has no street parking available. Not sure what that means for this issue
130	I don't like cars, RV's, etc. on the street or visible from the street
131	Overnight Street parking is not allowed on our street so I don't know how they could accommodate this
132	The whole law is not acceptable.
133	There are very few cars parked on our street; obviously that would change!
134	Parking could be a real issue. It already is in some areas.
135	Safety and air pollution
136	none
137	It concerns me.
138	NA
139	Traffic concerns
140	Availability of mass transit will be much more important. Smaller, on-demand or fixed-rout buses (vans, really) that get people from all parts of Medina to/from the 520 transit stops will support single-car families.
142	more parking on the street , more illegal parking
143	I don't see how all this comes together with limited infrastructure and concerns about a warming planet and need for trees to help mediate.

ResponseID Response

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

ResponseID Response

171 Thank you very much

172 If the housing is higher density as in an apartment building, the parking issues will be a problem. You already can't park on the west side of evergreen point road which limits parking and if you did open it up it would narrow the streets too much for easy traffic flow.

173 Currently Medina does not allow street parking in our neighborhood. I guess this would change.

174 We don't have enough parking already. This legislation seems like it's for more urban places where there is room for parking garages

175 Parking on streets will ruin our neighborhood with noise pollution, air pollution and charm of beautiful medina

176 We already have a problem with street parking in my neighborhood.

177 Where will the new residents park?

178 It would be nice if these were built closer to transportation hubs.

179 Medina should definitely require 2 off street parking stalls per ADU.

180 This could lead to additional street parking. Our street is narrow and I would be concerned about flow of traffic.

181 Overcrowding of street parking on narrower streets.

182 Two seems reasonable and 1 per ADU.

183 community roads will be full of cars, result in traffic jam and noisy, also it's bad for children safety

184 I want to maintain the current regulation in Medina City

185 Parking is already a problem in our city. Not wide enough streets and or spaces created for parking.

186 It leads to more street parking and likely attract criminals. However, more off-street parking for ADH increase the hard surface area and I am concern about the environmental impact of not enough stormwater drainage.

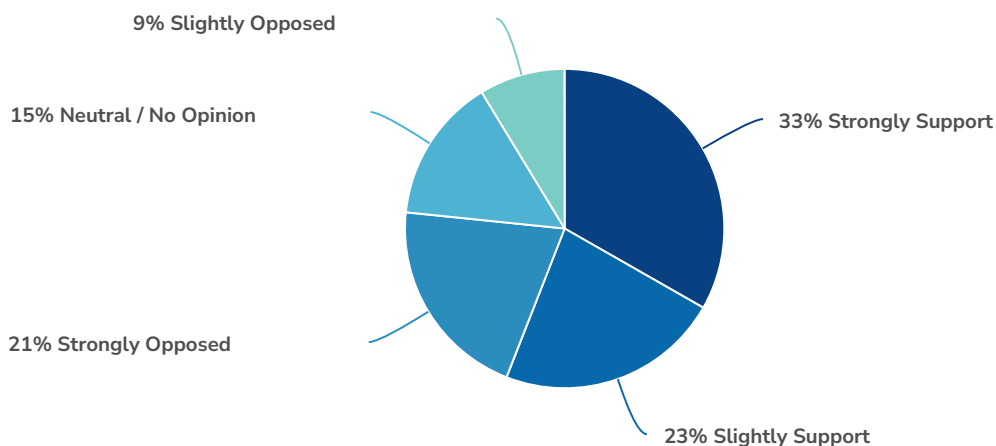
187 I don't think Medina needs this type of housing. Medina already have the parking issue. This will only worsen the problem.

188 Not supporting middle house in general

ResponseID Response

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

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



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

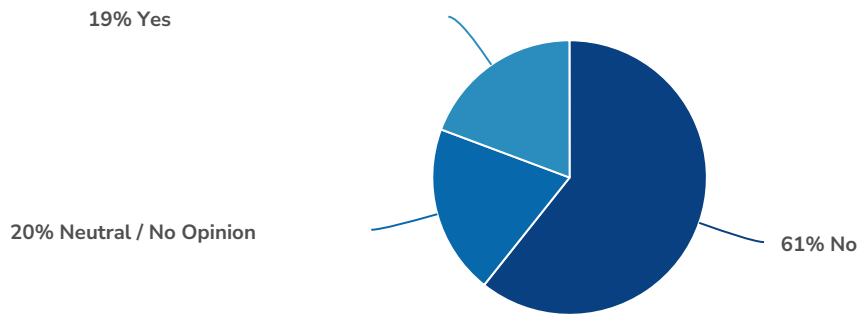
Totals: 150

Statistics

Total Responses

150

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



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




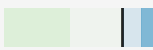
Totals: 150


Statistics

Total Responses

150

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

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

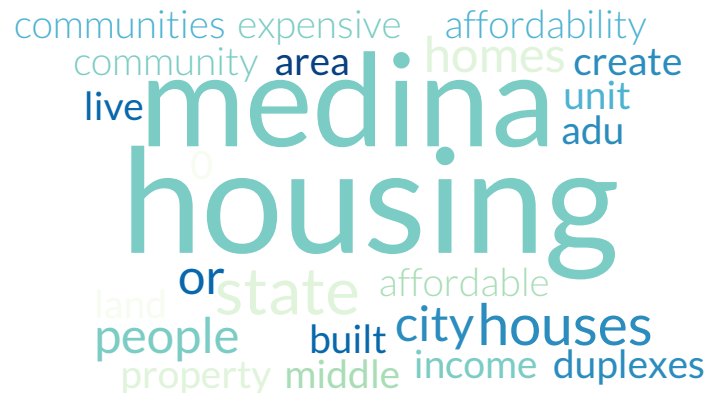


 Lowest Rank Highest Rank

Statistics

Total Responses	141
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11. Do you have other ideas on how the city of Medina can meet its affordable housing targets? If so, explain here:



