

SW 1/4 SECTION 22, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**CALLAN RIDGE PUD**



**CALLAN RIDGE PUD  
 IDP SUBMITTAL**  
 ROAD & GRADING PLAN  
 13240, 13224, & 13224 1/2 198TH AVE NE  
 APOECAN, WASHINGTON

**GCM INVESTMENTS, LLC**  
 8975 SE 36TH STREET, SUITE 103  
 MERCER ISLAND, WA 98040  
 (206) 386-1147



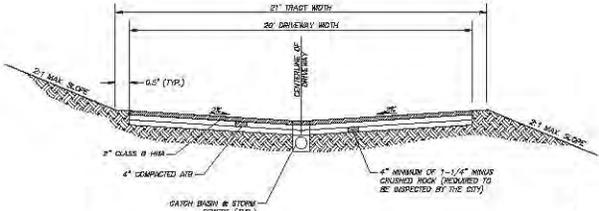
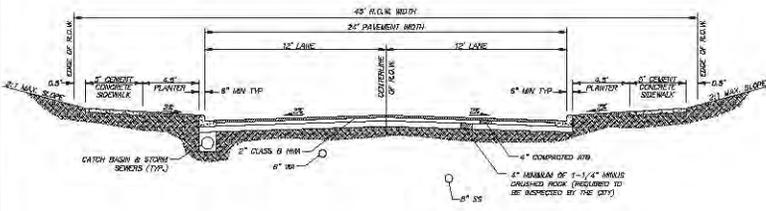
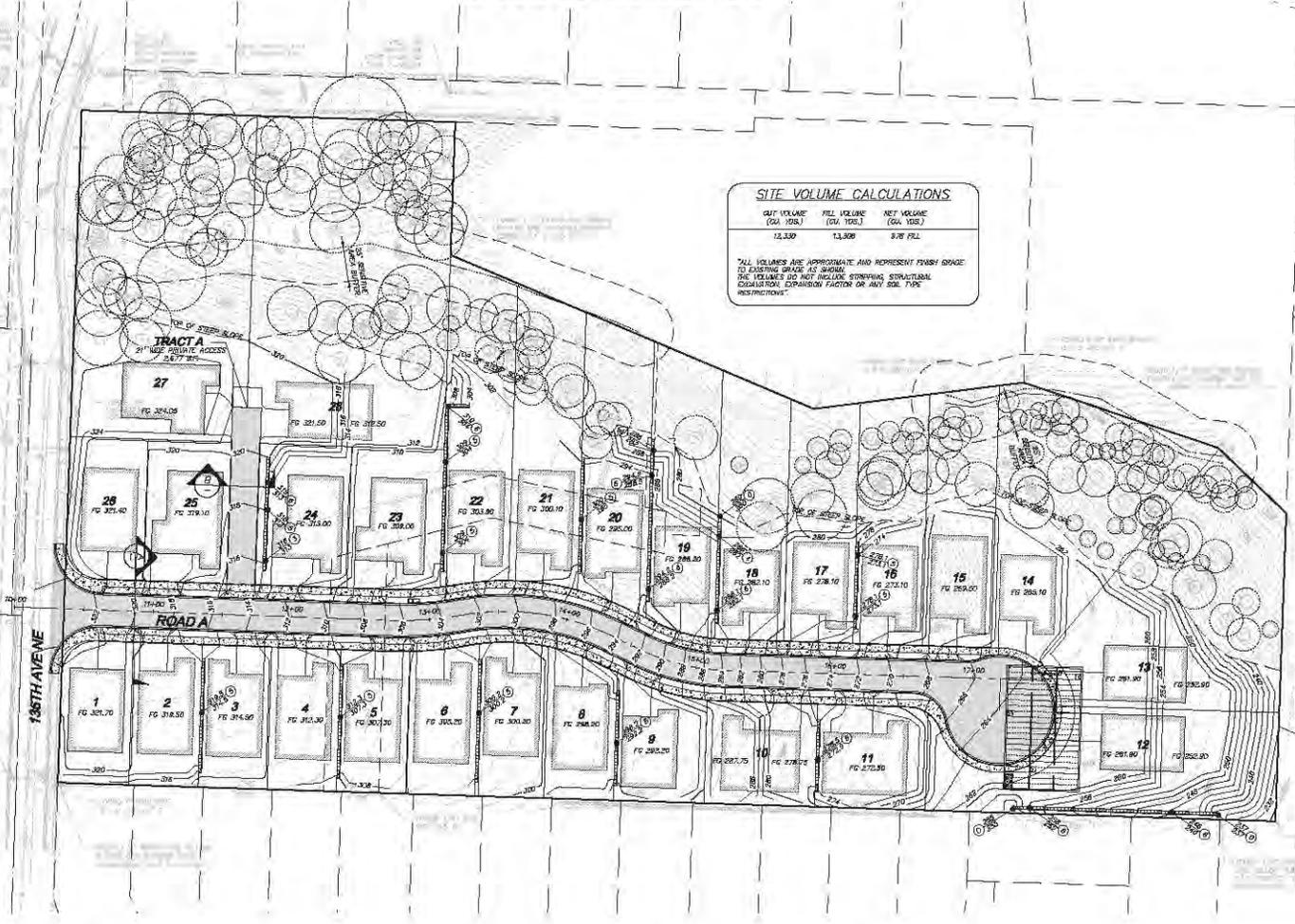
APP: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 REVISION: \_\_\_\_\_

DRAFTED BY: ORD  
 DESIGNED BY: MAJ  
 PROJECT ENGINEER: MAJ  
 DATE: 04.18.16  
 PROJECT NO.: 12057  
 DRAWING: C4  
 SHEET: 4 OF 6

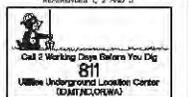
**SITE VOLUME CALCULATIONS**

CUT VOLUME (CU YDS.)	FILL VOLUME (CU YDS.)	NET VOLUME (CU YDS.)
13,330	13,808	478 FILL

ALL VOLUMES ARE APPROXIMATE AND REPRESENT FINISH GRADE TO EXISTING GRADE AS SHOWN. THE FILLABLE IS NOT INCL. SWAYING, STRUCTURAL OVERLAP, EXPANSION FACTOR OR ANY SOIL TYPE RESTRICTIONS.



