



-----WILLIAMS SHORT PLAT REVISED ACCESS PLAN-----

CRITERIA FOR APPROVAL OF A ZONING VARIANCE (ZONING CODE, SECTION 19.04.1404(B)), CITY OF MERCER ISLAND, WASHINGTON

The following four questions specify each of the variance criteria. The questions are answered as this variance is applicable to the construction of a driveway serving lots 1, 2, and 3 of the WILLIAMS SHORT PLAT, MERCER ISLAND, WA. It should be noted that these three parcels are currently undeveloped with no utilities, and are heavily treed. The average slope of these contiguous parcels is approximately 17% as they run from East Mercer Way to Lake Washington.

All three lots are presently 75 feet wide with the proposed driveway to run along the southerly border of lots 1 and 2 adjoining lot 3, except as shown in the attached plot plans (showing lots 1 and 2). This variance is necessitated because the minimum lot width calculated by the City of Mercer Island is 75 feet, and specifically excludes driveways which service more than one house. Therefore, the variance is required in order to develop lots 1 and 2 after the driveway width is subtracted from the lot width. This small technicality, non-the-less, requires neighbor approval.

Some questions reference photographs as exhibits. These photos are attached in an envelope.

Questions:

Q1. Describe the special circumstances applicable to the lot or tract?

A: The Williams Short Plat, (hereafter "Short Plat") is comprised of four lots with an existing home on lot 4 only. Perimeter of this home is drawn on attached plan for illustration.

The Short Plat was approved in 1974. Over the years it has become clear that potential access to lots 2 and 3 is problematic because there exists no workable developed or undeveloped means by which to gain ingress and egress for large vehicles (i.e. fire trucks, cars with boat trailers, etc). To develop this access, using the driveway which was drawn on the Short Plat in 1974, would violate current zoning requirements for roadway width, turning radius, as well as putting two unnecessary and unsafe 90 degree turns in the route. It is the desire of all neighbors to see this poor and unsafe access changed in favor of developing a more workable access to

future homes on lots 1, 2, and 3 of the Short Plat. Additionally, to construct the driveway as originally depicted in 1974 would necessitate destroying 15 mature evergreen trees ranging from base diameters of 12" to 40"

EXHIBIT A is a Short Plat Map showing the existing undeveloped driveway plan from the 1974 Short Plat approval. The red lines show the boundry of how the road would look, and the green circles illustrate the evergreen trees by base diameter and height above ground. EXHIBIT B shows photos of these trees which would be destroyed. EXHIBIT C SHOWS PLOT PLAN OF THE NEW DRIVEWAY DRAWN WITH TOPOGRAPHIC DATA AND EXISTING TREES NOTED.

Until recently, there has been no topographic survey or tree inventory of this property. Now, with the appropriate information, we the neighbors of undeveloped lots of this Short Plat, have worked with the developer, builder, and architect for the homes to be constructed on lots 1 and 2 of the Short Plat to find a better solution.

A new driveway has been concieved after many meetings with helpful City Officials in the Departments of Planning, Building, Engineering, and the Fire Marshall over the past six months. The owners of lots 1 and 2 in the Short Plat have agreed to create the easements to accomodate the proposed driveway, and construct the driveway at their expense to service not only lots 1 and 2, but also lot 3. A joint driveway maintainance agreement has already been drafted and agreed by all parties. The owner of lot 3 in the Short Plat, Ethel Williams, has agreed in writing to vacate the old 1974 access plan once a new driveway has been constructed.

The new driveway plan offers these ADVANTAGES over the 1974 version with no apparent disadvantages:

- 1) Width of 14 feet instead of 10 feet makes usable for delivery and fire trucks as well as cars with boat trailers.
- 2) There will be no 90 degree turns as with the 1974 version, only minor curves to avoid trees.
- 3) The length of the new driveway will be 85 ft shorter than the 1974 version.
- 4) The new drive will have a passing area at the approx. half way point. This area will also be dedicated as a fire truck turn around (hammer head) as required by the Fire Marshall.
- 5) The new driveway plan allows for better surface drainage to Lake Washington.

6) The new driveway eliminates the Sandalin property as a passing & turnaround area.

NOTE: The Sandalin property is not part of the Short Plat, but without the new driveway would be forced to use the 1974 version driveway by entering at one of the 90 degree turns with a 15 ft. radius. Cars meeting head on at this blind corner of 10 ft. wide pavement would have to trespass on their property or back up 100 ft around another corner in order to find room to pass. This would be a likely occurrence since 4 homes would be forced to use a 10 ft wide driveway spanning a twisted course of over 500 ft. in the 1974 version.

7) Existing fences and hedges can be kept in tact.

