Council Orientation to ROW Design Standards

What do we currently have?

- Medina Municipal Code https://library.municode.com/wa/medina/codes/code_of_ordinances?nodeId=CD_ORD_TIT12STSIPUPL_CH12.08COST_12.08.030ROBRCOSTDO
- https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/standard-specifications-road-bridge-and-municipal-construction
- Comprehensive Plan https://www.medina-wa.gov/sites/default/files/fileattachments/development_services/page/17713/20241122_2024_city_of_medina_comprehensive_plan_defenitions.pdf
- Past “Walkable Medina”

Medina Code Adopted Design Standards

12.08.030. - Road and Bridge Construction Standards—Adopted.

A. All construction, excavation and other work conducted within the rights-of-way of the city, whether surfaced or un-surfaced, methods and materials shall be governed by the Washington State Department of Transportation Standard Specifications for Road and Bridge Construction, 2010 Edition, together with subsequent amendments, revisions and additions and, to the extent not inconsistent therewith, by the remaining provisions of this chapter.

B. The engineering construction standards set forth in subsection (A) of this section may be amended, supplemented, and revised by the city engineer to promote uniform and standardized construction over, on, and under any street, highway, sidewalk, alley, avenue, easement made to the city for public use, or other public way or public grounds in the city, and which conform with the goals and policies set forth in the Medina comprehensive plan.

C. Where there may be a conflict between the requirements in the Standard Specifications, the city engineer's amendments and the code shall prevail.

(Code 1988 § 12.08.030; Ord. No. 857 § 2, 2010; Ord. No. 383 § 1, 1982)

12.08.035. - Interim street design standards.

A. The engineering street standard details set forth in Attachment A of Ordinance No. 859 are adopted as the interim Medina street design standards.

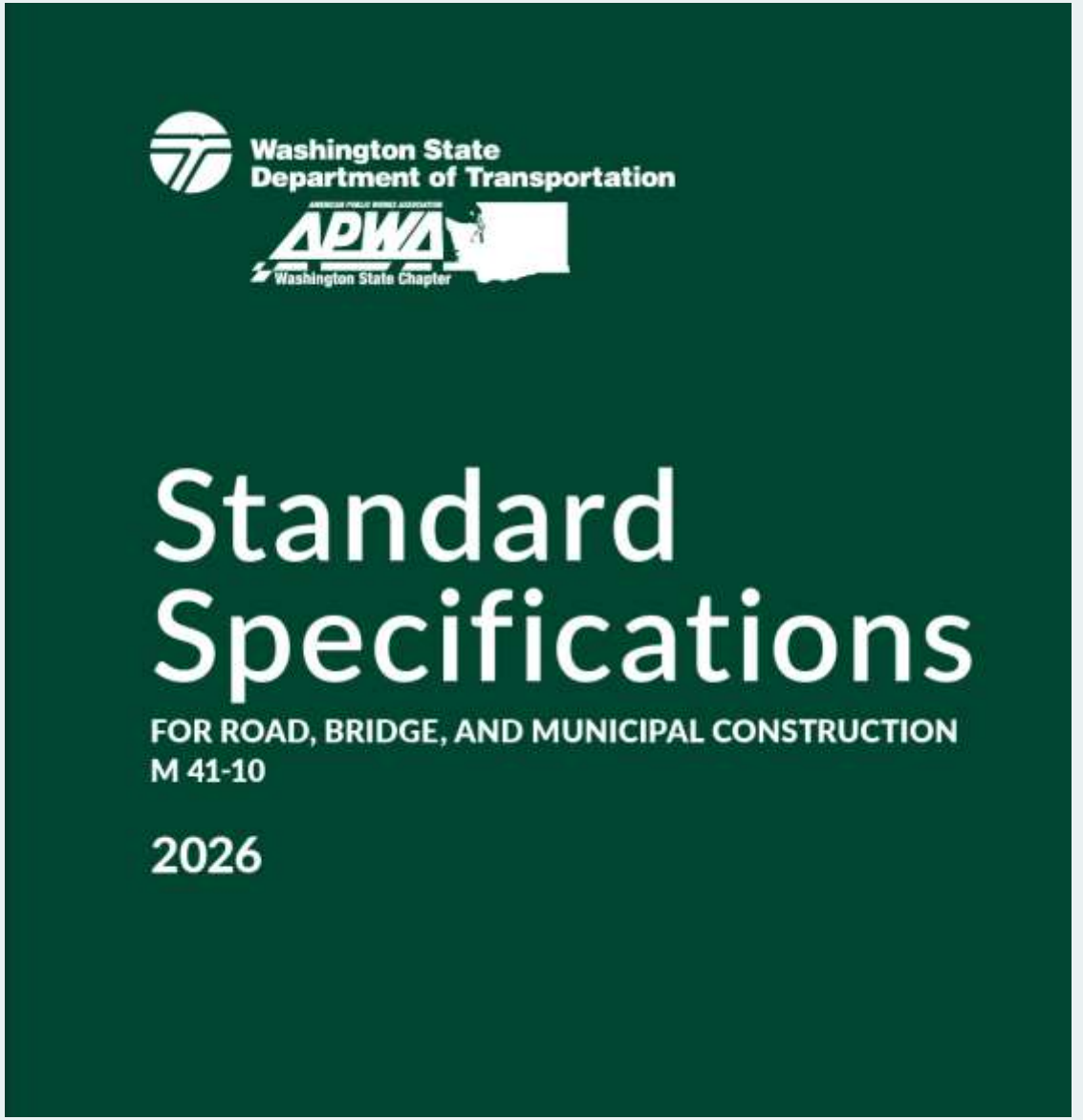
B. The city engineer may approve deviations in writing from the engineering standards, provided:

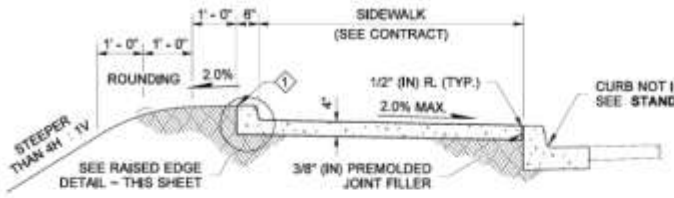
1. The deviation is necessary due to geotechnical, topographical, or other physical constraints;
2. The public safety and welfare will not be adversely impacted by the deviation; and
3. The deviation will not detract from the intent and purpose of this chapter or the engineering standards.

