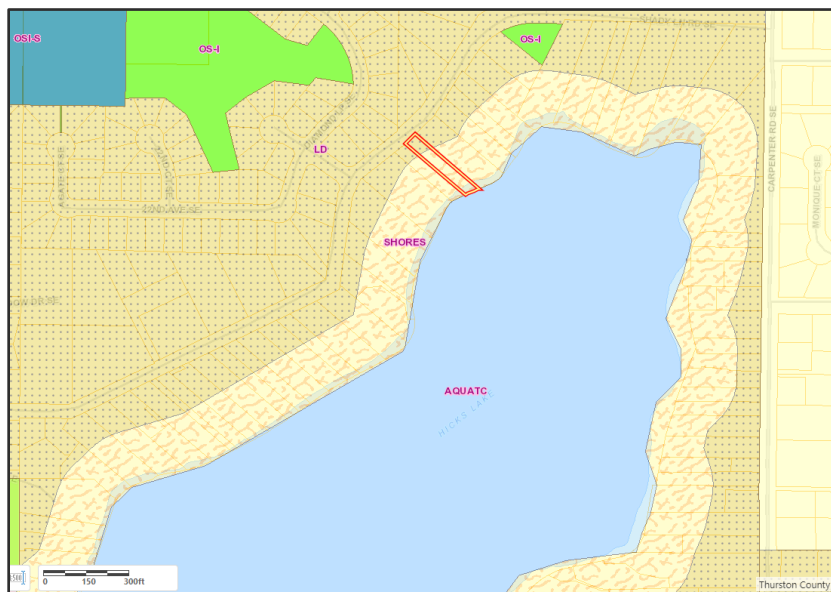
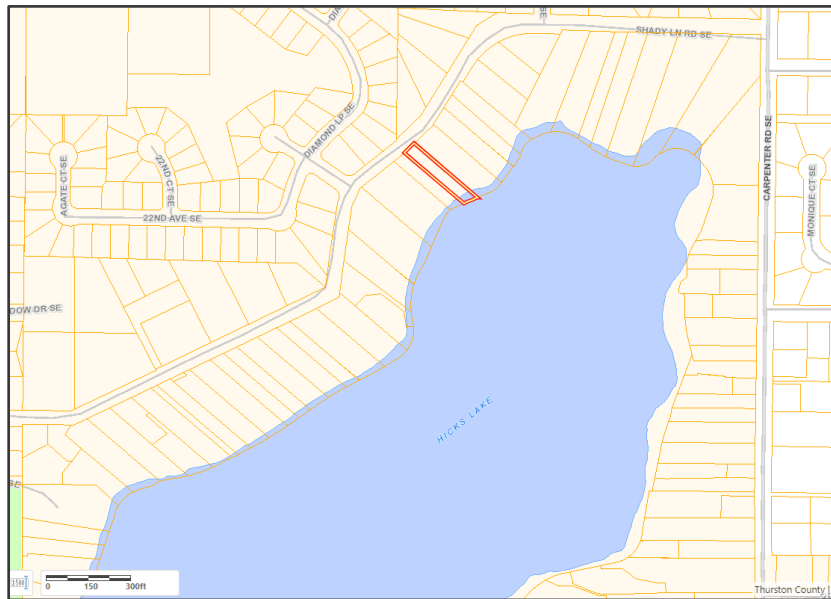


# Variance Permit Application - Supplemental Sheet

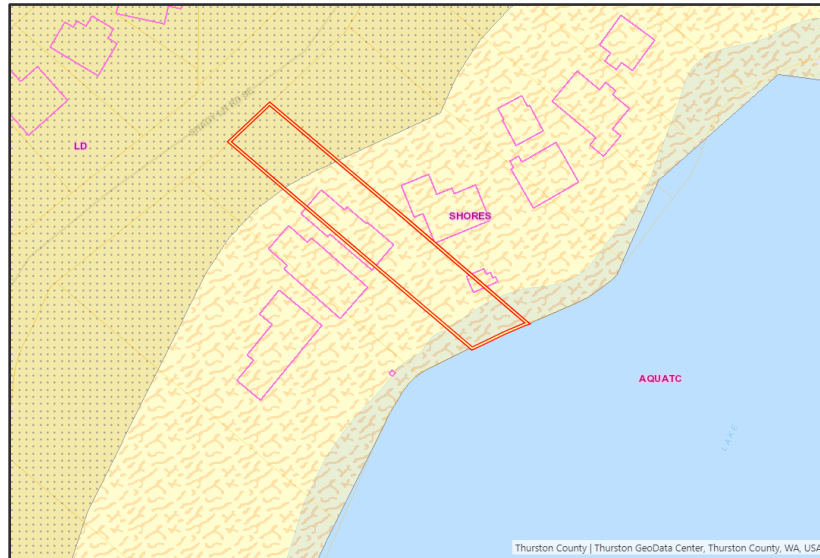
6417 Shady Lane SE Front Yard Variance Request

## 4. What are the exceptions or extraordinary circumstances which lead the applicant to believe he is entitled to a variance:

The property shares an easement (as shown in Exhibit B, attached) for ingress and egress with the adjacent parcel (32400003400), which created a shared driveway on a narrow lot. The lot is quite narrow, and, per the Shoreline Management Act, structures should be located as far as reasonably possible from the shoreline to protect habitat functions and values. The existing structures on the site limit the developable area, leaving the most reasonable location closer to the road. The access—not to be conflated with the easement, which was recorded by the current property owner to formalize the rights and responsibilities for each property owner—was established before the current property owner purchased the lot and further restricts the area where a new structure could be developed.