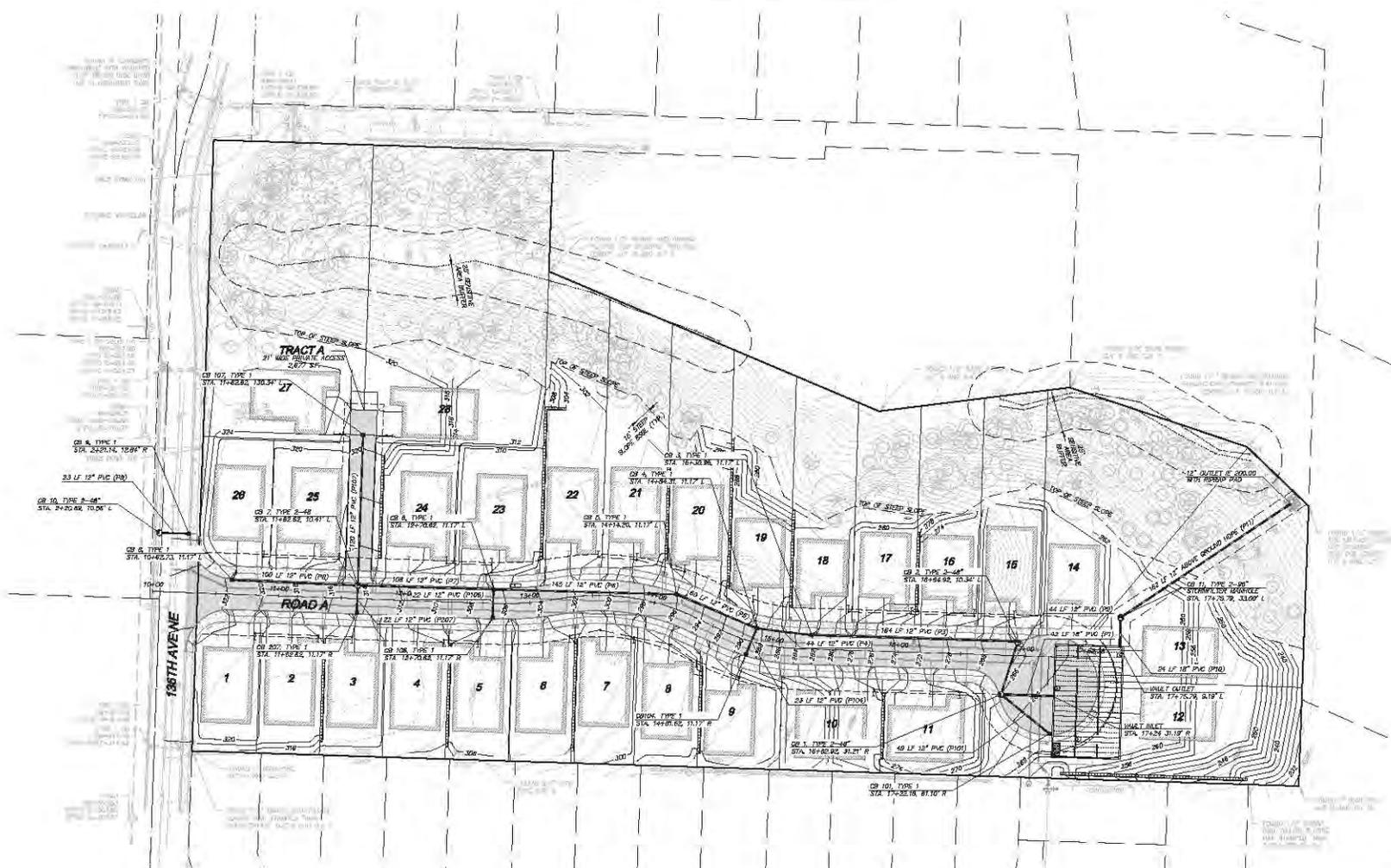
**BASIS OF BEARINGS:**  
 NORTH 1/2\"/>



**ROAD "A"**  
 1/2" URBAN RESIDENTIAL PUBLIC ROAD 30 MPH DESIGN SPEED

**TRACT "A"**  
 1/2" PRIVATE ADDRESS DRIVEWAY

SW 1/4 SECTION 22, TOWNSHIP 26 N, RANGE 5 E, W.M.  
**CALLAN RIDGE PUD**



**BASIS OF BEARINGS:**  
 NORTH 76° 16' E, BETWEEN THE MONUMENTS FOUND AT THE SOUTHWEST CORNER AND THE WEST QUARTER CORNER OF SECTION 27-28-2, T26N R5E

**811**  
 Utilities Underground Location Center  
 (822) 422-6242

**D.R. STRONG**  
 CONSULTING ENGINEERS  
 ENGINEERING PLANNING ARCHITECTURE  
 200 PALMER SQUARE BUILDING  
 11425 20TH AVE N  
 BELLEVUE, WA 98007

**CALLAN RIDGE PUD**  
 IDP SUBMITTAL  
 DRAINAGE CONTROL PLAN  
 12240, 12254, & 12254 136TH AVENUE  
 KIRKLAND, WASHINGTON

**GGM INVESTMENTS, LLC**  
 8875 SE 36TH STREET, SUITE 108  
 MERCER ISLAND, WA 98040  
 (206) 386-1147



DATE: \_\_\_\_\_  
 REVISION: \_\_\_\_\_  
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DRAFTED BY: GRD  
 DESIGNED BY: MAJ  
 PROJECT ENGINEER: MAJ  
 DATE: 04.18.16  
 PROJECT NO.: 12057

DRAWING: **C5**  
 SHEET: **5** OF **6**





**CALLAN RIDGE**  
**Planned Unit Development – Preliminary Plat**  
**Project Narrative/Benefit Analysis**  
**REVISED AND UPDATED October 14, 2016**