C. The city engineer may adopt and incorporate by reference into the Medina street design standards other federal, state and local design standards and specifications and other professionally accepted engineering standards and specifications.

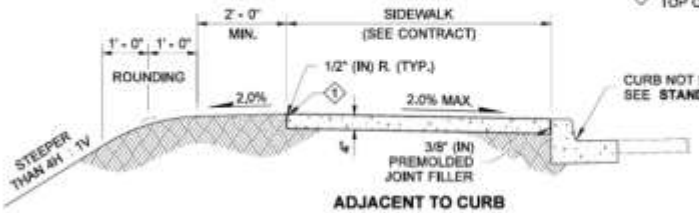
(Code 1988 § 12.08.035; Ord. No. 859 § 1, 2010)

12.08.040. - Road and Bridge Construction Standards—Variance.

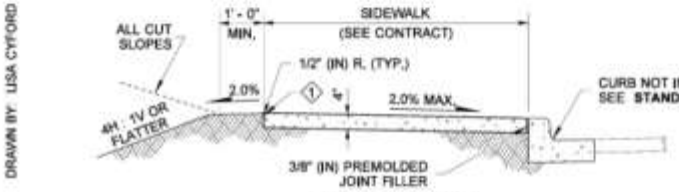

Washington State
Department of Transportation
APWA
Washington State Chapter
Standard
Specifications
FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION
M 41-10
2026



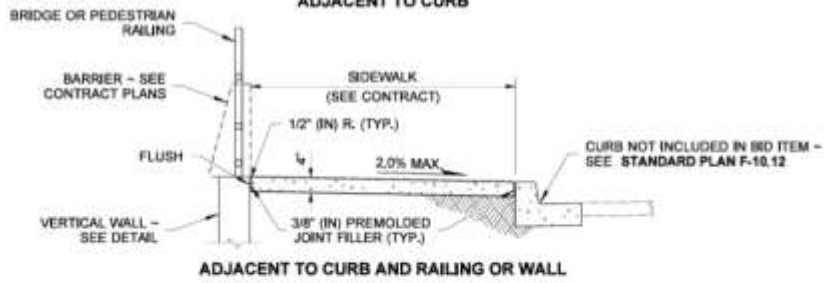
WITH RAISED EDGE



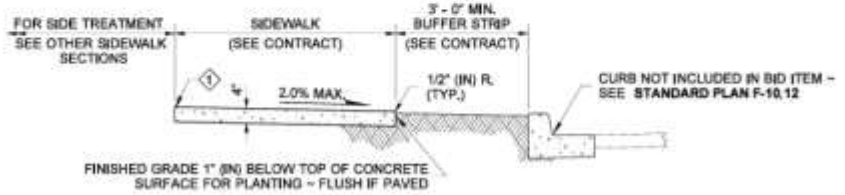
ADJACENT TO CURB
(STEEP FILL SLOPES)



ADJACENT TO CURB

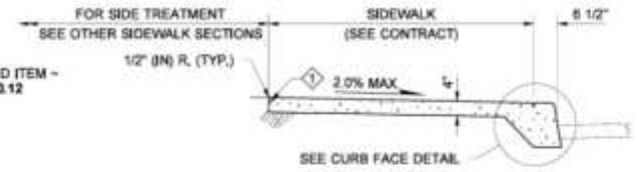


ADJACENT TO CURB AND RAILING OR WALL



ADJACENT TO BUFFER STRIP

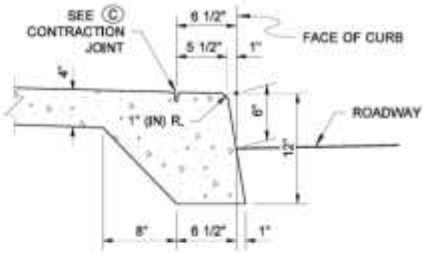
① FINISHED GRADE 1" (IN) BELOW TOP OF CONCRETE SURFACE



MONOLITHIC CEMENT CONCRETE CURB AND SIDEWALK

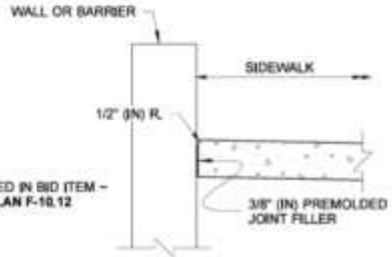
NOTE

1. Gratings, Access Covers, Junction Boxes, Cable Vaults, Pull Boxes and other appurtenances within the sidewalk must have slip resistant surfaces, be flush with surface, and match grade of the sidewalk.

