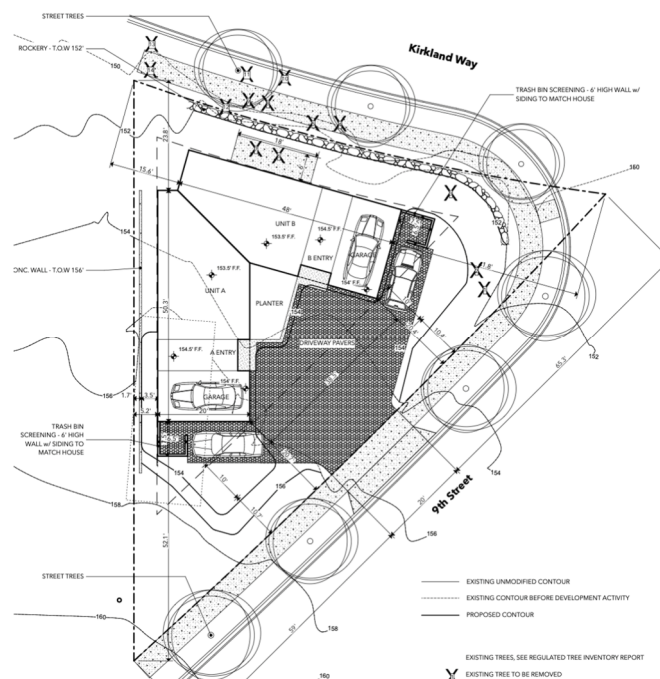


- b) The existing topography of the subject property or the abutting property decreases or eliminates the need for the setback; or
- c) The location of pre-existing improvements or vegetation on the abutting site eliminates the need for or benefit of a setback; and
- d) The modification will not have any substantial detrimental effect on abutting properties or the City as a whole.

We believe that the proposed driveway configuration satisfies these criteria. As you can see, the requested parking variance would allow for uncovered parking alongside each of the proposed structures, in addition to the covered parking contained in the structures garages. A screenshot of this configuration appears below:



We believe that this configuration satisfies at least three of these criteria, if not all of them. Specifically, the parking spaces adjacent to the garages allow vehicles to execute "Y-turns" either when entering or leaving the property, satisfying the "turnaround" criteria of subsection (a). In addition, the "abutting property" for purposes of subsection (b) is a public right of way and parking for the Cross Kirkland Corridor Trail, so decreasing the

setback to allow for this configuration will free up parking on 9<sup>th</sup> St for those who use the Trail.

The proposed configuration also satisfies the requirements of subsection (d) of the above section of the Code that the modification not have any substantial detrimental effect on abutting properties or the City as a whole. In addition to the fact that it will free up parking on 9<sup>th</sup> St in the vicinity of the trail entrance, the proposed landscaping plan is very robust. It proposes four 2" caliper black maples, six fountain grass plantings, eight golden prince euonymus, ten 5-gallon honeysuckle, six virburnum plants and the previously-mentioned ground cover as a buffer between the parking pad and 9<sup>th</sup> St. This will provide more than adequate visual screening from 9<sup>th</sup> St.

To conclude, the subject property is oddly-shaped and is almost directly across the street from a Primary Trailhead to the Cross Kirkland Corridor Trail, rather than across the street from a residential neighborhood. In addition, the landscaping plan along Kirkland Way is extremely robust and contains state of the art plantings that will provide more than adequate screening. Further, variances and driveway modifications have been recently approved in an almost identically-shaped lot. For these reasons, we believe that the above-referenced variances should be approved.

Thank you for considering this letter. If you have any questions, I may be reached at (206) 689 – 2167, or at [mspence@helsell.com](mailto:mspence@helsell.com).

Very truly yours,

A handwritten signature in black ink, appearing to read 'M. Spence', written in a cursive style.

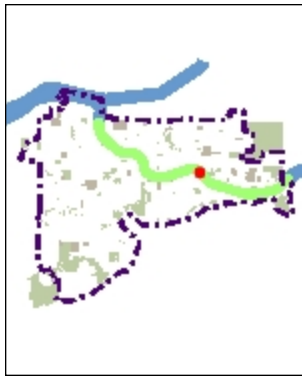
Michael A. Spence

Cc: Michael Smith





# City of Kirkland GIS



## Legend

- Address
  - Other Address
  - Current Address
  - Current ADU
  - Pending Address
- City Limits
- Grid
- QQ Grid
- Cross Kirkland Corridor
- Regional Rail Corridor
- Streets
- Parcels
- Buildings
- Parks
- Schools
- Olympic Pipeline Corridor
- Water Body Area

1:572

Notes

95.4 0 47.69 95.4 Feet

NAD\_1983\_StatePlane\_Washington\_North\_FIPS\_4601\_Feet

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