- I. **Project Description**
- II. **Modifications Proposed Through PUD Process**
- III. **PUD Conformance Criteria**

I. **Project Description**

**Site Description**

American Classic Homes is proposing to develop the Callan Ridge site into a 28 lot single family Planned Unit Development (PUD). The site consists of 7.35 acres in size and is comprised of five parcels with three existing homes and outbuildings. The project is bounded by 136<sup>th</sup> Ave NE to the west with the Vintner's Ridge single family home subdivision to the south; the Foxbrier single family home subdivision to the north; the Foxbrier's native growth protection tract to the east; and Crestline Apartments and Kirkland Heights Apartments to the west. The site has moderate to heavily sloped topography primarily from the west to the east. The northern portion of the site contains a heavily treed area with steep slopes. The bottom of this area contains a storm drainage channel with stream characteristics which has been designated as a Class 3 non-fish bearing stream. This area will be protected and placed in a sensitive areas easement. No other critical areas are on the site. Access to the site is currently obtained via private driveways directly off of 136<sup>th</sup> Avenue NE. The site is currently served by public water and the sewer will be connected to the existing sewer main in Vintner's Ridge. Woodinville Water and Sewer District will be the utility provider. The existing residences have septic drain fields which will be abandoned per Code requirements.

The proposed development is within the Evergreen Hill neighborhood. Zoning for the site is RSA-6.

**Proposed Site Plan**

The proposed PUD will contain 28 lots which range in size from 5,113 square feet to 33,589 square feet. There will be one access point off of 136<sup>th</sup> Avenue NE with one internal road and one private access tract. The internal right of way will be 45' wide running from the west to the east of the site with sidewalks on both sides and terminating in a culdesac with no further road extension to the east. Parking will be allowed on one side of the street. An underground storm vault will be installed at the end of the culdesac to handle storm water. No onsite park is planned for the development as 132<sup>nd</sup> Square Park is located within walking distance to the site. Lots 1 through 12 front the south side of the new road and Lots 13 through 26 front the north side of the road. Lots 27 and 28 are accessed via the private access tract off the north side of the road.

### Trees

The site contains many significant trees with stands existing mainly within the rear of the lots on the north side of the internal road and in the sensitive area on the northern portion of the site. The Applicants' arborist's report, which was submitted to and approved by the City, contains an evaluation of all significant trees on the site and their related health. The Tree Retention Plan, included with this submittal, states the tree density calculation required for the site is 220.4. The tree density provided on the site is 859. Thus, the site is retaining far more significant trees than what is required by the City's code. However, to provide a visual buffer between the Vintner's Ridge subdivision to the south of Callan Ridge, the Applicant will be adding trees on the rear of Lots 1 through 12. Landscaping strips along the internal plat road will also be planted with street trees.

### Critical Area On Site

The Applicant has submitted a Critical Area Mitigation Plan to the City which includes the removal of the nonnative, invasive species located within specific areas in the critical area on the site and plant replacement of 72 trees and 184 shrubs. The schedule for the removal and replacement would occur after the Applicant received the required permits for construction of the site and between the months of mid October and mid March for optimal growing of new plantings. Required fencing and signage approved by the City will be installed.

### Retaining Walls

Due to the site's topography and necessary grading to comply with road gradients, retaining walls will be required and will exceed 4 feet in height. Pursuant to KMC section 115.115.g Rockeries and Retaining walls:

*Rockeries and retaining walls may be a maximum of four (4) feet high in a required yard.*

*The Planning Official may approve a modification to that height limit if it is necessary because of the size, configuration, topography or location of the subject property, and either:*

- a) The design of the rockery or retaining wall includes terraces deep enough to incorporate vegetation, or other techniques that reduce the visual mass of the wall; or*
- b) The modification will not have any substantial detrimental effect on abutting properties or the City as a whole.*

Walls internal to proposed lots: Site topography requires the proposed roadway to range from 7.23% to 15% slope. This creates pad elevation differences ranging from 5 to 8 feet. The pads have been graded such that the maximum height of retaining walls between lots is six feet. In the spirit of criteria (b) above, this modification will only affect those lots within the proposed subdivision and would not affect abutting properties or the City as a whole.

Wall along the southern property line: The wall and associated slope are required due to site topography and the limited grade within the proposed cul de sac. As the project access road meanders through the property at the above-mentioned slopes, the slope is reduced to six percent at the proposed turn around to facilitate safe turning movement for emergency vehicles. This, in-turn creates a significant grade change between the cul de sac (and consequently, Lots 12 and 13) and the

grade at the southern property line. In order to meet these grades, the project proposes a six-foot tall retaining wall along the south side of Lot 12 with a twelve foot high 2:1 slope above (measured at the back of the abutting house to the south). The wall is proposed approximately 2.5 feet from the property line. Given the fact this is a fill wall, and the fact that there exists a six foot wood fence on the adjacent property, the proximity of the wall to the property line should be reduced to the minimum feasible as to not create an inaccessible area that cannot be maintained or monitored.

Per criteria (b) above, the existing six foot fence would block the proposed six foot wall from view of the abutting property thus eliminating any visual effect, as created by the proposed retaining wall within the required yard, on said property.

### **Circulation and Parking**

There will be one access to the site from 136<sup>th</sup> Avenue NE. This is a benefit in reducing entering/exiting onto 136<sup>th</sup>. No homes will take access directly from 136<sup>th</sup> Avenue NE. The internal plat road will be 45 feet wide with sidewalk, curb, gutter, and landscape strips on both sides. The road will end in a culdesac. The road can not be extended to the east as that area is Foxbrier's native growth protection tract. Parking is allowed on both sides of the internal plat road. All homes will take access off the internal road except for Lots 27 and 28 which will take access of a private access tract. The tract will be 21 feet wide.

Each home will provide a minimum of 2 off street parking spaces in the garage. Garages will be set back 20 feet from the right of way.