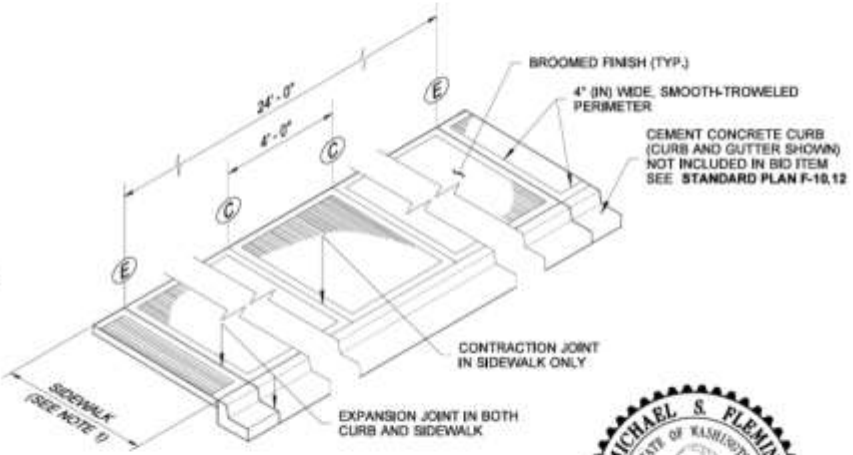


CURB FACE DETAIL

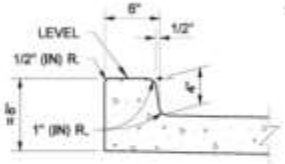
EXTEND SIDEWALK TRANSVERSE EXPANSION JOINTS TO INCLUDE CURB (FULL DEPTH)



SIDEWALK ADJACENT TO WALL DETAIL

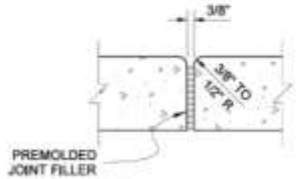


ISOMETRIC VIEW
JOINT AND FINISH DETAIL

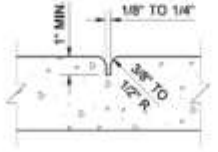


RAISED EDGE DETAIL

EXTEND SIDEWALK TRANSVERSE JOINTS TO INCLUDE RAISED EDGE



(E) EXPANSION JOINT



(C) CONTRACTION JOINT

Michael S Fleming
Digitally signed by Michael S Fleming
Date: 2020.09.24 07:40:16 -07'00'

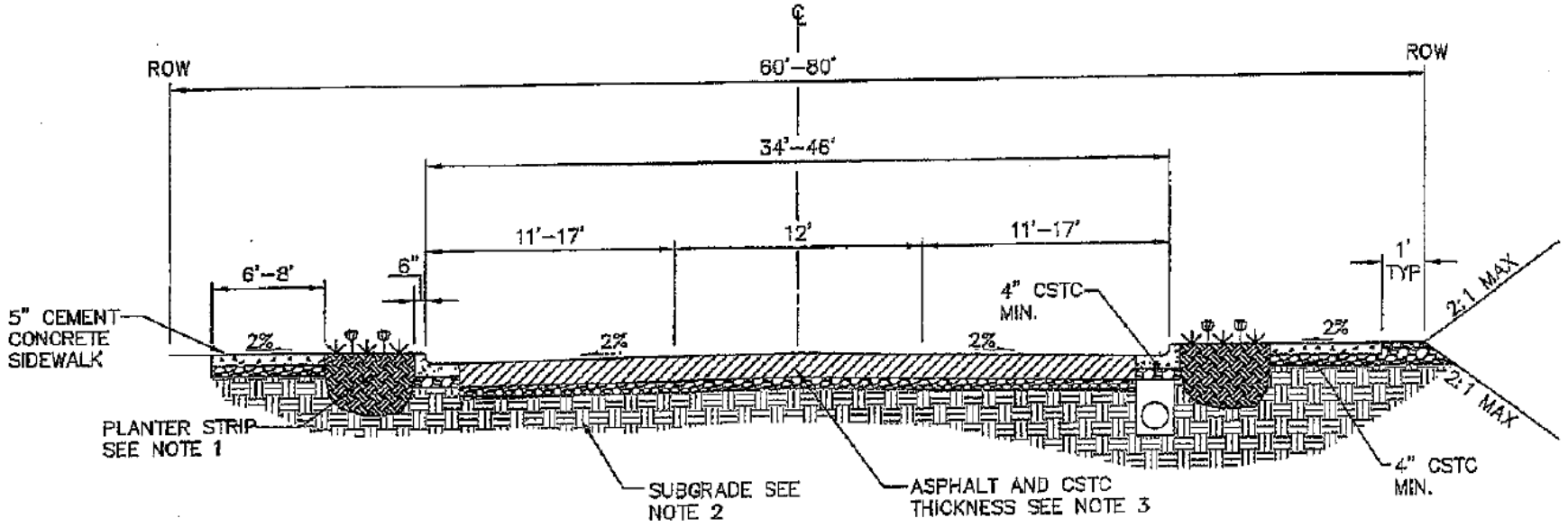
CEMENT CONCRETE SIDEWALK

STANDARD PLAN F-30.10-04

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Date: 2020.09.25 15:43:50 -07'00'
STATE DESIGN ENGINEER
Washington State Department of Transportation

DRAWN BY: LISA CYFORD



NOTES

1. LANDSCAPED PLANTER STRIP REQUIREMENTS (WIDTH, LANDSCAPE TYPE, MAINTENANCE, ETC.) WILL BE SPECIFIED BY THE ENGINEER.

2. REQUIRED SUBGRADE MATERIALS (GRAVEL BORROW, ETC.) AND THICKNESS WILL BE SPECIFIED BY THE ENGINEER BASED ON A GEOTECHNICAL REPORT/SOIL ANALYSIS.

