



MEDINA, WASHINGTON

PLANNING COMMISSION MEETING

Hybrid - Virtual/In-Person
Medina City Hall - Council Chambers
501 Evergreen Point Road, Medina, WA 98039
Tuesday, July 22, 2025 – 6:00 PM

AGENDA

COMMISSION CHAIR | Laura Bustamante

COMMISSION VICE-CHAIR | Shawn Schubring

COMMISSIONERS | Julie Barrett, Li-Tan Hsu, Evonne Lai, Mark Nelson, Brian Pao

DEVELOPMENT SERVICES DIRECTOR | Steve Wilcox

DEVELOPMENT SERVICES COORDINATOR | Rebecca Bennett

Hybrid Meeting Participation

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

Join Zoom Meeting

<https://medina-wa.zoom.us/j/86186081901?pwd=UWAI2v9skLWkHxnIn94Xt1jWdN7RqX.1>

Meeting ID: 861 8608 1901

Passcode: 588993

One tap mobile

+12532158782,,86186081901#,,,,*588993# US (Tacoma)

+12532050468,,86186081901#,,,,*588993# US

1. **CALL TO ORDER / ROLL CALL**
2. **APPROVAL OF MEETING AGENDA**

3. **APPROVAL OF MINUTES**

[3.1](#) Planning Commission Meeting Minutes of June 24, 2025

Recommendation: Adopt Minutes.

Staff Contact: Rebecca Bennett, Development Services Coordinator

4. **ANNOUNCEMENTS**

4.1 Staff/Commissioners

5. **PUBLIC COMMENT PERIOD**

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

6. **DISCUSSION**

6.1 2025 Periodic Critical Areas Ordinance Update

Recommendation: Presentation of Status with Discussion only; no action

Staff Contact: Steve Wilcox, Development Services Director

Time Estimate: 15 minutes

[6.2](#) Outdoor Lighting Ordinance

Recommendation: Discussion item only; no action

Staff Contact: Steve Wilcox, Development Services Director

Time Estimate: 20 minutes

[6.3](#) Transportation System Plan

Recommendation: Presentation of Status with Discussion only; no action

Staff Contact: Jeff Swanson, City Manager

Time Estimate: 30 minutes

7. **ADJOURNMENT**

Next Planning Commission Meeting: September 23, 2025 at 6:00 PM.

ADDITIONAL INFORMATION

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

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

UPCOMING MEETINGS

Tuesday, August 26, 2025 - Dark, No Meeting

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

Tuesday, September 9, 2025 - Special Meeting

Tuesday, September 23, 2025 - Regular Meeting

Tuesday, October 28, 2025 - Regular Meeting

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

Tuesday, November 18, 2025 (3rd Tuesday) - Special Meeting

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

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

Tuesday, December 16, 2025 (3rd Tuesday) - Special Meeting

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



MEDINA, WASHINGTON

PLANNING COMMISSION MEETING

Hybrid - Virtual/In-Person
Medina City Hall - Council Chambers
501 Evergreen Point Road, Medina, WA 98039
Tuesday, June 24, 2025 – 6:00 PM

MINUTES

1. CALL TO ORDER / ROLL CALL

Planning Commission Vice Chair Shawn Schubring called the Planning Commission meeting to order in the Medina Council Chambers at 6:04p.m.

PRESENT

- Commission Chair Laura Bustamante (online)
- Commission Vice-Chair Shawn Schubring
- Commissioner Li-Tan Hsu
- Commissioner Mark Nelson
- Commissioner Brian Pao (arrived at 6:07p.m.)

ABSENT

- Commissioner Julie Barrett
- Commissioner Evonne Lai

STAFF

- Bennett, Swanson, Wilcox

2. APPROVAL OF MEETING AGENDA

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

Motion made by Commissioner Nelson, Seconded by Commissioner Hsu.
Voting Yea: Commission Chair Bustamante, Commission Vice-Chair Schubring, Commissioner Hsu, Commissioner Nelson
Absent: Commissioner Pao

3. APPROVAL OF MINUTES

3.1 Planning Commission Meeting Minutes of May 28, 2025

Recommendation: Adopt Minutes.

Staff Contact: Aimee Kellerman, CMC, City Clerk

ACTION: Motion to approve the meeting minutes. Motion passed 4-0.

Motion made by Commissioner Nelson, Seconded by Commissioner Hsu.
Voting Yea: Commission Chair Bustamante, Commission Vice-Chair Schubring,

Commissioner Hsu, Commissioner Nelson
Absent: Commissioner Pao

4. ANNOUNCEMENTS

4.1 Staff/Commissioners

Development Services Director, Steve Wilcox, announced that last night, Monday, June 23rd, 2025, City Council passed interim ordinance for outdoor lighting. Interim City Manager, Jeff Swanson, announced that Chair Bustamante is running for City Council. Swanson also announced that we no longer have a Planning Manager.

5. PUBLIC COMMENT PERIOD

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

6. DISCUSSION

- 6.1 An Introduction to Middle Housing Phase II: Density Mitigations
Recommendation: Presentation and discussion; no action needed.
Staff Contacts: Jeff Swanson, Interim City Manager and Steve Wilcox, Development Services Director

Time Estimate: 45 Minutes

Swanson gave PowerPoint presentation. Commissioners discussed and asked questions.

- 6.2 Critical Areas Ordinance Update
Recommendation: Discussion item only; no action needed.
Staff Contact: Steven Wilcox, Development Services Director

Wilcox provided information about the Critical Areas Ordinance Update. Commissioners Discussed and asked questions. An additional Planning Commission Special Meeting is to be held on Tuesday, September 9th, 2025.

7. ADJOURNMENT

Meeting adjourned at 7:26p.m.

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

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



MEDINA, WASHINGTON

Planning Commission

Tuesday July 22, 2025

Subject: Outdoor Lighting

Planning Commission Action: Discussion item only. No action.

Staff Contact: Steve Wilcox, Development Services Director

Summary

At its meeting on June 23, 2025 the City Council passed new outdoor lighting regulations. The need for this new Medina Municipal Code Chapter 16.25 comes from Council priorities established as a result of the recent adoption of the Middle Housing ordinance. Increased density which can result from Middle Housing will have adverse impacts on the Medina community. Impacts associated with outdoor lighting is seen as a high priority to address because we have already had lighting complaints even prior to the new density rules.

MMC 16.25 is adopted as an Interim Official Control which is a process having some similarities to a moratorium. MMC 16.25 applies to new construction and is not retroactive to existing conditions. Interim Official Control is process best described by our City Attorney in the two attachments provided.

Amending Medina’s Development Code Title 16 requires Planning Commission involvement. Planning Commission is required to review, approve, and forward to the Council with recommendation any new development ordinances. Because the outdoor lighting matter was considered a community priority, Council accepted an Interim Official Control proposal which does not require Planning Commission involvement. The Interim Official Control is only valid for up to 6-months when Council would then have to authorize an extension to continue it.

Along with the Council’s approval of the Interim Official Control outdoor lighting code amendment on June 23rd, they directed the matter to planning Commission. Council directed the Planning Commission to study and process permanent outdoor lighting regulations to be brought to Council before the expiration of the interim official control on outdoor lighting. However, due to essentials of code amendment timing it is probable that an extension approval by Council of the Interim Official Control will be necessary later in 2025.

When Planning Commission returns to meetings again in September we will start a review of the outdoor lighting ordinance as a permanent solution to replace the Interim Official Control.

