



EXHIBIT 25
PAGE 1 OF 5

Permit Center
Deviation from Standards
Request Form

DEC 13 2008

Permissible alternatives different from the City of Woodinville Standards may be approved if such modifications are in the public interest, are based upon sound engineering judgment, and the requirements for safety, function, appearance, and maintainability are fully met. A minimum of 10 work days shall be permitted for a determination of acceptance or denial, or request for additional information per Transportation Infrastructure Standards and Specifications Section 1-1.8. Deviation requests that do not meet all the criteria will be denied.

NOTE: A separate Deviation Request must be submitted for each standard.

Submit the following documents to the Permit Center:

- ❖ Completed Deviation Request Form
- ❖ Supporting documentation (plans, reports, proposals, etc)

Permit #: PPA13002 / SEP13019 Parcel #: 1126059156, 1126059152, 3244500137, and 3244000135

Prepared by: CPH Consultants Date: 9/19/2013

Contact Name: Jamie Schroeder Ph #: 425-285-2390

Please define the Standard that you are requesting a deviation from.

Std #: Standard Plan 104A (1-4.2.1) Title: High Density Residential Streets
(1-4.2.9) Cul-de-sacs and Turnarounds

Description of deviation: _____
Reduction of roadway width, planter strip, and right-of-way width for proposed roadway serving the Brickyard Ridge single-family residential subdivision and utilize hammerhead turnaround in lieu of cul-de-sac.

Need (Why): See attached justification and figures.

Contact the Permit Center at 425 499-2754 if you need additional information

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DEVELOPMENT SERVICES



EXHIBIT 25
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DEVIATION OF STANDARD REVIEW

*** OFFICIAL USE ONLY - To be completed by the Permit Center ***		
Action:	Yes	Date
Documents date stamped and entered in Permits Plus.	<input type="checkbox"/>	
Work Order, request, and supporting documents routed to the Public Works Department for review.	<input type="checkbox"/>	
Requestor notified of decision	<input type="checkbox"/>	

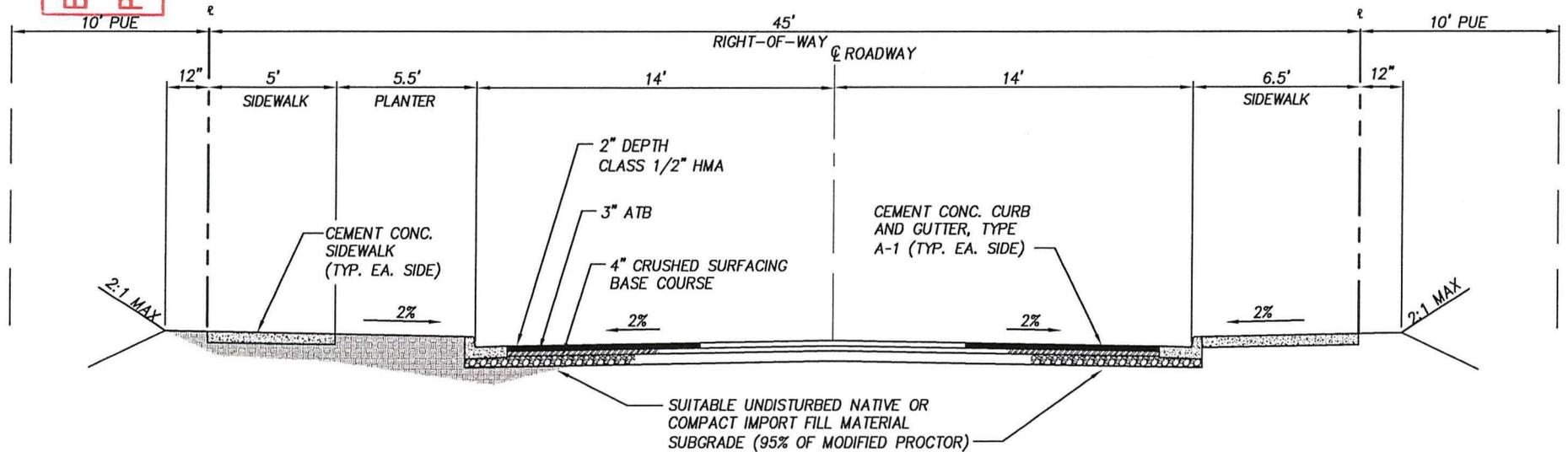
*** OFFICIAL USE ONLY - To be completed by the Public Works Department ***		
Request for deviation and evidence have been reviewed in accordance with TISS 1-1.8.		
Criteria	Yes	No
In the public interest	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Based upon sound engineering judgment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Safety requirements are fully met	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Function requirements are fully met	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Appearance requirements are full met	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Maintainability requirements are fully met	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Review on Hold – Additional Information Required. <i>(Comment letter attached)</i>	<input type="checkbox"/>	<i>(Date)</i>
Deviation Approved	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Expiration: This deviation will expire 12 months from date of approval if the scope of work approved by the deviation has not commenced.