3. MINIMUM PAVEMENT THICKNESS WILL BE 4 INCHES OF HOT MIX ASPHALT CLASS ½" PG 64–22 OVER 6 INCHES OF COMMERCIAL HOT MIX ASPHALT CLASS 1" PG 64–22. REQUIRED PAVEMENT THICKNESS WILL BE SPECIFIED BY THE ENGINEER BASED ON A GEOTECHNICAL REPORT/SOIL ANALYSIS.

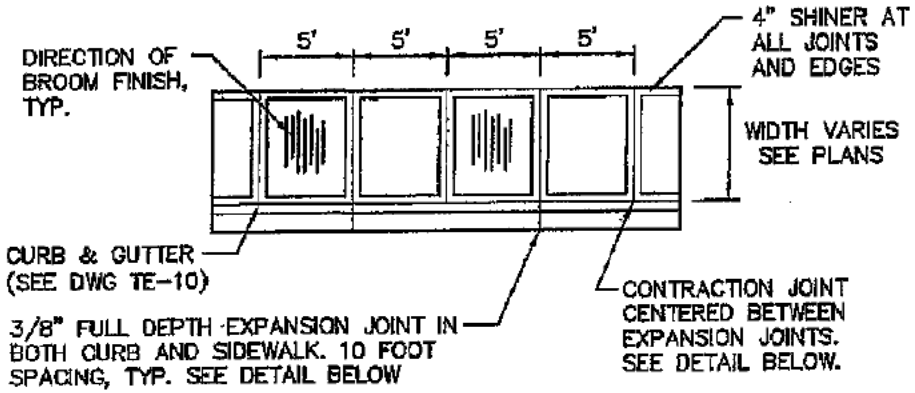
4. RIGHT–OF–WAY, SIDEWALK AND TRAVEL LANE WIDTHS SHOWN ARE TYPICAL RANGES. REQUIRED WIDTHS WILL BE SPECIFIED BY THE ENGINEER.

5. ONE FOOT SETBACK DISTANCE REQUIRED FROM ALL SLOPED AREAS AS SHOWN.

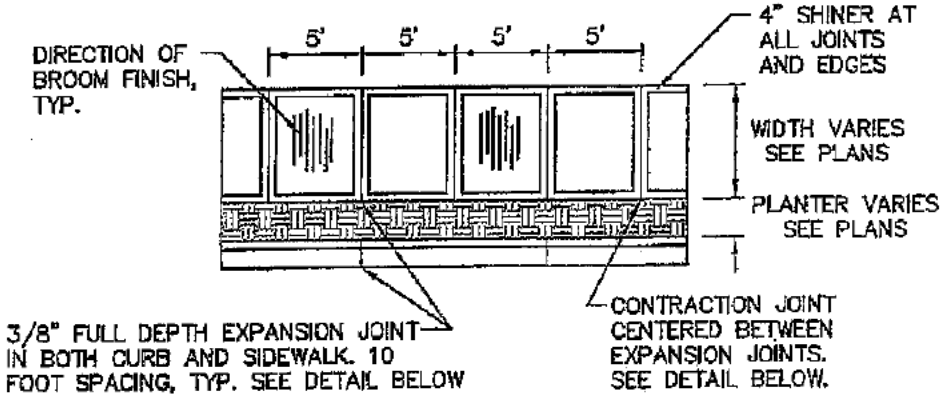
City of Bellevue

TYPICAL PUBLIC STREET

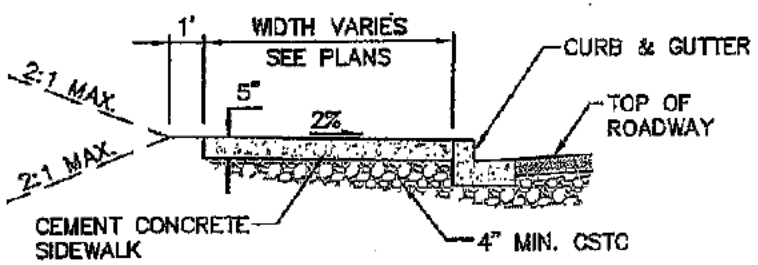
DRAWING NUMBER	DEV–9
SCALE	NONE
REVISION DATE	1/08
DEPARTMENT	TRANS



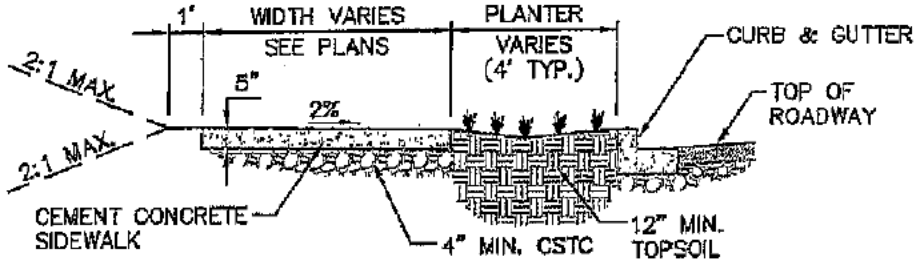
PLAN – CURBSIDE SIDEWALK



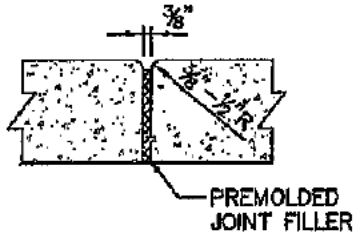
PLAN – SIDEWALK WITH PLANTER STRIP



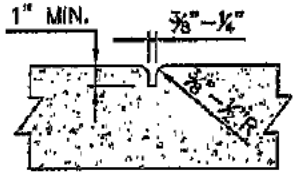
SECTION – CURBSIDE SIDEWALK



SECTION – SIDEWALK WITH PLANTER STRIP



FULL DEPTH EXPANSION JOINT DETAIL



CONTRACTION JOINT DETAIL

NOTES:

1. CONCRETE SHALL BE AIR ENTRAINED CLASS 3000 PER SECTION 6-02 OF WSDOT STANDARD SPECIFICATIONS.
2. FINISH: LIGHT FINISH WITH A STIFF BROOM PERFENDICULAR TO CURB. FOR GRADES OVER 4%, FINISH WITH A STIPPLE BRUSH.
3. REMOVAL/REPLACEMENT OF CEMENT CONCRETE CURB SHALL BE FROM EXPANSION JOINT TO EXPANSION JOINT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. LIDS FOR JUNCTION BOXES AND UTILITY VAULTS SHALL BE NON-SKID AS SPECIFIED BY THE ENGINEER.