Attachment(s)

Council Agenda Bill Interim Official Control

MMC 16.25 Interim Official Control

Ordinance No. 1043 Outdoor Lighting

Proposed Planning Commission Motion:

Discussion item only. No action.



MEDINA, WASHINGTON

AGENDA BILL

Monday, June 23, 2025

Subject: Lighting Ordinance – Interim Official Control

Category: Council Business

Staff Contact(s): Jennifer S. Robertson, City Attorney and Steve Wilcox, Development Services Director

Summary:

The City Council passed middle housing legislation on May 27, 2025 which takes effect on July 1, 2025. With the potential for significant increases in density and new construction, the Council expressed a desire to address the impacts of the lighting from such future developments in order to protect the sylvan nature of Medina, support “dark skies”, and make the new development more harmonious with the existing high quality natural and built environment in Medina. Lighting was also a prominent issues for the public when providing feedback on middle housing.

The ordinance presented is an “Interim Official Control” (“IOC”) which is a zoning ordinance that can be in effect while the staff, Planning Commission, and City Council consider, process, and perform outreach on permanent lighting regulations. This ensures that development applications that are submitted prior to the permanent regulations will be required to meet the IOC standards. These standards are described below.

The ordinance creates an interim new Chapter 16.25 in the Medina Municipal Code which will apply to all development in Medina. It consists of 8 new sections:

16.25.010 Purpose. This section describes the goals and purpose of the lighting code, including “dark sky”.

16.25.020 Definitions. This section includes definitions needed to implement the code, including accent lighting; cut-off angle (of a luminaire); director; fixture; foot-candle (measurement of brightness); lamp; light pollution; light trespass; luminaire; outdoor lighting fixture; shielding; and spotlight.

16.25.030 Applicability. This section makes the chapter applicable to all outdoor lighting fixtures on private and public property in Medina. The chapter does not apply to interior lighting unless such lighting is emitting light outside of the building and creating a light trespass.

16.25.040 Exemptions. This section provides exemption to the lighting code for traffic lights; streetlights which were installed prior to the ordinance; temporary emergency lighting; lights on moving vehicles; navigation lights; public recreational facilities; seasonal decoration; and outdoor lighting approved by the director for temporary or periodic events.

16.25.050 General standards. This section provides the performance standards for outdoor lighting. These include:

- Prohibiting light trespass
- Requiring lighting to be shielded and aimed downward and located as low as possible
- Requiring lighting to be designed to ensure no light trespass
- Prohibiting lighting from illuminating public waterways, except for navigational lights under state or federal regulations
- Requiring accent lights to be directed downward and not towards the sky or adjacent properties
- Limiting spotlighting on landscaping to 150 watts

16.25.060 Prohibited. This section prohibits:

- Searchlights
- Laser lights or similar high-intensity lights
- Quartz lamps
- Mercury vapor lamps
- Lighting of private sports courts or recreational facilities

16.25.070 Submittals. This section requires all building permits to include information on outdoor lighting and for the applicant to demonstrate compliance with the lighting code.

16.25.080 Figures of acceptable shielding and direction of outdoor light fixtures. This section contains graphics showing acceptable and unacceptable outdoor lighting fixtures.

In addition to the new chapter, the Ordinance includes amendments to MMC 16.66.110 which is the lighting standards for shoreline areas. MMC 16.66.110 was updated to incorporate Chapter 16.25 MMC into the shoreline lighting code for consistency across the city.

Interim Official Control. An interim official control is adopted using the same procedures as a moratorium. The Council may adopt the IOC but is required to hold a public hearing within 60 days. Given the August break, the ordinance sets the hearing for July 28, 2025. The ordinance also gives the Director of Development Services the authority to interpret the IOC. Assuming the public hearing is held, the ordinance will be in effect for 6 months and may be renewed if needed. While the ordinance is in effect, the Planning Commission and Council should consider and process permanent regulations.

These proposed Ordinances meet and support Council’s priorities 2, 3, 4 and 5.

Council Priorities:

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

Attachment(s)

Exhibit 1: Ordinance No. 1043 adopting an interim official control for outdoor lighting

Budget/Fiscal Impact: None

Recommendation: Adopt Ordinance and direct the Planning Commission to review and process permanent lighting regulations.

Interim City Manager Approval: 

Proposed Council Motions:

MOTION 1: “I move adoption the Ordinance No. 1043, adopted pursuant to RCW 35A.63.220 and RCW 36.70A.390; imposing an interim official control relating to zoning, adding a new Chapter 16.25 to the Medina Municipal Code (MMC) to require outdoor lighting to meet certain standards therein, revising MMC 16.66.110 for consistency with new Chapter 16.25 MMC; adopting findings in support of this ordinance; providing for vested rights, interpretation authority and setting a public hearing as required by RCW 35A.63.220 and RCW 36.70A.390 to take testimony on this interim official control; providing for severability and corrections; and establishing an effective date.”

MOTION 2: “I move to direct the Planning Commission to study and process permanent outdoor lighting regulations to be brought to Council before the expiration of the interim official control on outdoor lighting.”

Time Estimate: 45 minutes

CITY OF MEDINA, WASHINGTON

Ordinance No. 1043

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MEDINA, WASHINGTON, ADOPTED PURSUANT TO RCW 35A.63.220 AND RCW 36.70A.390; IMPOSING AN INTERIM OFFICIAL CONTROL RELATING TO ZONING, ADDING A NEW CHAPTER 16.25 TO THE MEDINA MUNICIPAL CODE (MMC) TO REQUIRE OUTDOOR LIGHTING TO MEET CERTAIN STANDARDS THEREIN, REVISING MMC 16.66.110 FOR CONSISTENCY WITH NEW CHAPTER 16.25 MMC; ADOPTING FINDINGS IN SUPPORT OF THIS ORDINANCE; PROVIDING FOR VESTED RIGHTS, INTERPRETATION AUTHORITY AND SETTING A PUBLIC HEARING AS REQUIRED BY RCW 35A.63.220 AND RCW 36.70A.390 TO TAKE TESTIMONY ON THIS INTERIM OFFICIAL CONTROL; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, within the express terms of the Growth Management Act, the Washington State Legislature has specifically conferred upon the governing bodies of Washington cities the right to establish and adopt moratoria and interim zoning controls related to land uses; and

WHEREAS, the City possesses land use jurisdiction and regulatory authority over the City's incorporated lands; and

WHEREAS, on May 27, 2025, the City Council adopted Ordinance No. 1040 to update the City's land use codes to allow for middle housing and additional accessory dwelling units consistent with State law; and

WHEREAS, with increasing density, adopting standards that allow harmony between residents are of increased importance; and

WHEREAS, in order to make sure such increased density and development does not vest to the existing lighting standards, the City Council deems it in the public interest to adopt an interim official control until such time and the City can process, consider and adopt updated permanent lighting regulations; and

WHEREAS, the interim official control imposed herein promotes the public good and is necessary for the protection of public health, property, safety, and welfare; and

WHEREAS, the City Council determines that it is in the public interest, safety and welfare to update its code as required by State law and as set forth in this Ordinance; **NOW, THEREFORE**,

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

Section 1. Findings of Fact. The recitals set forth above are hereby adopted as the City Council’s initial findings of fact in support of the interim official control established by this ordinance. The City Council may, in its discretion, adopt additional findings after the public hearing referenced in Section 6 below.

