



**City of Ketchum
Planning & Building**

**STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
MAY 7, 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 and side setback areas and outside of the platted building envelope of the subject property on Parkway Drive.

LOCATION: 233 Parkway Drive

ZONING: Limited Residential (LR)

OVERLAY: Floodplain

REVIEWERS: Paige Nied – Associate Planner

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. The public hearing for this project was continued from the March 5, 2026, meeting to a date certain of April 2, 2026, and then continued again to a date certain of May 7, 2026.

EXECUTIVE SUMMARY

The applicant submitted a Variance Application for approval to demolish the existing nonconforming one-car garage attached to the residence and increase the degree of nonconformity by constructing a two-vehicle garage in its place that increases the amount of nonconforming building area that encroaches into the minimum required front setback 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' and side setback of 1' for every 2' in building height. Only one off-street parking space exists for the residence within the existing nonconforming 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 Planning & Zoning Commission reviewed the Variance Application request during their regular meeting on March 5, 2026. The staff report from that meeting is included as Attachment B and a recording of the meeting can be [watched here](#). The Commission expressed that the application did not meet certain variance criteria, specifically that existing undue hardship was insufficiently demonstrated (criteria A) and that the design was above the minimum necessary to grant relief (criteria J). Upon review of the application materials, staff and applicant presentation, and public comment, the Commission moved to continue the Variance Application and provided feedback to the applicant on areas that needed to be further addressed to fully meet the variance criteria. The Commission requested the following information and revisions:

- Clarify the garage's encroachment into the side setback and remove proposed second story deck from encroaching into side setback
- Revise the design to be the minimum necessary and create less nonconformity (such as reducing interior stair size)
- Further demonstrate existing hardship

Following that hearing, the applicant made changes to the design of the proposed garage. The revised project plans are included as Attachment A to this report. The following changes are being presented for consideration by the Commission:

- Reduced encroachment of proposed garage into the front setback to 8'-4"
 - o 1'-10" less than the 10'-2" front encroachment of the previous design
- Proposed garage is setback 1'-8" from the plane of the existing garage
- Reduced the proposed maximum building height to 24' from 26'
- Clarified the encroachment of the proposed garage into the south side setback is 1'-8", reduced from 3' in the previous design
- Total nonconforming building area reduced from 175 square feet to 144 square feet from the previous design
 - o Net increase of 30 square feet nonconforming building area
- Revised design to remove side yard encroachment of the south roof deck overhang.

The existing single-car garage is nonconforming as it encroaches within the minimum required front setback. The existing encroachment is a 15' span of the building that extends into the front setback by 8'-10" at the north end and 5'-6" at the south end. As shown in Figure 1 below, the revised design proposes an encroachment into the front setback that is a 23'-1" span of the building that extends into the front setback by 8'-4" at the north end and 2'-1" at the south end and a maximum of 1'-8" into the

south side setback. The variance request is for the garage portion of the residence only. The applicant explored several alternative studies for the two-car garage, as demonstrated in Exhibit D (options A-D), and determined that the proposed approach would yield the least increase of nonconformity and be the least impactful to the existing structure.

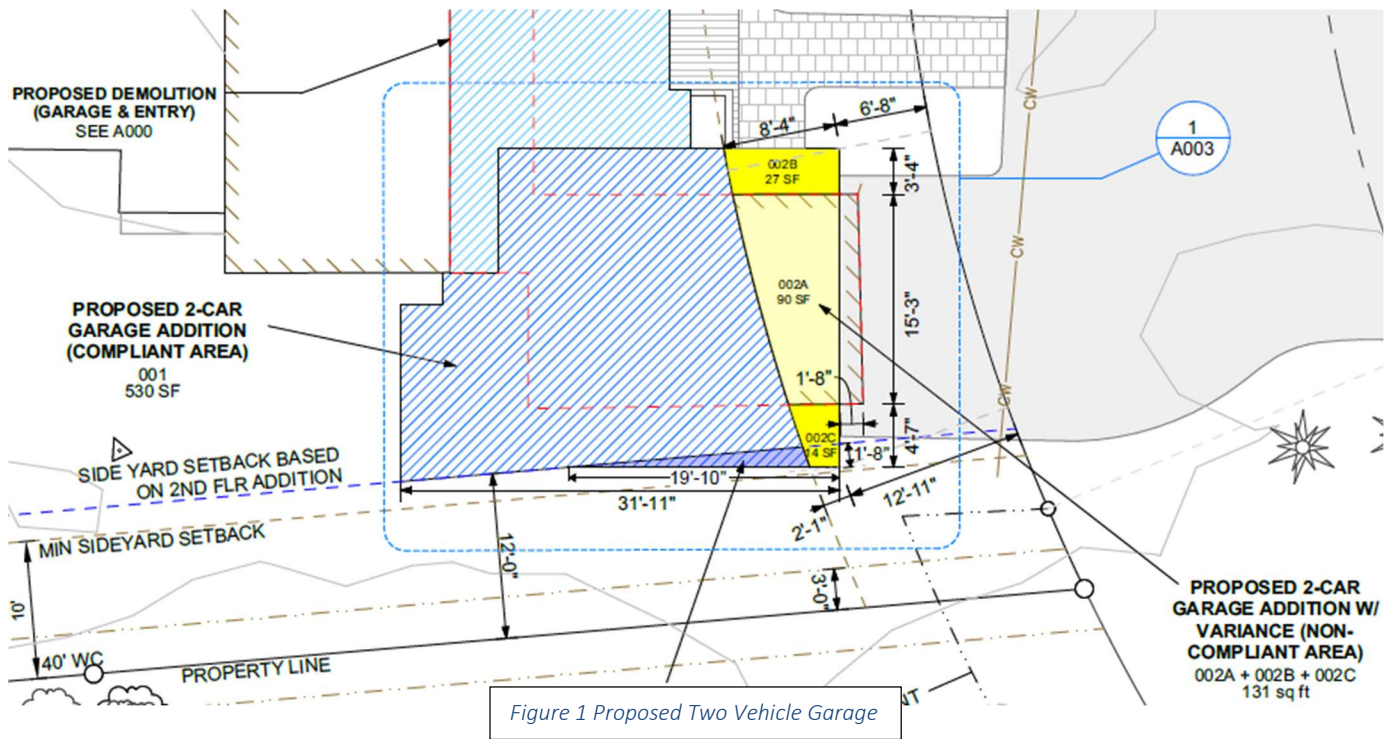


Figure 1 Proposed Two Vehicle Garage

In response to the Commission’s feedback regarding minimizing the request, the applicant has made certain targeted revisions to the design. The revised design reduces the encroachment into the front setback to 8’-4”, which is 1’-10” less than the 10’-2” front encroachment in the previous design. Also, by reducing the width of the interior stair, the plane of the proposed garage was able to be set back 1’-8” from the plane of the garage’s existing encroachment. The revised design also reduced the encroachment into the south side setback from 3’ to 1’-8”. The building height of the design has been reduced from 26’ to 24’, which establishes a 12’ minimum required side yard setback. All new floor area beyond the minimum needed for a two-vehicle garage, such as the storage area to the rear of the garage and second level deck, are aligned with the 12’ side setback requirement.

The variance request does not create a new nonconforming condition, as the existing garage is already nonconforming and will remain so regardless of approval of the variance request. The proposal modestly modifies an existing nonconformity while bringing the property into compliance with off-street parking requirements. The proposed

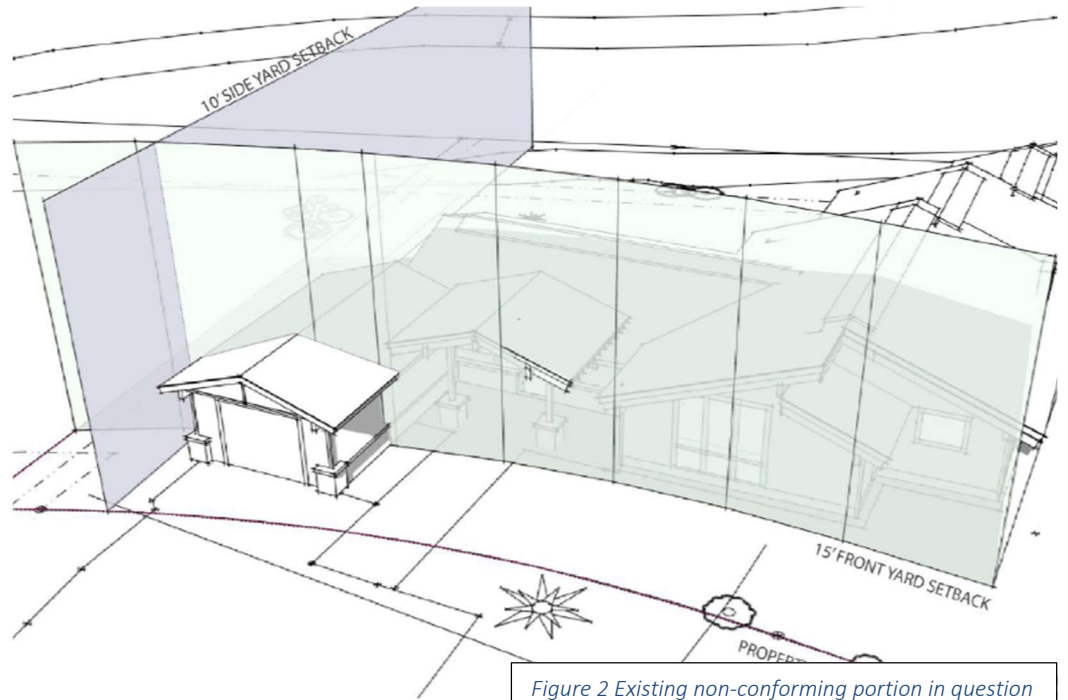


Figure 2 Existing non-conforming portion in question

encroachment totals 144 square feet, reduced from the 175 square feet of the previous design and is a net increase of just 30 square feet of nonconforming area from the existing garage. See Figures 2 and 3 for a comparison of the massing of the existing and proposed encroachment.

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

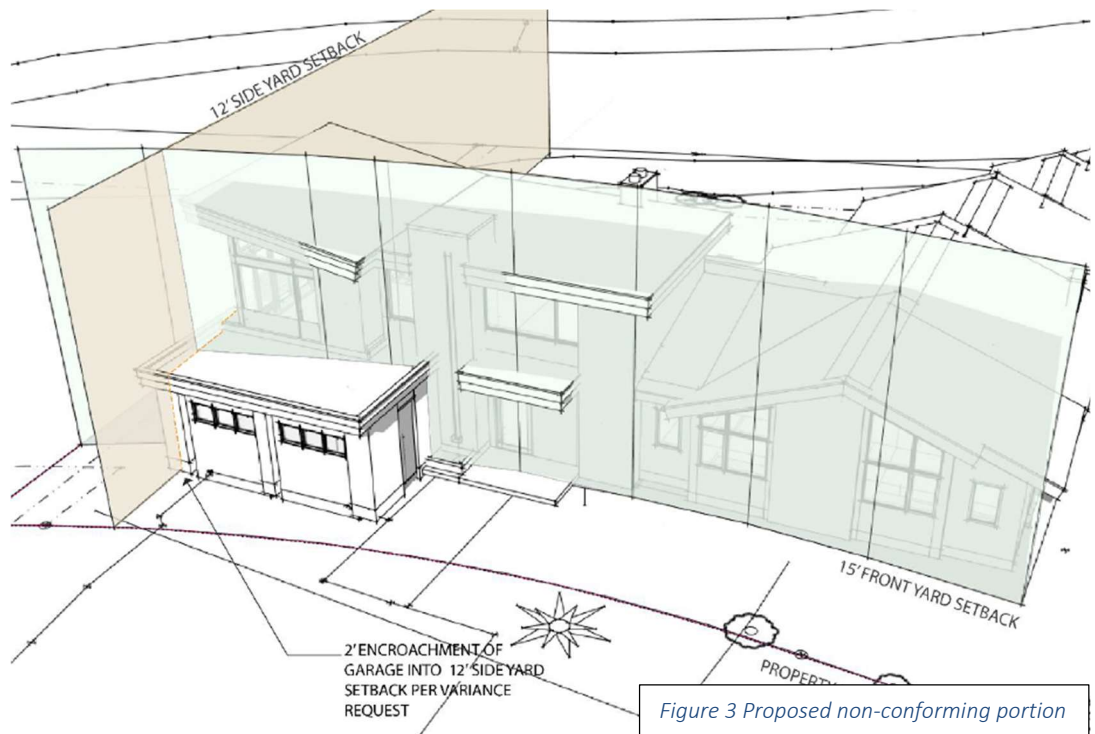


Figure 3 Proposed non-conforming portion

subject property also has a relatively shallow depth compared to the other lots in the neighborhood. As stated in the applicant's narrative, there are 7 river facing lots in the Park Wood Subdivision that are developed with multi-car garages. Those 7 lots have an average depth of 255', and the subject property has a depth of 122'. If the scope of construction was required to be compliant with current zoning, the riparian and scenic easement would be substantially more impacted from construction

activity. The proposed approach concentrates the most disruptive activities of demolition, excavation, and grading toward the street and away from the river.

The proposed design preserves 82% of the existing residence. As stated in the applicant's narrative, "The intent of the variance proposal and remodel is not to preserve the existing structure from an architectural historical perspective; it is to preserve and re-use 82% of the existing structure to allow the owners to use their home and property the way they have for the last 30 years just now with some upgrades and enhancements."

Staff provided a review of the variance criteria outlined in KMC 17.148.010 below. Staff believes the revised design represents a good faith effort to minimize the encroachment, responded to the Commission's concerns, and meets all the variance criteria. Therefore, staff recommends approval of the Variance Application subject to one condition.

BACKGROUND

The Planning and Building Department received the Variance Application for the project on November 10, 2025. Following the receipt of the application, staff routed the application materials to all city departments for review. 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 substantial demolition and redesign of the existing residence to bring the non-conforming portion into compliance with the front setback requirement of the LR Zone. Due to the property's shallow depth and easements along the south side and rear, compliant redevelopment would shift construction activity further into constrained and environmentally sensitive areas of the site. This creates an undue hardship, as it requires significant site disturbance, reduces reasonable use of the property, and impact to easement areas. The variance allows the applicant to preserve 82% of the existing structure and minimize environmental impact on the riparian and public access easement areas of the property. The proposed approach concentrates the most disruptive activities of demolition, excavation, and grading toward the street and away from the river.

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 developable area of the site is severely restricted by the footprint of the existing residence. The residence stretches from the north to the south side setbacks which occupies 90% of the allowable building frontage and 93% of the building envelope along the northern side setback. With majority of the front and sides of the

building envelope currently developed, focusing the new garage to the front southern corner is the least impactful and most appropriate area of the residence to accommodate the construction.

The subject property also has a relatively shallow depth compared to the other lots in the neighborhood. There are 7 river facing lots in the Park Wood Subdivision that are developed with multi-car garages. Those 7 lots have an average depth of 255', and the subject property has a depth of 122'. 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. As a result, only one off-street parking space exists for the residence within the existing one-car garage and all other parking for the residence occurs within the right-of-way.

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 is located within 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. The variance restores parity by allowing the minimum off-street parking while maintaining a building placement that is functionally consistent with surrounding development.

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. In the applicant's narrative, they provide a picture of a time when the City conducted work on the water line within the driveway where the owners lost full use of their driveway.

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. The subject property has a platted building envelope, which the existing garage encroaches over. If the variance application is approved, 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. 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: The applicant explored several alternative studies for the two-car garage, as demonstrated in Exhibit D (options A-D), and determined that the proposed approach would yield the least increase of nonconformity and be the least impactful to the existing structure. The applicant has also revised the design from the previous request to further minimize the variance request, including reducing the encroachment of the front setback from 10'-2" to 8'-4" and into the side setback from 3' to 1'-8". By

reducing the width of the interior stair, the plane of the proposed garage was able to be setback 1'-8" from the plane of the garage's existing encroachment. The total nonconforming building area was reduced from 175 square feet in the previous design to 144 square feet, for a net increase of 30 square feet from the existing garage. All new floor area beyond the minimum needed for a two-vehicle garage, such as the storage area to the rear of the garage and second level deck, are now aligned with the 12' side setback requirement established by the new reduced building height of 24'.

The variance request does not create a new nonconforming condition, as the existing garage is already nonconforming and will remain so regardless of approval of the variance request. While the proposal introduces a new minor side setback encroachment and modestly increases the nonconforming building area within the front setback encroachment, it would also decrease the degree of nonconformity by bringing the residence into conformance with off-street parking requirements. The proposed garage provides two off-street parking spaces, which is the minimum required for single-family residences.

STAFF RECOMMENDATION

Recommendation to review and approve the 233 Parkway Variance Application (P25-059), as conditioned, for the encroachment into the front and south side setback areas.

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
2. Staff Report – March 5, 2026 Planning & Zoning Commission Meeting



City of Ketchum

Attachment 1: Variance Application & Supplemental Documents



City of Ketchum
Planning & Building

OFFICIAL USE ONLY
Application Number: P25-059
Date Received: 11/10/25
By: GB
Fee Paid: \$3200
Approved Date:
By:

Variance Application

Submit completed application and documentation to planningandbuilding@ketchumidaho.org Or hand deliver to Ketchum City Hall, 191 5th St. W. Ketchum, ID If you have questions, please contact the Planning and Building Department at (208) 726-7801. To view the Development Standards, visit the City website at: www.ketchumidaho.org and click on Municipal Code. You will be contacted and invoiced once your application package is complete.

OWNER/APPLICANT INFORMATION
Name: Jeff and Michelle Bruner
Phone: (805) 453-0839
Email: mesbruner@gmail.com
Mailing Address: PO Box 1891, Ketchum ID 83340
Legal Description: Parkwood Sub TI 8629
Zoning District: Limited Residential - LR
Overlay District:
ADDITIONAL INFORMATION
Requirement(s) of the Zoning Code Title 17 to be Varied: Please see attached project narrative document.
Please state the undue hardship you believe would result from the strict enforcement of this requirement: Please see attached project narrative document.
Please state the unique characteristics of the site, i.e. unique size, shape, topography or location of the property: Please see attached project narrative document.
Note: The criteria for granting a variance are listed on the reverse side of this application form.

Applicant agrees in the event of a dispute concerning the interpretation or enforcement of the Subdivision Application in which the City of Ketchum is the prevailing party to pay reasonable attorney's fees and costs, including fees and costs of appeal for the City of Ketchum. Applicant agrees to observe all City ordinances, laws and conditions imposed. Applicant agrees to defend, hold harmless and indemnify the City of Ketchum, city officials, agents and employees from and for any and all losses, claims, actions, judgments for damages, or injury to persons or property, and losses and expenses caused or incurred by Applicant, its servants, agents, employees, guests and business invitees and not caused by or arising out of the tortuous conduct of city or its officials, agents or employees. Applicant certifies that s/he has read and examined this application and that all information contained herein is true and correct.

Applicant Signature

10/31/2025

Date

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 R-1

April 17, 2026

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: RPK050000013C

Legal Description: PARKWOOD SUB TL 8629

Table of Contents:

- I. Response to Comments (04.17.2026 R-1)
- II. Application for Variance (04.17.2026 R-1)
- III. Variance Application Criteria (04.17.2026 R-1)
- IV. Exhibit A – Variance Drawings dated ~~03.20.2026~~ (04.17.2026 R-1)
- V. ~~Exhibit B – Existing Conditions documentation (03.05.26)~~
- VI. Exhibit C- Existing Conditions and Site Limitations (04.17.2026 R-1)
- VII. Exhibit D- Alternate Garage Studies (04.17.2026 R-1)
- VIII. Exhibit E- Garage Massing Studies (04.17.2026 R-1)

I. Response to 03.05.2026 P&Z Design Review Meeting comments:

Summary of Comments:

- a. Hardship criteria not being met
- b. Concern for setting precedent
- c. Justification for and clarification of the variance request, specifically with regards to any request for the side yard encroachments.
- d. Meeting the “minimum necessary” requirement
- e. Preservation of property, use and structure

Response to Comments:

a. Hardship criteria not being met

Response: The hardship is that the owners of 233 Parkway cannot conform with the current zoning requirements of two off-street parking spaces. There is no other feasible location on the property that does not involve partial demolition of the main structure, negatively impacting the scenic setback with construction activity and permanently impeding on river views from the public river access trail or for potential future development of the adjacent lot. To remove this hardship the owners are seeking approval to expand their existing non-conforming single vehicle garage to remove the required second vehicle parking space from the public right of way.

b. Concern for setting precedent

Response: The variance request removes a non-conforming condition with the parking and asks to continue the existing non-conforming condition of the front yard encroachment with minor extenuation of that encroachment and a minor encroachment of the new side yard setback established by the proposed additions roof height. The variance approach allows for 82% of the existing structure to remain. The precedent here is re-use of structure, context and character as opposed to scrapping the site and building completely new.

c. Justification for and clarification of the variance request, specifically with regards to any request for the side yard encroachments.

Response: To better clarify the request the applicant team has made the following changes to the design:

- i. **Measurements of encroachment or setback per KMC definitions are to be measured perpendicular to the setback line. All setback or encroachment dimensions have been measured accordingly.**
- ii. **The existing garage encroaches into the front yard setback 8'-10" at the northeast corner of the garage, see A000**

- iii. In the revised design, the front plane of the proposed garage has been setback 1'-8" from the existing plane of the garage. The previous design aligned with the existing plane. The proposed garage would encroach 8'-4" into the front yard setback.
- iv. The variance request for the side yard encroachment is for the garage only. Previous design encroachments unintentionally included additional storage, roof deck overhang, deck railing, which have been removed or moved to comply with setback requirements. The side yard variance request is for a 1'-8" encroachment of the southeast corner of the garage into the 12' side yard setback as established by the 24' height of the second-floor addition. The encroachment reduces to 0" at 19'-10" from the corner of the garage. This request allows for a reduced front yard setback encroachment at the northeast corner and still maintains a min. 10' clearance from the southern property line.
- v. Any proposed new floor area or building element other than what is outlined in the garage variance request and what is required to park two vehicles, fully complies with the current development standards including the 12' side yard setback established by the maximum roof height of the proposed second floor addition.
- vi. The proposed second floor addition height has been reduced to 24' from 26', which has reduced the side yard setback to 12' from the 13' in previous design.
- vii. The proposed 2nd level deck encroachment has been completely removed, and the edge of deck and railing now aligns with the wall below at the new established 12' side yard setback line.

d. Meeting the "minimum necessary" requirement

Response: The applicant team has made the following changes to the design to demonstrate the minimum necessary:

- i. By reducing the width of the interior stairs, the plane of the proposed garage was able to move back 1'-8" from the existing garage plane.
- ii. Any area beyond the minimum needed for a two-vehicle garage, such as the storage area at the back of the garage or second level deck is now aligned with side yard setback of 12' and subject to all other development standards. These areas outside the two-vehicle parking area of 24' x 24' do not require a variance

e. Preservation of property, use and structure

Response: The applicant team has made the following changes to the design to demonstrate the minimum necessary

- i. In purposefully locating the proposed garage and 2nd story addition to the southeast corner of the site, the bulk and mass of the building is pushed towards the street and away from the river benefiting the river access easement and the view corridors along the river.

- ii. In the previous design, the proposed garage addition followed the 10' setback line for the entire 32' length of the garage and storage area, creating a 3'-0" encroachment into the 13'-0" side yard setback at the ground level. The revised garage addition design proposes a reduced 1'-8" side yard encroachment into the 12'-0" minimum setback based on a revised building height of 24'-0". This side yard encroachment further reduces from 1'-8" at the front southeast corner to 0" at 19'-10" from the corner. This minor side yard encroachment has been requested to avoid a greater front yard encroachment variance request at the northeast corner of the garage. Where the ground floor level garage addition extends beyond the minimum needed to park the second vehicle, the addition is fully compliant with the 12' min. side yard setback. The proposed second story level is fully compliant with the 15' front yard setback and the 12' min. side yard setback. At the south facing façade the second story is even further setback from the south property line at 14'-6" and 16'-5" respective of the upper floor corners which provides more than the minimum required separation from both from the public river access path or any future development on the lot to the south.
- iii. The intent of this variance proposal and remodel is not to preserve the existing structure from an architectural historical perspective; it is to preserve and re-use 82% of the existing structure to allow the owners to use their home and property the way that they have for the past 30 years just now with some upgrades and enhancements. It may have a new look, some new features, and some new massing, but the way that it is oriented to the street, the access path and the river remain the same which aligns with the character of the neighborhood and the community.

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. LR Side yard setback: 12' (established by the proposed 24' building height at 2nd level addition)

Variance Request:

Enlarge existing non-conforming garage to provide the required two vehicle off street parking spaces.

The existing non-conforming single vehicle garage encroaches into the front yard setback 8'-10" at the northeast corner of the garage. The total existing area of the encroachment into the front yard setback totals 114 sf.

The proposed garage addition in the revised design reduces that encroachment to 8'-4" by moving the front, street facing plane of the garage 1'-8" back from the existing plane of the garage. The proposed total front yard encroachment is 131 sf, a net increase of 17 sf.

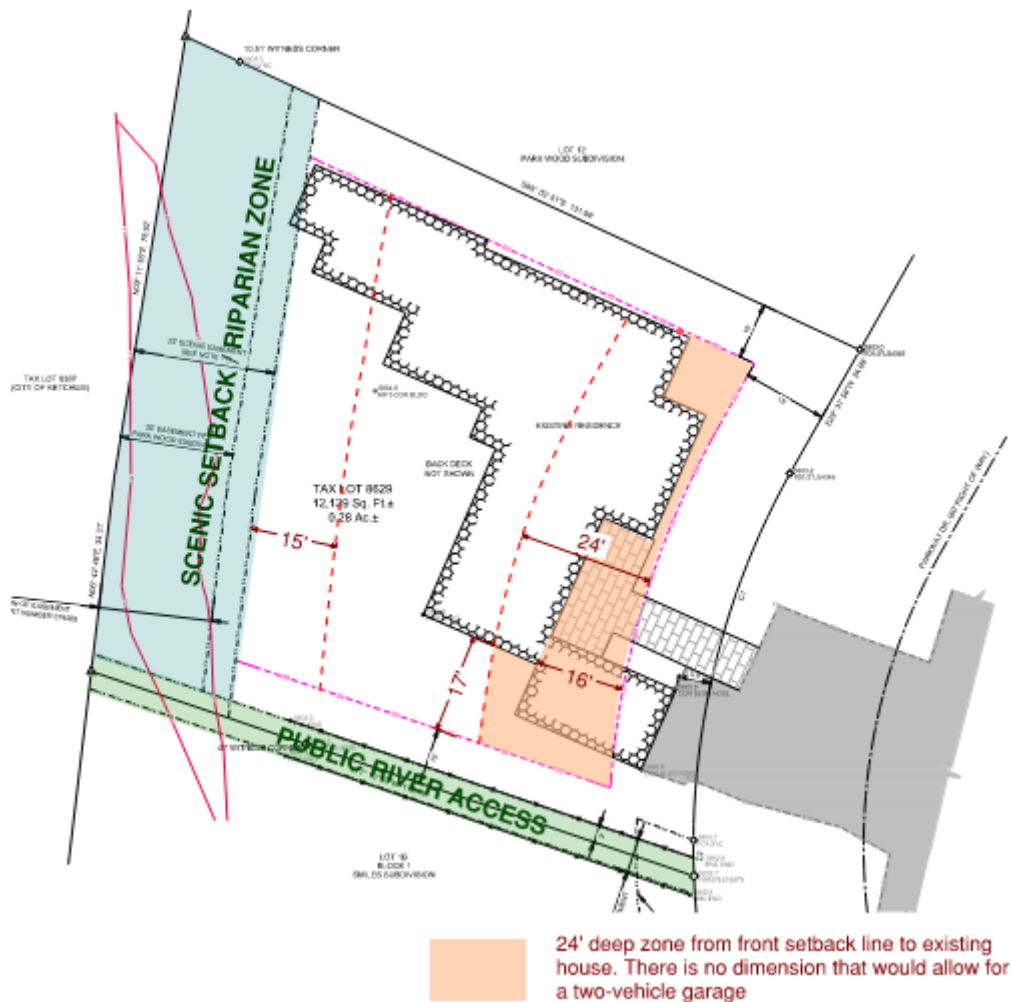
To keep the front yard setback encroachment to the minimum extent as possible, a variance is also requested for a 1'-8" encroachment into the 12'-0" side yard setback established by the proposed 2nd floor addition building height at a maximum of 24'-0". The proposed side yard encroachment reduces to 0" at 19'-10" back from the southeast corner of the garage. The side yard encroachment totals 13 sf.

The total proposed encroachments into the front and side yard setbacks would be 144 sf, a net increase of 30 sf from the existing non-conforming garage encroachment. The proposed variance request is for an incremental and minimal expansion to grant relief and remove the non-conforming second vehicle parking space.

Refer to sheet A001 and A003 for graphic reference of the dimensional information referenced in the narrative.

