



AGENDA

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1. Join us via Zoom (*please mute your device until called upon*).
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Webinar ID: 857 8039 2275
2. Address the Commission in person at City Hall.
3. Submit your comments in writing at participate@ketchumidaho.org (*by noon the day of the meeting*).

This agenda is subject to revisions. All revisions will be underlined.

CALL TO ORDER:

ROLL CALL:

COMMUNICATIONS FROM COMMISSIONERS:

CONSENT AGENDA:

Note re: ALL ACTION ITEMS - The Commission is asked to approve the following listed items by a single vote, except for any items that a commissioner asks to be removed from the Consent Agenda and considered separately.

1. ACTION ITEM: Approval of the March 14, 2023 minutes
2. ACTION ITEM: Recommendation to review and approve the Findings of Fact, Conclusions of Law, and Decision for The Perry Building Lot Consolidation Preliminary Plat Application File No. P22-045A
3. ACTION ITEM: Recommendation to review and approve the Findings of Fact, Conclusions of Law, and Decision for The Perry Building Condominium Subdivision Preliminary Plat Application File No. P22-045B

- [4.](#) ACTION ITEM: Recommendation to review and approve the Findings of Fact, Conclusions of Law, and Decision for The Perry Building Design Review Application File No. P22-045C
- [5.](#) ACTION ITEM: Recommendation to review and approve the Findings of Fact, Conclusions of Law, and Decision for The Perry Building Variance Application File No. P22-045D

PUBLIC HEARING:

- [6.](#) ACTION ITEM: Recommendation to conduct a public hearing to approve Findings of Fact, Conclusions of Law and Conditions of Approval for Design Review Permit P22-028, Review and Recommendation on Permits Conditions Acceptance Development Agreement and Review and Recommendation to Amend PUD/CUP P19-063 for the PEG Ketchum Hotel or Ketchum Tribute Hotel located at 251 S Main Street, 260 E River Street and 280 E River Street.
- [7.](#) ACTION ITEM: Recommendation to hold a public hearing, review, and deny the Conditional Use Permit application for the 400 East Avenue Office Space.
- [8.](#) ACTION ITEM: Recommendation to hold a public hearing, review and provide feedback on the Design Review and Conditional Use Permit applications for the Leadville Trading Project at 211 N Leadville Avenue.

NEW BUSINESS:

ADJOURNMENT:



CITY OF KETCHUM
MEETING MINUTES OF THE
PLANNING AND ZONING COMMISSION
Tuesday, March 14, 2023

CALL TO ORDER: *(00:00:25 in video)*

Neil Morrow called the meeting of the Ketchum Planning and Zoning Commission to order at 4:30p.m.

ROLL CALL:

Neil Morrow
Susan Passovoy
Brenda Moczygemba
Tim Carter
Spencer Cordovano

ALSO PRESENT:

Morgan Landers—Director of Planning and Building
Abby Rivin—Senior Planner
Adam Crutcher—Associate Planner
Heather Nicolai-Planning Technician & Office Administrator
Junior Sealy-Owner-420 Evergreen Lane
Broderick Smith, Managing Member, The Perry Building LLC
Tiina Ritval (Architect), GGLO
Ben White (Architect), GGLO
Amanda Falkenhagen, Manager of Lighting Design, Rushing

COMMUNICATIONS FROM COMMISSIONERS: *(NONE)*

CONSENT AGENDA: *(00:01:00 in video)*

1. ACTION ITEM: Approval of the March 8, 2023 minutes

Motion to approve March 8 Minutes *(00:01:18 in video)*

MOVER: Brenda Moczygemba

SECONDER: Susan Passovoy

AYES: Spencer Cordovano, Susan Passovoy, Tim Carter, Neil Morrow, Brenda Moczygemba

RECUSED: Spencer Cordovano

RESULT: 4-Ayes, 1-Recused – Motion PASSED

2. ACTION ITEM: Recommendation to review and approve the Findings of Fact, Conclusions of

Law, and Decision for the 691 N Spruce Avenue Residence Mountain Overlay Design Review Application File No. P22-042B.

Motion to approve the Findings of Fact, Conclusions of Law, and Decision for the 691 N Spruce Avenue Residence Mountain Overlay Design Review Application File No. P22-042B. *(00:01:50 in video)*

MOVER: Tim Carter

SECONDER: Susan Passovoy

AYES: Spencer Cordovano, Susan Passovoy, Tim Carter, Neil Morrow, Brenda Moczygemba

RESULT: ADOPED UNANIMOUS

3. ACTION ITEM: Recommendation to review and approve the Findings of Fact, Conclusions of Law, and Decision for the 691 N Spruce Avenue Residence Lot Consolidation Preliminary Plat & Waiver Application File No. P22-042A

Motion to approve the Findings of Fact, Conclusions of Law, and Decision for the 691 N Spruce Avenue Residence Lot Consolidation Preliminary Plat & Waiver Application File No. P22-042A. *(00:02:18 in video)*

MOVER: Tim Carter

SECONDER: Brenda Moczygemba

AYES: Spencer Cordovano, Susan Passovoy, Tim Carter, Neil Morrow, Brenda Moczygemba

RESULT: ADOPTED UNANIMOUS

PUBLIC HEARING: *(00:02:39 in video)*

4. ACTION ITEM: Recommendation to hold a public hearing, review, and approve the Planned Unit Development Conditional Use Permit application for the 420 Evergreen Lane Addition.

Presented by: Adam Crutcher—Associate Planner *(00:3:00 in video)*

- Commission Questions/Comments for Staff *(00:12:12 in video)*

Applicant Presentation by: Junior Sealy —owner, 420 Evergreen Lane *(00:16:45 in video)*

- Commission Questions/Comments for Applicant *(00:25:00 in video)*

Public Comment: *(00:27:25 in video)*

- Jim Bondi—via Zoom-Pines Development resident *(00:27:43 in video)*
- DeDe Rodriguez— Pines Development resident *(00:32:05 in video)*

Public Comment Closed: *(00:32:55 in video)*

- Commission Questions/Discussion/Deliberation: *(00:33:00 in video)*

Motion to approve the Planned Unit Development Conditional Use Permit application for the 420 Evergreen Lane Addition with added language to condition #1 and #4. *(00:44:25 in video)*

MOVER: Tim Carter

SECONDER: Susan Passovoy

AYES: Spencer Cordovano, Susan Passovoy, Tim Carter, Neil Morrow, Brenda Moczygemba
RESULT: ADOPTED UNANIMOUS

5. ACTION ITEM: Recommendation to hold a public hearing, review, and approve the Design Review P22-045C, Variance P22-045D, Lot Consolidation Preliminary Plat (P22-045A), and Condominium Subdivision Preliminary Plat (P22-045B) applications for The Perry Building project located at 131 W 4th Street and 471 & 431 N 1st Avenue

Presented by: Abby Rivin— Senior Planner (00:45:00 in video)

- Commission Questions/Comments for Staff and Applicant (01:11:17 in video)

Applicant Presentation by: Tiina Ritval (Architect), GGLO (01:18:25 in video)

Public Comment: (01:34:00 in video)

- Mark Brown-Current Tenant in Perry Building (01:34:20 in video)
- Thia Konig-Current Tenant in Perry Building (01:40:37 in video)
- David Soares-Soares Builders (01:44:32 in video)
- Keith Perry-Chair of BCHA (01:46:25 in video)
- Brian Barsotti (01:49:30 in video)
- George Denollum (01:53:37 in video)
- Lisa Eckley-Current Tenant in Perry Building (01:54:33 in video)
- Perry Boyle-via Zoom-Ketchum Resident (01:55:24 in video)

Public Comment Closed: (01:58:25 in video)

- Commission Questions/Comments for Applicant & Applicant's responses (01:58:26 in video)
- Commission Deliberation: (02:24:45 in video)

Motion to approve the Design Review P22-045C for The Perry Building project located at 131 W 4th Street and 471 & 431 N 1st Avenue with modified conditions 1-11 and direct staff to return with findings of fact. (02:59:03 in video)

MOVER: Tim Carter

SECONDER: Susan Passovoy

AYES: Tim Carter, Susan Passovoy, Neil Morrow, Brenda Moczygemba

RECUSED: Spencer Cordovano

RESULT: 4-Ayes, 1-Recused – Motion PASSED

Motion to approve the Variance P22-045D for The Perry Building project located at 131 W 4th Street and 471 & 431 N 1st Avenue subject to conditions 1 and 2 and direct staff to return with findings of fact. (03:00:06 in video)

MOVER: Tim Carter

SECONDER: Susan Passovoy

AYES: Tim Carter, Susan Passovoy, Neil Morrow, Brenda Moczygemba

RECUSED: Spencer Cordovano

RESULT: 4-Ayes, 1-Recused – Motion PASSED

Motion to approve the Lot Consolidation Preliminary Plat (P22-045A) for The Perry Building project located at 131 W 4th Street and 471 & 431 N 1st Avenue subject to conditions 1 and 2 and direct staff to return with findings of fact. (03:00:33 in video)

MOVER: Tim Carter

SECONDER: Susan Passovoy

AYES: Tim Carter, Susan Passovoy, Neil Morrow, Brenda Moczygemba

RECUSED: Spencer Cordovano

RESULT: 4-Ayes, 1-Recused – Motion PASSED

Motion to approve the Condominium Subdivision Preliminary Plat (P22-045B) for The Perry Building project located at 131 W 4th Street and 471 & 431 N 1st Avenue subject to conditions 1 and 2 and direct staff to return with findings of fact. (03:00:46 in video)

MOVER: Tim Carter

SECONDER: Susan Passovoy

AYES: Tim Carter, Susan Passovoy, Neil Morrow, Brenda Moczygemba

RECUSED: Spencer Cordovano

RESULT: 4-Ayes, 1-Recused – Motion PASSED

NEW BUSINESS: (03:01:18 in video)

Announcements for upcoming meetings – Morgan Landers – Director of Planning and Building (03:01:20 in video)

ADJOURNMENT:

Motion to adjourn at 7:36pm (03:05:20 in video)

MOVER: Neil Morrow

SECONDER: Tim Carter

AYES: Spencer Cordovano, Susan Passovoy, Tim Carter, Neil Morrow, Brenda Moczygemba

RESULT: ADOPTED UNANIMOUS

Neil Morrow – P & Z Commissioner

Morgan Landers – Director of Planning & Building



**City of Ketchum
Planning & Building**

IN RE:)
)
The Perry Building) KETCHUM PLANNING AND ZONING COMMISSION
Lot Consolidation Preliminary Plat) FINDINGS OF FACT, CONCLUSIONS OF LAW, AND
File Number: P22-045A) DECISION
)
Date: March 28, 2023)
)

PROJECT: The Perry Building

APPLICATION TYPE: Lot Consolidation Subdivision Preliminary Plat

FILE NUMBER: P22-045A

ASSOCIATED APPLICATIONS: Design Review (Application File No. P22-045C)
Condominium Subdivision – Preliminary Plat (Application File No. P22-045B)
Variance Request (Application File No. P22-045D)

PROPERTY OWNER: Carson Palmer and Broderick Smith, Managing Members, The Perry Building LLC

REPRESENTATIVE: Tiina Ritval (Architect), GGLO

LOCATION: 131 W 4th Street and 471 & 431 N 1st Avenue
(Ketchum Townsite: Block 56: Lots 2, 3A, and 4A)

ZONING: Community Core – Subdistrict 2 – Mixed-Use Subdistrict (CC-2)

OVERLAY: None

RECORD OF PROCEEDINGS

The Planning and Zoning Commission considered The Perry Building project Lot Consolidation Subdivision Preliminary Plat Application File No. P22-045A during their meeting on March 14, 2023. The application was considered concurrently with Design Review Application File No. P22-045C, Variance Request Application File No. P22-045D, and Condominium Subdivision Preliminary Plat Application File No. P22-045B and the public hearings were combined in accordance with Idaho Code §67-6522.

Public Hearing Notice & Public Comment

A public hearing notice for the project was mailed to all owners of property within 300 feet of the project site and all political subdivisions on February 22, 2023. The public hearing notice was published in the Idaho Mountain Express on February 22, 2023. A notice was posted on the project site and the city's website on January 30, 2023. The building corners were staked and the story pole was installed on the project site on February 27, 2023. After considering Staff's analysis, the applicant's presentation, and public comment, the Commission recommended approval of the Lot Consolidation Subdivision Preliminary Plat application to the City Council subject to conditions.

FINDINGS OF FACT

The applicant is proposing to develop a new 53,756-gross-square-foot mixed-use building, called The Perry Building (the "project"), at the northwest corner of 4th Street and 1st Avenue (the "subject property") located within the Mixed-Use Subdistrict of the Community Core ("CC-2 Zone"). The project site is adjacent to: (a) the Westside Office Condominiums to the north on 1st Avenue, (b) the post office across the alley to the west, and (c) the Gail Severn Gallery building across 1st Avenue to the east. The 1st & 4th Mixed-Use Building is currently under construction across 4th Street south of the project site. The subject property is comprised of 3 lots within the original Ketchum townsite that was created in 1948. The corner lot is developed with an existing building that was originally constructed as a racquetball court in 1975 and was the home of Perry's Restaurant for 37 years and a variety of local businesses. The two interior lots are vacant.

Policy CD-1.3 of the comprehensive plan states that "Infill and redevelopment projects should be contextually appropriate to the neighborhood and development in which they occur. Context refers to the natural and manmade features adjoining a development site; it does not imply a certain style" (page 26). This area contains both smaller-scaled older buildings as well as new, larger-scaled developments like the mixed-use building currently under construction at the southwest corner of 1st Avenue and 4th Street. Older, historic buildings in the neighborhood are comprised of small one- and two-story rectangular structures. Gold Mine Consign, the Open Room, the commercial building located at 100 E 5th Street, and La Cabañita are all single-story structures approximately 1,500 square feet in size. Two existing nonconforming residences located at 140 E 5th Street and 460 N 1st Avenue are single-story buildings less than 1,000 square feet in size. This area of downtown is quickly transitioning through recent redevelopment projects that are changing the character of the neighborhood from smaller-scaled historic buildings to larger mixed-used developments.

The project proposes to consolidate 3 lots that were created by Ketchum's original townsite plat map in 1948. Blocks within the original townsite were historically platted into 55-foot-wide lots oriented towards the avenue rights-of-way that run north to south. The configuration of these townsite lots enriches Ketchum's urban fabric by providing opportunities to diversify the buildings along a block. This variety in building type, age, design and size contribute to Ketchum's authenticity. The comprehensive plan states, "New development in the downtown will continue the traditional lot and block pattern, oriented around sidewalks and pedestrian-friendly places" (page 64). The urban

pattern created by the original townsite plat map is changing as Ketchum continues to grow with new infill and redevelopment projects.

The consolidated lot will have a total area of 24,723 square feet with 165 feet of frontage along 1st Avenue and 150 feet of frontage along 4th Street. The project employs a variety of design treatments to make the building more contextually compatible with the scale of the surrounding built environment and the traditional pattern of downtown development. The carves in building mass and varying roof-plane heights along 1st Avenue minimize the perceived size of the development.

The lot consolidation preliminary plat will remove the shared property lines separating lots 2, 3A, and 4A within block 56 of the original Ketchum townsite to establish the development parcel. The lot consolidation preliminary plat plan set is attached as Exhibit A. During city department review, staff reviewed the lot consolidation and condominium subdivision preliminary plat applications for conformance with the procedures for subdivision approval (KMC §16.04.030), subdivision development and design standards (KMC §16.04.040), and condominium requirements (KMC §16.04.070). Certain standards are not applicable for one of the following reasons:

- The standard applies to the establishment of new subdivisions creating multiple new lots that will form blocks around new streets, and not the subject property, which is comprised of three existing platted lots within the original Ketchum townsite.
- The standard applies to an action that will be taken at the final plat stage of the process.
- The City Engineer has determined that the standard does not apply.

The proposed lot consolidation and condominium preliminary plat applications comply with all applicable subdivision requirements and standards.

FINDINGS REGARDING COMPLIANCE WITH PRELIMINARY PLAT REQUIREMENTS

Preliminary Plat Requirements (Ketchum Municipal Code §16.04.030)				
Compliant				
Yes	No	N/A	City Code	City Standards
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.C.1	The subdivider shall file with the administrator copies of the completed subdivision application form and preliminary plat data as required by this chapter.
			<i>Findings</i>	<i>The City of Ketchum Planning and Building Department received the subdivision application and all applicable application materials on November 28, 2022. The applications were reviewed concurrently by planning staff and city departments. Staff review comments were provided to the applicant on February 1, 2023. The applications were deemed complete on February 17, 2023.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J	Contents Of Preliminary Plat: The preliminary plat, together with all application forms, title insurance report, deeds, maps, and other documents reasonably required, shall constitute a complete subdivision application.

			<i>Findings</i>	<i>The subdivision application was deemed complete on February 17, 2023.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.1	The preliminary plat shall be drawn to a scale of not less than one inch equals one hundred feet (1" = 100') and shall show the following: The scale, north point and date.
			<i>Findings</i>	<i>This standard is met as shown on Sheet 1 of the preliminary plat.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.2	The name of the proposed subdivision, which shall not be the same or confused with the name of any other subdivision in Blaine County, Idaho.
			<i>Findings</i>	<i>As shown on Sheet 1 of the preliminary plat, the plat is titled "Lot 2A, Block 56, Ketchum Townsite" which is not the same as any other subdivision in Blaine County, Idaho.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.3	The name and address of the owner of record, the subdivider, and the engineer, surveyor, or other person preparing the plat.
			<i>Findings</i>	<i>The name of the owner and surveyor is shown on Sheet 1 of the plat. The plat was prepared by Mark E. Phillips of Galena Engineering.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.4	Legal description of the area platted.
			<i>Findings</i>	<i>The legal description of the area platted is shown on page 1 of the preliminary plat.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.5	The names and the intersecting boundary lines of adjoining subdivisions and parcels of property.
			<i>Findings</i>	<i>The preliminary plat shows adjacent properties within block 56 of the original Ketchum townsite, including Lot 6A, the Sundance Condominiums, D-K condominiums, and the West Side Office Condominiums.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.6	A contour map of the subdivision with contour lines and a maximum interval of five feet (5') to show the configuration of the land based upon the United States geodetic survey data, or other data approved by the city engineer.
			<i>Findings</i>	<i>Existing site conditions, including topography, are included on the project plans submitted with Design Review Application File No. P22-045C.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.7	The scaled location of existing buildings, water bodies and courses and location of the adjoining or immediately adjacent dedicated streets, roadways and easements, public and private.
			<i>Findings</i>	<i>Sheet 1 of the preliminary plat shows the location of the adjacent streets and block 56 alley. The property does not contain any public or private easements. The corner lot is developed with an existing building that was originally constructed as a racquetball court in 1975 and was the home of Perry's Restaurant for 37 years that is proposed to be demolished. The project plans submitted with Design Review Application File No. P22-045C showed the scaled location of the existing building. The two interior lots are vacant.</i>
			16.04.030.J.8	Boundary description and the area of the tract.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Findings</i>	<i>Sheet 1 provides the boundary description of the area. The total area of Lot 2A is 24,723 as noted on the preliminary plat map.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.9	Existing zoning of the tract.
			<i>Findings</i>	<i>Plat note #5 on Sheet 1 of the preliminary plat specifies the existing zoning of the subject property.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.10	The proposed location of street rights of way, lots, and lot lines, easements, including all approximate dimensions, and including all proposed lot and block numbering and proposed street names.
			<i>Findings</i>	<i>The preliminary plat shows the location and property lines for consolidated Lot 2A. No new streets or blocks are being proposed with this application.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.11	The location, approximate size and proposed use of all land intended to be dedicated for public use or for common use of all future property owners within the proposed subdivision.
			<i>Findings</i>	<i>This standard is not applicable as there is no requirement or proposal for land dedicated to public use. The condominium subdivision preliminary plat for the project shows the land that will be dedicated for common use of all future property owners.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.12	The location, size and type of sanitary and storm sewers, water mains, culverts and other surface or subsurface structures existing within or immediately adjacent to the proposed sanitary or storm sewers, water mains, and storage facilities, street improvements, street lighting, curbs, and gutters and all proposed utilities.
			<i>Findings</i>	<i>This standard does not apply as this preliminary plat proposes to consolidate two existing lots within the original Ketchum townsite. No utility, drainage, or right-of-way improvements are proposed or required for the lot consolidation preliminary plat application. The project plans submitted with Design Review Application File No. P22-045C show the proposed utility, drainage, or right-of-way improvements proposed for the project.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.13	The direction of drainage, flow and approximate grade of all streets.
			<i>Findings</i>	<i>This standard does not apply as no new streets are proposed.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.14	The location of all drainage canals and structures, the proposed method of disposing of runoff water, and the location and size of all drainage easements, whether they are located within or outside of the proposed plat.
			<i>Findings</i>	<i>This standard does not apply as no new drainage canals or structures are proposed.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.15	All percolation tests and/or exploratory pit excavations required by state health authorities.
			<i>Findings</i>	<i>This standard does not apply as no additional tests are required.</i>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.16	A copy of the provisions of the articles of incorporation and bylaws of homeowners' association and/or condominium declarations to be filed with the final plat of the subdivision.
			<i>Findings</i>	<i>This standard does not apply to the subdivision application for the lot consolidation. The applicant has provided a draft copy of the articles of incorporation, bylaws, and declarations with the condominium subdivision preliminary plat application submittal.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.17	Vicinity map drawn to approximate scale showing the location of the proposed subdivision in reference to existing and/or proposed arterials and collector streets.
			<i>Findings</i>	<i>Sheet 1 of the preliminary plat includes a vicinity map.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.18	The boundaries of the floodplain, floodway and avalanche zoning district shall also be clearly delineated and marked on the preliminary plat.
			<i>Findings</i>	<i>The subject property is not within a floodplain, floodway, or avalanche zone district.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.19	Building envelopes shall be shown on each lot, all or part of which is within a floodway, floodplain, or avalanche zone; or any lot that is adjacent to the Big Wood River, Trail Creek, or Warm Springs Creek; or any lot, a portion of which has a slope of twenty five percent (25%) or greater; or upon any lot which will be created adjacent to the intersection of two (2) or more streets.
			<i>Findings</i>	<i>A building envelope is not required as the subject property is not within the floodway, floodplain, or avalanche zone. The subject property is not adjacent to the Big Wood River, Trail Creek or Warm Springs. The subject property does not contain slopes greater than 25% and is not adjacent to an intersection.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.20	Lot area of each lot.
			<i>Findings</i>	<i>Sheet 1 of the preliminary plat shows the area of Lot 1A.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.21	Existing mature trees and established shrub masses.
			<i>Findings</i>	<i>The existing site survey on page 11 of the project plans shows 5 existing trees on the subject property. These trees are proposed to be removed to accommodate the mixed-use development. The City Arborist conducted a site inspection on January 25, 2023 and determined that the existing trees are not healthy or mature, and therefore, do not require replacement.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.22	A current title report shall be provided at the time that the preliminary plat is filed with the administrator, together with a copy of the owner's recorded deed to such property.
			<i>Findings</i>	<i>The applicant submitted a title commitment issued by Stewart Title Guarantee Company, and a warranty deed with the preliminary plat application.</i>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.23	Three (3) copies of the preliminary plat shall be filed with the administrator.
			<i>Findings</i>	<i>The City of Ketchum received digital copies of the preliminary plat at the time of application.</i>

FINDINGS REGARDING COMPLIANCE WITH SUBDIVISION DEVELOPMENT & DESIGN STANDARDS

Subdivision Development & Design Standards (Ketchum Municipal Code §16.04.040)				
Compliant			City Code	City Standards
Yes	No	N/A		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.A	<p>Required Improvements: The improvements set forth in this section shall be shown on the preliminary plat and installed prior to approval of the final plat. Construction design plans shall be submitted and approved by the city engineer. All such improvements shall be in accordance with the comprehensive plan and constructed in compliance with construction standard specifications adopted by the city. Existing natural features which enhance the attractiveness of the subdivision and community, such as mature trees, watercourses, rock outcroppings, established shrub masses and historic areas, shall be preserved through design of the subdivision.</p> <p><i>Findings</i></p> <p><i>This standard is not applicable as this project combines three lots within the original Ketchum townsite. No improvements are proposed or required for the lot consolidation.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.B	<p>Improvement Plans: Prior to approval of final plat by the commission, the subdivider shall file two (2) copies with the city engineer, and the city engineer shall approve construction plans for all improvements required in the proposed subdivision. Such plans shall be prepared by a civil engineer licensed in the state.</p> <p><i>Findings</i></p> <p><i>This standard is not applicable as this project combines three lots within the original Ketchum townsite. No additional improvements are proposed or required for the lot consolidation.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.C	<p>Prior to final plat approval, the subdivider shall have previously constructed all required improvements and secured a certificate of completion from the city engineer. However, in cases where the required improvements cannot be constructed due to weather conditions or other factors beyond the control of the subdivider, the city council may accept, in lieu of any or all of the required improvements, a performance bond filed with the city clerk to ensure actual construction of the required improvements as submitted and approved. Such performance bond shall be issued in an amount not less than one hundred fifty percent (150%) of the estimated costs of improvements as determined by the city engineer. In the event the improvements are not constructed within the time allowed by the city council (which shall be one year or less, depending</p>

				upon the individual circumstances), the council may order the improvements installed at the expense of the subdivider and the surety. In the event the cost of installing the required improvements exceeds the amount of the bond, the subdivider shall be liable to the city for additional costs. The amount that the cost of installing the required improvements exceeds the amount of the performance bond shall automatically become a lien upon any and all property within the subdivision owned by the owner and/or subdivider.
			<i>Findings</i>	<i>This standard is not applicable as this project combines three lots within the original Ketchum townsite. No additional improvements are proposed or required for the lot consolidation.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.D	As Built Drawing: Prior to acceptance by the city council of any improvements installed by the subdivider, two (2) sets of as built plans and specifications, certified by the subdivider's engineer, shall be filed with the city engineer. Within ten (10) days after completion of improvements and submission of as built drawings, the city engineer shall certify the completion of the improvements and the acceptance of the improvements, and shall submit a copy of such certification to the administrator and the subdivider. If a performance bond has been filed, the administrator shall forward a copy of the certification to the city clerk. Thereafter, the city clerk shall release the performance bond upon application by the subdivider.
			<i>Findings</i>	<i>This standard is not applicable as this project combines three lots within the original Ketchum townsite. No additional improvements are proposed or required for the lot consolidation.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.E	Monumentation: Following completion of construction of the required improvements and prior to certification of completion by the city engineer, certain land survey monuments shall be reset or verified by the subdivider's engineer or surveyor to still be in place. These monuments shall have the size, shape, and type of material as shown on the subdivision plat. The monuments shall be located as follows: <ol style="list-style-type: none"> 1. All angle points in the exterior boundary of the plat. 2. All street intersections, points within and adjacent to the final plat. 3. All street corner lines ending at boundary line of final plat. 4. All angle points and points of curves on all streets. 5. The point of beginning of the subdivision plat description.
			<i>Findings</i>	<i>The applicant shall meet the required monumentation standards prior to recordation of the final plat.</i>
			16.04.040.F	Lot Requirements:

☒	☐	☐	<p>1. Lot size, width, depth, shape and orientation and minimum building setback lines shall be in compliance with the zoning district in which the property is located and compatible with the location of the subdivision and the type of development, and preserve solar access to adjacent properties and buildings.</p> <p>2. Whenever a proposed subdivision contains lot(s), in whole or in part, within the floodplain, or which contains land with a slope in excess of twenty five percent (25%), based upon natural contours, or creates corner lots at the intersection of two (2) or more streets, building envelopes shall be shown for the lot(s) so affected on the preliminary and final plats. The building envelopes shall be located in a manner designed to promote harmonious development of structures, minimize congestion of structures, and provide open space and solar access for each lot and structure. Also, building envelopes shall be located to promote access to the lots and maintenance of public utilities, to minimize cut and fill for roads and building foundations, and minimize adverse impact upon environment, watercourses and topographical features. Structures may only be built on buildable lots. Lots shall only be created that meet the definition of "lot, buildable" in section 16.04.020 of this chapter. Building envelopes shall be established outside of hillsides of twenty five percent (25%) and greater and outside of the floodway. A waiver to this standard may only be considered for the following:</p> <p>a. For lot line shifts of parcels that are entirely within slopes of twenty five percent (25%) or greater to create a reasonable building envelope, and mountain overlay design review standards and all other city requirements are met.</p> <p>b. For small, isolated pockets of twenty five percent (25%) or greater that are found to be in compliance with the purposes and standards of the mountain overlay district and this section.</p> <p>3. Corner lots shall have a property line curve or corner of a minimum radius of twenty five feet (25') unless a longer radius is required to serve an existing or future use.</p> <p>4. Side lot lines shall be within twenty degrees (20°) to a right angle or radial line to the street line.</p> <p>5. Double frontage lots shall not be created. A planting strip shall be provided along the boundary line of lots adjacent to arterial streets or incompatible zoning districts.</p> <p>6. Every lot in a subdivision shall have a minimum of twenty feet (20') of frontage on a dedicated public street or legal access via an easement of twenty feet (20') or greater in width. Easement shall be recorded in the office of the Blaine County recorder prior to or in conjunction with recordation of the final plat.</p>
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			<i>Findings</i>	<i>Standard #1 has been met as the size, width, depth, shape, and orientation of Lot 2A comply with the dimensional standards required in the Community Core Zone. Pursuant to Ketchum Municipal Code §17.12.040, lots in the Community Core Zone must have a minimum size of 5,500 square feet and minimum width of 55 feet average. The consolidated lot will have a total area of 24,723 square feet with 165 feet of frontage along 1st Avenue and 150 feet of frontage along 4th Street. Standard #2 is not applicable is not located in the floodplain and does not contain land with slopes of 25%. Standard #3 through #6 are not applicable as the preliminary plat consolidates two existing lots and no new lots will be created.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.G	<p>G. Block Requirements: The length, width and shape of blocks within a proposed subdivision shall conform to the following requirements:</p> <ol style="list-style-type: none"> 1. No block shall be longer than one thousand two hundred feet (1,200'), nor less than four hundred feet (400') between the street intersections, and shall have sufficient depth to provide for two (2) tiers of lots. 2. Blocks shall be laid out in such a manner as to comply with the lot requirements. 3. The layout of blocks shall take into consideration the natural topography of the land to promote access within the subdivision and minimize cuts and fills for roads and minimize adverse impact on environment, watercourses and topographical features. 4. Corner lots shall contain a building envelope outside of a seventy five foot (75') radius from the intersection of the streets.
			<i>Findings</i>	<i>N/A. This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum townsite. This application does not create a new block.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.H	<p>Street Improvement Requirements:</p> <ol style="list-style-type: none"> 1. The arrangement, character, extent, width, grade and location of all streets put in the proposed subdivision shall conform to the comprehensive plan and shall be considered in their relation to existing and planned streets, topography, public convenience and safety, and the proposed uses of the land; 2. All streets shall be constructed to meet or exceed the criteria and standards set forth in chapter 12.04 of this code, and all other applicable ordinances, resolutions or regulations of the city or any other governmental entity having jurisdiction, now existing or adopted, amended or codified;

			<p>3. Where a subdivision abuts or contains an existing or proposed arterial street, railroad or limited access highway right of way, the council may require a frontage street, planting strip, or similar design features;</p> <p>4. Streets may be required to provide access to adjoining lands and provide proper traffic circulation through existing or future neighborhoods;</p> <p>5. Street grades shall not be less than three-tenths percent (0.3%) and not more than seven percent (7%) so as to provide safe movement of traffic and emergency vehicles in all weather and to provide for adequate drainage and snow plowing;</p> <p>6. In general, partial dedications shall not be permitted, however, the council may accept a partial street dedication when such a street forms a boundary of the proposed subdivision and is deemed necessary for the orderly development of the neighborhood, and provided the council finds it practical to require the dedication of the remainder of the right of way when the adjoining property is subdivided. When a partial street exists adjoining the proposed subdivision, the remainder of the right of way shall be dedicated;</p> <p>7. Dead end streets may be permitted only when such street terminates at the boundary of a subdivision and is necessary for the development of the subdivision or the future development of the adjacent property. When such a dead end street serves more than two (2) lots, a temporary turnaround easement shall be provided, which easement shall revert to the adjacent lots when the street is extended;</p> <p>8. A cul-de-sac, court or similar type street shall be permitted only when necessary to the development of the subdivision, and provided, that no such street shall have a maximum length greater than four hundred feet (400') from entrance to center of turnaround, and all cul-de-sacs shall have a minimum turnaround radius of sixty feet (60') at the property line and not less than forty five feet (45') at the curb line;</p> <p>9. Streets shall be planned to intersect as nearly as possible at right angles, but in no event at less than seventy degrees (70°);</p> <p>10. Where any street deflects an angle of ten degrees (10°) or more, a connecting curve shall be required having a minimum centerline radius of three hundred feet (300') for arterial and collector streets, and one hundred twenty five feet (125') for minor streets;</p> <p>11. Streets with centerline offsets of less than one hundred twenty five feet (125') shall be prohibited;</p> <p>12. A tangent of at least one hundred feet (100') long shall be introduced between reverse curves on arterial and collector streets;</p> <p>13. Proposed streets which are a continuation of an existing street shall be given the same names as the existing street. All new street names shall</p>
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			<p>not duplicate or be confused with the names of existing streets within Blaine County, Idaho. The subdivider shall obtain approval of all street names within the proposed subdivision from the commission before submitting same to council for preliminary plat approval;</p> <p>14. Street alignment design shall follow natural terrain contours to result in safe streets, usable lots, and minimum cuts and fills;</p> <p>15. Street patterns of residential areas shall be designed to create areas free of through traffic, but readily accessible to adjacent collector and arterial streets;</p> <p>16. Reserve planting strips controlling access to public streets shall be permitted under conditions specified and shown on the final plat, and all landscaping and irrigation systems shall be installed as required improvements by the subdivider;</p> <p>17. In general, the centerline of a street shall coincide with the centerline of the street right of way, and all crosswalk markings shall be installed by the subdivider as a required improvement;</p> <p>18. Street lighting may be required by the commission or council where appropriate and shall be installed by the subdivider as a requirement improvement;</p> <p>19. Private streets may be allowed upon recommendation by the commission and approval by the council. Private streets shall be constructed to meet the design standards specified in subsection H2 of this section;</p> <p>20. Street signs shall be installed by the subdivider as a required improvement of a type and design approved by the administrator and shall be consistent with the type and design of existing street signs elsewhere in the city;</p> <p>21. Whenever a proposed subdivision requires construction of a new bridge, or will create substantial additional traffic which will require construction of a new bridge or improvement of an existing bridge, such construction or improvement shall be a required improvement by the subdivider. Such construction or improvement shall be in accordance with adopted standard specifications;</p> <p>22. Sidewalks, curbs and gutters may be a required improvement installed by the subdivider; and</p> <p>23. Gates are prohibited on private roads and parking access/entranceways, private driveways accessing more than one single-family dwelling unit and one accessory dwelling unit, and public rights of way unless approved by the city council.</p>
		<p><i>Findings</i></p>	<p><i>This standard is not applicable as this application proposes to combine three existing lots within the Ketchum townsite. This proposal does not create a new street, private road, or bridge.</i></p>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.I	<p>Alley Improvement Requirements: Alleys shall be provided in business, commercial and light industrial zoning districts. The width of an alley shall be not less than twenty feet (20'). Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be provided to permit safe vehicular movement. Dead end alleys shall be prohibited. Improvement of alleys shall be done by the subdivider as required improvement and in conformance with design standards specified in subsection H2 of this section.</p>
			<i>Findings</i>	<p><i>This standard is not applicable as this project combines three existing lots within the original Ketchum townsite. The project proposes alley improvements, including grading and resurfacing the alley with asphalt. These improvements are shown on the project plans submitted with Design Review Application File No. P22-045C.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.J	<p>Required Easements: Easements, as set forth in this subsection, shall be required for location of utilities and other public services, to provide adequate pedestrian circulation and access to public waterways and lands.</p> <ol style="list-style-type: none"> 1. A public utility easement at least ten feet (10') in width shall be required within the street right of way boundaries of all private streets. A public utility easement at least five feet (5') in width shall be required within property boundaries adjacent to Warm Springs Road and within any other property boundary as determined by the city engineer to be necessary for the provision of adequate public utilities. 2. Where a subdivision contains or borders on a watercourse, drainageway, channel or stream, an easement shall be required of sufficient width to contain such watercourse and provide access for private maintenance and/or reconstruction of such watercourse. 3. All subdivisions which border the Big Wood River, Trail Creek and Warm Springs Creek shall dedicate a ten foot (10') fish and nature study easement along the riverbank. Furthermore, the council shall require, in appropriate areas, an easement providing access through the subdivision to the bank as a sportsman's access. These easement requirements are minimum standards, and in appropriate cases where a subdivision abuts a portion of the river adjacent to an existing pedestrian easement, the council may require an extension of that easement along the portion of the riverbank which runs through the proposed subdivision. 4. 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.

				<p>5. No ditch, pipe or structure for irrigation water or irrigation wastewater shall be constructed, rerouted or changed in the course of planning for or constructing required improvements within a proposed subdivision unless same has first been approved in writing by the ditch company or property owner holding the water rights. A written copy of such approval shall be filed as part of required improvement construction plans.</p> <p>6. Nonvehicular transportation system easements including pedestrian walkways, bike paths, equestrian paths, and similar easements shall be dedicated by the subdivider to provide an adequate nonvehicular transportation system throughout the city.</p>
			<i>Findings</i>	<i>This standard is not applicable as no easements are proposed or required for this project. The project does not create a new private street. This property is not adjacent to Warm Springs Road. The property does not border a watercourse, drainageway, channel, or stream.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.K	<p>Sanitary Sewage Disposal Improvements: Central sanitary sewer systems shall be installed in all subdivisions and connected to the Ketchum sewage treatment system as a required improvement by the subdivider. Construction plans and specifications for central sanitary sewer extension shall be prepared by the subdivider and approved by the city engineer, council and Idaho health department prior to final plat approval. In the event that the sanitary sewage system of a subdivision cannot connect to the existing public sewage system, alternative provisions for sewage disposal in accordance with the requirements of the Idaho department of health and the council may be constructed on a temporary basis until such time as connection to the public sewage system is possible. In considering such alternative provisions, the council may require an increase in the minimum lot size and may impose any other reasonable requirements which it deems necessary to protect public health, safety and welfare.</p>
			<i>Findings</i>	<i>This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum townsite. Sewer system improvements are not required for this lot consolidation.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.L	<p>Water System Improvements: A central domestic water distribution system shall be installed in all subdivisions by the subdivider as a required improvement. The subdivider shall also be required to locate and install an adequate number of fire hydrants within the proposed subdivision according to specifications and requirements of the city under the supervision of the Ketchum fire department and other regulatory agencies having jurisdiction. Furthermore, the central water system shall have sufficient flow for domestic use and adequate fire flow. All such water systems installed shall be looped extensions, and no dead end</p>

				<p>systems shall be permitted. All water systems shall be connected to the municipal water system and shall meet the standards of the following agencies: Idaho department of public health, Idaho survey and rating bureau, district sanitarian, Idaho state public utilities commission, Idaho department of reclamation, and all requirements of the city.</p>
			<i>Findings</i>	<i>This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum Townsite. Water system improvements are not required for this lot consolidation.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.M	<p>Planting Strip Improvements: Planting strips shall be required improvements. When a predominantly residential subdivision is proposed for land adjoining incompatible uses or features such as highways, railroads, commercial or light industrial districts or off street parking areas, the subdivider shall provide planting strips to screen the view of such incompatible features. The subdivider shall submit a landscaping plan for such planting strip with the preliminary plat application, and the landscaping shall be a required improvement.</p>
			<i>Findings</i>	<i>This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum townsite. Planting strip improvements are not required for this project.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.N	<p>Cuts, Fills, And Grading Improvements: Proposed subdivisions shall be carefully planned to be compatible with natural topography, soil conditions, geology and hydrology of the site, as well as to minimize cuts, fills, alterations of topography, streams, drainage channels, and disruption of soils and vegetation. The design criteria shall include the following:</p> <ol style="list-style-type: none"> 1. A preliminary soil report prepared by a qualified engineer may be required by the commission and/or council as part of the preliminary plat application. 2. Preliminary grading plan prepared by a civil engineer shall be submitted as part of all preliminary plat applications. Such plan shall contain the following information: <ol style="list-style-type: none"> a. Proposed contours at a maximum of five foot (5') contour intervals. b. Cut and fill banks in pad elevations. c. Drainage patterns. d. Areas where trees and/or natural vegetation will be preserved. e. Location of all street and utility improvements including driveways to building envelopes. f. Any other information which may reasonably be required by the administrator, commission or council to adequately review the affect of the proposed improvements.

			<p>3. Grading shall be designed to blend with natural landforms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways.</p> <p>4. Areas within a subdivision which are not well suited for development because of existing soil conditions, steepness of slope, geology or hydrology shall be allocated for open space for the benefit of future property owners within the subdivision.</p> <p>5. Where existing soils and vegetation are disrupted by subdivision development, provision shall be made by the subdivider for revegetation of disturbed areas with perennial vegetation sufficient to stabilize the soil upon completion of the construction. Until such times as such revegetation has been installed and established, the subdivider shall maintain and protect all disturbed surfaces from erosion.</p> <p>6. Where cuts, fills, or other excavations are necessary, the following development standards shall apply:</p> <ul style="list-style-type: none"> a. Fill areas shall be prepared by removing all organic material detrimental to proper compaction for soil stability. b. Fills shall be compacted to at least ninety five percent (95%) of maximum density as determined by AASHO T99 (American Association of State Highway Officials) and ASTM D698 (American standard testing methods). c. Cut slopes shall be no steeper than two horizontal to one vertical (2:1). Subsurface drainage shall be provided as necessary for stability. d. Fill slopes shall be no steeper than three horizontal to one vertical (3:1). Neither cut nor fill slopes shall be located on natural slopes of three to one (3:1) or steeper, or where fill slope toes out within twelve feet (12') horizontally of the top and existing or planned cut slope. e. Toes of cut and fill slopes shall be set back from property boundaries a distance of three feet (3'), plus one-fifth (1/5) of the height of the cut or the fill, but may not exceed a horizontal distance of ten feet (10'); tops and toes of cut and fill slopes shall be set back from structures at a distance of at least six feet (6'), plus one-fifth (1/5) of the height of the cut or the fill. Additional setback distances shall be provided as necessary to accommodate drainage features and drainage structures.
		<i>Findings</i>	<p><i>This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum townsite. No grading improvements are proposed or required for the lot consolidation. The grading improvements are shown the project plans submitted with Design Review Application File No. P22-045C.</i></p>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.O	<p>Drainage Improvements: The subdivider shall submit with the preliminary plat application such maps, profiles, and other data prepared by an engineer to indicate the proper drainage of the surface water to natural drainage courses or storm drains, existing or proposed. The location and width of the natural drainage courses shall be shown as an easement common to all owners within the subdivision and the city on the preliminary and final plat. All natural drainage courses shall be left undisturbed or be improved in a manner that will increase the operating efficiency of the channel without overloading its capacity. An adequate storm and surface drainage system shall be a required improvement in all subdivisions and shall be installed by the subdivider. Culverts shall be required where all water or drainage courses intersect with streets, driveways or improved public easements and shall extend across and under the entire improved width including shoulders.</p>
			<i>Findings</i>	<i>This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum townsite. No drainage improvements are proposed or required for the lot consolidation. The drainage improvements are shown on the project plans approved with Design Review Application File No. P22-045C.</i>
			16.04.040.P	<p>Utilities: In addition to the terms mentioned in this section, all utilities including, but not limited to, electricity, natural gas, telephone and cable services shall be installed underground as a required improvement by the subdivider. Adequate provision for expansion of such services within the subdivision or to adjacent lands including installation of conduit pipe across and underneath streets shall be installed by the subdivider prior to construction of street improvements.</p>
			<i>Findings</i>	<i>This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum townsite. No utility improvements are proposed or required for the lot consolidation. The drainage improvements are shown on the project plans approved with Design Review Application File No. P22-045C.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.Q	<p>Off Site Improvements: Where the offsite impact of a proposed subdivision is found by the commission or council to create substantial additional traffic, improvements to alleviate that impact may be required of the subdivider prior to final plat approval, including, but not limited to, bridges, intersections, roads, traffic control devices, water mains and facilities, and sewer mains and facilities.</p>
			<i>Findings</i>	<i>This standard is not applicable as this project proposes to combine three existing lots within the original Ketchum townsite. Off-site improvements are not required or proposed with this project.</i>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.R	Avalanche And Mountain Overlay: All improvements and plats (land, planned unit development, townhouse, condominium) created pursuant to this chapter shall comply with City of Ketchum Avalanche Zone District and Mountain Overlay Zoning District requirements as set forth in Title 17 of this Code.
			<i>Findings</i>	<i>N/A as this property is not located within the Avalanche Zone or Mountain Overlay.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.S	Existing natural features which enhance the attractiveness of the subdivision and community, such as mature trees, watercourses, rock outcroppings, established shrub masses and historic areas, shall be preserved through design of the subdivision.
			<i>Findings</i>	The existing site survey on page 11 of the project plans shows 5 existing trees on the subject property. These trees are proposed to be removed to accommodate the mixed-use development. The City Arborist conducted a site inspection on January 25, 2023 and determined that the existing trees are not healthy or mature, and therefore, do not require replacement.

CONCLUSIONS OF LAW

1. The City of Ketchum is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified at Chapter 65 of Title 67 Idaho Code and pursuant to Chapters 3, 9 and 13 of Title 50 Idaho Code to enact the ordinances and regulations, which ordinances are codified in the Ketchum Municipal Code (“KMC”) and are identified in the Findings of Fact and which are herein restated as Conclusions of Law by this reference and which City Ordinances govern the applicant’s Lot Consolidation Subdivision Preliminary Plat application for the development and use of the project site.
2. The Commission has authority to review and approve the applicant’s Lot Consolidation Subdivision Preliminary Plat Application pursuant to Chapter 16.04 of Ketchum Code Title 16.
3. The City of Ketchum Planning Department provided notice for the review of this application in accordance with Ketchum Municipal Code §16.04.030.
4. The Lot Consolidation Subdivision Preliminary Plat application is governed under Chapter 16.04 of Ketchum Municipal Code.
5. The Perry Building Lot Consolidation Subdivision Preliminary Plat application meets all applicable standards specified in Title 16 of Ketchum Municipal Code.

DECISION

THEREFORE, the Commission **approves** this Lot Consolidation Preliminary Plat Application File No. P22-045A this Tuesday, March 14, 2023 subject to the following conditions of approval.

CONDITIONS OF APPROVAL

1. The lot consolidation preliminary plat is subject to all conditions of approval associated with Design Review Application File No. P22-045C.
2. Failure to record a Final Plat within two (2) years of Council's approval of a Preliminary Plat shall cause the Preliminary Plat to be null and void.

Findings of Fact **adopted** this 28th day of March 2023.