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

ResponseID Response

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

ResponseID Response

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

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

96 Such a bad idea everything else is dwelling in it

97 No

101 Let's become the state of Medina.

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

106 No

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

112 No

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

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

119 n/a

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

124 Work to repeal the law in Olympia

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

130 encourage multi-generational family living

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

132 Ignore them

ResponseID Response

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

ResponseID Response

184 We should simply reject the state request as Medina is a small city not like Bellevue or Redmond which has capability to adapt more population

185 zone a specific area only.

186 lower property tax, repurpose certain area for tiny home communities

192 Exclude Medina from the mandate and double the requirements to another part of Washington

193 We don't have to meet any targets.

194 We desperately need design review and actual tree protection. The homes being built now are horrendous. The city could allow ADU's review

197 Fairweather Park

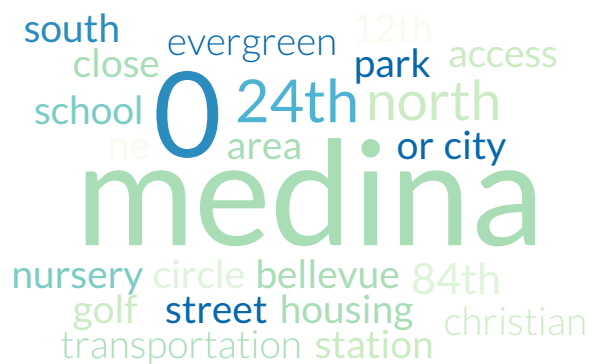
199 No

203 What are the targets? I have several questions

207 Acquire and refine the nursery as a tiny home community.

210 Allow floating houses to be moored to the 520 floating bridge.

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



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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

155 absolutely nowhere.

156 Either all of Medina should have those opportunities or none of Medina.

157 You can keep the lakefront properties unaffected, but the interiors can change

159 North point area near 520, near Bellevue Christian.

162 NO WHERE

164 On 12th next to the gas station.

165 Near Medina Nursery or Medina Circle

169 All if medina should be considered, don't feel like certain areas should be more affected by these new laws.

170 Medina circle by 520 bridge

171 Seattle Washington

173 Close to businesses and transportation. 520 corridor. All along the street between 520 and queen B. By the gas stations. On the road by Bellevue Christian and 520.

174 Park area or areas closest to the park because there is a major road there going out of the city

175 Replace golf course

176 You don't have the guts to take on the wealthier neighborhoods so we all know that answer is going to be Medina Heights and Overlake. We should allow ADUs everywhere.

178 Given transportation and other development, one would have to say near the 520 and Bellevue Christian, like between 24th and 28th between 78th and 80th. and near the Chevron and Medina Park.

179 1. Build a bigger lid over 520. 2. Between 24th and 520 3 Fairweather Park

180 North of Overlake Golf Course and south of 520 Medina Heights Around Medina Elementary

182 North of NE 24 to 520. Also South of NE 12 to overlake drive. I would also say the lots on evergreen point tend to be large and could accommodate more housing without too much impact.

183 Only very big lot should be allowed to build multiple units.

ResponseID Response

184 No where. I prefer to keep Medina as it is

185 Near the 520

186 medina chevron, 76 gas station, Wells Medina Nursery on 24th st, medina circle, NE corner of overlake golf club, BCS three points campus

187 No

190 Locations near current transit access points.

192 By 520 west of 24th towards Clyde Hill

193 This does not make sense because the land is too expensive to make this affordable

194 I tried to edit my answer to the last question and it got submitted by accident. We could allow ADUs or cottages as accessory dwellings to existing or new developments but it must be accompanied by city wide design review and true tree protection and preservation as opposed to what is happening now.