Section 2. Interim Official Control Imposed. As authorized by the police powers of the City as set forth, for example, in Article XI, Section 11, of the Washington State Constitution, and pursuant to statutory authority set forth, for example, in RCW 36.70A.390 and RCW 35A.63.220, the City hereby imposes an interim official control, as described in Sections 3 through 4, to amend the Medina Municipal Code as set forth therein.

Section 3. A new chapter 16.25 is hereby added to the Medina Municipal Code to read as follows:

Chapter 16.25 OUTDOOR LIGHTING ON PUBLIC AND PRIVATE PROPERTY

- 16.25.010 Purpose.**
- 16.25.020 Definitions.**
- 16.25.030 Applicability.**
- 16.25.040 Exemptions.**
- 16.25.050 General standards.**
- 16.25.060 Prohibited.**
- 16.25.070 Submittals.**
- 16.25.080 Figures of acceptable shielding and direction of outdoor light fixtures.**

16.25.010 Purpose.

The purpose of this chapter is to provide regulations that preserve and enhance the view of the dark sky; promote health, safety, security, and productivity; and help protect natural resources. The provisions of this chapter are intended to control glare and light trespass. It is the intent of this chapter to provide standards for appropriate lighting practices and systems that will enable people to see essential detail in order that they

may undertake their activities at night, facilitate safety and security of persons and property, and curtail the degradation of the nighttime visual environment.

16.25.020 Definitions.

The following terms have the following definitions for purposes of this chapter:

- A. *Accent lighting* means any luminaire that emphasizes a particular object or draws attention to a particular area for aesthetic purposes.
- B. *Cut-off angle* (of a luminaire) means the angle, measured from the lowest point between a vertical line from the center of the lamp extended to the ground and the first line of sight at which the bare source is not visible.
- C. *Director* means the director of development services for the City of Medina.
- D. *Fixture* (also called a "luminaire") means a complete lighting unit including the lamps, together with the parts required to distribute the light, to position and protect the lamps, and to connect the lamps to the power supply.
- E. *Foot-candle* means a measure of illuminance or a measure of how bright a light appears to the eye. One foot-candle is equal to one lumen per square foot. As an example, a typical 60-watt incandescent lamp (840 lumens) produces an illuminance of 0.1 foot-candles at a distance of about 25 feet.
- F. *Lamp* means the light-producing source installed in the socket portion of a luminaire.
- G. *Light pollution* means general sky glow caused by the scattering of artificial light in the atmosphere and resulting in decreased ability to see the natural night sky.
- H. *Light trespass* means any light emitted by an outdoor luminaire that shines directly beyond the property on which the luminaire is installed or indirectly shines beyond the property on which the luminaire is installed at a brightness (illuminance) that exceeds 0.1 foot-candles at the property line. This term includes light extending above a commercial building from a sky light.
- I. *Luminaire*. See definition for "fixture" (subsection D of this section).
- J. *Outdoor lighting fixture* means a luminaire outside of an enclosed building or structure or any luminaire directed such that it primarily illuminates outdoor areas.
- K. *Shielding* means that no light rays are emitted by a fixture above the horizontal plane running through the lowest point of the fixture.
- L. *Spotlight* means any lamp that incorporates a reflector or a refractor to concentrate the light output into a directed beam in a particular direction.

16.25.030 Applicability.

- A. All outdoor lighting fixtures installed on private and public property shall comply with this chapter. This chapter does not apply to interior lighting; provided, however, that if it is determined by the director that any interior lighting emitting light outside of the

building or structure in which it is located creates a light trespass, the interior lighting shall be subject to the requirements of this chapter. Types of outdoor lighting to which this chapter applies include, but are not limited to, lighting for:

1. Buildings and structures including, but not limited to, overhangs and canopies;
 2. Parking lot lighting;
 3. Security lighting;
 4. Landscape lighting;
 5. Driveway lighting;
 6. Patio or deck lighting;
 7. Lighting on docks and piers;
 8. Street lighting.
- B. The city's departments of development services and public works shall administer and enforce this chapter.
- C. In the event of a conflict between the requirements of this chapter and any other requirement of the City of Medina Municipal Code, the more restrictive requirement shall apply.

16.25.040 Exemptions.

The following are exempt from the provisions of this chapter:

- A. Traffic control signals and devices;
- B. Street lights installed prior to the effective date of the ordinance codified in this chapter; provided, that when a street light fixture becomes inoperable, any replacement street light fixture shall be subject to the provisions of this chapter;
- C. Temporary emergency lighting (i.e., fire, police, repair workers) or warning lights;
- D. Moving vehicle lights;
- E. Navigation lights (i.e., radio/television towers, docks, piers, buoys) or any other lights where state or federal statute or other provision of the City of Medina Municipal Code requires lighting that cannot comply with this chapter. In such situations, lighting shall be shielded to the maximum extent possible, and lumens shall be minimized to the maximum extent possible, while still complying with state or federal statute;
- F. Public facilities where lighting is necessary for public safety purposes;
- G. Seasonal decorations do not have to be shielded; provided, that they do not have a brightness of more than 0.1 foot-candles at the property line on which they are installed;
- H. Outdoor lighting approved by the director for temporary or periodic events (e.g., fairs, nighttime construction).

16.25.050 General standards.

A. The following general standards shall apply to all nonexempt outdoor lighting fixtures and accent lighting:

1. All light trespass is prohibited.
2. Outdoor lighting fixtures and accent lighting must be shielded and aimed downward, and shall be installed at the minimum height necessary. Examples of acceptable and unacceptable light pollution control shielding are shown in Figures 1 through 4 in section 16.25.090. The shield must mask the direct horizontal surface of the light source. The light must be aimed to ensure that the illumination is only pointing downward onto the ground surface, with no escaping direct light permitted to contribute to light pollution by shining upward into the sky.
3. All outdoor lighting fixtures and accent lighting shall be designed, installed, located and maintained such that light trespass is essentially nonexistent (see Figure 3)
4. Outdoor lighting fixtures and accent lighting shall not directly illuminate public waterways, unless it is a navigational light subject to state or federal regulations.
5. Accent lighting shall be directed downward onto the illuminated object or area and not toward the sky or onto adjacent properties (see Figure 4). Direct light emissions of such accent lighting shall not be visible above the roof line or beyond the building, structure, or object edge.
6. Spotighting on landscaping and foliage shall be limited to 150 watts incandescent (2,020 lumens output).

16.25.060 Prohibited.

A. The following fixtures (luminaires) are prohibited:

1. Searchlights for any purpose other than temporary emergency lighting or as allowed by a special event license;
2. Laser lights or any similar high-intensity light for outdoor use or entertainment, when projected above the horizontal plane;
3. Quartz lamps;
4. Mercury vapor lamps.

B. No lighting shall be allowed on private sports courts or private recreational facilities in the City.

C. The city reserves the right to further restrict outdoor lighting including, but not limited to, pole height, and level of illumination, when it is deemed to be in the best public interest consistent with the purpose of this chapter.

16.25.070 Submittals.

All building permit applications which include the installation of outdoor lighting fixtures shall demonstrate compliance with the requirements of this chapter by indicating the location and type of lighting used on the site plan submitted with the building permit application.