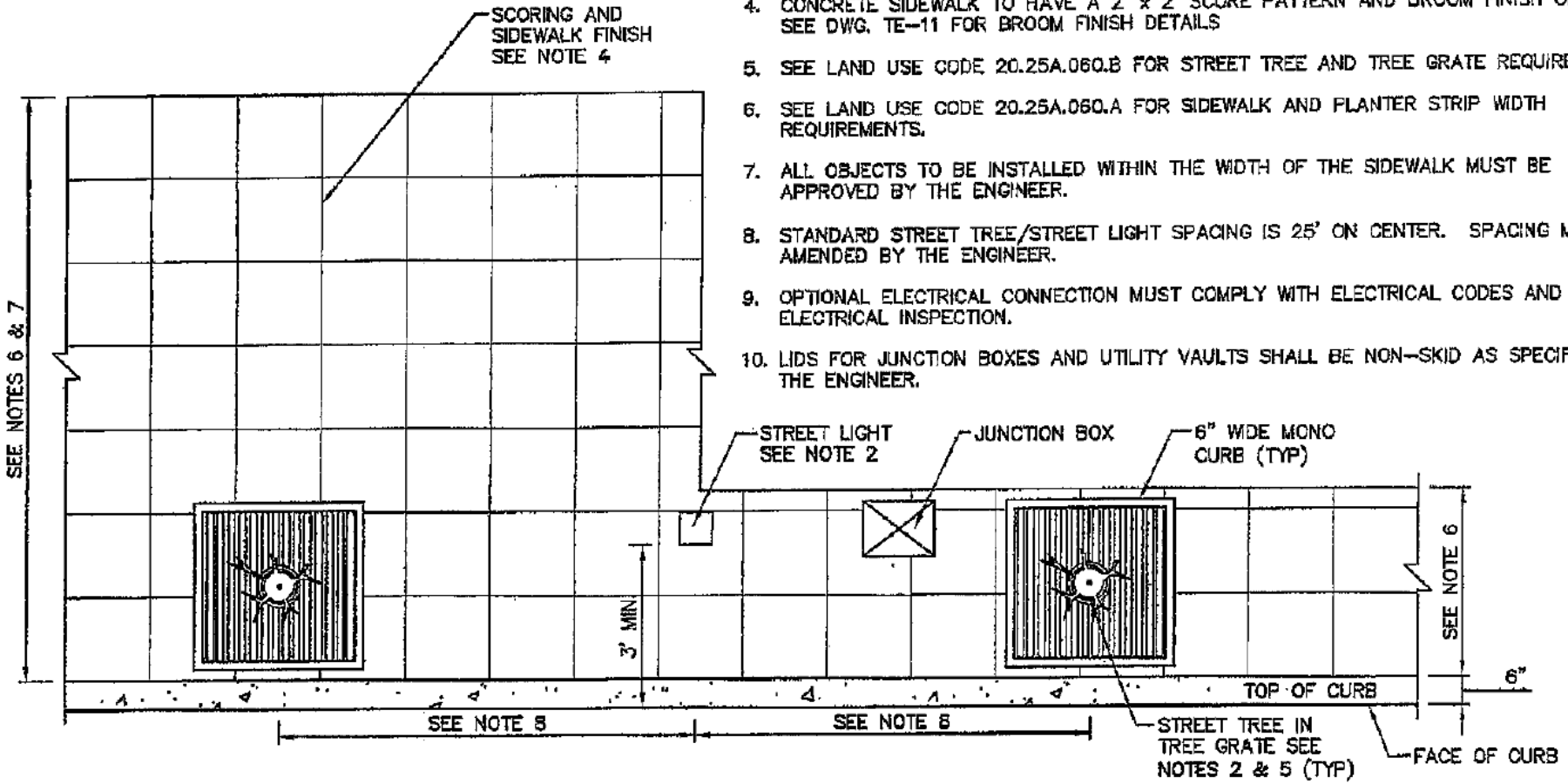
City of Bellevue

SIDEWALK

DRAWING NUMBER	TE-11
SCALE	NONE
REVISION DATE	1/09
DEPARTMENT	TRANS

NOTES

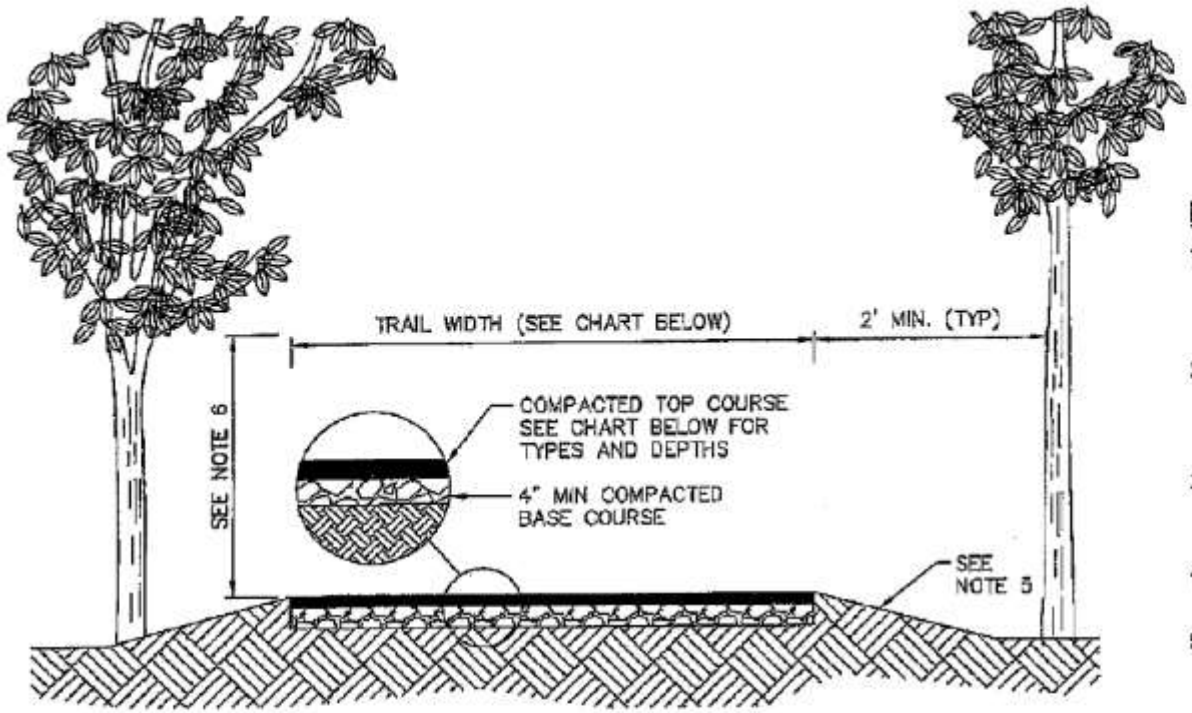
1. VERIFICATION OF UTILITIES BELOW GRADE PRIOR TO INSTALLATION OF ALL FIXED AND BREAKAWAY OBJECTS IS REQUIRED (STREET TREES, STREET LIGHTS, SIGNAL EQUIPMENT, SIGNS, ETC.). RELOCATE UTILITIES WHERE FEASIBLE.
2. SEE DES. STDS. SECTIONS 15 AND 16 FOR CLEAR DISTANCE REQUIREMENTS BETWEEN FIXED AND BREAKAWAY OBJECTS AND THE FACE OF CURB.
3. PORTLAND CEMENT CONCRETE SHALL BE WSDOT CLASS 3000.
4. CONCRETE SIDEWALK TO HAVE A 2' x 2' SCORE PATTERN AND BROOM FINISH ONLY. SEE DWG. TE-11 FOR BROOM FINISH DETAILS
5. SEE LAND USE CODE 20.25A.060.B FOR STREET TREE AND TREE GRATE REQUIREMENTS.
6. SEE LAND USE CODE 20.25A.060.A FOR SIDEWALK AND PLANTER STRIP WIDTH REQUIREMENTS.
7. ALL OBJECTS TO BE INSTALLED WITHIN THE WIDTH OF THE SIDEWALK MUST BE APPROVED BY THE ENGINEER.
8. STANDARD STREET TREE/STREET LIGHT SPACING IS 25' ON CENTER. SPACING MAY BE AMENDED BY THE ENGINEER.
