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August 24, 2012

Thara Johnson, Associate Planner  
City of Redmond Planning and Community Development  
15670 NE 85<sup>th</sup> Street  
PO Box 97010  
Redmond, WA 98073-9710

**Subject:** SR 520 MP 10.74 (NE 51<sup>st</sup> St Interchange vic)  
Anjuman E Burhani (AEB) Mosque

Dear Ms. Johnson:

When we were contacted by Mark Jacobs of Jake Traffic Engineering back in March 2012 regarding this development, we told Mr. Jacobs that WSDOT maintains the Limited Access in this area and that any revision to the current roadway geometrics will need to be reviewed and approved WSDOT. After our meeting with the AEB, we have discovered that the turnback document we provided Mr. Jacobs during our correspondence with him is different from the correct one noted on the right of way (ROW) plan.

Per the Access and Hearing Plan, this area was conveyed to the City of Redmond back in March 12, 1991. Per the attached Quitclaim deed, WSDOT conveyed all rights, title and interest to the property to the City of Redmond for road purposes only. However, the deed was executed in accordance to the General Maintenance Agreement #501 (GM 501, see attached) that was executed on August 7, 1969. In this agreement, the City agreed to 'protect' the control of access as indicated by the hachured line.

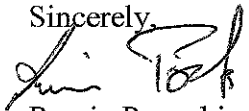
While WSDOT no longer owns the limited access (LA) rights to the area, the City is still obligated to follow design requirements concerning existing LA facilities. As such, if WSDOT were to allow a new access due to the change in use, we would require the following:

1. The access must be designed per WSDOT Road Approach Design Template D1 (Exhibit 1340-5). The standard design will allow one design vehicle to enter the driveway while a second design vehicle is waiting to exit the driveway without interfering with the mainline operations.
2. The site access along NE 51<sup>st</sup> St must be restricted to right-in/right-out only due to its close proximity to the SR 520 eastbound ramps. Curbing/Raised median shall be installed on NE 51<sup>st</sup> St to prohibit any left-in/left-out movements to or from the property.

3. It was stated in the Traffic Study Supplement that “the sight line to and from the east is affected by street geometrics and bus stop” and the recommendation is to “potentially re-locating an existing bus stop” for better sight lines. The City required SSD and ESD must be met per design speed and the proposed modification must be evaluated and implemented to ensure adequate sight distances for the proposed access location.
4. Any geometry changes must be reviewed for approval. All required applicable channelization must be shown per WSDOT Northwest Region Channelization Plan Checklist. Note that if the channelization changes do not extend into WSDOT R/W, then no channelization plan for WSDOT review will be required, but WSDOT would still like the opportunity to look at the plans.
5. Since there is a change in use, a value determination for a commercial use as well as for a wider driveway, per Chapter 530.10 of WSDOT Design Manual (see attached), must be prepared because WSDOT only granted a 14-foot Type A single family driveway to the original property owner when the rights to the parcel were purchase back in in February 20, 1974. However, since the LA area is vested in the City, all appraisals and real estate reviews must be conducted by the City. Any revenues resulting from the valuation shall be placed in the City’s road/street fund and the revenue shall be used exclusively for road purposes, per the Quitclaim deed.

If you have any questions, or require additional information, please contact Felix Palisoc of our Local Agency and Development Services section at 206-440-4713, or via e-mail at [palisof@wsdot.wa.gov](mailto:palisof@wsdot.wa.gov).

Sincerely,



Ramin Pazooki  
Local Agency and Development Services Manager

RP:fsp

Attachments: Judgment and Decree (original ROW take)  
General Maintenance Agreement (GM) 501  
Quitclaim Deed  
ROW Plan (SR 520, Northrup Interchange to Jct. SR 202, Sheet 11 of 16)  
WSDOT Design Manual (Chapter 530.10 and Exhibit 1340-5)

cc: Day File / Project File  
R. Roberts (King Area Traffic)  
Anjuman E Burhani  
D. Stone (Rolluda Architects)