



WHISTLER

REPORT | ADMINISTRATIVE REPORT TO COUNCIL

PRESENTED: July 7, 2020

REPORT: 20-064

FROM: Resort Experience

FILE: DVP01190

SUBJECT: DVP01190 – 8301 VALLEY DRIVE SETBACK AND HEIGHT VARIANCES

COMMENT/RECOMMENDATION FROM THE CHIEF ADMINISTRATIVE OFFICER

That the recommendation of the General Manager of Resort Experience be endorsed.

RECOMMENDATION

That Council approve the issuance of Development Variance Permit DVP01190 for the proposed development located at 8301 Valley Drive to vary setback and height as follows:

1. Vary the front setback from 5.0 metres to 2.4 metres for an attached garage; and
2. Vary the maximum allowable building height from 7.6 metres to 9.4 metres.

All as shown on the Architectural Plans 1, 3, 4, 5 and 6, dated May 25, 2020 Rev 1, prepared by R Diamond Building Design, attached as Appendix “D” to Administrative Report to Council No. 20-064.

REFERENCES

Location: 8301 Valley Drive
Legal: PID 008-053-693 PLAN VAP13672 LOT 60 DISTRICT LOT 7300 NEW WESTMINSTER DISTRICT GROUP 1.
Owner: PARKER, PHILIP and PARKER, MARGUERITE
Zoning: RS1 (Single Family Residential One)
Appendices: “A” - Location Map
“B” - Site Survey
“C” - Site Photos
“D” - Architectural Plans
“E” - Letter from the Applicant
“F” - Correspondence Received

PURPOSE OF REPORT

This Report seeks Council’s consideration for front setback and height variances to “Zoning and Parking Bylaw No. 303, 2015” for a proposed attached garage at 8301 Valley Drive.

Council has the authority to vary “Zoning and Parking Bylaw No. 303, 2015” through Section 498 of the *Local Government Act*.

DISCUSSION

The owners are seeking front setback and height variances for a proposed garage addition to an existing detached dwelling at 8301 Valley Drive.

Site Context

The subject parcel is a steeply sloping downhill lot located on the East side of Valley Drive, in the Alpine Meadows North neighbourhood. Please see Appendix “A” for the location of the subject property. A site survey illustrating the topography of this lot has been attached to this report as Appendix “B”.

Existing Development

The existing three storey detached dwelling was built in 1976 under Building Permit W31-76. As the site falls away from Valley Drive toward the rear of the property, original construction of the dwelling included a wood parking structure providing the only means of access. This structure has now decayed to the point of needing replacement. Site photos showing the condition of the parking structure, as viewed from Valley Drive, are attached to this report as Appendix “C”.

Due to the steep downhill sloping condition, this parcel qualifies for additional building height per Part 5.5(2) of “Zoning and Parking Bylaw No. 303, 2015” which allows for an increase of up to three metres for downhill properties. Given that the road elevation is 4.9m above the average elevation of the finished grade of the parcel, the three metre maximum increase is applicable to the original detached dwelling. This is consistent with the original building permit which showed a calculated roof height of 9.55 m.

Description of Proposal

A replacement parking structure is required in order to provide the required on-site parking and safe access to the existing dwelling. Due to the steep slope and location of the existing dwelling, the applicants propose to construct the attached two car garage within the front setback area and level with Valley Drive as shown in Appendix “D”. The proposal will incorporate re-grading in the front and side yard setbacks to provide for an additional uncovered parking space and stair access to the existing dwelling.

Since the proposed garage addition will change grade at the front of the building to be level with the road, the previously allowable 3m increase in roof height will no longer be applicable. It should be noted that the lowest average grade for the building remains the same and addition of the attached garage would reduce the calculated roof height from 9.55m to 9.4m.

Rationale

The proposed variances are requested in response to the extreme sloping nature of this parcel, the location of the existing detached dwelling, the required parking space dimensions and the existing parking structure becoming unsafe to use due to it coming to the end of its useful life. The proposal under DVP1190 would allow for a more useable parking area in the front yard, reduce visual massing from the street (less of the dwelling would be visible due to the changed grade) and create safe access to the existing dwelling. Staff further recognize that a detached garage would be permitted at two metres from the front parcel line under current regulations. This relaxation is not applicable to attached garages.

As described by the applicant in their letters (attached to this report as Appendix “E”), due to physical accessibility issues, it is now necessary to improve access to the property and provide a safe parking structure.

