



Variance Application

CITY OF PUYALLUP

Development Services
333 S. Meridian
Puyallup, WA 98371
Phone: 253-864-4165
www.cityofpuyallup.org

Submittal Checklist:

Application is signed and dated

8 Copies of completed application form

8 copies of a location map indicating location of property in relation to adjacent properties and major streets, no larger than 8 1/2" x 11"

8 copies: 8 1/2" X 11" site plan showing boundaries of property, structures, driveway, etc.

Critical Area ID Form

Application Fee: **\$770.00**

1 (one) CD of complete submittal package

Date Received: _____

Staff Initials: _____

Office Use Only:

Submittal Date: ____/____/____ Case No: ____-____-____ Related Case No: ____-

When preparing this application, please print or type the reply to each question. If you have any questions, please contact the Development Services Center at (253)864-4165. The following plans, specifications and other documents pertaining to the application shall be submitted at the time of filing. Please note that incomplete application packets may cause a delay in reviewing your application.

To help you understand City standards and the Variance process, a pre-application meeting is strongly encouraged. This pre-application meeting can be scheduled within a short period of time (e.g. 3-5 days) and is free of charge. This meeting could consist of staff representatives from planning, engineering and building divisions, as warranted.

Application Information

Site Information:

Parcel Number: _____

Street Address: _____

Applicant Information:

Name: _____

Address _____

City Redmond State _____ Zip 98052

WA

Day time Phone _____

Owner Information

Name: _____

Address _____

City Puyallup State _____ Zip 98372

Day time Phone _____

NATURE OF REQUEST (Please Be Specific)

Site Information

Outside of Downtown Neighborhood
Plan as seen in Map 11-1 on Page
11.19 in Chapter 11 in Puyallup
Comprehensive Plan

Zoning Designation: _____ **Comprehensive Plan Designation:** _____

Setbacks (measured from the property line to the closest vertical wall)

	<u>Proposed/Existing</u>	<u>Required by Zoning</u>
Front Yard:	_____	_____ minimum
Rear Yard:	_____	_____ minimum
Side Yard (interior):	_____	_____ minimum
Side Yard (interior):	_____	_____ minimum
Side Yard (street):	_____	_____ minimum
Side Yard (arterial street)	_____	_____ minimum
From Adjacent Residential Use	_____	_____ minimum
Building Height:	_____	_____ maximum
Lot Coverage:	_____	_____ maximum
Lot Width:	_____	_____ minimum
Lot Length:	_____	_____ minimum
Lot Size (Square Feet):	_____	_____ minimum
Number of Parking Stalls:	_____	_____ minimum

CRITERIA

The following criteria must be met in order for the Hearing Examiner to approve your variance request. There are explanations for each criteria below. **Please respond FULLY as to how your request meets each of these criteria.** "Yes" or "No" answers are not acceptable.

- 6.1. The variance shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and/or contiguous zone in which the property is located. For purposes of this sub-section, vicinity shall be defined to only include a radius of 1,000 feet or be within the boundaries of an established subdivision when the variance request pertains to a single-family residential use.

