



**City of Ketchum
Planning & Building**

**STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
MARCH 5, 2026 MEETING**

- PROJECT:** 233 Parkway Variance
- FILE NUMBER:** P25-059
- REPRESENTATIVE:** Darshan Amrit, A2 Studio (Architect)
- OWNER:** Jeff and Michelle Bruner
- REQUEST:** Variance to enlarge and extend an existing nonconforming garage into the front setback area and outside of the platted building envelope of the subject property on Parkway Drive.
- LOCATION:** 233 Parkway Drive
- ZONING:** Limited Residential (LR)
- OVERLAY:** Floodplain
- NOTICE:** A public meeting notice for the project was mailed to all owners of property within 300 feet of the project site and all political subdivisions on February 11, 2026. The notice was published in the Idaho Mountain Express on February 11, 2026. A notice was posted on the city's website on February 11, 2026, and posted on the project site on February 26, 2026.
- REVIEWERS:** Paige Nied – Associate Planner

EXECUTIVE SUMMARY

The applicant submitted a Variance Application for approval to demolish the existing nonconforming single vehicle garage attached to the residence and increase the degree of nonconformity by constructing a two-vehicle garage in its place that further encroaches into the minimum required front setback area and marginally into the side setback. The subject property is located at 233 Parkway Drive and is within the Limited Residential (LR) Zone District. The LR zone has a minimum front setback requirement of 15 feet and side setback of 1 foot for every 2 feet in building height. The existing encroachment is a 15-foot span of the building that extends into the front setback by 9 feet 5 inches at the north end and 5 feet 6 inches at the south end. The proposed encroachment is a roughly 24-foot span of the building that extends into the front setback by 10 feet 2 inches at the north end and 3 feet 8 inches at the south end. See Figure 1 for a head-on view of the existing encroachment and see Figure

2 for an aerial view. The garage would encroach approximately 3 ½ inches into the side setback area. The existing and proposed encroachment extends outside of the platted building envelope on the property.

Since the residence was constructed in 1972, there have been various additions to the structure by previous owners. The existing 2,997 square foot single-story residence is considered nonconforming due to the front portion of the attached garage encroaching into the setback area.

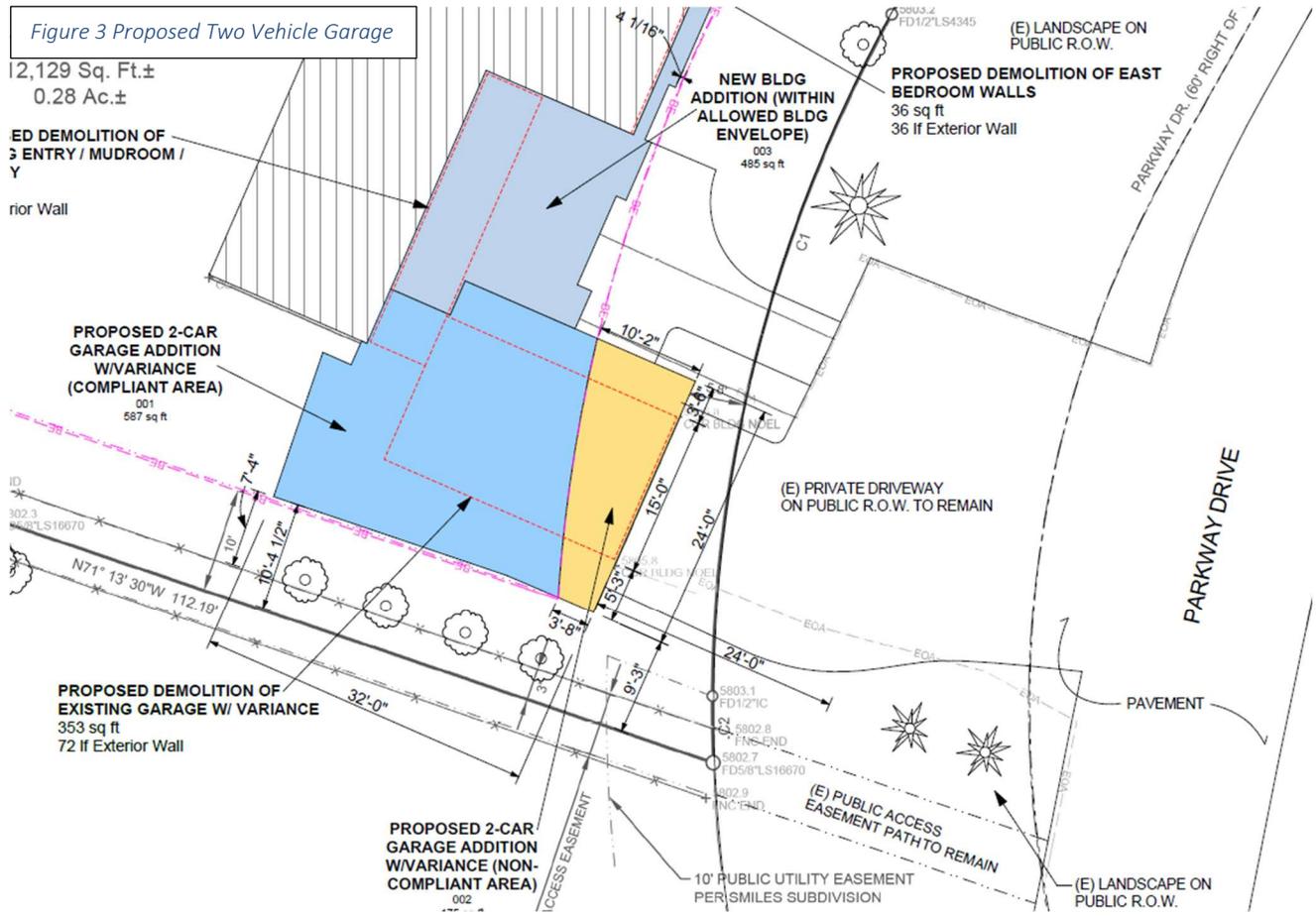


Figure 1 Existing non-conforming portion in question (head-on view)

The variance request is for the garage portion of the project only. However, to provide additional context for the design of the new garage, the applicant submitted a complete renovation design with the application materials for reference. The property owners have explored 5 options (A-E outlined on Sheet G-002 in the project plans) and concluded that Option E, which proposes to demolish and replace the garage in its current location would yield the least increase of nonconformity. As shown in Figure 3 below, the proposed encroachment is a roughly 24-foot span of the building that extends into the front setback by 10 feet 2 inches at the north end and 3 feet 8 inches at the south end.



Figure 2 Existing non-conforming portion in question (aerial view)



The siting and configuration of the existing residence create unique challenges for redesign and redevelopment. The subject property is constrained by the public access river easement along the southern boundary and the 25 foot scenic easement along the rear. The subject property also has a relatively shallow depth compared to the other lots in the neighborhood. During department review of the application, the City Engineer noted that the centerline of Parkway Drive is severely offset from the center of the right-of-way. As a result, although the garage is nonconforming, it remains farther from the roadway edge of asphalt than neighboring properties that comply with the 15 foot front setback requirement.

A portion along the rear of the property is within the Floodplain Overlay. The existing encroachment of the garage within the front setback area is not within the Floodplain and no development associated with the remodel and addition of the residence is proposed in the Floodplain. Therefore, a Floodplain Development Permit would not be required with the proposed redevelopment.

Only one off-street parking space exists for the residence within the one-car garage. Due to the alignment of the centerline of the road and the length of the driveway, all other parking for the residence occurs within the right-of-way. A minimum of two off-street parking spaces is required for single-family residences as outlined in the Off Street Parking Matrix (KMC 17.125.040.B). The two-vehicle garage proposed with Option E addresses the off-street parking requirements.

Non-conforming buildings are regulated by Ketchum Municipal Code (KMC) 17.136. Pursuant to KMC 17.136.050, a nonconforming building shall not be enlarged or extended so as to increase the degree of nonconformity. As the applicant is requesting to increase the degree of nonconformity, a Variance is

required. Staff has provided a review of the variance criteria outlined in KMC 17.148.010 below. Staff believe the request meets all the criteria and recommends approval of the Variance application subject to one condition.

The subject property has a platted building envelope, which the existing garage encroaches over. If the variance application is approved by the Planning & Zoning Commission, a plat amendment application will be required to modify the building envelope to contain the residence within the building envelope. As stated in condition of approval #1, the plat amendment application must be reviewed and approved by City Council prior to submitting a building permit application for the renovation and addition.

BACKGROUND

The Planning and Building Department received the Variance Application for the project on November 10, 2025. Following the receipt of the application, staff route the application materials to all city departments for review. The application was scheduled for a public hearing on January 23, 2026. All department comments have been resolved or addressed through the conditions of approval recommended below.

ANALYSIS

The KMC allows for the granting of variances to provisions of the code provided the applicant can demonstrate the following to be true:

A. The strict enforcement of the provisions of this Code creates an undue hardship to the property owner; however, economic feasibility shall not be considered an undue hardship.

Staff Analysis: Strict enforcement of the provisions of the Code would require redesigning the home to bring the non-conforming portion into compliance with the front setback requirement of the LR Zone. This creates an undue hardship, as that would require a significant portion of the existing home to be demolished and redesigned. The variance allows the applicant to preserve much of the livable space of the existing structure. Further, there would be constructability issues due to the existing site constraints of the public access river easement along the southern boundary and the 25 foot scenic easement along the rear.