9. OPTIONAL ELECTRICAL CONNECTION MUST COMPLY WITH ELECTRICAL CODES AND PASS ELECTRICAL INSPECTION.
10. LIDS FOR JUNCTION BOXES AND UTILITY VAULTS SHALL BE NON-SKID AS SPECIFIED BY THE ENGINEER.



City of Bellevue

DOWNTOWN SIDEWALK

DRAWING NUMBER	DEV-3
SCALE	NONE
REVISION DATE	1/09
DEPARTMENT	TRANS



NOTES

1. ALL PLANS MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION OF THE TRAIL. TRAIL CENTERLINE TO BE STAKED IN THE FIELD BY CONTRACTOR AND APPROVED BY THE ENGINEER.
2. ALL HAZARD TREES AND TREE LIMBS AS DEFINED BY THE WASHINGTON STATE DEPT. OF NATURAL RESOURCES HAZARD BULLETIN SHALL BE FELLED AND REMOVED FROM THE SITE.
3. SUBGRADE TO BE TREATED WITH AN APPROVED HERBICIDE PRIOR TO PLACING ASPHALT OR CONCRETE.
4. ROOT BARRIER MAY BE REQUIRED. SEE DWG. DEV-18 IF REQUIRED.
5. MAXIMUM SIDE SLOPE IS 3:1. GRADE WITH COMPACTED TOPSOIL BACKFILL AS REQUIRED. BOTTOM OF SIDESLOPE SHALL BE GRADED TO PREVENT ACCUMULATION OF RUN-OFF.
6. MINIMUM BRANCH CLEARANCE ABOVE TRAIL SURFACE IS 7'. FOR EQUESTRIAN TRIALS MINIMUM BRANCH CLEARANCE FROM TRAIL SURFACE IS 10'.
7. CROSS-SLOPE FOR TRAIL SURFACE IS 2% OR AS DIRECTED BY THE ENGINEER.