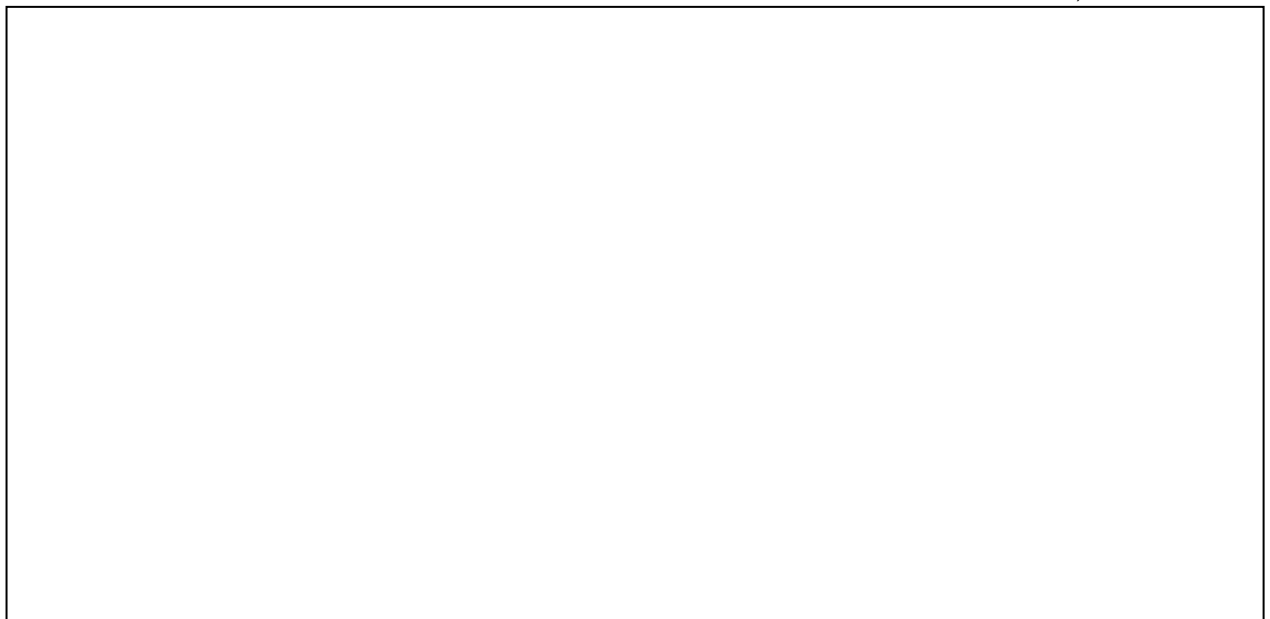
6.2. That the granting of such variance will not be detrimental to the public health, safety, comfort, convenience and general welfare, will not adversely affect the established character of the surrounding neighborhood within a radius of 1,000 feet, and will not be injurious to the property or improvements in such vicinity and/or zone in which the property is located.

(I.E. TO ALLOW THIS FINDING TO BE MADE, YOU NEED TO DEMONSTRATE THAT YOUR PROPOSED ADJUSTMENT WILL NOT BE UNFAVORABLE TO THE SURROUNDING PROPERTIES AND NEIGHBORHOOD.)



6.3. That such variance is necessary, because of special circumstances relating to the size, shape, topography, unusual natural features, location or surroundings of the subject property, to provide it with use rights and privileges permitted to other properties in the vicinity within a radius of 1,000 feet and/or in the zone in which the subject property is located. Such circumstances shall not be the result of some action caused by the applicant and/or previous property owners.

(I.E. TO ALLOW THIS FINDING TO BE MADE, YOU NEED TO DEMONSTRATE THAT YOUR PROPOSED ADJUSTMENT IS NECESSARY BECAUSE OF SPECIAL CIRCUMSTANCES ON THE PROPERTY AND THE HARDSHIP IS NOT CAUSED BY THE APPLICANT AND/OR PREVIOUS PROPERTY OWNERS).




Submittal Requirements for a Variance:


- 1) Completed application form, signed and dated. Please print or type. Do not leave any question unanswered, doing so will make you application incomplete.
 - 2) A vicinity map no larger than 8 1/2" X 11", indicating the location of the property in relation to adjacent streets and major streets. A copy of any Puyallup map clearing marking your property will be sufficient. (See included Maps (3))
 - 3) 8 1/2" X 11" site plan, dimensioned, drawn to scale and including the following items:
 - ◆ The boundaries of the property (See survey & site plan)
 - ◆ Dimensions of property and square footage of property (See survey & site plan)
 - ◆ Location of existing and proposed structures indicating setback distances from property lines and square footage of each structure (See survey for existing structures - all to be demolished)
 - ◆ Landscaping: existing and/or proposed (See site plan for proposed landscaped areas)
 - ◆ Location of all existing major on site natural features; including specimen trees, ponds, etc. (See survey for existing site features)
 - ◆ Parking areas (See site plan)
 - ◆ North Arrow
 - 4) Critical Area ID Form (unless expressly waived by City Staff)
 - 5) Application fee of \$770.00 due at time of submittal.
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CERTIFICATION:

I hereby state that I am the applicant listed above, and certify that all information contained above and in exhibits attached hereto is true and correct to the best of my knowledge and belief and is submitted for consideration by the City of Puyallup, pursuant to the provision of the Puyallup Municipal Code. It is understood that the processing of this application may require additional supporting evidence, data or statements upon request of City staff.