The presence of the shoreline zone, as shown below, restricts the proposed structure from being built on the other side of the existing house, which is oriented towards the shore. It should be noted that there is a georeferencing error between the building footprint and the parcel boundary layers on the [Thurston County GeoData Center](#).

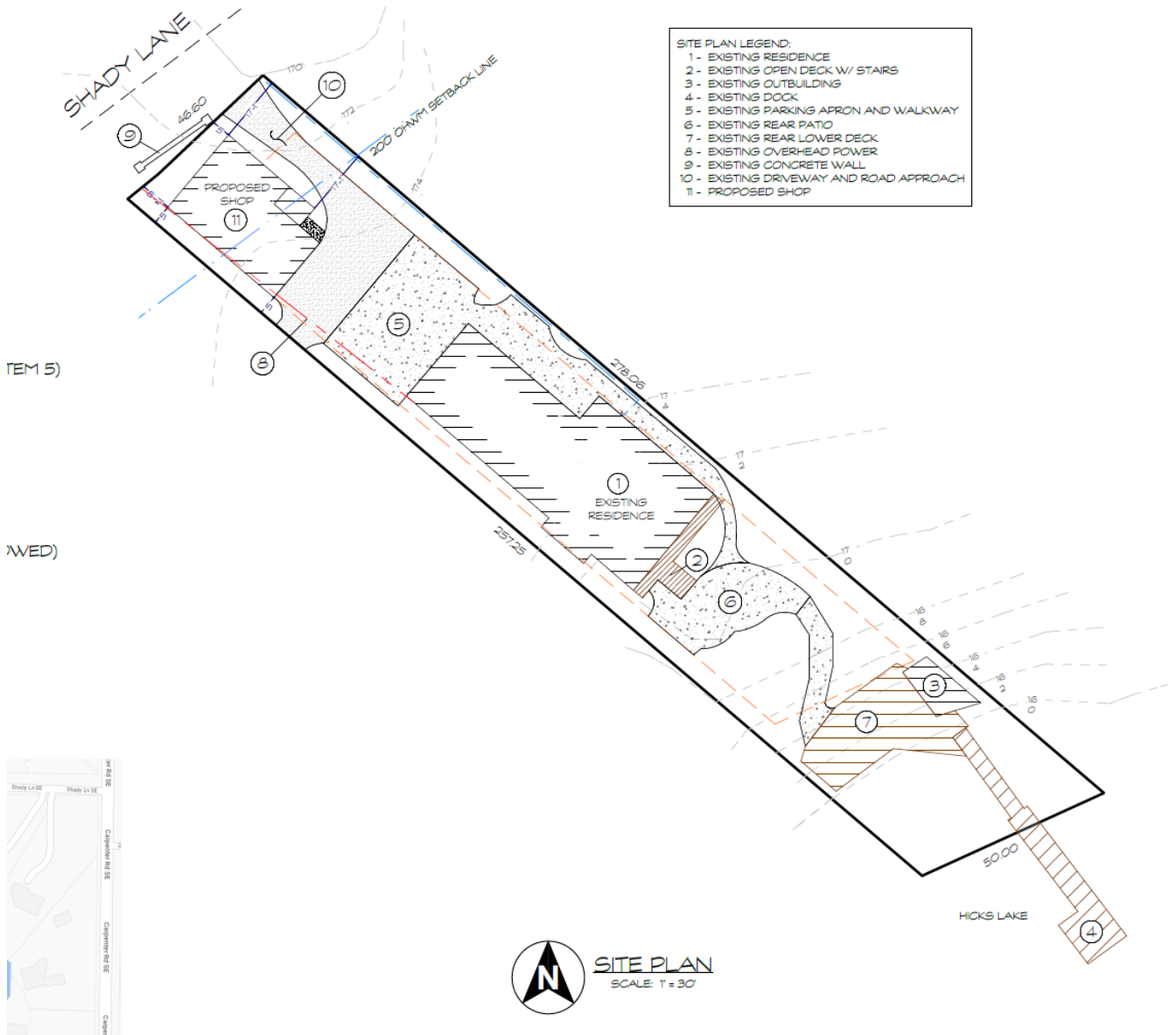


Based on the Application section of the Lacey Municipal Code ([16.19.015\(A\)](#)), the ordinary high water mark (OHWM) is the waterward side of the bulkhead, and the shoreline jurisdiction is measured 200 feet landward of that mark. Per 17.24.015 of the Lacey Shoreline Master Program (SMP), the ordinary high water mark setback for an accessory structure in the Shoreline Residential zone is 50 feet.