The project has passed the Traffic Concurrency, included with this submittal, and a Traffic Impact Analysis Report has been submitted with this application.

### **Proposed Homes**

American Classic Homes is a premiere home builder with many communities in the Sammamish, Renton, and Kirkland areas. American Classic Homes is well known for providing high quality, architecturally pleasing homes containing superior quality construction materials. The homes planned for the Callan Ridge community will reflect American Classic Homes' trademark quality and beauty.

Lot sizes vary quite a bit in the PUD mainly due to constraints of the site including steep slopes and irregular parcel configurations. Lot sizes in the PUD range from 5,119 square feet to 33,589 square feet. The code for a subdivision versus a PUD would allow those larger lots to have a floor area ratio and lot coverage up to 50% of the lot size which in essence, would allow a 16,000 square foot home on the largest lot containing 33,589 feet. The Applicant does not intend to build such large homes but rather develop a neighborhood with home styles of a consistent nature and closer range of sizes. Thus, the request by Applicant for the FAR and lot coverage modifications would result in just that.

Although the PUD and engineering and related plans will need to be approved by the City before the Applicant is able to select the exact homes for each lot, the Applicant intends to build homes ranging in size from approximately 2,800 square feet to 4,600 square feet of habitable space. This includes basements but not garages or entryways. The plans included with this submittal show the building

pad footprints for each lot. Examples of home styles and square footages have been included with this submittal to provide the City with some examples of Applicant's plans for the type of homes in Callan Ridge.

## II. Modifications Proposed through the PUD Process

City of Kirkland Zoning Code (KZC) section 125.20 details what elements may be modified with a PUD application. Of the elements allowed under KZC 125.20 as modifications to the PUD that would otherwise not be allowed in a standard subdivision, the Applicant is requesting modifications of the following:

- Front Building Setbacks;
- Floor Area Ratio;
- Building Height Calculation; and
- Lot Coverage

### Front Building Setbacks

**Requested Modification:** We are requesting the front building setback for living space be reduced to 10 feet while maintaining the 20 foot garage setback.

Garages are set back 20 feet from the right of way line to provide for parking in the driveways without impeding vehicular or pedestrian traffic. Maintaining the 20 foot setback meets the requirements of the Kirkland Zoning Code. Having living space setback only 10 feet creates an opportunity to develop a streetscape with modulation and character. In addition, the lots on the north side of the plat road are constrained by the sensitive area and a 15 foot building setback from top of slope so the reduced front yard setback allows the home to have living space otherwise lost. Garage setbacks are maintained at 20 feet so the driveways will still meet code and vehicles will not protrude into pedestrian sidewalks and/or the right of way. The effect of the reduced front yard setback is that homes will be closer to the internal plat road however this will not impact 136<sup>th</sup> Avenue NE or adjacent properties.

### Floor Area Ratio (FAR)

**Requested Modification:** We are requesting the FAR for the project be evaluated and measured on a site wide basis, as 50% of the net development area (gross site area less public roads) instead of on an individual lot basis.

We are requesting the FAR be measured on a net developable area basis, not including right of way or the private access tract, instead of on an individual lot basis. Application of the FAR on an individual lot basis promotes significantly large homes on some of the lots and significantly smaller homes on others. For example, Lot 28 is 33,589 square feet in size which would allow a 16,000 square foot home whereas Lot 8 is 5,113 square feet in size allowing a 2,556 square foot home. This approach

would promote a fragmented neighborhood. Application of the FAR on an individual lot basis also promotes more mass in the project as a whole. The proposed modification actually would provide a more unified, yet diverse development.

In addition, by using the proposed approach, the FAR is actually below the maximum individual lot FAR of 50%. The net developable area of the project is 281,519 square feet. The proposed housing is intended to range from 2,800 square feet to 4,600 square feet of habitable space, including any basements but not including garages or entryways. Using an elevated number for the average floor area ratio of 5,000 square feet, including garages and entryways, multiplied by 28 lots, equals 140,000 square feet divided by the net developable area of 281,519 equals 49.73%. The average floor area ratio in reality will not be 5,000 on each lot, but by using it, it shows the benefit of measuring the FAR on a net developable area basis instead of on an individual lot basis.

### **Building Height Calculation**

Requested Modification: We are requesting the building height calculation be based on the existing grade after site grading is completed for Lots 1, 2, 10, 11, 12, 13, 14, 19, 20, 21, 22 and 28.

Application of the City's current code creates inherent problems due to the diagonally sloping topography of the site itself. These factors create challenges from not only a site design standpoint but also from a grading perspective. In order to maintain the home entries at street level, mass grading (outside of sensitive areas) has to occur. This grading will alter some of the building pad elevations by ten feet or more from pre-grading elevations. To attempt to establish building height from pre-construction grades on a site like this will result in homes that do not fit the intended character and cohesiveness of the community. By utilizing post site construction grades on the Lots specified to establish building height, a more consistent and compatible community will be developed which is the underlying intent of the building height calculation requirement.

As explained in more detail below, any impacts to the north of the project are mitigated by the fact there is a large separation of sensitive areas between the subject project's housing on the north lots and the Foxbrier subdivision, i.e., more than 250 feet. Any impacts to the apartment projects to the west are mitigated by the separation between our project and their closest buildings by 136<sup>th</sup> Avenue NE and the Pipeline easement. Property to the east is a native growth protection area.

Site topography has dictated roadway design. In an attempt to balance the difference between the north and south developable area limits while still maintaining required vertical roadway geometrics, the proposed roadway profile was determined to be the best option. In turn, the roadway profile dictates the proposed pad elevations of the Lots given the size and density of the development. As detailed in the attached chart and cut/fill exhibit, out of 28 Lots in the project, 12 Lots will be fill lots and 16 Lots are cut lots with minimal grading. Lots 1, 2, 10, 11, 12, 13, 14, 19, 20, 21, 22 and 28 require modification to allow for the maximum allowable building height to be determined by measuring from the Average Building Elevation of the proposed grade rather than the predevelopment grade.