Neil Morrow, Chair
City of Ketchum
Planning and Zoning Commission

Exhibit A

Lot Consolidation

Preliminary Plat

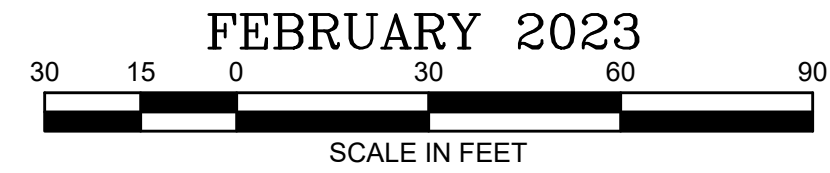
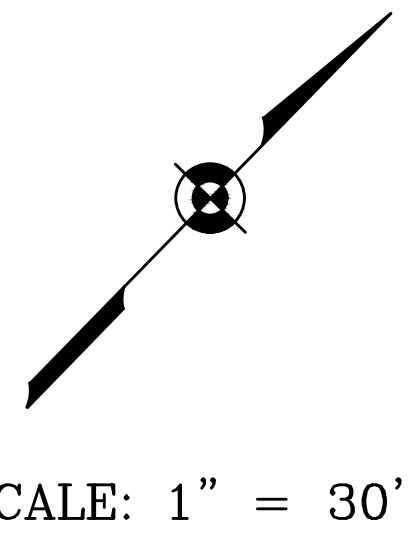
Application

File No. P22-045A

Plan Set

A PLAT SHOWING LOT 2A, BLOCK 56, KETCHUM TOWNSITE

WHEREIN THE INTERIOR LOT LINES OF LOTS 2, 3A & 4A, BLOCK 56, KETCHUM TOWNSITE, ARE VACATED AS SHOWN HEREON
LOCATED WITHIN SECTION 13, T.4 N., R.17 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO

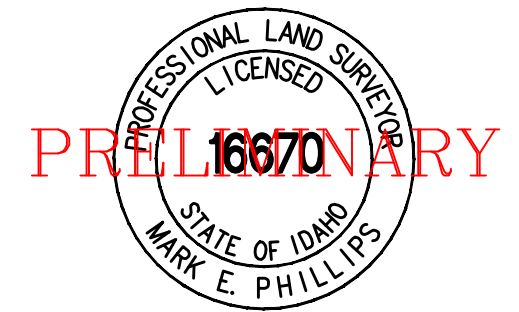
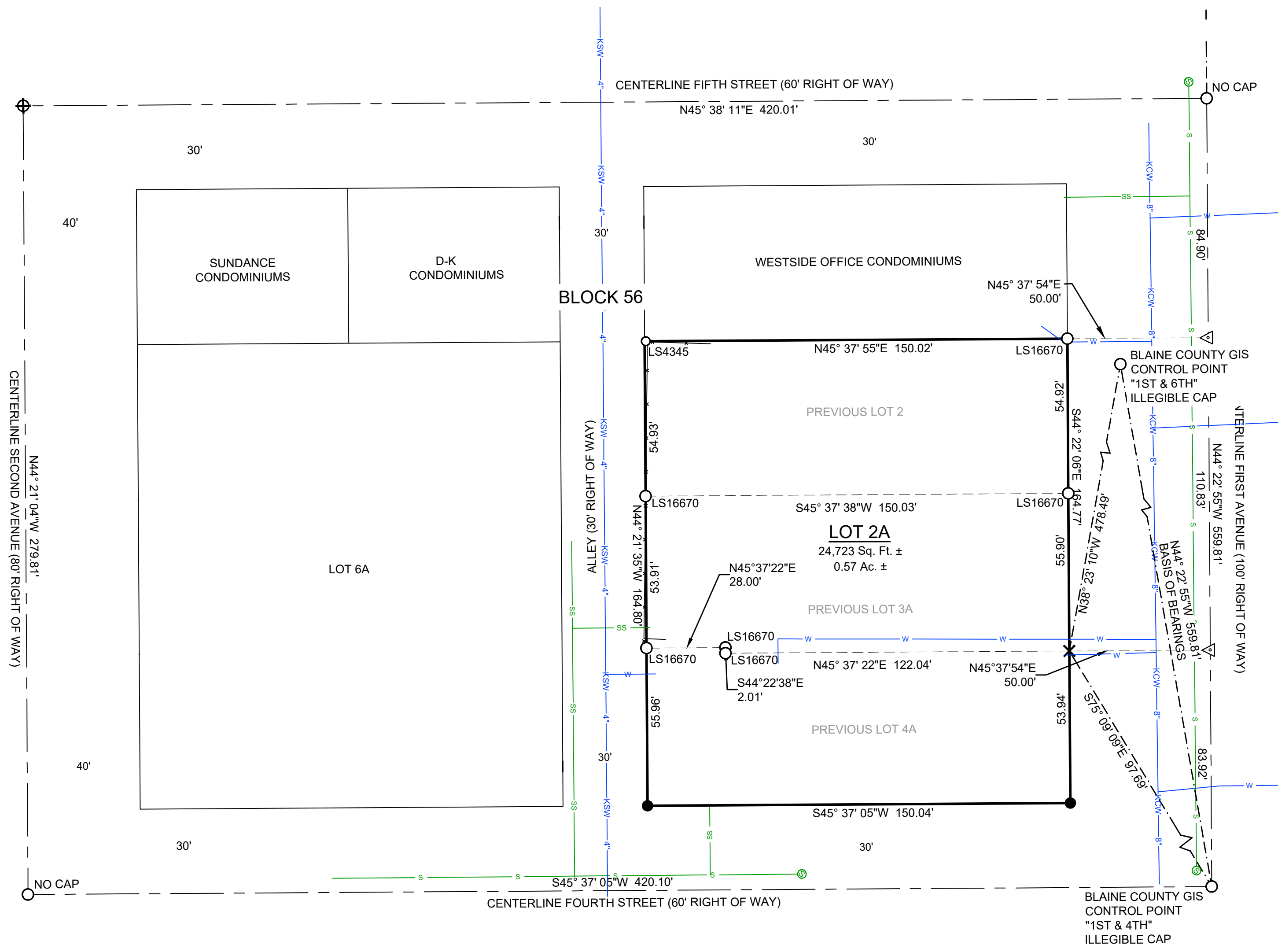


LEGEND

- Property Line
- Lot Line to be Vacated
- Adjoiner's Lot Line
- Centerline of Right of Way
- Fence Line
- Survey Tie Line
- GIS Tie Line
- KCW 8" Ketchum City Water
- KSW 4" Ketchum SpringLine Water
- W Water Service Tie Line
- S Sewer Main
- SS Sewer Service
- Sewer Manhole
- X Found Magnetic Nail
- △ Calculated Point, Not Set
- ⊗ Found 1" Survey Marker
- Found 1/2" Rebar
- Found 5/8" Rebar
- Set 5/8" Rebar, P.L.S. 16670

SURVEY NARRATIVE & NOTES

1. The purpose of this survey is to show the monuments found and set during the boundary retracement of Lot 2A, Block 56, Ketchum Townsite. The boundary shown is based on found centerline monuments, on the recorded plat of Ketchum: Block 56: Lots 3A and 4A, Instrument Number 403336 and the plat of the Village of Ketchum, Instrument Number 302962, both records of Blaine County, Idaho. All found monuments have been accepted. The missing monuments were reset by block breakdown and proportioning record distances between found monuments. Additional documents used during the course of this survey include the Record of Survey for Lots 2 & 3A, Block 56, Ketchum Townsite, Instrument Number 678114, the Record of Survey for D-K Condos, The N.E. 1/2 of Lots 5, Block 56, Ketchum Townsite, Instrument Number 694650, the plat of Ketchum, Block 56, Lot 6A, Instrument Number 438337 and the plat for D-K Condominiums, Instrument Number 195387, all records of Blaine County, Idaho.
2. The distances shown are measured. Refer to the above referenced documents for previous record data.
3. This survey does not purport to reflect any of the following which may be applicable to subject real property: natural hazards, encroachments, wetlands, ditches, easements, building setbacks, restrictive covenants, subdivision restrictions, zoning or any other land-use regulations.
4. A Title Commitment for Lot 2, Block 56, Village of Ketchum, Blaine County, Idaho and Lots 3A and 4A, Block 56, Ketchum: Block 56: Lots 3A and 4A, Blaine County, Idaho, have been issued by Stewart Title Guaranty Company, File Number 22463680, with a Date of Guarantee of September 30, 2022. Certain information contained in said title policy may not appear on this map or may affect items shown hereon. It is the responsibility of the owner or agent to review said title policy. All plottable encumbrances and easements listed in the title report are shown hereon. Review of specific documents is required, if further information is desired.
5. Zoning is CC-2, Community Core-Mixed Use Zone. Refer to City of Ketchum Zoning Ordinance for more specific information about this zone.
6. The owner/subdivider is The Perry Building L.L.C., c/o Alston, Courtnage & Bassetti L.L.P. 1420 Fifth Ave. Ste. 3650 Seattle, WA 98101-4011. The surveyor/representative is Mark E. Phillips, Galena Engineering, Inc., 317 N. River St., Hailey, Idaho 83333.



MARK E. PHILLIPS, P.L.S. 16670

LOT 2A, BLOCK 56,
KETCHUM TOWNSITE

GALENA ENGINEERING, INC.
HAILEY, IDAHO

SHEET 1 OF 2
Job No. 8059-02

CERTIFICATE OF OWNERSHIP

This is to certify that the undersigned is the owner in fee simple of the following described parcel of land:

A parcel of land located within Section 13, T.4N., R.17E., B.M., City of Ketchum, Blaine County, Idaho, more particularly described as follows:

- LOT 2, BLOCK 56, VILLAGE OF KETCHUM, BLAINE COUNTY, IDAHO
- LOT 3A, BLOCK 56, KETCHUM: BLOCK 56: LOTS 3A AND 4A, BLAINE COUNTY, IDAHO
- LOT 4A IN BLOCK 56 OF KETCHUM: BLOCK 56: LOTS 3A AND 4A

The easements indicated hereon are not dedicated to the public, but the right to use said easements is hereby reserved for the public utilities and for any other uses indicated hereon and no permanent structures are to be erected within the lines of said easements.

I do hereby certify that all lots in this plat will be eligible to receive water service from an existing water distribution system and that the existing water distribution system has agreed in writing to serve all of units shown within this plat.

It is the intent of the owner to hereby include said land in this plat.

- LOT 2, BLOCK 56, VILLAGE OF KETCHUM, BLAINE COUNTY IDAHO
- LOT 3A, BLOCK 56, KETCHUM: BLOCK 56: LOTS 3A AND 4A, BLAINE COUNTY, IDAHO

Center of Ketchum L.L.C., A Washington Limited Liability Company.
By: Carson Palmer, Member/Manager

ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } ss

On this ____ day of _____ 2023, before me, a Notary Public in and for said State, personally appeared Carson Palmer, known or identified to me to be a Member/Manager of the Center of Ketchum L.L.C., a Washington Limited Liability Company, and acknowledged to me that he executed the same in said Limited Liability Company name

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for said State
Residing in _____
My Commission Expires _____

LOT 4A IN BLOCK 56 OF KETCHUM: BLOCK 56: LOTS 3A AND 4A

The Perry Building L.L.C., A Washington Limited Liability Company.
By: Carson Palmer, Member/Manager

ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } ss

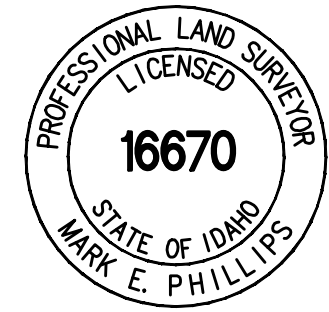
On this ____ day of _____ 2023, before me, a Notary Public in and for said State, personally appeared Carson Palmer, known or identified to me to be a Member/Manager of The Perry Building L.L.C., a Washington Limited Liability Company, and acknowledged to me that he executed the same in said Limited Liability Company name.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for said State
Residing in _____
My Commission Expires _____

SURVEYOR'S CERTIFICATE

I, Mark E. Phillips, a duly Licensed Professional Land Surveyor in the State of Idaho, do hereby certify that this plat is a true and accurate map of the land and points surveyed under my direct supervision and that it is in accordance with the Idaho State Code relating to Plats, Surveys, and Condominiums and the Corner Perpetuation and Filing Act, 55-1601 through 55-1612.



MARK E. PHILLIPS, P.L.S. 16670

BLAINE COUNTY SURVEYOR'S APPROVAL

I, Sam Young County Surveyor for Blaine County, Idaho, do hereby certify that I have checked the foregoing Plat and computations for making the same and have determined that they comply with the laws of the State of Idaho relating to Plats and Surveys.

Sam Young, P.L.S. 11577
Blaine County Surveyor

KETCHUM CITY COUNCIL CERTIFICATE

I, the undersigned, City Clerk, in and for the City of Ketchum, Blaine County, Idaho, do hereby certify that at a regular meeting of the City Council held on the ____ day of _____, 2023, this plat was duly accepted and approved.

Lisa Enourato, Interim City Clerk, City of Ketchum

KETCHUM CITY ENGINEER CERTIFICATE

I, the undersigned, City Engineer in and for the City of Ketchum, Blaine County, Idaho, do hereby approve this plat on this ____ day of _____, 2023, and certify that it is in accordance with the City of Ketchum subdivision ordinance.

Robyn Mattison, City Engineer, City of Ketchum

KETCHUM CITY PLANNER CERTIFICATE

I, the undersigned, Planner in and for the City of Ketchum, Blaine County, Idaho, do hereby approve this plat on this ____ day of _____, 2023, and certify that it is in accordance with the City of Ketchum subdivision ordinance.

Abby Rivin, Senior Planner, City of Ketchum

BLAINE COUNTY TREASURER'S APPROVAL

I, the undersigned County Treasurer in and for Blaine County, State of Idaho per the requirements of Idaho Code 50-1308, do hereby certify that any and all current and/or delinquent county property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

Blaine County Treasurer

Date

BLAINE COUNTY RECORDER'S CERTIFICATE

LOT 2A, BLOCK 56,
KETCHUM TOWNSITE

GALENA ENGINEERING, INC.
HAILEY, IDAHO

SHEET 1 OF 2
Job No. 8059-02



**City of Ketchum
Planning & Building**

IN RE:)
)
The Perry Building) KETCHUM PLANNING AND ZONING COMMISSION
Condominium Subdivision Preliminary Plat) FINDINGS OF FACT, CONCLUSIONS OF LAW, AND
File Number: P22-045B) DECISION
)
Date: March 28, 2023)
)

PROJECT: The Perry Building

APPLICATION TYPE: Condominium Subdivision – Preliminary Plat

FILE NUMBER: P22-045B

ASSOCIATED APPLICATIONS: Design Review (Application File No. P22-045C)
Lot Consolidation – Preliminary Plat (Application File No. P22-045A)
Variance Request (Application File No. P22-045D)

PROPERTY OWNER: Carson Palmer and Broderick Smith, Managing Members, The Perry Building LLC

REPRESENTATIVE: Tiina Ritval (Architect), GGLO

LOCATION: 131 W 4th Street and 471 & 431 N 1st Avenue
(Ketchum Townsite: Block 56: Lots 2, 3A, and 4A)

ZONING: Community Core – Subdistrict 2 – Mixed-Use Subdistrict (CC-2)

OVERLAY: None

RECORD OF PROCEEDINGS

The Planning and Zoning Commission considered The Perry Building project Condominium Subdivision Preliminary Plat Application File No. P22-045B during their meeting on March 14, 2023. The application was considered concurrently with Design Review Application File No. P22-045C, Variance Request Application File No. P22-045D, and Lot Consolidation Preliminary Plat Application File No. P22-045A and the public hearings were combined in accordance with Idaho Code §67-6522.

Public Hearing Notice & Public Comment

A public hearing notice for the project was mailed to all owners of property within 300 feet of the project site and all political subdivisions on February 22, 2023. The public hearing notice was published in the Idaho Mountain Express on February 22, 2023. A notice was posted on the project site and the city's website on January 30, 2023. The building corners were staked and the story pole was installed on the project site on February 27, 2023. After considering Staff's analysis, the applicant's presentation, and public comment, the Commission recommended approval of the Condominium Subdivision Preliminary Plat application to the City Council subject to conditions.

FINDINGS OF FACT

The applicant is proposing to develop a new 53,756-gross-square-foot mixed-use building, called The Perry Building (the "project"), at the northwest corner of 4th Street and 1st Avenue (the "subject property") located within the Mixed-Use Subdistrict of the Community Core ("CC-2 Zone"). The project site is adjacent to: (a) the Westside Office Condominiums to the north on 1st Avenue, (b) the post office across the alley to the west, and (c) the Gail Severn Gallery building across 1st Avenue to the east. The 1st & 4th Mixed-Use Building is currently under construction across 4th Street south of the project site. The subject property is comprised of 3 lots within the original Ketchum townsite that was created in 1948. The corner lot is developed with an existing building that was originally constructed as a racquetball court in 1975 and was the home of Perry's Restaurant for 37 years and a variety of local businesses. The two interior lots are vacant.

As proposed, the project includes 5,929 square feet of retail space on the ground-level with frontage along both 4th Street and 1st Avenue and 23 multi-family dwelling units. Seven of these multi-family dwelling units will be deed-restricted as community housing rentals. The community housing units are one- and two-bedroom apartments ranging in size from 624 to 976 square feet located on the ground floor. The 16 market-rate multi-family dwelling units range in size from 648 to 3,751 square feet.

The seven community housing units are exempt from providing parking pursuant to KMC §17.125.040.C.1a. 5,500 square feet of the retail space is also exempt from providing parking pursuant to KMC §17.125.040.C.1c. One parking space is required for the remaining 429 square feet of retail. 22 parking spaces are required for the market-rate multi-family dwelling units. The project is required to provide 23 total parking space on site to satisfy the retail and multi-family residential parking demand pursuant KMC §17.125.040.B. As shown on page 26 of the project plans, 29 spaces are proposed to be provided on site within the parking garage accessed from the alley to satisfy the demand.

The project proposes to construct improvements to the public rights-of-way adjacent to the subject property, including: (a) grading and resurfacing the alley with asphalt, (b) installing a new heated, paver 8-foot-wide sidewalk along 1st Avenue, (c) installing a new heated, paver 12-foot-wide sidewalk along 4th Street, (d) constructing new curb and gutter with drainage facilities, and (e) providing new streetlights and street trees. The snowmelt system proposed for the new sidewalks

will require a right-of-way encroachment permit approved by the Ketchum City Council. All final right-of-way improvements will be reviewed and approved by the City Engineer and Streets Department to ensure compliance with city standards prior to issuance of a building permit for the project.

The condominium subdivision preliminary plat application will subdivide the building into 4 commercial condominium units, 7 community housing condominium units, 16 multi-family dwelling condominium units, common area, and limited common area. The condominium subdivision preliminary plat plan set is attached as Exhibit A. During city department review, staff reviewed the lot consolidation and condominium subdivision preliminary plat applications for conformance with the procedures for subdivision approval (KMC §16.04.030), subdivision development and design standards (KMC §16.04.040), and condominium requirements (KMC §16.04.070). Certain standards are not applicable for one of the following reasons:

- The standard applies to the establishment of new subdivisions creating multiple new lots that will form blocks around new streets, and not the subject property, which is comprised of three existing platted lots within the original Ketchum townsite.
- The standard applies to an action that will be taken at the final plat stage of the process.
- The City Engineer has determined that the standard does not apply.

The proposed lot consolidation and condominium preliminary plat applications comply with all applicable subdivision requirements and standards.

FINDINGS REGARDING COMPLIANCE WITH PRELIMINARY PLAT REQUIREMENTS

Preliminary Plat Requirements (Ketchum Municipal Code §16.04.030)				
Compliant			City Code	City Standards
Yes	No	N/A		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.C.1	The subdivider shall file with the administrator copies of the completed subdivision application form and preliminary plat data as required by this chapter.
			<i>Findings</i>	<i>The Planning and Building Department received the final design review, variance request, lot consolidation preliminary plat, and condominium subdivision preliminary plat applications on November 28, 2022. The applications were reviewed concurrently by planning staff and city departments. Staff review comments were provided to the applicant on February 1, 2023. The applications were deemed complete on February 17, 2023.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J	Contents Of Preliminary Plat: The preliminary plat, together with all application forms, title insurance report, deeds, maps, and other documents reasonably required, shall constitute a complete subdivision application.
			<i>Findings</i>	<i>The subdivision application was deemed complete on February 17, 2023.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.1	The preliminary plat shall be drawn to a scale of not less than one inch equals one hundred feet (1" = 100') and shall show the following:

				The scale, north point and date.
			<i>Findings</i>	<i>This standard is met as shown on Sheet 1 of the preliminary plat.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.2	The name of the proposed subdivision, which shall not be the same or confused with the name of any other subdivision in Blaine County, Idaho.
			<i>Findings</i>	<i>As shown on Sheet 1 of the preliminary plat, the plat is titled "The Perry" which is not the same as any other subdivision in Blaine County, Idaho.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.3	The name and address of the owner of record, the subdivider, and the engineer, surveyor, or other person preparing the plat.
			<i>Findings</i>	<i>The name of the owner and surveyor is shown on Sheet 1 of the plat. The plat was prepared by Mark E. Phillips of Galena Engineering.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.4	Legal description of the area platted.
			<i>Findings</i>	<i>The legal description of the area platted is shown on page 1 of the preliminary plat.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.5	The names and the intersecting boundary lines of adjoining subdivisions and parcels of property.
			<i>Findings</i>	<i>The preliminary plat shows adjacent properties within block 56 of the original Ketchum townsite, including Lot 6A, the Sundance Condominiums, and the West Side Office Condominiums.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.6	A contour map of the subdivision with contour lines and a maximum interval of five feet (5') to show the configuration of the land based upon the United States geodetic survey data, or other data approved by the city engineer.
			<i>Findings</i>	<i>Existing site conditions, including topography, are shown on the project plans submitted with Design Review Application File No. P22-045C.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.7	The scaled location of existing buildings, water bodies and courses and location of the adjoining or immediately adjacent dedicated streets, roadways and easements, public and private.
			<i>Findings</i>	<i>Sheet 1 of the preliminary plat shows the location of the adjacent streets and block 56 alley. The property does not contain any public or private easements. The corner lot is developed with an existing building that was originally constructed as a racquetball court in 1975 and was the home of Perry's Restaurant for 37 years that is proposed to be demolished. The project plans submitted with Design Review Application File No. P22-045C showed the scaled location of the existing building. The two interior lots are vacant.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.8	Boundary description and the area of the tract.
			<i>Findings</i>	<i>Sheet 1 provides the boundary description of the area. The total area of Lot 2A is 24,723 as noted on the preliminary plat map.</i>
			16.04.030.J.9	Existing zoning of the tract.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Findings	<i>Plat note #10 on Sheet 2 of the preliminary plat specifies the existing zoning of the subject property.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.10	The proposed location of street rights of way, lots, and lot lines, easements, including all approximate dimensions, and including all proposed lot and block numbering and proposed street names.
			Findings	<i>The preliminary plat shows the locations and lot lines for the master lot and lot lines of condominium units. No new streets or blocks are being proposed with this application.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.11	The location, approximate size and proposed use of all land intended to be dedicated for public use or for common use of all future property owners within the proposed subdivision.
			Findings	<i>The plat shows all common area elements within the condominium subdivision. Plat note #12 states, "All accessible areas outside of units that is not designated as limited common is common area."</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.12	The location, size and type of sanitary and storm sewers, water mains, culverts and other surface or subsurface structures existing within or immediately adjacent to the proposed sanitary or storm sewers, water mains, and storage facilities, street improvements, street lighting, curbs, and gutters and all proposed utilities.
			Findings	<i>The project plans submitted with Design Review Application File No. P22-045C show the proposed drainage and right-of-way improvements proposed for the project.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.13	The direction of drainage, flow and approximate grade of all streets.
			Findings	<i>This standard does not apply as no new streets are proposed.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.14	The location of all drainage canals and structures, the proposed method of disposing of runoff water, and the location and size of all drainage easements, whether they are located within or outside of the proposed plat.
			Findings	<i>This standard does not apply as no new drainage canals or structures are proposed.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.15	All percolation tests and/or exploratory pit excavations required by state health authorities.
			Findings	<i>This standard does not apply as no additional tests are required.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.16	A copy of the provisions of the articles of incorporation and bylaws of homeowners' association and/or condominium declarations to be filed with the final plat of the subdivision.
			Findings	<i>The applicant provided a draft copy of the articles of incorporation, bylaws, and declarations with the application submittal.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.17	Vicinity map drawn to approximate scale showing the location of the proposed subdivision in reference to existing and/or proposed arterials and collector streets.

			<i>Findings</i>	<i>Sheet 5 of the preliminary plat includes a vicinity map.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.18	The boundaries of the floodplain, floodway and avalanche zoning district shall also be clearly delineated and marked on the preliminary plat.
			<i>Findings</i>	<i>The subject property is not within a floodplain, floodway, or avalanche zone district.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.030.J.19	Building envelopes shall be shown on each lot, all or part of which is within a floodway, floodplain, or avalanche zone; or any lot that is adjacent to the Big Wood River, Trail Creek, or Warm Springs Creek; or any lot, a portion of which has a slope of twenty five percent (25%) or greater; or upon any lot which will be created adjacent to the intersection of two (2) or more streets.
			<i>Findings</i>	<i>A building envelope is not required as the subject property is not within the floodway, floodplain, or avalanche zone. The subject property is not adjacent to the Big Wood River, Trail Creek or Warm Springs. The subject property does not contain slopes greater than 25% and is not adjacent to an intersection.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.20	Lot area of each lot.
			<i>Findings</i>	<i>The preliminary plat shows the area of the overall lot and the area of each condominium unit.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.21	Existing mature trees and established shrub masses.
			<i>Findings</i>	<i>The existing site survey on page 11 of the project plans shows 5 existing trees on the subject property. These trees are proposed to be removed to accommodate the mixed-use development. The City Arborist conducted a site inspection on January 25, 2023 and determined that the existing trees are not healthy or mature, and therefore, do not require replacement.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.22	A current title report shall be provided at the time that the preliminary plat is filed with the administrator, together with a copy of the owner's recorded deed to such property.
			<i>Findings</i>	<i>The applicant submitted a title commitment issued by Stewart Title Guarantee Company, and a warranty deed with the preliminary plat application.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.J.23	Three (3) copies of the preliminary plat shall be filed with the administrator.
			<i>Findings</i>	<i>The City of Ketchum received digital copies of the preliminary plat at the time of application.</i>

FINDINGS REGARDING COMPLIANCE WITH SUBDIVISION DEVELOPMENT & DESIGN STANDARDS

Subdivision Development & Design Standards (Ketchum Municipal Code §16.04.040)				
Compliant				
Yes	No	N/A	City Code	City Standards
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.040.A	<p>Required Improvements: The improvements set forth in this section shall be shown on the preliminary plat and installed prior to approval of the final plat. Construction design plans shall be submitted and approved by the city engineer. All such improvements shall be in accordance with the comprehensive plan and constructed in compliance with construction standard specifications adopted by the city. Existing natural features which enhance the attractiveness of the subdivision and community, such as mature trees, watercourses, rock outcroppings, established shrub masses and historic areas, shall be preserved through design of the subdivision.</p> <p><i>Findings</i> The project plans submitted with Design Review Application File No. P22-045C show the proposed utility, drainage, or right-of-way improvements proposed for the project. The construction design plans will be submitted with the building permit application for the mixed-use development for review and approval by City Departments, including the City Engineer.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.B	<p>Improvement Plans: Prior to approval of final plat by the commission, the subdivider shall file two (2) copies with the city engineer, and the city engineer shall approve construction plans for all improvements required in the proposed subdivision. Such plans shall be prepared by a civil engineer licensed in the state.</p> <p><i>Findings</i> This standard is not applicable to the preliminary plat application.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.C	<p>Prior to final plat approval, the subdivider shall have previously constructed all required improvements and secured a certificate of completion from the city engineer. However, in cases where the required improvements cannot be constructed due to weather conditions or other factors beyond the control of the subdivider, the city council may accept, in lieu of any or all of the required improvements, a performance bond filed with the city clerk to ensure actual construction of the required improvements as submitted and approved. Such performance bond shall be issued in an amount not less than one hundred fifty percent (150%) of the estimated costs of improvements as determined by the city engineer. In the event the improvements are not constructed within the time allowed by the city council (which shall be one year or less, depending upon the individual circumstances), the council may order the improvements installed at the expense of the subdivider and the surety. In the event the cost of installing the required improvements exceeds the</p>

				amount of the bond, the subdivider shall be liable to the city for additional costs. The amount that the cost of installing the required improvements exceeds the amount of the performance bond shall automatically become a lien upon any and all property within the subdivision owned by the owner and/or subdivider.
			<i>Findings</i>	<i>This standard is not applicable to the preliminary plat application.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.D	As Built Drawing: Prior to acceptance by the city council of any improvements installed by the subdivider, two (2) sets of as built plans and specifications, certified by the subdivider's engineer, shall be filed with the city engineer. Within ten (10) days after completion of improvements and submission of as built drawings, the city engineer shall certify the completion of the improvements and the acceptance of the improvements, and shall submit a copy of such certification to the administrator and the subdivider. If a performance bond has been filed, the administrator shall forward a copy of the certification to the city clerk. Thereafter, the city clerk shall release the performance bond upon application by the subdivider.
			<i>Findings</i>	<i>This standard is not applicable to the preliminary plat application.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.E	<p>Monumentation: Following completion of construction of the required improvements and prior to certification of completion by the city engineer, certain land survey monuments shall be reset or verified by the subdivider's engineer or surveyor to still be in place. These monuments shall have the size, shape, and type of material as shown on the subdivision plat. The monuments shall be located as follows:</p> <ol style="list-style-type: none"> 1. All angle points in the exterior boundary of the plat. 2. All street intersections, points within and adjacent to the final plat. 3. All street corner lines ending at boundary line of final plat. 4. All angle points and points of curves on all streets. 5. The point of beginning of the subdivision plat description.
			<i>Findings</i>	<i>The applicant shall meet the required monumentation standards prior to recordation of the final plat.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.F	<p>Lot Requirements:</p> <ol style="list-style-type: none"> 1. Lot size, width, depth, shape and orientation and minimum building setback lines shall be in compliance with the zoning district in which the property is located and compatible with the location of the subdivision and the type of development, and preserve solar access to adjacent properties and buildings. 2. Whenever a proposed subdivision contains lot(s), in whole or in part, within the floodplain, or which contains land with a slope in excess of twenty five percent (25%), based upon natural contours, or creates