196 Near the park or near the nursery? I don't know.

197 Fairweather park

199 Close to Medina park and off main arteries (84th, 8th).

203 Along the 520

205 Use the Nursery property to build townhomes, then annex them to Clyde Hill.

206 As close to the edges of the city as possible

207 North east edge edge along 84th.

210 SR520 and 84th, put it over the lid.

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



ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

ResponseID Response

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

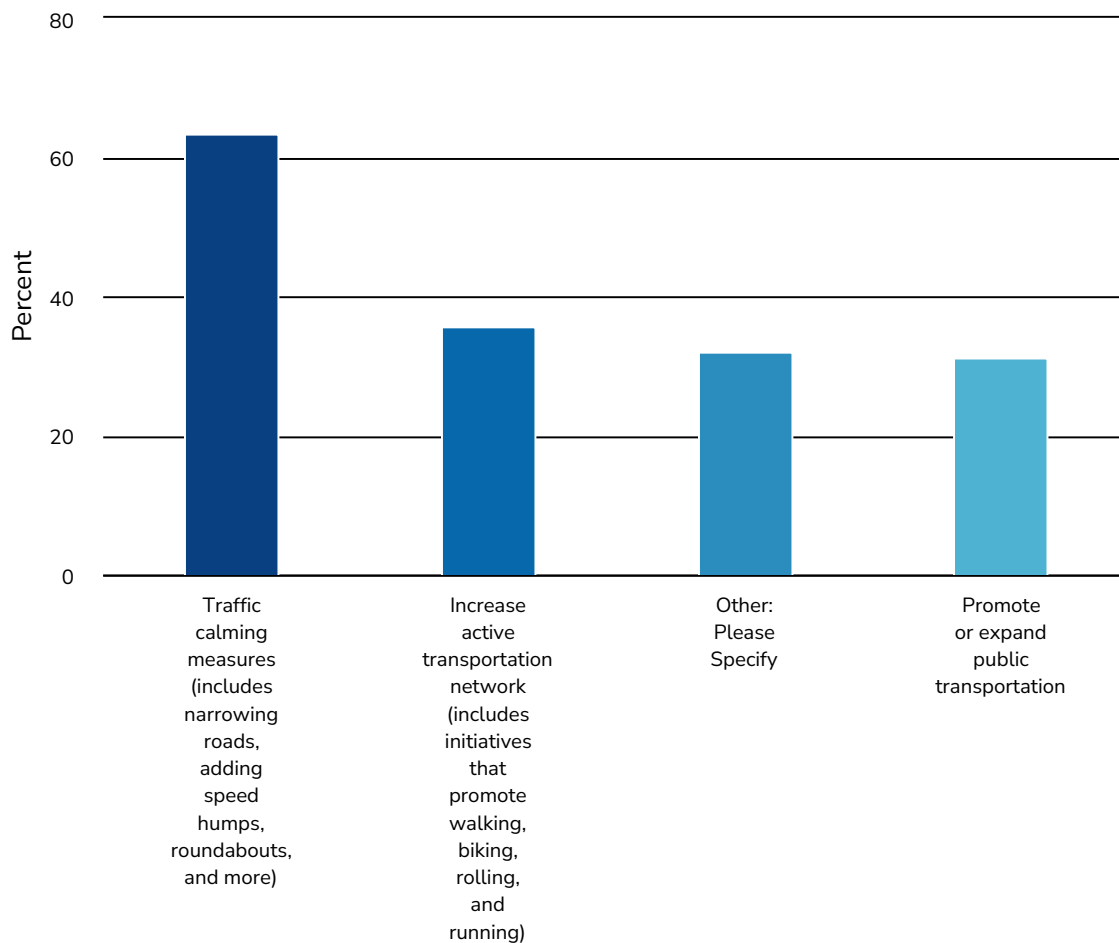
ResponseID Response

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

ResponseID Response

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

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



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

Statistics

Skipped	23
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Total Responses	131
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Other: Please Specify

Count

Add multipurpose lanes where possible for walkers/runners/bikes	1
---	---

Add visual reminders: flashing lights around Dead End signs.	1
--	---

Adding sidewalks, radar signage	1
---------------------------------	---

Bad decision	1
--------------	---

Charge a fee for construction vehicles	1
--	---

Do not cause the problem in the first place.	1
--	---

Evergreen Point transit parking needs to be expanded! It is already inadequate for demand. Ridiculous! We should have ample parking for those taking transit.	1
--	---

Flaggers for construction traffic	1
-----------------------------------	---

Increase police presence and enforce current laws.	1
--	---

Limit cars to 1 per home owner	1
--------------------------------	---

Limit parking on street (number of space, limited hours)	1
--	---

More police patrol of speeders. It's already a problem and it will only get worse.	1
--	---

More police presence and ticketing of speeders.	1
---	---

NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!	1
--	---

NOT "CALMING" measures please!! These make congestion worse, not better.	1
--	---