B. The variance is necessary because of the unique size, shape, topography or location of the subject property.

Staff Analysis: The siting and configuration of the existing residence create unique challenges for redesign and redevelopment. The subject property is constrained by the public access river easement along the southern boundary and the 25' scenic easement along the rear. The subject property also has a relatively shallow depth compared to the other lots in the neighborhood. Single family lots in this neighborhood have an average depth of approximately 207.27 feet, and the subject property has an average depth of 121.62 feet. The existing residence stretches from the north to the south side setbacks which restricts the developable area of site. Also, as mentioned previously, the centerline of Parkway Drive is severely offset from the center of the right-of-way and that the garage is farther from the roadway edge of asphalt than neighboring properties that comply with the 15 foot front setback requirement.

C. The subject property is deprived, by provision of this Code, of rights and privileges enjoyed legally by other properties in the vicinity and under an identical zone.

Staff Analysis: As noted under subsection B above, the centerline of Parkway Drive is severely offset from the center of the right-of-way, so even in the garage's nonconforming condition, the garage is still further away from the roadway edge of asphalt than neighboring properties which are conforming to the 15-foot front setback. Further, out of the 16 parcels on Parkway Drive, only two parcels do not have two-vehicle garages. One of the parcels is the subject property and the other is the adjacent lot 227 Parkway Drive, both of which only have a one-vehicle garage.

This property lies in the LR Zone. Single-family residences with garages are permitted in the LR Zone. The proposed two-vehicle garage in conjunction with the existing single-family residence will comply with the minimum of two off-street parking spaces required for single-family residences as outlined in the Off Street Parking Matrix (KMC 17.125.040.B). The variance for a two-vehicle garage is in line with other properties in the vicinity which are also in the LR. However, as mentioned above, there are existing site conditions, due to the lot being previously developed and in its current condition, that other properties in the vicinity and under an identical zone are not impeded by.

D. The need for the variance is not the result of actions of the applicant or property owner.

Staff Analysis: The existing footprint and configuration of the residence are the results of the original construction and additions that occurred prior to the current property owners purchase of the property.

E. The variance does not create health and safety hazards.

Staff Analysis: The variance does not create health and safety hazards to adjacent properties or the general public. Conversely, the variance will create safer conditions for the property owners and for street maintenance operations by allowing the property owners to park two vehicles within the garage onsite and out of the right-of-way. Further, there is an existing water line access port/riser located in the driveway where the non-garaged vehicles park. By creating a condition where the vehicles would be parked onsite and out of the driveway, city departments would have unobstructed access to the water line if/when needed.

F. The variance does not relieve an applicant from any of the procedural provisions of this Code.

Staff Analysis: The applicant team met with city staff on numerous occasions where a variance was discussed and suggested as an option for a path forward. Variances can be approved provided the request is reviewed and considered following the procedures outlined in KMC 17.148.020. This application has been reviewed pursuant to those requirements. This application does not require design review and conformance with all other requirements of the code will be reviewed at the time of building permit.

G. The variance does not relieve an applicant from any standard or provision that specifically states that no variance from such standard or provision is permitted.

Staff Analysis: The KMC allows for variance to the setback requirements and there is no restriction on the consideration of the variance request for setbacks referenced in other sections of the KMC.

H. The variance does not relieve an applicant from conditions established during prior permit review.

Staff Analysis: The granting of this variance would not relieve the applicant of conditions as there were no special conditions of approval associated with the original building permit or subsequent permits for additions or remodels.

I. The variance does not allow establishment of a use that is not otherwise permitted in the zone in which the subject property is located.

Staff Analysis: As noted under subsection C above, this lot is zoned LR and the proposed two-vehicle garage in conjunction with the existing single-family residence will comply with the minimum of two off-street parking spaces required for single-family residences as outlined in the Off Street Parking Matrix (KMC 17.125.040.B).

J. The variance is the minimum necessary to grant relief to the applicant.

Staff Analysis: As outlined on Sheet G-002 in the application materials included as Attachment A, the applicant team developed several alternative studies to provide a two-vehicle garage and determined that the proposed design of the two-vehicle garage is the least impactful to the existing structure and surrounding neighborhood of options A-E they explored. While the proposed garage would increase the degree of nonconformity in regard to the front setback, it would also decrease the degree of nonconformity as it would also bring the residence into conformance with off-street parking requirements.

STAFF RECOMMENDATION

Recommendation to review and approve the 233 Parkway Variance (P25-059) for the encroachment into the front setback and building envelope subject to conditions.

RECOMMENDEND MOTIONS

The P&Z Commission may move to continue, approve, approve with conditions, or deny the application based on the information presented. If the Commission is inclined to approve the requested Variance application, staff recommend the following condition of approval to address next steps:

1. Following Planning & Zoning Commission approval of the Variance Application, the applicant shall submit a plat amendment application to modify the platted building envelope to contain the front of the residence within the envelope.

Recommended Motion Language: "I move to approve Variance Application P25-004 with conditions of approval as outlined by staff and direct staff to return with Findings of Fact, Conclusions of Law, and Decision."

ATTACHEMENTS

1. Variance Application & Supplemental Documents



City of Ketchum

Attachment 1: Variance Application & Supplemental Documents

VARIANCE EVALUATION CRITERIA

- The strict enforcement of the provisions of this Code creates an undue hardship to the property owner; however, economic feasibility shall not be considered an undue hardship.
- The variance is necessary because of the unique size, shape, topography or location of the subject property.
- The subject property is deprived, by provision of this Code, of rights and privileges enjoyed legally by other properties in the vicinity and under an identical zone.
- The need for the variance is not the result of actions of the applicant or property owner.
- The variance does not create health and safety hazards.
- The variance does not relieve an applicant from any of the procedural provisions of this Code.
- The variance does not relieve an applicant from any standard or provision that specifically states that no variance from such standard or provision is permitted.
- The variance does not relieve an applicant from conditions established during prior permit review.
- The variance does not allow establishment of a use that is not otherwise permitted in the zone in which the subject property is located.
- The variance is the minimum necessary to grant relief to the applicant.



Re: 233 Parkway Dr. Variance Application

Owner Information:

Jeff and Michelle Bruner
(805) 453-0839
mesbruner@gmail.com
PO Box 1891, Ketchum, ID 83340

Applicant Information:

Darshan Amrit, AIA
(510) 967-2159
darshanamrit@me.com
PO Box 6908, Ketchum, ID 83340

Property Information:

Parcel: RPK0500000013C
Legal Description: PARKWOOD SUB TL 8629

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- II. Application for Variance
- III. Variance Application Criteria
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- V. Exhibit B – Existing Conditions documentation

I. Introduction:

The applicants and residents, Jeff and Michelle Bruner, of 233 Parkway Drive Ketchum, Idaho have called this their home for over 30 years. Originally built in 1972, this home has had several owners and has seen many small additions by the previous owners. This home has served them and their family well, but the existing single vehicle garage has not. Over the past 7 years they have hired several local architects to develop schematic plans for a garage addition to provide them with a much needed two-vehicle garage to safely navigate daily trips into town or to the mountain during our long winters as well as to store their vehicles.

The existing 2,727 square foot, single-story, single-family structure with attached 270 square garage is considered nonconforming as the front portion of the attached garage encroaches into the front setback. Because the garage portion of the structure is nonconforming, per Ketchum Zoning Code, it cannot be rebuilt or expanded to provide garage parking for second vehicle. The remaining portion of the home, which is almost entirely conforming, stretches nearly from side setback to side setback and is close to the front yard setback which effectively restricts the only feasible garage location its current non-conforming location. After an extensive analysis and multiple studies, the proposed project that includes a variance application to demolish the non-conforming existing single vehicle garage and construction of a new two vehicle garage in its place where most of the garage structure is conforming but the front of the structure would remain as non-conforming. This approach is the minimum required to grant relief as it results in the least amount of required increase to non-conforming square footage. This approach is also consistent with the current 2025 Ketchum Comprehensive Plan where preservation, character and scale have been identified as goals and objectives. This is a context-sensitive design (Policy BNE-1.5), where more of the existing building is being preserved to allow for the new structure to meet the current and future needs of its occupants as well as keeping with the scale, context and materials of the neighborhood. In choosing to remodel and build an addition over a complete tear down, the project is also responding to the wider context of resource use responsibility, reduction of the structure's carbon footprint, and reduction of construction waste. The proposed addition and exterior scope of work is also deliberately focused on the east street facing side of the property and structure to lessen the impact of construction on edge of the western property where it faces the Big Wood River and the scenic setback. Less building and landscape construction impact in this zone is beneficial to the river edge ecosystem. With the proposed design, inclusive of the variance application and conforming addition, the project can also better manage stormwater runoff from the new proposed roof and addition, provide dark sky compliant lighting, fire resistant materials and details on the exterior to aid in fire protection for the structure and neighborhood.

II. Application for Variance:

a. Requirement(s) of the Zoning Code title 17 to be Varied:

i. 17.12.030 – Dimensional standards, districts matrix.