			<p>corner lots at the intersection of two (2) or more streets, building envelopes shall be shown for the lot(s) so affected on the preliminary and final plats. The building envelopes shall be located in a manner designed to promote harmonious development of structures, minimize congestion of structures, and provide open space and solar access for each lot and structure. Also, building envelopes shall be located to promote access to the lots and maintenance of public utilities, to minimize cut and fill for roads and building foundations, and minimize adverse impact upon environment, watercourses and topographical features. Structures may only be built on buildable lots. Lots shall only be created that meet the definition of "lot, buildable" in section 16.04.020 of this chapter. Building envelopes shall be established outside of hillsides of twenty five percent (25%) and greater and outside of the floodway. A waiver to this standard may only be considered for the following:</p> <p>a. For lot line shifts of parcels that are entirely within slopes of twenty five percent (25%) or greater to create a reasonable building envelope, and mountain overlay design review standards and all other city requirements are met.</p> <p>b. For small, isolated pockets of twenty five percent (25%) or greater that are found to be in compliance with the purposes and standards of the mountain overlay district and this section.</p> <p>3. Corner lots shall have a property line curve or corner of a minimum radius of twenty five feet (25') unless a longer radius is required to serve an existing or future use.</p> <p>4. Side lot lines shall be within twenty degrees (20°) to a right angle or radial line to the street line.</p> <p>5. Double frontage lots shall not be created. A planting strip shall be provided along the boundary line of lots adjacent to arterial streets or incompatible zoning districts.</p> <p>6. Every lot in a subdivision shall have a minimum of twenty feet (20') of frontage on a dedicated public street or legal access via an easement of twenty feet (20') or greater in width. Easement shall be recorded in the office of the Blaine County recorder prior to or in conjunction with recordation of the final plat.</p>
		<i>Findings</i>	<i>This standard is not applicable as no new lots are created with the condominium subdivision. The development parcel, Lot 2A, is created by Lot Consolidation Subdivision Preliminary Plat Application File No. P22-045A.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.G G. Block Requirements: The length, width and shape of blocks within a proposed subdivision shall conform to the following requirements:

				<ol style="list-style-type: none"> 1. No block shall be longer than one thousand two hundred feet (1,200'), nor less than four hundred feet (400') between the street intersections, and shall have sufficient depth to provide for two (2) tiers of lots. 2. Blocks shall be laid out in such a manner as to comply with the lot requirements. 3. The layout of blocks shall take into consideration the natural topography of the land to promote access within the subdivision and minimize cuts and fills for roads and minimize adverse impact on environment, watercourses and topographical features. 4. Corner lots shall contain a building envelope outside of a seventy five foot (75') radius from the intersection of the streets.
			<i>Findings</i>	<i>This standard is not applicable as no new lots or blocks are proposed with the condominium subdivision preliminary plat.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.040.H	<p>Street Improvement Requirements:</p> <ol style="list-style-type: none"> 1. The arrangement, character, extent, width, grade and location of all streets put in the proposed subdivision shall conform to the comprehensive plan and shall be considered in their relation to existing and planned streets, topography, public convenience and safety, and the proposed uses of the land; 2. All streets shall be constructed to meet or exceed the criteria and standards set forth in chapter 12.04 of this code, and all other applicable ordinances, resolutions or regulations of the city or any other governmental entity having jurisdiction, now existing or adopted, amended or codified; 3. Where a subdivision abuts or contains an existing or proposed arterial street, railroad or limited access highway right of way, the council may require a frontage street, planting strip, or similar design features; 4. Streets may be required to provide access to adjoining lands and provide proper traffic circulation through existing or future neighborhoods; 5. Street grades shall not be less than three-tenths percent (0.3%) and not more than seven percent (7%) so as to provide safe movement of traffic and emergency vehicles in all weather and to provide for adequate drainage and snow plowing; 6. In general, partial dedications shall not be permitted, however, the council may accept a partial street dedication when such a street forms a boundary of the proposed subdivision and is deemed necessary for the orderly development of the neighborhood, and provided the council finds

			<p>it practical to require the dedication of the remainder of the right of way when the adjoining property is subdivided. When a partial street exists adjoining the proposed subdivision, the remainder of the right of way shall be dedicated;</p> <p>7. Dead end streets may be permitted only when such street terminates at the boundary of a subdivision and is necessary for the development of the subdivision or the future development of the adjacent property. When such a dead end street serves more than two (2) lots, a temporary turnaround easement shall be provided, which easement shall revert to the adjacent lots when the street is extended;</p> <p>8. A cul-de-sac, court or similar type street shall be permitted only when necessary to the development of the subdivision, and provided, that no such street shall have a maximum length greater than four hundred feet (400') from entrance to center of turnaround, and all cul-de-sacs shall have a minimum turnaround radius of sixty feet (60') at the property line and not less than forty five feet (45') at the curb line;</p> <p>9. Streets shall be planned to intersect as nearly as possible at right angles, but in no event at less than seventy degrees (70°);</p> <p>10. Where any street deflects an angle of ten degrees (10°) or more, a connecting curve shall be required having a minimum centerline radius of three hundred feet (300') for arterial and collector streets, and one hundred twenty five feet (125') for minor streets;</p> <p>11. Streets with centerline offsets of less than one hundred twenty five feet (125') shall be prohibited;</p> <p>12. A tangent of at least one hundred feet (100') long shall be introduced between reverse curves on arterial and collector streets;</p> <p>13. Proposed streets which are a continuation of an existing street shall be given the same names as the existing street. All new street names shall not duplicate or be confused with the names of existing streets within Blaine County, Idaho. The subdivider shall obtain approval of all street names within the proposed subdivision from the commission before submitting same to council for preliminary plat approval;</p> <p>14. Street alignment design shall follow natural terrain contours to result in safe streets, usable lots, and minimum cuts and fills;</p> <p>15. Street patterns of residential areas shall be designed to create areas free of through traffic, but readily accessible to adjacent collector and arterial streets;</p> <p>16. Reserve planting strips controlling access to public streets shall be permitted under conditions specified and shown on the final plat, and all landscaping and irrigation systems shall be installed as required improvements by the subdivider;</p>
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			<p>17. In general, the centerline of a street shall coincide with the centerline of the street right of way, and all crosswalk markings shall be installed by the subdivider as a required improvement;</p> <p>18. Street lighting may be required by the commission or council where appropriate and shall be installed by the subdivider as a requirement improvement;</p> <p>19. Private streets may be allowed upon recommendation by the commission and approval by the council. Private streets shall be constructed to meet the design standards specified in subsection H2 of this section;</p> <p>20. Street signs shall be installed by the subdivider as a required improvement of a type and design approved by the administrator and shall be consistent with the type and design of existing street signs elsewhere in the city;</p> <p>21. Whenever a proposed subdivision requires construction of a new bridge, or will create substantial additional traffic which will require construction of a new bridge or improvement of an existing bridge, such construction or improvement shall be a required improvement by the subdivider. Such construction or improvement shall be in accordance with adopted standard specifications;</p> <p>22. Sidewalks, curbs and gutters may be a required improvement installed by the subdivider; and</p> <p>23. Gates are prohibited on private roads and parking access/entranceways, private driveways accessing more than one single-family dwelling unit and one accessory dwelling unit, and public rights of way unless approved by the city council.</p>
			<p><i>Findings</i></p> <p><i>The project plans submitted with Design Review Application File No. P22-045C show the right-of-way improvements proposed for the project. The construction design plans will be submitted with the building permit application for the mixed-use development for review and approval by City Departments, including the City Engineer.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>16.04.040.I</p> <p>Alley Improvement Requirements: Alleys shall be provided in business, commercial and light industrial zoning districts. The width of an alley shall be not less than twenty feet (20'). Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be provided to permit safe vehicular movement. Dead end alleys shall be prohibited. Improvement of alleys shall be done by the subdivider as required improvement and in conformance with design standards specified in subsection H2 of this section.</p>
			<p><i>Findings</i></p> <p><i>The project proposes alley improvements, including grading and resurfacing the alley with asphalt. These improvements are shown on the</i></p>

				<p><i>project plans submitted with Design Review Application File No. P22-045C. . The construction design plans will be submitted with the building permit application for the mixed-use development for review and approval by City Departments, including the City Engineer.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.J	<p>Required Easements: Easements, as set forth in this subsection, shall be required for location of utilities and other public services, to provide adequate pedestrian circulation and access to public waterways and lands.</p> <ol style="list-style-type: none"> 1. A public utility easement at least ten feet (10') in width shall be required within the street right of way boundaries of all private streets. A public utility easement at least five feet (5') in width shall be required within property boundaries adjacent to Warm Springs Road and within any other property boundary as determined by the city engineer to be necessary for the provision of adequate public utilities. 2. Where a subdivision contains or borders on a watercourse, drainageway, channel or stream, an easement shall be required of sufficient width to contain such watercourse and provide access for private maintenance and/or reconstruction of such watercourse. 3. All subdivisions which border the Big Wood River, Trail Creek and Warm Springs Creek shall dedicate a ten foot (10') fish and nature study easement along the riverbank. Furthermore, the council shall require, in appropriate areas, an easement providing access through the subdivision to the bank as a sportsman's access. These easement requirements are minimum standards, and in appropriate cases where a subdivision abuts a portion of the river adjacent to an existing pedestrian easement, the council may require an extension of that easement along the portion of the riverbank which runs through the proposed subdivision. 4. 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. 5. No ditch, pipe or structure for irrigation water or irrigation wastewater shall be constructed, rerouted or changed in the course of planning for or constructing required improvements within a proposed subdivision unless same has first been approved in writing by the ditch company or property owner holding the water rights. A written copy of such approval shall be filed as part of required improvement construction plans. 6. Nonvehicular transportation system easements including pedestrian walkways, bike paths, equestrian paths, and similar easements shall be dedicated by the subdivider to provide an adequate nonvehicular transportation system throughout the city.

			<i>Findings</i>	<i>This standard is not applicable as no easements are proposed or required for this project. The project does not create a new private street. This property is not adjacent to Warm Springs Road. The property does not border a watercourse, drainage way, channel, or stream.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.040.K	<p>Sanitary Sewage Disposal Improvements: Central sanitary sewer systems shall be installed in all subdivisions and connected to the Ketchum sewage treatment system as a required improvement by the subdivider. Construction plans and specifications for central sanitary sewer extension shall be prepared by the subdivider and approved by the city engineer, council and Idaho health department prior to final plat approval. In the event that the sanitary sewage system of a subdivision cannot connect to the existing public sewage system, alternative provisions for sewage disposal in accordance with the requirements of the Idaho department of health and the council may be constructed on a temporary basis until such time as connection to the public sewage system is possible. In considering such alternative provisions, the council may require an increase in the minimum lot size and may impose any other reasonable requirements which it deems necessary to protect public health, safety and welfare.</p>
			<i>Findings</i>	<i>The project plans submitted with Design Review Application File No. P22-045C show the proposed sewer improvements for the project. The construction design plans will be submitted with the building permit application for the mixed-use development for review and approval by City Departments, including the City Engineer and Wastewater Department.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.L	<p>Water System Improvements: A central domestic water distribution system shall be installed in all subdivisions by the subdivider as a required improvement. The subdivider shall also be required to locate and install an adequate number of fire hydrants within the proposed subdivision according to specifications and requirements of the city under the supervision of the Ketchum fire department and other regulatory agencies having jurisdiction. Furthermore, the central water system shall have sufficient flow for domestic use and adequate fire flow. All such water systems installed shall be looped extensions, and no dead end systems shall be permitted. All water systems shall be connected to the municipal water system and shall meet the standards of the following agencies: Idaho department of public health, Idaho survey and rating bureau, district sanitarian, Idaho state public utilities commission, Idaho department of reclamation, and all requirements of the city.</p>
			<i>Findings</i>	<i>The project plans submitted with Design Review Application File No. P22-045C show the proposed water service improvements for the project. The construction design plans will be submitted with the building permit</i>

				<i>application for the mixed-use development for review and approval by City Departments, including the City Engineer and Utilities Department.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.M	Planting Strip Improvements: Planting strips shall be required improvements. When a predominantly residential subdivision is proposed for land adjoining incompatible uses or features such as highways, railroads, commercial or light industrial districts or off street parking areas, the subdivider shall provide planting strips to screen the view of such incompatible features. The subdivider shall submit a landscaping plan for such planting strip with the preliminary plat application, and the landscaping shall be a required improvement.
			<i>Findings</i>	<i>This standard does not apply as this application does not create a new subdivision. There are no incompatible uses adjacent to the proposed condominium subdivision.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.N	<p>Cuts, Fills, And Grading Improvements: Proposed subdivisions shall be carefully planned to be compatible with natural topography, soil conditions, geology and hydrology of the site, as well as to minimize cuts, fills, alterations of topography, streams, drainage channels, and disruption of soils and vegetation. The design criteria shall include the following:</p> <ol style="list-style-type: none"> 1. A preliminary soil report prepared by a qualified engineer may be required by the commission and/or council as part of the preliminary plat application. 2. Preliminary grading plan prepared by a civil engineer shall be submitted as part of all preliminary plat applications. Such plan shall contain the following information: <ol style="list-style-type: none"> a. Proposed contours at a maximum of five foot (5') contour intervals. b. Cut and fill banks in pad elevations. c. Drainage patterns. d. Areas where trees and/or natural vegetation will be preserved. e. Location of all street and utility improvements including driveways to building envelopes. f. Any other information which may reasonably be required by the administrator, commission or council to adequately review the affect of the proposed improvements. 3. Grading shall be designed to blend with natural landforms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways. 4. Areas within a subdivision which are not well suited for development because of existing soil conditions, steepness of slope, geology or

			<p>hydrology shall be allocated for open space for the benefit of future property owners within the subdivision.</p> <p>5. Where existing soils and vegetation are disrupted by subdivision development, provision shall be made by the subdivider for revegetation of disturbed areas with perennial vegetation sufficient to stabilize the soil upon completion of the construction. Until such times as such revegetation has been installed and established, the subdivider shall maintain and protect all disturbed surfaces from erosion.</p> <p>6. Where cuts, fills, or other excavations are necessary, the following development standards shall apply:</p> <ul style="list-style-type: none"> a. Fill areas shall be prepared by removing all organic material detrimental to proper compaction for soil stability. b. Fills shall be compacted to at least ninety five percent (95%) of maximum density as determined by AASHO T99 (American Association of State Highway Officials) and ASTM D698 (American standard testing methods). c. Cut slopes shall be no steeper than two horizontal to one vertical (2:1). Subsurface drainage shall be provided as necessary for stability. d. Fill slopes shall be no steeper than three horizontal to one vertical (3:1). Neither cut nor fill slopes shall be located on natural slopes of three to one (3:1) or steeper, or where fill slope toes out within twelve feet (12') horizontally of the top and existing or planned cut slope. e. Toes of cut and fill slopes shall be set back from property boundaries a distance of three feet (3'), plus one-fifth (1/5) of the height of the cut or the fill, but may not exceed a horizontal distance of ten feet (10'); tops and toes of cut and fill slopes shall be set back from structures at a distance of at least six feet (6'), plus one-fifth (1/5) of the height of the cut or the fill. Additional setback distances shall be provided as necessary to accommodate drainage features and drainage structures.
			<p><i>Findings</i></p> <p><i>This standard does not apply as this application does not create a new subdivision. The preliminary plat proposed to subdivide the mixed-use building into condominium units. There are no incompatible uses adjacent to the proposed condominium subdivision.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>16.04.040.O</p> <p>Drainage Improvements: The subdivider shall submit with the preliminary plat application such maps, profiles, and other data prepared by an engineer to indicate the proper drainage of the surface water to natural drainage courses or storm drains, existing or proposed. The location and width of the natural drainage courses shall be shown as an easement common to all owners within the subdivision and the city on the</p>

				<p>preliminary and final plat. All natural drainage courses shall be left undisturbed or be improved in a manner that will increase the operating efficiency of the channel without overloading its capacity. An adequate storm and surface drainage system shall be a required improvement in all subdivisions and shall be installed by the subdivider. Culverts shall be required where all water or drainage courses intersect with streets, driveways or improved public easements and shall extend across and under the entire improved width including shoulders.</p>
			<i>Findings</i>	<i>The project plans submitted with Design Review Application File No. P22-045C show the proposed drainage improvements for the project. The construction design plans will be submitted with the building permit application for the mixed-use development for review and approval by City Departments, including the City Engineer and Streets Department.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.040.P	<p>Utilities: In addition to the terms mentioned in this section, all utilities including, but not limited to, electricity, natural gas, telephone and cable services shall be installed underground as a required improvement by the subdivider. Adequate provision for expansion of such services within the subdivision or to adjacent lands including installation of conduit pipe across and underneath streets shall be installed by the subdivider prior to construction of street improvements.</p>
			<i>Findings</i>	<i>The project plans submitted with Design Review Application File No. P22-045C show the proposed utility improvements for the project. The construction design plans will be submitted with the building permit application for the mixed-use development for review and approval by City Departments, including the City Engineer and Utilities Department.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.Q	<p>Off Site Improvements: Where the offsite impact of a proposed subdivision is found by the commission or council to create substantial additional traffic, improvements to alleviate that impact may be required of the subdivider prior to final plat approval, including, but not limited to, bridges, intersections, roads, traffic control devices, water mains and facilities, and sewer mains and facilities.</p>
			<i>Findings</i>	<i>The proposed condominium development does not create substantial additional traffic; therefore, no off-site improvements are required.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.R	<p>Avalanche And Mountain Overlay: All improvements and plats (land, planned unit development, townhouse, condominium) created pursuant to this chapter shall comply with City of Ketchum Avalanche Zone District and Mountain Overlay Zoning District requirements as set forth in Title 17 of this Code.</p>
			<i>Findings</i>	<i>N/A as this property is not located within the Avalanche Zone or Mountain Overlay.</i>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16.04.040.S	Existing natural features which enhance the attractiveness of the subdivision and community, such as mature trees, watercourses, rock outcroppings, established shrub masses and historic areas, shall be preserved through design of the subdivision.
			<i>Findings</i>	<i>The existing site survey on page 11 of the project plans shows 5 existing trees on the subject property. These trees are proposed to be removed to accommodate the mixed-use development. The City Arborist conducted a site inspection on January 25, 2023 and determined that the existing trees are not healthy or mature, and therefore, do not require replacement.</i>

FINDINGS REGARDING COMPLIANCE WITH CONDOMINIUM PLAT REQUIREMENTS

Condominium Plat Requirements (Ketchum Municipal Code §16.04.070)

Compliant				
Yes	No	N/A	City Code	Standards
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.070.B	The subdivider of the condominium project shall submit with the preliminary plat application a copy of the proposed bylaws and condominium declarations of the proposed condominium development. Said documents shall adequately provide for the control and maintenance of all common areas, recreational facilities and open space.
			<i>Findings</i>	<i>The applicant provided a draft copy of the articles of incorporation, bylaws, and declarations with the application submittal.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.070.D	All garages shall be designated on the preliminary and final plats and on all deeds as part of the particular condominium units. No garage may be condominiumized or sold separate from a condominium unit.
			<i>Findings</i>	<i>As shown on Sheet 5 of the preliminary plat, the open parking area within the garage is designated as common area and the private garages are designated as limited common elements and specifically referenced to a unit number.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.070.E	Adequate storage areas shall be provided for boats, campers and trailers, as well as adequate interior storage space for personal property of the resident of each condominium unit.
			<i>Findings</i>	The applicant addressed storage in their response to the completeness review comments stating: <i>Adequate storage is provided as follows:</i> <ul style="list-style-type: none"> • <i>Interior Storage Space within residential units: Residential units were thoughtfully designed with an abundance of internal storage space options per the floor plans.</i> <ul style="list-style-type: none"> ○ <i>L1 Units: Interior closet @ entry to each unit for storage. Large closet in primary bedrooms. Patio areas provide additional storage options for bicycles and other recreational equipment.</i> ○ <i>L2 Units: Large closets throughout all units.</i>

				<ul style="list-style-type: none"> ○ L3 Units: Large closets throughout all units. ● Interior Storage space within detached storage areas: <ul style="list-style-type: none"> ○ PARKING STALL STORAGE SYSTEM: L1 & L2 units may install “Urban Storage Unit” like systems on the wall adjacent to their parking stall(s). The Developer has successfully utilized these types of systems on other residential projects. ○ L3 LIMITED COMMON AREA STORAGE: L3 Units own storage rooms within the parking garage for ski and cycle storage, among other items. ○ SKI LOCKER ROOM: Designated ski storage room on level P1. ○ BICYCLE ROOM: Designated bike storage on level P1. ○ ABOVE STALL STORAGE: Given the higher than typical parking garage ceiling height, the Developer is planning for systems that allow occupants to store items above their parking stall.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.070.F	A maintenance building or room shall be provided of adequate size and location for the type and size of the condominium project for storage of maintenance equipment and supplies for common areas.
			<i>Findings</i>	Rooms designated for maintenance equipment and supplies have been noted on the preliminary plat as well as the floor plans submitted with Design Review Application File No. P22-045C.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.070.G	The subdivider shall dedicate to the common use of the homeowners adequate open space of such shape and area usable and convenient to the residents of the condominium subdivision. Location of building sites and common area shall maximize privacy and solar access.
			<i>Findings</i>	<i>The preliminary plat designates the balconies as limited common area assigned to a specific dwelling unit. The terrace in front of the stairwell and elevator feature along 4th Street is designated as common area. The covered courtyard is designated as common area. The terraces in front of the two retail spaces fronting 4th Street are designated as limited common area designated to the commercial retail units.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.070.H	All other provisions of this chapter and all applicable ordinances, rules and regulations of the city and all other governmental entities having jurisdiction shall be complied with by condominium subdivisions.
			<i>Findings</i>	<i>The project has been reviewed for compliance with all other section of the subdivision standards. The project conforms with all subdivision regulations as discussed above.</i>

CONCLUSIONS OF LAW

1. The City of Ketchum is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified at Chapter 65 of Title 67 Idaho Code and pursuant to Chapters 3, 9 and 13 of Title 50 Idaho Code to enact the ordinances and regulations, which ordinances are codified in the Ketchum Municipal Code (“KMC”) and are identified in the Findings of Fact and which are herein restated as Conclusions of Law by this reference and which City Ordinances govern the applicant’s Condominium Subdivision Preliminary Plat application for the development and use of the project site.
2. The Commission has authority to review and approve the applicant’s Condominium Subdivision Preliminary Plat Application pursuant to Chapter 16.04 of Ketchum Code Title 16.
3. The City of Ketchum Planning Department provided notice for the review of this application in accordance with Ketchum Municipal Code §16.04.030.
4. The Condominium Subdivision Preliminary Plat application is governed under Chapter 16.04 of Ketchum Municipal Code.
5. The Perry Building Condominium Subdivision Preliminary Plat application meets all applicable standards specified in Title 16 of Ketchum Municipal Code.

DECISION

THEREFORE, the Commission **approves** this Condominium Subdivision Preliminary Plat Application File No. P22-045B this Tuesday, March 14, 2023 subject to the following conditions of approval.

CONDITIONS OF APPROVAL

1. The condominium subdivision preliminary plat is subject to all conditions of approval associated with Design Review Application File No. P22-045C.
2. Failure to record a Final Plat within two (2) years of Council’s approval of a Preliminary Plat shall cause the Preliminary Plat to be null and void.