16.25.080 Figures of acceptable shielding and direction of outdoor light fixtures.

The following four figures illustrate acceptable and unacceptable outdoor lighting fixtures in the city:

Figure 1: Wall-Mounted Lighting Fixtures

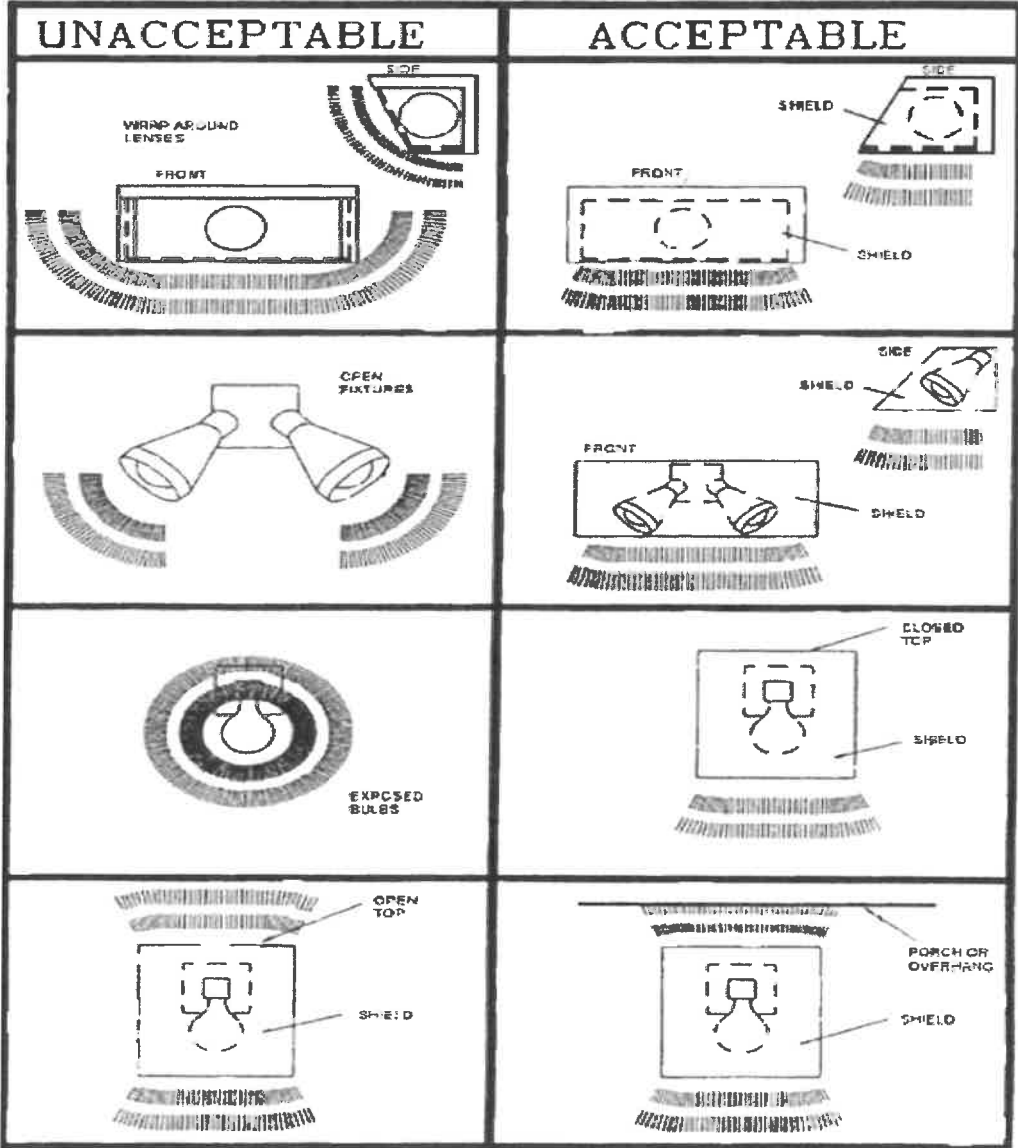


Figure 2: Freestanding Outdoor Lighting Fixtures

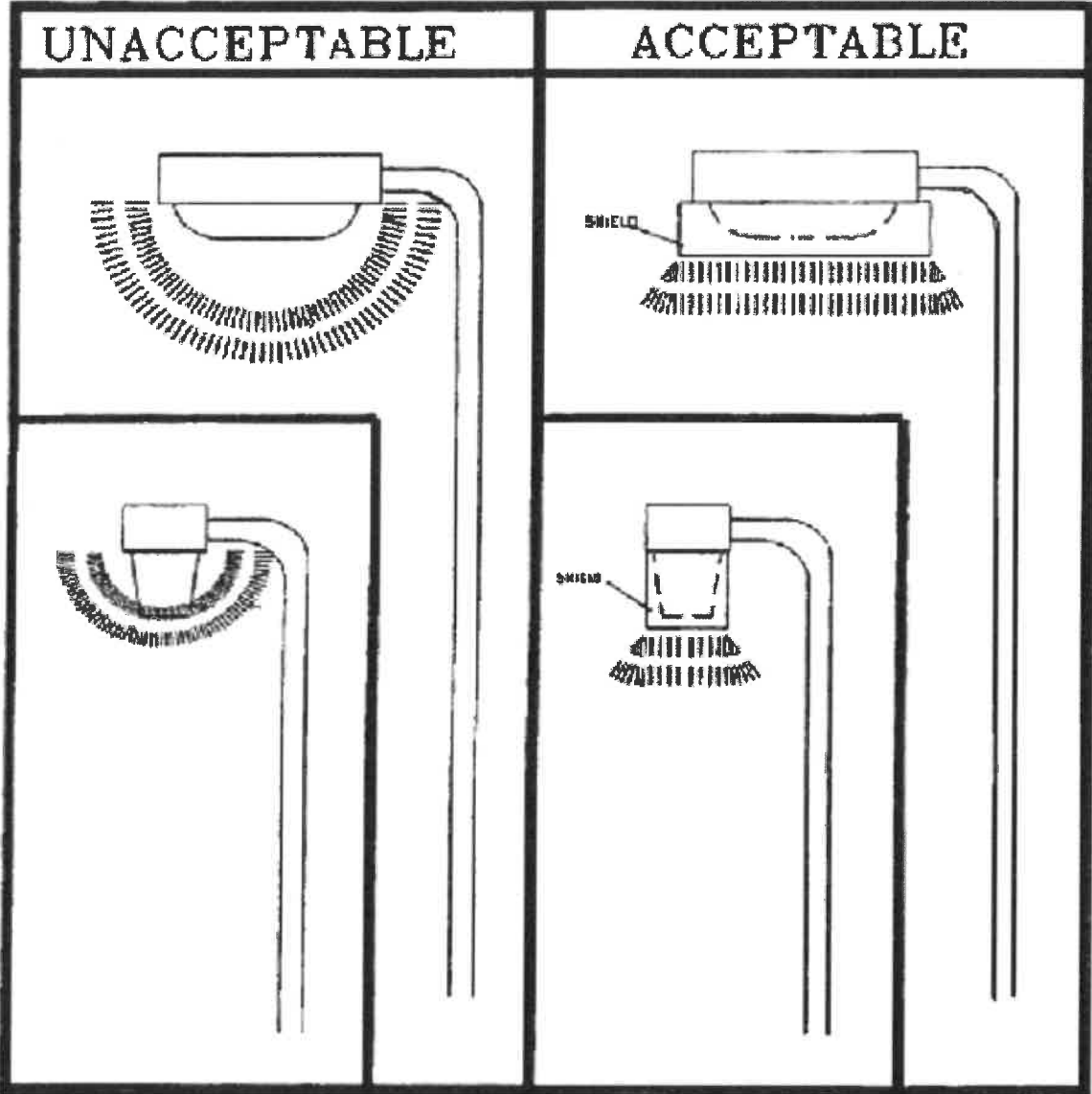
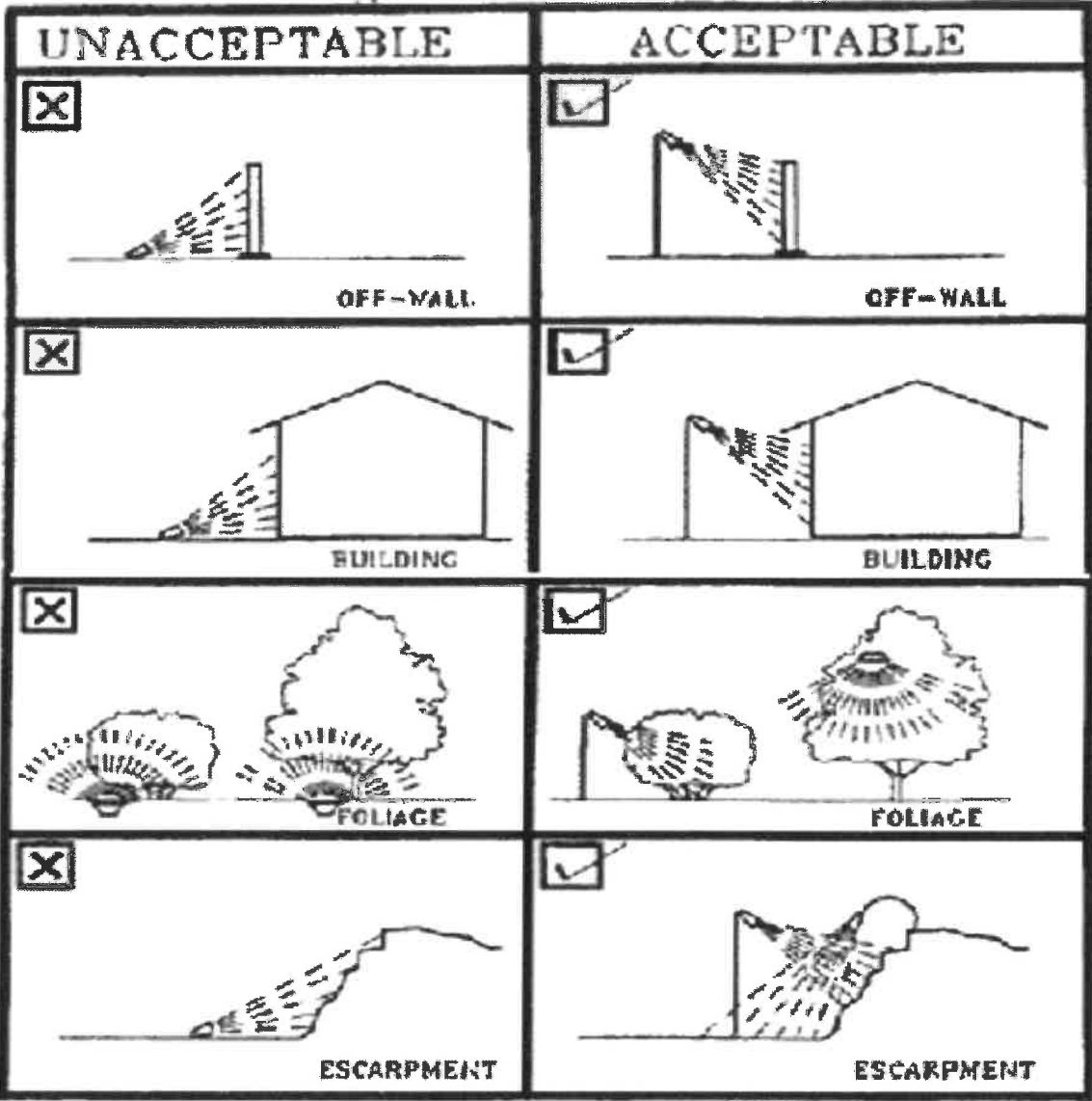


Figure 3: Accent Lighting



Section 4. Section 16.66.110 of the Medina Municipal Code is hereby amended to read as follows:

16.66.110. Lighting.

A. Exterior lighting shall be controlled using limits on height, light levels of fixtures, light shields, and other mechanisms that:

1. Prevent light pollution or other adverse effects that could infringe upon public enjoyment of the shoreline;

2. Protect residential uses from adverse impacts that can be associated with light trespass from adjoining properties; and

3. Prevent adverse effects on fish and wildlife species and their habitats.

B. Exterior lighting shall be directed downward and away from adjoining residential properties and Lake Washington and shall be consistent with the requirements of Chapter 16.25 of the Medina Municipal Code. Shielding may be required to conceal the light source.

C. Exterior lighting mounted on piers, docks or other water-dependent uses located at the shoreline edge shall be at ground or dock level and be designed to prevent lighting from spilling onto the lake water and shall be consistent with the requirements of Chapter 16.25 of the Medina Municipal Code.

D. ~~The following shall be exemptions set forth in Chapter 16.25 of the Medina Municipal Code shall also apply in the Shoreline area. from the lighting requirements in this section:~~

- ~~1. Emergency lighting required for public safety;~~
- ~~2. Lighting for public rights-of-way;~~
- ~~3. Outdoor lighting for temporary or periodic events (e.g., community events at public parks);~~
- ~~4. Seasonal decoration lighting; and~~
- ~~5. Lighting required by a state or federal agency for navigation purposes.~~