Lots 14, 19, 20, 21, 22 and 28 are located on the north side of the proposed access roadway and with the exception of Lot 20 differ from predevelopment ABE by less than five feet. Lot 14 will be more than 130 feet away from the nearest abutting property line, while Lots 19, 20, 21 and 22 pads all sit lower than those of the Lots directly across the access roadway and will therefore only be seen by Lots within the development. The predevelopment grade at Lot 28 naturally sits higher than the properties to the south of the project and although the request would result in just under five feet of additional height, the proposed house is more than 250 feet from the nearest abutting property that could be affected which would minimize if not negate the effect in total.

Lots 1, 2, 10 and 11 are located adjacent to the Vintner's Ridge development and will set homes approximately 10 feet from the abutting property line. Lots 1 and 2 would result in less than four feet of elevation difference from that which would be allowed without the modification. The peaks of the homes would sit approximately 11.5' and 8.5' above the roof peak of adjacent Lots 34 and 33, respectively, of Vintner's Ridge. Given the proximity of these lots to 136<sup>th</sup> Ave NE (first two lots of each subdivision), a critical piece of the analysis of "effect" is the topography of 136<sup>th</sup> between the two intersections of the roadways from which the lots access. This analysis shows that the intersection of the proposed access roadway is approximately 12 feet higher than the intersection of NE 133<sup>rd</sup> Street (Vintner's Ridge access). Therefore, the difference in roof peaks is what would be expected given the general topography of the area. Lots 10 and 11 would result in homes that are 3.87' and 1.9 feet higher, respectively, than would be allowed otherwise, and would sit 5.5 – 6.5' above the roof peaks of adjacent Lots 23, 24 and 25 of Vintner's Ridge. It is important to note that a cut rockery was installed with Vintner's Ridge that lowered the grade approximately 4 feet. Taking this into account reduces the differences in the elevation to negligible proportions. Approval of the modification for these Lots should not result in a substantial detrimental effect abutting properties given the difference in the roof peaks. Additionally, in order to help minimize any affect, supplemental trees will be planted in the rear of those Lots at the time of home construction.

Lots 12 and 13 will require the greatest modifications; 13.21 feet and 9.10 feet, respectively. The pads for Lots 12 and 13 are equal; however, Lot 13 is located north of Lot 12 and thus, will only affect Lot 12. Therefore, this discussion should be limited to the building pad for Lot 12, how it was established and its effect on the abutting property to the south. As the project access road meanders through the property at the above-mentioned slopes, the slope is reduced to six percent at the proposed turn around to facilitate safe turning movement for emergency vehicles. Lot 12 gains access from the proposed cul de sac. Therefore, its pad is dictated by the grade at its access point. Although the modification would allow for Lot 12 to sit approximately 13 feet higher than that which would be allowed, the proposed home will be approximately 35 feet from the abutting property line with a difference in roof peaks between it and Lot 21 of Vintner's Ridge of 6.55'. This coupled with the fact that the front of the proposed residence on Lot 12 aligns with the rear wall of the existing home to the south further shows that there should be no substantial detrimental effect to the abutting property. Additionally, the adjacent slope will be planted with trees and shrubs to soften the visual effect.

#### **Lot Coverage**

Requested Modification: We are requesting the Lot Coverage be evaluated and measured on a net developable area basis versus an individual lot basis.

We are requesting the lot coverage be measured on a net developable area basis, not including right of way or the private access tract, instead of on an individual lot basis. Many of the reasons explained under the FAR discussion apply here. Based on the proposed housing sizes, using an average lot

coverage of 4,000 square feet including driveways, garages, patios and entryways and walkways, multiplied by 28 lots equals 112,000 square feet divided by the net developable area of 281,519 equals 39.78%. The requested modification actually provides less impervious area in comparison to what would be allowed under a standard subdivision where 50% is allowed, but on a lot by lot basis.

### III. PUD Conformance Criteria

KZC 125.35 states the City may approve a PUD only if it finds all of the following requirements are met:

1. *The proposed PUD meets the requirements of this chapter;*
2. *Any adverse impacts or undesirable effects of the proposed PUD are clearly outweighed by specifically identified benefits to the residents of the City;*
3. *The Applicant is providing one (1) or more of the following benefits to the City as part of the proposed PUD:*
  - a. *The applicant is providing public facilities that could not be required by the City for development of the subject property without a PUD;*
  - b. *The proposed PUD will preserve, enhance or rehabilitate natural features of the subject property such as significant woodlands, wildlife habitats or streams that the City could not require the applicant to preserve, enhance or rehabilitate through development of the subject property without a PUD;*
  - c. *The design of the PUD incorporates active or passive solar energy systems;*
  - d. *The Design of the proposed PUD is superior in one or more of the following ways to the design that would result from development of the subject property without a PUD:*
    - i. *Increased provision of open space or recreational facilities;*
    - ii. *Superior circulation patterns or location or screening of parking facilities;*
    - iii. *Superior landscaping, buffering, or screening in or around the PUD;*
    - iv. *Superior architectural design, placement, relationship or orientation of structure;*
    - v. *Minimum use of impervious surfacing materials.*
4. *Any PUD which is proposed as special needs housing shall be reviewed for its proximity to existing or planned services (i.e., shopping centers, medical centers, churches, parks, entertainment, senior centers, public transit, etc.)*

#### Consistency with the PUD Criteria:

1. *The proposed PUD meets the requirements of this chapter:*

The following responses to the approval criteria, in concert with the submittal materials, will demonstrate the project meets the requirements of this chapter.

2. *Any adverse impacts or undesirable effects of the proposed PUD are clearly outweighed by specifically identified benefits of the residents of the City.*

In order to approve the PUD as a subdivision overlay, public benefits must exceed the level of impact from the differing effect of the requested modifications. The primary visual effect of the modifications requested will actually have the positive impact of having a much more consistent, yet architecturally varied community in terms of home size and scale than what could be built under the subdivision's zoning. As discussed earlier, adjacent properties to the north, west and east will have no visual impact. The homes in the Vintner's Ridge subdivision abutting the project could have an "impact" regardless of the modifications requested as any new development taking place adjacent to one's property could be considered an "impact". The modifications requested for the proposed PUD do not add to this "impact" other than a potential visual impact of a higher roof peak to those specific lots in Vintner's Ridge noted above. Rear yard setbacks would have been the same under the subdivisions zoning so our homes are no closer to their property lines and we will install trees in the rear of our Lots 1 through 12 for a visual barrier.