The proposed 2nd level addition as illustrated in this application would require all associated scope of work comply with all current development standards including the increased side yard setbacks based on building height.

Based on numerous and exhaustive studies, we have determined that there is no other feasible location within the front 24' of the building envelope to provide the required 2nd off-street vehicle parking space. Strict enforcement of the two off-street parking spaces would require partial demolition of the existing structure. Partial demolition of the existing home would result in loss of use of that space, reduced value, and function, creating an unreasonable burden or undue hardship for the strict requirement of complying with current zoning code and the off-street parking standards.



The Park Wood Subdivision, accessed via Parkway Drive, has 10 river fronting lots, with 9 of the 10 lots developed with single family homes. 7 of the 9 developed lots on the river facing west side of the street have multi-car garages and ample on-site driveways in part due to the average depth of their lots. These seven developed lots have an average lot depth of 255', 233 Parkway has an average lot depth of 122' and is the least deep of all the lots on the west side of the street. While a lot of the same size, dimensions, and restraints as the subject property is absolutely and completely developable as empty lot, when considered with the existing home and non-conforming garage spanning 90% of the building envelope frontage, the owners have but two options to consider in order to meet the required two off-street parking requirements; substantial demolition of the existing home in order to rebuild new with a zoning code compliant two-vehicle garage or a variance application to allow for expansion of the existing non-conforming garage to park two-vehicles. Note that even with the substantial demolition and conforming two-vehicle garage scenario, the structure would still not

be fully conforming. To make the structure fully conforming a complete demolition would be the recommended course of action from a constructability perspective.

The proposed variance approach as presented is the least impactful to the subject property, but also to the surrounding neighborhood, environment and to the community. This public river access is frequently used by the community on a daily if not several times of day basis. A more expansive demolition and rebuild project than is proposed would certainly be more intrusive and disruptive to the river access. Demolition and grading are often the most disruptive phases of a construction project as they require heavy machinery which can damage nearby habitat, generate noise and airborne debris, as well as disrupt the local street traffic. This property is already very limited with the area it can provide for construction vehicles, so adding large grading machinery and massive amounts of construction debris would be very impactful to the daily users of this river access path.

The immediate neighborhood would be greatly impacted by a larger scope of demolition and construction. It is a narrow street with limited areas to park off street. At the end of the street, near the Atkinson's park access, also serves as fire truck turn around where vehicles are not allowed to park, further restricting parking construction vehicles. Smaller scope projects can be more sensitive to construction parking congestion.

If the construction scope was forced further into the property in order to provide a fully compliant structure of equal size, the sensitive riparian and scenic easement would be most likely be substantially more impacted from additional construction activity. Where as the current approach will keep 82% of the existing structure and concentrates the most disruptive activities of demolition, excavation and grading all towards the street and away from the river.

The proposed approach also takes advantage of building vertically where allowed above the garage which concentrates the most intensive construction activity to a relatively small corner of site rather than spread all over the site.

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. **Per KMC 17.125.040, two vehicles are required to be parked off-site. Currently, only one vehicle can be parked off-site in an existing non-conforming garage. The second vehicle parking space as dimensionally defined by KMC 17.125.030 is in the public right of way.**

- ii. **A private vehicle parked in the public right of way is a public hazard and safety concern, specifically for snow removal during the winter months.**

Approval of the variance to allow the enlargement of the existing non-conforming garage would reduce the property's degree of non-conformity by providing both vehicle parking spaces to be on-site and not encumbering the right of way.

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

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:

- i. **The rear of the property is bound by the 25' scenic easement based on the western property line. The floodplain and floodway lines roughly follow the scenic easement as does a line of existing mature trees and landscaping situated on a slight berm. To minimize the potential of disturbing and dramatically altering this sensitive rivers bank landscape along the scenic easement and riparian zone, the reasonable extent for any new construction would be set at least 10' to 15' from the scenic easement, which results in a buildable zone that is significantly smaller than appears on paper.**
- ii. **The existing building spans from the north to south side yard setback lines covering 90% of the allowable building frontage. The existing building also covers 93% of the building envelope along northern side yard setback. Even with the potential removal of the existing non-compliant garage there is not a single location between the existing building and the front yard setback that a fully compliant, 24' x 24', two vehicle garage could be built. With the northern and eastern perimeters of the building envelope already nearly developed to the near maximum extent and the eastern side of the building envelope is extremely limited considering potential impacts to the sensitive riparian zone, the southern edge of the buildable envelope remains available as a constructable and undeveloped area. However, the 17' available between the existing building and the side yard setback is not dimensionally sufficient to build a new fully compliant two-vehicle garage. Without a constructable and fully zoning code compliant location available on the property, the only non-complete demo option left to consider is the proposed addition to the existing non-compliant garage.**

- iii. **Due to the paved section of Parkway Drive being offset significantly to the east of the centerline of the public right of way, the public utilities in the street run through what is perceived as the front yard and driveway for 233 Parkway. When work has been required on these utilities the owners have lost vehicular access to their garage and lost full use of their driveway.**

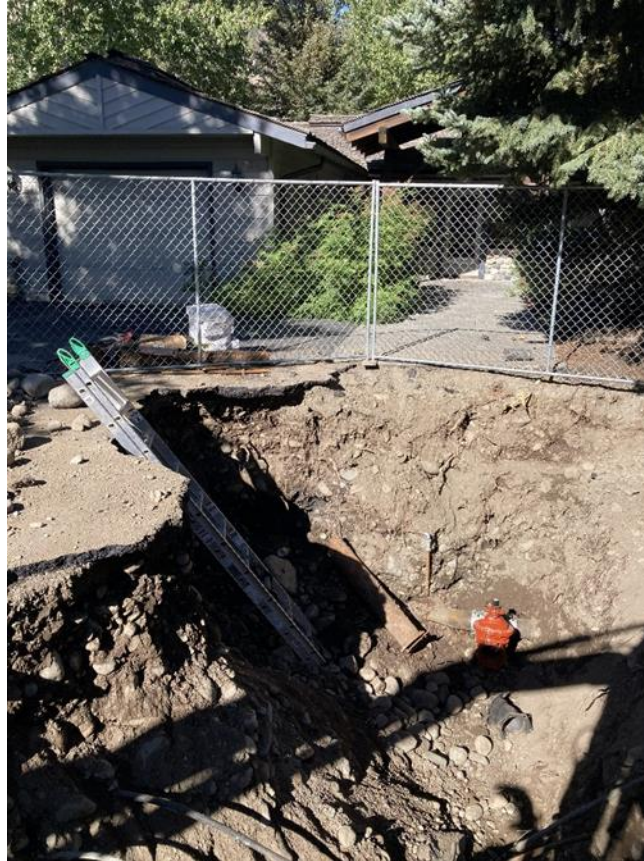


Figure 1 – City Construction on Water line @ Driveway

- iv. **Currently, with only one vehicle being able to be parked out of the right of the way, the other vehicle parking space in the public right of way could easily block or restrict access to the street utilities. Additionally, any vehicles parked in the private driveway could create issues with access for snow removal in the public right of way.**



Figure 1 – Water line @ Driveway

- I. **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.**
- 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. **233 Parkway can only legally provide one of the two required off-street parking spaces and only with the provision of a non-conforming garage.**
 - ii. **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 built prior to the adoption of local zoning code requirements for off-street parking.**
 - iii. **233 and 227 Parkway Drive are the smallest and are most dimensionally restricted of the lots in the Parkwood Subdivision. Having been constructed prior, these two structures were not required to meet the same zoning standards as their neighbors. This also has resulted in these properties not having the opportunity to be brought up to current standards without near complete demolition and reconstruction as both existing buildings stretch from side lot line to side lot line and leave little no available building envelope towards the street. There are limited building areas to the rear of both lots, but with no way to access them if to be used for a garage. Due to the existing site and building constraints 233 Parkway is deprived of opportunity to remove its parking non-conformities without a variance.**

- d. The current owners have not constructed with or without building permit(s) any portion of the building that has resulted in nonconformance.
 - 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.**

- 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.**

- 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.

The proposed variance request is for the two-vehicle garage only. In working with planning staff it was recommend that we also show the full scope of proposed work outside the variance to illustrate how the variance will be incorporated into the final design as well as assist staff when an application is received for building permit.

- i. **The applicant team has developed several alternate studies for two-vehicle garage solutions and has concluded, including several reviews and input by planning staff that the selected approach in this application is the least impactful to the existing structure, the surrounding environment, the neighborhood and the wider community. Please refer to diagram studies Exhibit D.**

- ii. **The revised application has reduced the front yard setback encroachment from 8'-10" to 8'-4" by moving the garage 1'-8" further back from the street. Additionally, the width of the 2-story addition has been reduced to conform to the 12' side yard setback. Overall building height was reduced to 24'-0" to decrease the side yard setback to 12'. To lessen the extent of the front yard setback encroachment at the northeast corner of the proposed garage, a 1'-8" side yard setback encroachment is proposed at the southeast corner of the garage. This side yard encroachment will reduce to 0" at 19'-10" back from the southeast corner. No portion of the existing or proposed building, with or without a variance, will be less than 10'-0" from the southern property line.**

- iii. **Consistent with the comprehensive plan update, this project and variance encompasses a significant renovation to an existing structure while maintaining the majority of the existing structure. 82% of the existing structure will remain, but it will look very new and updated with new siding, new windows, new roofing, etc. This is being accomplished by concentrating the new 2 story addition at the garage. By limiting the building footprint increase it also limits the lot coverage and disturbance of the more sensitive lot area adjacent to the riverfront backyard.**

- iv. **The existing single bay garage is 15'-3" wide by 24'-4" deep. The standard garage width needed to park two vehicles is 24', which is included in the variance request. The minimum standard size for the garage is 24'x24' which is the basis for the variance request. Additional area, such as garage storage, front entry, mud room, and laundry are all proposed additions are located within the conforming building footprint and do not require a variance for approval.**

The revised 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 hope that these changes have addressed your previous comments and look forward to discussing 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





233 Parkway Drive

**Bruner Residence
Garage Addition**

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

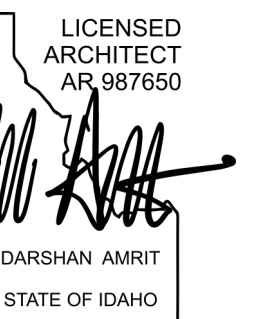
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



ISSUED:

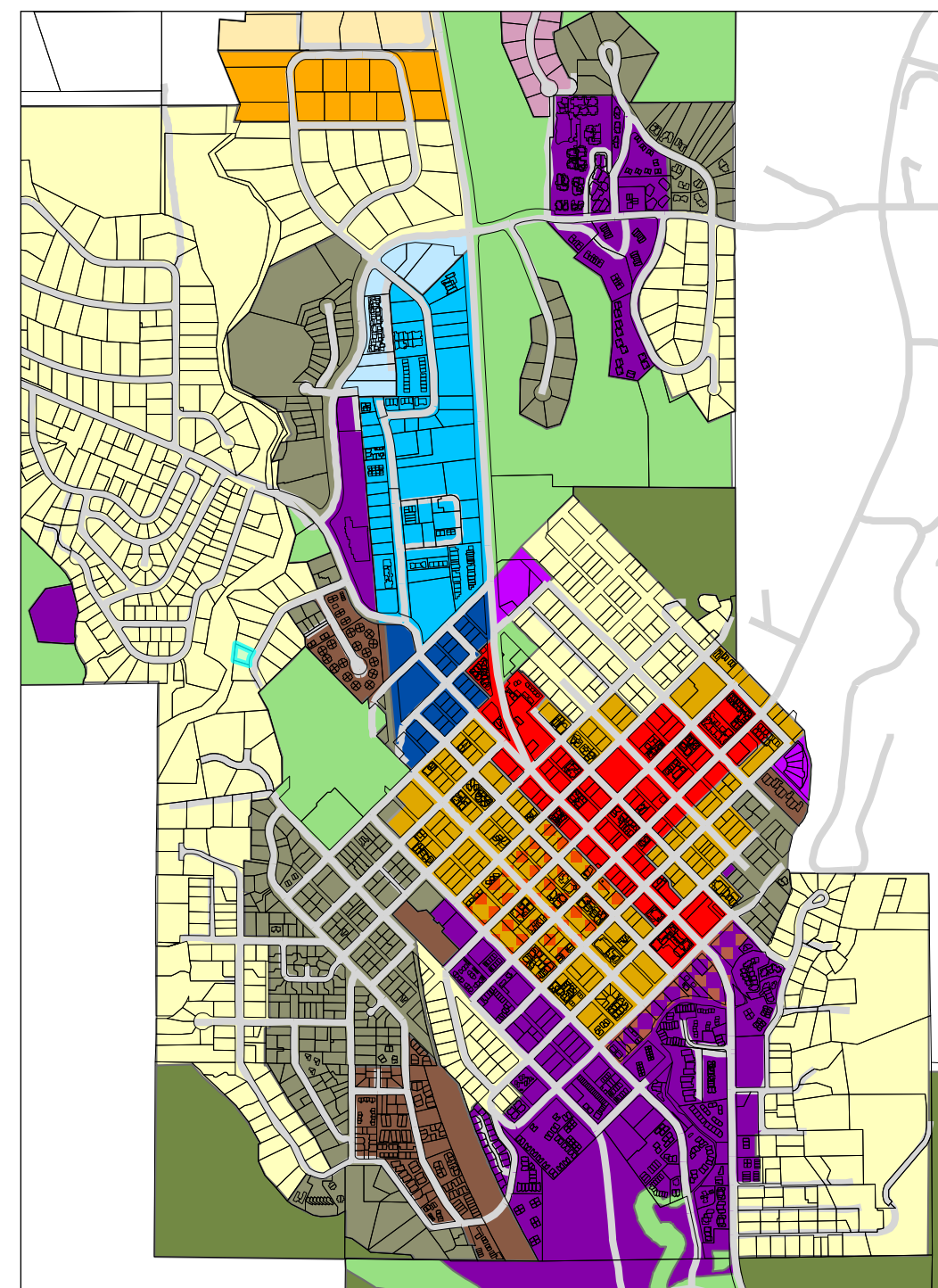
01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Cover Sheet

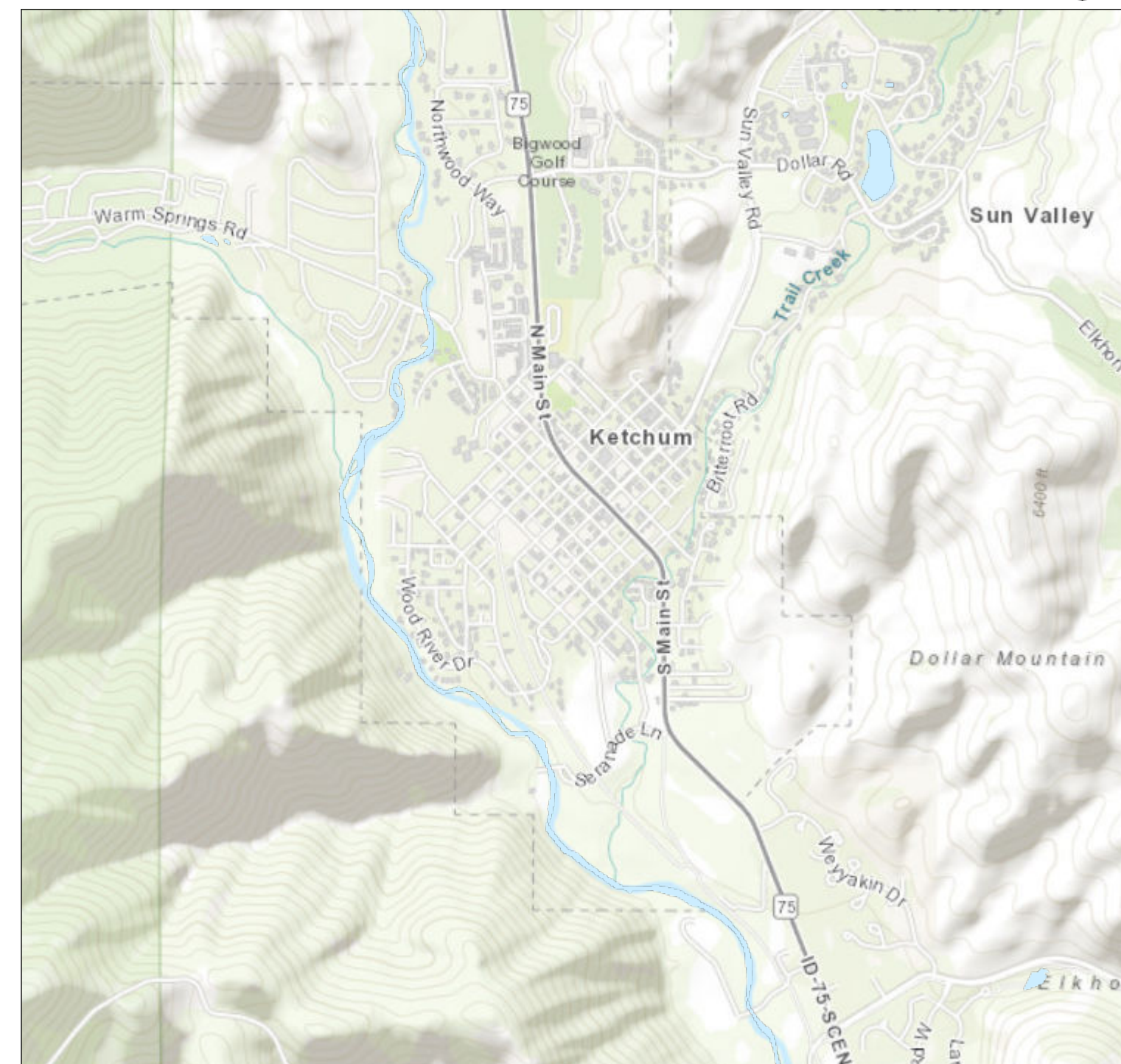
G000



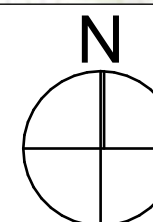
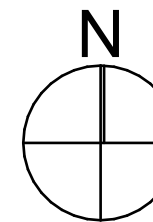
Neighborhood Plan



Zoning District Map



Vicinity Plan



Scope of Work

- Variance application to provide resident with a two-vehicle garage to satisfy the zoning code requirement of (2) off-street parking spaces. Currently the existing single vehicle garage is encroaches into the front yard setback and is a non-conforming structure. As there is no zoning mechanism that allows for a rebuilding a non-conforming structure, we are requesting this variance for an addition and rebuild of the existing garage to accommodate a new two-vehicle garage the same location. While the garage will be wider to accommodate two vehicles, the garage will be setback further than existing garage and reduce some of the non-conformance.

- In addition to the garage variance, the application includes proposed additions to the existing single family including a second floor guest room and office. The proposed additions are fully in compliance with the current zoning codes and development standards and have been included to show how the proposed garage addition will be tied into the overall design of the home.

- Total new square footage = 1,941 sq ft

Property Information

Site Address: 233 Parkway Dr
Owners: Jeff and Michelle Bruner
Project Type: Residential Remodel + Addition

Legal Description:
 Tax Lot 8629 Section 13, T.4N., R.17 E., B.M.

Assessor Parcel Number: RPK050000013C
Zoning: LR
Setbacks: Side 10'-0" / 12'-0" (proposed), Rear 25'-0", Front 15'-0"
Building Height: 20'-0" / 24'-0" (proposed)

Building Information

Construction Type: V-B
Occupancy Type: R-3 (single family residential)
Sprinklered: No

Applicable Codes

- 2018 IRC with state and local amendments
- International Mechanical Code 2018 (IMC)
- National Electrical Code 2017
- Idaho State Plumbing Code 2017
- 2021 International Fuel Gas Code
- 2021 Idaho State Energy Code
- Sun Valley Municipal Code
- SVEA Design Guidelines

Project Team

A2 Studio
 PO Box 6908
 131 6th Street W Ketchum, ID 83340
 Phone: 510.967.2159
 E-mail: darshanamrit@me.com
 Contact: Darshan Amrit, AIA

Sheet Index

General Drawings	
G000	Cover Sheet
G001	Project Details
G002	Existing Views
Civil Drawings	
C001	Survey
Architectural Drawings	
A000	Existing Building & Site Plan
A001	Proposed Building & Site Plan
A002	Proposed Public R.O.W. Adjustments
A003	Enlarge Site Plan @ Proposed Garage
Floor Plans	
A101	Main Level Plan
A102	Upper Level Plan
A103	Roof Plan
Elevations	
A201	North Elevation
A202	East Elevation
A203	South Elevation
A204	West Elevation
Sections	
A301	Sections
A302	Sections
3D Views	
A901	3D Views
A902	3D Views



131 6TH. W, Ketchum, Idaho, 83340
 www.website.com

Bruner Residence Garage Addition

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

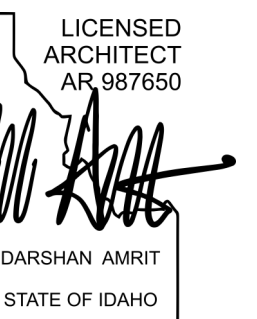
Project Number: 2402

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

Drawings and Specifications as instruments of service are and shall remain the property of the Architect. They are not to be used on extensions of the project, or other projects, except by agreement in writing and appropriate compensation to the Architect.

The General Contractor is responsible for confirming and correlating dimensions at the job site. The Architect will not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the project.

© 2026 - A2 Studio



South-East Proposed View



Existing View - Front



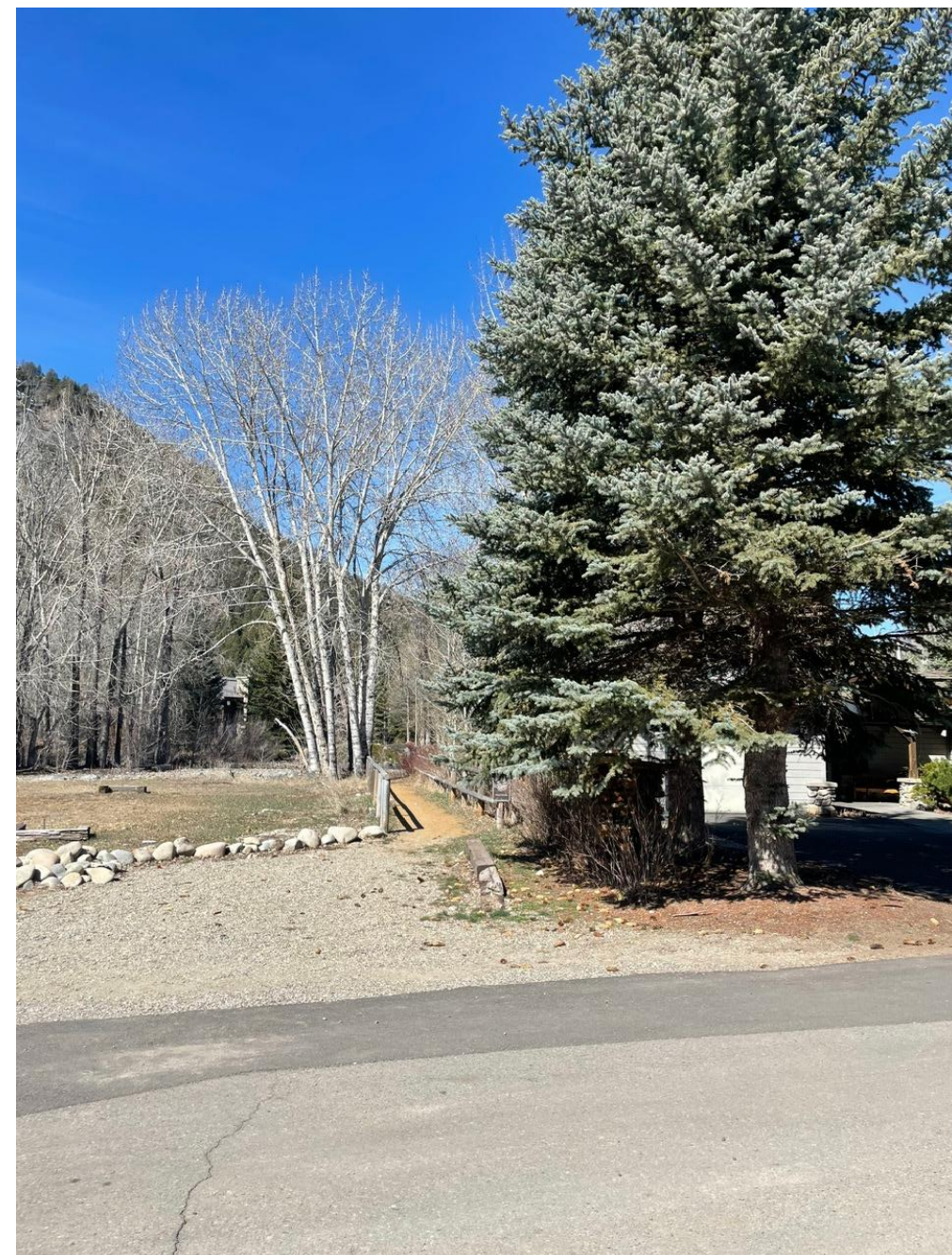
Rear

ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Project Details

G001



STREET VIEW - RIVER ACCESS EASEMENT



STREET VIEW - GARAGE AND ENTRY



STREET VIEW - GARAGE AND DRIVEWAY



STREET VIEW - BEDROOMS



GARAGE



GARAGE AND ENTRY



GARAGE



ENTRY



BEDROOMS



NORTH PROPERTY LINE



RIVER VIEW OF HOME



RIVER ACCESS VIEW OR BACK YARD



RIVER ACCESS VIEW OF LIVING ROOM



RIVER ACCESS EASEMENT VIEW OF GARAGE

**Bruner Residence
Garage Addition**

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

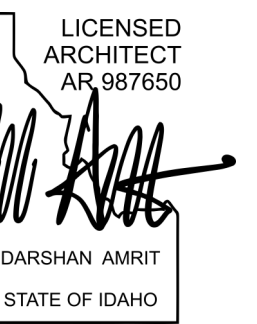
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio

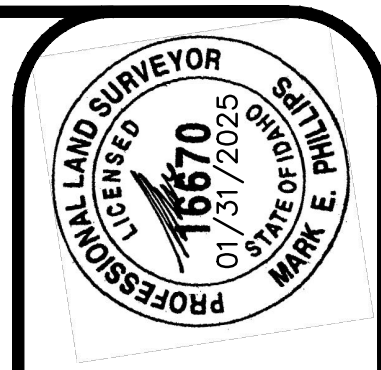


ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Existing Views

G002



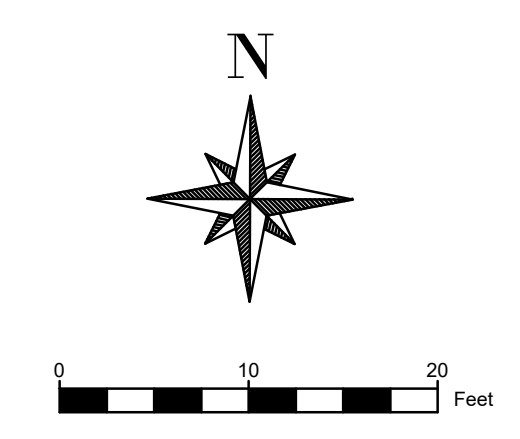
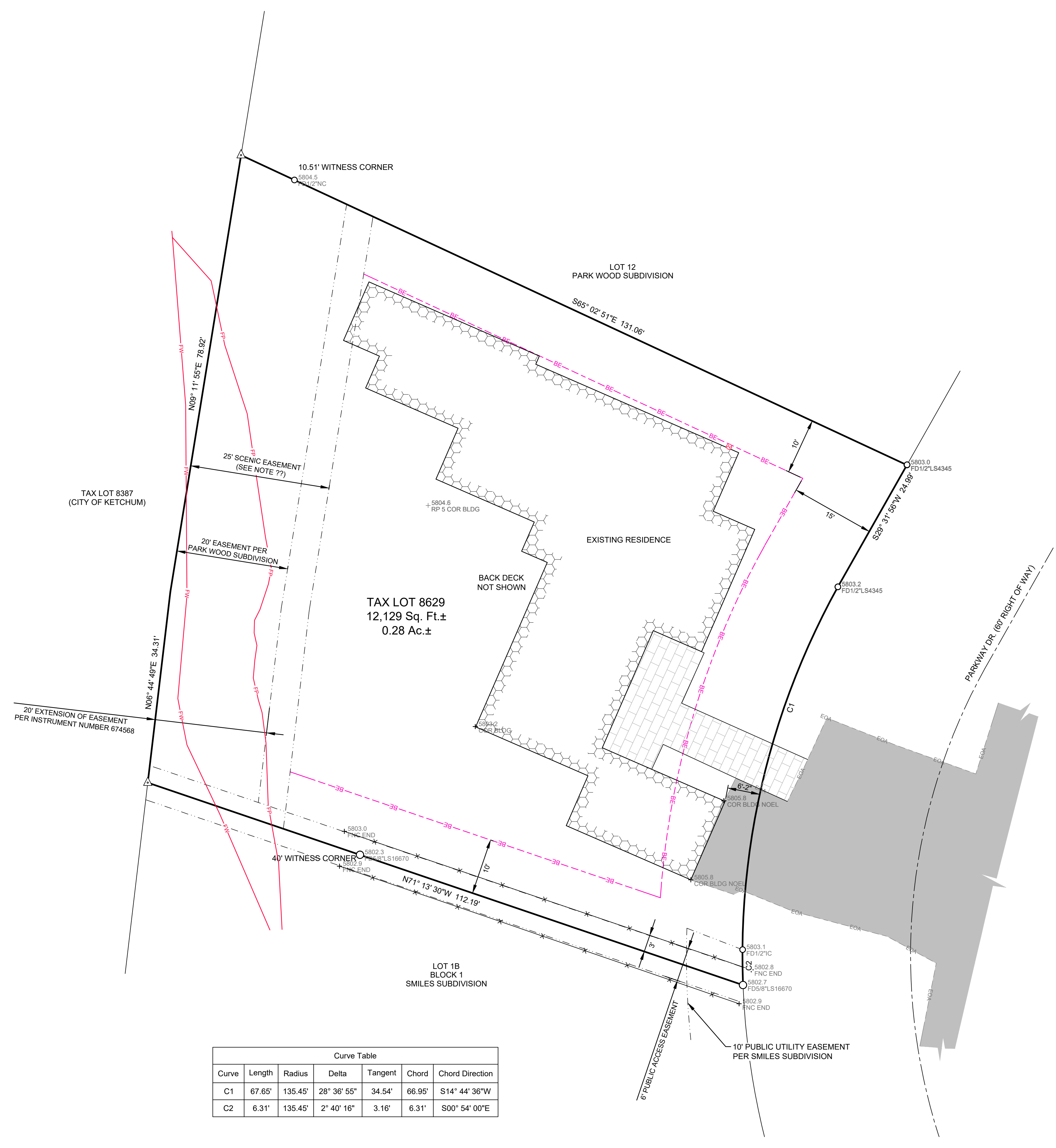
REUSE OF DRAWINGS
This map, or any portion thereof, shall not be used on any Project or other work without the written agreement in writing with Phillips Land Surveying, PLLC