Section 5. Effect on Vested Rights. The interim official control imposed under Sections 3 and 4 of this Ordinance shall apply prospectively only and shall be all Permit Applications, Land Use Development Applications, and Variance Applications submitted after the effective date of this ordinance. Nothing in this ordinance shall be construed to extinguish, limit, or otherwise infringe on any permit applicant's vested development rights as defined by state law and City of Medina's regulations, provided that such an applicant has filed a complete Permit, Development or Variance Application before the effective date of this ordinance.

Section 6. Public Hearing. Pursuant to RCW 35A.63.220 and RCW 36.70A.390, the City Council shall hold a public hearing at a City Council meeting within 60 days of adoption of this ordinance in order to take public testimony and to consider adopting further findings of fact, on or before August 22, 2025. The Council hereby schedules the public hearing for July 28, 2025.

Section 7. Interpretive Authority. The City of Medina Development Services Director, or designee, is hereby authorized to issue official interpretations arising under or otherwise necessitated by this ordinance.

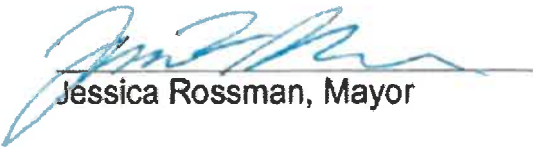
Section 8. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 9. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 10. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

Section 11. Effective Date. This interim official control shall take effect five days after publication as provided by law and shall remain effective for six (6) months, unless terminated earlier by the City Council. Provided, that the Council may, at its sole discretion, renew the interim official control for one or more six-month periods in accordance with state law. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City.

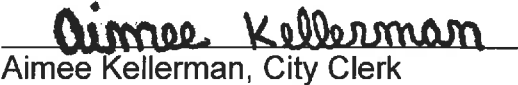
PASSED BY THE CITY COUNCIL OF THE CITY OF MEDINA ON THE 23rd DAY OF JUNE, 2025 BY A VOTE OF 7 FOR, 0 AGAINST, AND 0 ABSTAINING, AND IS SIGNED IN AUTHENTICATION OF ITS PASSAGE THE 23RD DAY OF JUNE, 2025.