Approximate measurements of the 200 foot Shoreline Residential zone and the 50 foot SMP setback are shown below, estimated with the measurement tool on the [Thurston County GeoData Center](#). There is not a reasonable alternative location waterward of the existing house, especially given the accessibility limitations from the narrowness of the lot.



The proposed accessory building is shown in the box on the snippet from the site plan below. See attached site plan for more details.



The location of the house already existing on the lot and the walkway down to the dock, in addition to the shared driveway access, further reduces the amount of buildable land available within the portion of the lot which is zoned as low-density residential district (LD).

The project would increase the existing percentage of impervious surface from 37.4% to 43.14%. As estimated with the attached site plan, the existing impervious surface on the lot is 5,058 square feet, or 37.4% of the lot size (13,503.6 square feet). The maximum building coverage in the LD district is 50%, and the maximum development coverage is 65%. The maximum impervious surface allowed for single-family dwellings in the Shoreline Residential zone per the Lacey SMP is 50%. In its present state, the lot is in compliance with the maximum coverage percentages. The SMP 17.35.005(4) states that the city shall use a “shoreline zoning overlay” designation, which “provides the basis for review and application of standards for all land use planning processes and permits.” As such, the impervious surface maximum is 50% for the lot. See site plan for details on impervious surface calculations.

## 7. What are the special conditions of your land which lead you to believe you are entitled to a variance?

The physical space between the driveway easement and the front property line, and between the driveway easement and the existing structure leave a reduced amount of buildable land that does not provide adequate maneuvering room to safely park a car in the garage. Additionally, given the narrowness of the lot, a detached garage waterward of the existing house is not feasible because there is no way to access that portion of the property with a personal vehicle.

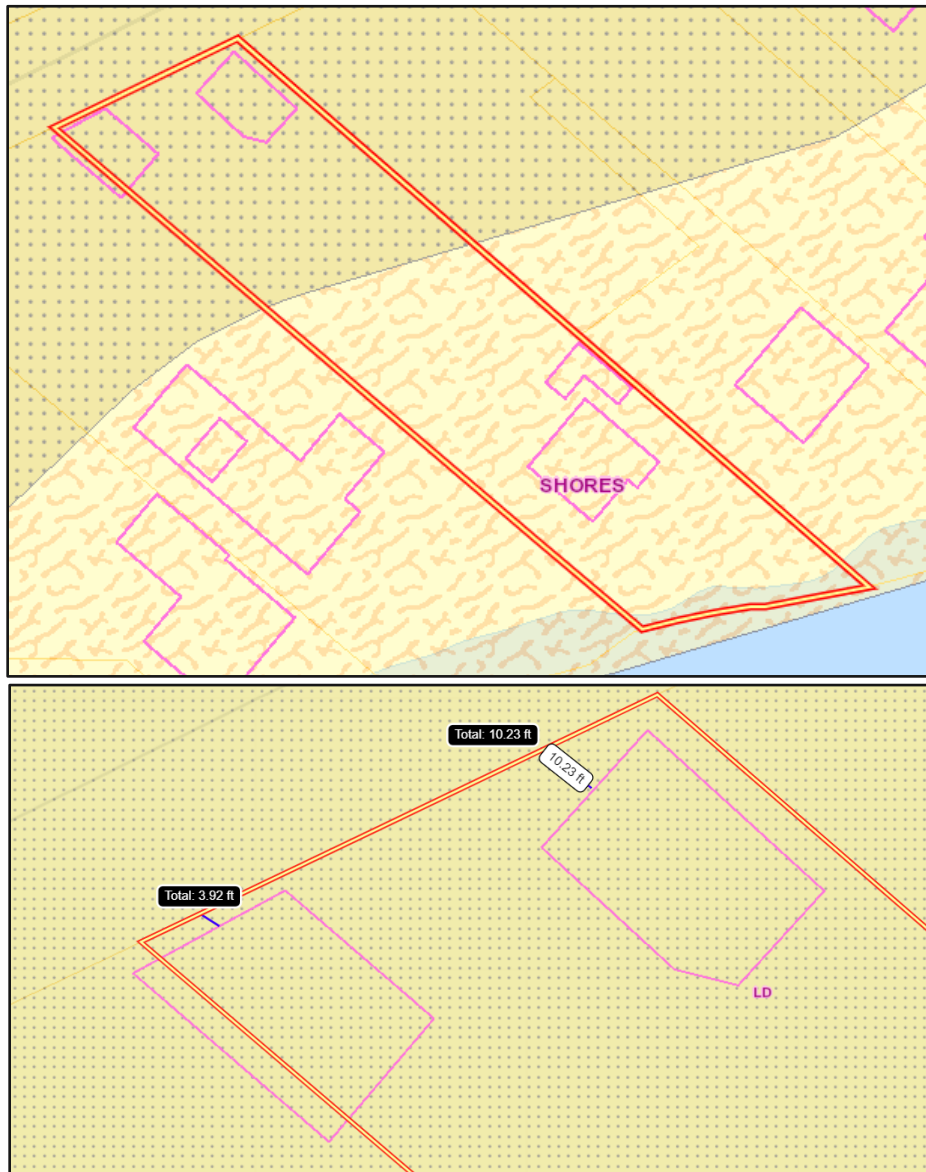




## 9. If your variance request is granted, would it confer upon you a special privilege that is denied other lands in the same district? Explain:

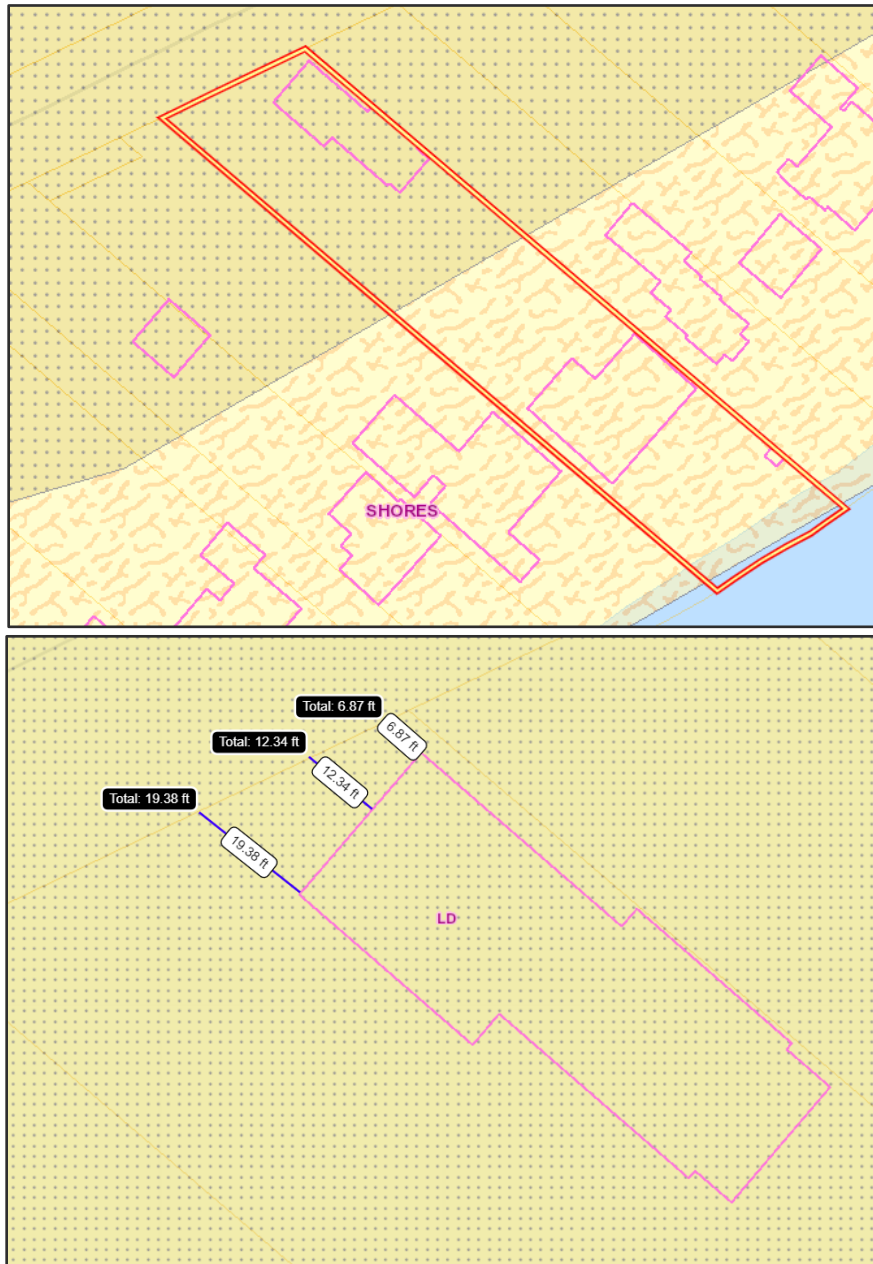
There are six other properties around Hicks Lake that have similarly sized detached structures within 16 feet of the front property line in the low-density residential district, as shown below. The measurements are approximate, based on the [Thurston County GeoData Center](#)'s measurement tool.