DRN: MEP
CHK: MEP
PM: MEP
DATE: 01/31/25
JOB #: 2025-01

NO	DATE	BY	REVISIONS

PHILLIPS LAND SURVEYING, PLLC
HAILEY, IDAHO
Phone: (208) 720 - 3780
Email: pls16670.id@gmail.com

A PARTIAL TOPOGRAPHIC MAP SHOWING
TAX LOT 8629
LOCATED WITHIN SECTION 13, T.4N., R.17 E., B.M.,
CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR JEFFERSON & MICHELLE BRUNER



- LEGEND**
- Boundary Line
 - Adjoiner's Lot Line
 - Centerline of Right of Way
 - - - Building Envelope per Plat
 - - - Easement, Type and Width as Shown
 - FP - Floodplain per 2010 FEMA Flood Study
 - FW - Floodway per FEMA 2010 Flood Study
 - X - FNC = Fence Line
 - - - EOA = Approximate Edge of Asphalt
 - - - Existing Structure (See Note 7)
 - ▨ Approximate Pavers
 - ▨ Approximate Asphalt
 - FD1/2" = Found 1/2" Rebar
 - FD5/8" = Found 5/8" Rebar
 - ⊙ Calculated Point (Nothing Set)
 - ⊕ PMTR = Power Meter
 - BLDG = Building
 - COR = Corner
 - FD = Found
 - IC = Illegible Cap
 - LS = Land Surveyor
 - NC = NO CAP
 - NOEL = No Elevation
 - RP = Reference Point

SURVEY NARRATIVE & NOTES:

- 1) THE PURPOSE OF THIS PARTIAL TOPOGRAPHIC MAP IS TO SHOW SOME TOPOGRAPHIC FEATURES ON THE PROPERTY, BASED ON FIELD WORK GATHERED ON 01/16/2025 FOR SITE DESIGN AND THE CONTENT IS RELATIVE TO THE INTENDED USE. UNAUTHORIZED CHANGES OR ADDITIONS TO THE EXISTING DATA SHOWN ON THIS MAP IS STRICTLY PROHIBITED. ANY USES OF THIS MAP BEYOND THE STATED PURPOSE REQUIRES THE AUTHORIZATION OF PHILLIPS LAND SURVEYING, PLLC.
- 2) THE BOUNDARY SHOWN IS BASED ON FOUND MONUMENTS AND THE RECORDED PLAT OF LOT 1A, BLOCK 1, SMILES SUBDIVISION & REVISED TAX LOT 7550, INSTRUMENT NUMBER 674568, RECORDS OF BLAINE COUNTY, IDAHO. REFER TO SAID PLAT FOR NOTES, CONDITIONS, COVENANTS, AND RESTRICTIONS THAT AFFECT THE SUBJECT PROPERTY.
- 3) VERTICAL CONTROL: NAVD 1988, PROJECT BENCHMARK IS THE TOP OF THE 5/8" REBAR AT THE SOUTHEAST PROPERTY CORNER, ELEVATION = 5802.7'
- 4) UNDERGROUND UTILITIES ARE NOT SHOWN. DIGLINE OR PRIVATE UNDERGROUND UTILITY LOCATING SERVICE SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION.
- 5) THE CURRENT ZONING IS LR, WITH FLOODPLAIN OVERLAY. REFER TO THE CITY OF KETCHUM ZONING ORDINANCE FOR SPECIFIC INFORMATION ABOUT THIS ZONE AND OVERLAY DISTRICT. BUILDING ENVELOPE LINES SHOWN PER THE PLAT ARE MINIMUM, WITH SIDE YARD SETBACKS BASED ON BUILDING HEIGHT, BEING 1' SETBACK FOR EVERY 2' OF BUILDING HEIGHT, WITH A 35' HEIGHT MAXIMUM.
- 6) TREES WERE NOT LOCATED AS A PART OF THIS SURVEY.
- 7) BUILDING MEASUREMENTS ARE TO THE EXTERIOR TRIM, ROOF EAVES, SUPPORT POSTS, ROCK FINISHES ON RESIDENCE, AND THE DECK ON THE WESTERLY SIDE OF THE EXISTING RESIDENCE ARE NOT SHOWN.
- 8) ALL SUBDIVISIONS WHICH BORDER ON THE BIG WOOD RIVER, TRAIL CREEK AND WARM SPRINGS CREEK SHALL DEDICATE A TWENTY FIVE FOOT (25') SCENIC EASEMENT UPON WHICH NO PERMANENT STRUCTURE SHALL BE BUILT IN ORDER TO PROTECT THE NATURAL VEGETATION AND WILDLIFE ALONG THE RIVERBANK AND TO PROTECT STRUCTURES FROM DAMAGE OR LOSS DUE TO RIVERBANK EROSION, PER THE ABOVE REFERENCED PLAT.
- 9) THE FLOODPLAIN AREA DESIGNATED ON THIS MAP IS CONSIDERED BY THE CITY OF KETCHUM, AND PHILLIPS LAND SURVEYING, PLLC, AS REASONABLE FOR REGULATORY PURPOSES. HOWEVER, NEITHER THE CITY OF KETCHUM, NOR PHILLIPS LAND SURVEYING, PLLC, REPRESENTS, GUARANTEES, WARRANTS, OR IMPLIES THAT AREAS OUTSIDE THE DESIGNATED FLOODPLAIN AREA ARE SAFE AND FREE FROM FLOODS OR FLOOD DAMAGE. SHEET FLOODING CAN AND WILL OCCUR AND FLOODING MAY EXTEND BEYOND THE FLOODPLAIN BOUNDARY LINES IDENTIFIED HEREON. FLOOD INFORMATION IS FROM FEMA MAP NUMBER 16013C0461E, DATED NOV. 26, 2010.
- 10) DURING THE TIME OF THIS SURVEY THERE WAS 8"-16" OF SNOW COVERING THE GROUND. PHILLIPS LAND SURVEYING, PLLC IS NOT RESPONSIBLE FOR FEATURES NOT SHOWN THAT ARE NOT VISIBLE DUE TO SNOW.

Curve Table						
Curve	Length	Radius	Delta	Tangent	Chord	Chord Direction
C1	67.65'	135.45'	28° 36' 55"	34.54'	66.95'	S14° 44' 36"W
C2	6.31'	135.45'	2° 40' 16"	3.16'	6.31'	S00° 54' 00"E

**Bruner Residence
Garage Addition**

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

Project Number: 2402

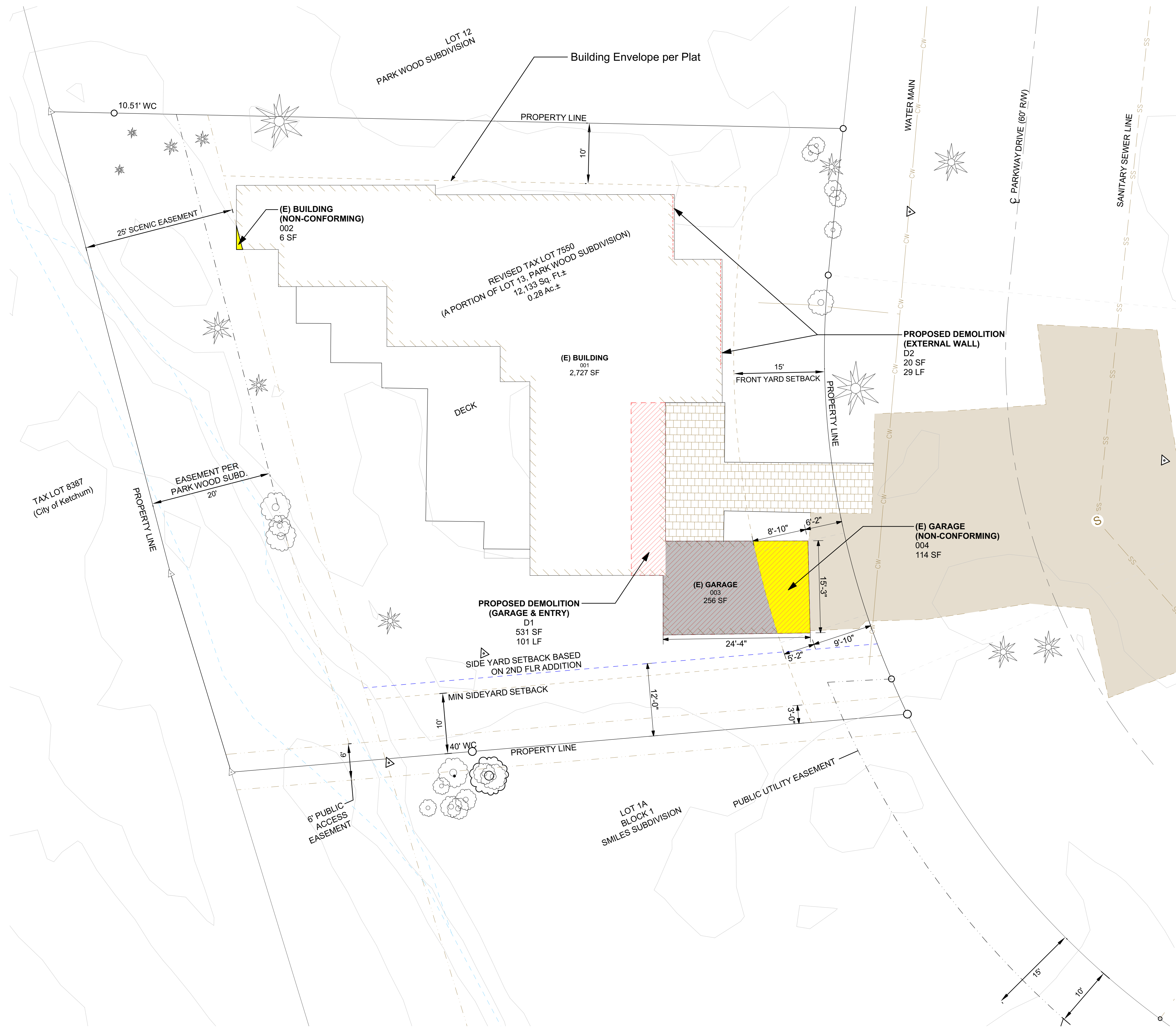
Jeff & Michelle Bruner
233 Parkway Drive, Ketchum
Idaho, 83340

Drawings and Specifications as instruments of service are and shall remain the property of the Architect. They are not to be used on extensions of the project, or other projects, except by agreement in writing and appropriate compensation to the Architect.

The General Contractor is responsible for confirming and correlating dimensions at the job site. The Architect will not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the project.

© 2026 - A2 Studio

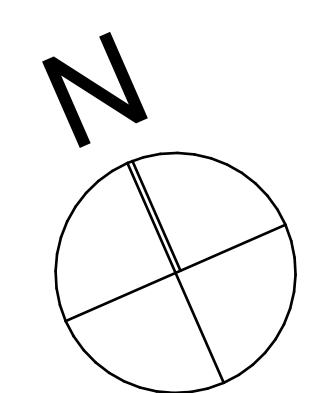
LICENSED ARCHITECT
AR 987650
[Signature]
DARSHAN AMRIT
STATE OF IDAHO



LEGEND

- Property Line
 - - - Centerline of Right-of-way
 - - - Adjoiner's Lot Line
 - - - Public Access Easement
 - - - Easement, type and width as shown
 - - - 25' Scenic Easement
 - - - 2010 FEMA Floodway Line
 - - - 2010 FEMA Floodplain Line
 - - - Building Envelope with Minimum Side Yard Setback Shown
 - - - 1' Contour Line per 2017 LIDAR data
 - Found 1/2" Rebar
 - Found 5/8" Rebar
 - Found Aluminum Cap on 5/8" Rebar
 - △ Calculated Point (Nothing Set)
 - △ Survey Control Point
 - ★ CT = Conifer Tree
 - DT = Deciduous Tree
 - SMH = Sewer Manhole
 - Sewer Main
 - Water Main
 - Water Service
 - Existing Building
 - Pavers
 - Asphalt
- COR = Corner
EOA = Edge of Asphalt
EOP = Edge of Pavers
GFF = Garage Finished Floor
GRG = Garage
IC = Illegible Cap
NC = No Cap
NG = Natural Ground
THRESH = Threshold

Curve Table						
Curve	Length	Radius	Delta	Tangent	Chord	Chord Direction
C1	68.30'	135.45'	28° 53' 34"	34.89'	67.58'	S14° 45' 38"W
C2	6.39'	135.45'	2° 42' 06"	3.19'	6.39'	S00° 39' 11"E



EXISTING BUILDING AREAS		
NO	COMPONENTS	AREA (SF)
001	(E) BUILDING	2,727
002	(E) BUILDING (NON-CONFORMING)	6
003	(E) GARAGE	256
004	(E) GARAGE (NON-CONFORMING)	114

TOTAL BUILDING (INCL. GARAGE) 3,103
TOTAL BUILDING (NON-CONFORMING) 120

DEMO INFORMATION			
NO	COMPONENTS	AREA (SF)	LENGTH (LF)
D1	PROPOSED DEMOLITION (GARAGE & ENTRY)	531	101
D2	PROPOSED DEMOLITION (WALLS)	20	29

TOTAL BUILDING DEMO (SF): 551 (18% < 50% MAX)
PROPOSED BUILDING DEMO (LF): 130 (36% < 50% MAX)
EXISTING BUILDING (LF): 359

ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Existing Building & Site Plan

A000

Printed: 4/17/2026

**Bruner Residence
Garage Addition**

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

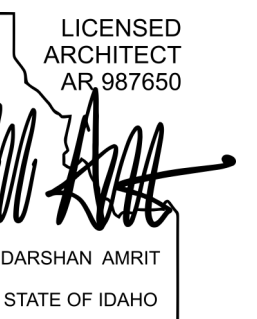
Project Number: 2402

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

Drawings and Specifications as instruments of service are and shall remain the property of the Architect. They are not to be used on extensions of the project, or other projects, except by agreement in writing and appropriate compensation to the Architect.

The General Contractor is responsible for confirming and correlating dimensions at the job site. The Architect will not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the project.

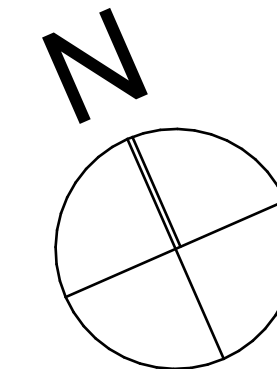
© 2026 - A2 Studio



LEGEND

- Property Line
- - - Centerline of Right-of-way
- - - Adjoiner's Lot Line
- - - Public Access Easement
- - - Easement, type and width as shown
- - - 25' Scenic Easement
- - - FW 2010 FEMA Floodway Line
- - - FP 2010 FEMA Floodplain Line
- - - Building Envelope with Minimum Side Yard Setback Shown
- - - 1' Contour Line per 2017 LIDAR data
- Found 1/2" Rebar
- Found 5/8" Rebar
- Found Aluminum Cap on 5/8" Rebar
- △ Calculated Point (Nothing Set)
- △ Survey Control Point
- ★ CT = Conifer Tree
- DT = Deciduous Tree
- SMH = Sewer Manhole
- Sewer Main
- Water Main
- Water Service
- Existing Building
- ▨ Pavers
- Asphalt
- COR = Corner
- EOA = Edge of Asphalt
- EOP = Edge of Pavers
- GFF = Garage Finished Floor
- GRG = Garage
- IC = Illegible Cap
- NC = No Cap
- NG = Natural Ground
- THRESH = Threshold

Curve Table						
Curve	Length	Radius	Delta	Tangent	Chord	Chord Direction
C1	68.30'	135.45'	28° 53' 34"	34.89'	67.58'	S14° 45' 38"W
C2	6.39'	135.45'	2° 42' 06"	3.19'	6.39'	S00° 39' 11"E



PROPOSED ADDITION FOOTPRINT AREAS		
NO	AREAS	SIZE (SF)
001	PROPOSED 2-CAR GARAGE ADDITION (COMPLIANT AREA)	530
002A + 002B + 002C + 002D	PROPOSED 2-CAR GARAGE ADDITION W/VARIANCE (NON-COMPLIANT AREA)	144
003	NEW BLDG ADDITION (WITHIN ALLOWED BLDG ENVELOPE)	487

LOT AREA:	12,139 SF
EXISTING BUILDING FOOTPRINT:	3,103 SF (25.6% LOT COVERAGE)
PROPOSED BUILDING FOOTPRINT: (VARIANCE + ADDITION)	3,775 SF (31% LOT COVERAGE < 35% MAX.)
EXISTING BUILDING SF:	3,103 SF
2-CAR GARAGE ADDITION W/VARIANCE:	
COMPLIANT AREA:	530 SF
NON-COMPLIANT AREA:	144 SF
TOTAL AREA:	674 SF
ADDITION (SEPARATE OF VARIANCE):	
1ST FLOOR AREA:	487 SF
2ND FLOOR AREA:	780 SF
TOTAL AREA:	1,267 SF
PROPOSED BUILDING SF:	4,493 SF
TOTAL BUILDING DEMO (SF): (SEE PAGE A000)	551 SF

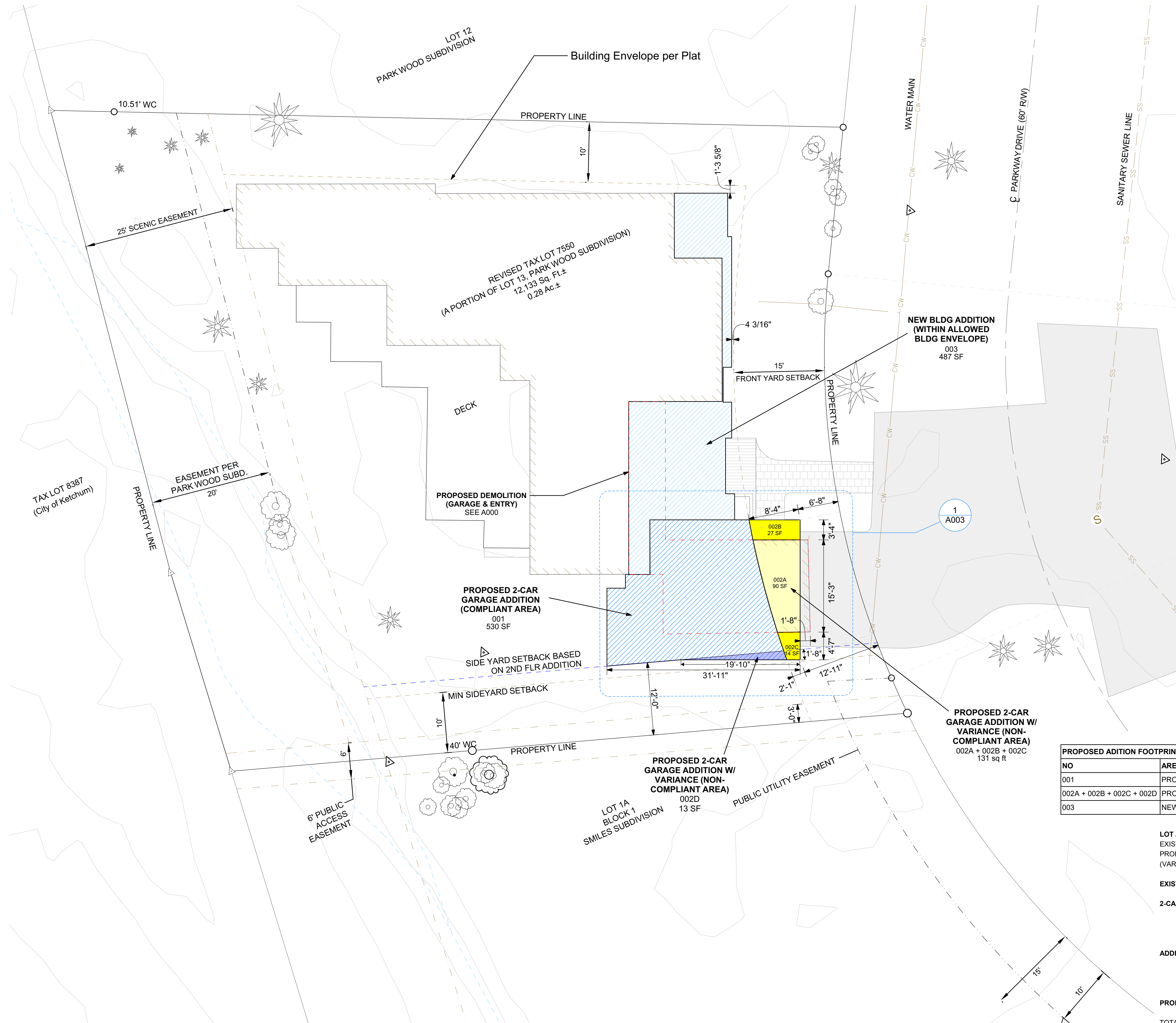
ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Proposed Building & Site Plan

A001

Printed: 4/22/2026



Bruner Residence Garage Addition

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

Project Number: 2402

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

Drawings and Specifications as instruments of service are and shall remain the property of the Architect. They are not to be used on extensions of the project, or other projects, except by agreement in writing and appropriate compensation to the Architect.

The General Contractor is responsible for confirming and correlating dimensions at the job site. The Architect will not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the project.

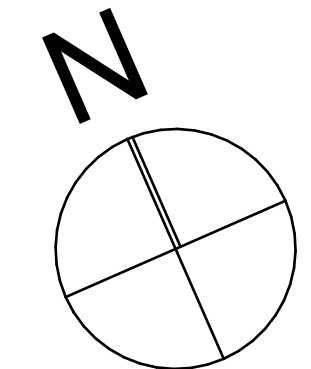
© 2026 - A2 Studio



LEGEND

- Property Line
- - - Centerline of Right-of-way
- - - Adjoiner's Lot Line
- - - Public Access Easement
- - - Easement, type and width as shown
- - - 25' Scenic Easement
- - - 2010 FEMA Floodway Line
- - - 2010 FEMA Floodplain Line
- - - Building Envelope with Minimum Side Yard Setback Shown
- - - 1' Contour Line per 2017 LIDAR data
- Found 1/2" Rebar
- Found 5/8" Rebar
- Found Aluminum Cap on 5/8" Rebar
- △ Calculated Point (Nothing Set)
- △ Survey Control Point
- ★ CT = Conifer Tree
- DT = Deciduous Tree
- SMH = Sewer Manhole
- Sewer Main
- Water Main
- Water Service
- Existing Building
- ▨ Pavers
- ▨ Asphalt
- COR = Corner
- EOA = Edge of Asphalt
- EOP = Edge of Pavers
- GFF = Garage Finished Floor
- GRG = Garage
- IC = Illegible Cap
- NC = No Cap
- NG = Natural Ground
- THRESH = Threshold

Curve Table						
Curve	Length	Radius	Delta	Tangent	Chord	Chord Direction
C1	68.30'	135.45'	28° 53' 34"	34.89'	67.58'	S14° 45' 38"W
C2	6.39'	135.45'	2° 42' 06"	3.19'	6.39'	S00° 39' 11"E

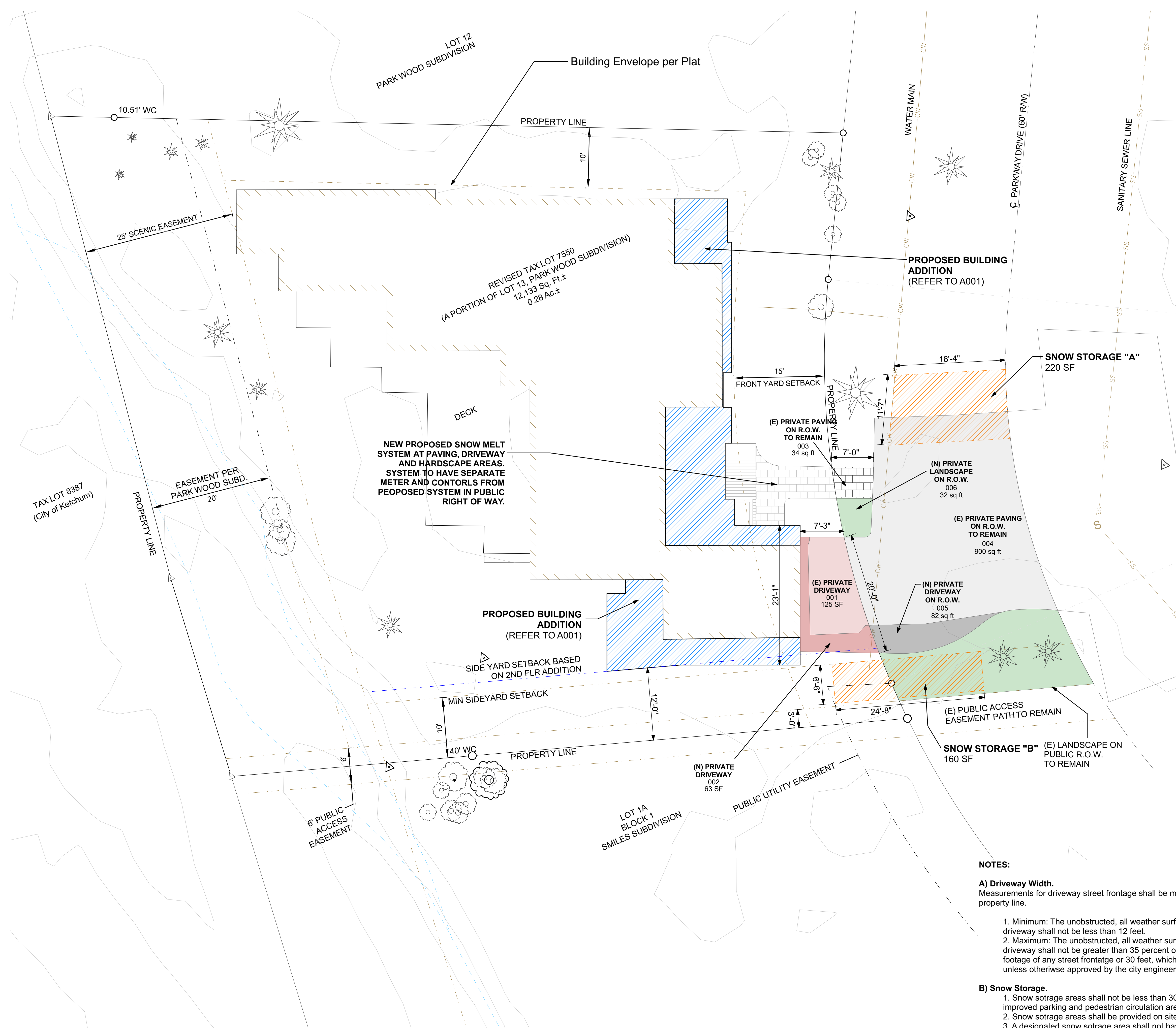


PROPOSED PUBLIC R.O.W. ADJUSTMENTS		
NO	COMPONENTS	AREA (SF)
001	(E) PRIVATE DRIVEWAY	125
002	(N) PRIVATE DRIVEWAY	63
003	(E) PRIVATE PAVING ON R.O.W. TO REMAIN	34
004	(E) PRIVATE PAVING ON R.O.W. TO REMAIN	900
005	(N) PRIVATE DRIVEWAY ON R.O.W.	82
006	(N) PRIVATE LANDSCAPE ON R.O.W.	32

PROPOSED DRIVEWAY, PARKING AND PEDESTRIAN CIRCULATION AREA = 1,204 SF

**REQUIRED SNOW STORAGE AREA = 519 SF
PROVIDED SNOW STORAGE AREA = 380 SF**

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



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.

ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Proposed Public R.O.W. Adjustments

A002

**Bruner Residence
Garage Addition**

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

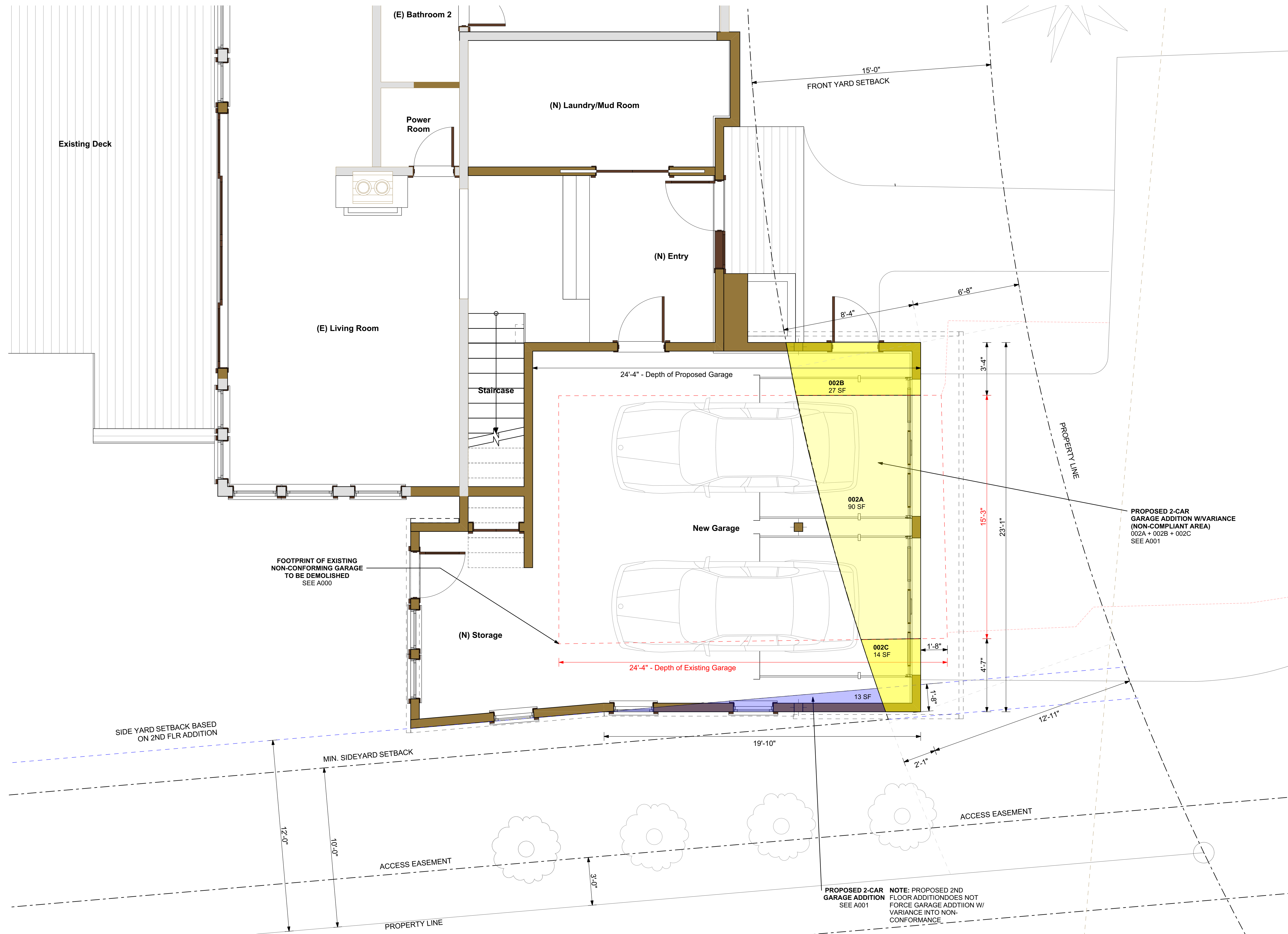
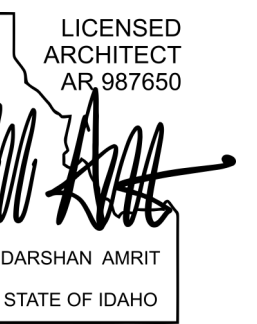
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



1
A003 Enlarged Site Plan @ Proposed Garage
SCALE: 3/8" = 1'-0"
0 2' 4' 6'

ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Enlarge Site Plan @
Proposed Garage

A003

**Bruner Residence
Garage Addition**

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

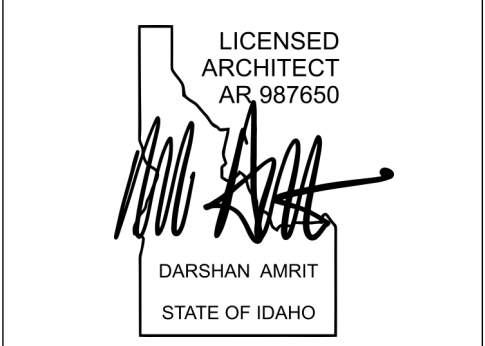
Project Number: 2402

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

Drawings and Specifications as instruments of service are and shall remain the property of the Architect. They are not to be used on extensions of the project, or other projects, except by agreement in writing and appropriate compensation to the Architect.

The General Contractor is responsible for confirming and correlating dimensions at the job site. The Architect will not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the project.

© 2026 - A2 Studio



ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Main Level Plan

A101

Printed: 4/17/2026



Wall Legend

New (color)

- New Exterior Wall
- New Interior Wall
- New Insulated Wall @ foundation
- New Foundation Wall

Existing (grayscale)

- Existing Exterior Wall
- Existing Interior Wall
- Existing Foundation Wall

Patches at existing walls shown in color

1 A101 Main Level
SCALE: 1/4" = 1'-0"
0 2' 4' 8'

**Bruner Residence
Garage Addition**

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

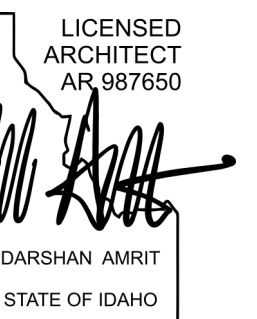
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



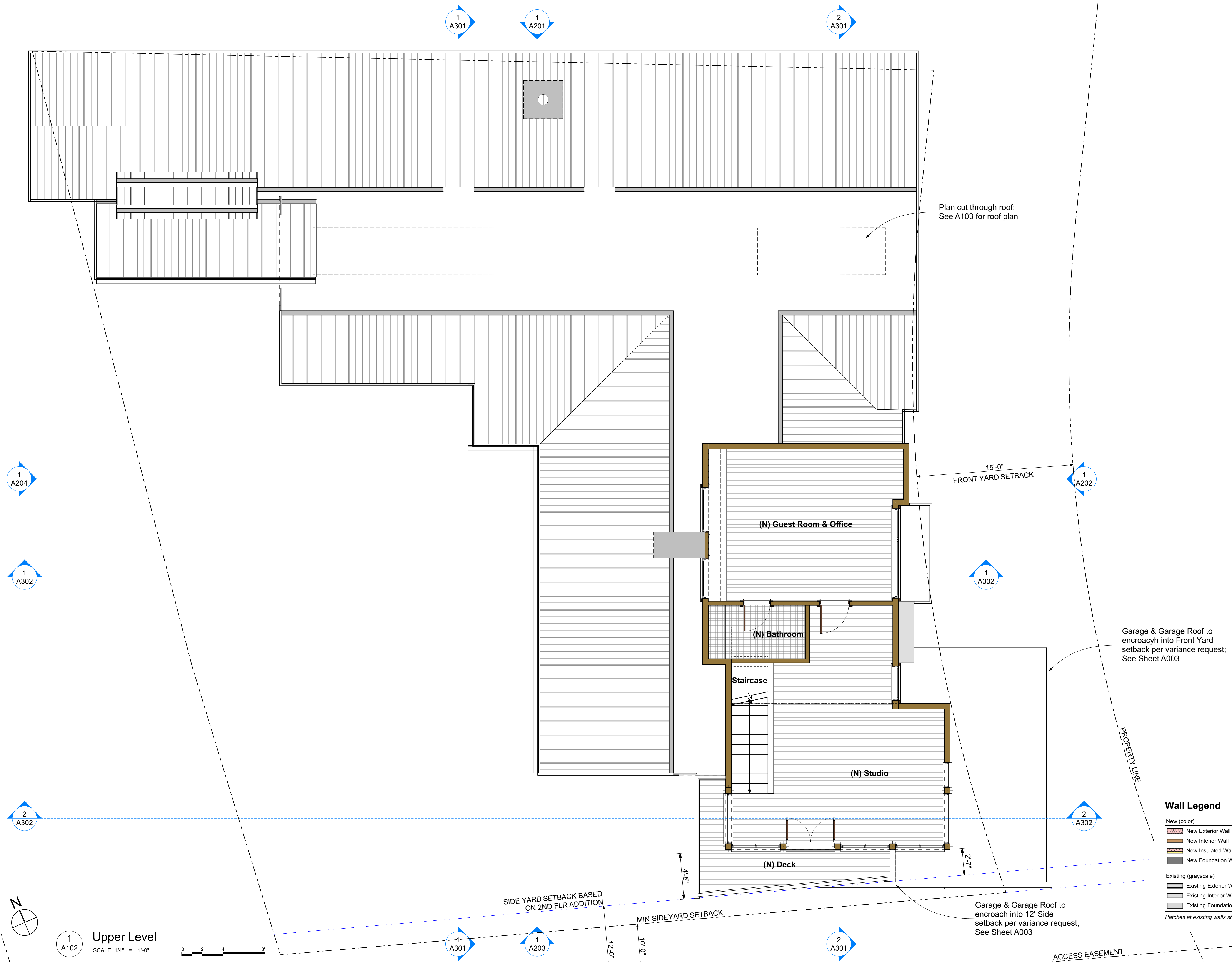
ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Upper Level Plan

A102

Printed: 4/17/2026



Wall Legend

New (color)

- New Exterior Wall
- New Interior Wall
- New Insulated Wall @ foundation
- New Foundation Wall

Existing (grayscale)

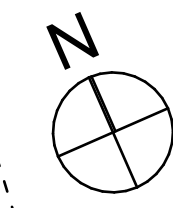
- Existing Exterior Wall
- Existing Interior Wall
- Existing Foundation Wall

Patches at existing walls shown in color

1 A102 Upper Level

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

0 2' 4' 8'



**Bruner Residence
Garage Addition**

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

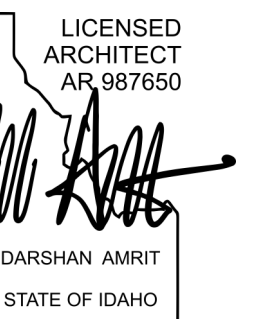
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



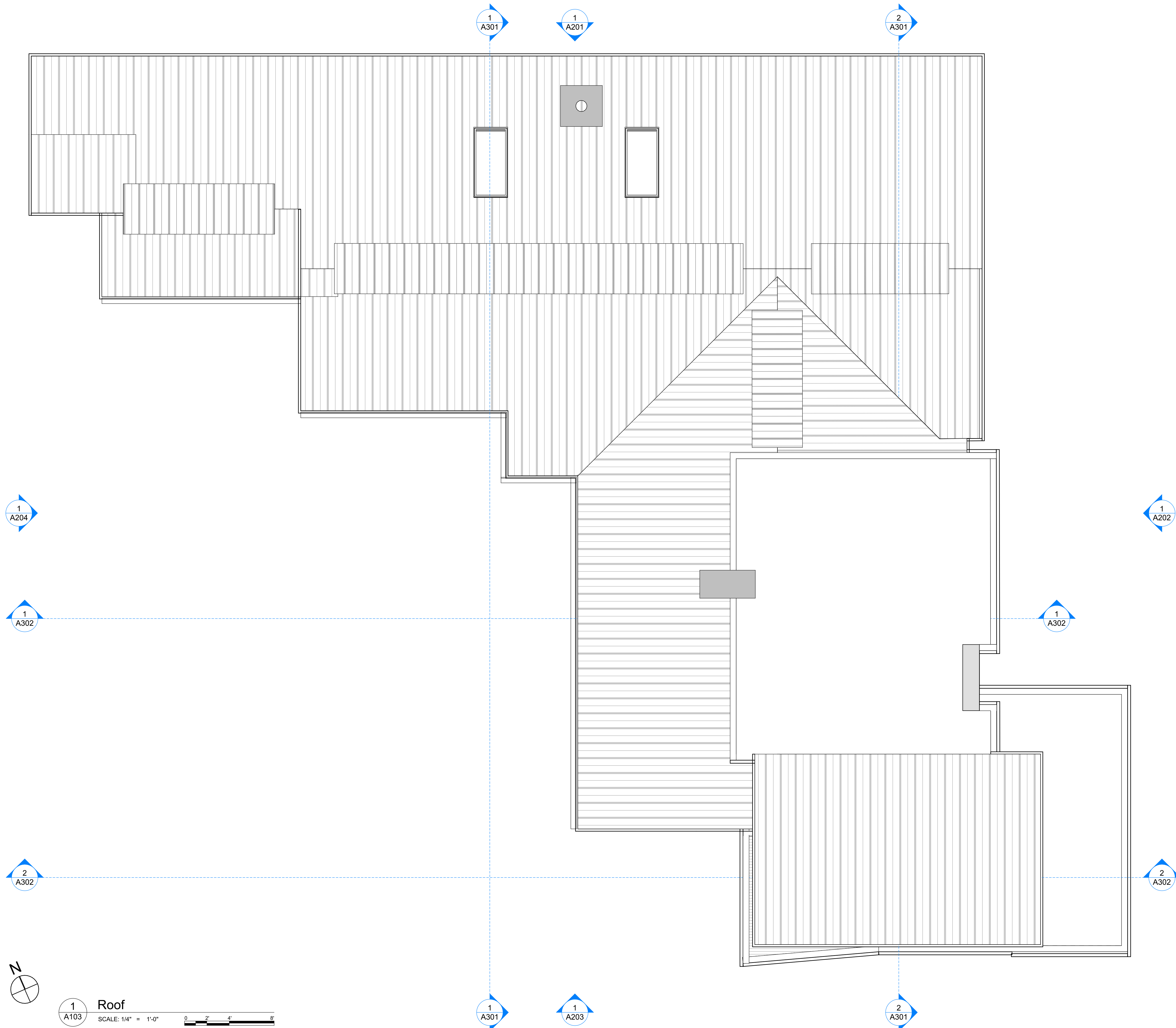
ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Roof Plan

A103

Printed: 4/17/2026



Wall Legend

New (color)

- New Exterior Wall
- New Interior Wall
- New Insulated Wall @ foundation
- New Foundation Wall

Existing (grayscale)

- Existing Exterior Wall
- Existing Interior Wall
- Existing Foundation Wall

Patches at existing walls shown in color

1 A103 Roof
SCALE: 1/4" = 1'-0"
0 2' 4' 8'

**Bruner Residence
Garage Addition**

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

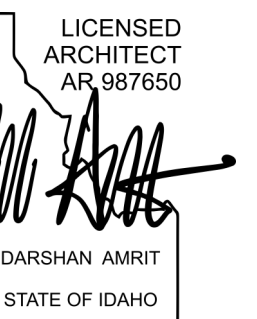
Project Number: 2402

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

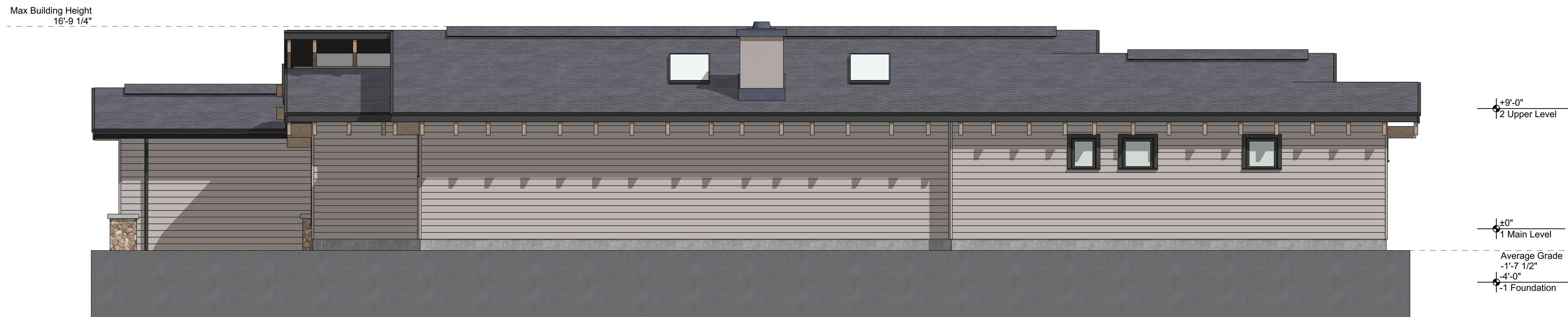
Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

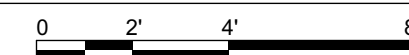
© 2026 - A2 Studio



1
A201 North Elevation
SCALE: 1/4" = 1'-0"



2
A201 North Elevation - Existing
SCALE: 1/4" = 1'-0"



ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

North Elevation

A201

**Bruner Residence
Garage Addition**

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

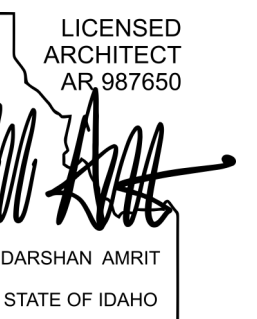
Project Number: 2402

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

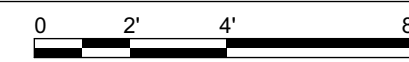
Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

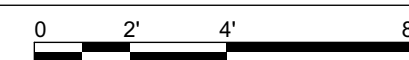
© 2026 - A2 Studio



1 East Elevation
A202 SCALE: 1/4" = 1'-0"



2 East Elevation - Existing
A202 SCALE: 1/4" = 1'-0"



ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

East Elevation

A202

**Bruner Residence
Garage Addition**

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

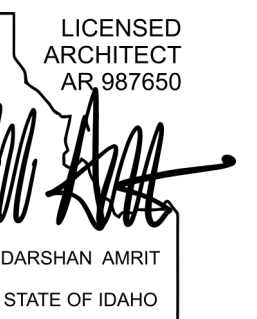
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

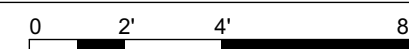
The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



1
A203 South Elevation

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

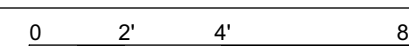


Existing Max Building Height
16'-9 1/4"



2
A203 South Elevation - Existing

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



ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

South Elevation

A203

**Bruner Residence
Garage Addition**

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

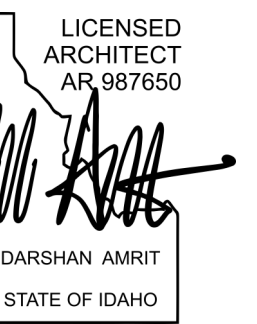
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



Max Building Height
24'-00"

+9'-0"
2 Upper Level

+0"
1 Main Level

Average Grade
-1'-7 1/2"

-4'-0"
-1 Foundation

1 West Elevation
A204 SCALE: 1/4" = 1'-0" 0 2' 4' 8'



Existing Max Building Height
16'-9 1/4"

+9'-0"
2 Upper Level

+0"
1 Main Level

Average Grade
-1'-7 1/2"

-4'-0"
-1 Foundation

2 West Elevation - Existing
A204 SCALE: 1/4" = 1'-0" 0 2' 4' 8'

ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

West Elevation

A204

**Bruner Residence
Garage Addition**

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

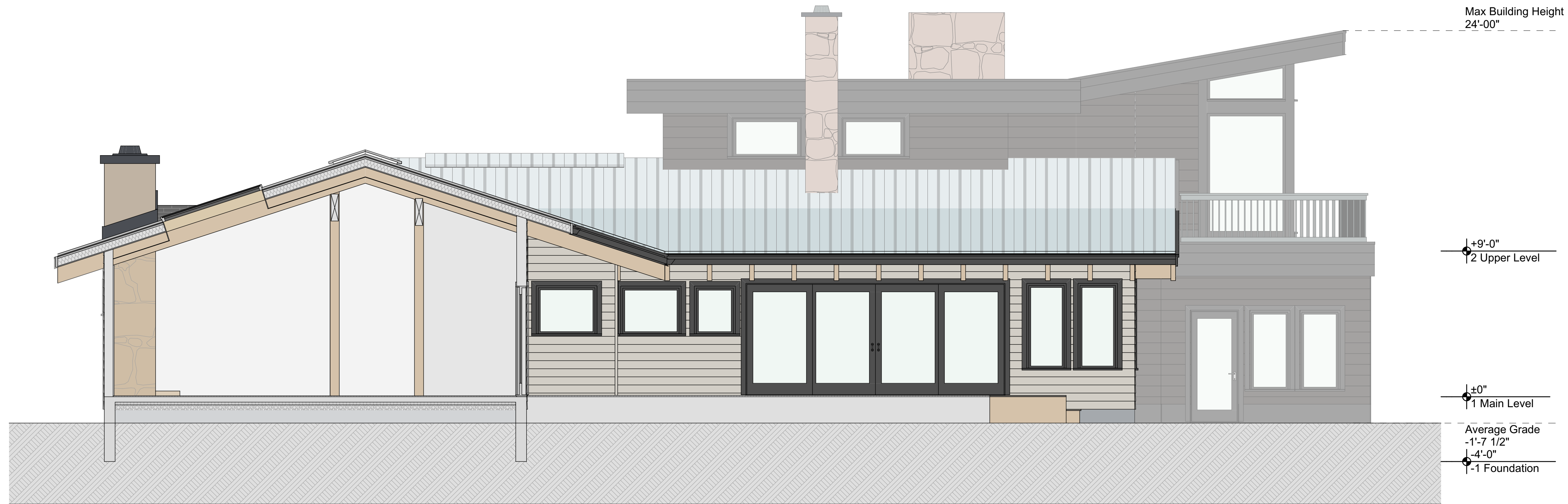
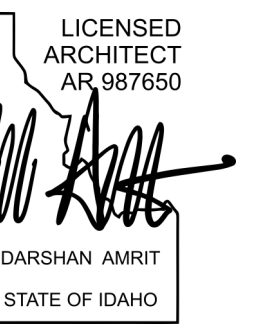
Project Number: 2402

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

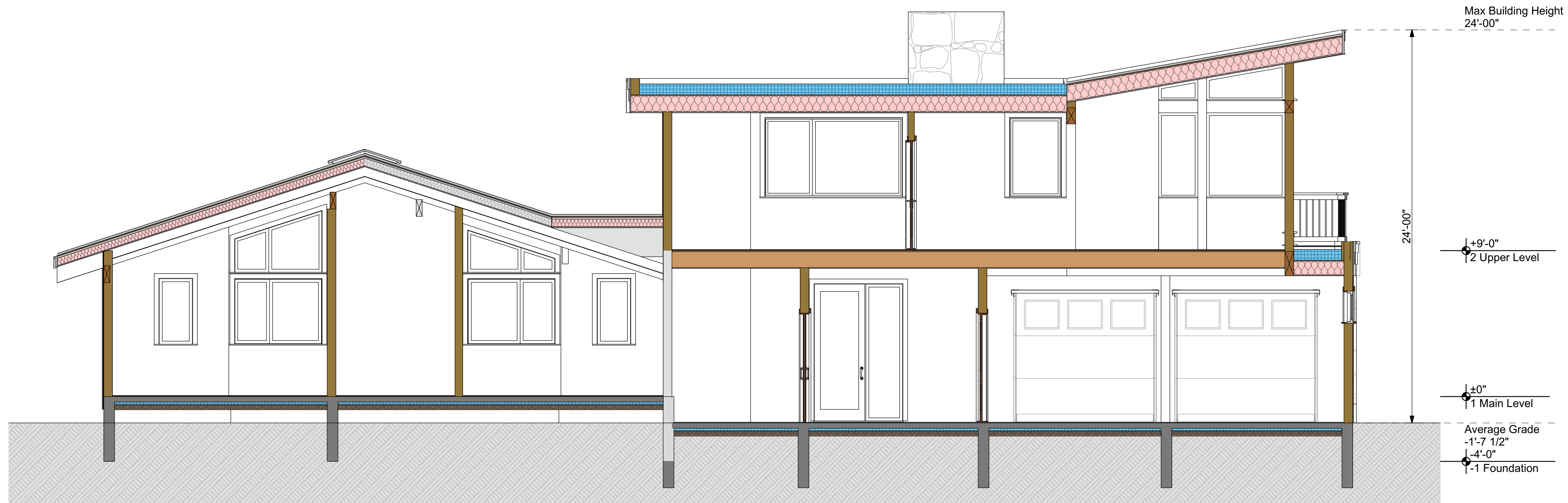
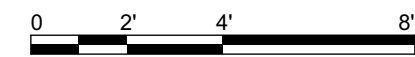
Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

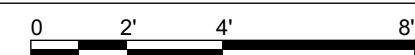
© 2026 - A2 Studio



1 Building Section
A301 SCALE: 1/4" = 1'-0"



2 Building Section
A301 SCALE: 1/4" = 1'-0"



ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Sections

A301

**Bruner Residence
Garage Addition**

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

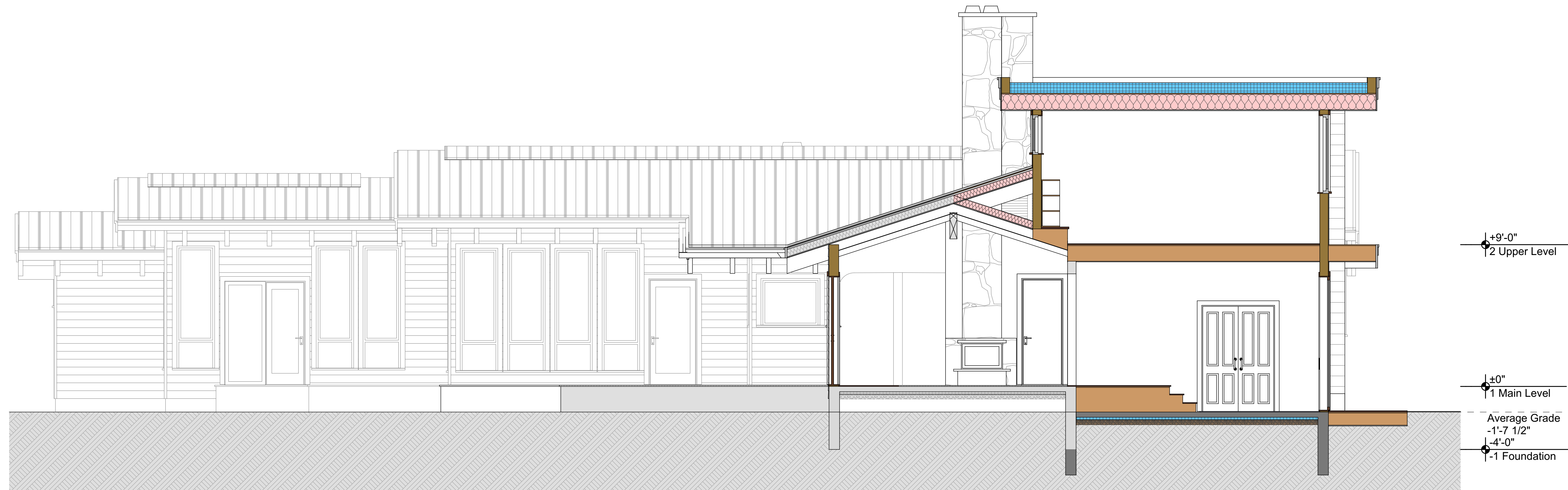
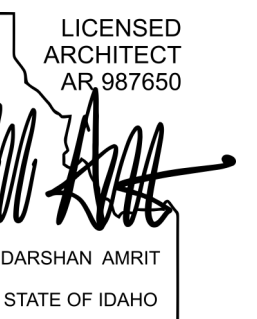
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