TRAIL DIMENSIONS & MATERIALS BY TRAIL TYPE

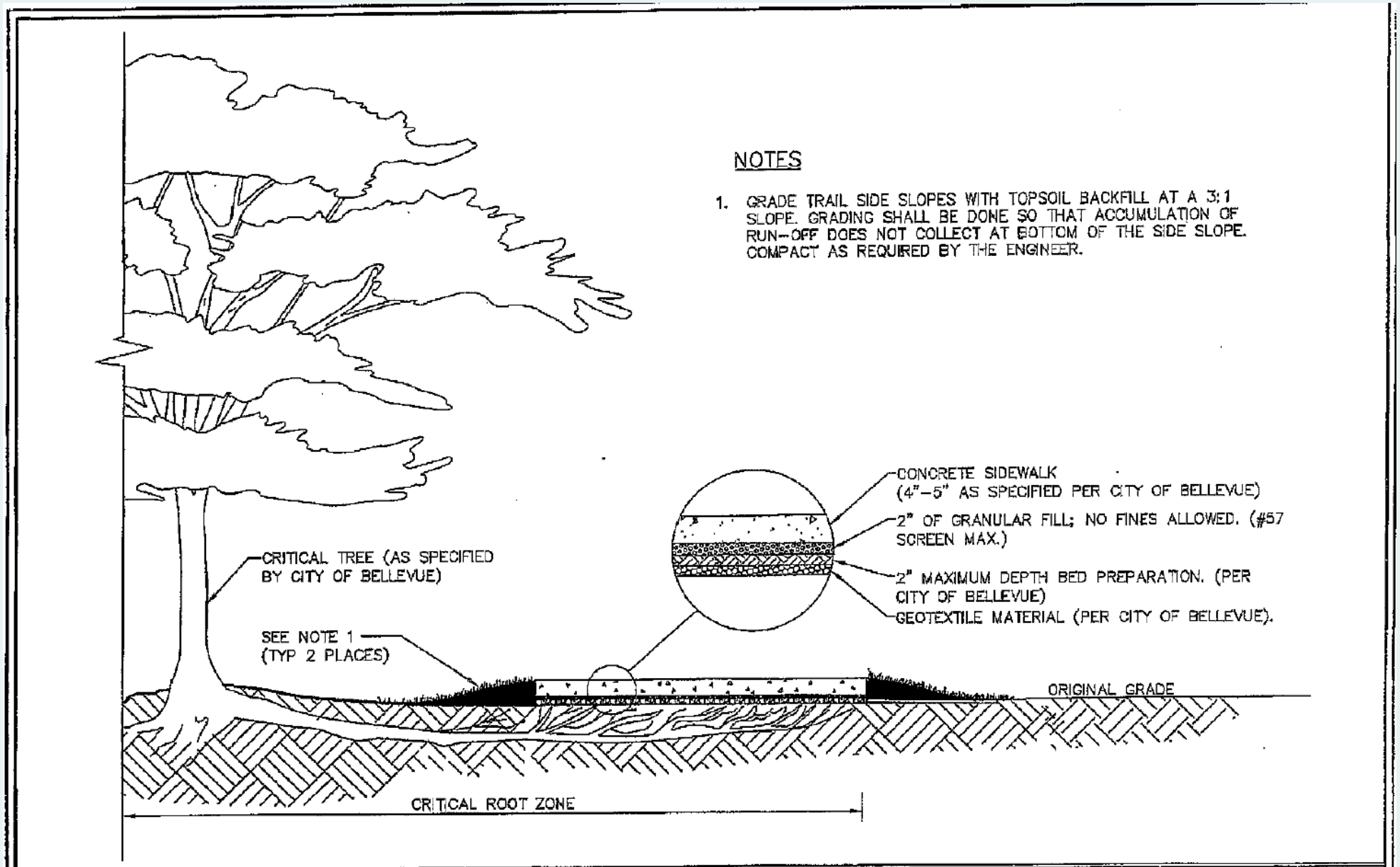
TRAIL TYPE	TRAIL WIDTH	TOP COURSE MATERIAL & DEPTH	BASE COURSE MATERIAL
LTD. PRPS. TYPE 1	4'-6'	4" DEPTH MEDIUM WOOD CHIPS	NATIVE SOIL*
LTD. PRPS. TYPE 2	4'-6'	2" DEPTH ¼" MINUS C.R.	¾" MINUS C.R.*
MULTI-PURPOSE	6'-10'	4" DEPTH ¼" MINUS C.R. OR HMA CL. ½" PG 64-22	⅝" MINUS C.R.*
PAVED	6'-10'	2 ½"-4" HMA CL. ½" PG 64-22 OR 3 ½"-5" CONC.**	⅝" MINUS C.R.
BICYCLE	10'-12'	2 ½"-4" DEPTH HMA CL. ½" PG 64-22**	⅝" MINUS C.R.
EQUESTRIAN	4'-6'	4" DEPTH MEDIUM WOOD CHIPS	NATIVE SOIL

* INDICATES FILTER FABRIC BETWEEN COURSES **INDICATES AS SPECIFIED BY THE ENGINEER

City of Bellevue

TRAIL SECTION DIMENSIONS AND MATERIALS

DRAWING NUMBER	DEV-17
SCALE	NONE
REVISION DATE	12/05
DEPARTMENT	TRANS


NOTES
1. GRADE TRAIL SIDE SLOPES WITH TOPSOIL BACKFILL AT A 3:1 SLOPE. GRADING SHALL BE DONE SO THAT ACCUMULATION OF RUN-OFF DOES NOT COLLECT AT BOTTOM OF THE SIDE SLOPE. COMPACT AS REQUIRED BY THE ENGINEER.
CONCRETE SIDEWALK (4"-5" AS SPECIFIED PER CITY OF BELLEVUE)
2" OF GRANULAR FILL; NO FINES ALLOWED. (#57 SCREEN MAX.)
2" MAXIMUM DEPTH BED PREPARATION. (PER CITY OF BELLEVUE)
GEOTEXTILE MATERIAL (PER CITY OF BELLEVUE).
CRITICAL TREE (AS SPECIFIED BY CITY OF BELLEVUE)
SEE NOTE 1 (TYP 2 PLACES)
ORIGINAL GRADE
CRITICAL ROOT ZONE
City of Bellevue
CRITICAL ROOT ZONE BENEATH CONCRETE AND ASPHALT WALKWAY
DRAWING NUMBER DEV-16
SCALE NONE
REVISION DATE 12/05
DEPARTMENT TRANS