Findings of Fact **adopted** this 28th day of March 2023.

Neil Morrow, Chair
City of Ketchum
Planning and Zoning Commission

Exhibit A

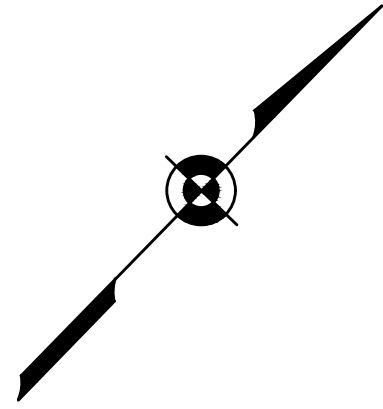
Condominium Subdivision

Preliminary Plat

Application

File No. P22-045B

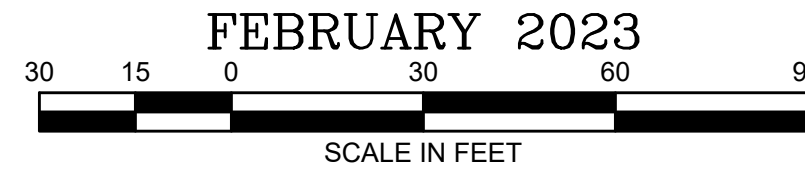
Plan Set



SCALE: 1" = 30'

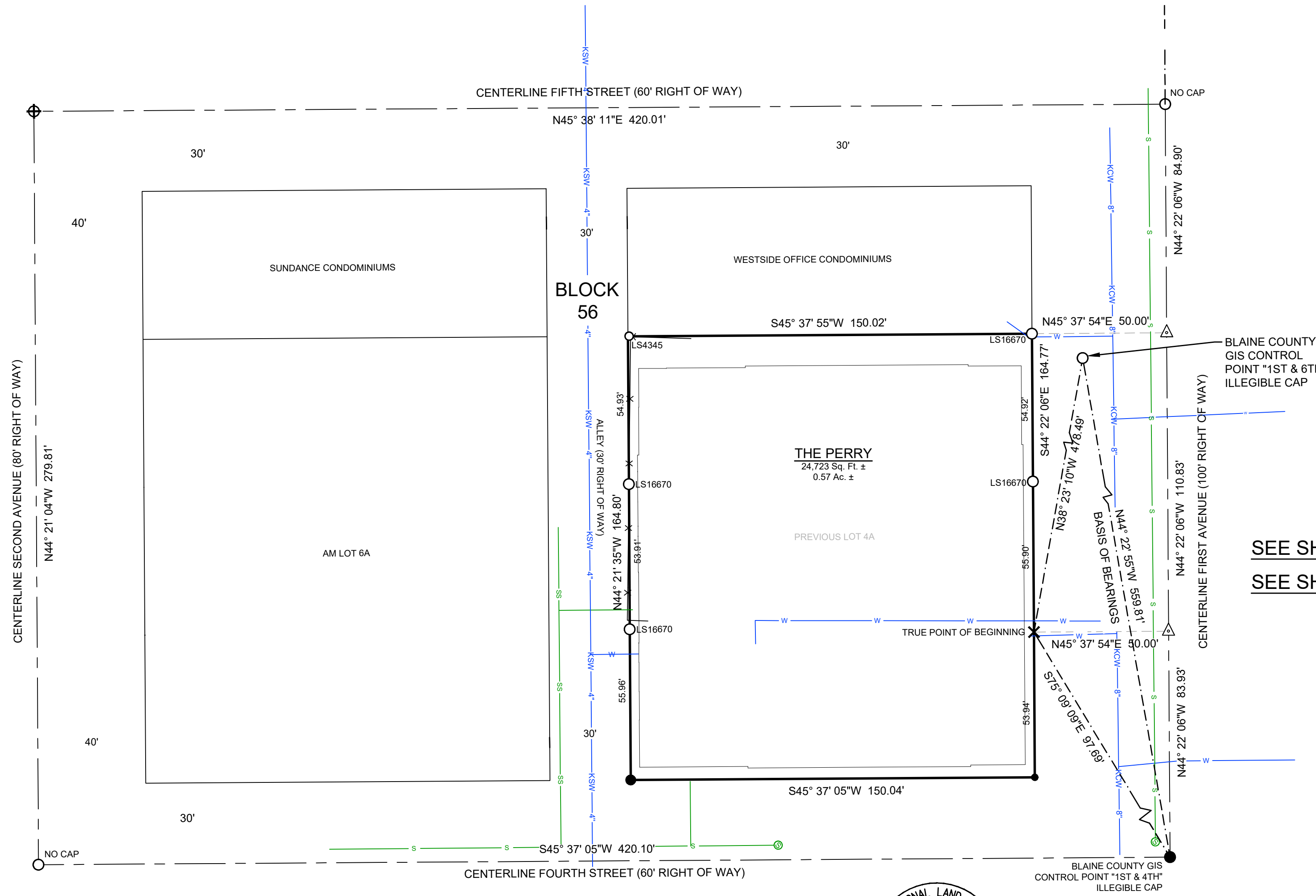
A PLAT SHOWING THE PERRY

WHEREIN LOT 2A, BLOCK 56, KETCHUM TOWNSITE, IS CONVERTED INTO CONDOMINIUMS AS SHOWN HEREON
LOCATED WITHIN SECTION 13, T.4 N., R.17 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO



LEGEND

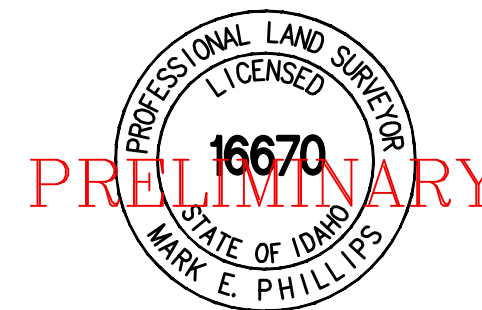
- Property Line
- Building Footprint
- Adjoiner's Lot Line
- Centerline of Right of Way
- Fence Line
- Survey Tie Line
- GIS Tie Line
- Ketchum City Water
- Ketchum Spring Line Water
- Water Service Tie Line
- Sewer Main
- Sewer Service
- Sewer Manhole
- Set Mag Nail
- Calculated Point, Not Set
- Found 1" Survey Marker
- Found 1/2" Rebar
- Found 5/8" Rebar
- Set 5/8" Rebar, P.L.S. 16670



SEE SHEET 2 FOR SURVEY NARRATIVE & NOTES
SEE SHEET 5 FOR VICINITY MAP

HEALTH CERTIFICATE: Sanitary restrictions as required by Idaho Code Title 50, Ch. 13, have been satisfied. Sanitary restrictions may be reimposed in accordance with Idaho Code Title 50, Ch. 13, Sec. 50-1326, by issuance of a Certificate of Disapproval.

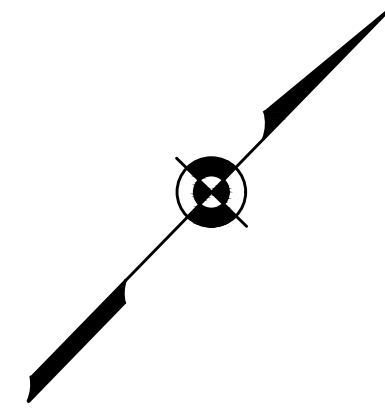
Date _____ South Central District Health Dept., EHS



MARK E. PHILLIPS, P.L.S. 16670

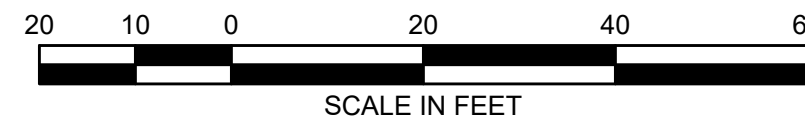
THE PERRY
GALENA ENGINEERING, INC.
HAILEY, IDAHO

SHEET 1 OF 6
Job No. 8059-02



SCALE: 1" = 20'

A PLAT SHOWING THE PERRY



FIRST FLOOR

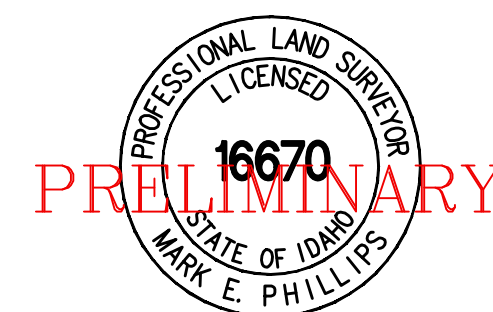
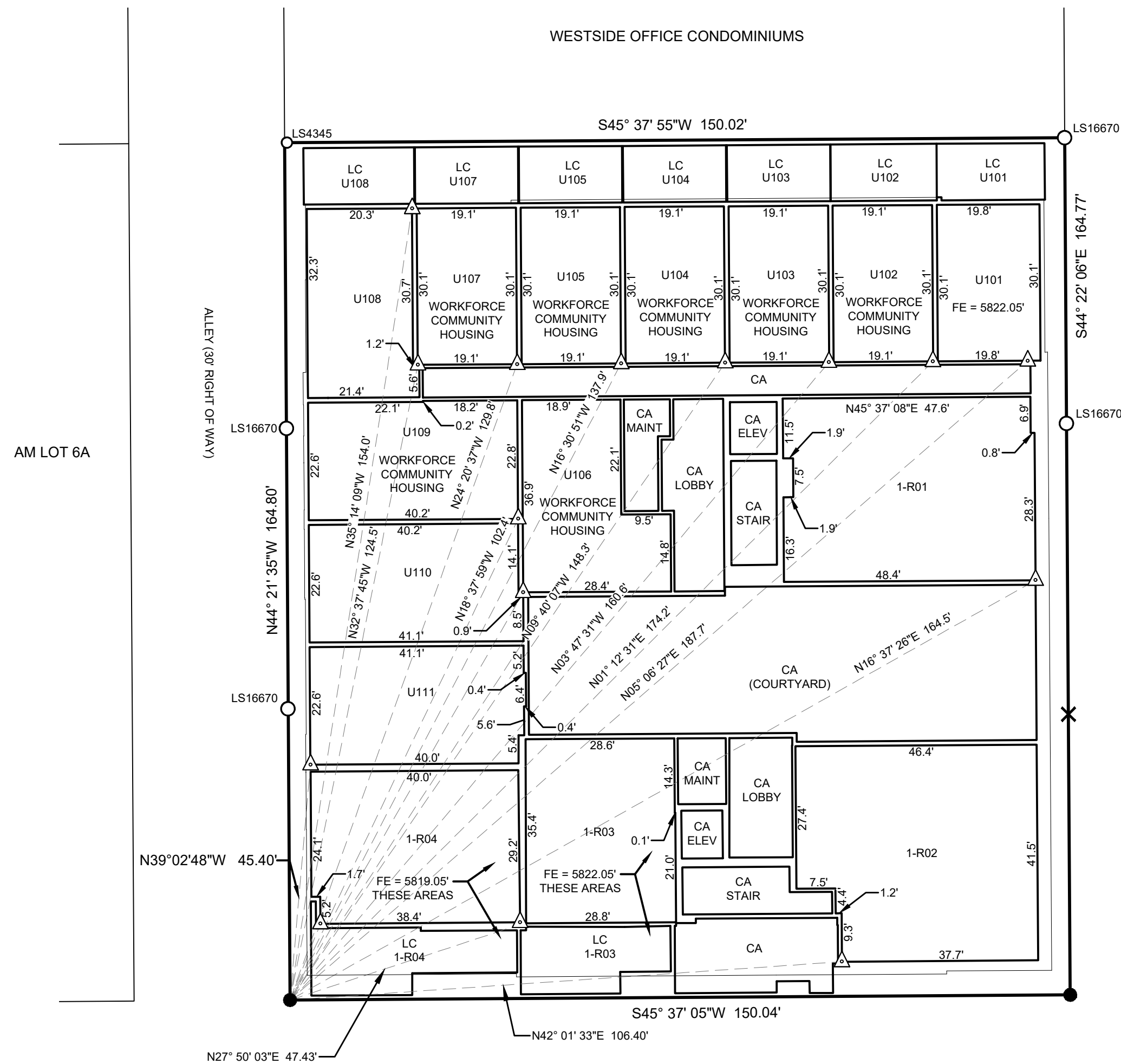
FE = 5825.30' (UNLESS OTHERWISE NOTED)
CE = 5836.56

LEGEND

	Property Line
	Adjoiner's Lot Line
	Building Footprint
	Unit Line
	Survey Tie Line
	Found 1/2" Rebar
	Found 5/8" Rebar
	Found Magnetic Nail & Chiseled X
	To Be Set 5/8" Rebar, P.L.S. 16670
	Calculated Point, Nothing Set
FE	Floor Elevation
CE	Ceiling Elevation
LC	Limited Common
CA	Common Area
MAINT	Maintenance Storage
ELEV	Elevator

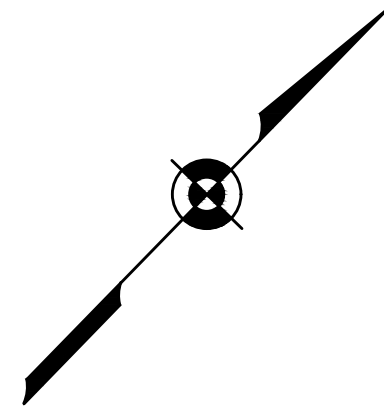
SURVEY NARRATIVE & NOTES

- The purpose of this survey is to show the monuments found during the boundary retracement of Lot 4A, Block 56, Ketchum Townsite and convert said property into condominiums as shown hereon. The boundary shown is based on found centerline monuments, on the recorded plat of Ketchum: Block 56: Lots 3A and 4A, Instrument Number 403336 and the plat of the Village of Ketchum, Instrument Number 302962, both records of Blaine County, Idaho. All found monuments have been accepted. The missing monuments were reset by block breakdown and proportioning record distances between found monuments. Additional documents used during the course of this survey include the Record of Survey for Lots 2 & 3A, Block 56, Ketchum Townsite, Instrument Number 678114, the Record of Survey for D-K Condos, The N.E. 1/2 of Lots 5, Block 56, Ketchum Townsite, Instrument Number 694650, the plat of Ketchum, Block 56, Lot 6A, Instrument Number 438337 and the plat for D-K Condominiums, Instrument Number 195387, all records of Blaine County, Idaho.
- The distances shown are measured. Refer to the above referenced documents for previous record data.
- In interpreting the Declaration, Plat or Plats, and Deeds, the existing physical boundaries of the unit as originally constructed, or reconstructed in lieu thereof, shall be conclusively presumed to be its boundaries rather than the metes and bounds expressed or depicted in the declaration, plat or plats, and/or deeds, regardless of settling or lateral movement of the building and regardless of minor variances between boundaries shown in the declaration, plat or plats, and/or deeds, and the actual boundaries of the units in the buildings.
- Unless otherwise shown hereon, this survey does not purport to reflect any of the following which may be applicable to subject real property: natural hazards, encroachments, wetlands, ditches, easements, building setbacks, restrictive covenants, subdivision restrictions, zoning or any other land-use regulations.
- A Title Commitment for 471 North 1st Avenue, has been issued by Pioneer Title Co., File Number 251444, with a Commitment Date of December 3, 2020. Certain information contained in said title policy may not appear on this map or may affect items shown hereon. It is the responsibility of the owner or agent to review said title policy. Some of the encumbrances and easements listed in the title report are NOT plotted hereon.
- Property shown hereon is subject to terms, provisions, covenants, conditions, restrictions, easements, charges, assessments and liens provided by applicable Condominium Law or the Condominium Declaration recorded under Instrument Number _____, records of Blaine County, Idaho. Consult the Condominium Declarations for the definition of common and limited common area.
- All area outside of units that is not designated as limited common is common area. areas of "common" or "limited common" are shown by diagram.
- Building ties are to the interior corners of unit walls. Elevation datum is NAVD 1988.
- Utility easements necessary to allow for access and maintenance of utilities serving units other than the unit they are located in are hereby granted by this plat.
- Zoning is CC-2, Community Core-Mixed Use Zone. Refer to City of Ketchum Zoning Ordinance for more specific information about this zone.
- The owner/subdivider is The Perry Building L.L.C. of 100 Lindsay Circle, Ketchum, ID 83349. The surveyor/representative is Mark E. Phillips, Galena Engineering, Inc., 317 N. River St., Hailey, Idaho 83333.
- All accessible area outside of units that is not designated as Limited Common is Common Area. Areas of "Common" or "Limited Common" are shown by diagram.
- Workforce community housing units are subject to FAR Exceedance Agreement, Instrument Number _____, and Deed Covenant, Instrument Number _____, both records of Blaine County.



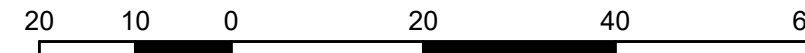
MARK E. PHILLIPS, P.L.S. 16670

THE PERRY
 GALENA ENGINEERING, INC.
 HAILEY, IDAHO
 SHEET 2 OF 6
 Job No. 8059-02



SCALE: 1" = 20'

A PLAT SHOWING THE PERRY



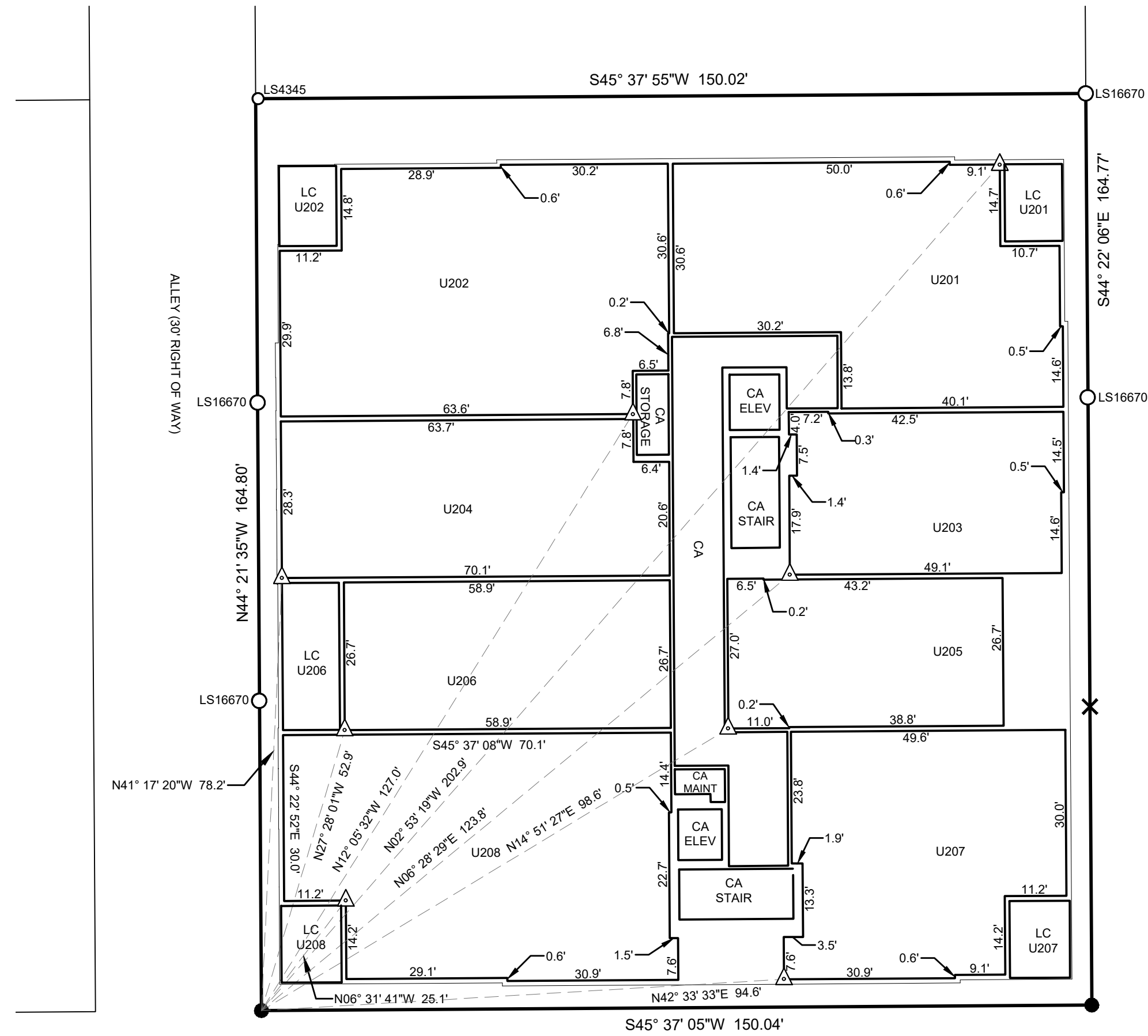
SCALE IN FEET

SECOND FLOOR

FE = 5838.05'
CE = 5848.73'

LEGEND

- Property Line
- Adjoiner's Lot Line
- Building Footprint
- Unit Line
- Survey Tie Line
- Found 1/2" Rebar
- Found 5/8" Rebar
- Found Magnetic Nail & Chiseled X
- To Be Set 5/8" Rebar, P.L.S. 16670
- Calculated Point, Nothing Set
- FE Floor Elevation
- CE Ceiling Elevation
- LC Limited Common
- CA Common Area
- MAINT Maintenance Storage
- ELEV Elevator

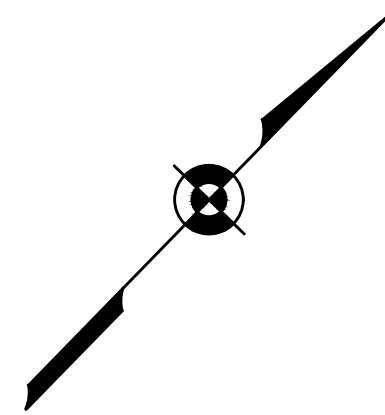


MARK E. PHILLIPS, P.L.S. 16670

THE PERRY

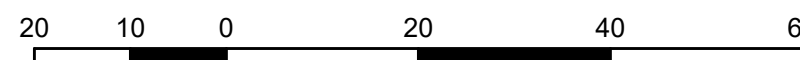
GALENA ENGINEERING, INC.
HAILEY, IDAHO

SHEET 3 OF 6
Job No. 8059-02



SCALE: 1" = 20'

A PLAT SHOWING THE PERRY



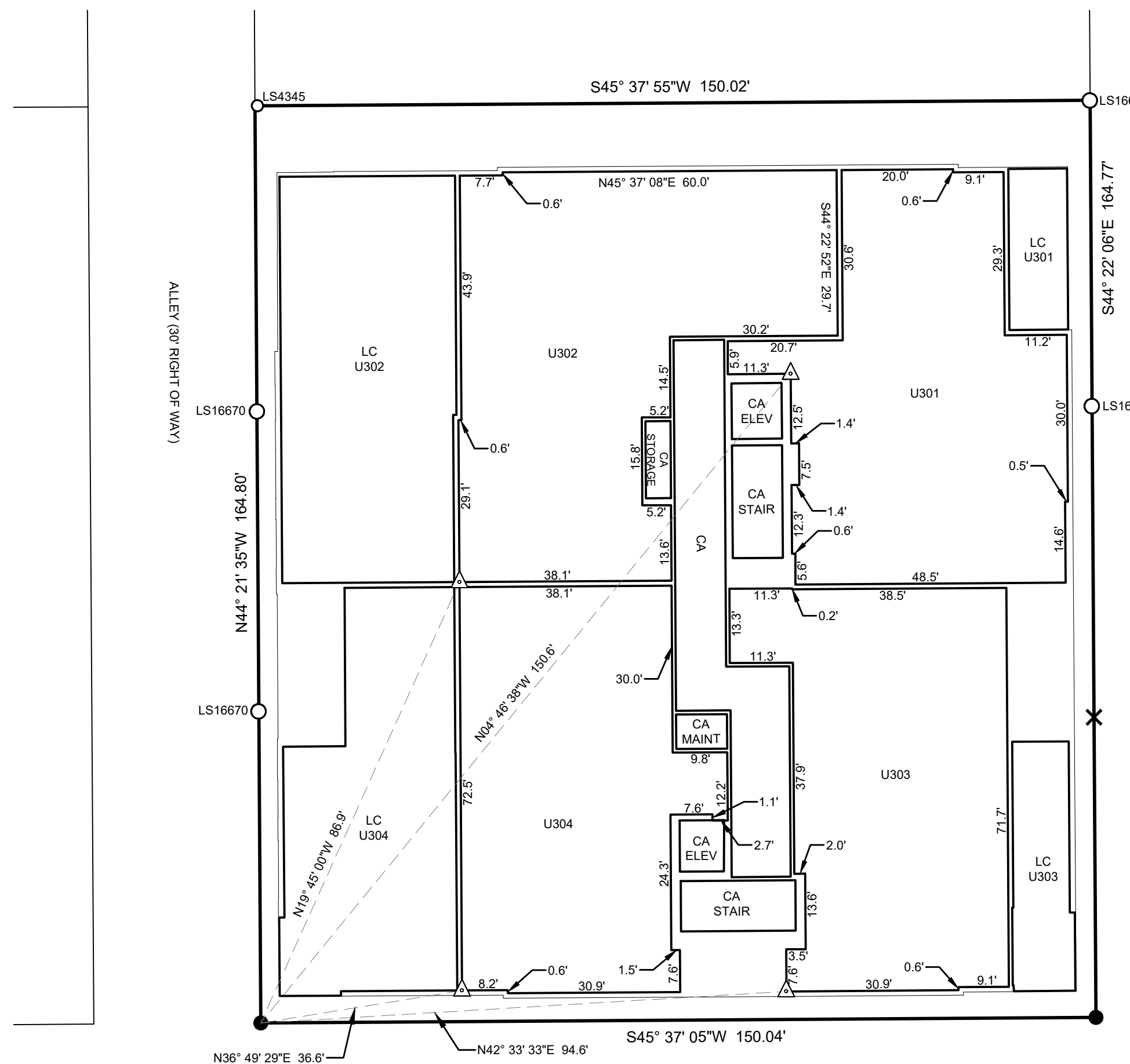
SCALE IN FEET

THIRD FLOOR

FE = 5850.22'
CE = 5861.05'