8) Existing Residence on Lot 4 of Short Plat will not have additional traffic directly next to bedrooms

9) And lastly, the new driveway plan requires that only 3 trees over twelve inches in diameter be destroyed instead of 15 as with the 1974 version. (One of these trees is diseased and would have to be removed anyway) *The plot plans of lots 1 and 2 show these trees by type and size together with topographic data.*

Q2. Explain why the variance would neither alter the character of the neighborhood nor impair the use or development of adjacent property?

A: The driveway proposed IS the character of the neighborhood. It resembles the driveway to the North as well as those to the South. There are NO driveways which resemble the 1974 version in the immediate neighborhood.

Preserving the large trees maintains the character of the neighborhood. To implement the 1974 version of the driveway would then destroy all of the privacy which the trees have come to provide for the Gilbert residence to the South of the Short Plat.

The proposed new driveway not only greatly enhances use and potential of the Short Plat through accessibility and safety, but allows the neighbor on the North (Hall) to have an improved situation. Under the 1974 version the Hall's would have a driveway bordering their property and risk the opening of 100th Ave N.E. for a distance of 80 ft, off N.E. 40th, to allow access to lot 1 of the Short Plat. (Though this lot is located on East Mercer Way as well as 100th Ave N.E. it has been the clear priority of the Planning Department to not encourage single driveways on East Mercer Way.) Under the new driveway proposal, the Hall's two parcels are protected against

bordering driveways on the South side. Mr. Hall has stated he supports the idea of having no driveways bordering his property, and has attached a letter showing approval of the new access plan. Both neighbors to the South of lots 1,2, & 3 also approve the revised access plan. There are no neighbors contiguous to lots 1,2,& 3 with any objection to this variance. Written verification of this is being obtained and will be submitted to the City.

In summary, the proposed driveway can only improve use, development, and value of adjacent property when compared to the version approved in 1974.

Q3. Explain why the variance would not be detrimental to the public welfare and injurious to the property or improvements in the vicinity and zone in which the subject property is situated.

A: Additional traffic created by these three new residences on a driveway that meets all current requirements, including large 20 ft. arced paved areas for easy access to the Street, will be minimally disruptive to the public traveling on East Mercer Way. The 1974 version only provides easy turning when entering or departing the driveway from the North, and is near impossible to navigate if one is approaching the 1974 version driveway from the South. It is only possible to enter the 1974 version from the South if one turns into the lane of opposing traffic before making the right turn into the angled street approach.

The new driveway has the advantage of creating the room for an entry passing area off East Mercer Way for departing and entering cars to pass (regardless of size and direction). The 10 ft. wide area where the 1974 version meets East Mercer Way is currently already utilized by four homes and does not facilitate or allow this capability, rather it requires that one pulls on to the shoulder of the road!!

In summary, considering the types of properties and improvements in the vicinity, the newly proposed driveway supports and enhances the public welfare and compliments property and improvements in the vicinity.

Q4: Explain why the variance would not conflict with the general purposes and objectives of the Comprehensive Plan?

A: The five Ordinances (14, 135, 163, 316, and 414) which are contained in the City of Mercer Island's Comprehensive Planning

Documents have been reviewed by the developers with particular attention to ORD 404 (arterial & circulation) and ORD 163 (parks and open space).

The new access clearly complements the designation of East Mercer Way as a "Collector Arterial" without curbing or sidewalks. The new access plan with the paved 20 ft. radius on the entry from E.M.W. is optimal. The new access also provides better drainage from the street utilizing the natural slope directly to Lake Washington.

Finally, the fact that a minimum of trees will be disturbed in the construction of the new driveway and the homes on lots 1 and 2 emphasizes the desire of the developers to maintain the existing charm and wooded quality to these parcels and surrounding area. All existing Zoning requirements for set-back and lot coverage are observed in addition to the variance.

The planning Department has requested that a signature appear on this document for each of the adjoining neighbors of lots 1, 2, & 3 of the Williams Short Plat. This formalizes our request and shows our support for the new driveway plan to the City of Mercer Island and the developers of lots 1 and 2 of the Short Plat.

North Boundry:

SEE ATTACHED LETTER OF APPROVAL

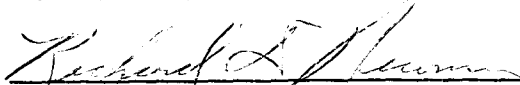
Hall Residence- Horace and Mary Hall

South Boundry:

FORTHCOMING LETTER OF APPROVAL SINCE NEIGHBOR HAS BEEN OUT OF TOWN

Sandalin Residence- Scott and Margaret Sandalin

Residence on lot 4 of Williams Short Plat:

 2-15-88
Newman Residence- Richard Newman

APPROVED

No other properties border lots 1, 2, & 3 of the Williams Short Plat.