1. LR Front Setback: 15'
2. Side Setback: The greater of 1ft for every 2' in building height or 10'.

Variance Request: We are requesting a variance to construct a new two-vehicle garage with an encroachment into the front setback in the same location and plane as the existing nonconforming garage encroachment. Since the front setback line and existing encroachment are not parallel, for purposes of this variance request, the existing plane of the nonconforming east facing garage façade shall be maintained and establish the proposed location for the new two-vehicle garage with extensions to the north and south to allow for width to park two vehicles.

The variance request is for the garage portion of the project only. However, to provide context to the design of the new garage, a complete renovation design has been presented for reference. Other than the two-vehicle garage (proposed in the variance application) all other proposed work conforms to the dimensional standards in 17.12.030 as well as other applicable zoning code regulations. Since the variance application for the two-vehicle garage is based on the existing building conditions (including height, setbacks and lot coverage) and inclusive of the proposed garage itself, the 10' side setback shall be used for the garage. The concurrent and pending 2nd floor addition proposed partially above the garage meets all dimensional standards including the additional side setback based on the 26' roof height of the addition. The side setback based on roof height shall only apply to the 2nd floor addition portion of the proposed project and shall not force the new garage or any other portion of the existing building into nonconformance.

ii. 17.136.050 Enlargement of a nonconforming building or nonconforming use.

A nonconforming use shall not be enlarged or extended, and a nonconforming building shall not be enlarged or extended to increase the degree of nonconformity, except in the community core district where one-family dwellings may increase their original square footage by 20 percent. Additions and/or enlargements to existing buildings are not considered to be nonconforming or to increase the degree of nonconformity, so long as the additions and/or enlargements comply with the following:

- A. Any additional square footage may be subject to the current requirements of the underlying zone district at the discretion of the planning and zoning department head.
- B. Fifty percent of the building footprint and exterior walls of a nonconforming structure must remain unaltered.

Variance Request: We are requesting a variance enlarge and extend the nonconforming portion of the building to allow for a new two-vehicle garage to replace the existing nonconforming single-vehicle garage. Due to the existing dimensions of the garage (15' in width) and location on the property, we studied the possible addition of another single car garage and concluded that it would either more substantially increase the degree of nonconformance or substantially impact the existing structure and use of the structure creating further undue hardship. Out of the five options (A thru E)

studied- Option E, which proposes to demolish and replace the garage would yield the least increase of nonconformity, have the least impact to the existing structure and use of that structure, and have the least impact on the neighboring community and public. Please refer to the attached exhibit A diagrams 2/G-002 and 3/G-002.

b. Undue Hardship you believe would result from the strict enforcement of this requirement:

17.125.040 – Off Street parking and loading calculations. Residential, one-family dwellings require 2.0 parking spaces per one-family dwelling. Out of the 16 single-family residences on Parkway Drive, all but two properties have two-vehicle garage, 233 Parkway Dr and the adjacent parcel at 227 Parkway Drive. Many have three or more off street parking spaces either in a garage or in a driveway. This is not a right or privilege that is available at 233 Parkway where a vehicle cannot park in the driveway without parking in the right of way.



Survey of existing single-family homes with garage parking on Parkway Dr.

- # Homes that have at least two-vehicle garage (many have three to four vehicle garages)
- # Homes that have a single-vehicle garage

Further undue hardships are described in the variance criteria evaluated below.

c. Unique Characteristics of the site, i.e. unique size, shape, topography, or location of the property.:

The common and approved definition of Topography includes man-made or artificial conditions of the property. Meriam Webster defines topography as follows:

- i. the configuration of a surface including its relief and the position of its natural and man-made features
- ii. the physical or natural features of an object or entity and their structural relationships

The existing single-family residence is in the small Parkwood Subdivision towards the end of a dead-end Parkway Drive. It is bounded by a public access river easement to the south of the property and 25' foot scenic easement to the west bounds the property to the back. With a relatively shallow depth of the lot, as compared to the rest of the lots on the street, the existing building stretches from the South to the North side yard setbacks. Several years ago, the current owners purchased a portion of the adjacent lot to the south to allow for public access river easement to run unobstructed along their property as the corner of the existing garage would have been in the easement and potentially caused more issues with their nonconforming garage.

The existing building and siting create a severely restricted buildable area at the front of the property between the building and front setback, with not enough area to provide off-street parking spaces, let alone a two-vehicle garage.

III. Variance Evaluation Criteria:

Some of the information provided below may be applicable to multiple criteria and attempts have been made to include the information where most relevant.

- a. The strict enforcement of the provisions of this title creates an undue hardship to the property owner; however, economic feasibility shall not be considered an undue hardship;
 - i. The denial of being able to park a 2nd vehicle off-street as required by 17.125.040 and not in the public right of way due to the constraints of the existing site makes the property lesser than its neighbors that have the privilege of parking at least two vehicles safely in a garage on their own property.
 - ii. Demolition of the existing non-conforming garage to build a new two-vehicle in its place with the front of the new garage to remain as nonconforming allows the applicant to maximize use and minimize impact on the current neighborhood, street context and public view by preserving the surrounding environment with the existing mature trees and landscaping that screen the home and garage from the public river access easement and from the public right of way.
 - iii. While financial hardship shall not be considered, potentially being denied the right to legally park two-vehicles off-street or in a garage has significant financial impacts on the property's value and use, denying the owner full use of the property by right.

- iv. Compliant non-garage vehicle off-street parking for a second vehicle or guest vehicle cannot currently be accommodated. Parking space dimensional requirements per zoning section 17.125.030 have a minimum width of 9' by minimum length of 18' and are located entirely on the property, not in the public right of way. The existing maximum depth of driveway in front of the existing garage is 10'-2", as a result, any vehicles parked in the driveway are parked in the public right of way.

- b. The variance is necessary because of the unique size, shape, topography or location of the subject property;
 - i. The subject property has unique topography considering the definition of topography being the "arrangement of the natural and artificial physical features of an area. These include the following:
 - 1. The existing single-vehicle garage encroaches into the front setback.
 - 2. The existing building spans from the north to south setback lines and where it does not encroach in the front yard setback, developable area for a compliant garage is not sufficient.
 - 3. To the rear of the building, the property is further bounded by the 25' scenic easement. Any proposed addition towards the rear of the lot would detrimentally impact the existing structure and where it does not impact the structure river views would be blocked as well as detrimentally impact the river's edge and public river access environment by replacing trees and landscaping with new building structure.

- c. The subject property is deprived, by provision of this title, of rights and privileges enjoyed legally by other properties in the vicinity and under an identical zone;
 - i. Out of the 16 single family parcels on Parkway Drive, not including the lone undeveloped lot, only two parcels do not have two-vehicle garages. One of the parcels is the subject property at 233 Parkway Drive and the other is next door at 227 Parkway Drive, both with single vehicle garages. It is likely that both sites were developed prior to the adoption of zoning code requirements for off-street parking greater than a single vehicle or even the adoption of the local zoning code in the case of 227 Parkway Drive.

- d. The need for the variance is not the result of actions of the applicant or property owner;
 - i. The existing footprint, square footage and height of the structure, including the nonconforming garage, are the results of the original construction and previous remodels that occurred prior to the current owners.
 - ii. The current owners have not constructed with or without building permit(s) any portion of the building that has resulted in nonconformance.

- e. The variance does not create health and safety hazards;
 - i. The variance is requested to allow for owners to safely access their property and park two vehicles in an off-street in a garage. No health or safety hazards are created by this variance.

- ii. The existing condition of the garage encroaching into the front yard setback has been in existence since its original construction in 1972, which has resulted in the current and previous owners parking their vehicles in their driveway almost completely within the public right of way. While this has not resulted in any hazard or inconvenience for the public or City of Ketchum departments that we are aware of, the variance would allow for a significant safety improvement in the public right of way. Currently, the existing water main runs just a few feet beyond the properties eastern (street facing) property line. There is an existing water line access port/riser (see Figure 1) located in the current driveway where the non-garaged vehicles parks. Should any City departments need access to this, there is a high probability that a vehicle would be parked over it and restrict access. In the case of an emergency this could cause delays. There have been instances where the access to the water line has been required and has resulted in digging up the owner's driveway almost entirely to complete the work. While that incident may have been an inconvenience and potential safety hazard, the proposed variance application, if approved, will significantly reduce if not eliminate that inconvenience or safety risk when future work or access is required.



Figure 1 – Water line @ Driveway

- iii. The owners are proposing to provide a hydronic snow melt system, with a separate meter and zone, for the portion of their driveway located in the public right of way in addition to their on-site hardscape and driveway. This will greatly increase the safety in the public right of way as existing driveway does have a low point which often turns the entire driveway (in the public right of way) into a sheet of ice.
- f. The variance does not relieve an applicant from any of the procedural provisions of this title;
 - i. Acknowledged and understood. The variance application was discussed and suggested as an option by planning staff and the owners and applicants have met with planning staff on numerous occasions to review the proposed project and the criteria for granting a variance.

- g. The variance does not relieve an applicant from any standard or provision that specifically states that no variance from such standard or provision is permitted;
 - i. Acknowledged and understood. The owners and applicant are not aware of any specific standard or provision in their application that could not be granted with a variance.
 - ii. The variance application was suggested as an option by planning staff and the owners and applicants have met with planning staff on numerous occasions to review the proposed project and the criteria for granting a variance.

- h. The variance does not relieve an applicant from conditions established during prior permit review;
 - i. Acknowledged and understood. The owners and applicant are not aware of any prior conditions that may have been established.
 - ii. The owners and applicants have met numerous times with planning staff and would hope that any prior conditions would have been brought to their attention.