- **Parcel 32400000400**, 6113 Shady Ln SE, Lacey
  - 2-story single-family home with attached garage (558 sqft)
  - Cabin/cottage with enclosed porch (732 sqft)
  - Detached garage (1100 sqft)



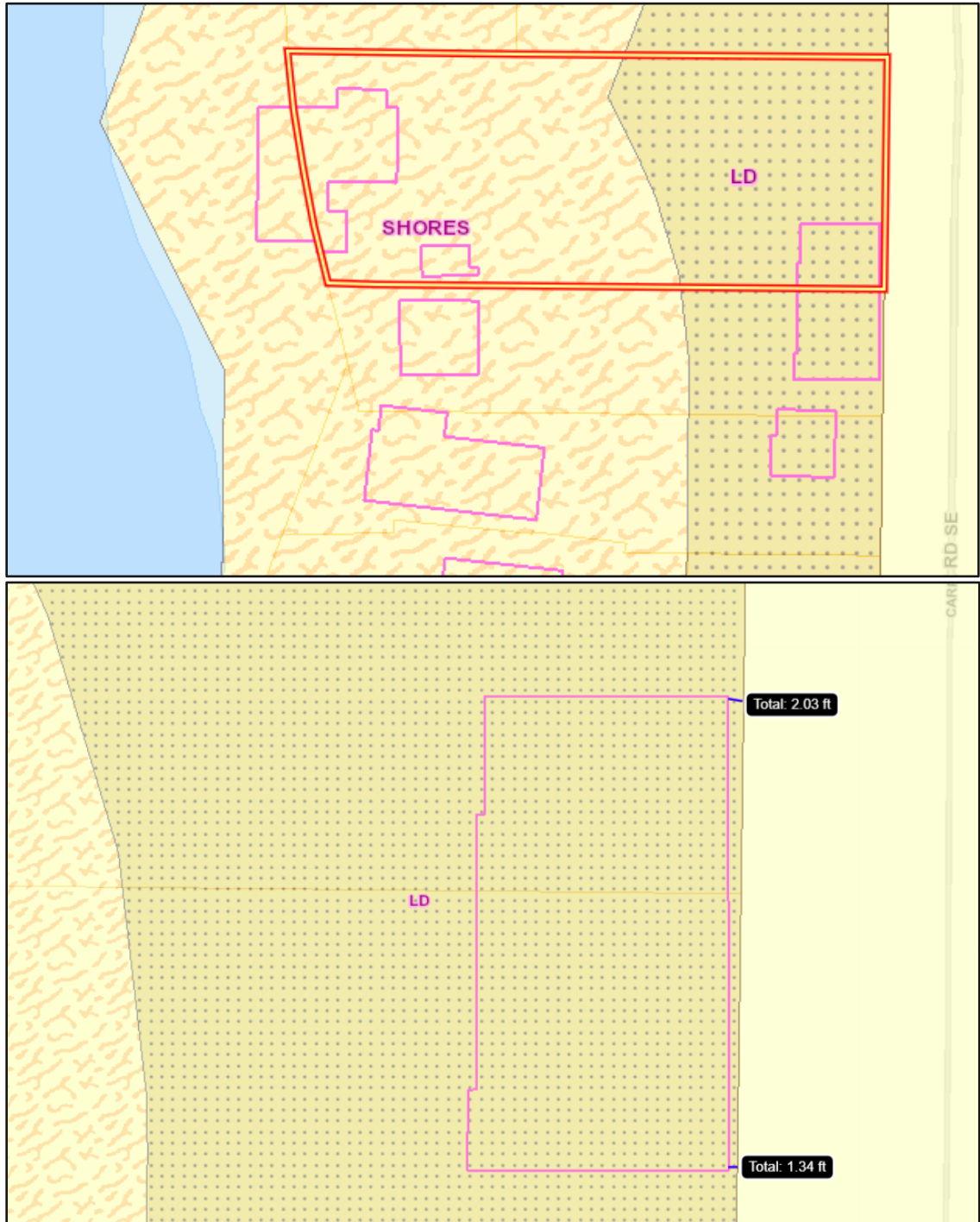
- Mapped setback distances per the [Thurston County GeoData Center](#): between 3.92 and 10.23 feet

- **Parcel 32400001300**, 6207 Shady Ln SE, Lacey
  - Log home with attached garage (609 sqft)
  - Rambler with attached garage (576 sqft)