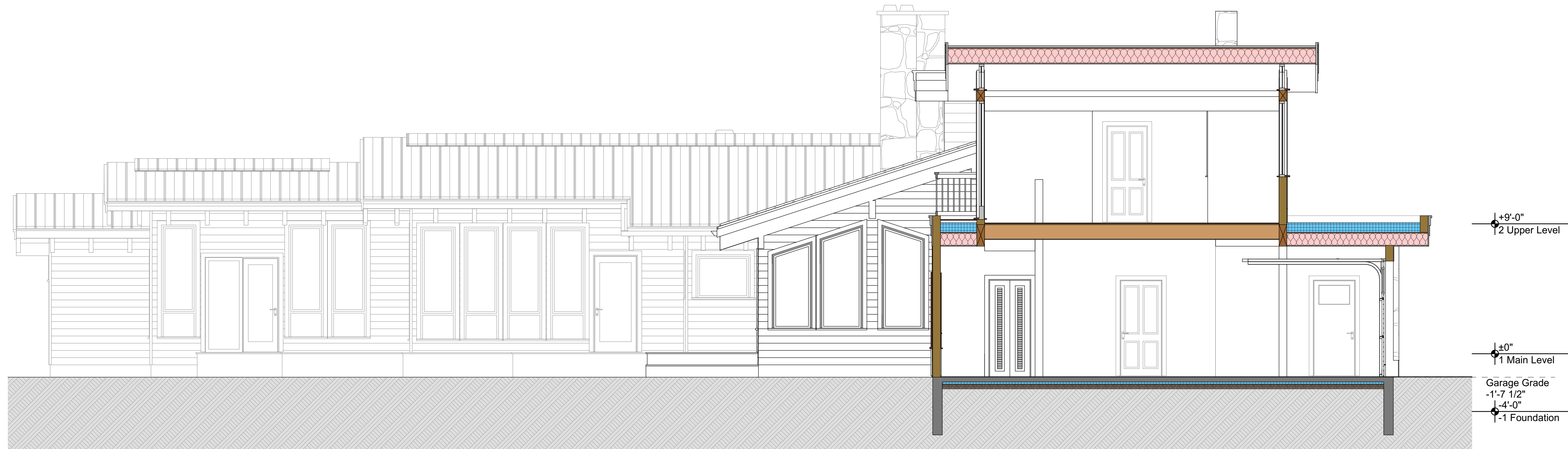
The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



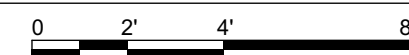
1
A302

Building Section
SCALE: 1/4" = 1'-0"



2
A302

Building Section
SCALE: 1/4" = 1'-0"

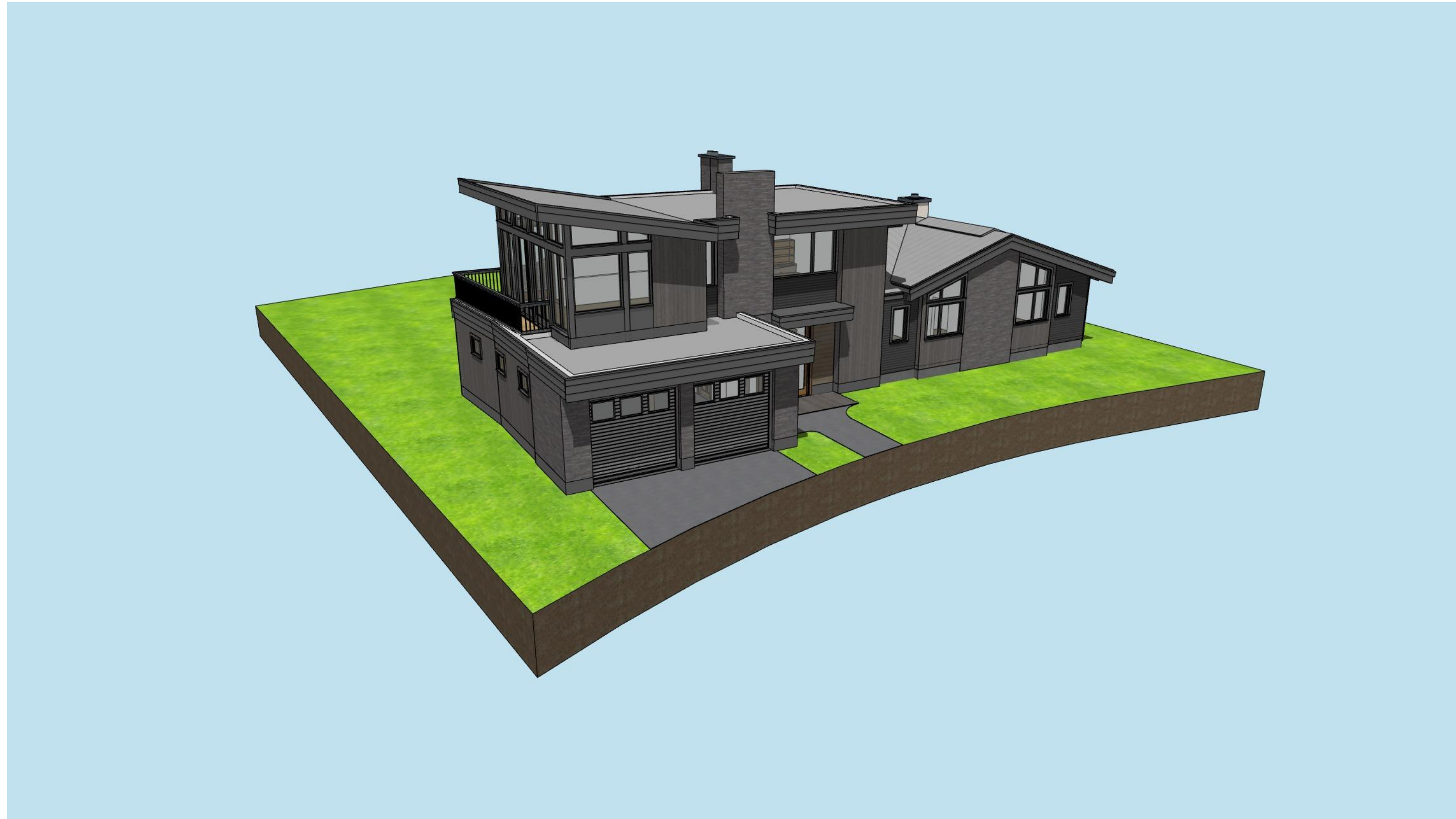


ISSUED:

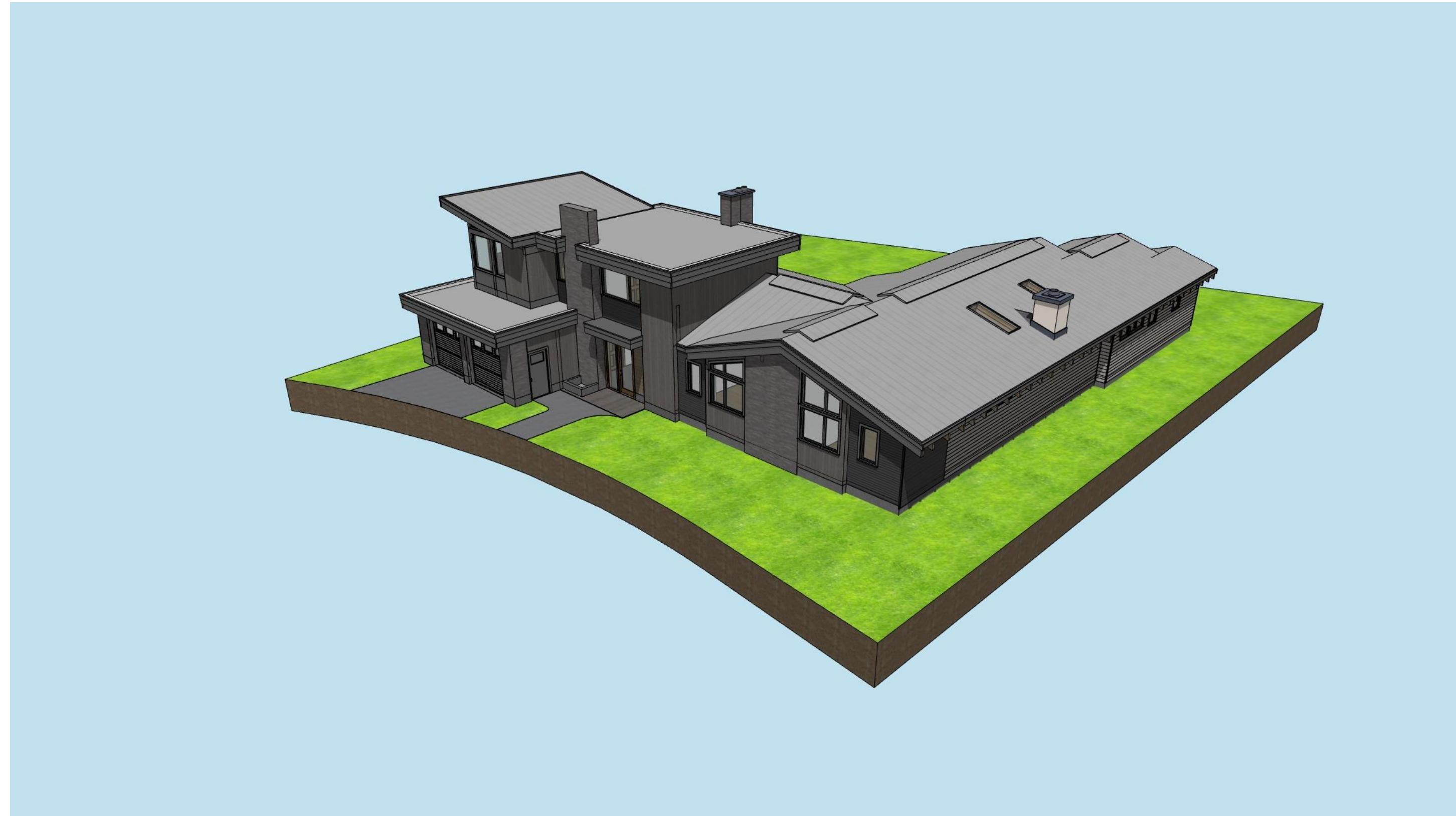
01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

Sections

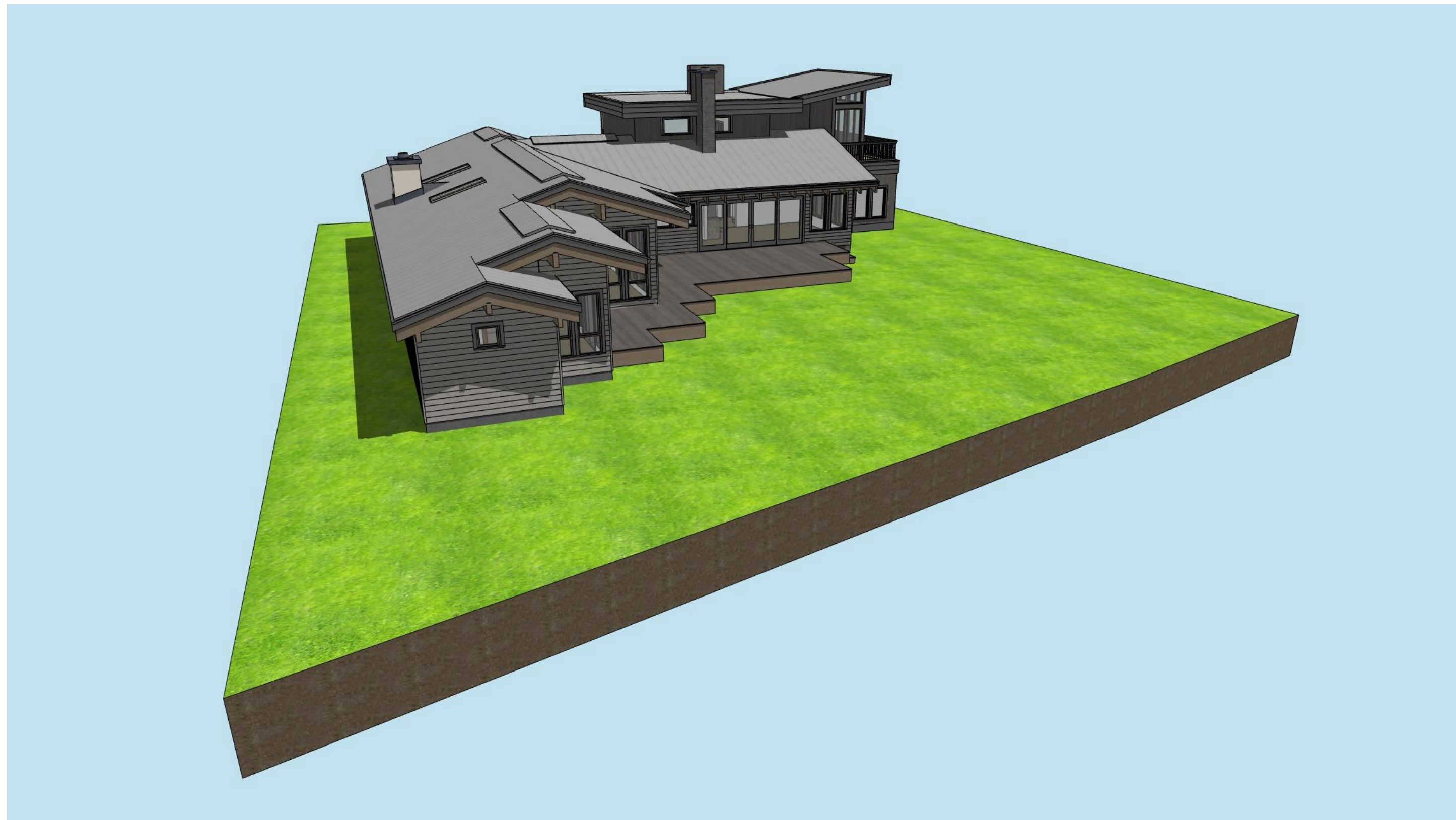
A302



1 South-East Proposed View
A901 NOT TO SCALE



2 North-East Proposed View
A901 NOT TO SCALE



4 North-West Proposed View
A901 NOT TO SCALE



3 South-West Proposed View
A901 NOT TO SCALE

**Bruner Residence
Garage Addition**

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

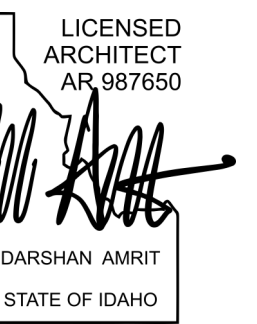
Project Number: 2402

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

Drawings and Specifications as instruments
of service are and shall remain the property
of the Architect. They are not to be used on
extensions of the project, or other projects,
except by agreement in writing and
appropriate compensation to the Architect.

The General Contractor is responsible for
confirming and correlating dimensions at
the job site. The Architect will not be
responsible for construction means,
methods, techniques, sequences, or
procedures, or for safety precautions and
programs in connection with the project.

© 2026 - A2 Studio



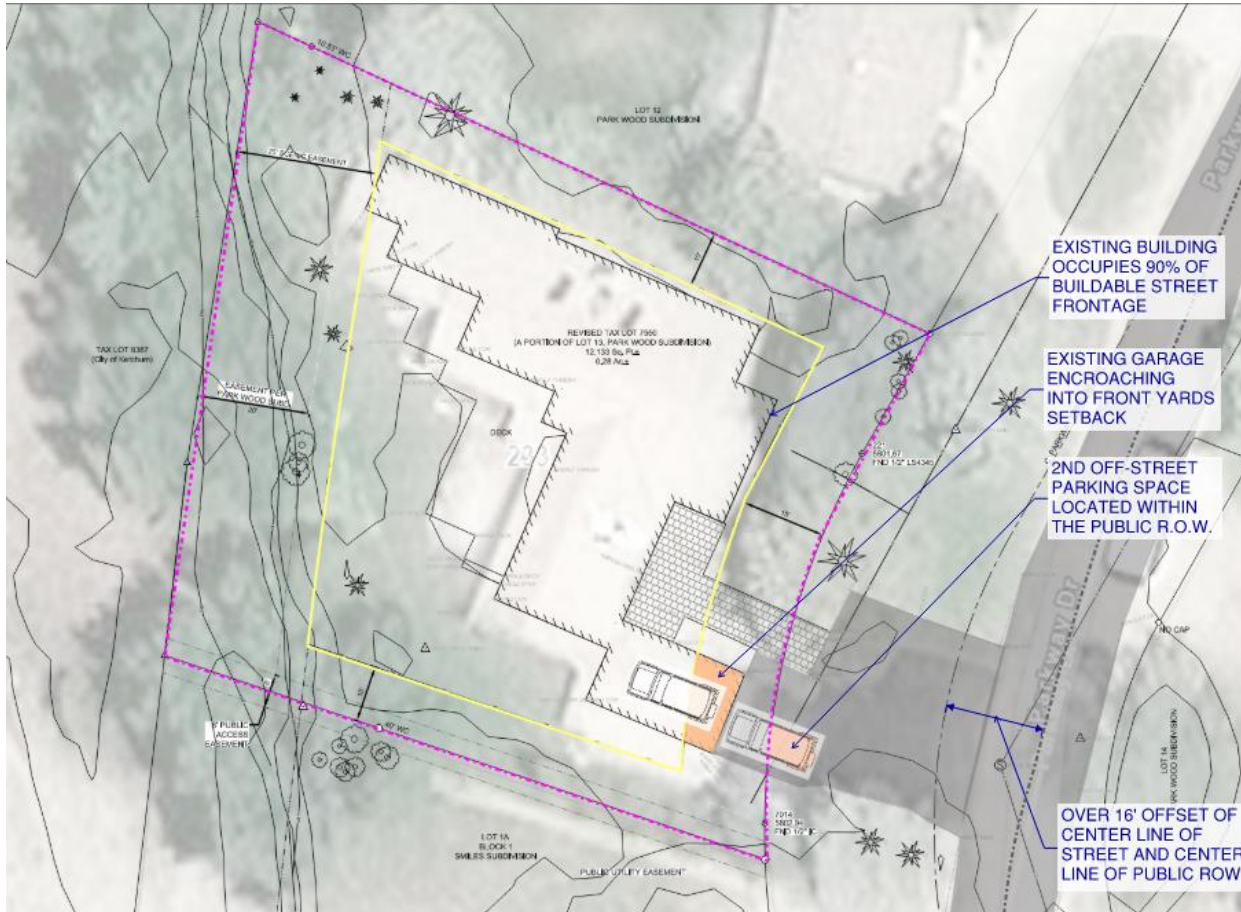
ISSUED:

01	10/23/2025	Variance Application Set
02	03/20/2026	Variance Application Set
03	04/17/2026	Variance Application Set

3D Views

A901

Exhibit C

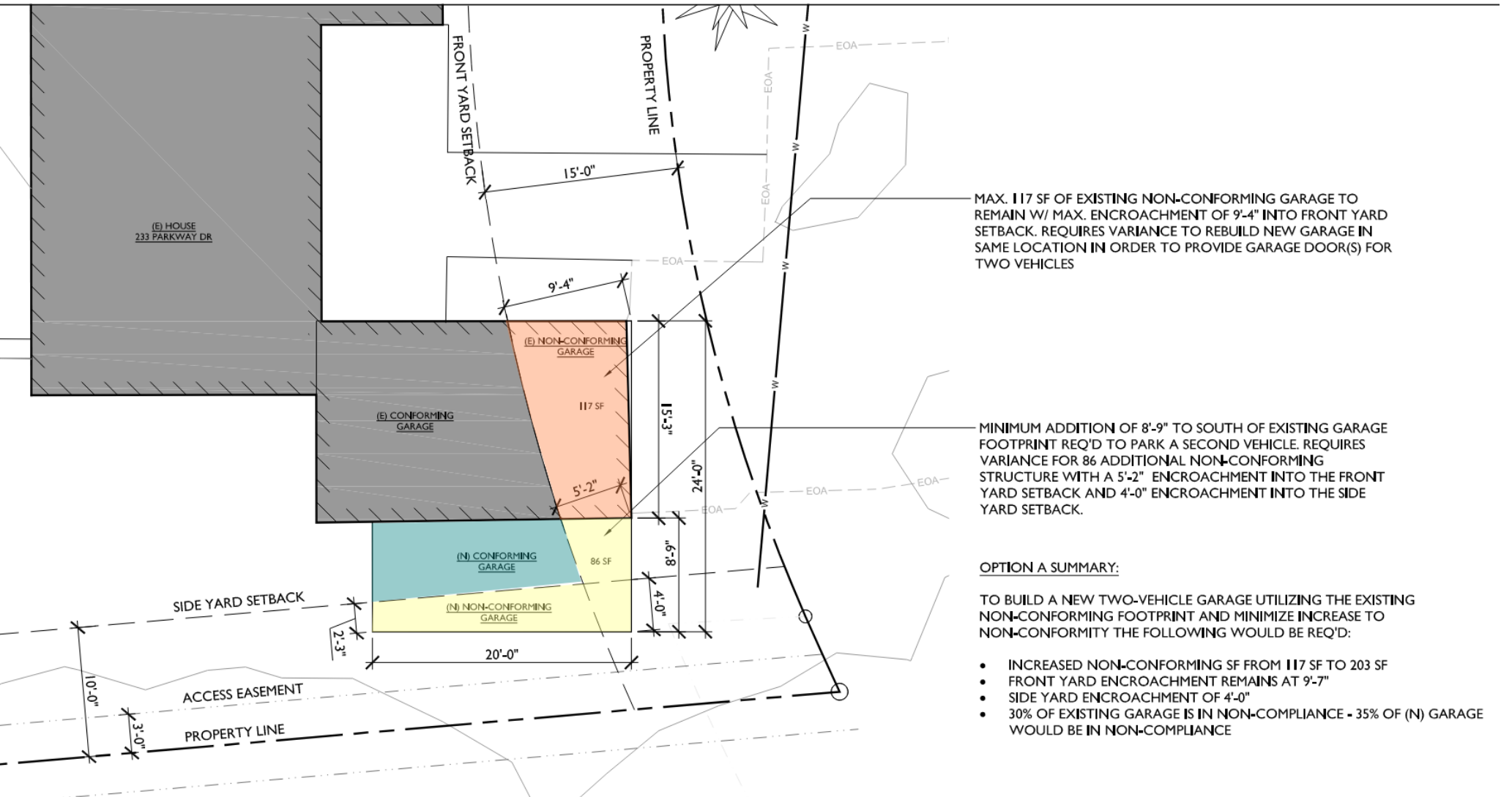


Existing Conditions and Site Limitations:

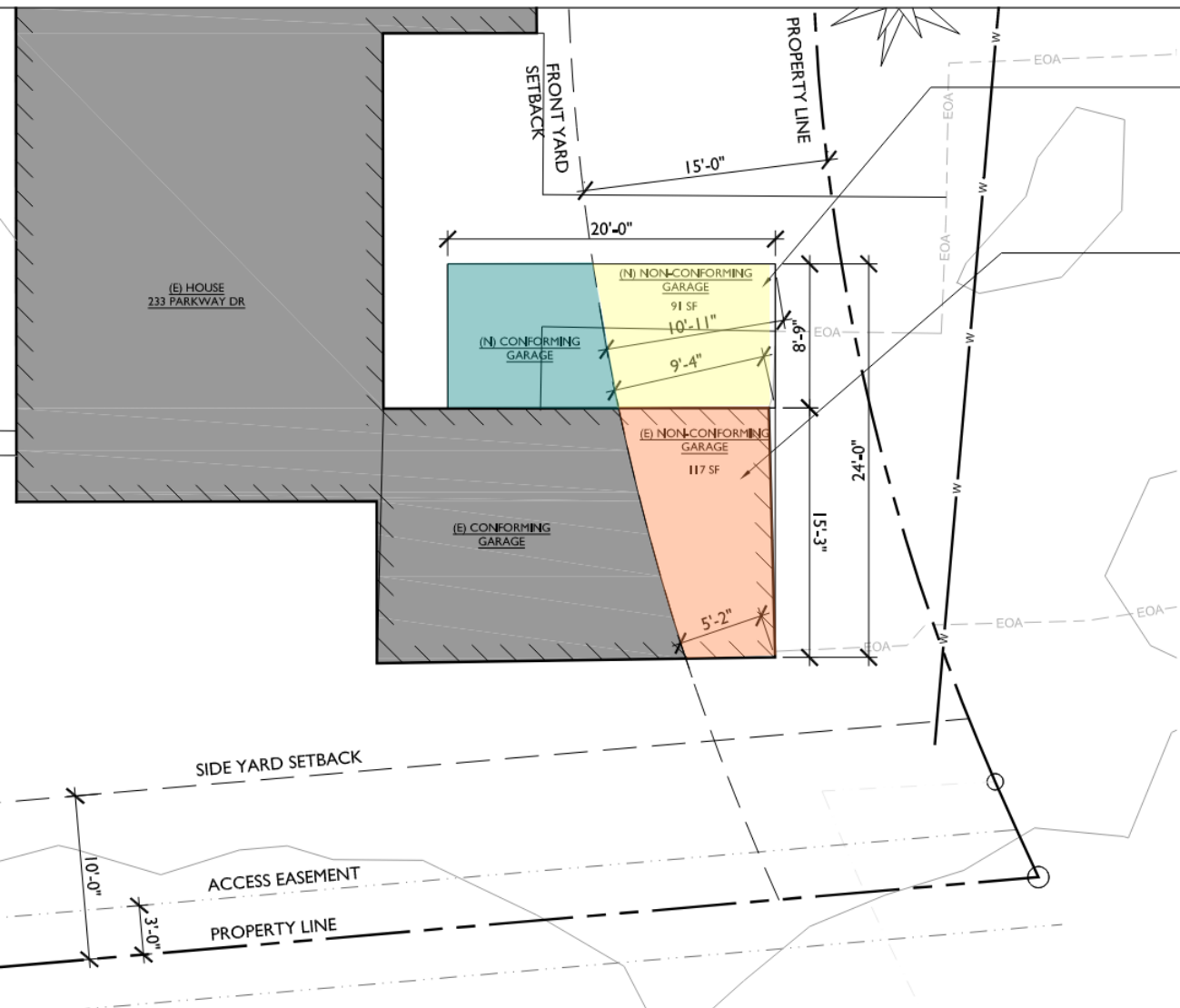
1. Existing building occupies 90% of the buildable street frontage
2. Existing garage encroaches into the front yard setback
3. The required 2nd off-street parking space is located within the public right of way
4. The 16' +/- offset of the paving in the street has resulted in the perceived front yard of 233 Parkway being in the public right of way. The owners have maintained and enhanced the landscaping in this overlap with the public right of way to keep with the visual continuity and development pattern of the neighborhood and subdivision which features deep front yards.

Exhibit D

Alternate Garage Location Studies



Option A



MINIMUM ADDITION OF 8'-9" TO NORTH OF EXISTING GARAGE FOOTPRINT REQ'D TO PARK A SECOND VEHICLE. REQUIRES VARIANCE FOR 91 ADDITIONAL NON-CONFORMING STRUCTURE WITH A 10'-11" ENCROACHMENT INTO THE FRONT YARD SETBACK.