- i. The variance does not allow establishment of a use that is not otherwise permitted in the zone in which the subject property is located; and
 - i. The garage and use as a garage for the portion of the nonconforming structure is existing. The nonconforming use as a garage would continue to remain with an approved variance application.

- j. The variance is the minimum necessary to grant relief to the applicant.
 - i. Yes. The applicant has developed several alternate studies to provide the owners with a two-vehicle garage solution and has concluded, including review and input by planning staff, that the approach included in this application is the least impactful to the existing structure, the surrounding environment, the neighborhood and the wider community. Please refer to diagram study on sheet G-002 in the attached exhibit.
 - ii. The proposed variance is for the two-vehicle garage only. The 24ft wide by 32ft deep proposed garage is a standard two-vehicle garage size and the minimum in dimension and use needed to provide relief. The existing single vehicle garage encroachment is a total of 116 square feet with the existing southeast corner encroaching 5'-3" and the northeast corner encroaching 9'-2" into the front setback. The portion of the new garage that would be nonconforming would total 175 square feet with the southeast corner encroaching 3'-8" and the northeast corner encroaching 10'-2" into the front setback.
 - iii. With the presence of an existing single vehicle garage, the provision of a second vehicle garage space (separate or attached) would require a minimum of 288 SF (12'x24'). It is not possible to provide a second vehicle garage fully conforming to development standards of 17.12.030 in the LR Zoning District based on the existing site constraints without detrimental impact and creating undue hardship as outlined with the existing site and analysis diagrams provided on sheet G-002. The analysis and various studies concluded that with the existing garage structure encroaching into the front setback, the minimum necessary to grant relief and result in the least impact to the site and neighborhood would

be the demolition of the entire existing attached garage to build a new two vehicle garage in the same location, illustrated as Option E on sheet G-002. This option proposes that the existing non-conforming condition is marginally increased by 59 SF resulting in a total of 175 SF of non-conforming building area. This is substantially less than 288 SF required for a second vehicle garage and not accounting for the existing 116 SF of non-conforming garage that would be remaining are the justifications that Option E should be considered as the minimum SF needed to grant relief.

- iv. Concurrent with the variance application and conditional on the approval of the variance application, the applicant has provided for reference a complete design that incorporates a new partial 2nd floor addition above the garage, a new entry and small guest bedroom addition that are all conforming with the applicable development standards 17.12.030 in the LR Zoning District. The side setback (the greater of 1' for every 2' in building height or 10') for the 2nd floor addition is 13' based on a proposed 26' roof height. The increased side setback based on the 2nd floor addition shall not create further nonconformance with the new garage as proposed in the variance. The side setback for the garage in the variance application is 10' as the garage is less than 20' in height. Also as part of this application the applicant is requesting review and approval of a minor side yard encroachment for the proposed elevated deck at the new garage roof. The less than 1'-6" proposed deck encroachment can be allowed with Design Review Approval per 17.128.020.I. The deck encroachment would provide an overhang to allow for better drainage from the deck with a snow melt system which would protect the new garage structure below from water intrusion due to ice buildup.
- v. The design in its entirety has been presented in this application to illustrate how the variance portion of the design will be integrated with the existing structure and pending additions at the 2nd level, entry and north guest bedroom wing.

We look forward to any questions or comments that you may have about the requested variance or the proposed design.

Warm regards,

Darshan Amrit, AIA
A2 Studio
131 6th St
Ketchum, ID 83340

darshanamrit@me.com
510.967.2159

Variance Application



SHEET INDEX

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A2 Studio, LLC
A2
 studio
 architecture
 design
 131 6TH. W, Ketchum, Idaho,
 83340

CONSULTANTS

Jeff & Michelle Bruner
 233 Parkway Drive, Ketchum,
 Idaho, 83340

**Bruner Residence
 Garage Addition**

TAX LOT 8629 Section 13, T.4N.,
 R.17 E., B.M. Ketchum, Blaine
 County, Idaho

LICENSED
 ARCHITECT
 AR 987650

 DARSHAN AMRIT
 STATE OF IDAHO

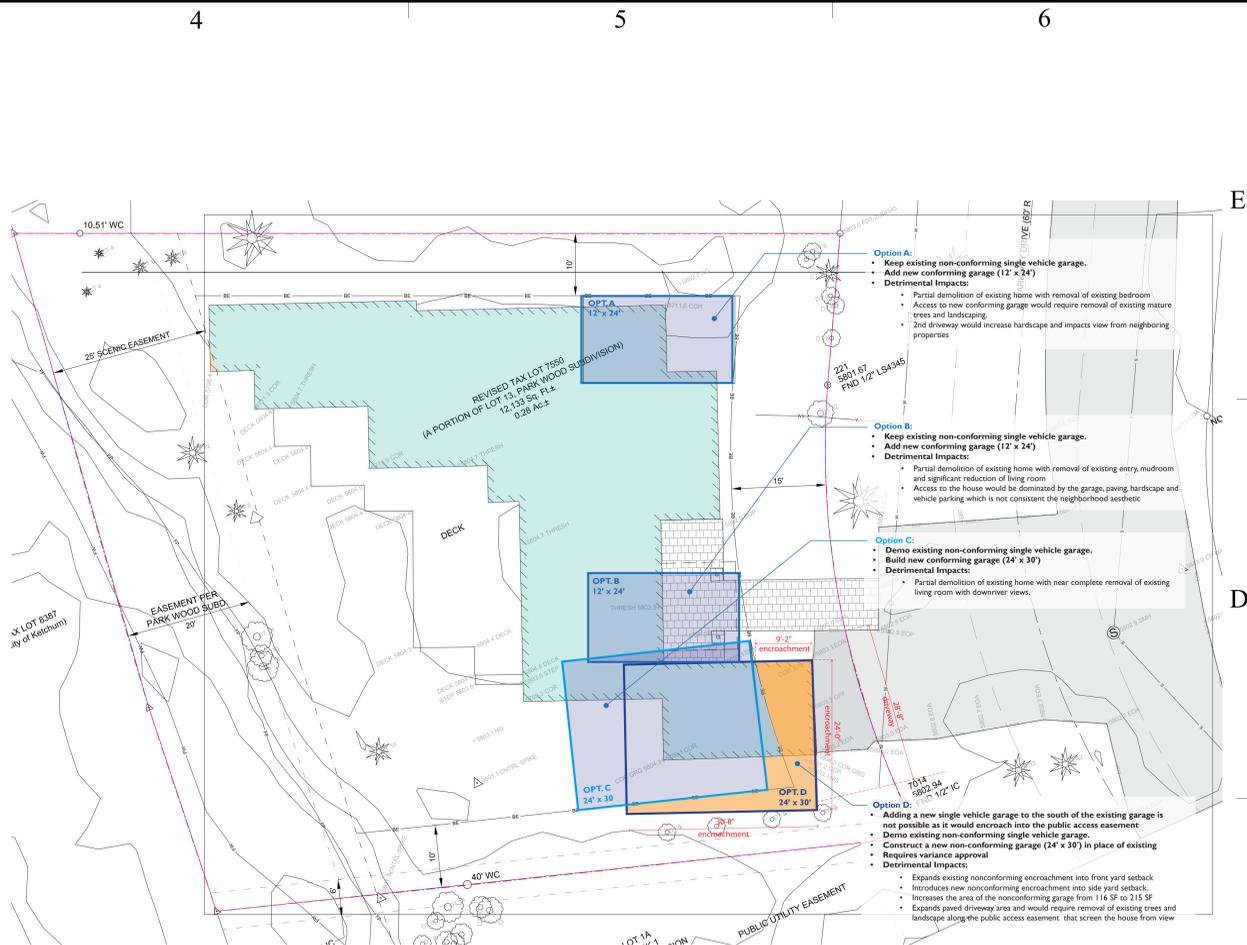
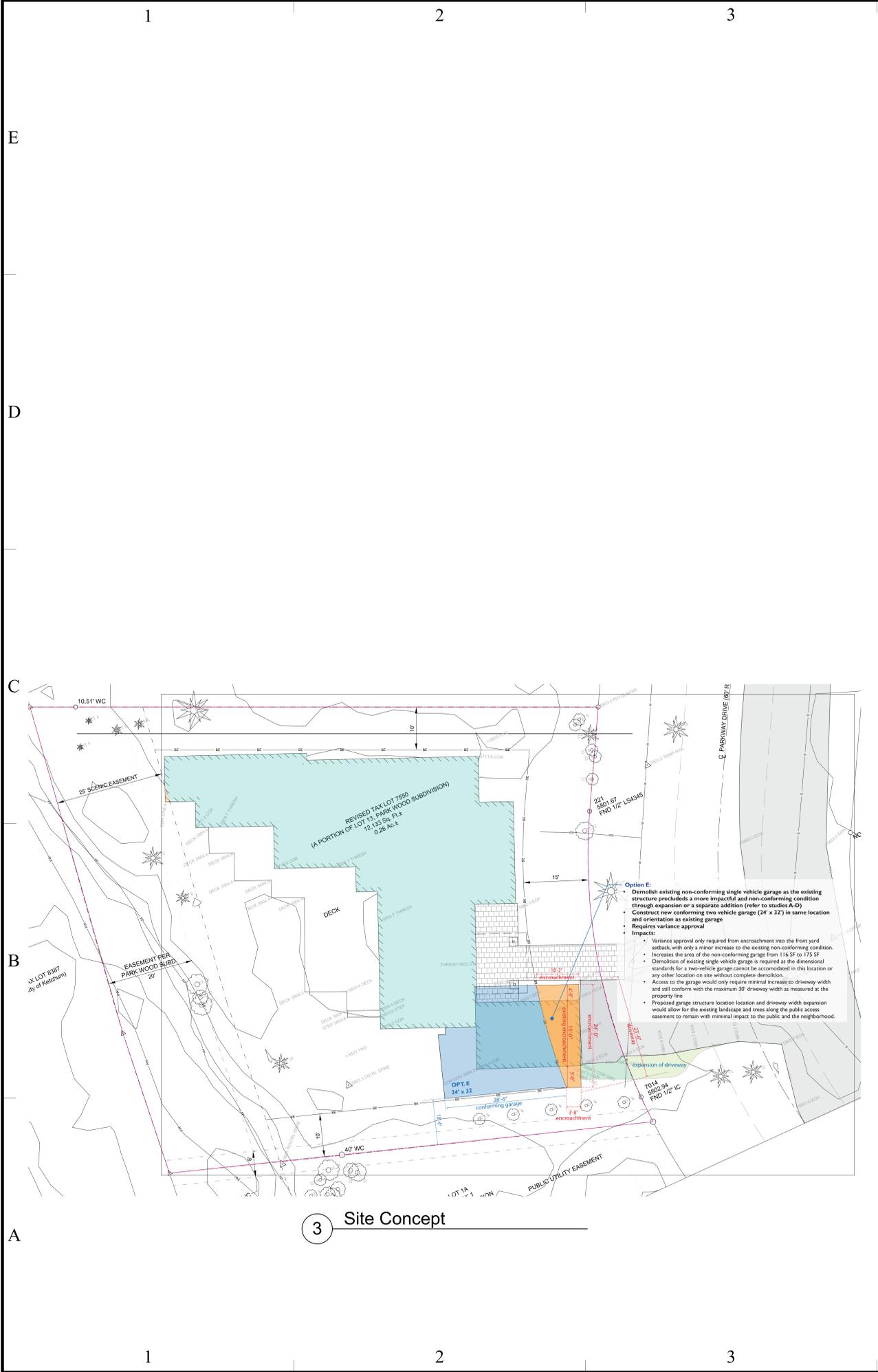
MARK	DATE	DESCRIPTION
01	10/23/25	Variance Application Set