Neighborhood electric transport	1
---------------------------------	---

No speed bumps but roundabouts.	1
---------------------------------	---

No speed bumps, please. More traffic violation enforcement.	1
---	---

Totals	42
--------	----

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

Other: Please Specify**Count**

more sidewalks

1

nothing necessary

1

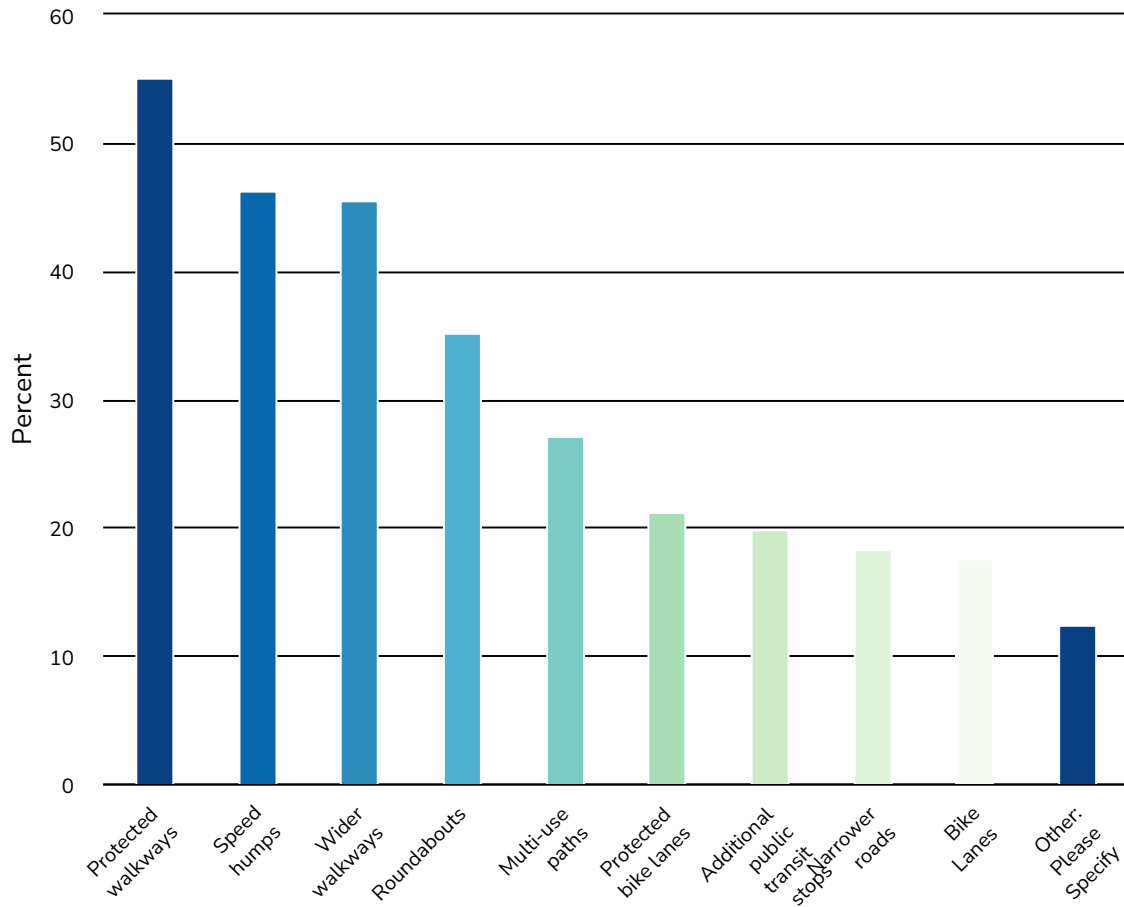
wider and protected walkways

1

Totals

42

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



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

Statistics

Skipped	18
Total Responses	136

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

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



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

ResponseID Response

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

ResponseID Response

96	Na
97	No
103	Today St Thomas pick up is complete mayhem, I dont know what it will be like if we double the number of cars trying to get past
106	Noisy speed bumps
107	Lower speed limits
109	our city and streets are not designed for public transportation. do not expand it anywhere. the city will have a major conflict with how the streets handle extra traffic and where do the extra cars park!!!
112	Noise created by speed bumps
113	I am very worried about bicycles and safety. The can by law only yield at stop signs. They seem to ride down the middle of the street.
117	Way too much government intrusion.
118	NO 'middle housing' to Medina! Keep single-family communities! Save tradition and America's culture!
119	no
122	The problem with public transportation in Medina is there are no parking lots to leave your car. You can only walk to and from the bus stop or park in the few spaces on 92nd street.
124	No
126	There is signage and bollards to try to have cyclists stop and check for traffic before crossing Evergreen Point Road at the park overpass by the bridge. Most do not slow down let alone stop. I am surprised there have not been any serious accidents yet. The bollards should be closer together so cyclists are forced to slow down. Many cyclists turn onto EPR and head south cycling in the middle of the road, and again, this is likely to cause an accident. Most never stop at the stop sign for 24th. Perhaps this is a stretch of roadway that might accomodate a bike path on each side.
128	We already have a traffic problem with Medina Elem since most kids are now driven in and out of the school and do not live locally. Same with St. Thomas, it can back up the entire area for people who actually live in the neighborhood. Schools should make plans to figure out a better way to drop off and pick up.
129	I do not want to see Public transportation on Evergreen Point Road.

ResponseID Response

131 We don't want more public bus stops in the city

132 Keep these unit on the main through streets

135 The bus terminal at evergreen point station is adequate

140 Much of our roads are slow and flat. Bike lanes aren't necessary except in limited places like the climb of westbound NE 24th. Bikes sharing the lane with cars should be encouraged and communicated to motorists.

142 Many concerns that go along with over crowding with vehicles that are transient, loud, fast and unsafe for all the foot traffic and children on bikes.

143 Get as much traffic as possible off the roads. The city could require public paths when permitting multiple units. Also when light rail comes to 520, traffic could be alleviated.

147 Yes; don't degrade the driving experience for everybody because of a few scofflaws. Enforce existing laws vigorously.

148 The larger streets in Medina that contain pass-through traffic that often is quite loud, dangerously over the speed limit, and aggressive driving like extreme tailgating create the largest safety risk to residents in our city. This needs to be addressed as we have any increase in population.

150 enforce speed limit with cameras, automatic fines bike lane over Evergreen Point needs a stop sign for cars, I've seen multiple near collisions, no enforcement

156 No.

157 No

162 Lower the taxes on those that live on the busier streets

164 They all make driving less enjoyable in the area

171 No thanks

172 We would need an Increase in police services to manage the likely increase in criminal activity that comes with residents being disconnected from their community.

173 For many it is a long walk to public transit with no place to store a bike. It was not an option really used by our kids when they were growing up.

175 Make the regulations strict to enable us to preserve the character of Medina

179 Yes, major concerns. Please do nothing. See my prior responses.

185 Use electric or automatous vehicles - Waymo like.

ResponseID Response

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

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



ResponseID Response

13 All of Medina

16 Better lighting on Evergreen Point Rd, Overlake Drive West ...

18 If there is middle housing, 24th St should have a higher speed limit of 35 to allow more traffic to flow. 35 is not unreasonable, particularly going downhill. Stepping on the brake to keep to 25 just wears out the brake and releases brake dust into the air.

19 All streets should be safe. The tricky issue is our interest in maintaining a park-like setting by not having sidewalks everywhere. An increase in traffic will absolutely decrease safety for those of us who, by necessity, walk in the street.

20 Ne 8th street and evergreen point road

21 NE 16th Street -- buffer the sidewalk from (fast) traffic to/from the country club. Sign on NE 18th Street to warn drivers of pedestrians.