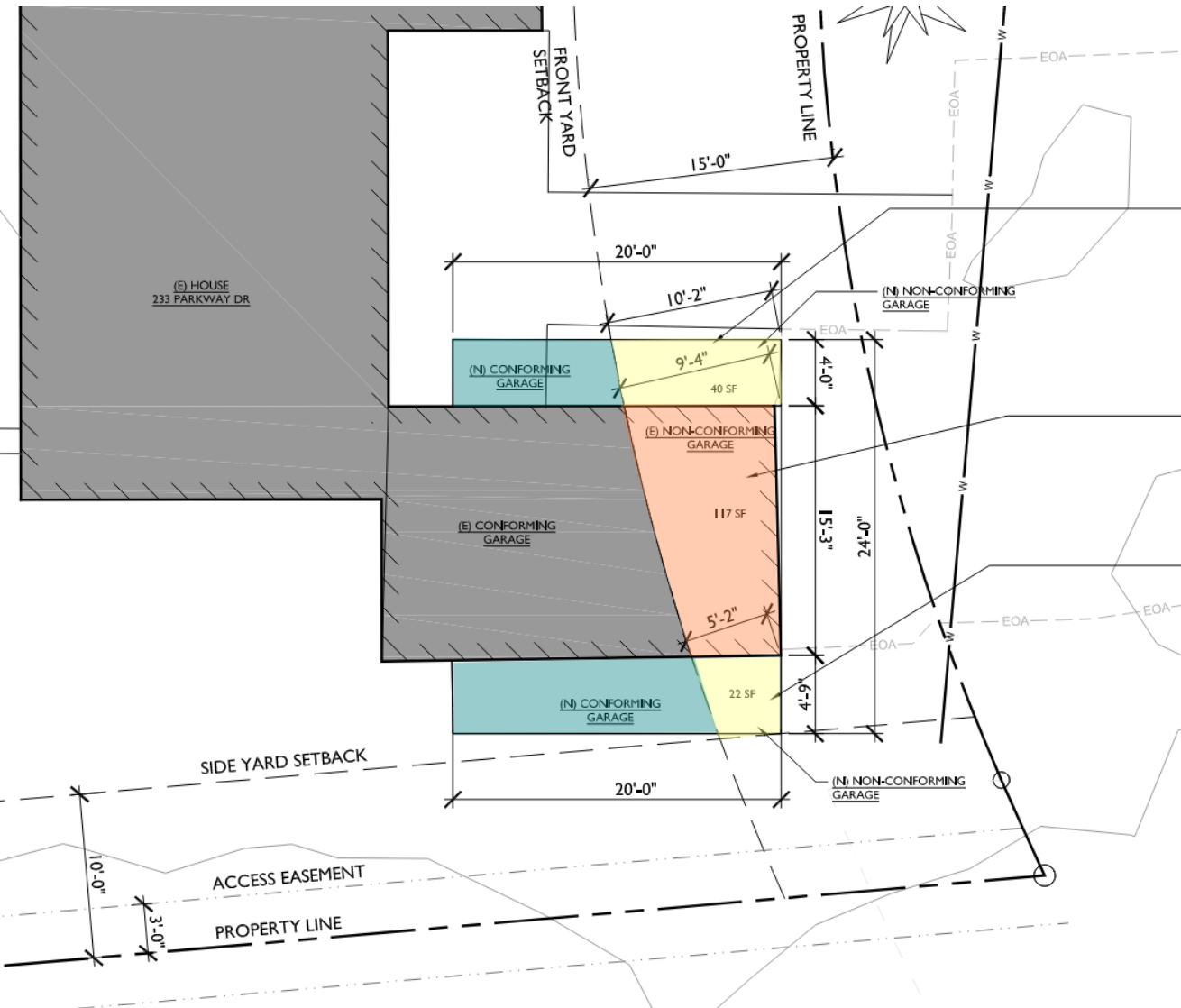
MAX. 117 SF OF EXISTING NON-CONFORMING GARAGE TO REMAIN W/ MAX. ENCROACHMENT OF 9'-4" INTO FRONT YARD SETBACK, REQUIRES VARIANCE TO REBUILD NEW GARAGE IN SAME LOCATION IN ORDER TO PROVIDE GARAGE DOOR(S) FOR TWO VEHICLES

OPTION B SUMMARY:

TO BUILD A NEW TWO-VEHICLE GARAGE UTILIZING THE EXISTING NON-CONFORMING FOOTPRINT AND MINIMIZE INCREASE NON-CONFORMITY, THE FOLLOWING WOULD BE REQ'D:

- INCREASED NON-CONFORMING SF BY 91 SF FROM 117 SF TO 208 SF
- INCREASED FRONT YARD ENCROACHMENT BY 1'-7" FROM 9'-4" TO 10'-11"
- 30% OF EXISTING GARAGE IS IN NON-COMPLIANCE - 38% OF (N) GARAGE WOULD BE IN NON-COMPLIANCE

Option B



MINIMUM ADDITION OF 4'-0" TO NORTH OF EXISTING GARAGE FOOTPRINT REQ'D TO PARK A SECOND VEHICLE. REQUIRES VARIANCE FOR 40 SF OF ADDITIONAL NON-CONFORMING STRUCTURE WITH A 10'-2" ENCROACHMENT INTO THE FRONT YARD SETBACK.

MAX. 117 SF OF EXISTING NON-CONFORMING GARAGE TO REMAIN W/ MAX. ENCROACHMENT OF 9'-4" INTO FRONT YARD SETBACK, REQUIRES VARIANCE TO REBUILD NEW GARAGE IN SAME LOCATION IN ORDER TO PROVIDE GARAGE DOOR(S) FOR TWO VEHICLES

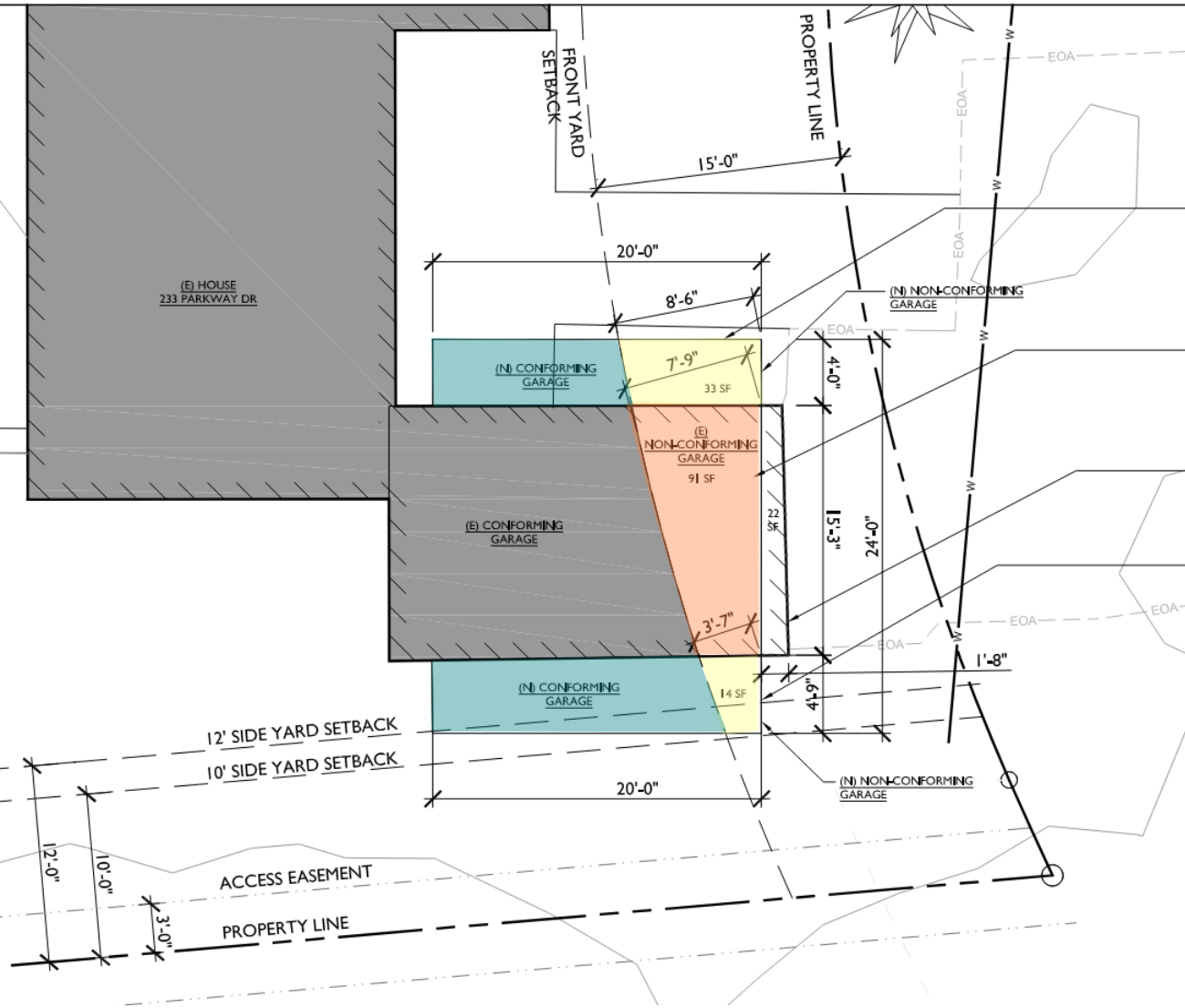
MINIMUM ADDITION OF 4'-9" TO SOUTH OF EXISTING GARAGE FOOTPRINT REQ'D TO PARK A SECOND VEHICLE. REQUIRES VARIANCE FOR 22 SF OF ADDITIONAL NON-CONFORMING STRUCTURE WITH A 5'-2" ENCROACHMENT INTO THE FRONT YARD SETBACK.

OPTION C SUMMARY:

TO BUILD A NEW TWO-VEHICLE GARAGE UTILIZING THE EXISTING NON-CONFORMING FOOTPRINT AND MINIMIZE INCREASE NON-CONFORMITY THE FOLLOWING WOULD BE REQ'D:

- INCREASED NON-CONFORMING SF BY 85 SF FROM 117 SF TO 179 SF
- INCREASED FRONT YARD ENCROACHMENT BY 10" FROM 9'-4" TO 10'-2"
- 30% OF EXISTING GARAGE IS IN NON-COMPLIANCE - 33% OF (N) GARAGE WOULD BE IN NON-COMPLIANCE

Option C



MINIMUM ADDITION OF 4'-0" TO NORTH OF REDUCED EXISTING GARAGE FOOTPRINT REQ'D TO PARK A SECOND VEHICLE. REQUIRES VARIANCE FOR 33 SF OF ADDITIONAL NON-CONFORMING STRUCTURE WITH A 8'-6" ENCROACHMENT INTO THE FRONT YARD SETBACK.

MAX. 91 SF OF EXISTING NON-CONFORMING GARAGE TO REMAIN W/ A REDUCED MAX. ENCROACHMENT OF 7'-9" INTO FRONT YARD SETBACK, REQUIRES VARIANCE TO REBUILD NEW GARAGE IN SAME LOCATION IN ORDER TO PROVIDE GARAGE DOOR(S) FOR TWO VEHICLES

FRONT PLANE OF NEW GARAGE TO BE SET 1'-8" BACK FROM EXISTING GARAGE PLANE RESULTING IN REDUCING THE NON-CONFORMING BUILDING SQUARE FOOTAGE BE 22 SF.

MINIMUM ADDITION OF 4'-9" TO SOUTH OF EXISTING GARAGE FOOTPRINT REQ'D TO PARK A SECOND VEHICLE. REQUIRES VARIANCE FOR 14 SF OF ADDITIONAL NON-CONFORMING STRUCTURE WITH A 3'-7" ENCROACHMENT INTO THE FRONT YARD SETBACK.

OPTION D SUMMARY:

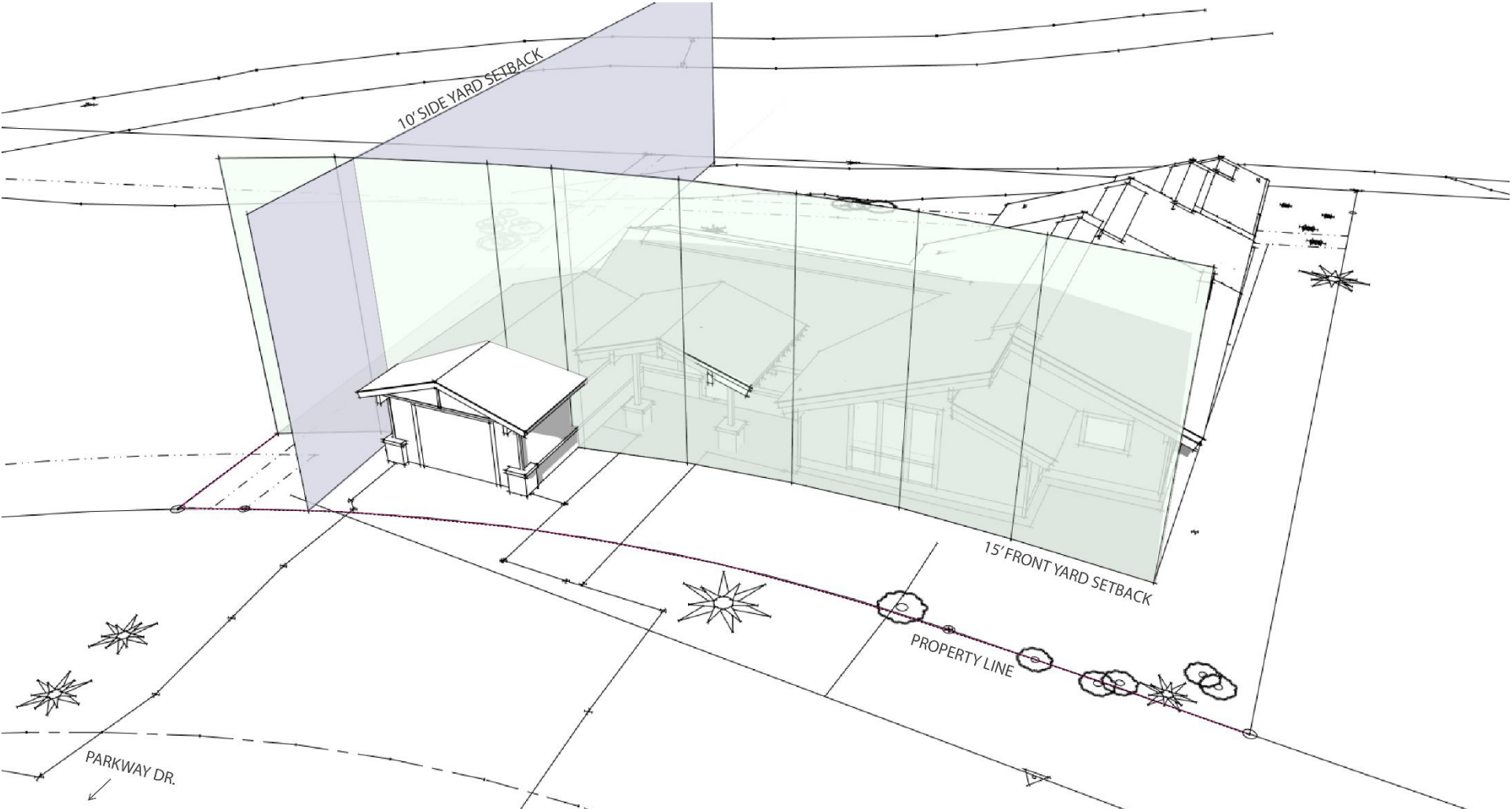
TO BUILD A NEW TWO-VEHICLE GARAGE UTILIZING A REDUCED EXISTING NON-CONFORMING FOOTPRINT TO MINIMIZE INCREASE D NON-CONFORMITY THE FOLLOWING WOULD BE REQ'D:

- NET INCREASE OF 21 SF NON-CONFORMING SF FROM 117 SF TO 138 SF
- DECREASED FRONT YARD ENCROACHMENT BY 1'-7" FROM 9'-4" TO 7'-9"
- 30% OF EXISTING GARAGE IS IN NON-COMPLIANCE, 26% OF (N) GARAGE WOULD BE IN NON-COMPLIANCE
- THIS IS MINIMUM NECESSARY TO PROVIDE 2ND OFF-STREET PARKING IN A TWO-VEHICLE GARAGE

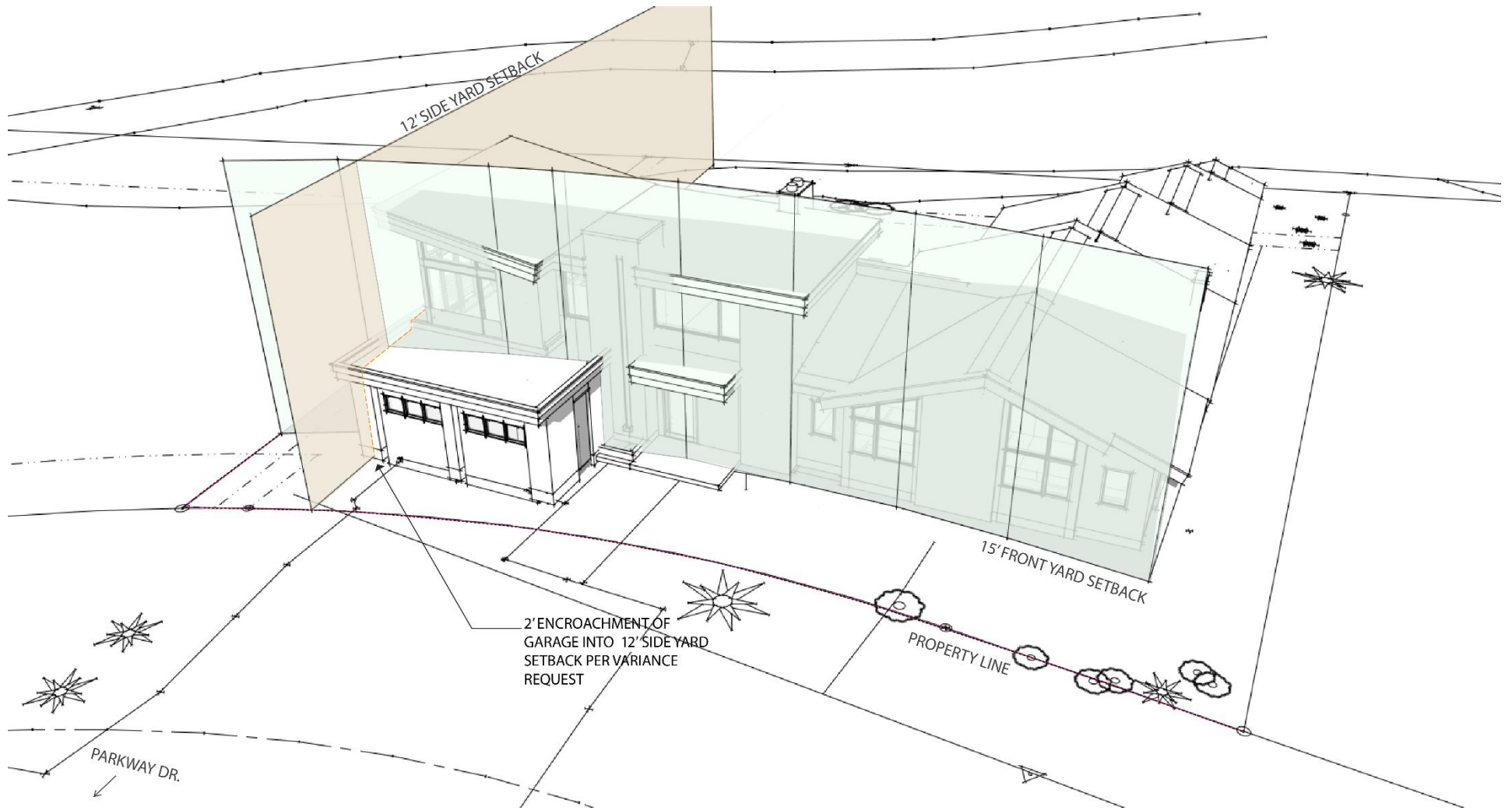
Option D – Basis for proposed variance request

Exhibit E

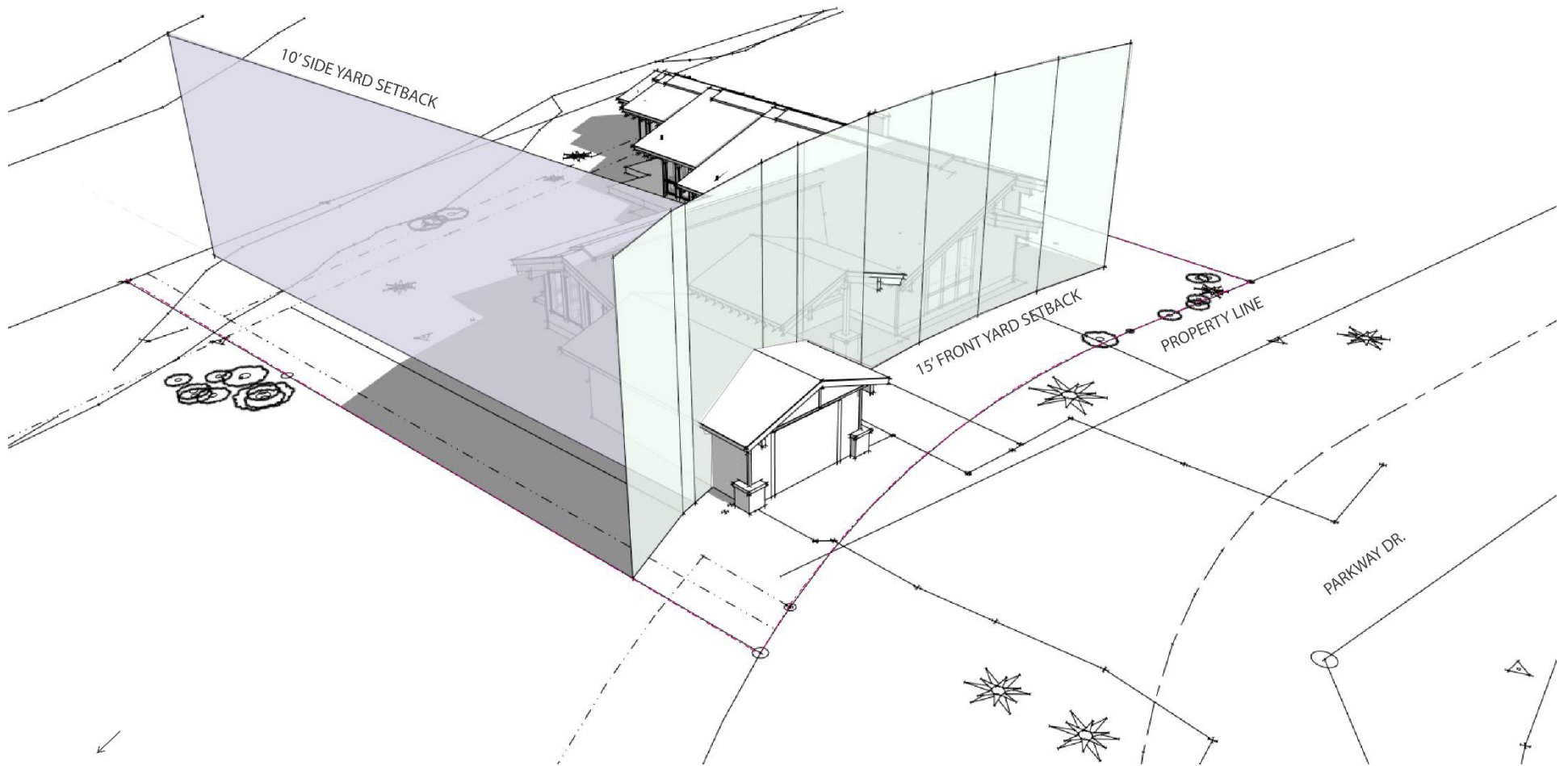
Massing Studies



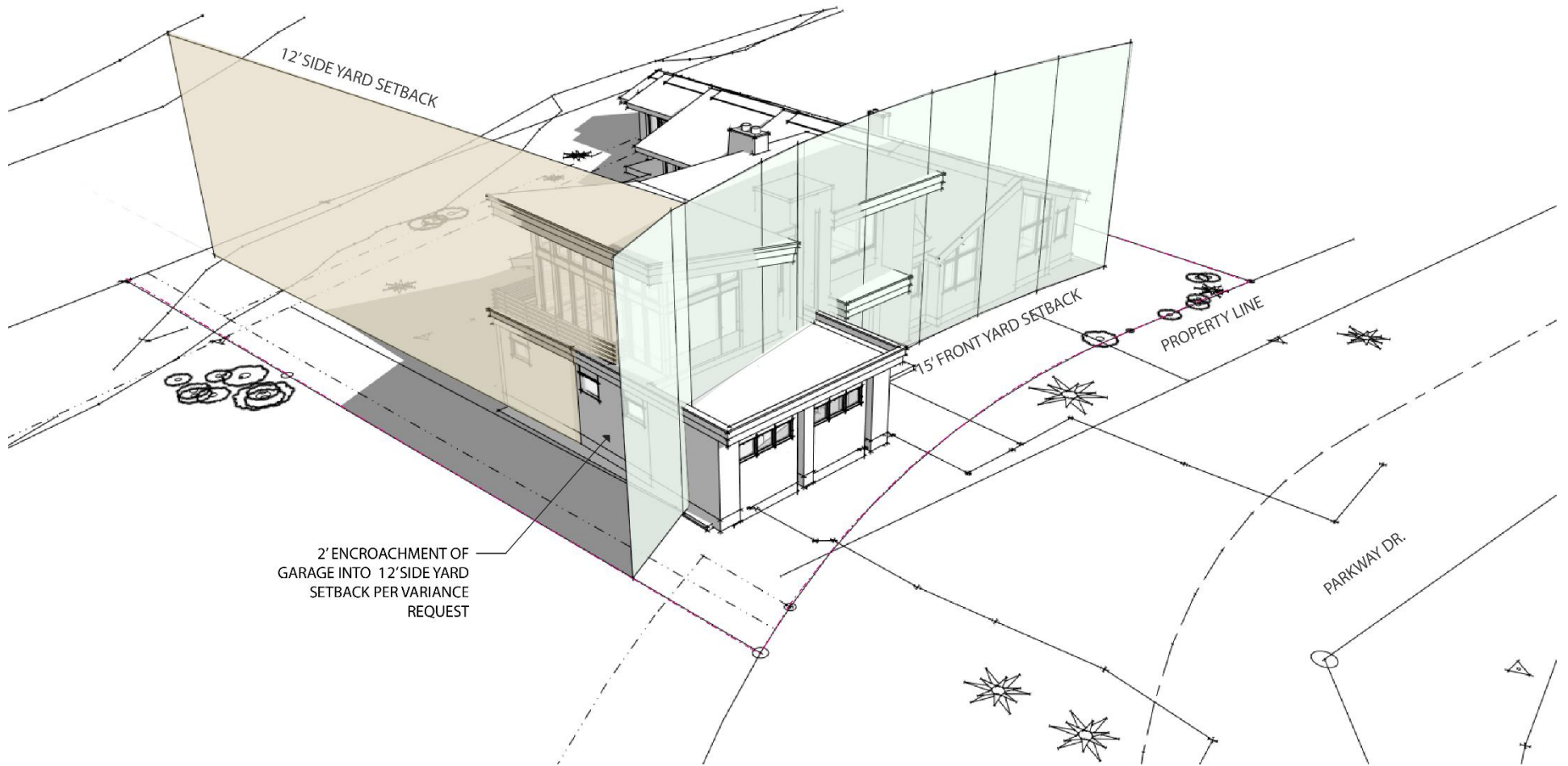
Existing Garage Massing Encroachment



Proposed Massing Encroachment



Existing Garage Massing Encroachment



Proposed Garage Massing Encroachment



Existing Garage Massing Encroachment



Proposed Garage Massing Encroachment



City of Ketchum

**Attachment 2:
Staff Report - March 5,
2026 Planning & Zoning
Commission Meeting**



**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.

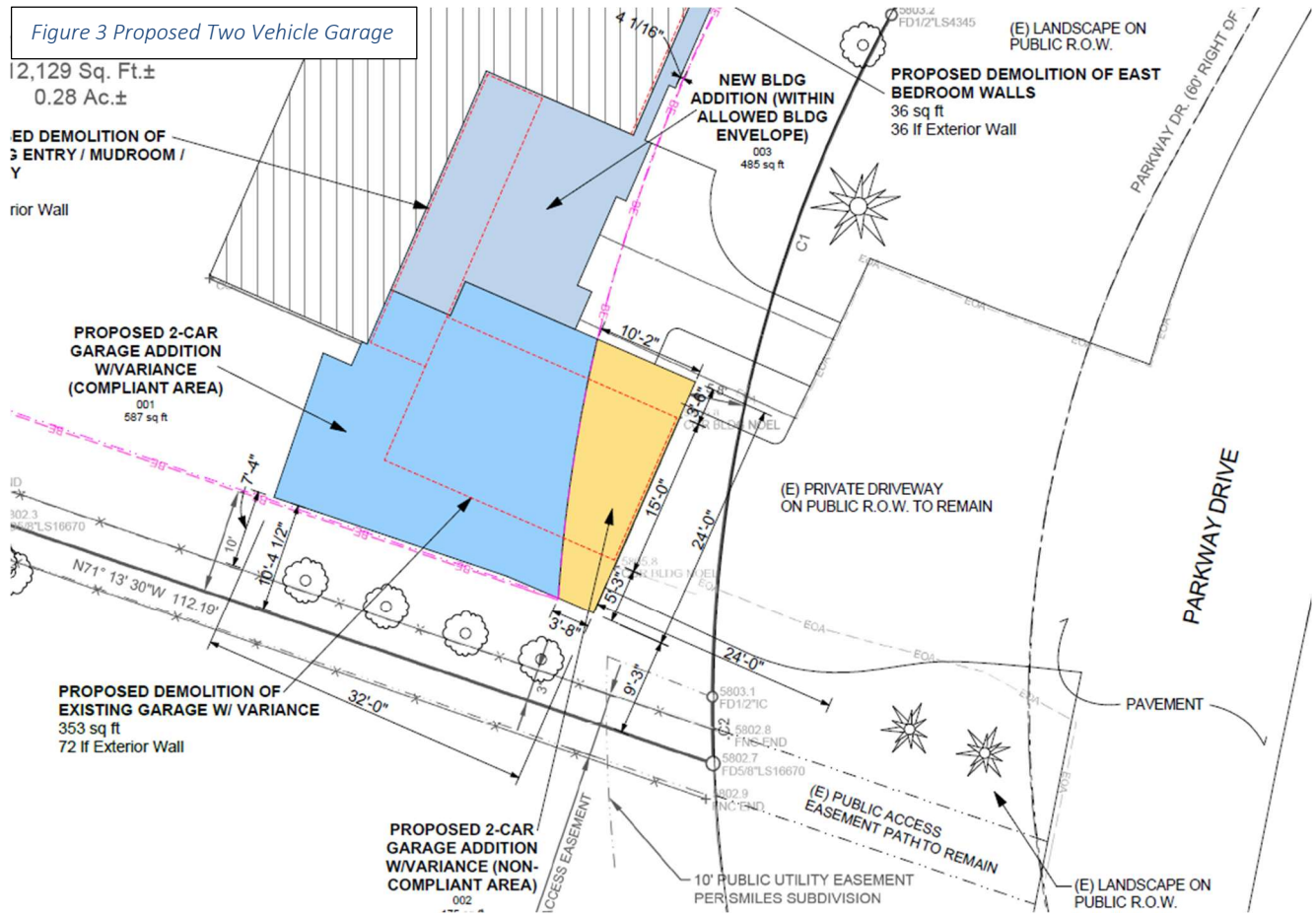


Figure 1 Existing non-conforming portion in question (head-on view)

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



City of Ketchum
Planning & Building

OFFICIAL USE ONLY
Application Number: P25-059
Date Received: 11/10/25
By: GB
Fee Paid: \$3200
Approved Date:
By:

Variance Application

Submit completed application and documentation to planningandbuilding@ketchumidaho.org Or hand deliver to Ketchum City Hall, 191 5th St. W. Ketchum, ID If you have questions, please contact the Planning and Building Department at (208) 726-7801. To view the Development Standards, visit the City website at: www.ketchumidaho.org and click on Municipal Code. You will be contacted and invoiced once your application package is complete.