PROJECT NO: 2402
 MODEL FILE:
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 Cover Sheet

G-001

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A2 Studio, LLC
A2 studio
 architecture design
 131 6TH. W, Ketchum, Idaho, 83340

CONSULTANTS
Jeff & Michelle Bruner
 233 Parkway Drive, Ketchum, Idaho, 83340

Bruner Residence Garage Addition
 TAX LOT 8629 Section 13, T.4N., R.17 E., B.M. Ketchum, Blaine County, Idaho

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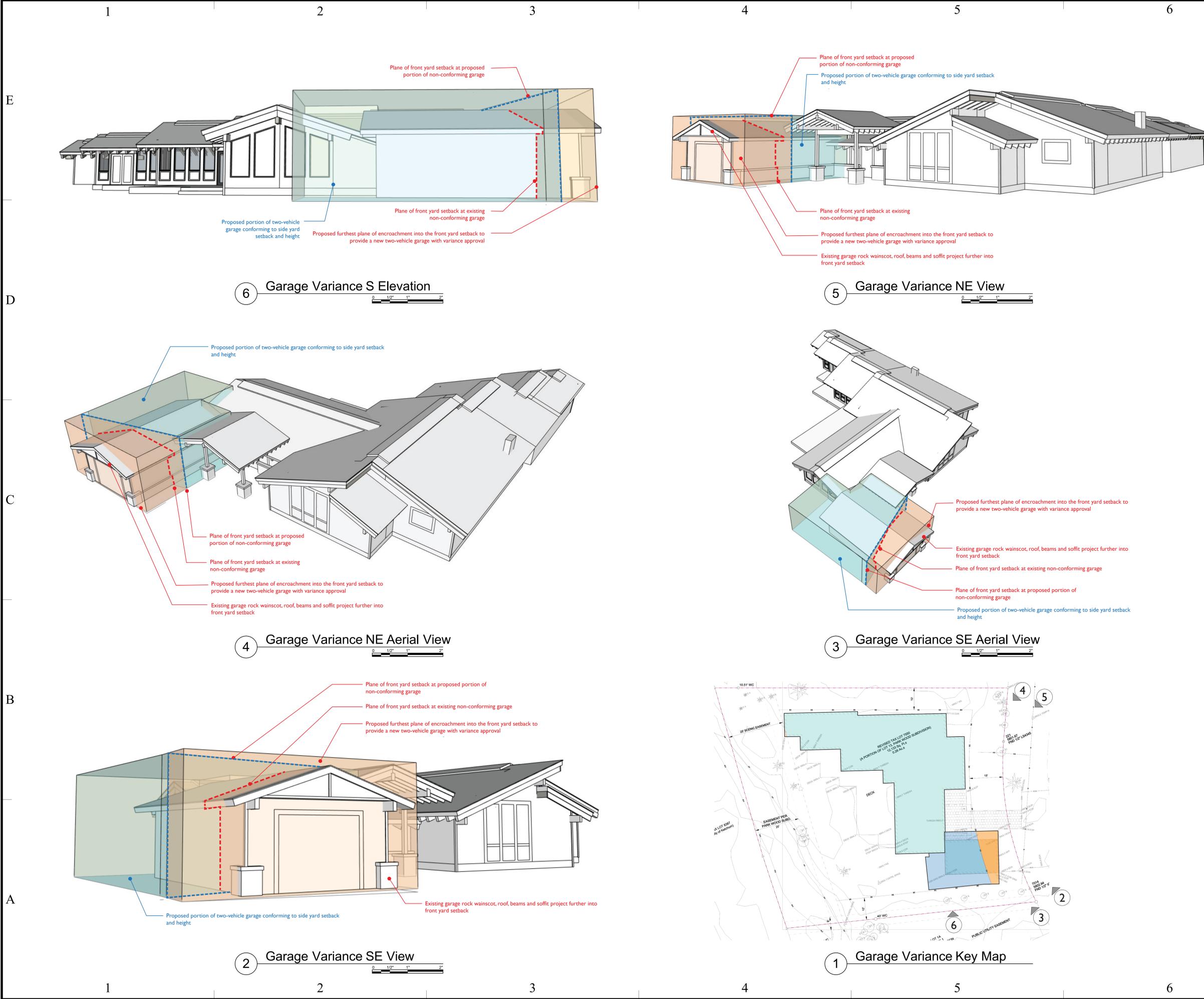
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SHEET TITLE
Variance Site Diagrams

G-002



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SHEET TITLE
 Variance Massing Diagrams

G-003

01	10/23/25	Variance Application Set
MARK	DATE	DESCRIPTION

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SHEET TITLE
 Existing Building & Site Plan