25 Do not know

30 Traffic around the elementary schools, especially St Thomas is not well managed by the school. They should do a better job. I don't think it's the city's responsibility to solve

40 12th, 24th and EPR main arteries. Sidewalks on smaller side streets.

ResponseID Response

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

ResponseID Response

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

ResponseID Response

132 Main through streets

135 Not sure

136 The intersection of 84th and 12th is pretty crazy when schools (St Thomas and Medina Elem) are going in and out of session. Surely we can come up with a better solution than a 5 way stop? Seems like a safety issue with small children and so many cars vying to get in and out ... and no police or guards to supervise.

138 Overlake Dr E is RIDICULOUS for not having sidewalk for the MANY walkers. DANGEROUS, always has been. Need a sidewalk badly!

140 The road most needing a sidewalk is Overlake Drive East. From Ridge Rd to Lake Washington Blvd would greatly increase safety for all and encourage walking from Medina to Bellevue. Starting at Upland Rd would reach even more residents. Sidewalks on our bigger streets like EPR, NE 24th, 12th, 10th, 8th. Many already have sidewalks but only one side, or they stop at some point.

142 Do not create the problems in the first place

143 All the options you mentioned. Why would I have an opinion? Other than, let's all walk to the transit and get rid of our cars. How about golf carts?

144 the main roads people take when commuting - NE 12th, 24th, etc.

146 The City should put more efforts on areas close to park and school.

147 Throughout the city. Data from the police department should point the way and help prioritize the work.

148 84th street between 520 and NE 12th, and NE 12th from 84th to NE 1st (Lake Washington Blvd)

149 None, the neighborhood does not have an issue with speeding and there are wide streets to allow for bikes

150 Evergreen Point, 24th, 12th, major aertials

156 I love roundabouts. I would put one on 78th, 79th, and 80 and more as they get to the cross streets. Same in the middle of the roads south of 10th.

157 Streets are completely fine

159 More street lamps on 84th between 12th & Overlake Drive

162 NE. 12th St., Lake, WA Boulevard 84th Ave., Northeast

164 None. Add more cameras to catch the bad behavior.

ResponseID Response

165 By Medina Elementary, on Evergreen Point Road from 8th to 24th

171 I do not know yet

172 Police presence and patrols

173 We should have neighborhood streets and through streets. Don't turn every neighborhood into a through street. Discus on keeping quiet streets quiet and keep the through streets through.

174 It's going to depend on how things shake out. It is so hard to visualize how this will play out.

176 4 way stop by Chevron and St Thomas during school drop off and pick-up. Evergreen point road. 24th Street. Basically all the entrances to the city which people use to get to the park and ride and to drop their kids off at school.

178 Evergreen point road could be narrowed and paths on both side of the road added. Wort about traffics to Bellevue Christian backing up during pickup and neighborhood people being stuck with no way around it.

179 Add auto camera ticketing for speeders on Evergreen Point Road, 24th, 12th, and 84th. All see excessive speeders all day, every day (week days mostly). Medina should not be paying for that crazy on street, indented, parking that just got finished on 12th between St Thomas and EPR. I don't want my taxes wasted on any more on street parking. Developers need to bear ALL parking responsibilities. ALL.