Jessica Rossman, Mayor

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

Attest:


Jennifer R. Robertson, City Attorney


Aimee Kellerman, City Clerk

PUBLISHED: 6/26/2025
EFFECTIVE DATE: 7/1/2025
ORDINANCE NO.: / AB



MEDINA, WASHINGTON

Planning Commission

Tuesday July 22, 2025

Subject: Transportation System Plan

Planning Commission Action: Discussion item only. No action.

Staff Contact: Jeff Swanson, City Manager

Summary

As the City developed Middle Housing policies to implement in response to legislative growth management mandates, it became evident a number of Comprehensive Plan policies would need to be addressed to mitigate the impacts of projected increases in density. Among these are two Comprehensive Plan Elements: Community Design (Chapter 3) and Transportation (Chapter 5).

The City already experiences a variety of conflicts related to use of the City's rights-of-way, and wants to initiate a project to update these Comprehensive Plan Elements. At this time City staff are initiating discussions with stakeholders to develop a Request for Proposals. Stakeholder input will be sought between July 2025 and October 2025 to articulate project intentions, scope, expected outcomes, and project deliverables. Staff are including a proviso in the 2026 annual budget for the expected cost of the project, and upon approval of the 2026 budget will issue the RFP. Responses are anticipated to be due late January/early February 2026 with award and notice to proceed to follow shortly thereafter.

This initial facilitated discussion with the Planning Commission is intended to capture and articulate needs, issues, and ideas towards a successful project. Follow up discussions and status updates for the Planning Commission will occur during subsequent meetings through 2025.

Attachment(s)

Medina Comprehensive Plan Chapter 3 – Community Design

Medina Comprehensive Plan Chapter 5 – Transportation Circulation

Proposed Planning Commission Motion:

Discussion item only. No action.

3. COMMUNITY DESIGN ELEMENT

INTRODUCTION

Thoughtful community design can enhance the quality of life for residents, including by increasing privacy, encouraging interaction in public spaces, and creating a cohesive sense of place. The Community Design Element provides a framework for community development along with guidelines for construction and street improvements to help ensure the protection of the City's natural and built features. Medina is primarily a residential community which is nearly fully built-out. Medina's neighborhood development is distinct and enhanced by the proximity of the lake shore, views, narrow streets with extensive mature landscaping, and large tracts of public and private open space. Proximity to urban centers has reduced the pressure for higher intensity commercial activities in the City, thereby allowing Medina to maintain its small-town residential character.

Street Design

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

Vehicular Surfaces and Parking

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

Medina Community Design

Trees and vegetation help reduce the impact of development, by providing significant aesthetic and environmental benefits. Trees and other forms of landscaping improve air quality, water quality, and soil stability. They provide limited wildlife habitat and reduce stress associated with urban life by providing visual and noise barriers between the City's streets and private property

and between neighboring properties. They also have great aesthetic value and significant landscaping, including mature trees, which are always associated with well-designed communities.

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

The Medina Community Design provides planting options to perpetuate the informal, natural appearance of Medina's street rights-of-way, public areas, and the adjacent portions of private property. The Community Design provides the overall framework for the improvement goals in these areas and should be reviewed periodically and updated where appropriate. The goals include:

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

The Medina Community Design consists of three items:

1. A map diagramming the Community Design for streets and neighborhoods.
2. A chart, “Key to Medina Community Design,” which relates the street and neighborhood designations to appropriate trees, shrubs, and groundcover.
3. A List of Suitable Tree Species (separate document).

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

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

trees, approved by the City.

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

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

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

Planting strips between a sidewalk and the street should be planted with trees and shrubs from the City's List of Suitable Tree Species. Rocks and other barriers shall not be placed within the planting strip without consulting the Public Works Department and obtaining a permit. In historical view corridors, view preservation should be maintained by the selection of appropriate species, and periodic trimming and limb removal of such species. Views which are framed by vegetation or interrupted periodically by trees located along property lines are preferable and more consistent with the City's character than views maintained by clear cutting or topping. If the desire is to preserve or augment views, limb removal and pruning should be employed rather than topping.

A number of existing streets have drainage ditches adjacent to the roadway. As adjacent properties are developed, or redeveloped, and/or as street improvements are made, the City may require these drainage ways to be placed in pipes and filled, or otherwise improved, and landscaped to City standards. Any resulting area should be landscaped to screen properties from the street. Where natural drainage courses exist, provision should be made to preserve adjacent natural vegetation. Additionally, such landscaping that may impair the visibility of pedestrians, cyclists, and/or vehicles should be discouraged. Property owners are required to maintain the rights-of-way landscaping adjacent to their property including planting, mowing, weeding, removing leaves from storm drains, snow removal and preserving safe sight lines and access.

Community Spaces

The City's parks, natural spaces and green spaces, its small town businesses, schools, church, and other amenities are defining elements of Medina's community character.

The distinctive landscaping along the perimeter of the golf course at Overlake Golf and Country Club is an important visual feature long identified with Medina. In particular, the long stand of trees along 84th Avenue NE has become a historic visual landmark and is the first thing one sees when entering the City. It is the intent of the City to preserve this landmark beyond the lifespan of the existing poplar trees. As trees in this stand reach end of life, they should be replaced with similar tree species from the "City of Medina List of Suitable Tree Species".

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

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

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

GOALS

- CD-G1 Retain Medina’s distinctive and informal neighborhood development pattern.
- CD-G2 Maintain the informal, natural appearance and safety of the Medina’s street rights-of-way and public areas.
- CD-G3 The historic landscaping along the perimeter of the golf course is a distinctive part of Medina’s character and should be retained and/or replaced in the future with an appropriate selection of trees. Equally as important with this perimeter area is maintaining view corridors into the golf course which contributes a sense of added open space in the heart of the community.

POLICIES

Citywide Character

- CD-P1 Preserve and enhance trees as a component of Medina’s distinctive sylvan character.
- CD-P2 Foster and value the preservation of open space and trails as integral elements to the City.
- CD-P3 Create a safe, attractive, and connected pedestrian environment for all ages and abilities throughout the city.
- CD-P4 Support the efforts of individual neighborhoods to maintain and enhance their character and appearance.
- CD-P5 Preserve unopened rights of way as integral elements to the City.
- CD-P6 Encourage infill and redevelopment in a manner that is compatible with the existing

neighborhood scale.

Street Corridors

- CD-P7 Maintain and implement the Street Design Standards and the Landscaping Plan, including landscaping of arterial street rights-of-way.
- CD-P8 Refine and update the Street Design Standards and Landscaping Plan as needed based on community input.
- CD-P9 The City's design objective is to maintain the City's natural, lower-density, and informal appearance. Medina’s highly visible streets as identified in the Landscaping Plan should be heavily landscaped with native trees and shrubs arranged in an informal manner.
- CD-P10 Special design and landscaping consideration should be given to the entry points to the City.
- CD-P11 Consider alternative street and sidewalk designs that enhance walkability, and minimize environmental impacts, including permeable surfaces where feasible and appropriate.
- CD-P12 Consider opportunities for adding street lighting in areas that are supported by the surrounding neighborhood which where feasible should be Dark Sky-compliant and shielded from shining into nearby residential windows.
- CD-P13 Maintain and implement street designs that enable effective traffic calming throughout the city.