AS-001

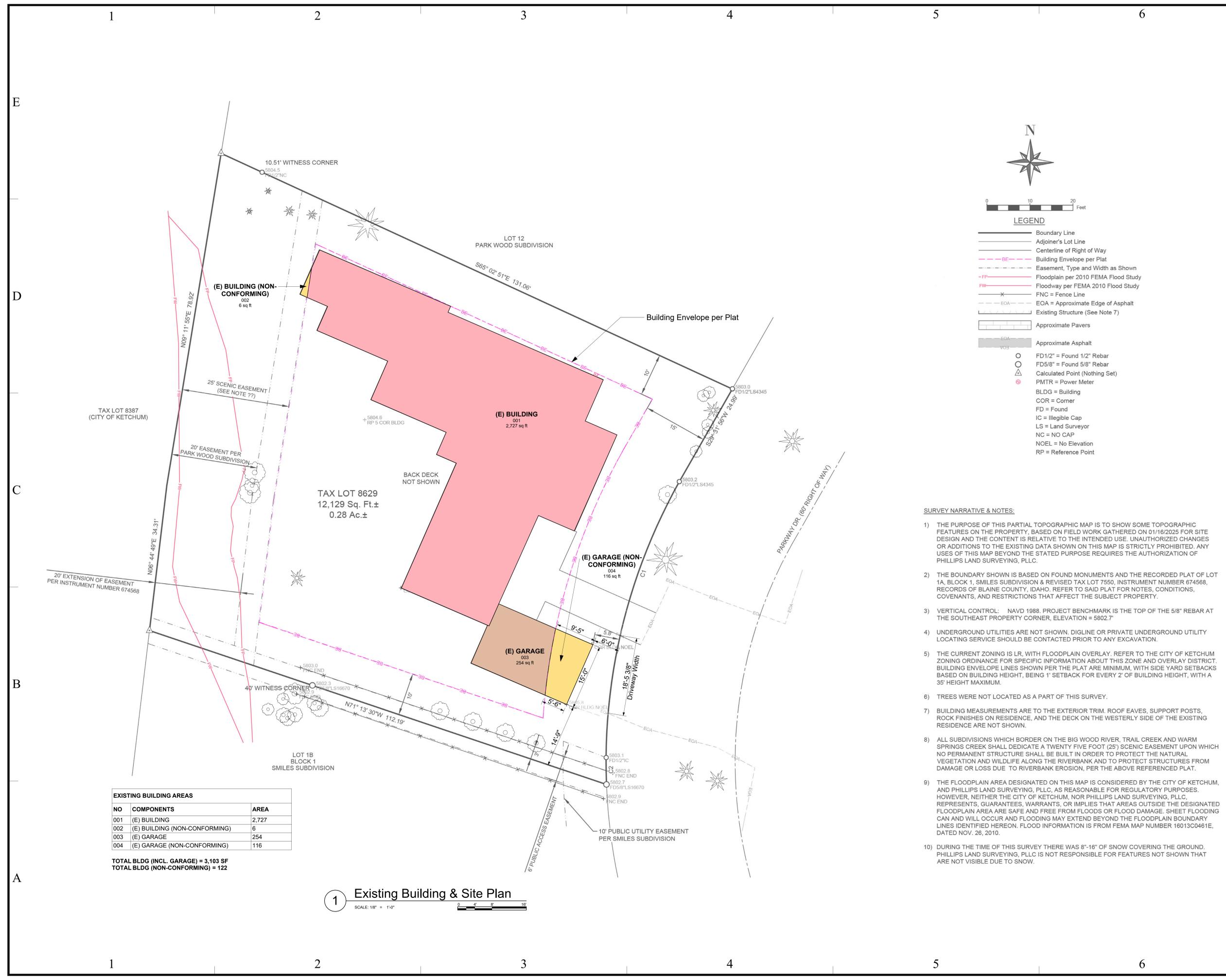


LEGEND

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- Centerline of Right of Way
- - - BE - Building Envelope per Plat
- - - Easement, Type and Width as Shown
- - - FP - Floodplain per 2010 FEMA Flood Study
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SURVEY NARRATIVE & NOTES:

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EXISTING BUILDING AREAS		
NO	COMPONENTS	AREA
001	(E) BUILDING	2,727
002	(E) BUILDING (NON-CONFORMING)	6
003	(E) GARAGE	254
004	(E) GARAGE (NON-CONFORMING)	116

TOTAL BLDG (INCL. GARAGE) = 3,103 SF
 TOTAL BLDG (NON-CONFORMING) = 122

1 Existing Building & Site Plan
 SCALE: 1/8" = 1'-0"

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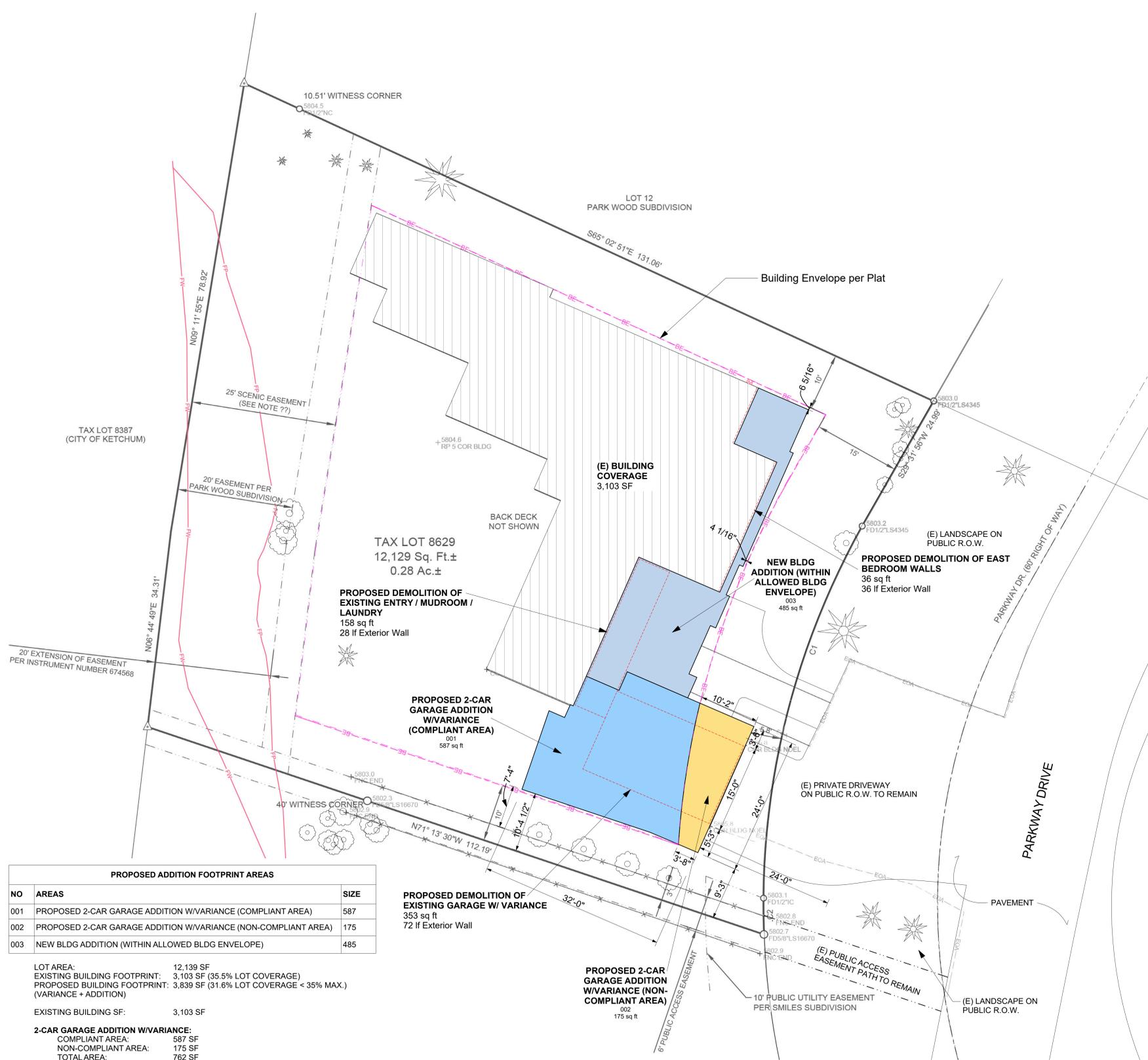


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PROPOSED ADDITION FOOTPRINT AREAS		
NO	AREAS	SIZE
001	PROPOSED 2-CAR GARAGE ADDITION W/VARIANCE (COMPLIANT AREA)	587
002	PROPOSED 2-CAR GARAGE ADDITION W/VARIANCE (NON-COMPLIANT AREA)	175
003	NEW BLDG ADDITION (WITHIN ALLOWED BLDG ENVELOPE)	485

LOT AREA: 12,139 SF
 EXISTING BUILDING FOOTPRINT: 3,103 SF (35.5% LOT COVERAGE)
 PROPOSED BUILDING FOOTPRINT: 3,839 SF (31.6% LOT COVERAGE < 35% MAX.)
 (VARIANCE + ADDITION)

EXISTING BUILDING SF: 3,103 SF

2-CAR GARAGE ADDITION W/VARIANCE:
 COMPLIANT AREA: 587 SF
 NON-COMPLIANT AREA: 175 SF
 TOTAL AREA: 762 SF

ADDITION (SEPARATE OF VARIANCE):
 1ST FLOOR AREA: 485 SF
 2ND FLOOR AREA: 780 SF
 TOTAL AREA: 1,265 SF

PROPOSED BUILDING SF: 4,619 SF

PROPOSED BUILDING DEMO (SF): 547 SF (18% < 50% MAX.)
 EXISTING BUILDING (LF): 359 LF
 PROPOSED BUILDING DEMO (LF): 136 LF (38% < 50% MAX.)