RIGHT OF ENTRY: By signing this application the applicant grants unto the City and it's agents the right to enter upon the premises for purpose of conducting all necessary inspections to determine compliance with applicable laws, codes and regulations. The right of entry shall continue until an approval by all applicable City departments has been obtained.

Signature of Property Owner:  Date 11/24/21
Print Name: KAMALDEEP SIDHU

Signature of Applicant:  MAGEWAN ARCHITECTS Date: 11/24/21
Print Name: SHERRI MILLER

Additional Variance Application Information

Parcel Numbers: 0420273257 & 0420273238

Street Address: 702 & 708 E Pioneer, Puyallup WA 98372

Nature of Request

Our request is a reduction of the 15' and 30' landscape buffer, at specific portions of the property line, that separates the project property from adjacent residential uses (PMC 20.26.500). We request this to (1.) allow for the usability of the site given the inability to accommodate fire truck apparatus access within the buildable area inside required setbacks, frontage improvements, and easements; (2.) accommodate the need to locate the driveway as south on the property as possible per the City of Puayllup's Transportation Reviewer's comments; and (3.) to provide an additional 4 parallel parking stalls within the 'to be reduced' buffer to serve the onsite uses. Our plan to reduce the depth of the buffer does not impact the requirement to provide visual separation between the properties with a new fence and dense plantings of various heights as shown on the proposed site plan.

6.1 The variance shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and/or contiguous zone in which the property is located. For purposes of this sub-section, vicinity shall be defined to only include a radius of 1,000 feet or be within the boundaries of an established subdivision when the variance request pertains to a single-family residential use.

These (2) parcels are representative of another dozen or so CBD parcels which line E Pioneer for the two blocks west of our project site. A majority of these parcels contain residential homes which have been utilized for commercial businesses. As development increases along the E Pioneer coordinator (which the City of Puyallup is actively encouraging) these old homes will be demolished in turn for new mixed use/commercial structures commensurate with their existing uses. These properties are all located within the CBD zone and back onto a residential zone, facing similar hardship with a large buffer zone eating into a significant portion of their property and limiting driveway locations for future development. Corner lots will have the worst time of it as they face the exact same issue of locating the driveway as far from the intersection as possible. For example, parcel number 04202273249 directly across 7th St SE is a shallower parcel than our site, resulting in any future driveway being located even closer to the intersection. This property will similarly undergo, eventually, negotiations with the city of driveway location and variances to allow for future development of the site.

6.2 That the granting of such variance will not be detrimental to the public health, safety, comfort, convenience and general welfare, will not adversely affect the established character of the surrounding neighborhood within a radius of 1,000 feet, and will not be injurious to the property or improvements in such vicinity and/or zone in which the property is located.

Comments provided by Bryan Roberts on our most recent Development Services memo dated 10/19/2021 state, "The proposed driveway must be located as south as possible. This will require a partial removal of the 15' buffer."

The granting of a reduced southern yard buffer will allow the driveway to be located as far away as possible from the intersection at E Pioneer & 7th St SE in an attempt to mitigate traffic safety concerns as much as possible. This proposal provides cars the longest portion of drive lane as possible to maneuver into the desired Left Hand Only or Right Hand Only turning lanes on 7th St SE, before the intersection. By locating the driveway approximately 1'-7 ½" North of the property line, a small strip of perimeter landscaping is maintained while allowing vehicles to enter 7th St SE before the demising striping for the turn lanes begins.