Open Space

- CD-P14 Preserve, encourage, and enhance open space as a key element of the community’s character through parks, trails, and other significant properties that provide public benefit.
- CD-P15 Utilize landscape buffers between different uses to provide natural transition, noise reduction, and delineation of space.
- CD-P16 Encourage community activities in public places, such as parks and public buildings. Support public art installations where appropriate.
- CD-P17 Where appropriate and feasible, provide landscaping, seating, Dark Sky compliant lighting, and other amenities for sidewalks, walkways, and trails.
- CD-P18 The City should seek to educate the public on required maintenance of planter strips in the public Rights-of-Way using existing channels for communication and outreach.

Vegetation and Landscaping

- CD-P19 Residents should consult with the City and with their neighbors on both removal and replacement of trees and tree groupings to help to protect views and to prevent potential problems (e.g., removal of an important tree or planting a living fence).
- CD-P20 Clear cutting is not permitted unless approved through a City issued tree removal permit.
- CD-P21 Preserve vegetation with special consideration given to the protection of groups of trees and associated undergrowth, specimen trees, and evergreen trees.
- CD-P22 Promote water conservation in landscape and irrigation system designs.
- CD-P23 Use Low Impact Development techniques, unless determined to be unfeasible, within the rights-of-way.
- CD-P24 Minimize the removal of existing vegetation when improving streets or developing property unless hazardous or arborist recommended.
- CD-P25 Encourage and protect systems of green infrastructure, such as urban forests, native bio-diversity, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience to climate change impacts.
- CD-P26 Encourage concentrated seasonal planting in highly visible, public, and semi-public areas.
- CD-P27 Support the creation and continued maintenance of vegetation and landscaping that screens the view and sight-lines of houses from adjoining residential properties, with an emphasis on preserving privacy of adjoining residential properties and reducing visual and sound impacts.
- CD-P28 Consider creating a voluntary program to inventory the City’s trees in order to measure existing tree canopy and track canopy loss or growth.
- CD-P29 Eradicate invasive species such as English Ivy to prevent trees from being girdled.

Historic Preservation

- CD-P30 Consider creating a voluntary program to inventory the city’s historic resources prior to redevelopment.
- CD-P31 Consider the designation of historic and iconic landmark sites and structures to recognize their part in Medina’s history.
- CD-P32 Preserve the commercial district of the Post Office and Green Store.



Figure 6 - Community Design Map

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

Table 2 - Community Design Standards
 (Applicable to areas identified in Figure 6 - Community Design Map)



Figure 7 - City Entry Points

5. TRANSPORTATION & CIRCULATION ELEMENT

INTRODUCTION

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

EXISTING CONDITIONS

Medina’s street pattern has developed as an extension of the original City plat, which was laid out as a basic grid. The exception to this pattern is the Medina Heights neighborhood, which has been subdivided such that the streets are more curvilinear and tend to follow the prevailing topography. Nearly all streets in Medina are two lanes with one lane in each direction, with one exception.

Provisions for cyclists and pedestrians are made on some collector streets. Private lanes have also been developed and continue to be maintained through private means and/or civil agreements. Regionally oriented transportation facilities consist of a state highway (SR 520), a Washington State Department of Transportation (WSDOT) bridge maintenance facility, and a Park & Ride lot. SR 520 passes through Medina and connects the eastside communities with Seattle via the Evergreen Point Floating Bridge. There is an eastbound off-ramp exiting SR 520 at the north end of 84th Avenue NE along with a westbound on-ramp. A Park & Ride lot is located on the Evergreen Point Road lid and provides pedestrian access to two public transit stops located in the median of SR 520.

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

Regional Transportation Facilities

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

(e.g., Fairweather Nature Preserve and the Three Points Elementary School), and the environment. The SR 520 also now provides improved traffic conditions between Seattle and the east side of the County, and provides pedestrian and bicycle regional connectivity that runs through Medina and along the SR 520 bridge.

Street Classification

Streets in Medina are classified on a three-tiered hierarchy developed by the Federal Highway Administration. The hierarchy reflects their functional characteristics (See Figure 8). They are described below in descending order.

Minor Arterial

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

The spacing of Minor Arterial streets may vary from 1/8 to 1/2 mile in the central business district and 2 to 3 miles in the suburban fringes. The only street in this category is 84th Avenue NE between NE 12th Street and NE 28th Street. This street is a major pathway for traffic between downtown Bellevue and 520 to and from Seattle.

Collector

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

This category includes the following streets:

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

Local Access

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

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

Level of Service

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

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

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

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

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

The average weekday traffic volumes for the four most traveled streets in Medina are estimated based on the *Institute of Traffic Engineers Trip Generation Tables* since there are no traffic counts on record for internal City streets. They are as follows (Table 7):

Table 7. Average Weekday Traffic Volumes

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

Table 7 - Average Weekday Traffic Volumes

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

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

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

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

There have been several “mega-homes” built in Medina over the last 35 years. This has increased traffic both during construction and upon completion. These larger homes tend to require more staff for daily operations, including security teams. Parties, outdoor art displays, and other functions are regular occurrences on these properties which create spikes in traffic flow on Medina’s neighborhood and arterial streets.

Public Transit

There is one King County Metro Transit bus route that provides direct service to City residents via 84th Avenue NE (route 271, which is being replaced by a new route: route 249). Figure 8 shows the location of the transit stops. Route 249 will run north-south along 84th Avenue NE, connecting downtown Bellevue to Bellevue’s Spring District Station through Beaux Arts, Medina, Clyde Hill, and south Kirkland. While route 271 provided direct access from Medina to Seattle, Metro Transit now urges transit riders to use route 249 and transfer to route 270 at the Yarrow Point freeway station, which similarly provides public transit into Seattle’s University District. Recognizing the value that its only regional bus route provides to the community, Medina should work to protect its limited public transportation offering from being removed or reduced in service.

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

As part of its Strategic Plan for Public Transportation 2021-2031, King County Metro revised its service guidelines for the regional transit system. These guidelines prioritize the need for transit investments based on crowding, reliability, and growth (in that order). Route 271 (and its replacing route 249), which serves Medina along 84th Avenue NE, and the SR 520 corridor supports the highest level of all-day service. All but the southwestern portions of Medina are located within one-half mile of a transit stop on one of these two corridors, and all residences in the City are within five miles of the Evergreen Point Park & Ride.

Pedestrians and Bicycles

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

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

Sidewalks have been installed along portions of Evergreen Point Road, 77th Avenue NE, 79th Avenue NE, 81st Avenue NE, Overlake Drive West, NE 10th Street, NE 12th Street, NE 16th Street,

NE 21st Street, NE 24th Street, Lake Washington Boulevard, NE 8th Street, 82nd Ave NE, 80th Ave NE, and 84th Avenue NE (see Figure 9). On all other streets, pedestrians must walk in the street or on the street shoulder.

Medina, Clyde Hill, Hunts Point, and Yarrow Point have created a walking path, referred to as the Points Loop Trail. It utilizes the asphalt-paved path that is adjacent to the SR 520 roadway, and meanders through Medina and Clyde Hill (see Figure 9 for route through Medina). This trail has scenic and recreational attributes that, it is hoped, will be enhanced as time goes by. A key link in this route is the Points Loop Trail (formerly called the “Indian Trail”) that occupies the portions of 77th Avenue NE with unimproved right-of-way. Future efforts to enhance connectivity between the Points Loop Trail and other regional trails should be encouraged.