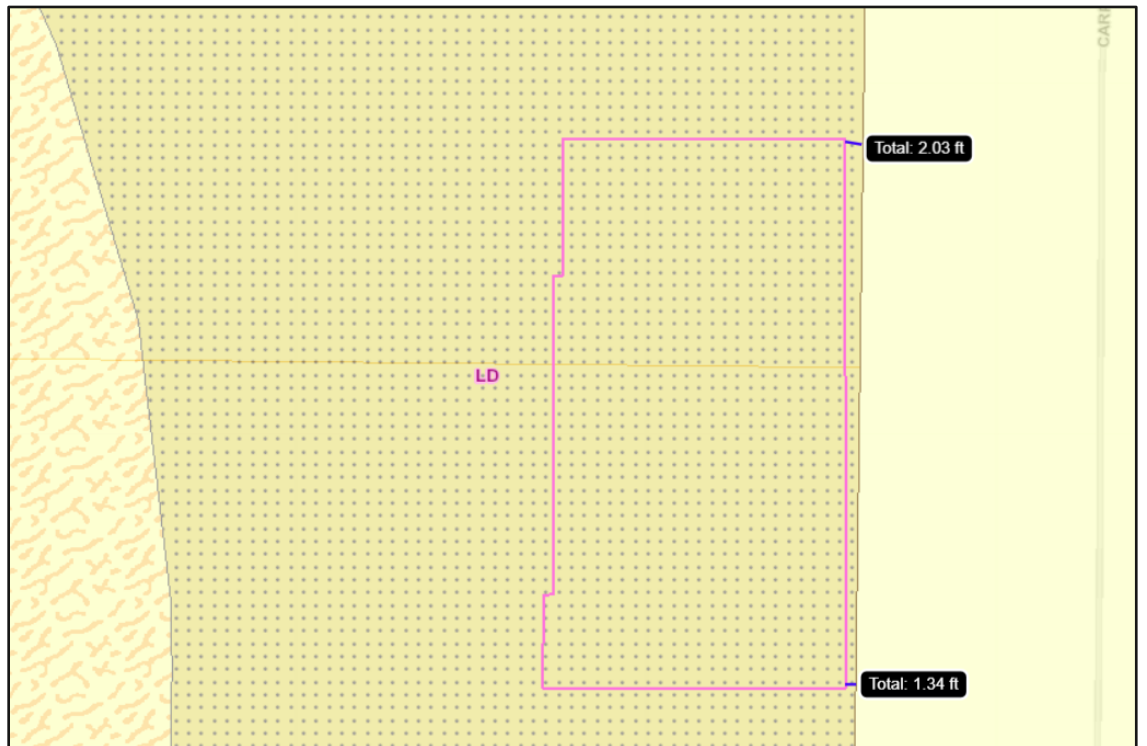
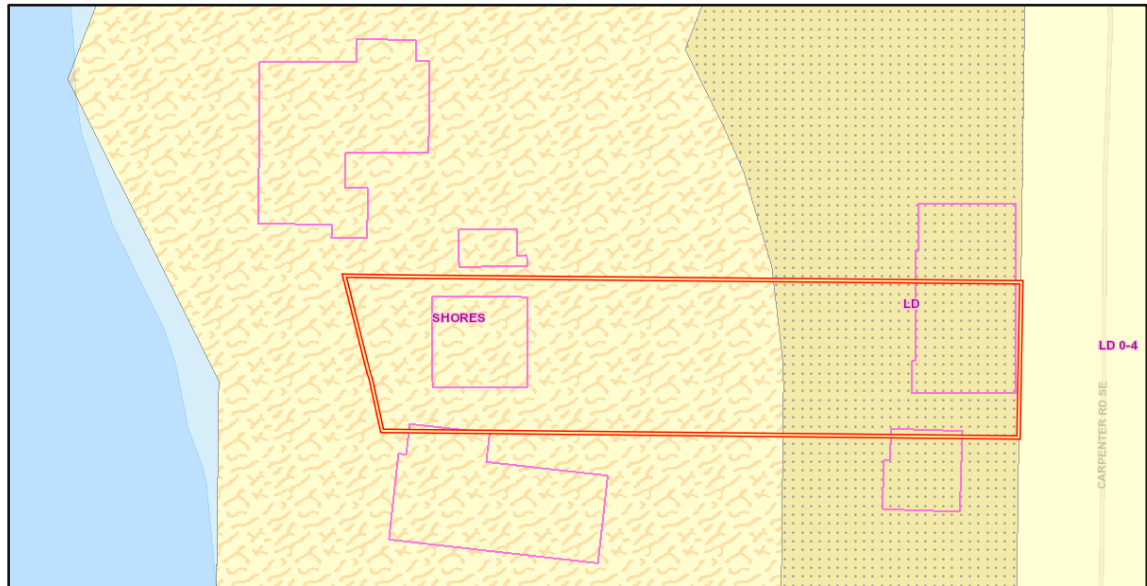
- Mapped setback distances per the [Thurston County GeoData Center](#): between 6.67 and 19.38 feet

- **Parcel 11822340901**, 2321 Carpenter Rd SE, Lacey
  - Rambler
  - Detached garage (660 sqft)
  - Utility building (726 sqft)