These must be weighted in comparison to the identified benefits of the PUD.

The proposed PUD of Callan Ridge will provide a much needed Public Benefit intended to mitigate the requested modifications to the Kirkland Zoning Code.

The traffic on 136th Avenue NE, where Callan Ridge is located, has increased with the addition of new subdivisions such as Willows Bluff, Vintner's West, and Marinwood. Traffic will increase more when the developments get built out and home buyers move in. The intersection of 136<sup>th</sup> Avenue NE and NE 132<sup>nd</sup> Street, located at the entrance of the Vintner's Ridge subdivision, is where most motorists, coming from all directions, are headed, as they exit from their communities. Many motorists are using 136<sup>th</sup> as a cut through to avoid nearby busy arterials. Commuters are traveling at fast speed in this stretch which poses potential accidents.

Although the Callan Ridge project will add to the traffic on 136<sup>th</sup> and this intersection, it still meets Kirkland's traffic concurrency requirements. None of the recent new subdivisions provided any additional traffic and/or pedestrian control measures for this intersection as part of their public benefits. We spoke with City staff about the issues related to this intersection as well as representatives of the Evergreen Hill neighborhood association. We held a neighborhood meeting and received comments; concerns; and suggestions regarding 136<sup>th</sup> and this intersection. It was evident to us improvements should be made to improve safety for motorists and pedestrians. Traffic impact fees, paid by all new developments, are not enough, nor do they specifically target all capital improvements needed in neighborhoods.

Our public benefit to the City and its residents is contributing to the City funds towards the improvements the Public Works department of the City of Kirkland deems necessary will best serve the neighborhood.

This Public Benefit is not required as part of a standard subdivision and clearly outweighs the negligible impacts associated with the requested modifications.

### Determination of an appropriate level of Public Benefit Improvements

Chapter 125 – Planned Unit Development of the Kirkland Zoning Code discusses the need to provide public benefits to mitigate the impacts of requested code modifications as part of a PUD application, however, it does not clearly define the level of public benefits that coincide with the PUD code. Thus, the only way to determine an appropriate level of public benefit is to look at the public benefit improvements from past PUD applications.

The PUD of Vintner's West proposed public benefit improvements to the 100 foot wide Olympic Pipeline and Puget Sound Power and Light easement located on the west side of 136<sup>th</sup> Avenue NE, consisting of recreational equipment, trails, arbors, raised planting beds, a plant garden, and dog runs/dog waste stations. The cost of their improvements was reported by the developer to be \$350,491.83.

The PUD of Marinwood proposed public benefit improvements of onsite recreation/open space tracts; frontage improvements to the adjacent property; and the installation of a Rectangular Rapid Flash Beacon crosswalk at another location in Kirkland. The cost of their improvements was reported by the developer to be \$441,342.45.

Vintner's West contains 35 lots. Marinwood contains 48 lots. Looking at the financial expenditure of each on a per lot basis, it equates to \$10,014 per lot for Vintner's West and \$9,194 per lot for Marionwood. The average of the two is \$9,604 per lot.

The onsite open space/recreational improvements provided by both developers in their developments not only provided public benefit to the public, it clearly provided a benefit to their own communities. Having a park within the community itself is an added feature to home buyers. Our public benefit does not directly provide a benefit to the future Callan Ridge residents which should be factored into the calculation for Callan Ridges public benefit improvement.

Based on the information presented above, we are proposing to contribute \$266,000 to the City for funds for the intersection/136<sup>th</sup> Avenue NE improvements. This equates to \$9,500 per lot ( $\$9,500 \times 28 \text{ lots} = \$266,000$ ). This amount fairly reflects the amounts spent by the other developers and takes into account the size of each respective community and the true benefits provided to the public. In addition, the funds will cover significant improvements the Public Works Department of the City of Kirkland deems necessary to improve the intersection for motorist and pedestrian safety.

3. *The applicant is providing one (1) or more of the following benefits to the City as part of the proposed PUD:*
  - (a) *The applicant is providing public facilities that could not be required by the City for development of the subject property without a PUD.*

The Public Benefits are being provided by the Applicant which could not be required of a standard subdivision. Financial contribution to the City for improvements to the 136<sup>th</sup> Avenue NE and 132<sup>nd</sup> intersection however the Public Works Department of the City of Kirkland deems fit. See 2 above.

(b) *The proposed PUD will preserve, enhance or rehabilitate natural features of the subject property such as significant woodlands, wildlife habitats or streams that the City could not require the applicant to preserve, enhance or rehabilitate through development of the subject property without a PUD.*

N/A

(c) *The Design of the proposed PUD is superior in one or more of the following ways to the design that would from development of the subject property without a PUD:*

i. *Increased provision of open space or recreational facilities.*

N/A

ii. *Superior circulation patterns or location or screening of parking facilities.*

The internal road proposes only one access point onto 136<sup>th</sup> Avenue NE thus reducing the amount of entering/exiting onto 136<sup>th</sup> as well as possible accident locations. No connections road to adjacent properties are planned. No lots have been designed to front 136<sup>th</sup>, again providing a reduction of entering/exiting as well as possible accident locations.

iii. *Superior landscaping, buffering, or screening in or around the PUD.*

N/A

iv. *Superior architectural design, placements, relationship or orientation of structure.*

N/A

v. *Minimum use of impervious surfacing materials.*

N/A

4. *Any PUD which is proposed as special needs housing shall be reviewed for its proximity to existing or planned services (i.e., shopping centers, medical centers, churches, parks, entertainment, senior centers, public transit, etc.).* N/A