OWNER/APPLICANT INFORMATION
Name: Jeff and Michelle Bruner
Phone: (805) 453-0839
Email: mesbruner@gmail.com
Mailing Address: PO Box 1891, Ketchum ID 83340
Legal Description: Parkwood Sub TI 8629
Zoning District: Limited Residential - LR
Overlay District:
ADDITIONAL INFORMATION
Requirement(s) of the Zoning Code Title 17 to be Varied: Please see attached project narrative document.
Please state the undue hardship you believe would result from the strict enforcement of this requirement: Please see attached project narrative document.
Please state the unique characteristics of the site, i.e. unique size, shape, topography or location of the property: Please see attached project narrative document.
Note: The criteria for granting a variance are listed on the reverse side of this application form.

Applicant agrees in the event of a dispute concerning the interpretation or enforcement of the Subdivision Application in which the City of Ketchum is the prevailing party to pay reasonable attorney's fees and costs, including fees and costs of appeal for the City of Ketchum. Applicant agrees to observe all City ordinances, laws and conditions imposed. Applicant agrees to defend, hold harmless and indemnify the City of Ketchum, city officials, agents and employees from and for any and all losses, claims, actions, judgments for damages, or injury to persons or property, and losses and expenses caused or incurred by Applicant, its servants, agents, employees, guests and business invitees and not caused by or arising out of the tortuous conduct of city or its officials, agents or employees. Applicant certifies that s/he has read and examined this application and that all information contained herein is true and correct.

Applicant Signature

10/31/2025

Date

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

Table of Contents:

- I. Introduction
- II. Application for Variance
- III. Variance Application Criteria
- IV. Exhibit A – Variance Drawings dated 10.23.2025
- 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.

- ① Homes that have at least two-vehicle garage (many have three to four vehicle garages)
- ② 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

General Drawings
 G-001 Cover Sheet
 G-002 Variance Site Diagrams
 G-003 Variance Massing Diagrams

Architectural Site Plans
 AS-001 Existing Building & Site Plan
 AS-002 Proposed Building & Site Plan
 AS-003 Existing Public R.O.W. Areas
 AS-004 Proposed Public R.O.W. Adjustments
 AS-005 Proposed Addition Views

Floor Plans
 A-101 Floor Plans

Elevations
 A-201 East Elevation
 A-202 South Elevation
 A-203 West Elevation
 A-204 North Elevation

3D Representations
 A-901 3D Views
 A-902 3D Views

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

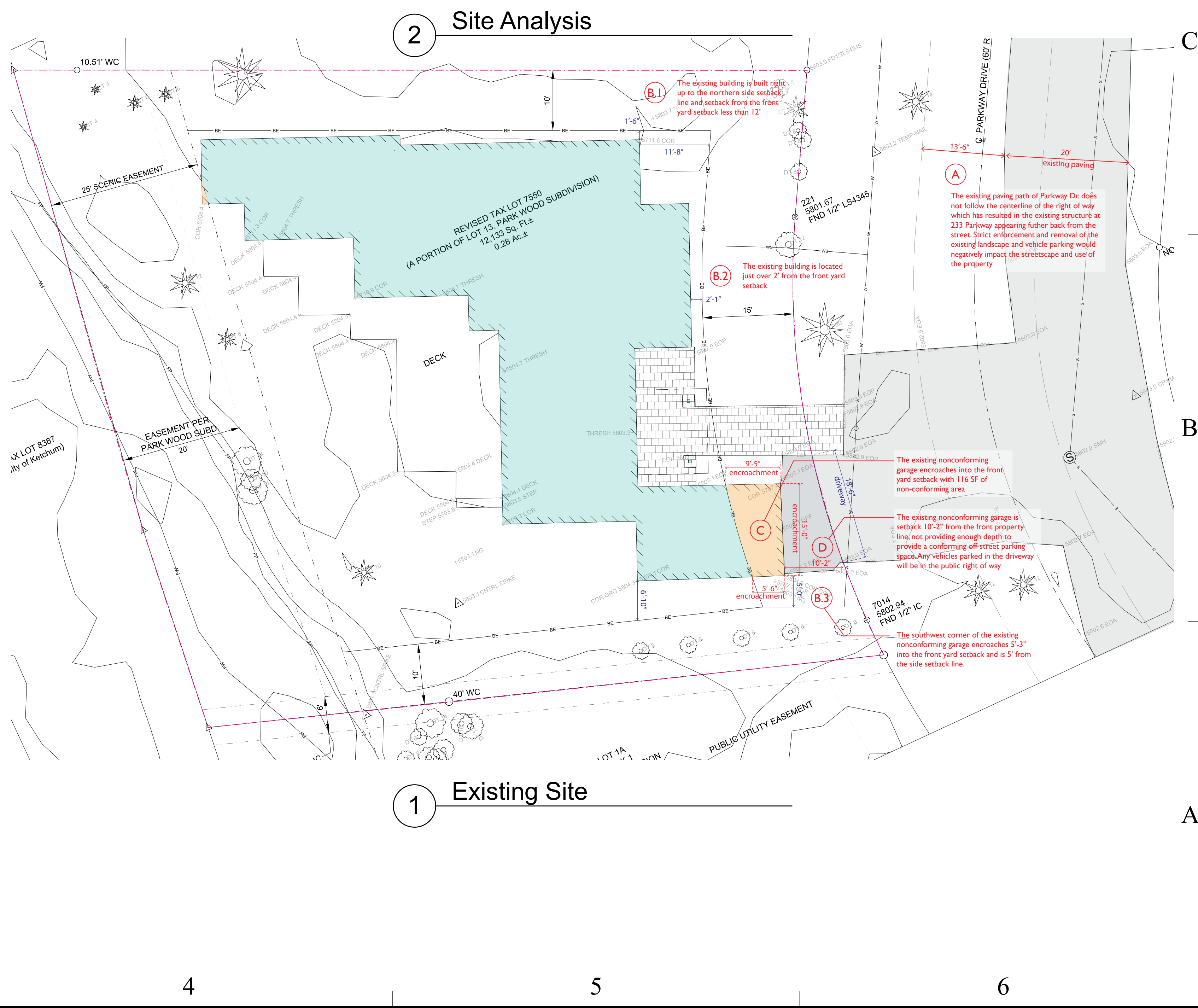
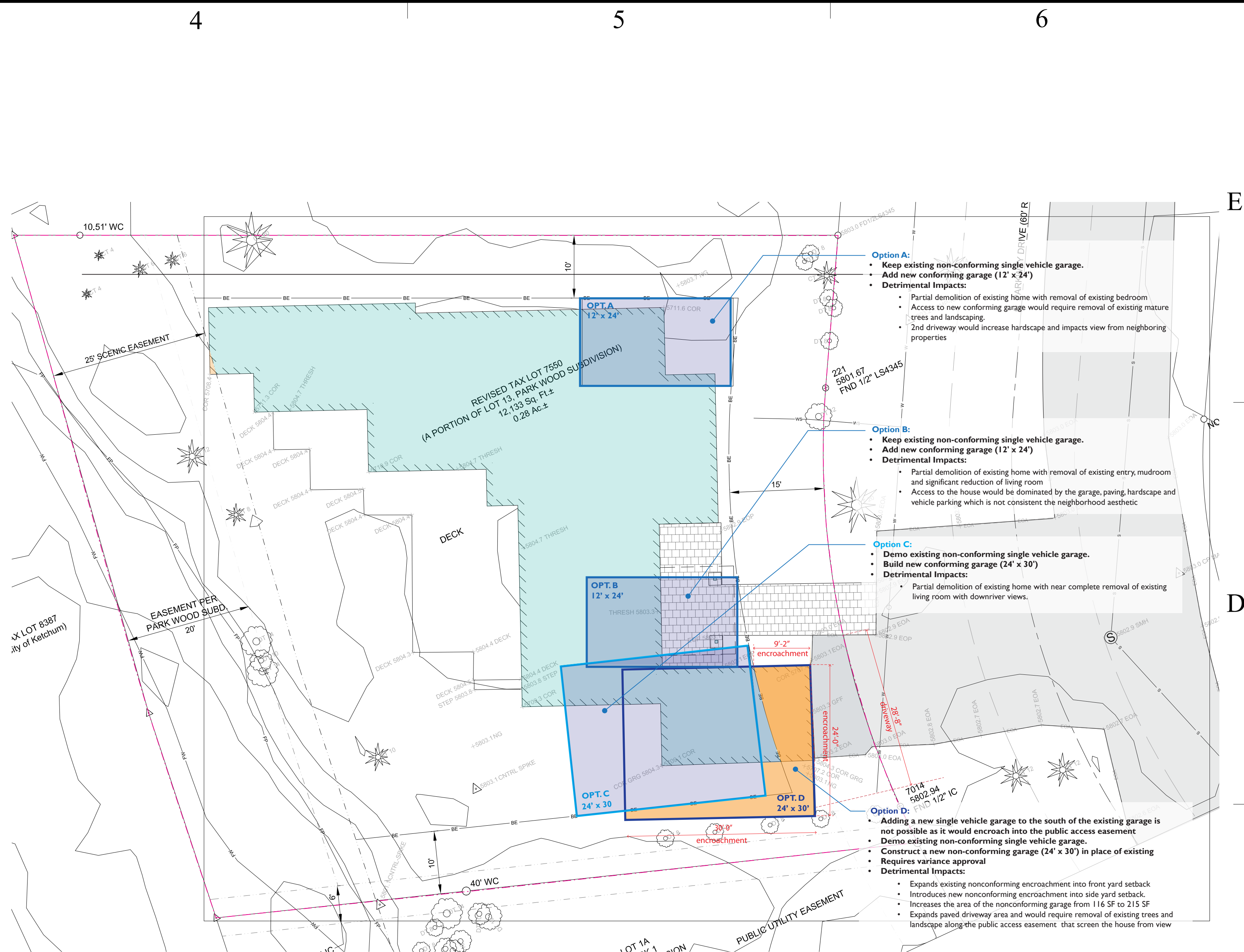
PROJECT NO: 2402
 MODEL FILE:
 251023_233-Parkway-Variance-Application.pln
 DRAWN BY: Darshan A. / Dan M.
 COPYRIGHT:

SHEET TITLE
 Cover Sheet

G-001

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln



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

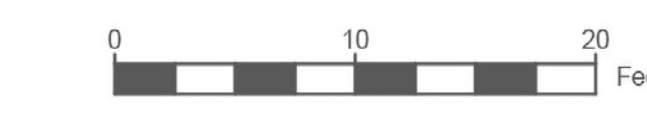
LICENSED ARCHITECT
 AR 987650
 DARSHAN AMRIT
 STATE OF IDAHO

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

PROJECT NO: 2402
 MODEL FILE:
 251023_233-Parkway-Variance-Application.pln
 DRAWN BY: Darshan A. / Dan M.
 COPYRIGHT:

SHEET TITLE
 Variance Site Diagrams

G-002

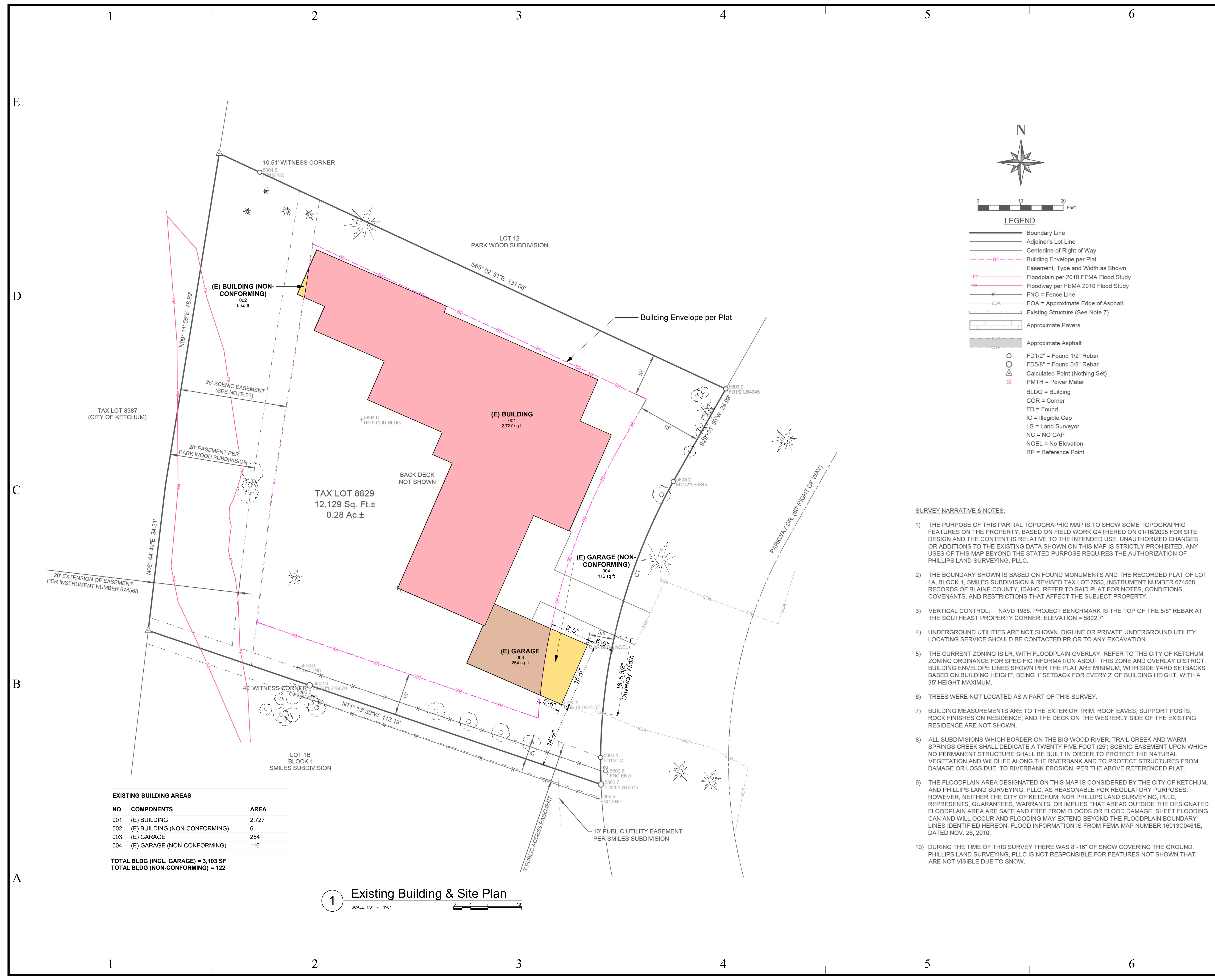


LEGEND

- Boundary Line
- Adjoiner's Lot Line
- Centerline of Right of Way
- - - BE - Building Envelope per Plat
- - - Easement, Type and Width as Shown
- - - FP - Floodplain per 2010 FEMA Flood Study
- - - FW - Floodway per FEMA 2010 Flood Study
- - - FNC - Fence Line
- - - EOA - Approximate Edge of Asphalt
- - - Existing Structure (See Note 7)
- - - Approximate Pavers
- EOA - Approximate Asphalt
- FD1/2" = Found 1/2" Rebar
- FD5/8" = Found 5/8" Rebar
- △ Calculated Point (Nothing Set)
- ⊕ PMTR = Power Meter
- BLDG = Building
- COR = Corner
- FD = Found
- IC = Illegible Cap
- LS = Land Surveyor
- NC = NO CAP
- NOEL = No Elevation
- RP = Reference Point

SURVEY NARRATIVE & NOTES:

- 1) THE PURPOSE OF THIS PARTIAL TOPOGRAPHIC MAP IS TO SHOW SOME TOPOGRAPHIC FEATURES ON THE PROPERTY, BASED ON FIELD WORK GATHERED ON 01/16/2025 FOR SITE DESIGN AND THE CONTENT IS RELATIVE TO THE INTENDED USE. UNAUTHORIZED CHANGES OR ADDITIONS TO THE EXISTING DATA SHOWN ON THIS MAP IS STRICTLY PROHIBITED. ANY USES OF THIS MAP BEYOND THE STATED PURPOSE REQUIRES THE AUTHORIZATION OF PHILLIPS LAND SURVEYING, PLLC.
- 2) THE BOUNDARY SHOWN IS BASED ON FOUND MONUMENTS AND THE RECORDED PLAT OF LOT 1A, BLOCK 1, SMILES SUBDIVISION & REVISED TAX LOT 7550, INSTRUMENT NUMBER 674568, RECORDS OF BLAINE COUNTY, IDAHO. REFER TO SAID PLAT FOR NOTES, CONDITIONS, COVENANTS, AND RESTRICTIONS THAT AFFECT THE SUBJECT PROPERTY.
- 3) VERTICAL CONTROL: NAVD 1988. PROJECT BENCHMARK IS THE TOP OF THE 5/8" REBAR AT THE SOUTHEAST PROPERTY CORNER, ELEVATION = 5802.7'
- 4) UNDERGROUND UTILITIES ARE NOT SHOWN. DIGLINE OR PRIVATE UNDERGROUND UTILITY LOCATING SERVICE SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION.
- 5) THE CURRENT ZONING IS LR, WITH FLOODPLAIN OVERLAY. REFER TO THE CITY OF KETCHUM ZONING ORDINANCE FOR SPECIFIC INFORMATION ABOUT THIS ZONE AND OVERLAY DISTRICT. BUILDING ENVELOPE LINES SHOWN PER THE PLAT ARE MINIMUM, WITH SIDE YARD SETBACKS BASED ON BUILDING HEIGHT, BEING 1' SETBACK FOR EVERY 2' OF BUILDING HEIGHT, WITH A 35' HEIGHT MAXIMUM.
- 6) TREES WERE NOT LOCATED AS A PART OF THIS SURVEY.
- 7) BUILDING MEASUREMENTS ARE TO THE EXTERIOR TRIM. ROOF EAVES, SUPPORT POSTS, ROCK FINISHES ON RESIDENCE, AND THE DECK ON THE WESTERLY SIDE OF THE EXISTING RESIDENCE ARE NOT SHOWN.
- 8) ALL SUBDIVISIONS WHICH BORDER ON THE BIG WOOD RIVER, TRAIL CREEK AND WARM SPRINGS CREEK SHALL DEDICATE A TWENTY FIVE FOOT (25') SCENIC EASEMENT UPON WHICH NO PERMANENT STRUCTURE SHALL BE BUILT IN ORDER TO PROTECT THE NATURAL VEGETATION AND WILDLIFE ALONG THE RIVERBANK AND TO PROTECT STRUCTURES FROM DAMAGE OR LOSS DUE TO RIVERBANK EROSION, PER THE ABOVE REFERENCED PLAT.
- 9) THE FLOODPLAIN AREA DESIGNATED ON THIS MAP IS CONSIDERED BY THE CITY OF KETCHUM, AND PHILLIPS LAND SURVEYING, PLLC, AS REASONABLE FOR REGULATORY PURPOSES. HOWEVER, NEITHER THE CITY OF KETCHUM, NOR PHILLIPS LAND SURVEYING, PLLC, REPRESENTS, GUARANTEES, WARRANTS, OR IMPLIES THAT AREAS OUTSIDE THE DESIGNATED FLOODPLAIN AREA ARE SAFE AND FREE FROM FLOODS OR FLOOD DAMAGE. SHEET FLOODING CAN AND WILL OCCUR AND FLOODING MAY EXTEND BEYOND THE FLOODPLAIN BOUNDARY LINES IDENTIFIED HEREON. FLOOD INFORMATION IS FROM FEMA MAP NUMBER 16013C0461E, DATED NOV. 26, 2010.
- 10) DURING THE TIME OF THIS SURVEY THERE WAS 8"-16" OF SNOW COVERING THE GROUND. PHILLIPS LAND SURVEYING, PLLC IS NOT RESPONSIBLE FOR FEATURES NOT SHOWN THAT ARE NOT VISIBLE DUE TO SNOW.



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"



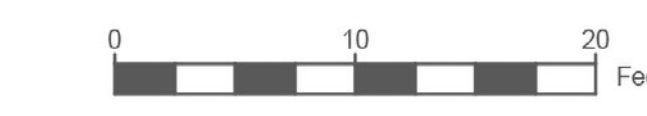
D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

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

PROJECT NO: 2402
MODEL FILE:
251023_233-Parkway-Variance-Application.pln
DRAWN BY: Darshan A. / Dan M.
COPYRIGHT:

SHEET TITLE
Existing Building & Site Plan

AS-001

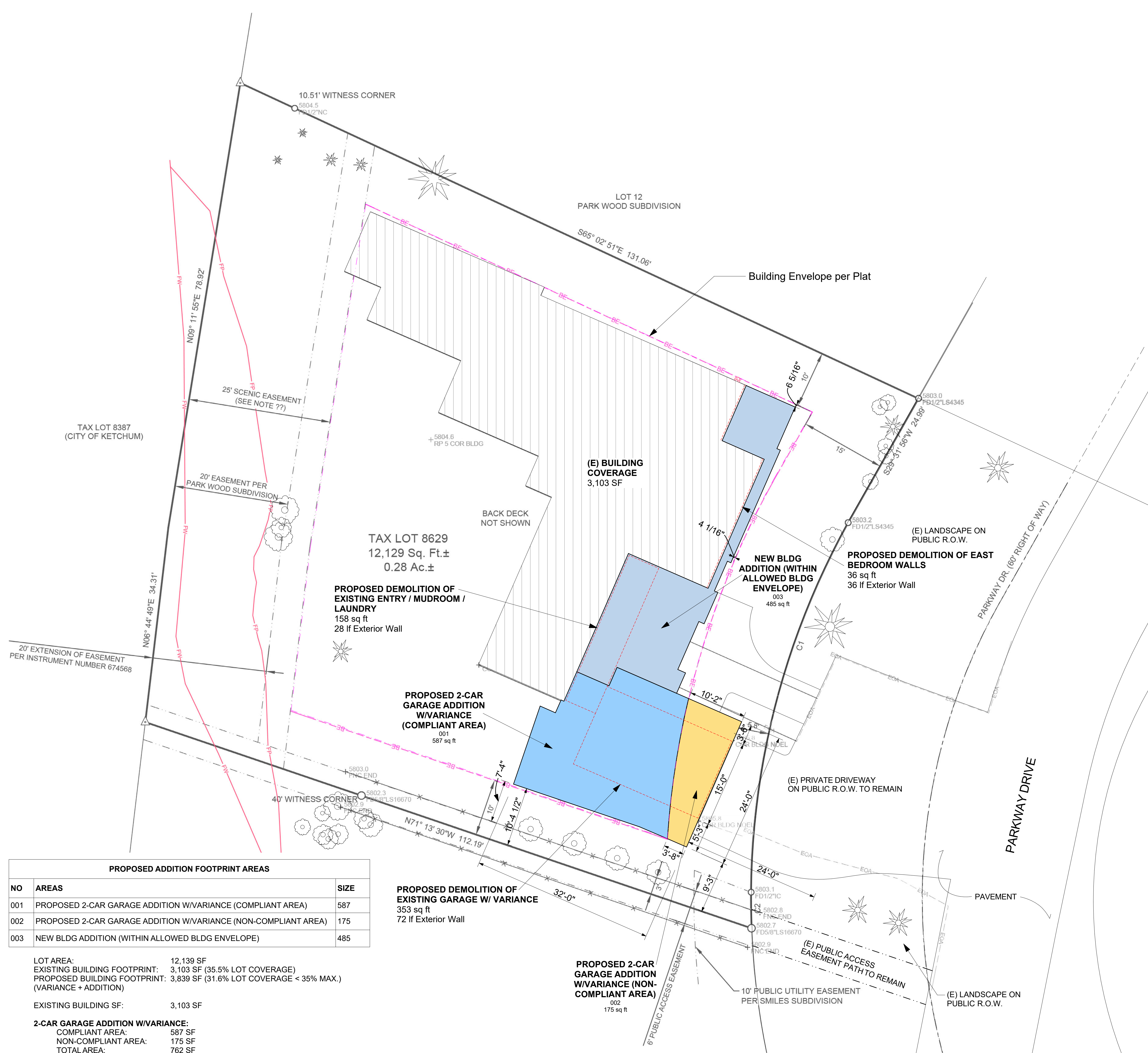


LEGEND

- Boundary Line
- Adjoiner's Lot Line
- Centerline of Right of Way
- Building Envelope per Plat
- Easement, Type and Width as Shown
- Floodplain per 2010 FEMA Flood Study
- Floodway per FEMA 2010 Flood Study
- FNC = Fence Line
- EOA = Approximate Edge of Asphalt
- Existing Structure (See Note 7)
- Approximate Pavers
- Approximate Asphalt
- FD1/2" = Found 1/2" Rebar
- FD5/8" = Found 5/8" Rebar
- Calculated Point (Nothing Set)
- PMTR = Power Meter
- BLDG = Building
- COR = Corner
- FD = Found
- IC = Illegible Cap
- LS = Land Surveyor
- NC = NO CAP
- NOEL = No Elevation
- RP = Reference Point

SURVEY NARRATIVE & NOTES:

- THE PURPOSE OF THIS PARTIAL TOPOGRAPHIC MAP IS TO SHOW SOME TOPOGRAPHIC FEATURES ON THE PROPERTY, BASED ON FIELD WORK GATHERED ON 01/16/2025 FOR SITE DESIGN AND THE CONTENT IS RELATIVE TO THE INTENDED USE. UNAUTHORIZED CHANGES OR ADDITIONS TO THE EXISTING DATA SHOWN ON THIS MAP IS STRICTLY PROHIBITED, ANY USES OF THIS MAP BEYOND THE STATED PURPOSE REQUIRES THE AUTHORIZATION OF PHILLIPS LAND SURVEYING, PLLC.
- THE BOUNDARY SHOWN IS BASED ON FOUND MONUMENTS AND THE RECORDED PLAT OF LOT 1A, BLOCK 1, SMILES SUBDIVISION & REVISED TAX LOT 7550, INSTRUMENT NUMBER 674568, RECORDS OF BLAINE COUNTY, IDAHO. REFER TO SAID PLAT FOR NOTES, CONDITIONS, COVENANTS, AND RESTRICTIONS THAT AFFECT THE SUBJECT PROPERTY.
- VERTICAL CONTROL: NAVD 1988. PROJECT BENCHMARK IS THE TOP OF THE 5/8" REBAR AT THE SOUTHEAST PROPERTY CORNER, ELEVATION = 5802.7'
- UNDERGROUND UTILITIES ARE NOT SHOWN. DIGLINE OR PRIVATE UNDERGROUND UTILITY LOCATING SERVICE SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION.
- THE CURRENT ZONING IS LR, WITH FLOODPLAIN OVERLAY. REFER TO THE CITY OF KETCHUM ZONING ORDINANCE FOR SPECIFIC INFORMATION ABOUT THIS ZONE AND OVERLAY DISTRICT. BUILDING ENVELOPE LINES SHOWN PER THE PLAT ARE MINIMUM, WITH SIDE YARD SETBACKS BASED ON BUILDING HEIGHT, BEING 1' SETBACK FOR EVERY 2' OF BUILDING HEIGHT, WITH A 35' HEIGHT MAXIMUM.
- TREES WERE NOT LOCATED AS A PART OF THIS SURVEY.
- BUILDING MEASUREMENTS ARE TO THE EXTERIOR TRIM, ROOF EAVES, SUPPORT POSTS, ROCK FINISHES ON RESIDENCE, AND THE DECK ON THE WESTERLY SIDE OF THE EXISTING RESIDENCE ARE NOT SHOWN.
- ALL SUBDIVISIONS WHICH BORDER ON THE BIG WOOD RIVER, TRAIL CREEK AND WARM SPRINGS CREEK SHALL DEDICATE A TWENTY FIVE FOOT (25') SCENIC EASEMENT UPON WHICH NO PERMANENT STRUCTURE SHALL BE BUILT IN ORDER TO PROTECT THE NATURAL VEGETATION AND WILDLIFE ALONG THE RIVERBANK AND TO PROTECT STRUCTURES FROM DAMAGE OR LOSS DUE TO RIVERBANK EROSION, PER THE ABOVE REFERENCED PLAT.
- THE FLOODPLAIN AREA DESIGNATED ON THIS MAP IS CONSIDERED BY THE CITY OF KETCHUM, AND PHILLIPS LAND SURVEYING, PLLC, AS REASONABLE FOR REGULATORY PURPOSES. HOWEVER, NEITHER THE CITY OF KETCHUM, NOR PHILLIPS LAND SURVEYING, PLLC, REPRESENTS, GUARANTEES, WARRANTS, OR IMPLIES THAT AREAS OUTSIDE THE DESIGNATED FLOODPLAIN AREA ARE SAFE AND FREE FROM FLOODS OR FLOOD DAMAGE. SHEET FLOODING CAN AND WILL OCCUR AND FLOODING MAY EXTEND BEYOND THE FLOODPLAIN BOUNDARY LINES IDENTIFIED HEREON. FLOOD INFORMATION IS FROM FEMA MAP NUMBER 16013C0461E, DATED NOV. 26, 2010.
- DURING THE TIME OF THIS SURVEY THERE WAS 8"-16" OF SNOW COVERING THE GROUND. PHILLIPS LAND SURVEYING, PLLC IS NOT RESPONSIBLE FOR FEATURES NOT SHOWN THAT ARE NOT VISIBLE DUE TO SNOW.