180 Around schools and parks Sidewalks along all of Overlake Drive

185 Not sure

186 84th Ave NE

192 It depends where high density will be built

193 I don't think the City should add middle housing units

194 If it applies city wide then the safety initiatives must also be applied city wide.

196 The streets I mentioned before and 82nd past the park.

197 Schools ingress egress

199 Main arteries. Wider sidewalks on narrow streets.

203 Lights on streets

ResponseID Response

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

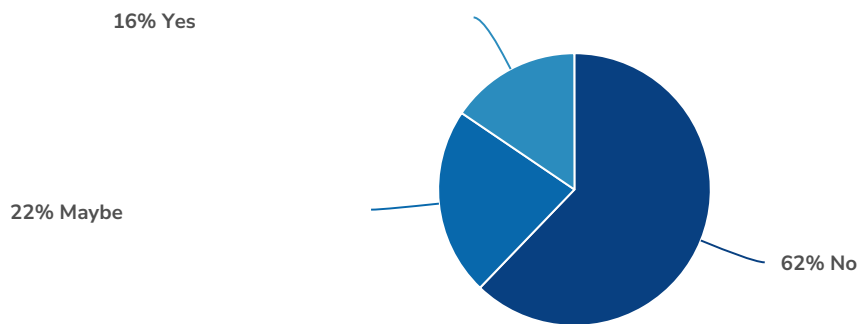
206 Evergreen Point Rd

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

208 Around schools

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

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

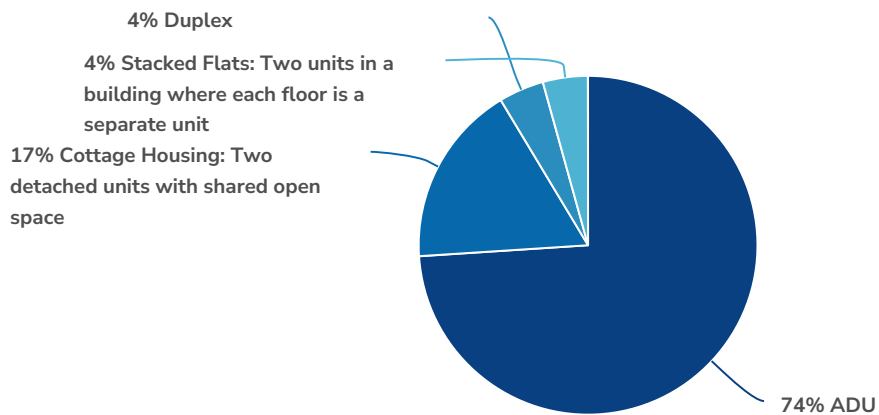


Value	Percent	Responses
No	62.2%	92
Maybe	22.3%	33
Yes	15.5%	23
		Totals: 148

Statistics

Total Responses 148

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



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

Totals: 23

Statistics

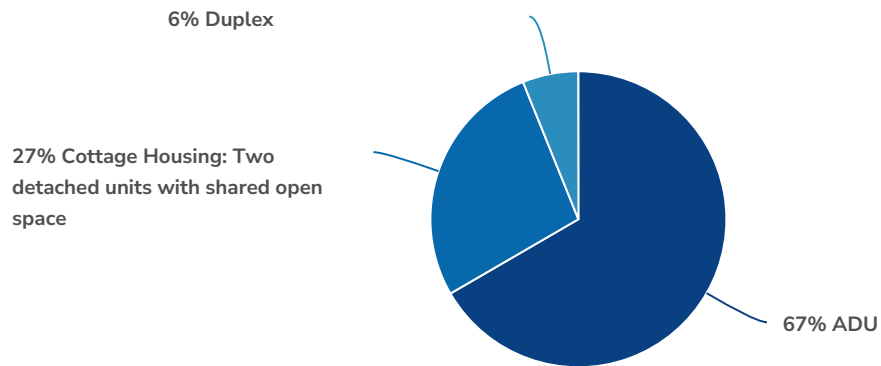
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175

Total Responses

23

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



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

Totals: 33

Statistics

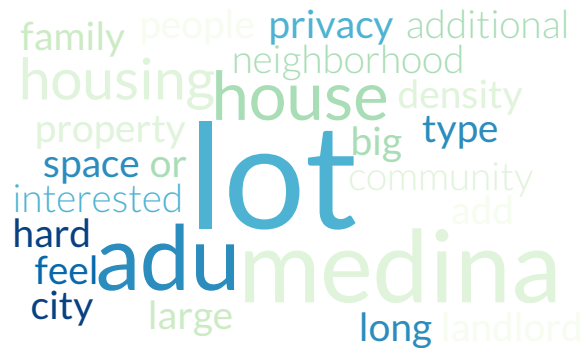
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165

Total Responses

33

21. If no, state your reason why not.



ResponseID	Response
13	For all of the reasons listed in my previous responses.
16	I don't want to reduce my green space.
17	I'm too old to deal with that! []
18	Maybe a duplex to house elderly parents but nothing more (not a triplex or 6-plex)
26	We have no need for an ADU or additional housing.
27	Keep Medina...Medina.
32	I want to preserve the current neighborhood feel.
40	Lot is only 8119. No room for an ADU.
48	Our house is too big for us already now that the kids are grown and gone. The last thing we need is more space!
49	Would diminish property values for us as well as neighbors and community
51	We don't want one
52	Basically don't want someone else living on my property. A bit harsh - but the fact.
56	We don't have a lot big enough for it and don't have a need to do so at this time.