BUILDING HEIGHT TABLE

LOT #	SEGMENT	LENGTH (FT)	ELEV.		AVG. BUILDING ELEV. (ABE) (PREDEV)	HEIGHT @ BACK OF S/W	FG PAD ELEV. (UPPER)	FG PAD ELEV. (LOWER)	MAX BUILDING HEIGHT BASED ON ABE (PREDEV)	CUT/FILL	AVAILABLE BUILDING HEIGHT BASED ON ABE (PREDEV)	PROPOSED MAX BUILDING ELEVATION (FG+30')	PROPOSED MAX BUILDING HEIGHT ABOVE ABE (PREDEV)	PAD DELTA (DIFFERENCE B/T PREDEV ABE AND FG)	ADJACENT EXISTING HOME ROOF HEIGHT EL.	ROOF HEIGHT DELTA (PROPOSED MAX BUILDING EL - ADJACENT EX. HOME ROOF HEIGHT)
1	A	40	318.91													
	B	60	316.42													
	C	40	316.82													
	D	60	319.05													
				=	317.79	321.63	321.7	N/A	347.79	FILL	26.09	351.70	33.91	3.91	340.3	11.40
2	A	40	316.82													
	B	70	315.88													
	C	40	315.29													
	D	70	316.16													
				=	316.03	319.46	319.5	N/A	346.03	FILL	26.53	349.50	33.47	3.47	341.05	8.45
3	A	40	316.29													
	B	70	316.9													
	C	40	315.39													
	D	70	316													
				=	316.23	314.4	314.5	N/A	346.23	CUT	31.73					
4	A	40	314.37													
	B	70	312.67													
	C	40	313.69													
	D	70	316.1													
				=	314.26	312.23	312.3	N/A	344.26	CUT	31.96					
5	A	40	311.08													
	B	70	307.17													
	C	40	309.76													
	D	70	311.65													
				=	309.78	307.23	307.3	N/A	339.78	CUT	32.48					
6	A	40	307.69													
	B	72	306.34													
	C	40	306.34													
	D	72	307.09													
				=	306.82	305.18	305.2	N/A	336.82	CUT	31.62					
7	A	40	306.12													
	B	70	302.92													

	C	40	303.19															
	D	70	306.2															
				=	304.59	299.77	300.2	N/A	334.59	CUT	34.39							
8	A	40	300.22															
	B	62	297.59															
	C	40	298.33															
	D	62	300.95															
				=	299.27	297.18	298.2	N/A	329.27	CUT	31.07							
9	A	40	297.12															
	B	56	294.8															
	C	40	294.57															
	D	56	296.71															
				=	295.79	291.7	292.2	N/A	325.79	CUT	33.59							
10	A	56	285.32															
	B	53	277.67															
	C	56	283.33															
	D	53	289.15															
				=	283.88	283.37	287.75	278.75	313.88	FILL	26.13	317.75	33.87	3.87	311.13	6.62		
											35.13							
11	A	61	271.27															
	B	53	264.97															
	C	61	271.28															
	D	53	274.67															
				=	270.60	272.42	272.5	N/A	300.60	FILL	28.10	302.50	31.90	1.90	297.22	5.28		
12	A	40	252.49															
	B	60	250.94															
	C	40	244.45															
	D	60	246.72															
				=	248.69	263.27	261.9	252.9	278.69	FILL	16.79	291.90	43.21	13.21	285.35	6.55		
											25.79							
13	A	50	257.74															
	B	60	254.02															
	C	50	246.57															
	D	60	252.67															
				=	252.80	263.59	261.9	252.9	282.80	FILL	20.90	291.90	39.10	9.10				
											29.90							
14	A	40	263.03															
	B	56	264.71															
	C	40	263.44															
	D	56	262.15															
				=	263.35	265	265.1	N/A	293.35	FILL	28.25	295.10	31.75	1.75				
15	A	40	267.28															
	B	70	282.97															

	C	40	268.55																
	D	70	265.07																
				=	271.80	267.92	265.1	N/A	301.80	CUT	36.70								
16	A	40	274.47																
	B	61	284.04																
	C	40	280.96																
	D	61	283.16																
				=	281.27	267.92	269.5	N/A	311.27	CUT	41.77								
17	A	40	280.38																
	B	61	283.33																
	C	40	283.93																
	D	61	283.89																
				=	283.03	276.72	278.1	N/A	313.03	CUT	34.93								
18	A	40	287.88																
	B	54	284.82																
	C	40	282.52																
	D	54	283.43																
				=	284.58	280.46	282.1	N/A	314.58	CUT	32.48								
19	A	40	294.37																
	B	57	286.66																
	C	40	282.47																
	D	57	283.43																
				=	286.44	288.15	288.2	N/A	316.44	FILL	28.24	<b>318.20</b>	31.76	1.76					
20	A	40	290.68																
	B	64	290.24																
	C	40	287.22																
	D	64	285.9																
				=	288.41	294.91	295	N/A	318.41	FILL	23.41	<b>325.00</b>	36.59	6.59					
21	A	40	302.24																
	B	71	297.13																
	C	40	300.12																
	D	71	291.41																
				=	296.76	300.02	300.1	N/A	326.76	FILL	26.66	<b>330.10</b>	33.34	3.34					
22	A	40	301.23																
	B	68	303.93																
	C	40	302.07																
	D	68	298.95																
				=	301.52	303.25	303.9	N/A	331.52	FILL	27.62	<b>333.90</b>	32.38	2.38					
23	A	50	310.89																
	B	68	311.19																
	C	50	312.45																

	D	68	305.75																
				=	309.83	308.41	309	N/A	339.83	CUT	30.83								
24	A	50	315.04																
	B	70	317.3																
	C	50	315.41																
	D	70	312.05																
				=	314.90	312.75	313	N/A	344.90	CUT	31.90								
25	A	50	320.64																
	B	70	322.25																
	C	50	322.84																
	D	70	319.66																
				=	321.28	319.06	319.1	N/A	351.28	CUT	32.18								
26	A	40	324.28																
	B	60	325.6																
	C	40	325.26																
	D	60	324.67																
				=	324.99	321.32	321.4	N/A	354.99	CUT	33.59								
27	A	40	322.34																
	B	70	324.3																
	C	40	325.94																
	D	70	324.28																
				=	324.24	321.41	324.05	N/A	354.24	CUT	30.19								
28	A	40	319.63																
	B	70	317.42																
	C	40	314.27																
	D	70	315.48																
				=	316.63	321.01	321.5	312.5	346.63	FILL	25.13	351.50	34.87	4.87					
											34.13								

SW 1/4 SECTION 22, TOWNSHIP 26 N., RANGE 5 E., W.M.

