



Roger MacPherson Design

Date: 7/15/2025

To: City of Mercer Island – Development Services  
9611 SE 36<sup>th</sup> Street  
Mercer Island, WA 98040

Re: Butterworth Residence - Shoreline Exemption  
5320 Butterworth Rd.  
Parcel #: 866140-0040

**Criteria Compliance for Shoreland Development Standards [MICC 19.13.050](#)**

**A. Standards landward of the OWHM. The standards in Table C shall apply to development located landward of the OHWM:**

<b>Setbacks for All Structures (Including Fences over 48 Inches High) and Parking</b>	<b>A*</b>	<b>25 feet from the OHWM and all required setbacks of the development code, except (1) light rail transit facilities and (2) shore access structures less than 30 inches above the existing or finished grade, whichever is lower. If a wetland is adjacent to the shoreline, measure the shoreline setback from the wetland's boundary</b>
<b>Height Limits for All Structures</b>	<b>B</b>	<b>Shall be the same as height limits specified in the development code but shall not exceed a height of 35 feet above average building elevation, except light rail transit facilities</b>
<b>Maximum Hardscape and Lot Coverage</b>	<b>C</b> <b>D</b>	<b>10%: between 0 and 25 feet from OHWM</b> <b>30%: between 25 and 50 feet from OHWM</b>
<b>Minimum Land Area Requirements</b>	<b>E</b>	<b>All semi-private, commercial and noncommercial recreational tracts and areas shall have minimum land area: 200 square feet per family, but not less than 600 square feet, exclusive of driveways or parking areas. Screening of the boundaries with abutting properties</b>
<b>Height Limits for Light Rail Transit Facilities within the Existing I-90 Corridor</b>		<b>The trackway and overhead wires, support poles, and similar features necessary to operate light rail transit facilities may be erected upon and exceed the height of the existing I-90 bridges</b>

**Compliance:** No structures are proposed within the 50' shoreline setback. The proposal meets all the setback and hardscape requirements in Table C. The proposed max building height is below the allowed 35 feet from average building elevation.

**B. Bulkheads and shoreline stabilization structures.**

**Compliance:** No new structural shoreline stabilization measures are proposed for this project.

**C. Transportation and Parking**

**Compliance:** Transportation and parking requirements are consistent with a single family residence and parking will be located outside the 50' shoreline setback.

**D. Standards waterward of the OHWM.**

Moorage facilities may be developed and used as an accessory to dwellings on shoreline lots. Only one noncommercial, residential moorage facility per upland residential waterfront lot authorized.

**Compliance:** No moorage facilities are proposed waterward of the OHWM.

**No Net Loss of Ecological Function**

The proposed development is designed to avoid, minimize, and mitigate any adverse ecological impacts. Refer to Critical Areas Report and Shoreline Enhancement by Altmann Oliver & Associates.

- The project does **not involve new overwater structures** or shoreline stabilization.
- All work is landward of the OHWM and avoids critical areas.
- A qualified professional has reviewed the site and confirmed that the project will result in **no net loss** of shoreline ecological function.
- Vegetation within 50 feet of the OHWM will be preserved or enhanced as needed.

Please feel free to reach out to our office with questions or concerns.

Thank you,



**Dan Buchser** VP, Senior Design Manager

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