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ORDINANCE NO. 1367

ORIGINAL

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON,
AMENDING THE REDMOND MUNICIPAL CODE AND COMMUNITY
DEVELOPMENT GUIDE TO UPDATE THE TRANSPORTATION ELEMENT
OF THE CITY'S LAND USE GOALS, POLICIES AND PLANS.

WHEREAS, the Redmond Planning Commission has conducted a series of meetings and public hearings for the purpose of considering proposed revisions to the transportation element of the Community Development Guide, DGA-85-15, and at the conclusion of its deliberations forwarded its recommended revisions to the City Council, and

WHEREAS, the City Council has considered the recommendations of the Planning Commission and determined that the Development Guide should be amended as set forth below, now, therefore,

THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:

Section 1. Chapter 20B.60 of the Redmond Municipal Code and Community Development Guide is hereby amended to read as set forth on Exhibit A, attached hereto, and which is incorporated herein by this reference as set forth in full.

Section 2. This ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force thirty (30) days after publication.

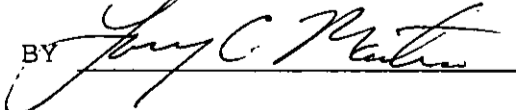
APPROVED:


MAYOR, DOREEN MARCHIONE

ATTEST/AUTHENTICATED:


CITY CLERK, DORIS SCHAIBLE

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY 

FILED WITH THE CITY CLERK: 4-2-87
PASSED BY THE CITY COUNCIL: 4-7-87
PUBLISHED: 4-12-87
EFFECTIVE DATE: 5-12-87
ORDINANCE NO. 1367

20B.60.010 Transportation Profile

ARTERIAL STREETS

Since the 1950's, Redmond has grown from a rural farming community of under 600 people to a city many times that size. The rapid growth in population and employment in the Redmond area coupled with the increase in through vehicle trips originating from residential development outside the City has placed significant demand on Redmond's arterial network. In particular, the arterial routes carrying traffic in the east-west direction are at or nearing capacity which has resulted in an "overflow" of traffic onto neighborhood streets that were not intended to serve as through corridors. Further, area development and geography significantly limit the ability to create additional, east-west traffic corridors. This means that use of existing facilities and available modes of transportation must be used more efficiently to address the area's transportation needs.

Redmond's arterial network has been developed around a radial system of transportation corridors - principle streets that radiate from the City Center, connecting to State Route 520 and major activity centers outside of the Redmond area. These corridors are served by a number of minor and collector arterials which primarily serve the traffic circulation needs of the various residential neighborhoods.

There are two commercial districts within the City, each experiencing significant traffic congestion. The City Center is the primary commercial district which, due to arterial development and geography, is a point where most east-west and many north-south cross-town trips must funnel through. Traffic passing through the City Center is focused onto Redmond Way and Cleveland Street - east-west arterials serving as a one-way couplet. Arterial development in the City Center to the north of the one-way couplet is occurring in a grid format which at completion will help manage the traffic flow through the City Center.

The Overlake commercial district lies southeast of SR 520 and is served by two additional transportation corridors - 148th Avenue N.E. and Bellevue-Redmond Road with N.E. 24th Street serving as the primary east-west collector. The

Overlake area experiences similar traffic problems to those of the City Center. There is a high level of demand occurring for east-west through trips accompanying those attracted to the area, with a limited number of arterials available to handle the traffic demand. Further, traffic growth in the Overlake area is increasing more rapidly than any other part of the City.

TRANSIT AND RIDESHARE

The Municipality of Metropolitan Seattle (METRO) operates the region's transit and rideshare system. METRO provides both regularly routed bus and paratransit (special mobility) service connecting Redmond with Bellevue, Seattle and other cities in King County, along with commuter subscription bus service.

METRO also provides vanpools, carpool matching and employer rideshare program development services to Redmond area residents and employees.

There is a network of Park and Ride lots which are operated by METRO, providing park and ride and park and pool services to east and west Redmond as well as the City Center.

BIKEWAYS AND WALKWAYS

A number of bikeways have been established throughout the Redmond area including the eastern link of the Sammamish River Trail which connects Marymoor Park to a regional bikeway system. While the bicycling environment in Redmond is generally good, there are a number of links that remain to be upgraded or completed in order to enhance safety and provide a comprehensive network of bikeways that meet recognized facility standards.

The provision of and quality of pedestrian walkways varies throughout the city according to the age and development conditions associated with the various neighborhoods. The City Center is characterized by a planned pedestrian linkage system much of which has been completed. Some of the older City Center streets, however, provide intermittent or substandard walkways which need to be upgraded. Newer residential neighborhoods are characterized by 5 to 6 foot walkways which are adjacent to the roadway, separated by a curb. Older residential neighborhoods provide walkways which range from

good width and condition with a planting strip separation (from adjacent roadway) to inadequate width, incomplete links and poorer condition.

MULTI-PURPOSE TRAILS

In addition to bikeways and pedestrian walkways, Redmond offers a network of multi-purpose trails which provide off-street facilities that can accommodate non-motorized transportation as well as recreational (including equestrian) use. These trails enhance mobility through areas where street-related pedestrian and bicycle conditions are particularly unsafe or difficult to implement.

RAILROADS

In the past, the use of railways in transporting people and goods was of major importance in this area. Rail service within the Redmond area is active, but currently serves only a few users along the line. An existing branch line of the Burlington Northern Railroad connects Issaquah and Woodinville through Redmond. Burlington Northern's main line from Bromart to Renton passes through the northwest portion of the Planning Area and serves local industrial users in the Totem Lake and Woodinville areas.

20B.60 Transportation System Development Plan Goal

Develop a balanced transportation system that integrates all modes of public travel and economically provides safe and convenient facilities to meet present and future transportation needs.

20B.60.020 Community Goal

Enhance the efficiency of the transportation system by developing programs and facilities that reduce traffic demand.

60.020 (05) Policy - Maximize compatible multiple use of the circulation transportation corridors. The map entitled "Area Transportation Corridors" is incorporated as part of this subsection.

60.020 (10) Policy - Utilize transportation demand management techniques to help increase the person-carrying capacity of existing and future arterial facilities.

(a) - Develop and provide transportation demand management regulations that:

- Increase the use of flextime and ridesharing by employees working within the City.
- Assist employers and building owners with the development of transportation demand management programs.
- Provide incentive to encourage private sector development of transportation demand management programs.
- Encourage the development of transportation information centers at all public places and major employment centers (kiosk/displays).