# CALLAN RIDGE PUD



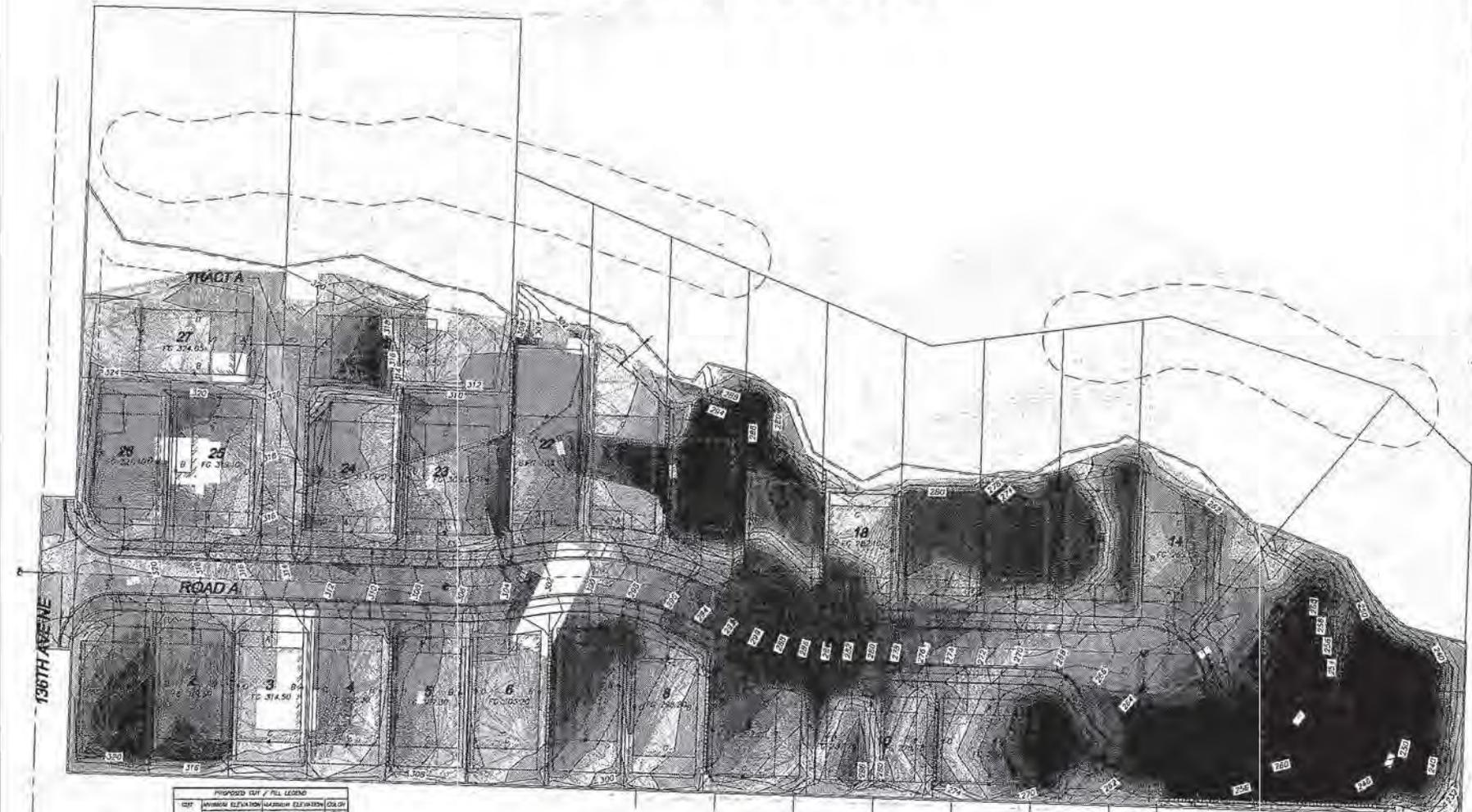
D.R. STRONG  
CONSULTING ENGINEERS  
REGISTERED PROFESSIONAL ENGINEERS  
IN THE STATES OF WASHINGTON, OREGON,  
AND CALIFORNIA. LICENSE NO. 10000  
WASHINGTON

CALLAN RIDGE PUD

BUILDING HEIGHT EXHIBIT  
13224 138TH AVENUE NE  
ACRLAND, WASHINGTON

GGM INVESTMENTS, LLC

8716 SEE WIRTH STREET, SUITE 106  
METZGER ISLAND, WA  
(206) 886-1147



138TH AVENUE

PROPOSED CUT / FILL LEGEND	
CUT	FILL
0.00	0.00
0.25	0.25
0.50	0.50
0.75	0.75
1.00	1.00
1.25	1.25
1.50	1.50
1.75	1.75
2.00	2.00
2.25	2.25
2.50	2.50
2.75	2.75
3.00	3.00
3.25	3.25
3.50	3.50
3.75	3.75
4.00	4.00
4.25	4.25
4.50	4.50
4.75	4.75
5.00	5.00
5.25	5.25
5.50	5.50
5.75	5.75
6.00	6.00



DATE: \_\_\_\_\_  
REVISION: \_\_\_\_\_

DRAWN BY: CYM  
DESIGNED BY: MAJ  
PROJECT ENGINEER: WAJ  
DATE: 10.13.16  
PROJECT NO.: 12087

DRAWING: PT  
SHEET: 1 OF 1

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