- Mapped setback distance per the [Thurston County GeoData Center](#): 2.03 feet

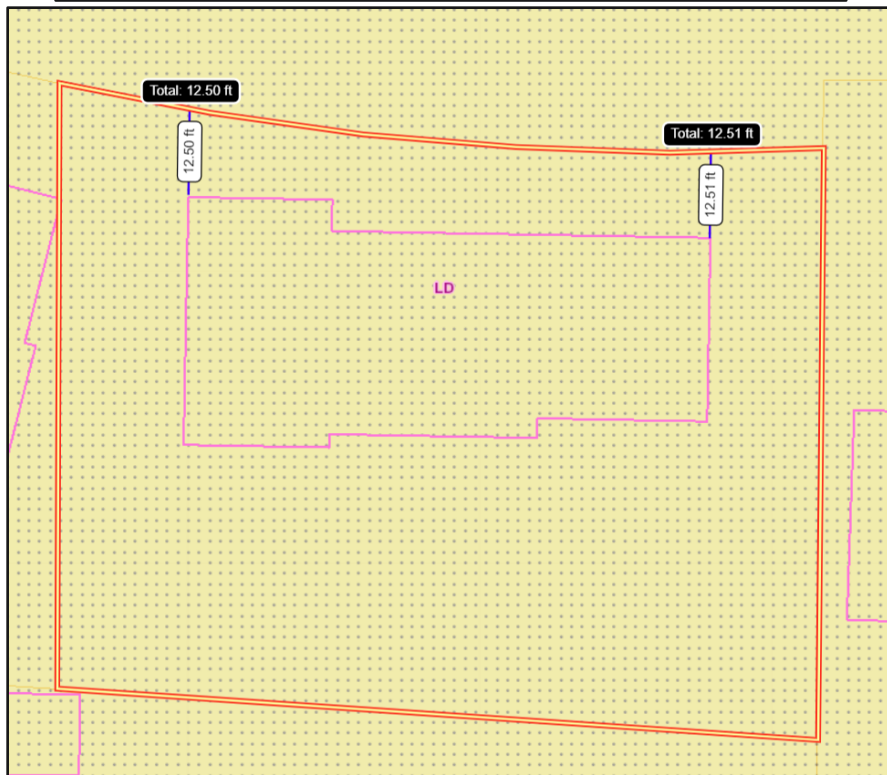
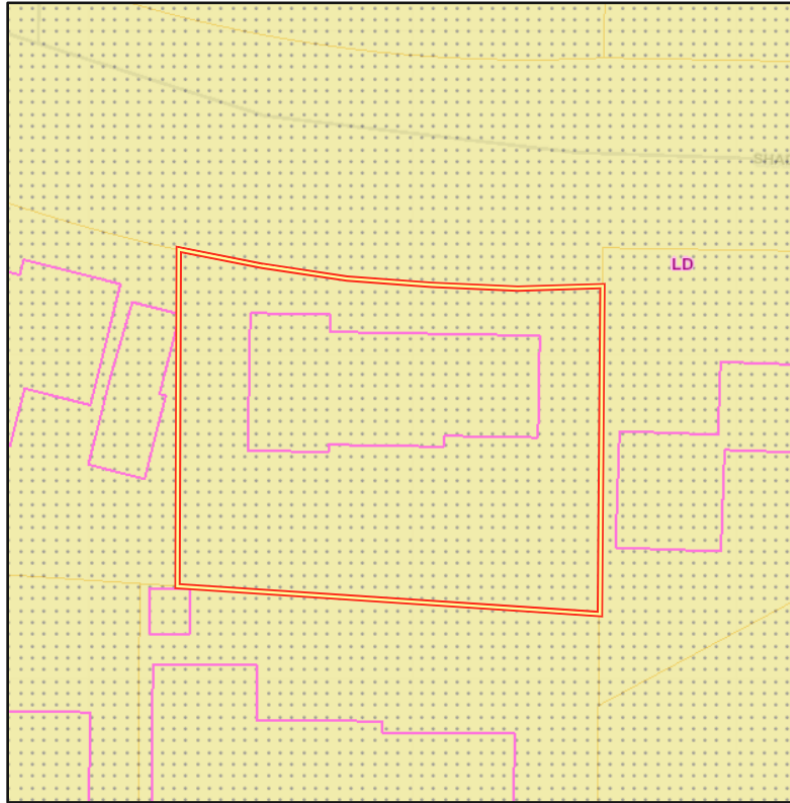
- **Parcel 11822340900**, 2327 Carpenter Rd SE, Lacey
  - Rambler
  - Utility building (480 sqft)