(b) - Encourage the use of alternative types of transportation region-wide by working with other government jurisdictions to develop programs which enhance ridesharing.

(c) - Encourage the development of Transportation Management Associations in areas where employers are clustered within the same vicinity.

60.020(15) Policy - Encourage the development of a comprehensive, feasible and efficient public transportation system with emphasis on service to commuters and the less mobile.

(a) - Encourage public transportation service development to all residential neighborhoods and major commercial, governmental, employment and recreation centers.

(b) - Develop a transit incentive service agreement with METRO to enable the City to acquire additional public transit service as a result of developing programs that enhance the transit environment.

(c) - Encourage local transit service to be provided within a 1/4 mile distance along public right-of-way of all Redmond residences, shopping centers, and major employment centers.

60.020(25) Policy - Apply parking ratio that reflects the least amount of spaces (intended for employee parking) required for development approval where other forms of transportation (than private automobiles) are available to serve commuter needs.

20B.60.030 Community Goal

Provide a circulation system that operates safely and efficiently for vehicles, pedestrians and bicycles.

60.030 (05) Policy - Establish a regulation of a minimum level-of-service standard of D (volume/capacity = 0.90) for regulating traffic flow.

60.030(10) Policy - Establish a Transportation Inventory program to provide current information needed for facility planning and maintenance. This inventory should be comprehensive and include but not be limited to:

- traffic counts
- level-of-service calculations
- accidents
- speed studies
- signs and markings
- signals and street lights
- parking
- pavement conditions

60.030 (15) Policy - Develop and provide a system for designating Transportation Benefit Districts (Impact Zones) which will identify areas which are nearing or have reached full arterial capacity, and require specific implementation plans to maintain City level of service standard.

60.030(20) Policy - Establish a consistent classification of circulation element as follows:

Street Classifications

- Freeway - Expressway
- Principal Arterial Street
- Minor Arterial Street
- Collector Arterial Street
- Local Access Street

Special Facilities

- High Occupancy Vehicle (HOV) Facility
- Walkway/Bikeway/Multi-purpose Trails
- Railway

60.030 (25) Policy - Work with other area jurisdictions to plan and provide continuity throughout adjacent transportation systems.

60.030(30) Policy - Assure convenient access to residential neighborhoods, employment and retail centers and major community and government facilities from arterial streets. Development approval should:

(a) - Require that all property in the City be conveniently accessible from streets, walkways and trails.

(b) - Maintain continuity of the street pattern by avoiding half streets and dead-end streets not having turnaround provisions.

(c) - Avoid the creation of excessively large blocks and long local access residential streets.

60.030 (35) Policy - Assure parking availability for area commercial needs without impacting arterial circulation, residential neighborhoods, or other businesses by

(a) - Limiting parking on arterials that serve as transportation corridors (as shown on transportation corridors map) that have inadequate capacity as per policy 60.030(05).

(b) - Encouraging joint parking facilities for compatible uses to reduce the total number of spaces needed.

(c) - Discouraging the use of on-street parking in residential areas by anyone but area residents and their guests.

60.030 (40) Policy - Provide a safe, coordinated system of bikeways, walkways and trails, including through routes, to meet existing and anticipated needs for non-motorized transportation.

(a) - Require street design where possible that encourages separation of pedestrian and recreational traffic from motorized traffic on circulation facilities to minimize conflicts.

(b) - Eliminate or minimize obstructions within paths and/or pedestrian walkways.

(c) - Provide for safe, well-marked walkways and trails between neighborhoods, commercial and employment centers, parks, schools and community facilities.

(d) - Provide for safe, well-marked pedestrian crossings at all City Center intersections and within neighborhoods.

(e) - Develop and implement a City-wide signage program to promote non-motorized transportation safety.

(f) - Develop and implement a sidewalk capital improvement program for the City to complete pedestrian walkway linkages.

60.030(45) Policy - Develop a pedestrian and bicycle street designation system to allow for the application of design standards which reflect the varying intensity of pedestrian and bicycle circulation. This system should establish designations for the following types of areas:

- City Center and Retail Districts
- Residential Neighborhoods
- Business and Industrial parks

60.030 (50) Policy - Provide safe and convenient access to public transit for bicyclists and pedestrians.

(a) - Provide for walkways and quality waiting facilities for public transit.

(b) - Provide for secure, covered, bicycle parking facilities at primary transit stops.

60.030 (55) Policy - Light streets and walkways to the minimum intensity consistent with safety and appearance.

60.030 (60) Policy - Establish and enforce speed limits in consideration of traffic conditions, safety requirements, street design and adjoining land use.

60.030 (65) Policy - Ensure that the arterial circulation system is supportive of alternative modes of transportation (other than single occupancy automobiles).

(a) - Provide for high occupancy vehicles (HOV) priority at intersections on transportation corridors.

(b) - Encourage accommodations for transit, such as the provision of shelters and turn-out lanes at the far side of intersections, when warranted by high levels of ridership.

(c) - Encourage the development of a network of Park and Ride, and Park and Pool facilities in locations that access transportation corridors to help reduce vehicle trips through congested areas.

(d) - Provide for the development of a transit station in the City Center.

60.030 (70) Policy - Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.

60.030 (75) Policy - Discourage through traffic on local access streets.

60.030 (80) Policy - Minimize the detrimental traffic impact of freeways and arterial and collector streets on adjoining property.

60.030 (85) Policy - Designate special routes for through truck traffic.

60.030 (90) Policy - Provide for pedestrian access to the shoreline in all waterfront development.

60.030 (95) Policy - Encourage looped connections to avoid long dead-end streets.

60.030 (100) Policy - As development occurs, extend dead-end streets which improve access and circulation.

60.030 (105) Policy - Maintain minimum grades by allowing the street alignment to follow the existing topography.

60.030 (110) Policy - Place high priority on the access needs of public safety vehicles.

60.030 (115) Policy - Ensure that the circulation system is safe and convenient to special mobility needs. It should:

(a) - Provide wheelchair ramps and other aids to enhance safe mobility of people with disabilities.

(b) - Encourage the development of public and private resources and facilities that increase area mobility for people with disabilities.

60.030 (120) Policy - Assure the provision of streets and walkways as land is developed by requiring property owners to install street improvements based on a minimum standard for the street classification.

60.030 (125) Policy - Discourage piecemeal construction of streets by requiring participation in Local Improvement Districts, in-lieu funds, or other methods which allow timely and coordinated construction of street improvements.