Popular City cycling routes include Lake Washington Boulevard, 84th Avenue NE, Overlake Drives East and West, NE 12th Street, Evergreen Point Road, NE 24th Street, and the SR 520 pathway due to their regional connectivity and scenic qualities. The SR 520 trail features a separate regional trail owned and maintained by WSDOT, which crosses Evergreen Point Road at grade in the city of Medina. Of Medina streets, only 84th Avenue NE features bike lanes. Cyclists share the road with vehicles (and sometimes pedestrians) on Lake Washington Boulevard, Overlake Drives East and West, NE 12th Street, and Evergreen Point Road. The SR 520 floating bridge replacement features a separate bicycle path. The path connects to the Points Loop Trail and facilitates bicycle travel from Medina to Seattle and other regional trails across Lake Washington.

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

Nearby Air Facilities

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

Puget Sound Air Quality Attainment Zone

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

TRANSPORTATION AND CIRCULATION PLAN

Consistent with the GMA, Medina’s transportation plan strives for a balanced transportation system coordinated with the land use plan. Since Medina is landlocked and expects minimal population growth in the foreseeable future, the transportation plan largely concerns maintenance

and function of the existing street system. The current Six-Year Capital Improvement Plan (see Appendix B) includes the Transportation Improvement Plan and identifies a list of projects the City will undertake to improve selected roadways. The improvements involve a combination of surface improvements, sidewalks, and storm drainage improvements. Subsequent improvements to Medina’s streets should continue to focus on maintenance, storm drainage improvements (see Figure 12), and pedestrian improvements (see Non-Motorized Facilities below and Figure 9 for proposed improvements). All proposed improvements should incorporate recommendations in the Community Design Element. New transportation projects, or improvements or maintenance to existing projects, undertaken by regional transportation agencies should consider and mitigate for all potential impacts to neighboring communities, including air quality, noise, odor, and glare impacts.

Public Transit

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

Non-Motorized Facilities

The City’s Six-Year Transportation Improvement Plan includes non-motorized transportation improvements, which is updated every year and submitted to the state. Improvement projects typically focus on ADA accessibility and sidewalk improvements.

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

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

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

Financing

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

The City uses Real Estate Excise Tax, Motor Fuel Tax, general revenue taxes and grants to fund maintenance activity. In 2023, the City collected \$1,279,832 in Real Estate Excise Tax and \$57,760 in Motor Fuel Tax to fund \$1,270,113¹² worth of transportation system maintenance and improvement projects. The City does not anticipate a revenue shortfall in the next 20 years to fund maintenance of its road network. In the event revenues in any given year are short, the City has the options of adding new sources of revenue, increasing the amount of revenue from existing sources, or reducing or deferring proposed projects.

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

GOALS

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

POLICIES

- T-P1 The City should provide street repairs as necessary to maintain safe driving and biking surfaces and should encourage the use of bikes on bike-specific infrastructure rather than on public streets.
- T-P2 The City should prioritize equitable pedestrian improvements that provide safe and convenient network of pedestrian access, accessible to users of all ages and abilities, throughout the City. These improvements should include access to and from schools, parks, transit, and community facilities.

¹² Transportation system maintenance and improvement projects summed here include: street fund labor, operating supplies, professional services (street), storm drain maintenance, street irrigation utilities, replacement of plow truck, street overlays, storm sewer improvements, and sidewalk improvements.

- T-P2.5 Pedestrian and nonmotorized improvements should be designed and prioritized to improve pedestrian and nonmotorized safety, contributing to the state’s goal of zero deaths and serious injuries, and overall encouraging physical activity.
- T-P3 The City should seek to provide pedestrian improvements in conjunction with stormwater drainage improvements, when desirable.
- T-P4 Where sidewalks, trails or pathways are installed, they should be designed and landscaped in accordance with the Community Design Element, and public input in order to maintain the City’s natural and informal character.
- T-P5 The City should seek to maintain and enhance portions of the Points Loop Trail within the City.
- T-P6 The City should implement transportation improvements as needed to maintain adopted levels of service for local streets, and to implement the priorities and policies of VISION 2050 and Medina’s Comprehensive Plan, through the implementation of a Six-Year Transportation Improvement Plan (TIP). The TIP should be periodically updated to reflect the current needs of the community; these needs should reflect those of the entire community, regardless of a person’s socioeconomic status or those members of the community who may have been disproportionately affected by past transportation-related decisions. Prior to implementing major roadway capacity expansion projects that may be recommended in the TIP, the City should determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system.
- T-P7 The City should encourage the maintenance of a bicycle/pedestrian path to connect SR 520 and the Evergreen Point Bridge, enhancing key non-motorized routes.
- T-P8 The City should work with WSDOT, city residents and other groups, stakeholders, and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City should seek an overall reduction of impacts, including measures such as:
 - Noise reduction measures,
 - Landscaped lids and open space,
 - Landscaped buffers,
 - Protection of Fairweather Nature Preserve and Park,
 - Enhanced motorized and non-motorized local connectivity,
 - Improved safety of at-grade bicycle crossings,
 - Water and air quality improvements, and
 - Overall environmental protection.
- T-P9 The City should continue to be involved in regional transportation discussions and coordination to increase the share of trips made countywide by modes other than driving along through a coordinated approach to regional land use planning and should focus its improvement or siting of transit stations along major corridors to support regional connection. Collaboration with the region should include consideration of freight mobility strategies that strengthen King County’s role as a major regional

freight distribution hub and an international trade gateway.

- T-P10 The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles, use of electric or alternative fuel vehicles, and, at a minimum, retaining the current number of transit stops. To maintain or improve the SR 520 corridor, the City should pursue and advocate for new, innovative, sustainable funding methods, which could include: user fees, tolls, or other pricing mechanisms.
- T-P11 The City should seek to maintain access to the Park & Ride lot.
- T-P12 The City should continue to work with Puget Sound Partnership, tribal governments, state, regional, and local agencies and jurisdictions, and other related entities to prioritize regional transit services and pedestrian safety in areas where existing densities support transit ridership, which is an inherent component to addressing and mitigating for those transportation issues affecting air quality attainment and light and noise pollution.
- T-P13 The City should promote public education efforts aimed at reducing transportation related activities that increase air pollution, to include educating the community on transportation alternatives to single-occupancy vehicle travel and transportation options that use alternative fuel sources.
- T-P14 The City should consider the air quality implications of new growth and development when making comprehensive plan and regulatory changes. When planning highway, street, and utility line extensions or revisions, the City should consider current state and federal air quality standards and possible increases in emissions as a result of such extensions or revisions and should also consider the need for such improvements to be accessible to all residents of the region regardless of race, social, or economic status. Harmful environmental pollutants and hazards that can result from new growth and development should be prevented, mitigated, or remediated, including light, air, noise, soil, and structural hazards. This is particularly important where these pollutants and hazards have contributed to racialized health or environmental disparities.
- T-P15 The City should integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.
- T-P16 The City should prioritize funding transportation investments that enhance multimodal mobility and safety, equity, and climate change goals.
- T-P17 The City should develop station area plans for mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.
- T-P18 The City should promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.

- T-P19 The City should plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled. Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

- T-P20 The City should seek traffic consultation to explore the application of appropriate traffic calming techniques that would improve the safety of Medina residents and visitors using its transportation network and should prioritize implementing recommended techniques.