PROPOSED DEMOLITION OF EXISTING GARAGE W/ VARIANCE		
NO	AREAS	SIZE
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E
D
C
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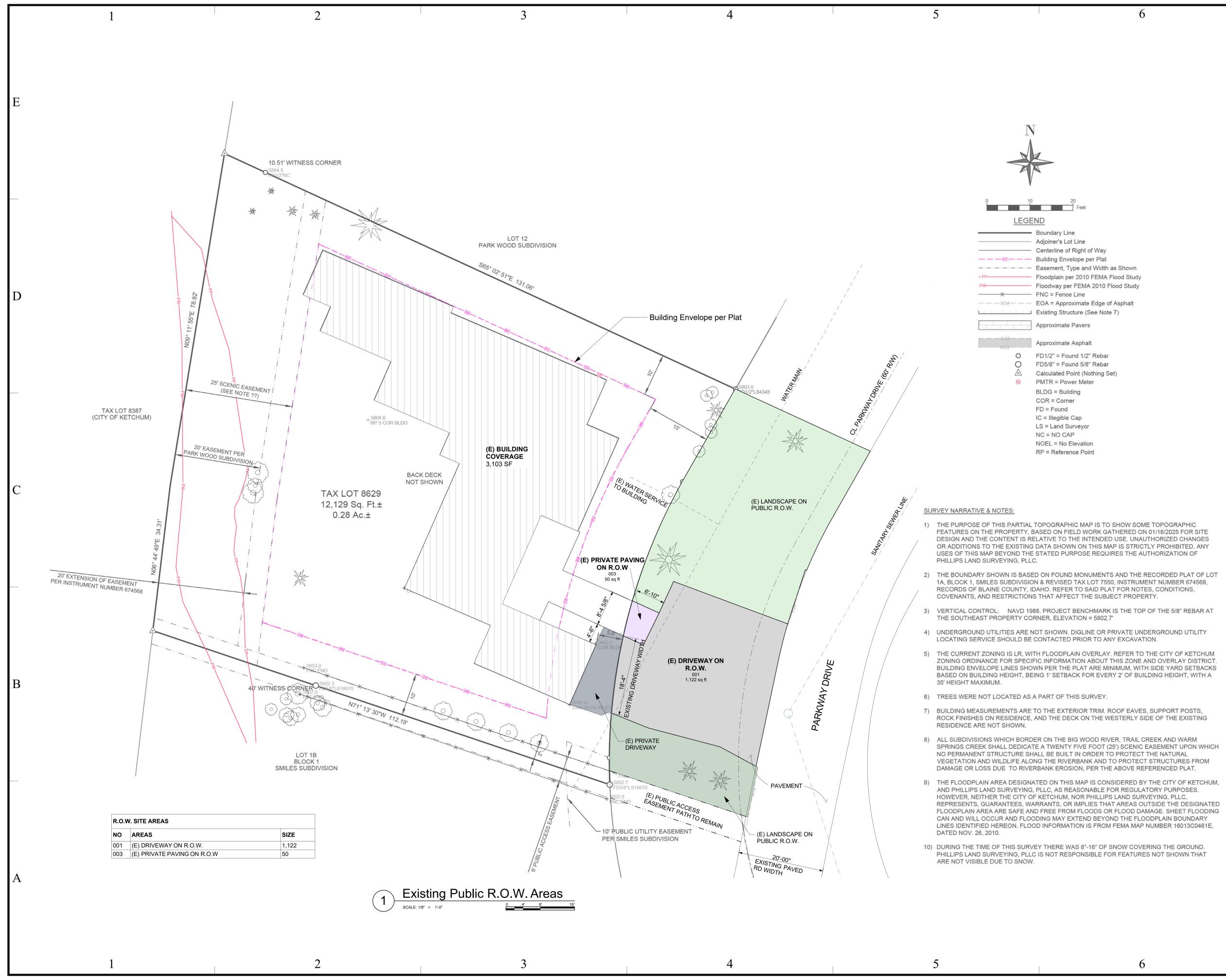
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R.O.W. SITE AREAS		
NO	AREAS	SIZE
001	(E) DRIVEWAY ON R.O.W.	1,122
003	(E) PRIVATE PAVING ON R.O.W.	50

1 Existing Public R.O.W. Areas



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Existing Public R.O.W. Areas

AS-003

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AS-004

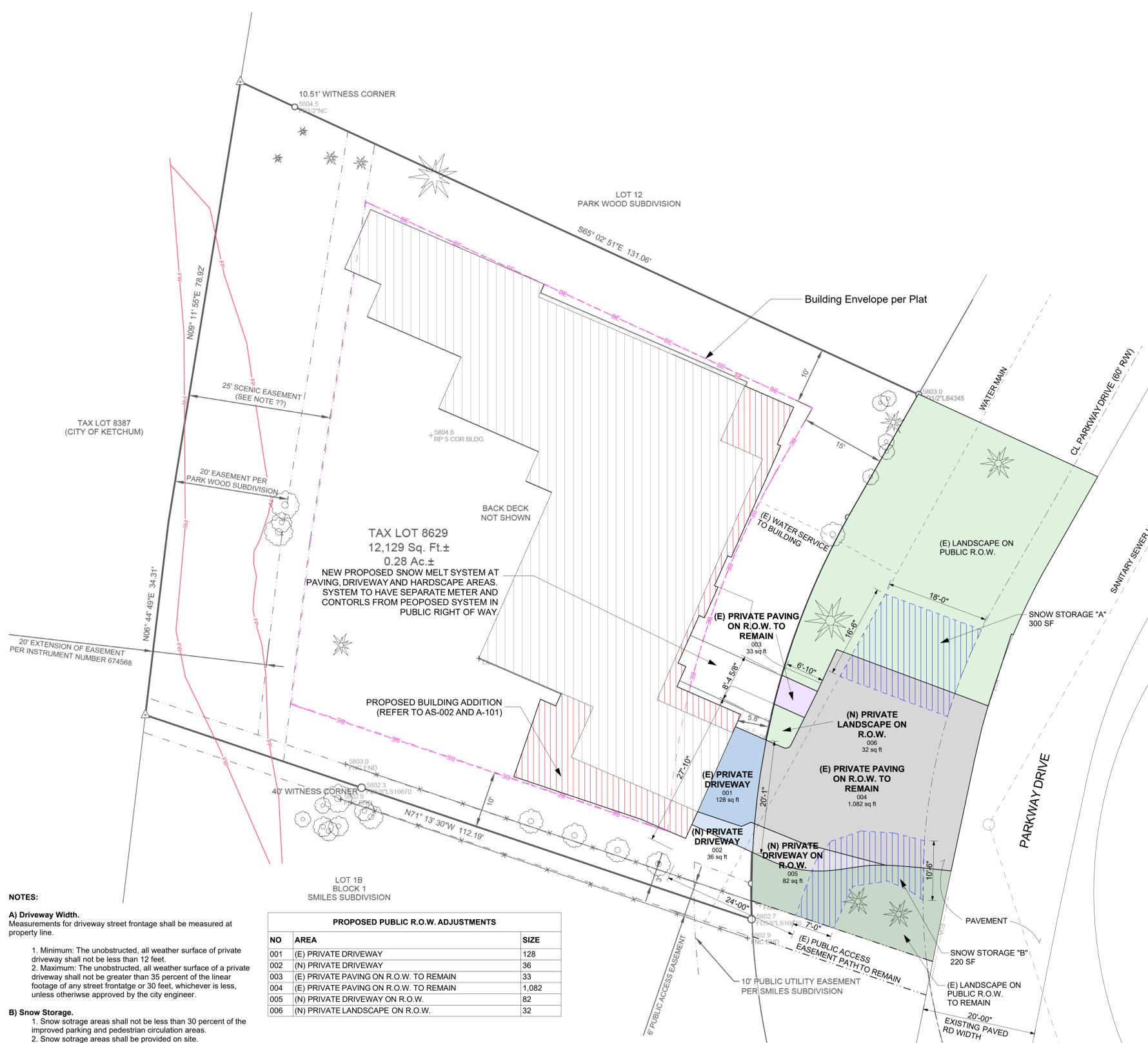


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- NOTES:**
- A) Driveway Width.**
 Measurements for driveway street frontage shall be measured at property line.
1. Minimum: The unobstructed, all weather surface of private driveway shall not be less than 12 feet.
 2. Maximum: The unobstructed, all weather surface of a private driveway shall not be greater than 35 percent of the linear footage of any street frontage or 30 feet, whichever is less, unless otherwise approved by the city engineer.
- B) Snow Storage.**
1. Snow storage areas shall not be less than 30 percent of the improved parking and pedestrian circulation areas.
 2. Snow storage areas shall be provided on site.
 3. A designated snow storage area shall not have any dimension less than 5 feet and shall be a minimum of 25 square feet.
 4. In lieu of providing snow storage areas, snowmelt and hauling of snow may be allowed.

PROPOSED PUBLIC R.O.W. ADJUSTMENTS		
NO	AREA	SIZE
001	(E) PRIVATE DRIVEWAY	128
002	(N) PRIVATE DRIVEWAY	36
003	(E) PRIVATE PAVING ON R.O.W. TO REMAIN	33
004	(E) PRIVATE PAVING ON R.O.W. TO REMAIN	1,082
005	(N) PRIVATE DRIVEWAY ON R.O.W.	82
006	(N) PRIVATE LANDSCAPE ON R.O.W.	32

PROPOSED DRIVEWAY, PARKING AND PEDESTRIAN CIRCULATION AREA = 1,563 SF
REQUIRED SNOW STORAGE AREA = 519 SF
PROVIDED SNOW STORAGE AREA = 520 SF

IN LIEU OF SNOW STORAGE AREA, THE APPLICANT IS PROPOSING TO INSTALL A NEW HYDRONIC SNOW MELT SYSTEM IN THE DRIVEWAY AND PAVER AREAS LOCATED IN THE PUBLIC RIGHT OF WAY. SYSTEM TO BE INSTALLED WITH SEPARATE METER AND CONTROLS.