20B.60.040 Community Goal

Assure a transportation system that is harmonious with the residential, business, recreational and natural environment of the community.

60.040 (05) Policy - Designate special through routes for transporting hazardous material to minimize impacts of accidents.

60.040 (10) Policy - Incorporate natural landscape features in the design of circulation elements.

60.040 (15) Policy - Encourage the conservation of materials, labor, energy, land and environmental values in transportation system planning and design.

60.040 (20) Policy - Develop and utilize an arterial designation system with established community design standards by street type, and transportation mode.

60.040.(30) Policy - Provide suitable ratios of off-street and on-street parking based on land use needs and the design character of each district of the City.

60.030 (35) Policy - Require road improvements commensurate with density and avoid development of roads to urban standards (i.e., underground, wiring, sidewalk and gutters) in low density, semi-rural areas.

60.040 (40) Policy - No general aviation airport shall be located within the Redmond Planning Area.

60.050 Community Goal

Establish an equitable system of identifying and financing necessary transportation improvements.

60.050 (05) Policy - Develop and implement a Transportation Improvement Program (TIP) prioritization system.

60.050 (10) Policy - Finance major circulation elements by methods that fairly distribute the costs between private property owners and the public sector.

60.050 (15) Policy - Establish and implement a transportation mitigation funding system that is collected on a pro-rata basis from all new development. This system should include a variety of incentives to reward developments for significant contributions to maintaining the operation of the arterial system.

60.050 (20) Policy - Work with other area jurisdictions to develop a funding base to support transportation projects of mutual benefit.

20B.60.060 Transportation Plan

The Transportation Plan consists of elements that use several methods of travel. It includes the Arterial Street Plan, Pedestrian and Bicycle Street Designations, Bikeway Plan, Multi-Use Trails Plan, Transit and provisions for sidewalks and walkways. The composite circulation plan is based on a synthesis of data about past trends, current conditions, projections of need and the goals, policies and plans of the Development Guide.

60.060.(05) Arterial Street Plan - The Arterial Street Plan divides Redmond streets into four categories by function: freeways and expressways, principal arterials, minor arterials, and collectors. Local access streets are not included. By designating existing and

proposed vehicular corridors and their functions, the Plan guides future projects that meet specific needs.

The map entitled "Arterial Street Plan" is incorporated as a part of this subsection.

60.060(10) Bikeway Plan - The Redmond Bikeway Plan provides for bikeways that can be used for recreation and transportation. Several types of bikeways can be provided, depending on their purpose and the conditions along their proposed route.

The map entitled, "Bikeway Plan" is incorporated as a part of this sub-section.

60.060 (15) Multi-Purpose Trail Plan - The Multi-Purpose Trail Plan provides a major trail system of several trail uses within one linear space or right-of-way. Major uses are bicycling, equestrians, walkers, and joggers. They not only provide these activities and many others, but link parks such as Farrel-McWhirter Park with Marymoor Park. They are the very backbone of the total trail system linking neighborhoods together.

The Plan provides for approximately 55 miles of trail utilizing existing rights-of-way (e.g. Puget Power Transmission Lines, Tolt River Pipeline, street rights-of-way, utility easements, old forestry railroad beds, and old logging roads). The routes are located in Redmond and in areas that may well be part of Redmond in the near future. They also link with existing King County trails as well as proposed planned trails. The map entitled "Multi-Purpose Trail Plan" is incorporated as a part of this subsection.

60.060 (30) Neighborhood Street Plan - The Neighborhood Street Plans delineate portions of the neighborhoods into key subareas for the purpose of planning proposed local access for under-developed areas. Within each subarea the planned and proposed streets are high-lighted. Approved streets are those which have been approved by the Technical Committee but not included on the base map which shows existing rights-of-way. Proposed streets are conceptual routes for the purpose of demonstrating a safe, efficient and economical means to access anticipated developments. The proposed streets are not meant as fixed routes but rather as a conceptual basis for evaluating future

development proposals in relation to the entire street plan for the subarea. The maps entitled "Education Hill Street Plan" (map not attached) and Willows Street Plan (map not attached) are incorporated as part of this subsection.

20B.60.060 Evergreen Highlands Subarea Transportation Improvement Overlay District - The Evergreen Highlands Subarea Transportation Improvement Overlay District is established for the area delineated on the map entitled "Evergreen Highland Transportation Improvement overlay district which is incorporated herein by this reference, for the purpose of implementing phased transportation improvements to mitigate the adverse impacts of development on the pre-existing circulation system. Phased development with associated transportation improvements and limited access to N.E. 40th Street, Bellevue-Redmond Road and 156th Avenue N.E. will result in an efficient transportation system for the Neighborhood and surrounding properties.

60.060(05) Required Transportation Improvements - Each development within the Evergreen Highlands Subarea Transportation Improvement Overlay District shall provide for improvements as identified in the chart entitled "Evergreen Highlands Transportation Improvement Phasing Map" which is incorporated as part of this section.

(b) Provide an irrevocable commitment from a sufficient number of property owners to insure a Local Improvement District can proceed for the design and construction of improvements I through II as defined in Section 60.060(10) prior to the issuance of any clearing and grading permit, building permit or other permit authorizing construction or site modification of any kind.

60.060(10) Improvement Commitment Required - No clearing and grading permit, building permit or other permit authorizing construction or site modification may be issued until:

(a) A construction contract has been signed and filed with the City for each transportation improvement required by section 20B.60.060(05) for the proposed development, or

(b) A petition for the formation of a local improvement district for the construction of all of the transportation improvements required for the proposed development by section

20B.60.060(05), signed by a sufficient number of property owners and in all other respects constituting a valid local improvement district petition as required by State law, as determined by the City Engineer, and which is binding upon subsequent purchasers or other transferees of property owned by the signatories to the petition, has been filed with the City.

60.060(11) Phasing of Construction - If construction of required improvements is accomplished through a local improvement district, and construction of the improvements is phased, priority should be given to the completion of improvements 7 and 8, as identified by the Transportation Phasing Improvement Map, incorporated as part of section 20B.60.060, to the extent practicable.

60.060(12) Occupancy - No Certificate of Occupancy may be issued for a structure on the subject property until all transportation improvements required for that development by section 20B.60.060(05) have been completed unless in the determination of the Technical Committee the issuance of the certificate of occupancy will not result in unsafe traffic circulation or reduce the p.m. peak hour level of service of any roadway below Level of Service D. Whenever possible, this determination should be made at the time of building permit issuance.