ResponseID Response

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

ResponseID Response

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

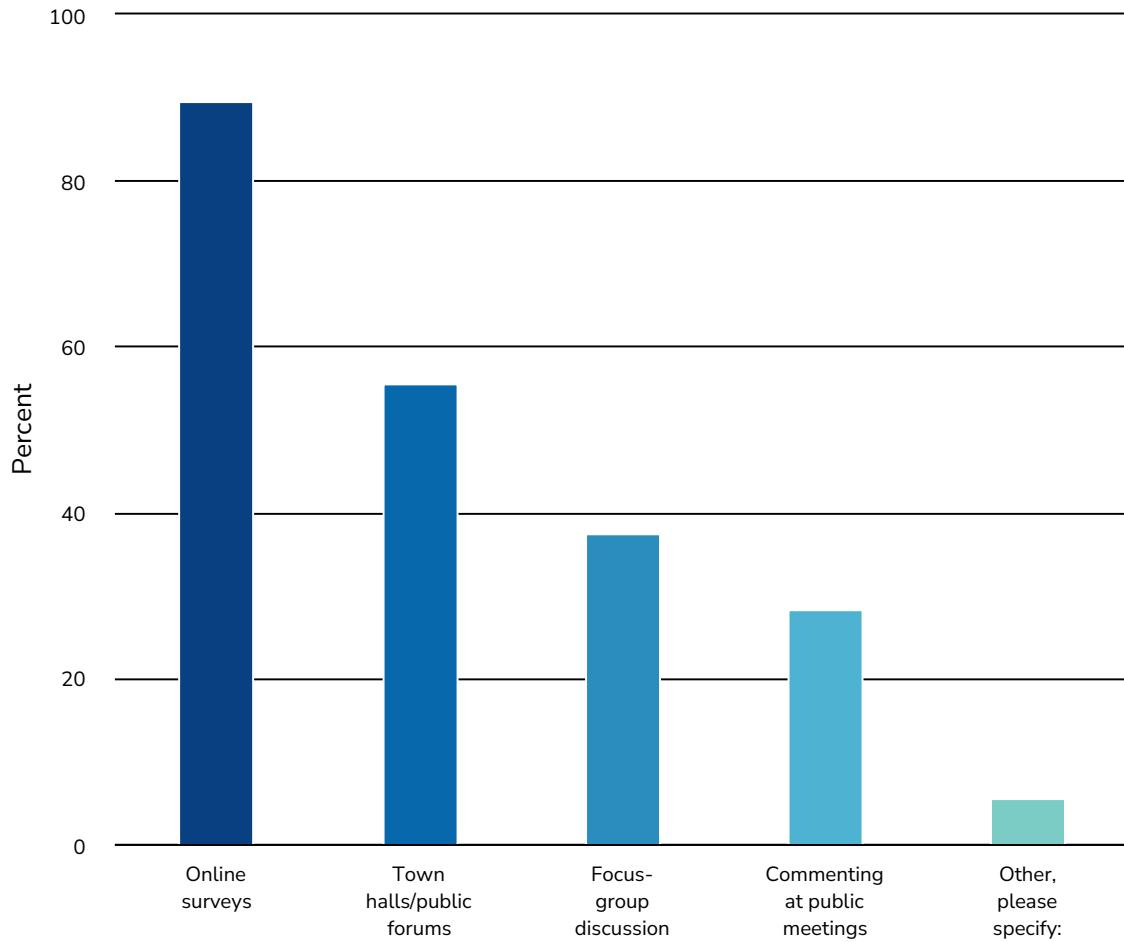
ResponseID Response

132	Do not want it! Nor do I want it around me.
133	It runs against the type of neighborhood/community we sought when purchasing our house.
135	Safety. Loss of privacy. Loss of gardens. Pollution. Resentment of requirement
136	I am not interested in development. But, I live on .75 acres and could imagine a developer looking to "buy one and build two (or more)" homes in the future. That strategy may be especially appealing to foreign buyers looking to maximize their investment and tenant capacity. However, I doubt the new residences would be "affordable."
138	Not in character of neighborhood and not why I moved to Medina
139	I do not like the idea
140	We don't have a use for an ADU that makes the construction disruption worth it.
142	I do not want it.
147	It would have to come at the expense of the wonderful vegetation that contributes to making Medina the wonderful place that it is.
149	No need.
155	Our lot is not big enough for starters.
156	Our property size and type would not accept an ADU without disrupting the view and flow of the yard.
158	Privacy
159	Not interested
162	If I wanted to live in the city, I'd move to Seattle
164	I don't want to add more people to my lot.
165	Because I like my house the way it is.
166	It will add density but not make homes more affordable. Nobody wins.
168	Because it will change the feel of our neighborhood and have long term impacts
169	Busy enough

ResponseID Response

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

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



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

Statistics

Skipped	3
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Total Responses	144
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Other, please specify:

Count

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

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

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

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

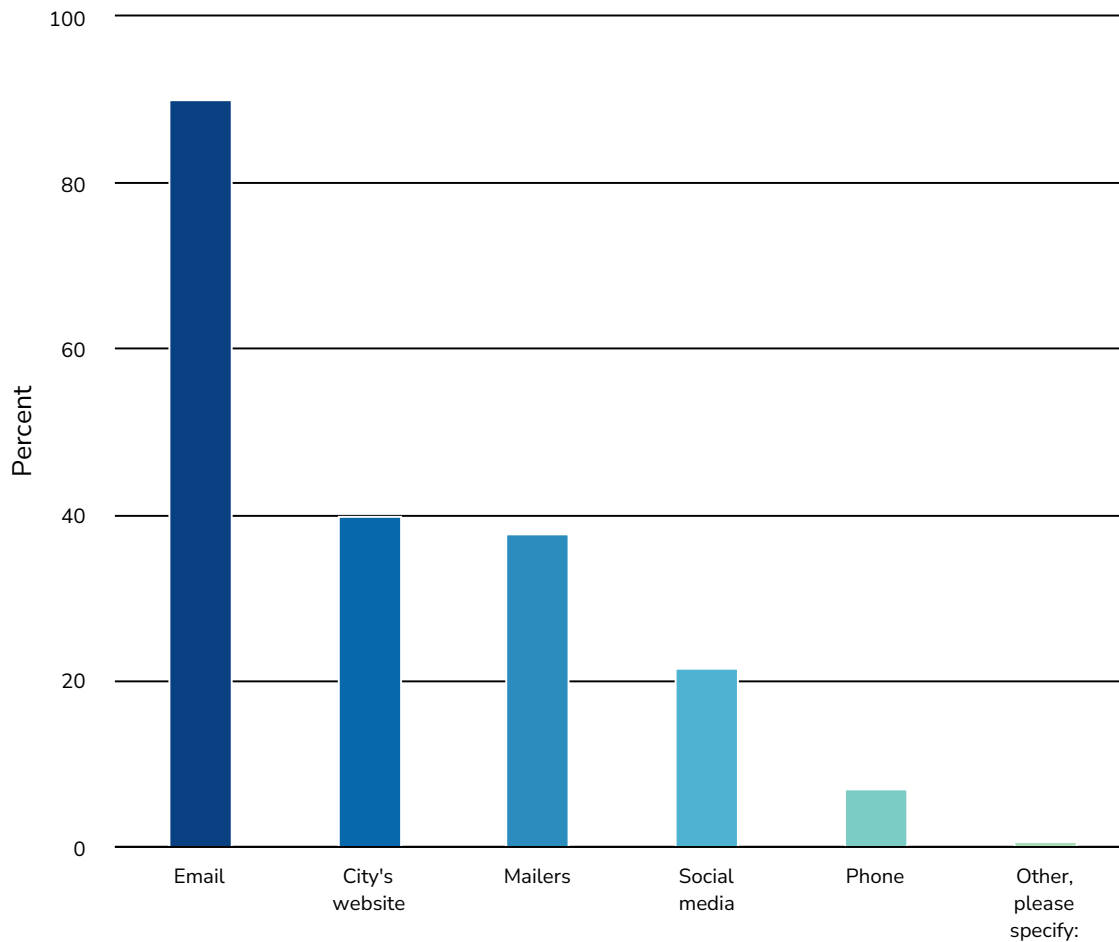
In-person feedback venues only. Virtual meetings are a cop-out.	1
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Instagram groups	1
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virtual town halls	1
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Totals	8
--------	---

23. How would you want to receive information and updates about changes in the City like housing policies?



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

Statistics

Skipped	4
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Total Responses	143
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Other, please specify:	Count
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Text	1
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Totals	1
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24. Are there any other matters you'd like the City to know at this time?
Please comment below if so.