1 Proposed Public R.O.W. Adjustments



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1 First Floor
SCALE: 1/8" = 1'-0"

2 Second Floor
SCALE: 1/8" = 1'-0"

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A2 studio
architecture
design

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83340

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SHEET TITLE

Floor Plans

A-101

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CONSULTANTS

Jeff & Michelle Bruner
 233 Parkway Drive, Ketchum,
 Idaho, 83340

**Bruner Residence
 Garage Addition**
 TAX LOT 8629 Section 13, T.4N.,
 R.17 E., B.M. Ketchum, Blaine
 County, Idaho

LICENSED
 ARCHITECT
 AR 987650

 DARSHAN AMRIT
 STATE OF IDAHO

MARK	DATE	DESCRIPTION
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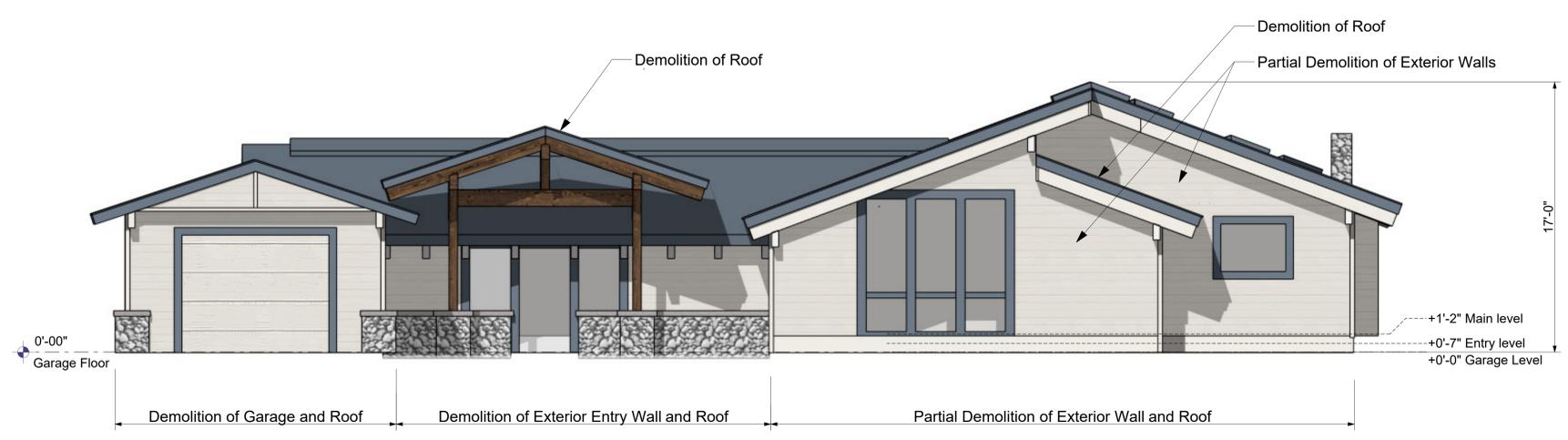
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SHEET TITLE
East Elevation

A-201



1 East Elevation
 SCALE: 1/4" = 1'-0"

2 East Elevation - Existing

Grid lines 1 through 6 are marked along the top and bottom edges. Vertical grid lines A through E are marked along the left edge.

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A2 Studio, LLC

A2 studio
architecture
design

131 6TH. W, Ketchum, Idaho,
83340

CONSULTANTS

Jeff & Michelle Bruner

233 Parkway Drive, Ketchum,
Idaho, 83340

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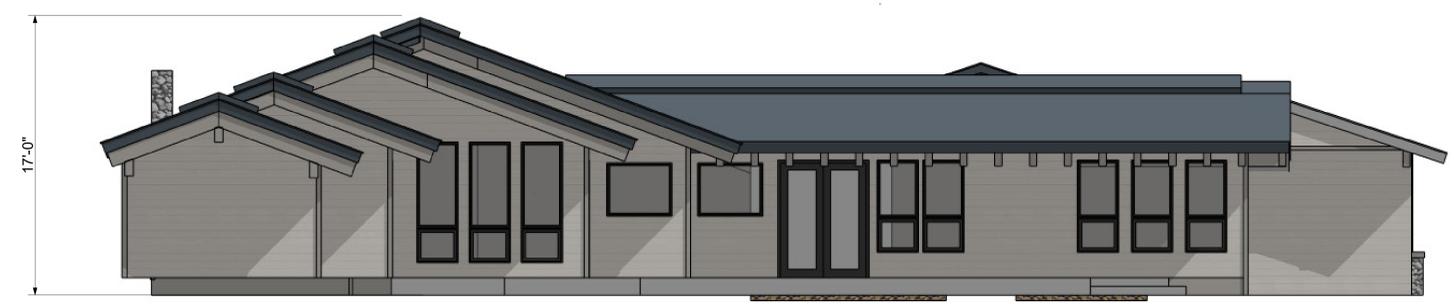
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West Elevation

A-203



1 West Elevation
SCALE: 1/4" = 1'-0"



2 West Elevation - Existing



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A2 Studio, LLC

A2 studio
architecture
design

131 6TH. W, Ketchum, Idaho,
83340

CONSULTANTS

Jeff & Michelle Bruner

233 Parkway Drive, Ketchum,
Idaho, 83340

Bruner Residence
Garage Addition

TAX LOT 8629 Section 13, T.4N.,
R.17 E., B.M. Ketchum, Blaine
County, Idaho

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ARCHITECT
AR 987650

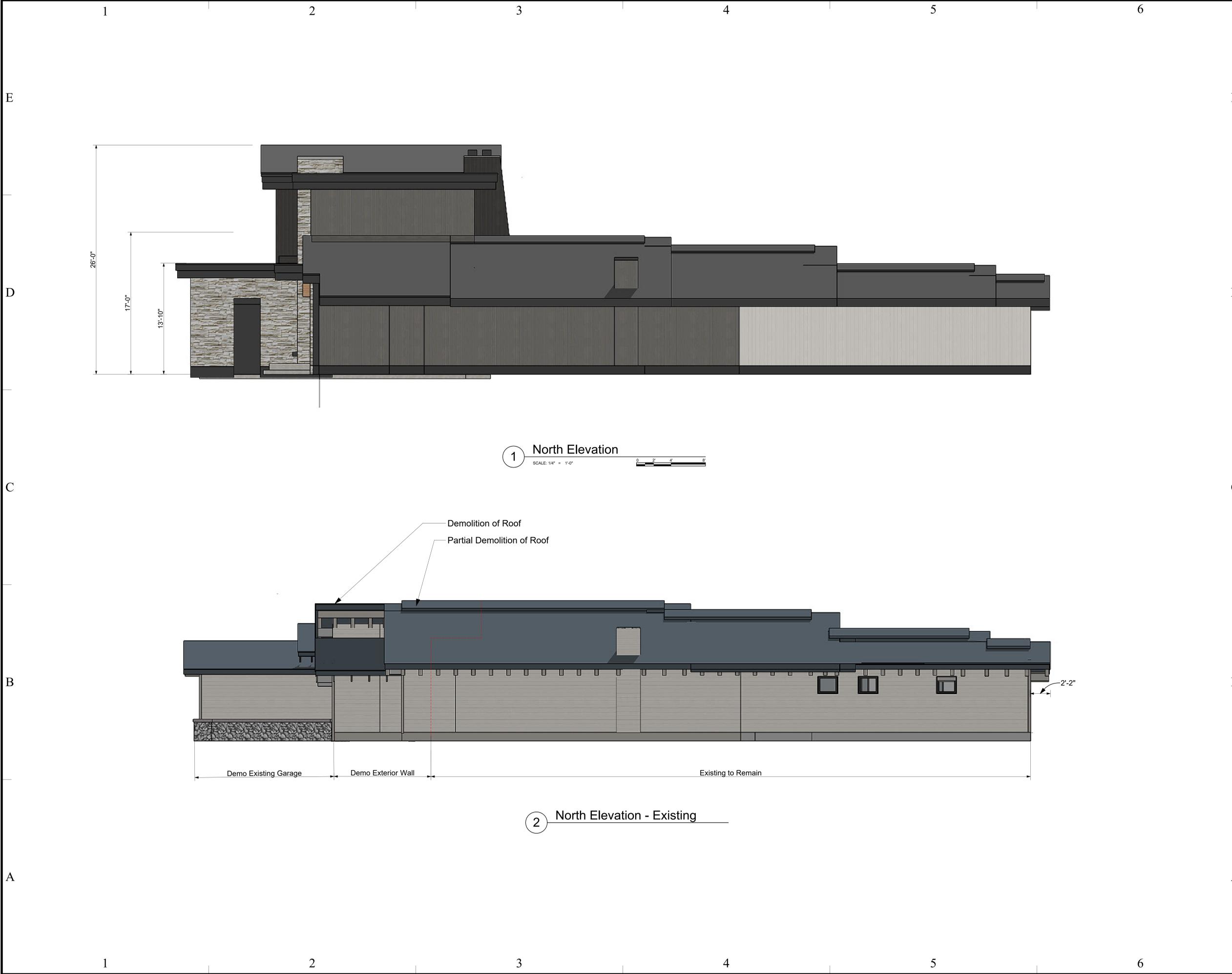
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SHEET TITLE
North Elevation

A-204



1 North Elevation
SCALE: 1/4" = 1'-0"

2 North Elevation - Existing

1 2 3 4 5 6

E

E

D

D

C

C

B

B

A

A

1 2 3 4 5 6

1

2

3

4

5

6

E

E

D

D

C

C

B

B

A

A

1

2

3

4

5

6

A2 Studio, LLC

A2
studio
architecture
design

131 6TH. W, Ketchum, Idaho,
83340

CONSULTANTS

Jeff & Michelle Bruner

233 Parkway Drive, Ketchum,
Idaho, 83340

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County, Idaho

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STATE OF IDAHO



2 View 4 - SE Corner

SCALE: 1:3.07



1 View 3 - East Elevation

SCALE: 1:3.06

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SHEET TITLE
3D Views

A-902

Re: 233 Parkway Dr. Variance Application

Exhibit B



A. Aerial Site View



B. Public Access River Easement



C. Existing Garage and Driveway



D. Existing Garage Encroachment into Front Yard Setback