We acknowledge that the City does not want landscape buffers less than 6' wide. The challenge with reducing the buffer from 15' to 6' of landscape in addition to the 6" curb, is the loss of distance before the existing road striping. Based on the survey and existing site photos (see submitted documentation for these), the proposed driveway would be located just slightly north of the existing driveway and beginning to encroach on the northern parallel curb ramp. If the 6' landscape buffer was respected, the driveway would be close enough to the intersection that it would encroach into the yellow curb painting at the intersection. We understand this to be categorically too close to the intersection given traffic safety standards.

In our proposal the southwest landscape buffer would begin at the depth of 1'-7 ½" and expand to nearly meet the full (15') requirement at 14'-9 ½". The east interior landscape buffer would be reduced from 20' to 20'-10" to accommodate the fire truck apparatus turn around.

This request does not impact the character of the neighbors' properties immediately to the south, as we seek to recreate a buffer similar to the existing. Currently the southern neighbor's driveway is parallel to and only a few feet south of the property line, mimicking the condition we are proposing to create. Similar to these neighbors, we plan to incorporate dense plantings to provide additional visual and sound buffer and privacy between the properties. Overall, we believe a new development, even with a reduced buffer depth, would be preferable to the rundown houses and yards currently filled with vehicles, RVs and debris that exists today. Without the variances for the landscaping buffers the property is overburdened by the quantity of unbuildable land and our client is likely to continue to sit on the property, instead of developing it at the city's insistence.

6.3 That such variance is necessary, because of special circumstances relating to the size, shape, topography, unusual natural features, location or surroundings of the subject property, to provide it with use rights and privileges permitted to other properties in the vicinity within a radius of 1,000 feet and/or in the zone in which the subject property is located. Such circumstances shall not be the result of some action caused by the applicant and/or previous property owners.

The (2) existing properties will be combined into a single irregularly shaped property. As noted previously, the need to push the driveway as south as possible is due to the existing configuration of the site and is explicitly required by the City of Puyallup's Transportation Reviewer. Direct access is not allowed off of E Pioneer; south of the property are adjacent homes and the east side is blocked by the highway WA-512 on/off ramp, leaving 7th St SE as the only option for the driveway. We propose to meet the city's requirement to locate the driveway as south as possible while maintaining a small strip of buffer land which can still accommodate a fence and other plantings to be a visual and sound barrier.

The frontage improvements, setbacks, easements and buffers required on the site are not insubstantial; when factored into the site area they account for 31% of the land area being considered unbuildable. As the site is zoned for up to 100% lot coverage, the loss of additional usable area required per the notes in our Pre-App meeting required us to go back to redesign the site from earlier iterations. The 69% buildable area does not factor in other developmental requirements such as a fire truck apparatus road/turning pathway or a driveway which will result in a further reduction of buildable area.

We reviewed the fire apparatus access road layout options presented in the IFC and their impacts on the site. Diagrams A & B (included in this submittal) show the hammerhead and "Y" options cannot be utilized on the site without encroaching into the frontage improvements or landscape buffers. As the apparatus lane must be paved, there is an unavoidable conflict with the landscape buffer requirements. Diagram C shows the cul-de-sac configuration can just barely fit within the buildable area. However, the substantial size of the cul-de-sac option is 30% larger than the hammerhead, and 67% larger than the "Y" option. We argue that this apparatus option is an undue burden on the project as it drops the maximum buildable area from 69% to 37% of the original parcel area. The hammerhead option results in a reduction of buildable area to 44% of the site and the "Y" option results in a reduction of buildable area to only 50% of the site SF. Over 2,000 SF is lost as one transitions from one option to the next. We propose a compromise of utilizing the hammerhead access road option (the middle/compromise option as we see it) to gain back some buildable area while having minimal impact on landscape buffers.

The "T" shape of the hammerhead shown on the proposed site plan mimics the east end of our project site and has been rotated slightly counterclockwise to align parallel to the east landscape setback. The hammerhead only encroaches into the landscape buffer along a small portion of the SE leg of the project site. Here we ask that the landscape buffer be reduced from the required 30' to 20'-10", with the understanding that we will be adding a fence and dense plantings to make up for the reduced buffer depth while maintaining a visual barrier. This compromise still proposes a substantial buffer while accommodating the truck turnaround needed for the fire department and trash collection services.