LEGEND

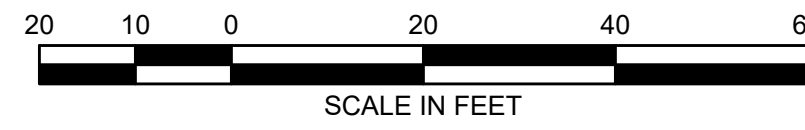
- Property Line
- Adjoinder's Lot Line
- Building Footprint
- Unit Line
- Survey Tie Line
- Found 1/2" Rebar
- Found 5/8" Rebar
- Found Magnetic Nail & Chiseled X
- To Be Set 5/8" Rebar, P.L.S. 16670
- Calculated Point, Nothing Set
- FE Floor Elevation
- CE Ceiling Elevation
- LC Limited Common
- CA Common Area
- MAINT Maintenance Storage
- ELEV Elevator



MARK E. PHILLIPS, P.L.S. 16670

THE PERRY
 GALENA ENGINEERING, INC.
 HAILEY, IDAHO
 SHEET 4 OF 6
 Job No. 8059-02

A PLAT SHOWING THE PERRY



PARKING

FE = 5810.63'
CE = 5823.81' (UNLESS OTHERWISE NOTED)

SCALE: 1" = 20'

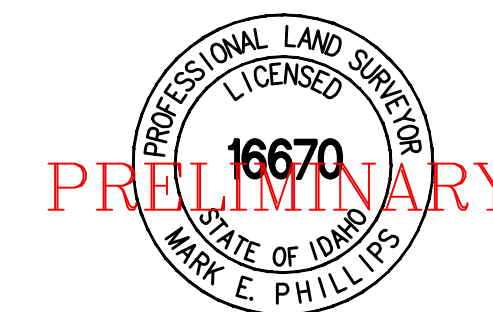


LEGEND

- Property Line
- Adjoiner's Lot Line
- Building Footprint
- Unit Line
- Found 1/2" Rebar
- Found 5/8" Rebar
- ⊗ Found Magnetic Nail & Chiseled X
- Set 5/8" Rebar, P.L.S. 16670
- △ Calculated Point, Nothing Set
- FE Floor Elevation
- CE Ceiling Elevation
- LC Limited Common
- CA Common Area
- MECH Mechanical or Electrical Room
- ELEV Elevator



VICINITY MAP
NOT TO SCALE



MARK E. PHILLIPS, P.L.S. 16670

THE PERRY
GALENA ENGINEERING, INC.
HAILEY, IDAHO

SHEET 5 OF 6
Job No. 8059-02

CERTIFICATE OF OWNERSHIP

This is to certify that the undersigned is the owner in fee simple of the following described parcel of land:

A parcel of land located within Section 13, T.4N., R.17E., B.M., City of Ketchum, Blaine County, Idaho, more particularly described as follows:

LOT 2A OF LOT 2A, BLOCK 56, KETCHUM TOWNSITE

The easements indicated hereon are not dedicated to the public, but the right to use said easements is hereby reserved for the public utilities and for any other uses indicated hereon and no permanent structures are to be erected within the lines of said easements.

I do hereby certify that all lots in this plat will be eligible to receive water service from an existing water distribution system and that the existing water distribution system has agreed in writing to serve all of units shown within this plat.

It is the intent of the owner to hereby include said land in this plat.

LOT 2A, BLOCK 56, KETCHUM TOWNSITE, BLAINE COUNTY IDAHO

The Perry Building L.L.C., A Washington Limited Liability Company.
By: Carson Palmer, Member/Manager

ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } ss

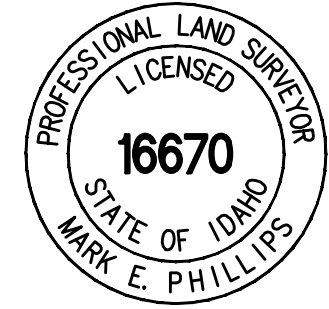
On this ____ day of _____ 2023, before me, a Notary Public in and for said State, personally appeared Carson Palmer, known or identified to me to be a Member/Manager of The Perry Building L.L.C., a Washington Limited Liability Company, and acknowledged to me that he executed the same in said Limited Liability Company name

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for said State
Residing in _____
My Commission Expires _____

SURVEYOR'S CERTIFICATE

I, Mark E. Phillips, a duly Licensed Professional Land Surveyor in the State of Idaho, do hereby certify that this plat is a true and accurate map of the land and points surveyed under my direct supervision and that it is in accordance with the Idaho State Code relating to Plats, Surveys, and Condominiums and the Corner Perpetuation and Filing Act, 55-1601 through 55-1612.



BLAINE COUNTY SURVEYOR'S APPROVAL

I, Sam Young County Surveyor for Blaine County, Idaho, do hereby certify that I have checked the foregoing Plat and computations for making the same and have determined that they comply with the laws of the State of Idaho relating to Plats and Surveys.

Sam Young, P.L.S. 11577
Blaine County Surveyor

KETCHUM CITY COUNCIL CERTIFICATE

I, the undersigned, City Clerk, in and for the City of Ketchum, Blaine County, Idaho, do hereby certify that at a regular meeting of the City Council held on the ____ day of _____, 2023, this plat was duly accepted and approved.

Lisa Enourato, Interim City Clerk, City of Ketchum

KETCHUM CITY ENGINEER CERTIFICATE

I, the undersigned, City Engineer in and for the City of Ketchum, Blaine County, Idaho, do hereby approve this plat on this ____ day of _____, 2023, and certify that it is in accordance with the City of Ketchum subdivision ordinance.

Robyn Mattison, City Engineer, City of Ketchum

KETCHUM CITY PLANNER CERTIFICATE

I, the undersigned, Planner in and for the City of Ketchum, Blaine County, Idaho, do hereby approve this plat on this ____ day of _____, 2023, and certify that it is in accordance with the City of Ketchum subdivision ordinance.

Abby Rivin, Senior Planner, City of Ketchum

BLAINE COUNTY TREASURER'S APPROVAL

I, the undersigned County Treasurer in and for Blaine County, State of Idaho per the requirements of Idaho Code 50-1308, do hereby certify that any and all current and/or delinquent county property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

Blaine County Treasurer

Date

BLAINE COUNTY RECORDER'S CERTIFICATE

THE PERRY
GALENA ENGINEERING, INC.
HAILEY, IDAHO
SHEET 6 OF 6
Job No. 8059-02



**City of Ketchum
Planning & Building**

IN RE:)
)
The Perry Building) KETCHUM PLANNING AND ZONING COMMISSION
Design Review) FINDINGS OF FACT, CONCLUSIONS OF LAW, AND
Application File Number: P22-045C) DECISION
)
)
Date: March 28, 2023)

PROJECT: The Perry Building

APPLICATION TYPE: Design Review

FILE NUMBER: P22-045C

ASSOCIATED APPLICATIONS: Variance (Application File No. P22-045D)
Lot Consolidation—Preliminary Plat (Application File No. P22-045A)
Condominium Subdivision – Preliminary Plat (Application File No. P22-045B)

PROPERTY OWNER: Carson Palmer and Broderick Smith, Managing Members, The Perry Building LLC

REPRESENTATIVE: Tiina Ritval (Architect), GGLO

LOCATION: 131 W 4th Street and 471 & 431 N 1st Avenue
(Ketchum Townsite: Block 56: Lots 2, 3A, and 4A)

ZONING: Community Core – Subdistrict 2 – Mixed-Use Subdistrict (CC-2)

OVERLAY: None

RECORD OF PROCEEDINGS

The Planning and Zoning Commission (the “Commission”) considered The Perry Building Design Review Application File No. P22-045C during their meeting on March 14, 2023. The application was considered concurrently with Design Review Application File No. P22-045C, Lot Consolidation Preliminary Plat Application File No. P22-045A, and Condominium Subdivision Preliminary Plat Application File No. P22-045B and the public hearings were combined in accordance with Idaho Code §67-6522.

Public Hearing Notice & Public Comment

A public hearing notice for the project was mailed to all owners of property within 300 feet of the project site and all political subdivisions on February 22, 2023. The public hearing notice was published in the Idaho Mountain Express on February 22, 2023. A notice was posted on the project site and the city's website on January 30, 2023. The building corners were staked and the story pole was installed on the project site on February 27, 2023. After considering Staff's analysis, the applicant's presentation, and public comment, the Commission approved Design Review Application File No. P22-045C subject to conditions.

FINDINGS OF FACT

The Commission having reviewed the entire project record, provided notice, and conducted the required public hearing does hereby make and set forth these Findings of Fact, Conclusions of Law, and Decision as follows:

The applicant is proposing to develop a new 53,756-gross-square-foot mixed-use building, called The Perry Building (the "project"), at the northwest corner of 4th Street and 1st Avenue (the "subject property") located within the Mixed-Use Subdistrict of the Community Core ("CC-2 Zone"). The project site is adjacent to: (a) the Westside Office Condominiums to the north on 1st Avenue, (b) the post office across the alley to the west, and (c) the Gail Severn Gallery building across 1st Avenue to the east. The 1st & 4th Mixed-Use Building is currently under construction across 4th Street south of the project site. The subject property is comprised of 3 lots within the original Ketchum townsite that was created in 1948. The corner lot is developed with an existing building that was originally constructed as a racquetball court in 1975 and was the home of Perry's Restaurant for 37 years and a variety of local businesses. The two interior lots are vacant.

As proposed, the project includes 5,929 square feet of retail space on the ground-level with frontage along both 4th Street and 1st Avenue and 23 multi-family dwelling units. Seven of these multi-family dwelling units will be deed-restricted as community housing rentals. The community housing units are one- and two-bedroom apartments ranging in size from 624 to 976 square feet located on the ground floor. The 16 market-rate multi-family dwelling units range in size from 648 to 3,751 square feet.

The seven community housing units are exempt from providing parking pursuant to KMC §17.125.040.C.1a. 5,500 square feet of the retail space is also exempt from providing parking pursuant to KMC §17.125.040.C.1c. One parking space is required for the remaining 429 square feet of retail. 22 parking spaces are required for the market-rate multi-family dwelling units. The project is required to provide 23 total parking space on site to satisfy the retail and multi-family residential parking demand pursuant KMC §17.125.040.B. As shown on page 26 of the project plans, 29 spaces are proposed to be provided on site within the parking garage accessed from the alley to satisfy the demand.

The project is proposing to take advantage of the Floor Area Ratio (FAR) bonus in exchange for community housing, mitigating the additional floor area by dedicating seven on-site community housing units as deed-restricted rentals. The mixed-use building is 53,756 gross square feet and the proposed FAR is 2.18.

The project proposes to construct improvements to the public rights-of-way adjacent to the subject property, including: (a) grading and resurfacing the alley with asphalt, (b) installing a new heated, paver 8-foot-wide sidewalk along 1st Avenue, (c) installing a new heated, paver 12-foot-wide sidewalk along 4th Street, (d) constructing new curb and gutter with drainage facilities, and (e) providing new streetlights and street trees. The snowmelt system proposed for the new sidewalks will require a right-of-way encroachment permit approved by the Ketchum City Council. All final right-of-way improvements will be reviewed and approved by the City Engineer and Streets Department to ensure compliance with city standards prior to issuance of a building permit for the project.

The project to complies with all zoning code requirements, design review standards, variance criteria, and subdivision regulations.

FINDINGS REGARDING CONFORMANCE WITH ZONING AND DESIGN REVIEW STANDARDS

Before granting Design Review approval, the Commission must determine that the application meets two criteria: (1) the project doesn't jeopardize the health, safety, or welfare of the public, and (2) the project conforms to all design review standards and zoning regulations (KMC 17.96.050.A).

Criteria 1: Health, Safety, and Welfare of the Public

The 2014 Comprehensive Plan (the "comprehensive plan") contains the community's vision for Ketchum and sets goals and policies to guide future development. The vision is shaped by 10 core values identified by Ketchum residents as important to consider for all future land use decisions. This project supports the following community values:

- **Vibrant Downtown.** "Our downtown core is critical to the economic health and well-being of Ketchum. It functions as both an economic engine and the symbolic 'heart and soul' of the City. We will preserve this vibrant commercial area as a place where local businesses can thrive and where people can congregate. Downtown must be a place that people can reach easily by foot, bike, and transit. We will continue to reinforce the downtown as the City's primary business district, retail core, and key gathering place for residents and visitor for shopping, dining, and entertainment."
- **A Strong and Diverse Economy.** "We value a thriving year-round population of people who can work, live, and engage in a dynamic Ketchum community. We value and support local businesses that contribute to our uniqueness and vibrancy. We welcome new companies."
- **A Variety of Housing Options.** "Ketchum values a community where people who wish to work and live here can do so....In order to maintain a strong economy with a base of jobs and a diverse demographic of residents, it is important for the community to provide a varied supply of housing choices—both year-round workforce housing and second homes for seasonal residents."
- **Community Character.** "Geographically, downtown is a focal point and plays a key role in how our community looks and feels to locals and visitors. People value the opportunity to come together in the city's well-defined community spaces."

The subject property is designated as Mixed-Use Commercial on the future land use map of the comprehensive plan. The Mixed-Use Commercial designation is intended to promote a wide range of land uses. The comprehensive plan encourages mixed-use developments that integrate different uses, like retail, restaurants, residential, offices, and cultural or civic facilities, within a single building and that incorporate common public space to contribute to downtown's streetscape. The comprehensive

plan states, “New structures in existing mixed-use areas should be oriented to streets and sidewalks and contain a mix of activities. Mixed-use developments should contain common public space features that provide relief to the density and contribute to the quality of the street” (page 69). This infill and redevelopment project provides four ground-level retail units along 4th Street and 1st Avenue with large storefront windows that maximize pedestrian interaction with the building. Multiple outdoor public gathering spaces are incorporated along the street frontages, including three street-level terraces along 4th Street and a large interior courtyard along 1st Avenue. The terraces along 4th Street provide areas for outdoor seating with benches and site furniture. The interior courtyard includes a zen garden and sculpture to further animate the public gathering space. In addition to providing relief to building bulk and mass, these outdoor public gathering spaces will create an activated, pedestrian-friendly streetscape that will enliven this area of downtown by facilitating the social connections that build community.

The comprehensive plan identifies downtown as an appropriate place for housing density due to its proximity to jobs and transportation options. Policy H-1.4 of the comprehensive plan states that “housing should be integrated into the downtown core” (page 20), and Policy H-3.1 encourages the siting of housing in new developments near public transportation and retail districts (page 21).

The 2022 Housing Action Plan (“HAP”) emphasizes the importance of increasing the housing supply for Ketchum’s local workforce and year-round residents. Goal 1 of the HAP is to produce and preserve housing. Ketchum needs to build, preserve, or convert approximately 100 residential housing units per year to address the community’s urgent need and meet future demand. Local housing for a range of income levels is critical to maintain long-term vibrancy downtown and ensure the future viability of Ketchum’s economy. The HAP states, “Most of all, we must remember that this effort is about people and community, and creating opportunities for both to thrive. At the core of all the system, policy, engagement and project work outlined here is the motivation to support our livelihoods, our community amenities and services, and the connectedness of our community by supporting the people who are essential to it” (page 15).

The project will provide 23 new multi-family residential dwelling units located along the 4th Street pedestrian corridor in walking distance to jobs, retail shops, coffee shops, and restaurants in downtown Ketchum. Additionally, the project is located within walking distance to the Mountain Rides bus stop at Main & 4th streets and 1st Avenue & Sun Valley Road, providing access to all the major transit routes that can connect residents to the ski bases and other areas of Ketchum.

Compatibility with Surrounding Neighborhood

Policy CD-1.3 of the comprehensive plan states that “Infill and redevelopment projects should be contextually appropriate to the neighborhood and development in which they occur. Context refers to the natural and manmade features adjoining a development site; it does not imply a certain style”(page 26).

This area contains both smaller-scaled older buildings as well as new, larger-scaled developments like the mixed-use building currently under construction at the southwest corner of 1st Avenue and 4th Street. Older, historic buildings in the neighborhood are comprised of small one- and two-story rectangular structures. Gold Mine Consign, the Open Room, the commercial building located at 100 E 5th Street, and La Cabañita are all single-story structures approximately 1,500 square feet in size. Two

existing nonconforming residences located at 140 E 5th Street and 460 N 1st Avenue are single-story buildings less than 1,000 square feet in size. This area of downtown is quickly transitioning through recent redevelopment projects that are changing the character of the neighborhood from smaller-scaled historic buildings to larger mixed-used developments.

The project’s total FAR is 2.18. The proposed floor area increase above the 1.0 FAR permitted by right is 29,033 square feet. The project is larger than the surrounding built environment but similar in size to newer downtown developments. The project is similar in scale to the 1st & 4th mixed-use building currently under construction to the south of the subject property across 4th Street.

The project proposes to consolidate 3 lots that were created by Ketchum’s original townsite plat map in 1948. Blocks within the original townsite were historically platted into 55-foot-wide lots oriented towards the avenue rights-of-way that run north to south. The configuration of these townsite lots enriches Ketchum’s urban fabric by providing opportunities to diversify the buildings along a block. This variety in building type, age, design and size contribute to Ketchum’s authenticity. The comprehensive plan states, “New development in the downtown will continue the traditional lot and block pattern, oriented around sidewalks and pedestrian-friendly places” (page 64). The urban pattern created by the original townsite plat map is changing as Ketchum continues to grow with new infill and redevelopment projects.

The consolidated lot will have a total area of 24,723 square feet with 165 feet of frontage along 1st Avenue and 150 feet of frontage along 4th Street. The project employs a variety of design treatments to make the building more contextually compatible with the scale of the surrounding built environment and the traditional pattern of downtown development. On page 68 of the project plans, the applicant summarizes the modulation of building mass along 1st Avenue, stating:

Additional adjustments have been made to reduce overhangs and the overall scale of building massing along the façade. The revised prominent setback of the third floor at the building corners produces a variety in heights of the massing, and more prominent offsets of rooflines. This increases the variety of modulation and produces even smaller visual masses than the typical 55-foot lot, for a more dynamic frontage pattern along the street in keeping with the historic patterns of development.

The curves in building mass and varying roof-plane heights along 1st Avenue minimize the perceived size of the development.

Criteria 2: Applicable Standards and Criteria

Conformance with Zoning Regulations

During city department review, planning staff reviewed the project for conformance with all applicable zoning code requirements including permitted uses, dimensional limitations, signage, parking, development standards, and dark skies. The Commission believes that these requirements are either: (a) met, (b) not applicable, or (c) have been addressed by conditions of approval.

Findings Regarding Compliance with Zoning Regulations

17.12.020 – District Use Matrix	Conformance
Zone District: Community Core Subdistrict 2– Mixed-Use (CC-2)	YES

Finding: The proposed development includes 4 ground-level retail units fronting 4th Street and 1st Avenue, 7 community housing units, and 16 market-rate multi-family dwelling units. Retail and multi-family dwelling units are permitted in the CC-2 Zone pursuant to Ketchum Municipal Code §17.12.020.

17.12.040 – Dimensional Standards. CC District Matrix	Conformance
<i>Minimum Lot Size</i>	YES
<p>Finding: <u>Required:</u> 5,500 square feet</p> <p><u>Proposed:</u> 24,723 square feet</p>	

17.12.040 – Dimensional Standards. CC District Matrix	Conformance
<i>Minimum Lot Width</i>	YES
<p>Finding: <u>Required:</u> Minimum lot width of an average of 55 feet is required in the CC-2 zone district.</p> <p><u>Proposed:</u> Lot 2A is 165 feet wide.</p>	

17.12.040 – Dimensional Standards. CC District Matrix	Conformance
<i>Minimum Building Setbacks</i>	YES
<p>Finding: <u>Required:</u> Front: 5 feet average Street Side: 5 feet average Interior Side: 0 feet Adjacent to Alleyway: 3 feet</p> <p>Non-habitable structures, fixed amenities, solar and mechanical equipment affixed to a roof must be setback 10 feet from all building facades.</p> <p><u>Proposed:</u> The footprint of the mixed-use building is setback 4 feet from the front property line along 1st Avenue and 5 feet from the street-side property line along 4th Street. The zoning diagrams on page 20 provide the calculations for average setbacks based on the length of the facades at each floor level.</p> <p><i>Proposed Setbacks for Mixed-Use Building</i> Front (1st Avenue/east) First Floor: 5.4' Second Floor: 5.9' Third Floor: 5.83' Side (4th Street/south) First Floor: 5.5' Second Floor: 5.5' Third Floor: 5.5'</p>	

Side (interior/north): 0 feet
 Rear (alley/west): 3'-1"

Rooftop Structures

The roof plan on page 29 of the project plans specifies the setback from the building facades to the nonhabitable access structures and the screened mechanical area. The primary stairwell and elevator overrun is setback 49 feet from the front façade along 1st Avenue, 10 feet from the 4th Street façade, and 38.5 feet from the rear façade. The secondary elevator overrun is setback 50.5 feet from the front façade along 1st Avenue, 37.5 feet from the interior side façade, and 48 feet from the rear façade. The screened rooftop mechanical equipment area is setback 49 feet from the front façade along 1st Avenue, 12.5 feet from the 4th Street façade, 23 feet from the interior side façade, and 39 feet from the rear façade.

17.12.040 – Dimensional Standards. CC District Matrix	Conformance
<i>Maximum Building Heights</i>	YES
<p>Maximum Permitted Heights Maximum Permitted Building Height: 42 feet</p> <p>Ketchum Municipal Code §17.08.020. Height of building/CC District: The greatest vertical distance of a building in the community core district measured by determining the average elevation of the front property line and rear property line. Draw a line from the average front or rear elevation up to the maximum building height allowed, and then draw a line at that height parallel to the front or rear property line. The resulting line establishes the highest elevation of the front or rear facade. The front or rear facade shall not extend above this line. Side facades may be stepped up or down to transition from the highest elevation of the front facade height to the highest elevation of the rear facade. One or multiple steps along the side facades are allowed, except no step shall occur within 40 feet of the front elevation or within 35 feet of the rear facade. The City shall establish the elevation points used to calculate the average elevation of the front and rear property lines (see illustration A on file in the office of the City Clerk).</p> <p>Nonhabitable Structures on Rooftops: 10 feet Rooftop Mechanical Equipment: 5 feet</p> <p>Proposed: Average Grade Elevation at Front Property Line: 5822' Top of Front Façade Elevation: 5864' Height of Front Façade: 42 feet</p> <p>Average Grade Elevation at Rear Property Line: 5811.75' Top of Rear Façade Elevation: 5853.75' Height of Rear Façade: 42 feet</p> <p>Page 36 of the project plans shows that the side façades step up to the maximum height at the front façade 35 feet from the rear property line.</p> <p>Nonhabitable Access Structures on Rooftop:</p>	

Primary Stairwell Shaft & Elevator Overrun: 7.6 feet
 Secondary Elevator Overrun: 5.5 feet
 Rooftop Mechanical Equipment: 5 feet

17.124.040 – Floor Area Ratios and Community Housing	Conformance
<i>An increased FAR may be permitted subject to design review approval, and provided, that all conditions in KMC 17.124.040.B.2 are met.</i>	YES Conditions #1 and #2

Finding:
Permitted:
 Permitted FAR: 1.0
 Permitted FAR with Community Housing: 2.25
 Site Area: 24,723 square feet
 Permitted Gross Floor Area (1.0 FAR): 24,723 square feet

Proposed:
 The FAR calculation is provided on Sheet page 21 of the project plans.
 Proposed Gross Floor Area: 53,756 square feet with variance exempting parking garage
 Lot Area: 24,723 square feet
 Proposed FAR: 2.18

Community Housing Mitigation Calculation:
 Permitted Gross Floor Area (1.0 FAR): **24,723** square feet
 Proposed Gross Floor Area: 53,756 square feet with variance exempting parking garage
 Increase Above Permitted FAR: 29,033 square feet
 20% of Increase: 5,087 square feet
 Net Livable (15% Reduction): 4,936 square feet
 Total On-Site Community Housing: 5,014 square feet

The applicant has proposed providing 7 total community housing units on the ground-floor of the mixed-use building as follows:

- One-Bedroom: 625 square feet
- One-Bedroom: 625 square feet
- One-Bedroom: 625 square feet
- One-Bedroom: 625 square feet
- One-Bedroom: 624 square feet
- Two-Bedroom: 914 square feet
- One-Bedroom: 976 square feet

Total Community Housing: 5,014 square feet

The design review is subject to Variance Application File No. P22-045D pursuant to condition #1. Pursuant to condition #2, a FAR Exceedance Agreement between the applicant and the City to memorialize the community housing contribution shall be signed and recorded prior to issuance of a building permit for the project.