60.060(15) Exempt Development - No construction or provision for transportation improvements pursuant to this chapter, other than participation in a Local Improvement District formed pursuant to Paragraph 60.060(05)(b), is required if the subject property:

- (a) is less than 2 acres, and
- (b) existed as a separate lot on the effective date of this provision, and
- (c) is not part of a contiguous ownership of 2 or more acres.

20B.60.065 Willows Neighborhood Transportation Improvement Overlay District

The Willows Neighborhood Transportation Improvement District map and table are established for the area delineated on the following map and is incorporated as part of this subsection for the purpose of planning the development of adequate access to hillside properties designated for urban residence land use, and to encourage this access to be oriented

towards Willows Road. Phasing development with associated roadway improvements as identified by the following table will result in an efficient street system for the neighborhood.

60.065(05) Required Improvements - Each development within Willows Neighborhood Transportation Improvement Overlay District shall either:

- (a) Provide for individual improvements as required by subsection 60.065(10) and the following table, or
- (b) Provide an irrevocable commitment from a sufficient number of property owners to insure a Local Improvement District can proceed for the design and construction of required improvements as defined in subsection 60.065(10) and the following table prior to the issuance of any clearing and grading permit, building permit or other permit authorizing construction or site modification of any kind.

60.065(10) Improvement Phasing Option -

- (a) If the applicant chooses to develop and provide individual transportation improvements pursuant to subsection 60.065(05)(a), the following phasing schedule must be met:
 - . A Local Improvement District has been successfully formed for each required improvement, or
 - . A construction contract has been signed and filed with the City for each required improvement.
- (c) Construction Completion Requirement - No Certificate of Occupancy or Temporary Certificate of Occupancy may be issued for a structure on the subject property until all improvements required for that development have been completed and approved by the Public Works Director.

60.065(15) Exempt development - No construction or provision for transportation improvements pursuant to this chapter, other than participation in a Local Improvement District formed pursuant to subsection 60.065(05)(b), is required for development of a single family residence upon a lot existing prior to the effective date of this provision.

20A.60.175 Bicycle Facility and Classification - Unless defined more specifically within this document, standards for bicycle facilities provided by the Washington State Department of Transportation should apply. Three major types of facilities are as follows:

BIKEWAY (Class I)

A bicycle facility physically separated from motorized vehicular traffic by an open space or barrier and either within road right-of-way or within an independent right-of-way. The minimum width when exclusively used by bicycles is 5 feet for one-way, and 8 feet for two-way. The minimum width when shared with pedestrians is 12 feet.

BICYCLE LANE (Class II)

A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or use of cyclists. Bicycle Lanes are one-way facilities. The minimum width when abutting the curb is 5.5 feet. When adjacent to parking, the minimum width is 5 feet.

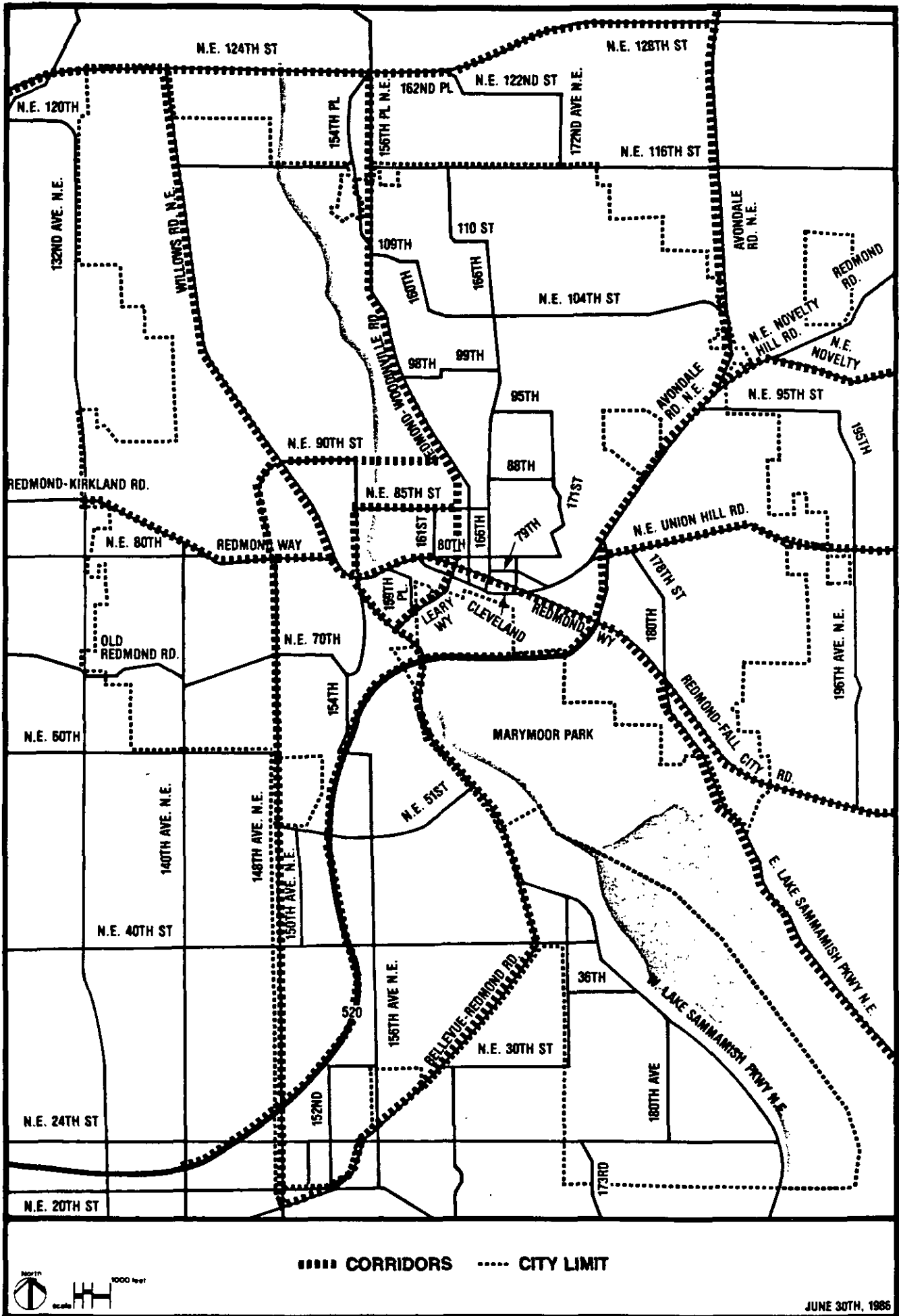
BICYCLE ROUTE (Class III)

A roadway shared by bicycles and motor vehicles with a wide shared curb lane or paved shoulder, and signage. The desirable width of a shared curb lane is 12 to 14 feet.