Comprehensive Plan

- Community Design Element
- Community Design Map
- Community Design Std Chart

Community Design Element

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

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)

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

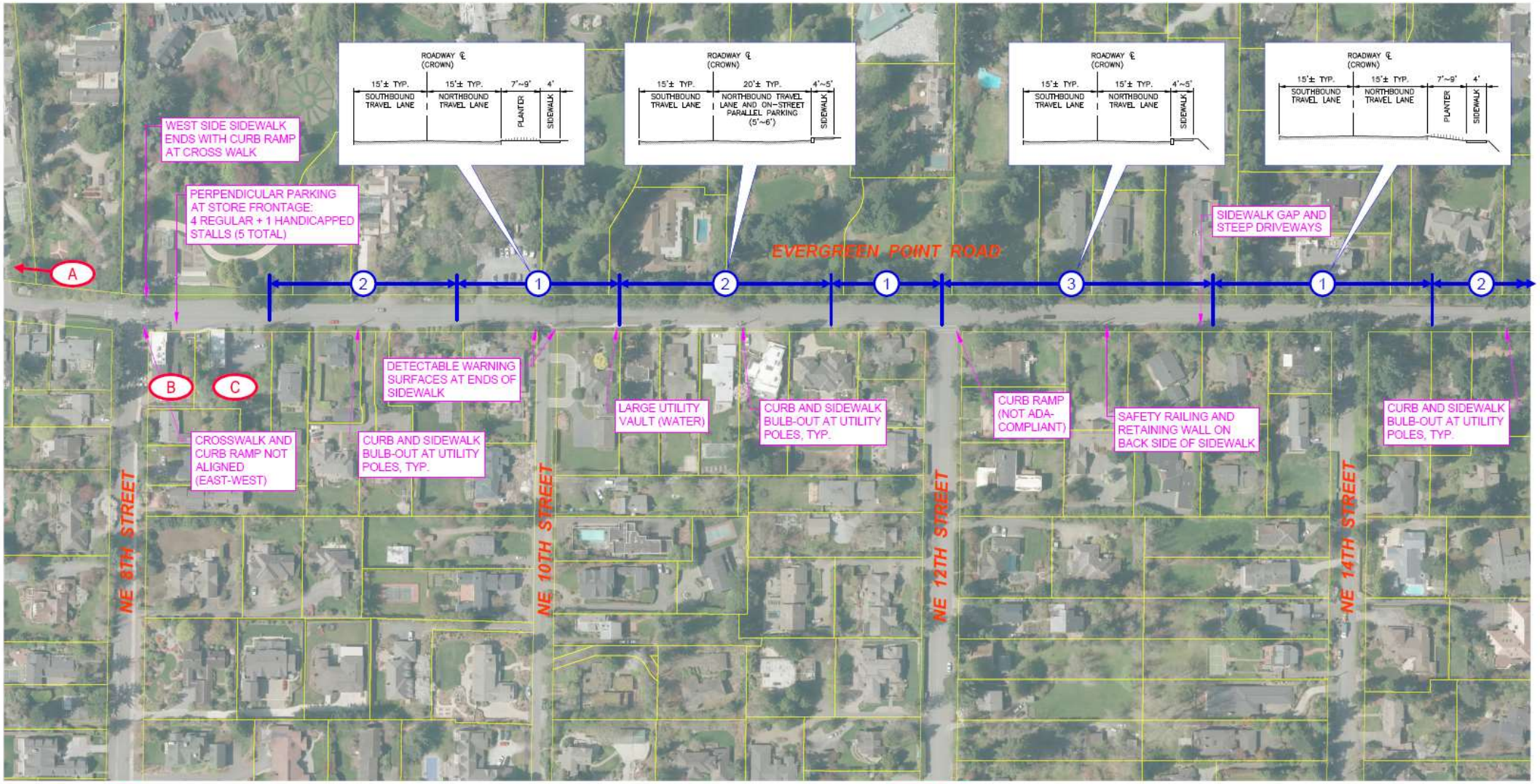
EVERGREEN POINT ROAD

PROPOSED IMPROVEMENT

CURRENT CONDITION

Design Objectives:

- Improved sidewalks (shared-use paths)
- Safe crosswalks
- Enjoyable & safe bike route
- Stormwater treatment
- Efficient vehicle access & movement
- Utility upgrades
- Preserved and increased vegetation
- Improved aesthetics & community identity



(X) PRIMARY TYPICAL CROSS SECTION No. (SEE FIGURE 1)

PEDESTRIAN GENERATORS:

A. MEDINA CITY HALL / POLICE STATION
B. GROCERY STORE
C. POST OFFICE
D. MEDINA ELEMENTARY SCHOOL
E. MEDINA PARK
F. ST. THOMAS SCHOOL AND CHURCH

160' 80' 0 160'
SCALE: 1"=160'

2012 AERIAL IMAGE

CITY OF MEDINA

EVERGREEN POINT ROAD PRE-DESIGN REPORT

FIGURE 2-1

EXISTING CONDITIONS
BLOCK 800 TO BLOCK 1430

Gray & Osborne, Inc.
CONSULTING ENGINEERS