17.125.030 - Off Street Parking and Loading 17.125.040 – Off Street Parking and Loading Calculations 17.125.050 – Community Core District Off Street Parking and Loading Calculations	Conformance
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<i>Pursuant to Ketchum Municipal Code 17.125.020.A1, all new development must comply with the off street vehicle parking requirements.</i>	YES
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Permitted:
Required (KMC §17.125.040)
Multi-Family Dwelling Units in CC Zone
Units 750 square feet or less: 0 parking spaces
Units 751 square feet to 2,000 square feet: 1 parking space
Units 2,001 square feet and above: 2 parking spaces

Non-residential: 1 parking space per 1,000 gross square feet (refer to definition of gross floor area with additional exclusion of common and public areas)

Exemptions in CC Zone

- Community housing
- The first 5,500 gross square feet of retail trade

Project Parking Demand
Multi-Family Dwelling Unit Parking Demand

Table 1: The Perry Building Multi-Family Residential Dwelling Units & Parking				
Unit No.	Multi-Family Residential Unit Type	Floor Level	Floor Area (net livable square feet)	Required Parking (KMC §17.125.040)
U104	Community Housing: One Bedroom	Ground Floor	573	Exempt
U107	Community Housing: One Bedroom	Ground Floor	575	Exempt
U103	Community Housing: One Bedroom	Ground Floor	572	Exempt
U105	Community Housing: One Bedroom	Ground Floor	572	Exempt
U102	Community Housing: One Bedroom	Ground Floor	575	Exempt
U106	Community Housing: One Bedroom	Ground Floor	836	Exempt
U109	Community Housing: One Bedroom	Ground Floor	910	Exempt
U101	Market-Rate: One Bedroom	Ground Floor	593	0
U108	Market-Rate: One Bedroom	Ground Floor	731	0
U110	Market-Rate: One Bedroom	Ground Floor	916	1
U111	Market-Rate: One Bedroom	Ground Floor	845	1
U201	Market-Rate: Three Bedroom	Second Floor	2,495	2
U202	Market-Rate: Three Bedroom	Second Floor	2,920	2
U203	Market-Rate: One Bedroom	Second Floor	1,423	1
U204	Market-Rate: One Bedroom	Second Floor	1,929	1
U205	Market-Rate: One Bedroom	Second Floor	1,325	1
U206	Market-Rate: One Bedroom	Second Floor	1,567	1
U207	Market-Rate: One Bedroom	Second Floor	2,020	2
U208	Market-Rate: Three Bedroom	Second Floor	2,892	2
U301	Market-Rate: Three Bedroom	Third Floor	3,096	2
U302	Market-Rate: Four Bedroom	Third Floor	3,541	2
U303	Market-Rate: Three Bedroom	Third Floor	2,880	2
U304	Market-Rate: Three Bedroom	Third Floor	2,854	2
Total	16 multi-family dwelling units		36,640 square feet	22

The seven community housing units are exempt from providing parking pursuant to KMC §17.125.040.C.1a. 22 parking spaces are required for the market-rate multi-family dwelling units.

Commercial Parking Demand

5,500 square feet of the retail space is exempt from providing parking pursuant to KMC §17.125.040.C.1c. One parking space is required for the remaining 429 square feet of retail.

Project Total Parking Demand

The project is required to provide 23 total parking space on site to satisfy the retail and multi-family residential parking demand pursuant KMC §17.125.040.B.

Proposed

As shown on page 26 of the project plans, 29 spaces are proposed to be provided on site within the parking garage accessed from the alley to satisfy the demand.

17.125.060 – Bicycle Parking	Conformance
<i>Ketchum Municipal Code §17.125.060.B: All uses, other than one family dwellings, are required to provide one bicycle rack, able to accommodate at least two bicycles, for every four parking spaces required by the proposed use.</i>	YES
<p>Finding: <u>Required:</u> One bicycle rack, able to accommodate at least two bicycles, shall be provided for every four parking spaces as required by the proposed use.</p> <p><u>Proposed:</u> The project is required to provide 6 bike racks. As shown on page 16 of the project plans, 6 bike racks are provided near the building entrances on the 4th Street terraces, along 1st Avenue, and within the covered courtyard.</p>	

17.127 – Signage	Conformance
<i>Master Signage Plan for New Construction</i>	YES Condition #8
<p>Finding: The renderings indicate that projecting blade signs are proposed for the commercial units. Pages 30 and 31 specify the locations for the signs proposed building walls fronting 1st Avenue and 4th Street. The master signage plan on page 59 shows the types, locations, and materials for all proposed signs. Pursuant to condition #8, separate sign permits shall be required for all new signs prior to installation.</p>	

17.132 – Dark Skies	Conformance
<i>Compliance with Section 17.132 – Dark Skies.</i>	YES Condition #3
<p>Finding: The project plans include two site photometric studies that show the illumination from all exterior lighting fixtures and the lighting within the covered courtyard. The proposed exterior lighting fixtures are pictured on pages 49 and 50 of the project plans and the manufacturer’s specification sheets are provided on pages 56 through 58. The proposed exterior lighting fixtures include recessed downlights and shielded wall sconces.</p>	

The applicant has provided two site photometric studies on pages 53 and 54 of the project plans. The photometric study on page 53 measures the light levels at the ground plane. The photometric study on page 54 measures the light levels 60 inches above the ground plane. Pursuant to KMC §17.132.030.B1, “all lighting emitting from any zoning lot shall not cause the light level along any property line, as measured at a height of 60 inches above grade in a plane at any angle of inclination, to exceed the limitations listed in figure 1, ‘Light Trespass and Overlighting Matrix,’ of this subsection.” The light trespass and overlighting matrix does not provide maximum foot-candle limits for light trespass in the Community Core.

The light levels at the front and street side property lines along 1st Avenue and 4th Street are less than 0.5 footcandles. Staff believes and the Commission agrees that this complies with the intent of the Dark Skies ordinance to minimize direct glare and excessive lighting and prevent light trespass.

The recessed garage door lighting illuminates the parking garage entrance up to 2.3 footcandles at the alley property line. The Commission and Staff are concerned that this fixture may cause glare along the alley. In order to both protect against direct glare while providing safe lighting for the garage entrance, the Commission determined that the garage door lighting should comply with the city’s right-of-way lighting standards. Pursuant to condition #3, the applicant shall revise the garage door lighting and submit an updated photometric study that shows an average of 0.2 footcandles at the rear property line for Planning staff to verify that the fixture does cause glare along the alley prior to issuance of building permit.

The lighting proposed within the interior courtyard includes LED marker lights to enhance wayfinding, recessed uplighting that illuminates the wood-slat partition walls, and soft glowing orbs in the zen garden. The proposed courtyard lighting does not comply with KMC §17.132.030.H1, which requires that, “all exterior lighting fixtures shall be full cutoff fixtures with the light source fully shielded.” The site photometric studies on pages 53 and 54 shows that no light is trespassing from the covered courtyard. While the proposed fixtures do not comply with KMC §17.132.030.H1, Staff believes and the Commission agrees the lighting complies with the intent of the Dark Skies ordinance as the lighting is contained within the enclosed courtyard and the photometric study shows that no light trespasses outside of the courtyard.

Conformance with Design Review Improvements and Standards

During department review, city staff reviewed the project for conformance with all design review standards and required improvements specified in KMC §17.96.060 and requirements for developments within the Community Core specified in KMC §17.96.070. Additionally, staff reviewed the project for conformance with all city code requirements for right-of-way improvements, including but not limited to sidewalks, streetlights, and drainage. The Commission believes that these requirements are either: (a) met, (b) not applicable, or (c) have been addressed by conditions of approval.

Findings Regarding Compliance with Design Review Standards

17.96.060.A.1 - Streets	Conformance
<i>The applicant shall be responsible for all costs associated with providing a connection from an existing City street to their development.</i>	YES Condition #5
<p>Finding: All improvements to the right-of-way are at the expense of the applicant.</p> <p>The project is located at the northwest corner of 4th Street and 1st Avenue. As shown on page 13 of the project plans, the alley is proposed to be graded and resurfaced with asphalt. No changes are proposed to the street design or travel-land widths along 4th Street or 1st Avenue.</p> <p>northeast corner of Main and 4th streets. As shown on Sheet C1.0, the applicant proposes to improve the asphalt roadway adjacent to the property along Main and 4th Street. The private residential garages area accessed from the alley. The applicant will improve the full width of the 20-foot-wide alleyway. The alley apron is proposed to be improved with heated pavers.</p> <p>Final civil drawings for all associated right-of-way and alley improvements shall be submitted with the building permit application to be verified, reviewed, and approved by the City Engineer and the Streets Department. Final review of all right-of-way improvements to the right-of-way will be completed prior to issuance of a building permit for the project pursuant to condition of approval #5.</p>	

17.96.060.A.2 - Streets	Conformance
<i>All street designs shall be approved by the City Engineer.</i>	YES Condition #5
<p>Finding: No new streets or changes to the travel lanes or street designs are proposed with this project. Final civil drawings for all associated right-of-way improvements shall be submitted with the building permit application to be verified, reviewed, and approved by the City Engineer and Streets Department. Final review of all right-of-way improvements will be completed prior to issuance of a building permit for the project pursuant to condition of approval #5.</p>	

17.96.060.B.1 - Sidewalks	Conformance
<i>All projects under subsection 17.96.010.A of this chapter that qualify as a "substantial improvement" shall install sidewalks as required by the Public Works Department.</i>	YES
<p>Finding: Ketchum Municipal Code 17.124.140 outlines the zone districts where sidewalks are required when substantial improvements are made, which include the CC, all tourist zone districts, and all light industrial districts. As the project is within the CC-2 zone district, sidewalks are required and included in the project plans. The applicant has proposed to install new heated, paver sidewalks along 1st Avenue and 4th Street.</p>	

17.96.060.B.2 - Sidewalks	Conformance
<i>Sidewalk width shall conform to the City's right-of-way standards, however the City Engineer may reduce or increase the sidewalk width and design standard requirements at their discretion.</i>	YES Conditions #5 & #6

Finding: The project plans provide details for the new sidewalks with the design review application, which were reviewed by the City Engineer. Preliminary review of the project plans indicates that all city right-of-way standards for width and construction are met. Final review of all right-of-way improvements will be completed prior to issuance of a building permit for the project per condition of approval #6.

The applicant has proposed to install a new: (1) 8-foot wide, heated, paver sidewalks within the right-of-way along 1st Avenue and (2) 12-foot wide, heated, paver sidewalk along 4th Street. The applicant has also proposed to construct a new heated paver bulb-out at the street corner.

The project requires a Right-of-Way Encroachment Permit for the snowmelt system that will be installed for the new sidewalks. The City Council has the authority to review and approval all permanent encroachments within the public right-of-way associated with a development project pursuant to Ketchum Municipal Code §17.96.030.C. Pursuant to condition #6, the applicant shall submit the ROW Encroachment Permit application for review and approval by the City Council prior to issuance of building permit.

17.96.060.B.3 - Sidewalks	Conformance
<p><i>Sidewalks may be waived if one of the following criteria is met:</i></p> <ul style="list-style-type: none"> a) <i>The project comprises an addition of less than 250 square feet of conditioned space.</i> b) <i>The City Engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.</i> 	N/A
<p>Finding: Sidewalks are required for the project. The applicant has not requested, nor has the City Engineer granted, a waiver to the sidewalk requirement for the project.</p>	

17.96.060.B.4 - Sidewalks	Conformance
<p><i>The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.</i></p>	YES
<p>Finding: The proposed sidewalk improvements are equal to the length of the property's street frontages along 1st Avenue and 4th street.</p>	

17.96.060.B.5 – Sidewalks	Conformance
<p><i>New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.</i></p>	YES
<p>Finding: The new heated, paver sidewalks will connect to the existing concrete sidewalks along 1st Avenue and 4th Street. The proposed sidewalks connect to heated pathways on the project site providing safe pedestrian access to and around the building.</p>	

17.96.060.B.6 - Sidewalks	Conformance
<p><i>The City may approve and accept voluntary cash contributions in lieu of the above described improvements, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be 110 percent of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in lieu contribution shall be paid before the City issues a certificate of occupancy.</i></p>	<p>N/A</p>
<p>Finding: The applicant has not requested relief from the requirement to construct sidewalks nor has the city granted any such request.</p>	

17.96.060.C.1 - Drainage	Conformance
<p><i>All stormwater shall be retained on site.</i></p>	<p>YES Condition #5</p>
<p>Finding: The drainage improvements are shown on page 13 of the project plans. The drainage system is comprised of catch basins, drywells, and storm drain pipes.</p> <p>All storm water shall be retained on site, including water from roof drains. All roof drain locations must be shown on the project plans submitted with the building permit application for final review and approval by the City Engineer</p> <p>Pursuant to condition #5, the applicant shall submit final civil drawings for all drainage improvements with the building permit application to be verified, reviewed, and approved by the City Engineer and Streets Department. The final project plans submitted with the building permit application must specify the location of all roof drains.</p>	

17.96.060.C.2 - Drainage	Conformance
<p><i>Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.</i></p>	<p>YES Condition #5</p>
<p>Finding: See above analysis for Ketchum Municipal Code §17.96.060.C1. All drainage improvements are required to be constructed to comply with city standards. As shown on page 13 of the project plans, all stormwater is retained on site. The project proposes to construct drainage improvements along the length of the subject property, including curb and gutter, along 1st Avenue, 4th Street, and the alley. Pursuant to condition #5, the applicant shall submit final civil drawings for all drainage improvements with the building permit application to be verified, reviewed, and approved by the City Engineer and Streets Department.</p>	

17.96.060.C.3 - Drainage	Conformance
<p><i>The City Engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.</i></p>	<p>YES Condition #5</p>
<p>Finding: The City Engineer will determine if the drainage improvements are sufficient after reviewing the final civil drawings submitted with the building permit application. The City Engineer may require</p>	

additional drainage improvements if necessary. Pursuant to condition #6, the applicant shall submit final civil drawings for all drainage improvements with the building permit application to be verified, reviewed, and approved by the City Engineer and Streets Department.

17.96.060.C.4 - Drainage	Conformance
<i>Drainage facilities shall be constructed per City standards.</i>	YES Condition #5
<p>Finding: Based on review of the project plans by the City Engineer during department review, all drainage facilities meet city standards. Final design of drainage facilities will be reviewed and approved by the City Engineer prior to issuance of a building permit per condition #5.</p>	

17.96.060.D.1 - Utilities	Conformance
<i>All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.</i>	YES
<p>Finding: All project costs associated with the development, including the installation of utilities, are the responsibility of the applicant. The applicant has not made requests for funding to the city for utility improvements. No funds have been provided by the city for the project.</p>	

17.96.060.D.2 - Utilities	Conformance
<i>Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.</i>	YES Conditions #4 and #5
<p>Finding: The grading, drainage, and utility plan on page 13 indicates that a new transformer will be installed within the building at the northwest corner of the property by the alley. The rear elevation on page 33 of the project plans shows that the new transformer will be sited within the building and fully screened from public view. An existing power box that serves adjacent buildings encroaches within the alley right-of-way adjacent to the subject property. The applicant is required to improve the alley right-of-way to city standards, which prohibit above-grade utilities, and must relocate the existing power box onto private property. Note U06 on page 13 states that the existing power box will be relocated and that the final location will be determined by the utility franchise, however, the new location is not specified on the project plans. The applicant has provided recent email communications from Idaho Power stating that the existing power box may be relocated onto the subject property in the same location as the new transformer that will be installed to serve the project.</p> <p>Pursuant to condition #4, prior to issuance of building permit, the applicant shall submit written confirmation that Idaho Power has reviewed and approved the proposed siting and screening of: (1) the new transformer that will be installed to serve the project and (2) the existing power box that will be removed from the alley and relocated onto the subject property. Pursuant to condition #5, the applicant shall submit final civil drawings for all drainage improvements with the building permit application to be verified, reviewed, and approved by the City Engineer, Streets Department, and Utilities Department.</p>	

17.96.060.D.3 - Utilities	Conformance
<i>When extension of utilities is necessary all developers will be required to pay for and install two-inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with City of Ketchum standards and at the discretion of the City Engineer.</i>	N/A
Finding: The location of the subject property is already served by fiber optic cable and therefore no conduit is required in this location.	

17.96.060.E.1 – Compatibility of Design	Conformance
<i>The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.</i>	YES
<p>Finding:</p> <p>The renderings indicate that projecting blade signs are proposed for the commercial units. Pages 30 and 31 specify the locations for the signs proposed building walls fronting 1st Avenue and 4th Street. The master signage plan on page 59 shows the types, locations, and materials for all proposed signs. Pursuant to condition #8, separate sign permits shall be required for all new signs prior to installation. Projecting blade signs for the retail tenants extend down from the wood beams framing the commercial units and are oriented perpendicular to pedestrian traffic to increase visibility. These design treatments highlight the retail unit at the building corner and animate the design of the ground level to create a more engaging, visually interesting, and vibrant pedestrian experience.</p> <p>The exterior materials have been called out on the colored renderings on pages 30 through 33 of the project plans and include black metal panels with open joints and exposed fasteners, exposed CLT and Glulam structure in a white stain, dark gray stained wood (Kebony with Hewn Krakatoan Finish), glass, and board-formed concrete.</p> <p>The older, smaller structures in the surrounding neighborhood are primarily comprised of stucco or wood siding painted various colors. The Open Room building is painted blue and La Cabañita is painted red. New redevelopment projects in the surrounding neighborhood include both traditional materials characteristic of Ketchum’s local vernacular as well as more contemporary materials. The Sun Valley & First Condominiums located at 311 N 1st Avenue is comprised of wood, black metal panels, and stone. The primary materials used on the exterior walls of the office building currently under construction at the northeast corner of 1st Avenue and Sun Valley Road are brick and bronze vertical metal siding. The canopy overhangs that project from the front and street side facades along 1st Avenue and Sun Valley Road are comprised of timber beams and bronze metal fascia. The 380 N 1st Avenue mixed-use building, which has received design review approval and will be under construction this spring, is the first addition project approved under the city’s new historic preservation standards. The 380 N 1st Avenue Mixed-Use Building’s exterior materials include a grey standing seam metal roof, horizontal wood rainscreen siding, stone veneer, and black steel accents. During their review of the Pre-Application, the Commission expressed concerns with the project’s similarities with the adjacent 1st & 4th Mixed-Use Building currently under construction to the south across 4th Street. The 1st & 4th Mixed-Use Building’s materials include Thermo Ash Burned & Brushed Midnight Black siding, black grey Stonewood panels, and Western Reveal Corten Metal Panels. The</p>	

Commission requested the applicant incorporate design features and exterior materials that differentiate The Perry Building development. The applicant has provided a comparison of two mixed-use developments on pages 70 through 72 of the project plans. The applicant explains on page 70 of the project plans, “While our exterior finish materials complement the adjacent 1st and 4th project, they are distinctly different in their color and detailing. The primary material of the adjacent property is very dark in comparison to our Kebony wood cladding.” During their review of the final design review application, the Commission determined that the similarities of the two mixed-use developments will provide congruency along the streetscape.

The Commission determine that the proposed exterior materials are appropriate for the CLT structure and that the project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.

17.96.060.E.2 – Compatibility of Design	Conformance
<i>Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.</i>	N/A
Finding: The subject property is not listed as a historical or cultural landmark on the city of Ketchum’s Historical Building/Site List; therefore this standard does not apply.	

17.96.060.E.3 – Compatibility of Design	Conformance
<i>Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.</i>	N/A
Finding: The corner lot is developed with an existing building that was originally constructed as a racquetball court in 1975 and was the home of Perry’s Restaurant for 37 years and is proposed to be demolished. The two interior lots are vacant.	

17.96.060.F.1 – Architectural	Conformance
<i>Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.</i>	YES
Finding: The primary building entrances are well defined and provide unobstructed access to the sidewalk. Multiple outdoor public gathering spaces are incorporated along the street frontages by the building entrances, including three street-level terraces along 4th Street and a large interior courtyard along 1st Avenue. The ground-level design includes large storefront windows that provide views into the retail spaces from the sidewalk to create an engaging pedestrian environment. Warm wood beams frame the storefront windows along the street frontages. Projecting blade signs for the retail tenants extend down from these wood beams and are oriented perpendicular to pedestrian traffic to increase visibility. These design treatments highlight the retail unit at the building corner and animate the design of the ground level to create a more engaging, visually interesting, and vibrant pedestrian experience.	

17.96.060.F.2 – Architectural	Conformance
<i>The building character shall be clearly defined by use of architectural features.</i>	YES

Finding: This infill and redevelopment project provides four ground-level retail units along 4th Street and 1st Avenue with large storefront windows that maximize pedestrian interaction with the building. Multiple outdoor public gathering spaces are incorporated along the street frontages, including three terraces along 4th Street and an interior courtyard along 1st Avenue. The terraces along 4th Street provide areas for outdoor seating with benches and site furniture. The interior courtyard includes a zen garden and sculpture to further animate the public gathering space. In addition to providing relief to building bulk and mass, these outdoor public gathering spaces will create an activated, pedestrian-friendly streetscape that will enliven this area of downtown by facilitating the social connections that build community.

The mixed-use building's interior stairwell at the east elevation is setback 10 feet from the 4th Street façade and is distinguished with large rectangular windows and board-formed concrete walls. This design accentuates the stairwell as a unique architectural feature that contributes to the visual character of the mixed-use building. The interior stairwell connecting the 3 above-grade floor levels successfully breaks up the mass of the building along 4th Street.

During their review of the Pre-Application, the Commission commented that this project has an opportunity to contribute more vibrancy to this revitalized downtown neighborhood and emphasized the importance of providing an activated, pedestrian-friendly experience at the street corner. Activated ground-floors are transparent and permeable connecting the public realm along the sidewalk to the inner uses within the building to create an engaging, inviting, and pedestrian-friendly streetscape. Due to the site's steep slopes, the ground-level finished-floor elevation is slightly below the sidewalk grade at the street corner. Black metal panels and the prominent roof overhang emphasized the dominance of the upper-level residential floors further undermining the visual presence of the retail unit at the street corner. The Commission requested that the applicant modify the design of the building at the street corner to activate the streetscape and enhance vibrancy.

The applicant has addressed the design of the building corner on pages 73 and 74 of the project plans. The applicant's summary of the proposed design changes states:

We agree that activation of the intersection at 1st and 4th is a priority. The design includes large expanses of glazing on both frontages, providing openness and views of active commercial spaces from the street, while also providing ample daylighting and views from the interior. In order to provide accessible entrances to both retail and residential spaces in the building, it is necessary that the floor level at the building corner is slightly lower than the sidewalk grade. This difference flattens out as you move along the sidewalk, and is significantly less than the existing condition which provided a highly vibrant and active former use. Tall ceilings and tall operable glazed walls further enhance the connection between the interior and exterior, visually and spatially blending the activities. Additionally, the balcony railing above the corner retail space has been re-proportioned giving additional clearance height to the retail below. The façade language on 1st Avenue has been revised to carry the warm, human-scaled wood beam expression consistently across retail storefronts, framing the large windows. Retail signage has been added at these been locations to further elevate the prominence of the retail at the corner. Note: Roof overhangs at this corner have also

been adjusted in response to this recommendation. They have been adjusted to reduce the present of the residential levels above.

Staff believes and the Commission agrees the applicant's design modifications to the building corner provide a human-scale, distinguish the ground-floor retail unit, and create a more pedestrian-friendly environment. Pursuant to KMC §17.96.070, "For nonresidential portions of buildings, front facades and facades fronting a pedestrian walkway shall be designed with ground floor storefront windows and doors with clear transparent glass." The ground-level design includes large storefront windows that provide views into the retail spaces from the sidewalk to create an engaging pedestrian environment. Warm wood beams frame the storefront windows along the street frontages. Projecting blade signs for the retail tenants extend down from these wood beams and are oriented perpendicular to pedestrian traffic to increase visibility. These design treatments highlight the retail unit at the building corner and animate the design of the ground level to create a more engaging, visually interesting, and vibrant pedestrian experience.