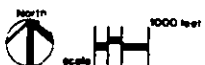
20B.50.070 Equestrian Trail Plan - The Equestrian Trail Plan provides a system of horse trails which link equestrian activity areas such as Bridle Trails State Park and Farrel-McWhirter Park. In addition, the Plan provides about 45 miles of riding trails utilizing existing developed rights-of-way (e.g. Tolt River Pipeline Trail, Sammamish River Trail), street rights-of-way, utility easements and existing informal horse trails. Most of the routes are located for convenience to the neighborhoods that will provide semi-rural lifestyles.

The map entitled "Equestrian Trail Plan" is incorporated as a part of this subsection.

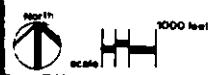
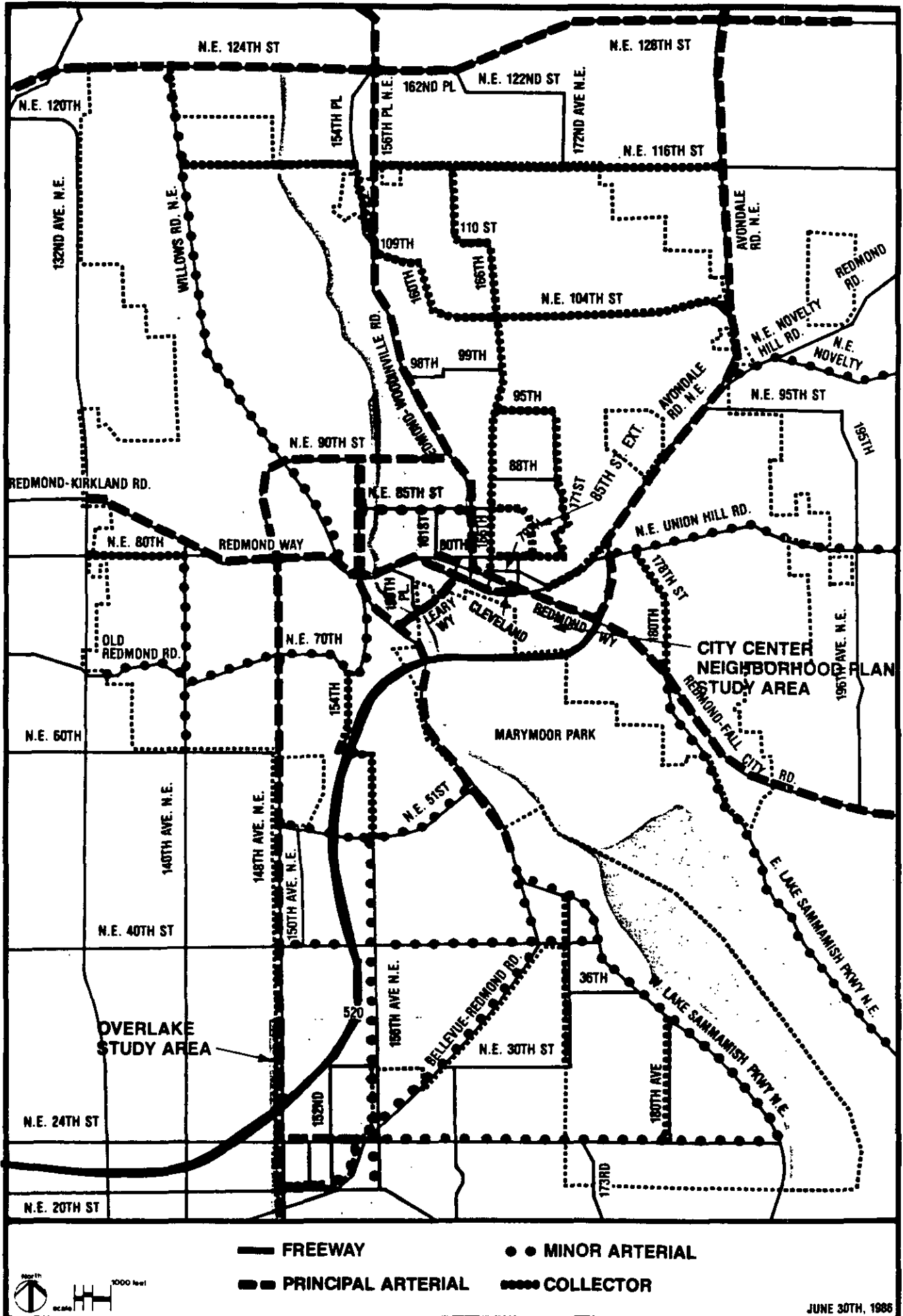
AREA TRANSPORTATION CORRIDORS