Proposed Development Variance

The requested variances are described below:

Variance Request	Zoning and Parking Bylaw No. 303, 2015 Regulation
1. Vary the front setback from 5.0 metres to 2.4 metres for an attached garage.	RS1 (Single Family Residential One) Zone Part 12 – Subsection 1: (13) The minimum permitted front setback is 7.6 metres. General Regulations Part 5 – Subsection 14 Relaxation of Siting Limitations: (1) In all RS, RI and RT Residential zones, in the TB1 zone, and for detached and duplex dwellings in all RTA zones, an auxiliary or attached building for garage or carport use may be set back a minimum of 5 metres from the front parcel line.
2. Vary the maximum allowable building height from 7.6 metres to 9.4 metres.	RS1 (Single Family Residential One) Zone Part 12 – Subsection 1: (9) The maximum permitted height of a building is 7.6 metres.

The requested variances are identified on the architectural plans attached as Appendix “D”.

POLICY CONSIDERATIONS

Development Variance Permit Criteria

Staff have established criteria for consideration of development variance permits. The proposed variances are considered to be consistent with these criteria as described in the table below.

Potential Positive Impacts	Comment
Complements a particular streetscape or neighbourhood.	The proposal will improve the streetscape as the existing parking structure is decayed and unusable. The design is complimentary to the existing detached dwelling, the neighbourhood character and will be a positive addition to the built environment.
Works with the topography on the site, reducing the need for major site preparation or earthwork.	The proposal works with the steep sloping topography of the parcel resulting in less site disturbance.
Maintains or enhances desirable site features, such as natural vegetation, trees and rock outcrops.	The proposal will not change current enjoyment of adjacent land.
Results in superior siting with respect to light access resulting in decreased energy requirements.	The proposal will not change the current light access.
Results in superior siting with respect to privacy.	The proposal will not change the current siting with respect to privacy.
Enhances views from neighbouring buildings and sites.	The proposal will enhance views by refreshing the look of the dwelling from neighbouring properties. An affected neighbour has provided a letter of support attached as Appendix “F”.

Potential Negative Impacts	Comments
Is inconsistent with neighbourhood character.	The proposal is considered consistent with neighbourhood character.
Increases the appearance of building bulk from the street or surrounding neighbourhood.	The proposal will increase the massing, but the new construction is one-storey, low in profile and still in keeping with scale of the neighbourhood.
Requires extensive site preparation.	The proposal will require some site preparation. Overall, the design is responsive to the steep sloping nature of the lot, and consistent with adjacent neighbouring lots in Alpine Meadows North.
Substantially affects the use and enjoyment of adjacent lands (e.g. reduces light access, privacy, and views).	The proposal will not change current enjoyment of adjacent land, light access, privacy or views.
Requires a frontage variance to permit greater gross floor area, with the exception of a parcel fronting a cul-de-sac.	A variance to the parcel frontage is not requested.
Requires a height variance to facilitate gross floor area exclusion.	Although the proposal requires a height variance, it will not result in facilitating gross floor area exclusion.
Results in unacceptable impacts on services (e.g. roads, utilities, snow clearing operations).	The proposal will not impact services.

Zoning and Parking Bylaw No. 303, 2015

The property is zoned RS1 (Single Family Residential One). The requested front setback and height variances to “Zoning and Parking Bylaw No. 303, 2015” are described in the Discussion section of this report.

The proposal meets all other regulations of “Zoning and Parking Bylaw No. 303, 2015”.

Official Community Plan Bylaw 2199, 2018

The recommended resolution included within this report is consistent with the goals, objectives and policies included within OCP Bylaw 2199, 2018.

BUDGET CONSIDERATIONS

There are no significant budget implications with this proposal. Development Variance Permit application fees provide for recovery of costs associated with processing this application. Building Permit fees will be applicable at the time of Building Permit.

COMMUNITY ENGAGEMENT AND CONSULTATION

A sign describing DVP01190 is posted on the property.

Notices were sent to surrounding property owners in June, 2020. At the time of writing this report, one letter of support has been received from a neighbour, which states that they are happy to see the improvements and are in agreement with the variances. This letter is attached as Appendix “F”.

Any letters received following the preparation of this report will be presented to Council at the time of consideration of the application.

SUMMARY

Development Variance Permit DVP01190 proposes front setback and height variances to “Zoning and Parking Bylaw No. 303, 2015” for an attached garage at 8301 Valley Drive for Council’s consideration. This variance application is driven by steeply sloping site topography and existing approved development; therefore, staff recommend approving the issuance of the development variance permit.

Respectfully submitted,

Lindsay Clarke
PLANNING ANALYST

for
Toni Metcalf
INTERIM GENERAL MANAGER OF RESORT EXPERIENCE