

June 21, 2013

City of Redmond, Development Services  
ATTN: Kurt Seemann  
15670 NE 85th St.  
PO 97010  
Redmond, WA 98073

**RE: Benjamin Estates: Deviation From Street Improvements along the Full Length of Frontage**

Dear Mr. Seemann,

The proposed Benjamin Estates (Benjamin) development fronts NE 100<sup>th</sup> St. at the far east terminus. NE 100<sup>th</sup> St. Benjamin Estates is bound by NE 100<sup>th</sup> St on the south, by residential lots on the north and west, and by a private drive (138<sup>th</sup> AVE NE north) on the east (See attached RD-01).

138<sup>th</sup> AVE NE south of 100<sup>th</sup> is a private road/drive and intersects NE 100<sup>th</sup> St. approximately 105ft west of the Benjamin east property line; NE 100<sup>th</sup> St. existing pavement ends at this location. The roadway east of the 138<sup>th</sup> AVE NE connection is gravel and serves a single private drive access. NE 100<sup>th</sup> St cannot continue east due to steep grades (25%-40% average).

Lots to the east of 138<sup>th</sup> AVE NE are of dimensions and grade restricted such that re-development is not feasible (steep grades limit buildable footprints to the east).

The existing 100<sup>th</sup> St. ROW is heavily treed east of 138<sup>th</sup> Ave NE (south) including four (4) landmark trees and 18 total significant trees.

Improvements to 100<sup>th</sup> St. NE in the Rose Hill neighborhood are governed by the "Rustic Roads" street standards which, for NE 100<sup>th</sup> St, include sidewalk and 10ft wide roadside swales on both sides of a 28ft wide roadway width.

***Proposed Deviation:***

As NE 100<sup>th</sup> St. cannot extend east of 138<sup>th</sup> AVE NE (south) due to steep grades, and only a single private drive is present east of 138<sup>th</sup> AV NE , we propose to end full street improvements at 138<sup>th</sup> Ave NE (south) (matching existing end of pavement), which is approximately 105LF west of the easterly Benjamin property line. Stopping the NE 100<sup>th</sup> St frontage improvements as proposed will not hinder either existing uses (as existing pavement already ends at 138<sup>th</sup> Ave NE) or future improvements or development (as discussed above) due to geometric and grade limitations. The proposed deviation has no negative impact, and will save 2 Landmark trees and a total of 8 significant trees in the north ROW and trees in and bordering the southern ROW will be protected as well, including an additional 10 significant trees (all greater than 12" diam.) and 2 additional Landmark trees.

This deviation will not create a low or less than acceptable level of service for any lots or properties, and will allow the preservation of 4 Landmark Trees and 18 significant trees ranging in size from 12" to 24" diameter.

If you should require additional information or context for the items discussed above, please don't hesitate to contact me ([MMerritt@LDCCorp.com](mailto:MMerritt@LDCCorp.com)) or Mark Villwock ([Mvillwock@LDCCorp.com](mailto:Mvillwock@LDCCorp.com)) at 425-806-1869.

Sincerely,



Matthew Merritt, P.E.  
Project Manager, LDC.