■■■■ CORRIDORS CITY LIMIT



PROPOSED FUNCTION ARTERIAL CLASSIFICATION AND STREET PLAN



- FREEWAY
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- COLLECTOR

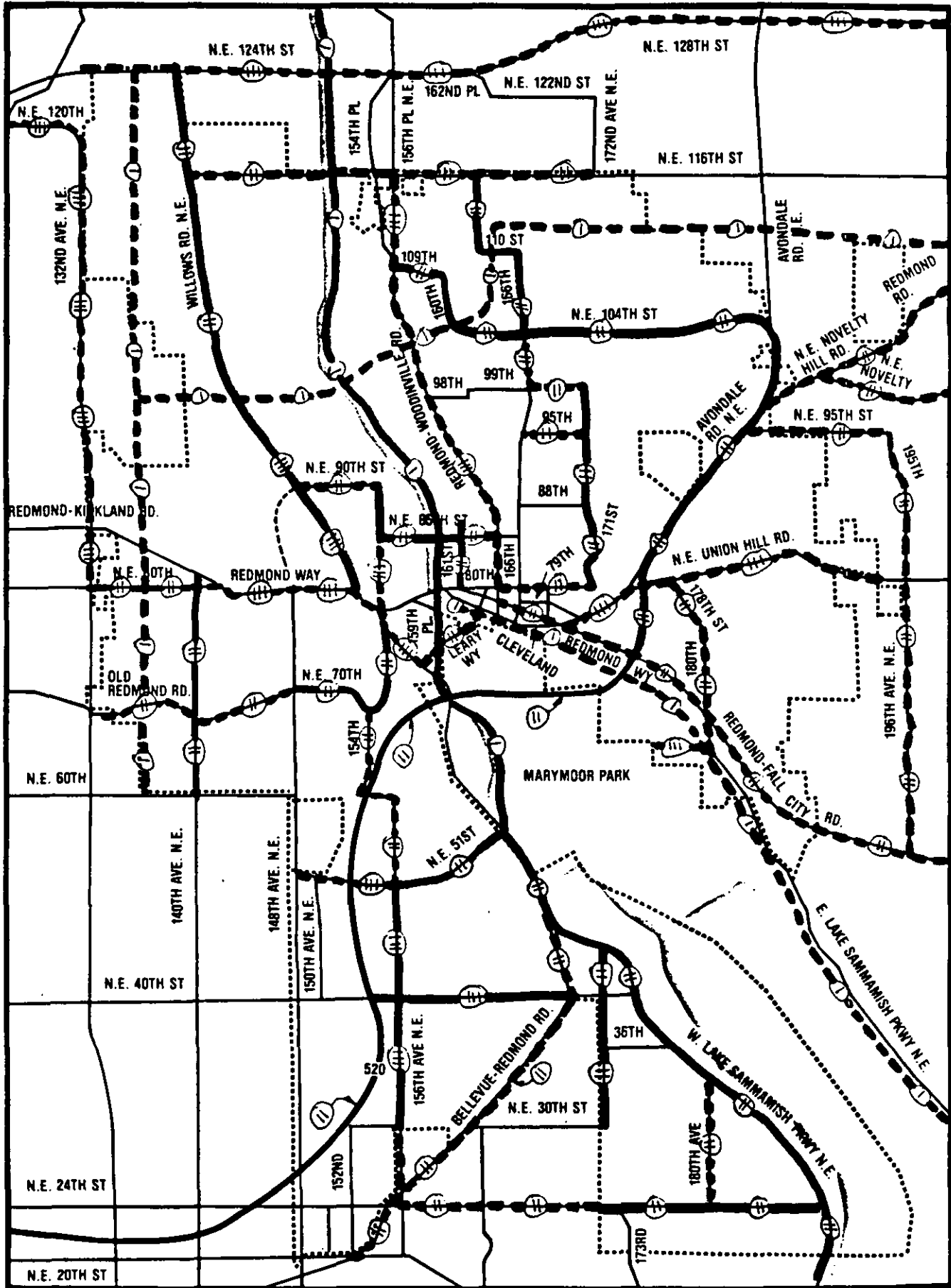
PROPOSED FUNCTIONAL ARTERIAL CLASSIFICATION SUMMARY
FOR LONG RANGE TRANSPORTATION PLAN



STREET	TRAFFIC LANES**		SIDEWALKS		BIKE LANES**	
	EXISTING	PLANNED	EXISTING	PLANNED	EXISTING	PLANNED
PRINCIPAL ARTERIALS:						
STATE ROUTE 520	2-4	4	0	0	2	2
REDMOND WAY	3-4	3-4	0-2	2	0	0
CLEVELAND STREET	2-3	2-3	2	2	0	0
148TH AVENUE N.E.	4	4	2	2	0	0
RED-WOOD ROAD	2	2	0	1	1	0
AVONDALE ROAD	2	4	0	2	1	2
148TH AVE. N.E. EXTENSION	0	4	0	2	0	0
SR 901 EXTENSION	0	4	0	0	0	0
LEARY WAY	2	2	0-2	1-2	0	2
N.E. 24TH STREET (148TH TO 156TH)	4	4	2	2	0	0
W. LK. SAMMAMISH PKWY (BEL-RED ROAD TO REDMOND WAY)	2	2-4	0	2	0-2	2
N.E. 124TH STREET	2	2-4	0	0-2	0	2
MINOR ARTERIALS:						
N.E. 85TH STREET	4	4	1-2	2	2	2
N.E. 24TH STREET (156TH TO W. LK. SAMMAMISH PKWY.)	2	2	2	2	1	2
W. LK. SAMMAMISH PKWY	2	2	0	0	1	1-2
156TH AVENUE N.E. (N.E. 20TH to N.E. 51ST)	4	4	2	2	2	2
N.E. 51ST STREET	4	2-4	1-2	2	0	0-2
N.E. 40TH STREET	2-4	2-4	0-2	2	0-2	2
N.E. OLD REDMOND ROAD	2	2-4	0-2	2	0-2	1
140TH AVENUE N.E.	2	2	0	2	0-1	1
E. LK. SAMMAMISH PKWY	2	4	0	0	0	2
N.E. UNION HILL ROAD	2-4	2-4	0-2	0-2	0	0-2
NOVELTY HILL ROAD	2	2	0	0	0	1-2
BEL-RED ROAD	2-4	4	0-2	2	0	2
WILLOWS ROAD	2	2	0-2	1-2	1-2	2
132ND N.E.	2	2	0-2	1-2	0	1-2
COLLECTORS:						
156TH AVE. N.E. (N.E. 51ST	2	2	0-2	2	0	1
N.E. 116TH STREET	2	2	0	1	0	2
N.E. 104TH STREET	2	2	2	2	1	1
N.E. 100TH	2	2	2	2	0	2
166TH AVE. N.E.	2-4	2-4	2	2	0-2	0-2
N.E. 95TH STREET	2	2	1	2	0	1
N.E. 80TH STREET (REDMOND WAY TO 171ST AVE.)	2	2-4	0-2	2	0	1
172ND AVE. N.E.	2	2	2	2	1	1
N.E. 20TH STREET	4	4	0-1	2	0	0
180TH AVENUE N.E. (SOUTH OF UNION HILL ROAD)	2	2	0	2	0	1
N.E. 80TH ST. (132ND AVE. N.E. TO 140TH AVE.)	2	2	1	2	1	1
AVONDALE WAY	4	4	2	2	0	0
171ST AVE. N.E.	2	2	1-2	1-2	1	1
N.E. 85TH STREET EXTENSION	0-2	2	1	2	0	1