ResponseID Response

16 Please add more street lighting. It is too dark in Medina. It's a public safety issue. Would like more info on how design guidelines might work. What are the affordable housing targets that were presented in this survey? That wasn't covered in the presentation.

17 I do have a concern - there should be strict oversight of contractors builders, who might want to come in and buy up an empty lot, put up a less than perfect two unit home on a lot and make a quick buck.

19 I'm deeply concerned about how this legislation will negatively affect our quiet, safe city and ask that the city council do all it can to minimize the adverse outcomes.

21 Backyard lighting by neighbors throughout the night is adversely affecting the neighborhood character, as well as sleeping patterns. Too bright and on all night. Please do something to address this issue.

23 it is tragic our local leaders and representative did not find a way to get an exemption. this will lead to subdivided lots etc - the elected officials clearly want to increase density at every city - it remains to be seen how the market reacts, but the other concern is whether to get to affordable housing there will be financial incentives (HUD8 for example) require - if and when this happens, my advice is to just merge with Bellevue, because local officials at Medina are becoming figureheads to the overlords in Olympia - and we know more is coming....

ResponseID Response

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

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

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

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

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

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

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

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

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

ResponseID Response

96 None

97 No

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

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

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

109 please try to save Medina-----these news laws will make our special city much less desirable and livable

112 People are blocking the lawful use of street parking. You are not addressing this issue.

113 Thank you so much for sending this survey and allowing comments. I appreciate it.

116 The character of Medina should be in the hands of the residents and not determined by central planners in Olympia. Density enhancements always benefit developers and speculators. Affordability is a beautiful dream but would have to be subsidized to create alignment with current AMI metrics. Let's keep as much of our "rural and silvan" character as we can as we develop new land use code and development standards. Let's reduce bulk and stimulate through incentives better architecture, lower site coverages (to mitigate higher densities), and manage parking, traffic, lighting, noise, and other potential impacts.

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

119 parking

126 We were required to remove a separate guest house unit on our property when we built our house in 1999/2000. We were unable to retain it due to lot coverage/impermeable surfaces, and because of the restrictions about improving it (adding insulation or updating any of the structure) was limited to 10% of the value of the structure. We always wished we could have kept it for use as a 'mother-in-laws' cottage or for housing for a college student or help at our home. Even though the City bylaws seem to be changing, the likelihood of our being able to replicate that ADU seems unlikely as it was located close to the lake and now that it is gone, it seems unlikely we would we be permitted to put it back in its original location.

128 I do not want current housing laws...height of houses, set-backs, etc. to be altered for builders to come in and put up more buildings and make more profit than they already are.

ResponseID Response

132	No
133	Please fight this. There are plenty of cities, town and communities that would not be affected by denser housing; Medina is not one of them!
135	We should preserve what we now have and reject adherence to middle housing. I would support funding to hire attorneys to defend rejecting middle housing requirements.
138	I hope the city will not make it easy for this to happen. Permitting can always be a hassle w/ any city, I hope Medina will do what is within the confines of the law to not make it an attractive option
142	If builders start pushing to get smaller set backs, build higher build "cottage homes" our community will be changed for the worse. For the record, this was a VERY hard survey to understand and answer.
143	I am concerned that we are not ready for the impacts of middle housing and that we don't have the funding to get ready. We are not allowed to restrict development with requirements to reduce the impacts on the community. Mandates without state funding will create problems for cities.
144	Please do more about aggressive drivers from locals - it's not cut through traffic that tail gate daily, it's local cars pulling into local driveways. Also can we please get a helmet law for kids/youth? As someone who works in healthcare - TBIs are such a great risk that will impact them for the rest of their lives.
148	Enabling or at least maintaining the ability to convert an existing utility building to an ADU will be helpful in maintaining the character of the city.
150	Property values and public safety are paramount
156	No.
157	No
162	Make your meetings and public hearings more accessible to people by providing Zoom connections
164	Just say no.
171	Thank you for your guys support and I really appreciate it for you guys that bless you
173	We have an ADU. It came with our home and we just rebuilt it. It is lovely and has been a good thing for our family. ADU's can be done well.
175	City residents need to lobby to exclude Medina from this program.
178	Wet concerned about short term rentals like Airbnbs.

ResponseID Response

183 Medina utility, roads, public facilities are not designed for multi family. We should keep the life style of Medina. The affordability problem is for big cities, not us. It doesn't make sense at all to ask Medina to make house affordable, it's open market, people value the location, the life style here

184 My main concern is safety

190 Please remove the posts blocking the parking spots at Viewpoint Park. It is a beautiful spot to pull in and watch winter (cold) sunsets and I really miss being able to do that in my neighborhood. I do not understand why they are there. :-{

203 If the city of Medina is not required to build units then leave it. What can the state do?

210 I strongly oppose this legislation, and equitable middle housing mandates isn't the solution to the affordable housing challenge.