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**Building Design**

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06-Apr-2020

To/ RMOW Planning Dept.  
4325 Blackcomb Way  
Whistler BC V0N 1B4

**Attn. Planning Department**

Re/ **DVP Application for 8301 Valley Drive**

**(Lots 60, DL 7300, PL 13672, Gp. 1 NWD)**  
P.I.D. 008-053-693

Dear Planners –

With respect to the above noted addresses in Whistler, the owners wish to request a development variance permit to allow for the construction of an attached garage, covered walkway and parking area. The requested variances are in relation to **building height** and the required **front setback**.

**Brief History**

The current owners have owned and used the property since 1993, or over 26 years. Since that time not only has the family grown (children, grandchildren) but one has been diagnosed with Parkinson's and, as such is now having difficulties in accessing the residence on the property. Also, the current parking structure is past its serviceable life and is quickly deteriorating as it is an unprotected wood structure. See figures 1, 2 and 3.

The house itself is located well back from the front property line with the grade at the front, or street facing side, being 4.9 m below the road level. The current parking structure is about 1.8 m below the road, is in poor condition and does not provide for the required 3 parking stalls needed for the existing residence and auxiliary suite (see Figures 1, 2 and 3). The existing driveway is a down slope of approx. 20 percent which is well over the allowable within Section 6 of Bylaw 303 and is not practical during

winter or wet weather. The topography and the existing home location makes for extremely challenging conditions to construct a protected parking area.

### Proposed Works

With the need to replace the existing parking structure and the diagnosed Parkinson's it has been deemed necessary to improve the access to the property, while at the same time provide for a safe parking structure. The proposal includes a double garage level with the road and a covered walk and stairs that is wide enough to accommodate a stair lift in the future. Also, this brings the parking area within approx. 1 m of the top floor so that a smaller lift can be used in the future when the use of the top floor will be the limit for Phil as the disease progresses. This will allow him more time to enjoy being with his family when in Whistler both providing for access from the street to the house and from within the garage.

### Requested Variances

The project complies with the current regulations for the RS-1 Zone except for the front setback for an attached garage and the overall height of the building. Gross floor area at 16.5% is well under the 35% permitted and includes an auxiliary suite on the bottom floor. Site coverage is also well under the permitted at 11% while 35% is permitted. Currently, parking is non-compliant as there are only 2 stalls while 3 are required. The proposed works will correct this and achieve 3 compliant spaces.

The bylaw requires 5m front setback for an attached garage but it should be noted that when the lot is steep from the road or property line, over 20 %, a 2 m setback is permitted for a detached garage provided the height of the garage is less than 3.5 m. As is noted on S-1 Drawing #4 of the attached the grade at the front is well over a 20% grade and the garage itself if measured along the street side grade would comply with the 3.5 m height (the bylaw requires that the height be measured from the lowest average grade which would be the rear of the garage increasing the height by over 4 m to 7.5 m approx.).

Due to the location of the existing building and the required dimensions for parking stalls, the owners request a variance to Section 5.14 (1) of Bylaw 303 by **reducing the required front setback** for an attached garage by 2.56 m from 5 m to 2.4 m to allow for the construction of a 2 car garage and uncovered aux. suite parking stall as shown on the attached plans.

The second variance involves the overall height of the building with the garage attached. The current lowest average grade for the current residence is at the rear of the building but since the front grade is well below the road, the zoning bylaw permits up to 3 m to be added to the allowable height. The current building height is 9.5 m less the distance below the road of 3 m plus (3 m is the maximum height adjustment permitted) for a total height of 6.5 m which complies with the 7.6 m maximum set out for the RS-1 zone. The proposed garage which would be level with the road means that the 3 m extra height allowance would be lost meaning the calculated height of the

existing build with the garage attached is 9.3 m leading to a request of a variance to Section 12.1 (9) for maximum height from 7.6 m to 9.3 m, of **an increase of 1.7 m**. It should be noted that the peak of the new garage is 1.6 m below the peak of the existing building. The roof line for the garage has been broken in to two separate gables to help minimize the massing facing the street.

We would like to thank you in advance for your time and consideration of this development variance permit request and please feel free to be in touch with any questions of if more information is required.

Respectfully yours,

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**From:** [REDACTED] on behalf of [Phil Parker](#)  
**To:** [Lindsay Clarke](#)  
**Subject:** DVP01190. 8301 Valley Dr  
**Date:** Friday, June 12, 2020 9:23:39 AM

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Hi Lindsay,

Thanks for the opportunity to provide some background and explanation on why we are seeking the variances.

We have owned our home in Whistler for 27 years. Over the last number of years my mobility has declined as a condition of Multiple Sclerosis. To make our home more handicap accessible we are seeking the variances.

In order to reduce the slope between the garage and the house the placement of the garage needs to be closer to the road, a 2.6 metre difference than the code permits.

Our lot is unusual in that it has a very steep slope. Measuring from the bottom of the slope to the top of the proposed garage results in a slight height variance beyond what is permitted. I'd like to point out that the roofline of the proposed garage is well below the current roofline of the house. The houses across the street sit quite a bit above our house so there will be no visual impact to them.

I hope this information will be useful when the board considers our request. Can you please attach this letter to our application

I am happy to answer any questions.

Regards,

Phil Parker

[REDACTED]