*Does not include left turn lanes or two-way left-turn lanes

**Does not include Class I or Class III Bicycle facilities

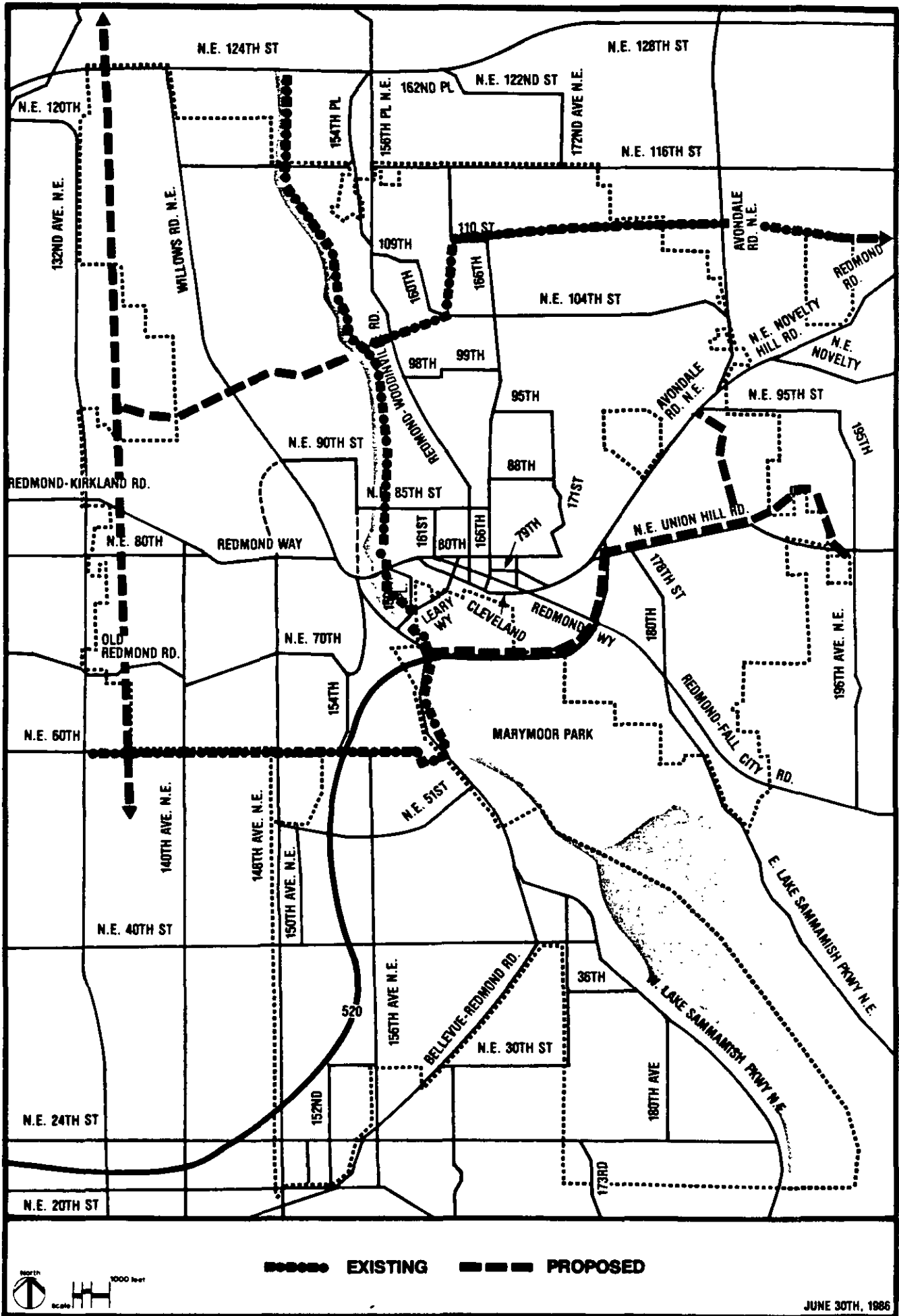
BIKEWAY PLAN



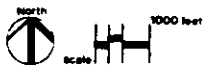
EXISTING BIKEWAY 
 PROPOSED BIKEWAY 



MULTI-PURPOSE TRAIL PLAN

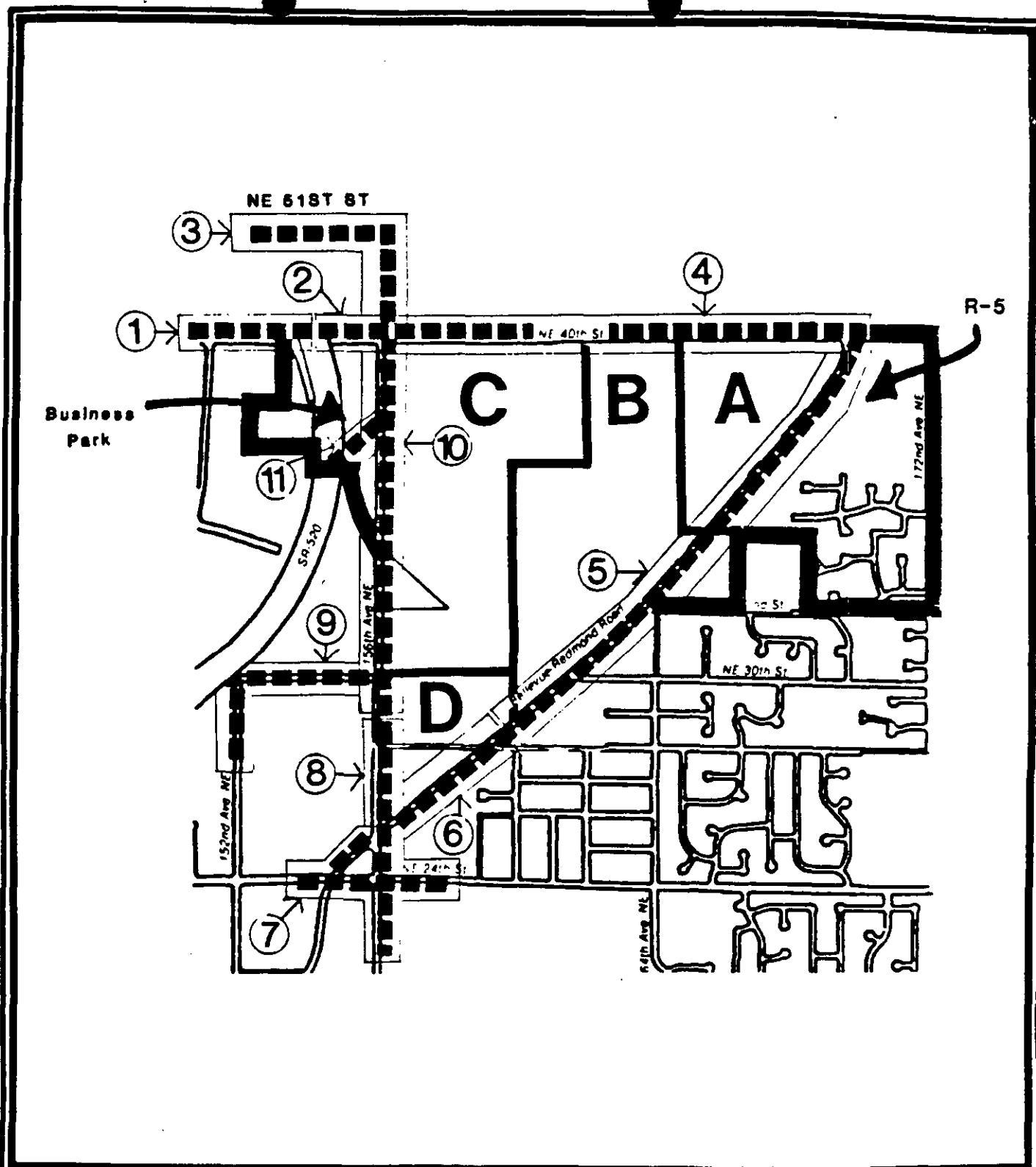


EXISTING **PROPOSED**





EVERGREEN HIGHLANDS TRANSPORTATION IMPROVEMENT PHASING			
Location	Percentage of Development Allowed (9)	Arterial Connection	Necessary Improvements by Section to Arterial System before Occupancy allowed (See Transportation Improvement Phasing Map)
EH-A	50%	NE 40th (1)	1,2,4
	50%	Bel-Red Road (1)	5,6
EH-B	40%	NE 40th (1)	1,2,3,4
	40%	Bel-Red Road (1) (3)	5,6,7
	20%	38th St. off-ramp (4)	11
EH-C	40%	NE 40th (1)	1,2,3,4
	40%	156th Ave. NE (2) (5)	1,2,3,7,8,9,10
	20%	38th St. off-ramp (4)	11
EH-D	40%	Bel-Red Road (1) (6)	6,7
	40%	156th Ave. NE (1) (6)	7,8,9
	20%	38th St. off-ramp (4)	11
East of Bel-Red Road	100%	None	None
Between 156th Avenue N.E. & SR 520	80%	156th Ave. NE. (2) (7)	1,2,9,10
	20%	38th St. off-ramp (4)	11
West of SR 520	100%	NE 40th Street (1) (8)	1

- (1) Only one access from the location is permitted from the named street.
- (2) No more than 2 accesses from the location are permitted from the named street.