- Mapped setback distance per the [Thurston County GeoData Center](#): 1.34 feet

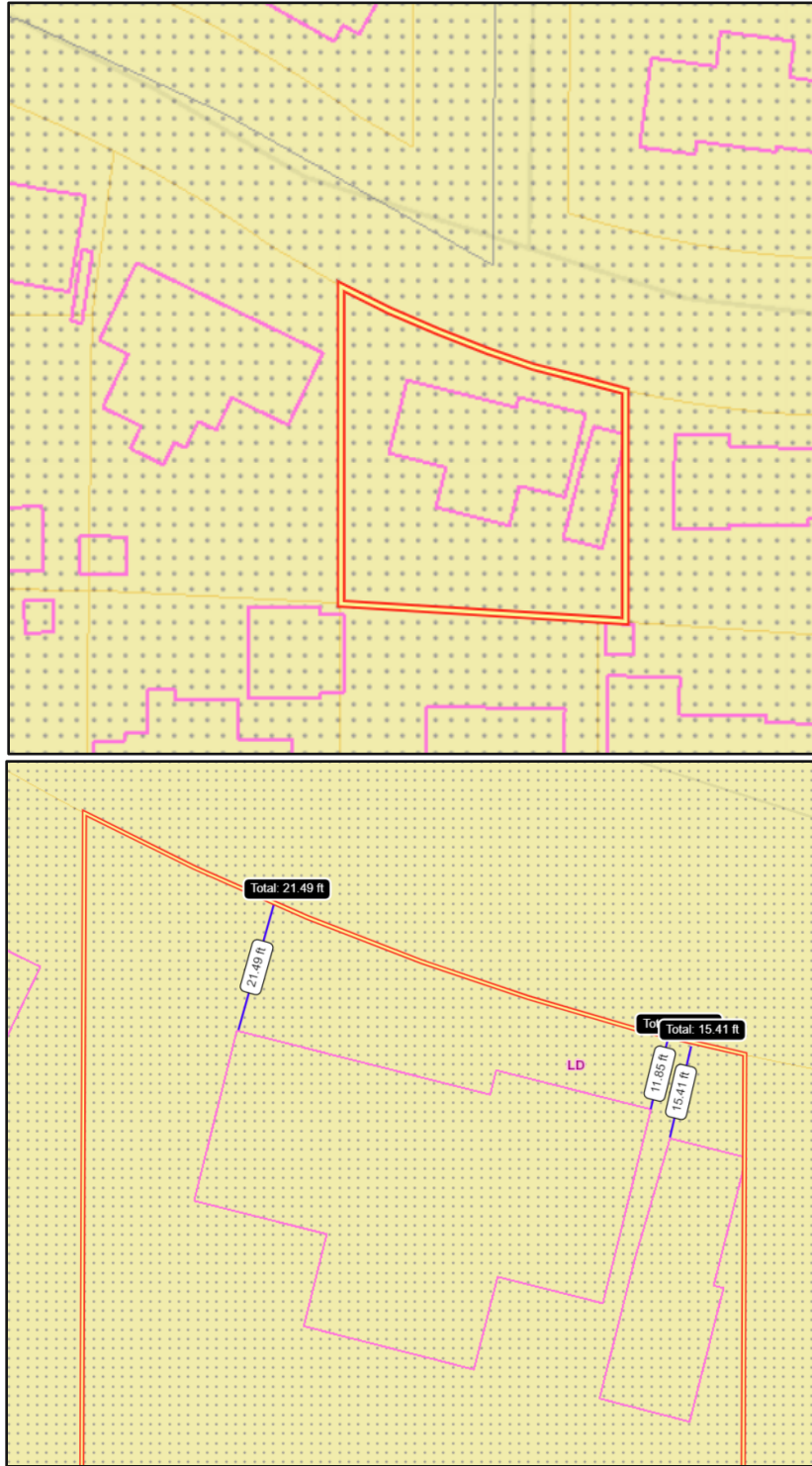


- Parcel 54100200600, 5803 SE Shady Ln, Olympia
  - Rambler with attached garage (524 sqft)



- Mapped setback distance per the [Thurston County GeoData Center](#): 12.51 feet

- Parcel 54100200500, 5709 SE Shady Ln, Lacey
  - Rambler with attached garage (1400 sqft)



- Mapped setback distances per the [Thurston County GeoData Center](#): between 11.85 and 21.49 feet

The six examples provided above demonstrate that it is usual and customary to put accessory buildings along the front property lines due to the narrowness of the lots and orientation of the lots along the lake.

## 10. How will the granting of the variance be in harmony with the neighborhood and not be detrimental to the public welfare or to properties in the vicinity?

The neighbor, Stan L. Bourgault, is agreeable to the proposal (see attached statement). The structure, proposed as a two-story detached shop/garage, would be in keeping with the existing legal documents on the property, and in harmony with the natural environment. The construction would not have any negative environmental impacts, and the variance would allow the shop to be located as far away from the lake as possible, so as to protect the natural shoreline.

Due to the numerous other properties in the area with structures that are within 16 feet of the front property lines, the variance would not create a discordant environment, as the proposed location of the shop is not irregular within the neighborhood. The size of the structure would be consistent with those that exist around the lake within the low-density residential district (LD) zone, and comply with the design requirements of [LMC 14.23.071](#) in the event that the building height exceeds 16 feet. Due to the existing concrete wall along the front property line, the proposed structure would be protected from vehicle traffic along the road.



## 12. How will the granting of the ordinance be in harmony with the purpose and intent of the zoning ordinance?

The proposed structure would be designed and constructed per the city's building code within the low-density residential district (LD) zone. The intent of the LD zone is to "enhance the residential quality by providing a high standard of development ([LMC 16.13.010](#)).” The proposed use for the structure is permitted within the LD zone, as accessory buildings for storage of personal property and vehicles are listed within [LMC 16.13.020](#). The building would have gutters to downspouts, which would prevent stormwater runoff from going directly into the ground, and the structure would allow for enclosed vehicle storage, which would further reduce environmental impacts.

The proposed shop would have the potential to convert into an accessory dwelling unit (ADU), which would also serve the intent of the LD zone, "to allow a broad range of housing options ([LMC 16.13.010](#)).” If converted, the ADU would align with action 4.a of the city's Housing Action Plan (HAP) within the [Housing Element](#) of the Comprehensive Plan, which is to increase the variety of housing choices by increasing "the types of housing allowed in low-density residential zones (HAP, p. 28).”