 Public Works Director or Designee

 1/29/14
 Date

C: Original – Applicant
 Copy – Project File



TYPICAL ROAD SECTION - NE 185TH COURT

A

NOT TO SCALE

FIGURE 1

September 24, 2013

Mr. Tom Hansen
Public Works Director
City of Woodinville
17301 – 133rd Avenue NE
Woodinville, WA 98072



**RE: Brickyard Ridge Subdivision (PPA13002) — CPH Project No. 0067-13-002
Request for Deviation from City of Woodinville Development Standards**

Dear Mr. Hansen,

This letter and enclosures are provided to request a deviation from the current Woodinville Infrastructure Design Standards and Specifications (WIDSS) to allow the reduction of roadway, planter strip, and right-of-way width (see WIDSS section 1-4.2.1, std plan 104A) for the Brickyard Ridge single-family residential subdivision. The project also requests to use a hammerhead turnaround instead of a cul-de-sac (WIDSS section 1-4.2.9). The deviation is requested based on the specific restraints of the parcels, including the unique shape of the parcels, topography on-site, and the fact that primary access to the site is not desired off of NE Woodinville-Duvall Road given traffic safety concerns.

The preliminary subdivision is located at 15215 Woodinville-Duvall Road and proposes a 13-lot plat on approximately 6 acre of property including parcels 3244500135, 1126059153, 1126059156, and 3244500137. The northerly 2 acres of the project site is zoned R-6 and the southeasterly portion is zoned R-1. Existing undeveloped right-of-way for NE 185th Street bisects the project. Access to the property is provided along NE 185th Court at the western boundary, which is currently under construction with the neighboring Woodridge project. The majority of the public roadway bisects the triangular R-6 parcel. Given the right-of-way dedication of 20 feet along NE Woodinville-Duvall Road and the proposed NE 185th Court access road for the project, there is limited developable land remaining for the lots.

The deviation is requested to reduce the roadway width to 28', omit the planter strip on the south side of the street, reduce the planter strip on the north side to 5.5', and utilize a hammerhead turnaround in lieu of a cul-de-sac. The overall right-of-way width will reduce from 60 feet at the western boundary to 45 feet through the Brickyard Ridge site as shown in Figure 1 enclosed. This additional width will be allocated to the adjacent lots to obtain the minimum 9 dwelling unit density for the R-6 zone as calculated per the table in WMC 21.12.030 as well as providing lot depth for buildable area. The following areas illustrate how close the development is in obtaining the minimum density:

Gross R-6 Site Area: 86,415 sf (1.98 Ac)
ROW Dedication: 26,732 sf (0.61 Ac)
SD and Recreation Tract: 2,570 sf (0.06 Ac)
Open Space: 2,473 sf (0.057 Ac)
Remaining Lot Area: 54,640 sf (1.25 Ac)
Average Lot Size: 6,071 sf (6,001 sf per zoning criteria)

The minimum lot area is barely exceeded as shown with the areas above. Lot averaging calculations are shown in Figure 2 provided with the deviation package. The use of a standard width roadway section and right-of-way would require approximately 5,000 sf of additional dedication and eliminate at least one lot. The additional width would also significantly reduce the depth of the lots.

The proposed public access road will still maintain parking on the south side of the roadway, standard travel lanes, and pedestrian connectivity for the project and neighboring properties. The end of the public roadway will have a hammerhead turnaround meeting current Fire Code Standards for use of general public and emergency vehicles. A private roadway will continue from the end of the public roadway serving the last three lots of the subdivision. This private roadway meets minimum requirements for emergency access and there is a connection to NE Woodinville-Duvall Road, which will be closed for standard vehicular access to the site, but the bollards may be removed to provide a second emergency access. A hammerhead turnaround is also provided at the end of the private road for the general public. The function of the reduced roadway section will provide adequate safety and function to public once constructed. Also it is not anticipated that the appearance or maintainability of the roadway would be negatively affected by the deviation.

Please, contact me directly at (425) 285-2392 or by e-mail at jamie@cphconsultants.com if you have questions or need any additional information to complete your review and approval of this deviation request. Your efforts and prompt response are appreciated. Thank you.

Sincerely,

CPH Consultants



Jamie B. Schroeder, PE
Vice President

Cc: Tom DeDonato
Copy to file