- (3) Must be located north of the intersection of NE 30th Street and Bellevue-Redmond Road.
- (4) This requirement does not apply if a city petition for an off-ramp is rejected by the State Highway Commission.
- (5) Access points must be aligned with NE 31st Street and the proposed off-ramp from SR 520.
- (6) Additional access points may be allowed if in the judgment of the Public Works Director connection to a single major access point cannot be developed.
- (7) All development must be compatible with the future construction of Improvement #11. Minimum setback from the future right of way is at least 50'.
- (8) Development must be consistent with the future development of an on ramp from approximately NE 40th Street to SR 520 (westbound) and a minimum setback of 50' from such necessary right of way.
- (9) Measured in allowable floor area or number of dwelling units.



Redmond

Evergreen Highlands Transportation Improvement Phasing Map

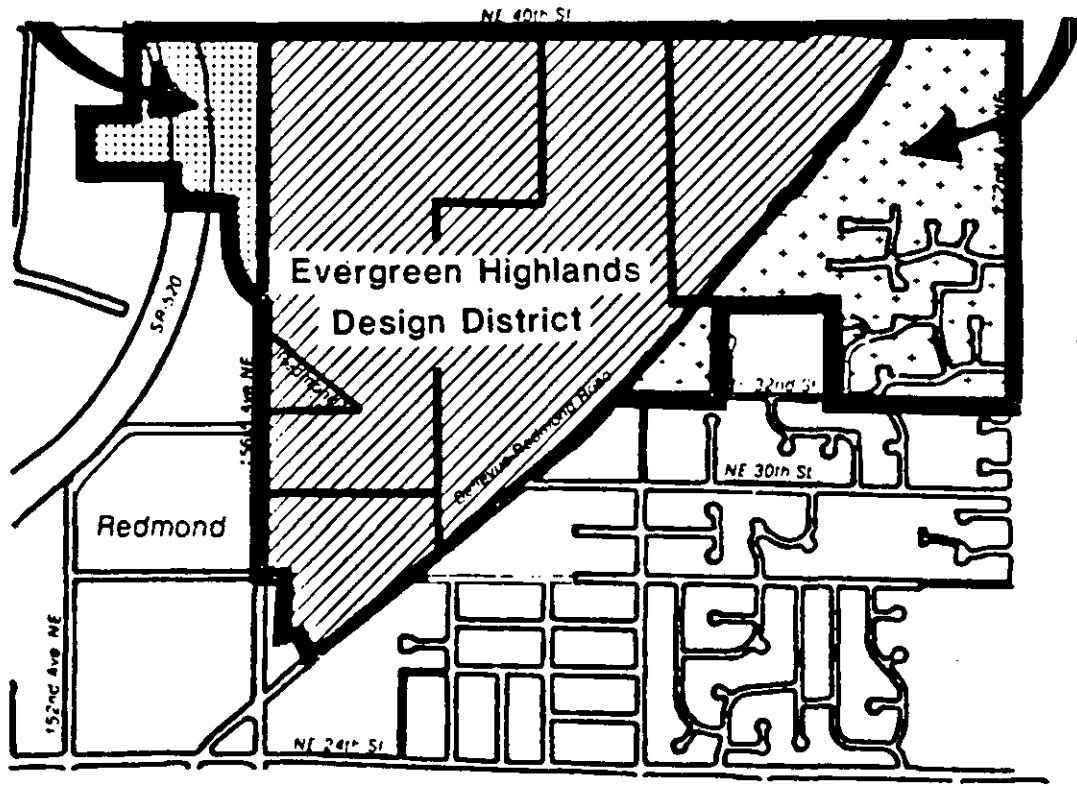
 Required Improvements
 (3) 

Scale 1":1400'






Business Park

R-5



Redmond

Evergreen Highlands Transportation Improvement Overlay District

-  Design District/Performance Areas
-  R-5
-  Business Park

Scale: 1" = 1400'