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

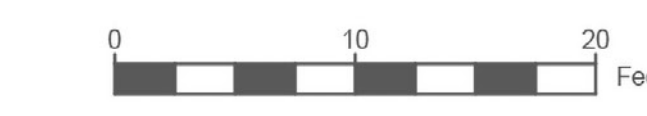
PROPOSED BUILDING SF: 4,619 SF

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	353 sq ft
72 lf Exterior Wall	

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

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln



LEGEND

- Boundary Line
- Adjoiner's Lot Line
- Centerline of Right of Way
- Building Envelope per Plat
- Easement, Type and Width as Shown
- Floodplain per 2010 FEMA Flood Study
- Floodway per FEMA 2010 Flood Study
- FNC = Fence Line
- EOA = Approximate Edge of Asphalt
- Existing Structure (See Note 7)
- Approximate Pavers
- Approximate Asphalt
- FD1/2" = Found 1/2" Rebar
- FD5/8" = Found 5/8" Rebar
- Calculated Point (Nothing Set)
- PMTR = Power Meter
- BLDG = Building
- COR = Corner
- FD = Found
- IC = Illegible Cap
- LS = Land Surveyor
- NC = NO CAP
- NOEL = No Elevation
- RP = Reference Point

SURVEY NARRATIVE & NOTES:

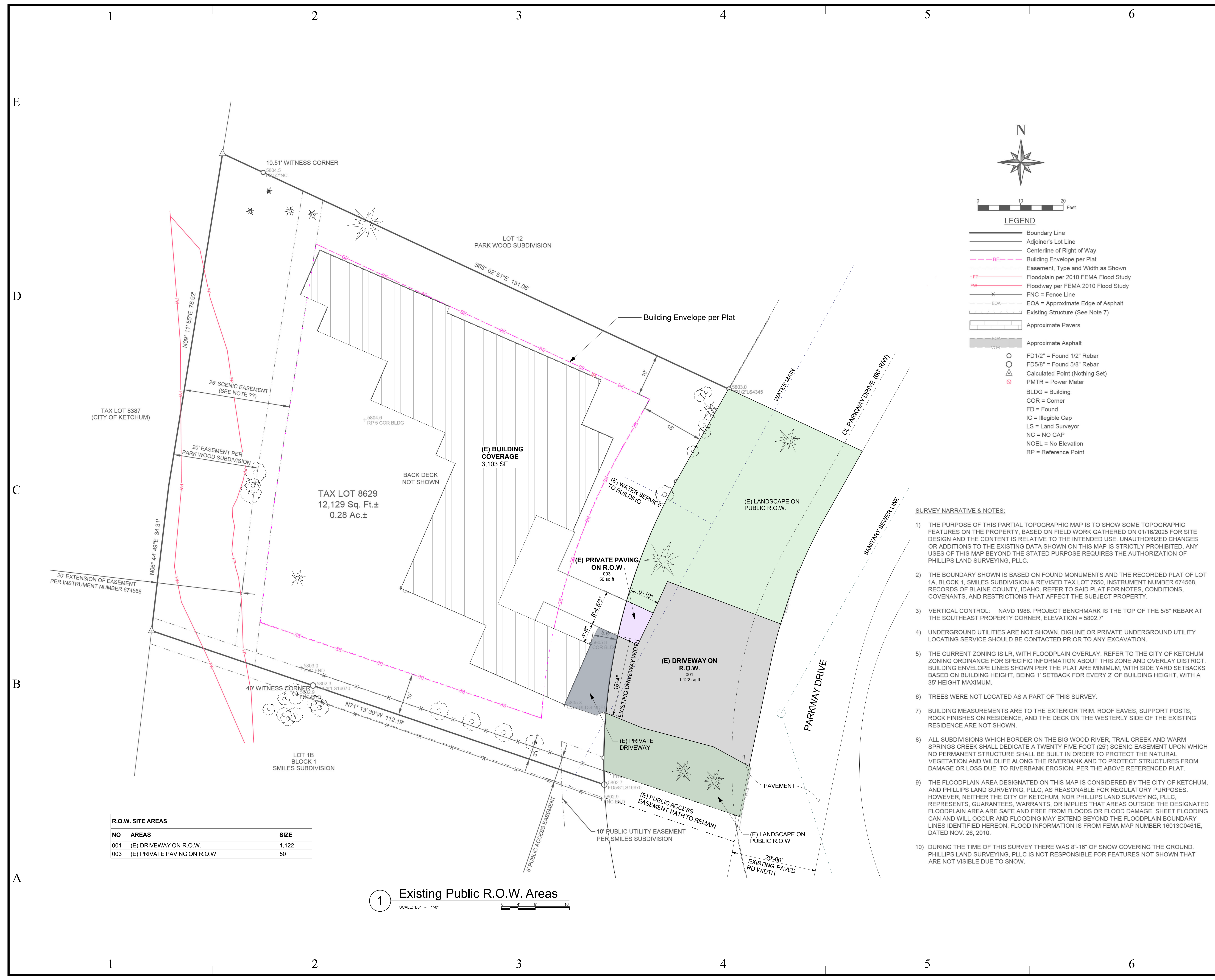
- THE PURPOSE OF THIS PARTIAL TOPOGRAPHIC MAP IS TO SHOW SOME TOPOGRAPHIC FEATURES ON THE PROPERTY, BASED ON FIELD WORK GATHERED ON 01/16/2025 FOR SITE DESIGN AND THE CONTENT IS RELATIVE TO THE INTENDED USE. UNAUTHORIZED CHANGES OR ADDITIONS TO THE EXISTING DATA SHOWN ON THIS MAP IS STRICTLY PROHIBITED. ANY USES OF THIS MAP BEYOND THE STATED PURPOSE REQUIRES THE AUTHORIZATION OF PHILLIPS LAND SURVEYING, PLLC.
- THE BOUNDARY SHOWN IS BASED ON FOUND MONUMENTS AND THE RECORDED PLAT OF LOT 1A, BLOCK 1, SMILES SUBDIVISION & REVISED TAX LOT 7550, INSTRUMENT NUMBER 674568, RECORDS OF BLAINE COUNTY, IDAHO. REFER TO SAID PLAT FOR NOTES, CONDITIONS, COVENANTS, AND RESTRICTIONS THAT AFFECT THE SUBJECT PROPERTY.
- VERTICAL CONTROL: NAVD 1988. PROJECT BENCHMARK IS THE TOP OF THE 5/8" REBAR AT THE SOUTHEAST PROPERTY CORNER, ELEVATION = 5802.7'
- UNDERGROUND UTILITIES ARE NOT SHOWN. DIGLINE OR PRIVATE UNDERGROUND UTILITY LOCATING SERVICE SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION.
- THE CURRENT ZONING IS LR, WITH FLOODPLAIN OVERLAY. REFER TO THE CITY OF KETCHUM ZONING ORDINANCE FOR SPECIFIC INFORMATION ABOUT THIS ZONE AND OVERLAY DISTRICT. BUILDING ENVELOPE LINES SHOWN PER THE PLAT ARE MINIMUM, WITH SIDE YARD SETBACKS BASED ON BUILDING HEIGHT, BEING 1' SETBACK FOR EVERY 2' OF BUILDING HEIGHT, WITH A 35' HEIGHT MAXIMUM.
- TREES WERE NOT LOCATED AS A PART OF THIS SURVEY.
- BUILDING MEASUREMENTS ARE TO THE EXTERIOR TRIM. ROOF EAVES, SUPPORT POSTS, ROCK FINISHES ON RESIDENCE, AND THE DECK ON THE WESTERLY SIDE OF THE EXISTING RESIDENCE ARE NOT SHOWN.
- ALL SUBDIVISIONS WHICH BORDER ON THE BIG WOOD RIVER, TRAIL CREEK AND WARM SPRINGS CREEK SHALL DEDICATE A TWENTY FIVE FOOT (25') SCENIC EASEMENT UPON WHICH NO PERMANENT STRUCTURE SHALL BE BUILT IN ORDER TO PROTECT THE NATURAL VEGETATION AND WILDLIFE ALONG THE RIVERBANK AND TO PROTECT STRUCTURES FROM DAMAGE OR LOSS DUE TO RIVERBANK EROSION, PER THE ABOVE REFERENCED PLAT.
- THE FLOODPLAIN AREA DESIGNATED ON THIS MAP IS CONSIDERED BY THE CITY OF KETCHUM, AND PHILLIPS LAND SURVEYING, PLLC, AS REASONABLE FOR REGULATORY PURPOSES. HOWEVER, NEITHER THE CITY OF KETCHUM, NOR PHILLIPS LAND SURVEYING, PLLC, REPRESENTS, GUARANTEES, WARRANTS, OR IMPLIES THAT AREAS OUTSIDE THE DESIGNATED FLOODPLAIN AREA ARE SAFE AND FREE FROM FLOODS OR FLOOD DAMAGE. SHEET FLOODING CAN AND WILL OCCUR AND FLOODING MAY EXTEND BEYOND THE FLOODPLAIN BOUNDARY LINES IDENTIFIED HEREON. FLOOD INFORMATION IS FROM FEMA MAP NUMBER 16013C0461E, DATED NOV. 26, 2010.
- DURING THE TIME OF THIS SURVEY THERE WAS 8"-16" OF SNOW COVERING THE GROUND. PHILLIPS LAND SURVEYING, PLLC IS NOT RESPONSIBLE FOR FEATURES NOT SHOWN THAT ARE NOT VISIBLE DUE TO SNOW.

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



D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln



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: 251023_233-Parkway-Variance-Application.pln
DRAWN BY: Darshan A. / Dan M.
COPYRIGHT:

SHEET TITLE
Existing Public R.O.W. Areas

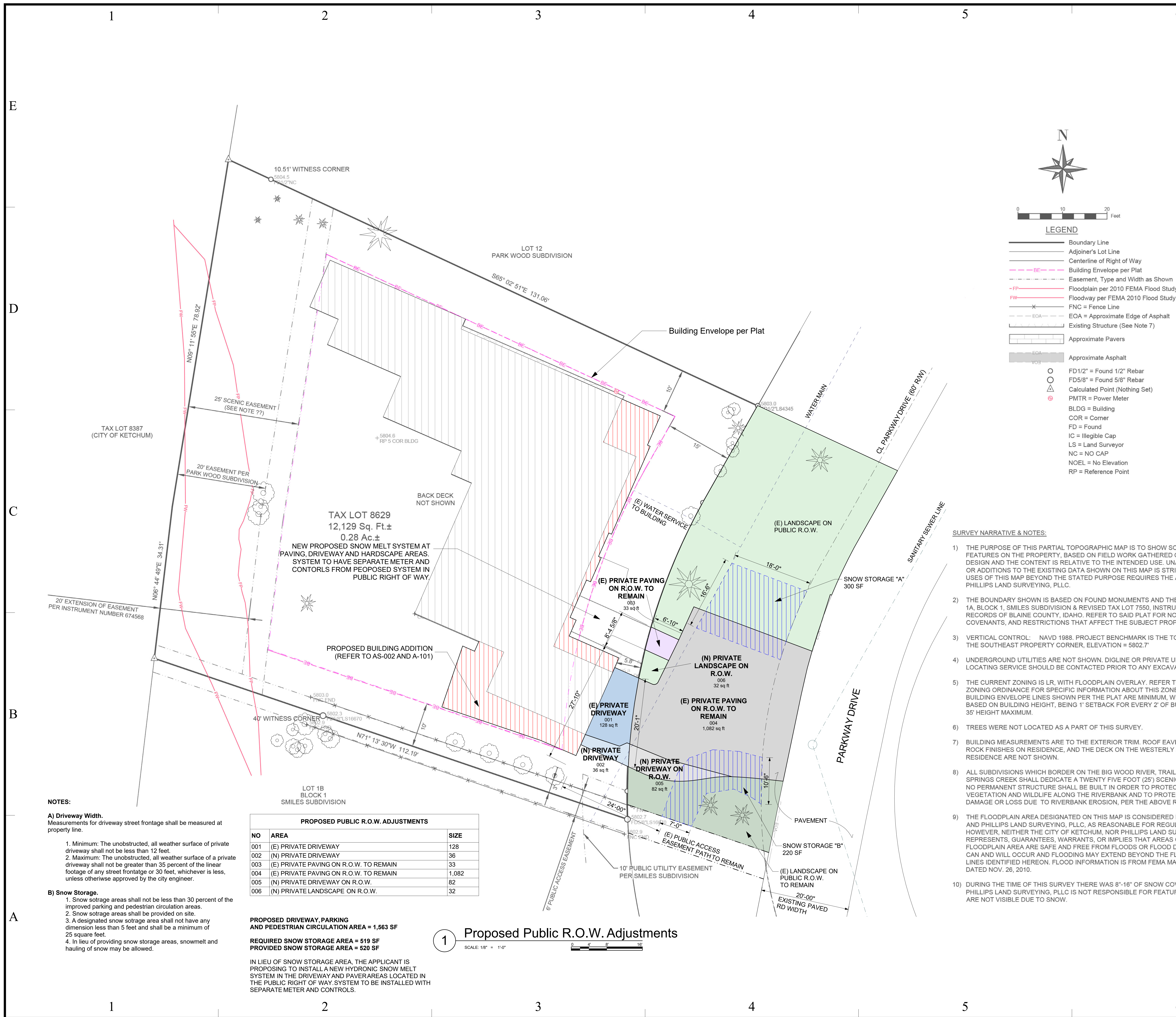
AS-003

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

PROJECT NO: 2402
 MODEL FILE:
 251023_233-Parkway-Variance-Application.pln
 DRAWN BY: Darshan A. / Dan M.
 COPYRIGHT:

SHEET TITLE
 Proposed Public R.O.W. Adjustments

AS-004



- SURVEY NARRATIVE & NOTES:**
- 1) THE PURPOSE OF THIS PARTIAL TOPOGRAPHIC MAP IS TO SHOW SOME TOPOGRAPHIC FEATURES ON THE PROPERTY, BASED ON FIELD WORK GATHERED ON 01/16/2025 FOR SITE DESIGN AND THE CONTENT IS RELATIVE TO THE INTENDED USE. UNAUTHORIZED CHANGES OR ADDITIONS TO THE EXISTING DATA SHOWN ON THIS MAP IS STRICTLY PROHIBITED, ANY USES OF THIS MAP BEYOND THE STATED PURPOSE REQUIRES THE AUTHORIZATION OF PHILLIPS LAND SURVEYING, PLLC.
 - 2) THE BOUNDARY SHOWN IS BASED ON FOUND MONUMENTS AND THE RECORDED PLAT OF LOT 1A, BLOCK 1, SMILES SUBDIVISION & REVISED TAX LOT 7550, INSTRUMENT NUMBER 674568, RECORDS OF BLAINE COUNTY, IDAHO. REFER TO SAID PLAT FOR NOTES, CONDITIONS, COVENANTS, AND RESTRICTIONS THAT AFFECT THE SUBJECT PROPERTY.
 - 3) VERTICAL CONTROL: NAVD 1988. PROJECT BENCHMARK IS THE TOP OF THE 5/8" REBAR AT THE SOUTHEAST PROPERTY CORNER, ELEVATION = 5802.7'
 - 4) UNDERGROUND UTILITIES ARE NOT SHOWN. DIGLINE OR PRIVATE UNDERGROUND UTILITY LOCATING SERVICE SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION.
 - 5) THE CURRENT ZONING IS LR, WITH FLOODPLAIN OVERLAY. REFER TO THE CITY OF KETCHUM ZONING ORDINANCE FOR SPECIFIC INFORMATION ABOUT THIS ZONE AND OVERLAY DISTRICT. BUILDING ENVELOPE LINES SHOWN PER THE PLAT ARE MINIMUM, WITH SIDE YARD SETBACKS BASED ON BUILDING HEIGHT, BEING 1' SETBACK FOR EVERY 2' OF BUILDING HEIGHT, WITH A 35' HEIGHT MAXIMUM.
 - 6) TREES WERE NOT LOCATED AS A PART OF THIS SURVEY.
 - 7) BUILDING MEASUREMENTS ARE TO THE EXTERIOR TRIM, ROOF EAVES, SUPPORT POSTS, ROCK FINISHES ON RESIDENCE, AND THE DECK ON THE WESTERLY SIDE OF THE EXISTING RESIDENCE ARE NOT SHOWN.
 - 8) ALL SUBDIVISIONS WHICH BORDER ON THE BIG WOOD RIVER, TRAIL CREEK AND WARM SPRINGS CREEK SHALL DEDICATE A TWENTY FIVE FOOT (25') SCENIC EASEMENT UPON WHICH NO PERMANENT STRUCTURE SHALL BE BUILT IN ORDER TO PROTECT THE NATURAL VEGETATION AND WILDLIFE ALONG THE RIVERBANK AND TO PROTECT STRUCTURES FROM DAMAGE OR LOSS DUE TO RIVERBANK EROSION, PER THE ABOVE REFERENCED PLAT.
 - 9) THE FLOODPLAIN AREA DESIGNATED ON THIS MAP IS CONSIDERED BY THE CITY OF KETCHUM, AND PHILLIPS LAND SURVEYING, PLLC, AS REASONABLE FOR REGULATORY PURPOSES. HOWEVER, NEITHER THE CITY OF KETCHUM, NOR PHILLIPS LAND SURVEYING, PLLC, REPRESENTS, GUARANTEES, WARRANTS, OR IMPLIES THAT AREAS OUTSIDE THE DESIGNATED FLOODPLAIN AREA ARE SAFE AND FREE FROM FLOODS OR FLOOD DAMAGE. SHEET FLOODING CAN AND WILL OCCUR AND FLOODING MAY EXTEND BEYOND THE FLOODPLAIN BOUNDARY LINES IDENTIFIED HEREON. FLOOD INFORMATION IS FROM FEMA MAP NUMBER 16013C0461E, DATED NOV. 26, 2010.
 - 10) DURING THE TIME OF THIS SURVEY THERE WAS 8"-16" OF SNOW COVERING THE GROUND. PHILLIPS LAND SURVEYING, PLLC IS NOT RESPONSIBLE FOR FEATURES NOT SHOWN THAT ARE NOT VISIBLE DUE TO SNOW.

- 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



D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln



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

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

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
[Signature]
DARSHAN AMRIT
STATE OF IDAHO

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

PROJECT NO: 2402
MODEL FILE:
251023_233-Parkway-Variance-Application.pln
DRAWN BY: Darshan A. / Dan M.
COPYRIGHT:

SHEET TITLE
Floor Plans

A-101

1 2 3 4 5 6

E

D

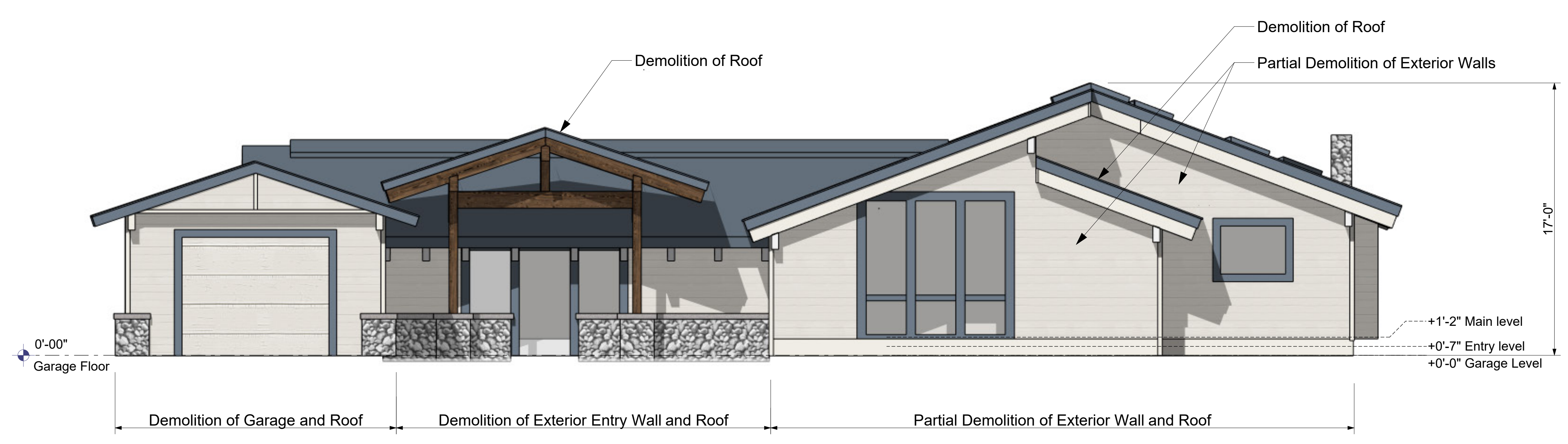
C

B

A



1 East Elevation
SCALE: 1/4" = 1'-0"
0 2' 4' 8'



2 East Elevation - Existing

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

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:
251023_233-Parkway-Variance-Application.pln
DRAWN BY: Darshan A. / Dan M.
COPYRIGHT:

SHEET TITLE
East Elevation

A-201

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

1 2 3 4 5 6

E

D

C

B

A



1 South Elevation
SCALE: 1/4" = 1'-0"
0 2 4 8



2 South Elevation - Existing

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

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:
251023_233-Parkway-Variance-Application.pln
DRAWN BY: Darshan A. / Dan M.
COPYRIGHT:

SHEET TITLE
South Elevation

A-202

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

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:
 251023_233-Parkway-Variance-Application.pln
 DRAWN BY: Darshan A. / Dan M.
 COPYRIGHT:

SHEET TITLE
West Elevation

A-203



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



2 West Elevation - Existing



D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

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

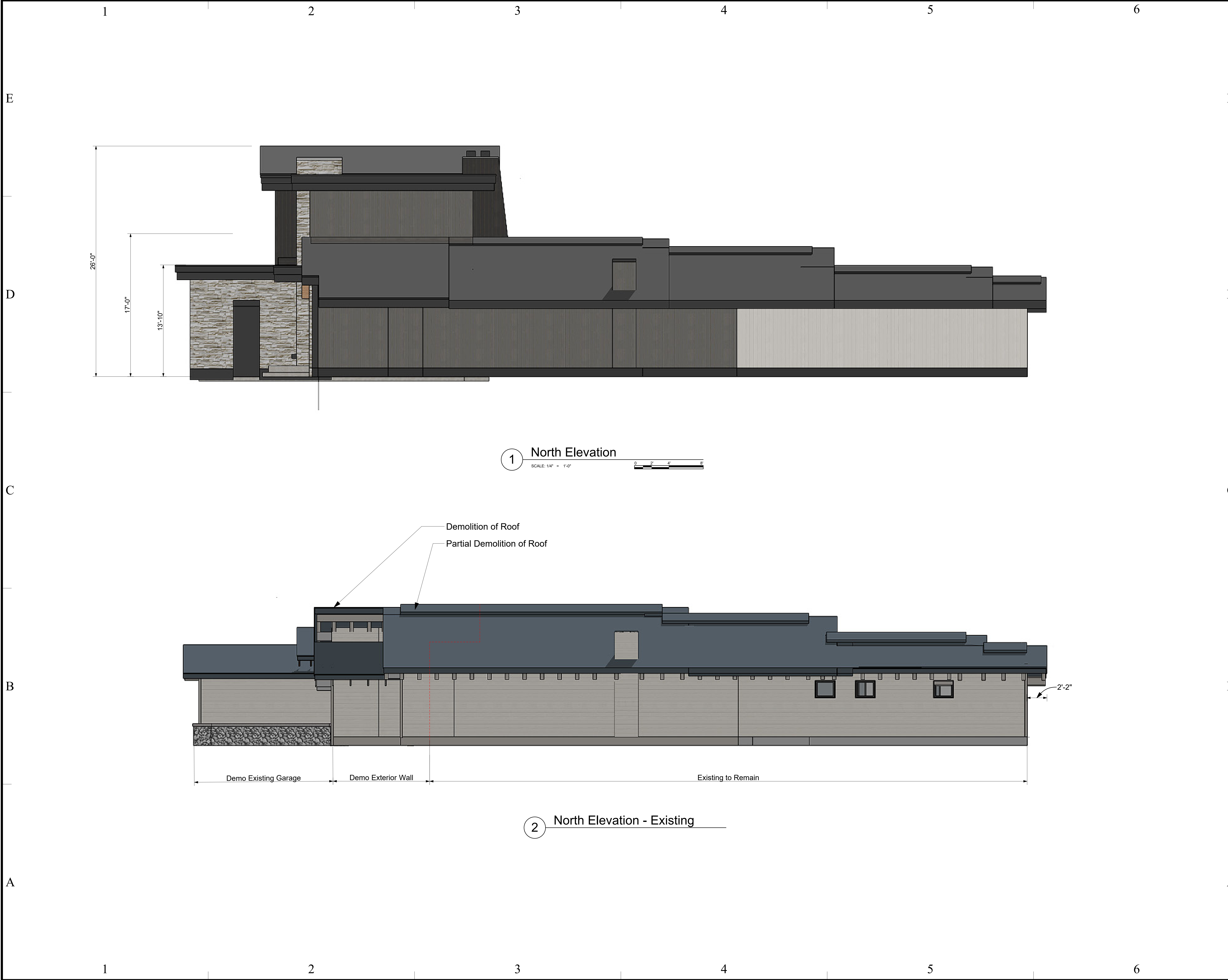
DARSHAN AMRIT
STATE OF IDAHO

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

PROJECT NO: 2402
 MODEL FILE:
 251023_233-Parkway-Variance-Application.pln
 DRAWN BY: Darshan A. / Dan M.
 COPYRIGHT:

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

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



1 View 1 - Approach
SCALE: 1:2.97



2 View 2 - Entry
SCALE: 1:2.95

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

PROJECT NO: 2402
MODEL FILE:
251023_233-Parkway-Variance-Application.pln
DRAWN BY: Darshan A. / Dan M.
COPYRIGHT:

SHEET TITLE

3D Views

A-901

1

2

3

4

5

6

1 2 3 4 5 6

E

E

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



2 View 4 - SE Corner SCALE: 1:3.07

1 View 3 - East Elevation SCALE: 1:3.06

B

B

A

A

1 2 3 4 5 6

D:\03_PROJECTS\2025_01_233-Parkway\04_DWG\251023_233-Parkway-Variance-Application.pln

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

PROJECT NO: 2402
 MODEL FILE:
 251023_233-Parkway-Variance-Application.pln
 DRAWN BY: Darshan A. / Dan M.
 COPYRIGHT:

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