17.96.060.F.3 – Architectural	Conformance
<i>There shall be continuity of materials, colors and signing within the project.</i>	YES
<p>Finding: The project consistently uses black metal panels, stained wood siding, glazing, and board-formed concrete across all facades. The ground-level design includes large storefront windows that provide views into the retail spaces from the sidewalk to create an engaging pedestrian environment. Warm wood beams frame the storefront windows along the street frontages. Projecting blade signs for the retail tenants extend down from these wood beams and are oriented perpendicular to pedestrian traffic to increase visibility. These design treatments highlight the retail unit at the building corner and animate the design of the ground level to create a more engaging, visually interesting, and vibrant pedestrian experience.</p>	

17.96.060.F.4 – Architectural	Conformance
<i>Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.</i>	YES
<p>Finding: No accessory structures are proposed; however, the project contains landscape planters along 1st Avenue and 4th Street. While buildings may have an average 5-foot setback from front and street-side property lines in the CC-2 Zone, the footprint of the mixed-use building is setback 4 feet from the front property line along 1st Avenue and 5 feet from the street-side property line along 4th Street. The zoning diagrams on page 20 provide the calculations for average setbacks based on the length of the facades at each floor level.</p> <p><i>Proposed Setbacks for Mixed-Use Building</i></p> <p>Front (1st Avenue/east)</p> <ul style="list-style-type: none"> First Floor: 5.4' Second Floor: 5.9' Third Floor: 5.83' <p>Side (4th Street/south)</p> <ul style="list-style-type: none"> First Floor: 5.5' Second Floor: 5.5' 	

Third Floor: 5.5'

Board-formed concrete landscape planters have been provided within the setback area creating a buffer from the building and the sidewalk. The integration of landscape planters enhance the quality of the pedestrian experience along 1st Avenue and 4th Street

The renderings indicate that projecting blade signs are proposed for the commercial units. Pages 30 and 31 specify the locations for the signs proposed building walls fronting 1st Avenue and 4th Street. The master signage plan on page 59 shows the types, locations, and materials for all proposed signs. Pursuant to condition #8, separate sign permits shall be required for all new signs prior to installation. Projecting blade signs for the retail tenants extend down from the wood beams framing the commercial units and are oriented perpendicular to pedestrian traffic to increase visibility. These design treatments highlight the retail unit at the building corner and animate the design of the ground level to create a more engaging, visually interesting, and vibrant pedestrian experience.

17.96.060.F.5 – Architectural	Conformance
<i>Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.</i>	YES

Finding: The project proposes to consolidate 3 lots that were created by Ketchum’s original townsite plat map in 1948. Blocks within the original townsite were historically platted into 55-foot-wide lots oriented towards the avenue rights-of-way that run north to south. The configuration of these townsite lots enriches Ketchum’s urban fabric by providing opportunities to diversify the buildings along a block. This variety in building type, age, design and size contribute to Ketchum’s authenticity. The comprehensive plan states, “New development in the downtown will continue the traditional lot and block pattern, oriented around sidewalks and pedestrian-friendly places” (page 64). The urban pattern created by the original townsite plat map is changing as Ketchum continues to grow with new infill and redevelopment projects.

The consolidated lot will have a total area of 24,723 square feet with 165 feet of frontage along 1st Avenue and 150 feet of frontage along 4th Street. The project employs a variety of design treatments to make the building more contextually compatible with the scale of the surrounding built environment and the traditional pattern of downtown development. On page 68 of the project plans, the applicant summarizes the modulation of building mass along 1st Avenue, stating:

Additional adjustments have been made to reduce overhangs and the overall scale of building massing along the façade. The revised prominent setback of the third floor at the building corners produces a variety in heights of the massing, and more prominent offsets of rooflines. This increases the variety of modulation and produces even smaller visual masses than the typical 55-foot lot, for a more dynamic frontage pattern along the street in keeping with the historic patterns of development.

The curves in building mass and varying roof-plane heights along 1st Avenue minimize the perceived size of the development.

During their review of the Pre-Application, the Commission commented that the roof overhangs along 1st Avenue appeared disproportionately heavy exacerbating the visual appearance of building

bulk along 1st Avenue. The dominant roof overhangs diminished the effectiveness of the recessions in mass created by the upper-level balconies at the building corners. The applicant has provided a response to the Commission’s comments about the roof overhangs on pages 62 through 64. The applicant has removed the roof overhangs at the building corners along 1st Avenue. The removal of the roof overhangs enhances the effectiveness of the building-mass recessions at the third-level balconies and minimizes the perceived mass of the building. Staff believes and the Commission agrees this change adds a human scale to the building corners and creates a more pedestrian-friendly streetscape.

During their review of the Pre-Application, the Commission commented that the uniform roof plane along 1st Avenue diminished the effectiveness of the carve in building mass created by the courtyard. The Commission recommended that the applicant vary the design and height of the roof plane along 1st Avenue. The applicant’s response to this comment is provided on pages 65 and 68 of the project plans. The applicant states:

The setback of the floor and roof above the courtyard effectively provides relief to the overall massing of the building. The roof overhangs have been reduced significantly at both corners of the building, providing a more prominent pattern of offsets to the roofline. Viewed from various perspectives at street level a varied roofline is created reflective of the building’s massing setbacks.

The removal of the projecting overhangs along 1st Avenue adds variety to roof-plane heights and emphasizes the recessions in building mass at the upper-level balconies. Aligning the roof form with these recessions reduces the perceived height and mass of the building.

The exposed parking garage wall at the interior side façade is comprised of board-formed concrete with no window openings or exterior material differentiation. During their review of the Pre-Application, the Commission requested that the applicant provide an exhibit showing the interior side wall within the context of the adjacent Westside Office Condominiums. The exhibit provided on page 66 of the project plans shows that the West Side Office Condominiums building covers most of the parking garage wall leaving only 14 linear feet exposed (See Figure 5). The applicant has proposed installing Virginia Creeper vines to soften the exposed parking garage wall

17.96.060.F.6 – Architectural	Conformance
<i>Building(s) shall orient toward their primary street frontage.</i>	YES
<p>Finding: The project proposes to consolidate 3 lots that were created by Ketchum’s original townsite plat map in 1948. Blocks within the original townsite were historically platted into 55-foot-wide lots oriented towards the avenue rights-of-way that run north to south. The configuration of these townsite lots enriches Ketchum’s urban fabric by providing opportunities to diversify the buildings along a block. This variety in building type, age, design and size contribute to Ketchum’s authenticity. The comprehensive plan states, “New development in the downtown will continue the traditional lot and block pattern, oriented around sidewalks and pedestrian-friendly places” (page 64). The urban pattern created by the original townsite plat map is changing as Ketchum continues to grow with new infill and redevelopment projects. The consolidated lot will have a total area of 24,723 square feet with 165 feet of frontage along 1st Avenue and 150 feet of frontage along 4th Street. The project</p>	

continues the traditional lot and block pattern of downtown development. 1st Avenue is considered the front property line and the alley is considered the rear property line for the development parcel. The project orients toward the primary street frontage along 1st Avenue.

17.96.060.F.7 – Architectural	Conformance
<i>Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.</i>	YES
<p>Finding: The basement floor plan on page 18 of the project plans shows the trash room will be located within the parking garage accessed from the alleyway and fully screened from public view. Clear Creek Disposal has provided a letter dated October 27, 2022 stating that they can adequately serve the development. No satellite receivers are proposed to be installed for the project.</p>	

17.96.060.F.8 – Architectural	Conformance
<i>Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.</i>	YES
<p>Finding: The site plan on page 19 shows that the terraces along 4th Street are covered by the second floor above. The portions of the terrace that are uncovered, including the concrete stairs, will include be heated. Snowmelt will reduce icy conditions on the terrace stairs and enhance safety for pedestrians accessing the commercial unit.</p> <p>During their review of the Pre-Application, the Commission expressed concerns with the proposed roof overhangs extending over the sidewalk along 1st Avenue and commented that roof overhangs can create snow cornices during winter that create safety hazards for pedestrians on the sidewalks below. The applicant reduced the extent of the roof overhangs along 1st Avenue, removing the roof overhang projects from the building corners, which mitigated this safety concern.</p> <p>All roof drainage must be retained on site. The grading, drainage, and utility plan on page 13 shows drywells that connect to the roof drain system will be installed in the parking garage.</p>	

17.96.060.G.1 – Circulation Design	Conformance
<i>Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.</i>	YES
<p>Finding: As indicated on page 13 of the project plans, the new heated, paver sidewalks will connect to the existing concrete sidewalks along 1st Avenue and 4th Street. The proposed sidewalks connect to heated pathways on the project site providing safe pedestrian access to and around the building.</p>	

17.96.060.G.2 – Circulation Design	Conformance
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<i>Awnings extending over public sidewalks shall extend five feet or more across the public sidewalk but shall not extend within two feet of parking or travel lanes within the right-of-way.</i>	YES Condition #6
<p>Finding: Pages 28 and 29 of the project plans specify that the roof overhangs extend 3 inches and 1'-1" over the sidewalk into the 1st Avenue public right-of-way. Pursuant to condition #6, a Right-of-Way Encroachment Agreement must be review and approved by the City Council prior to issuance of a building permit for the project.</p> <p>During their review of the Pre-Application, the Commission commented that the uniform roof plane along 1st Avenue diminished the effectiveness of the carve in building mass created by the courtyard. The Commission recommended that the applicant vary the design and height of the roof plane along 1st Avenue. The applicant's response to this comment is provided on pages 65 and 68 of the project plans. The applicant states:</p> <p style="text-align: center;"><i>The setback of the floor and roof above the courtyard effectively provides relief to the overall massing of the building. The roof overhangs have been reduced significantly at both corners of the building, providing a more prominent pattern of offsets to the roofline. Viewed from various perspectives at street level a varied roofline is created reflective of the building's massing setbacks.</i></p> <p>The removal of the projecting overhangs along 1st Avenue adds variety to roof-plane heights and emphasizes the recessions in building mass at the upper-level balconies. Aligning the roof form with these recessions reduces the perceived height and mass of the building.</p>	

17.96.060.G.3 – Circulation Design	Conformance
<i>Traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. Consideration shall be given to adequate sight distances and proper signage.</i>	YES Condition #5
<p>Finding: Vehicle access to the project is provided along 1st Avenue, 4th Street, and the alley. The parking garage is accessed from the alley. The proposed alley access will allow traffic to flow safely within the project and onto 4th Street. The new sidewalks will connect to walkways on the subject property providing safe pedestrian access to and around the building. As shown on page 16 of the project plans, 6 bike racks are provided near the building entrances on the 4th Street terraces, along 1st Avenue, and within the covered courtyard.</p> <p>Final civil drawings for all associated right-of-way improvements shall be submitted with the building permit application to be verified, reviewed, and approved by the City Engineer and Streets Department. Final review of all right-of-way improvements will be completed prior to issuance of a building permit for the project pursuant to condition of approval #5.</p>	

17.96.060.G.4 – Circulation Design	Conformance
<i>Curb cuts and driveway entrances shall be no closer than 20 feet to the nearest intersection of two or more streets, as measured along the property line adjacent to</i>	N/A

<i>the right-of-way. Due to site conditions or current/projected traffic levels or speed, the City Engineer may increase the minimum distance requirements.</i>	
Finding: The subject property is a corner lot with street frontage along 1 st Avenue and 4 th Street. No curb cuts or driveway entrances are proposed along 1 st Avenue or 4 th Street. The parking garage is accessed from the alley.	

17.96.060.G.5 – Circulation Design	Conformance
<i>Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.</i>	YES

Finding: Unobstructed access for emergency vehicles, snowplows, garbage trucks, and similar service vehicles is provided to the project from 1st Avenue, 4th Street, and the alley.

17.96.060.H.1 – Snow Storage	Conformance
<i>Snow storage areas shall not be less than 30 percent of the improved parking and pedestrian circulation areas.</i>	N/A

Finding: Page 12 of the project plans indicates that the new sidewalks, curb, and gutter along 1st Avenue and 4th Street and all on-site pedestrian and vehicular circulation areas will include a snowmelt system. All improved parking and pedestrian circulation areas are heated, which is permitted as an alternative to providing on-site snow storage areas by Ketchum Municipal Code §17.96.060.H4.

17.96.060.H.2 – Snow Storage	Conformance
<i>Snow storage areas shall be provided on site.</i>	N/A

Finding: The applicant has proposed to snowmelt all parking and pedestrian circulation areas, which is permitted as an alternative to providing on-site snow storage area by Ketchum Municipal Code §17.96.060.H4.

17.96.060.H.3 – Snow Storage	Conformance
<i>A designated snow storage area shall not have any dimension less than five feet and shall be a minimum of 25 square feet.</i>	N/A

Finding: N/A as no snow storage areas have been provided on-site. The applicant has proposed snowmelt in lieu of providing any snow storage areas on site.

17.96.060.H.4 – Snow Storage	Conformance
<i>In lieu of providing snow storage areas, snowmelt and hauling of snow may be allowed.</i>	YES Condition #6

Finding: Page 12 of the project plans indicates that the new sidewalks, curb, and gutter along 1st Avenue and 4th Street and all on-site pedestrian and vehicular circulation areas will include a snowmelt system. All improved parking and pedestrian circulation areas are heated.

The project requires a Right-of-Way Encroachment Permit for the snowmelt system proposed to be installed for the new sidewalks along 1st Avenue and 4th Street. Pursuant to condition #6, the applicant shall submit the ROW Encroachment Application for review and approval by the City Council prior to issuance of building permit.

17.96.060.I.1 – Landscaping	Conformance
<i>Landscaping is required for all projects.</i>	YES
Finding: The vegetation species, types, and sizes for the landscaping proposed within the concrete planters along 1st Avenue and 4th Street has been specified on page 18.	

17.96.060.I.2 – Landscaping	Conformance
<i>Landscape materials and vegetation types specified shall be readily adaptable to a site's microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the neighborhood and townscape.</i>	YES
Finding: The landscaping will complement the surrounding neighborhood and beautify the streetscape. Concrete landscape planters have been provided within the setback areas at the ground level creating a buffer from the building and the sidewalk. The landscape planters frame the building entrances. The integration of landscape planters enhance the quality of the pedestrian experience along 4 th Street. Vegetation proposed for the planters includes, Hummingbird Mint, Yarrow, Avens, Catmint, Beadtongues, Culinary Sage, Stonecrop, Speedwell, Woodbine, Autumn Moor Grass, Blue Grama, Juncus, Side Oats Grama, and Switchgrass. The landscape plan is readily adaptable to the site's microclimate, soil conditions, orientation, and aspect.	

17.96.060.I.3 – Landscaping	Conformance
<i>All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.</i>	YES
Finding: The autumn blaze maple tree is often used as a street tree as it provides visual interest in the fall. Although not native to the region, the maple tree and tall grasses proposed are considered to have a high drought tolerance. Final selection of the proposed street trees must be reviewed and approved by the City Arborist prior to issuance of a building permit for the project. All trees, shrubs, grasses, and perennials shall be drought tolerant. Native species are recommended.	

17.96.060.I.4 – Landscaping	Conformance
<i>Landscaping shall provide a substantial buffer between land uses, including, but not limited to, structures, streets and parking lots. The development of landscaped public courtyards, including trees and shrubs where appropriate, shall be encouraged.</i>	YES
Finding: The subject property is surrounded by compatible uses within the Community Core Zone. The vegetation will enhance the pedestrian-friendly streetscape.	

17.96.060.J.1 – Public Amenities	Conformance
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<p><i>Where sidewalks are required, pedestrian amenities shall be installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, restrooms, fountains, art, etc. All public amenities shall receive approval from the Public Works Department prior to design review approval from the Commission.</i></p>	<p>YES Condition #5</p>
<p>Finding: Multiple outdoor public gathering spaces are incorporated along the street frontages, including three terraces along 4th Street and an interior courtyard along 1st Avenue. The terraces along 4th Street provide areas for outdoor seating with benches and site furniture. The interior courtyard includes a zen garden and sculpture to further animate the public gathering space. In addition to providing relief to building bulk and mass, these outdoor public gathering spaces will create an activated, pedestrian-friendly streetscape that will enliven this area of downtown by facilitating the social connections that build community.</p> <p>The placement of all street trees and streetlights require final review and approval by the City Engineer, the Streets Department, and the City arborist. Adequate clearance must be provided around all obstacles within the right-of-way, including street trees and streetlights. Final drawings prepared by an Idaho-licensed engineer for all associated right-of-way improvements shall be submitted with the building permit application to be verified, reviewed, and approved by the City Engineer, City Arborist, and Streets Department pursuant to condition #5. Final review of all improvements to the right-of-way will be completed prior to issuance of a building permit for the project.</p>	

17.96.060.K.1 – Underground Encroachments	Conformance
<p><i>Encroachments of below grade structures into required setbacks are subject to subsection 17.128.020.K of this title and shall not conflict with any applicable easements, existing underground structures, sensitive ecological areas, soil stability, drainage, other sections of this Code or other regulating codes such as adopted International Code Council Codes, or other site features concerning health, safety, and welfare.</i></p>	<p>N/A</p>
<p>Finding: N/A</p>	

17.96.060.K.2 – Underground Encroachments	Conformance
<p><i>No below grade structure shall be permitted to encroach into the riparian setback.</i></p>	<p>N/A</p>
<p>Finding: N/A</p>	

Findings Regarding Compliance with Design Review Standards – Community Core

17.96.070.A.1 – Streets	Conformance
<p><i>Street trees, streetlights, street furnishings, and all other street improvements shall be installed or constructed as determined by the Public Works Department.</i></p>	<p>YES Conditions #5 & #6</p>
<p>Finding: The placement of all street trees and streetlights require final review and approval by the City Engineer, the Streets Department, and the City arborist. Adequate clearance must be provided around all obstacles within the right-of-way, including street trees and streetlights. Final drawings prepared by an Idaho-licensed engineer for all associated right-of-way improvements shall be submitted with the building permit application to be verified, reviewed, and approved by the City Engineer, City</p>	

Arborist, and Streets Department pursuant to condition #5. Final review of all improvements to the right-of-way will be completed prior to issuance of a building permit for the project.

The project requires a Right-of-Way Encroachment Permit for the snowmelt system proposed to be installed for the new sidewalks along 1st Avenue and 4th Street. Pursuant to condition #6, the applicant shall submit the ROW Encroachment Application for review and approval by the City Council prior to issuance of building permit.

17.96.070.A.2 – Streets	Conformance
<i>Street trees with a minimum caliper size of three inches, shall be placed in tree grates.</i>	YES
<p>Finding: City Departments have internally reviewed the right-of-way standard requiring tree grates for all street trees. The City Arborist prefers that street trees on sloped sidewalks be installed in raised planters to support healthy vegetation. Pursuant to KMC §17.96.070.A.3, due to site constraints, the requirements of subsection A may be modified by the Public Works Department. The City Arborist recommends that the 3 new street trees proposed along the 4th Street sidewalk be installed within planters. The planters shall not exceed 6" in height at the upslope side. The width and length of the planters should not exceed 4 feet. The first 6-feet of the sidewalk adjacent to the property line must remain free of obstructions to provide a clear path for pedestrians. Six feet of clearance is required around all planters. Planning staff and the City Arborist recommend that the street trees installed within the planters along 4th Street be larger in size (caliper size of approximately 6 inches). Larger street trees will help soften the building wall along 4th Street. The City Arborist will review the final specifications for the street trees prior to issuance of building permit.</p>	

17.96.070.A.3 – Streets	Conformance
<i>Due to site constraints, the requirements of this subsection A may be modified by the Public Works Department.</i>	YES
<p>Finding: City Departments have internally reviewed the right-of-way standard requiring tree grates for all street trees. The City Arborist prefers that street trees on sloped sidewalks be installed in raised planters to support healthy vegetation. Pursuant to KMC §17.96.070.A.3, due to site constraints, the requirements of subsection A may be modified by the Public Works Department. The City Arborist recommends that the 3 new street trees proposed along the 4th Street sidewalk be installed within planters. The planters shall not exceed 6" in height at the upslope side. The width and length of the planters should not exceed 4 feet. The first 6-feet of the sidewalk adjacent to the property line must remain free of obstructions to provide a clear path for pedestrians. Six feet of clearance is required around all planters.</p>	

17.96.070.B.1 - Architectural	Conformance
<i>Facades facing a street or alley or located more than five feet from an interior side property line shall be designed with both solid surfaces and window openings to avoid the creation of blank walls and employ similar architectural elements, materials, and colors as the front facade.</i>	YES

Finding: All four facades facing 1st Avenue, 4th Street, the alley, and interior side are designed with both solid surfaces and window openings to avoid the creation of blank walls. The project design incorporates black metal panels, wood siding, concrete, and glazing on all facades of the building.

17.96.070.B.2 - Architectural	Conformance
<i>For nonresidential portions of buildings, front building facades and facades fronting a pedestrian walkway shall be designed with ground floor storefront windows and doors with clear transparent glass. Landscaping planters shall be incorporated into facades fronting pedestrian walkways.</i>	YES

Finding: The ground-level design includes large storefront windows that provide views into the retail spaces from the sidewalk to create an engaging pedestrian environment. Warm wood beams frame the storefront windows along the street frontages. Projecting blade signs for the retail tenants extend down from these wood beams and are oriented perpendicular to pedestrian traffic to increase visibility. These design treatments highlight the retail unit at the building corner and animate the design of the ground level to create a more engaging, visually interesting, and vibrant pedestrian experience.

While buildings may have an average 5-foot setback from front and street-side property lines in the CC-2 Zone, the footprint of the mixed-use building is setback 4 feet from the front property line along 1st Avenue and 5 feet from the street-side property line along 4th Street. The zoning diagrams on page 20 provide the calculations for average setbacks based on the length of the facades at each floor level.

Proposed Setbacks for Mixed-Use Building

Front (1st Avenue/east)

- First Floor: 5.4'
- Second Floor: 5.9'
- Third Floor: 5.83'

Side (4th Street/south)

- First Floor: 5.5'
- Second Floor: 5.5'
- Third Floor: 5.5'

Board-formed concrete landscape planters have been provided within the setback area creating a buffer from the building and the sidewalk. The integration of landscape planters enhance the quality of the pedestrian experience along 1st Avenue and 4th Street.

17.96.070.B.3 - Architectural	Conformance
<i>For nonresidential portions of buildings, front facades shall be designed to not obscure views into windows.</i>	YES

Finding: See above analysis for Ketchum Municipal Code §17.96.070.B2. The project provides four ground-level retail units along 4th Street and 1st Avenue with large storefront windows that maximize pedestrian interaction with the building. The ground-level design includes large storefront windows that provide views into the retail spaces from the sidewalk to create an engaging pedestrian

environment. Warm wood beams frame the storefront windows along the street frontages. Projecting blade signs for the retail tenants extend down from these wood beams and are oriented perpendicular to pedestrian traffic to increase visibility. These design treatments highlight the retail unit at the building corner and animate the design of the ground level to create a more engaging, visually interesting, and vibrant pedestrian experience.

17.96.070.B.4 - Architectural	Conformance
<i>Roofing forms and materials shall be compatible with the overall style and character of the structure. Reflective materials are prohibited.</i>	YES

Finding: During their review of the Pre-Application, the Commission commented that the roof overhangs along 1st Avenue appeared disproportionately heavy exacerbating the visual appearance of building bulk along 1st Avenue. The dominant roof overhangs diminished the effectiveness of the recessions in mass created by the upper-level balconies at the building corners. The applicant has provided a response to the Commission’s comments about the roof overhangs on pages 62 through 64. The applicant has removed the roof overhangs at the building corners along 1st Avenue. The removal of the roof overhangs enhances the effectiveness of the building-mass recessions at the third-level balconies and minimizes the perceived mass of the building. This change adds a human scale to the building corners and creates a more pedestrian-friendly streetscape.

During their review of the Pre-Application, the Commission commented that the uniform roof plane along 1st Avenue diminished the effectiveness of the carve in building mass created by the courtyard. The Commission recommended that the applicant vary the design and height of the roof plane along 1st Avenue. The applicant’s response to this comment is provided on pages 65 and 68 of the project plans. The applicant states:

The setback of the floor and roof above the courtyard effectively provides relief to the overall massing of the building. The roof overhangs have been reduced significantly at both corners of the building, providing a more prominent pattern of offsets to the roofline. Viewed from various perspectives at street level a varied roofline is created reflective of the building’s massing setbacks.

The removal of the projecting overhangs along 1st Avenue adds variety to roof-plane and emphasizes the recessions in building mass at the upper-level balconies. Aligning the roof form with these recessions reduces the perceived height and mass of the building.

No reflective materials are proposed.

17.96.070.B.5 - Architectural	Conformance
<i>All pitched roofs shall be designed to sufficiently hold all snow with snow clips, gutters, and downspouts.</i>	N/A

Finding: The project does not include pitched roofs. The roof overhangs slope back towards internal roof drains at the interior of the property.

17.96.070.B.6 - Architectural	Conformance
<i>Roof overhangs shall not extend more than three feet over a public sidewalk. Roof overhangs that extend over the public sidewalk shall be approved by the Public Works Department.</i>	YES Condition #6

Finding: Pages 28 and 29 of the project plans specify that the roof overhangs extend 3 inches and 1'-1" over the sidewalk into the 1st Avenue public right-of-way. Pursuant to condition #6, a Right-of-Way Encroachment Agreement must be review and approved by the City Council prior to issuance of a building permit for the project.

During their review of the Pre-Application, the Commission commented that the roof overhangs along 1st Avenue appeared disproportionately heavy exacerbating the visual appearance of building bulk along 1st Avenue. The dominant roof overhangs diminished the effectiveness of the recessions in mass created by the upper-level balconies at the building corners. The applicant has provided a response to the Commission's comments about the roof overhangs on pages 62 through 64. The applicant has removed the roof overhangs at the building corners along 1st Avenue. The removal of the roof overhangs enhances the effectiveness of the building-mass recessions at the third-level balconies and minimizes the perceived mass of the building. This change adds a human scale to the building corners and creates a more pedestrian-friendly streetscape.

17.96.070.B.7 - Architectural	Conformance
<i>Front porches and stoops shall not be enclosed on the ground floor by permanent or temporary walls, windows, window screens, or plastic or fabric materials.</i>	N/A

Finding: The project does not include front porches or stoops on the front façade of the building.

17.96.070.C.1 – Service Areas and Mechanical/Electrical Equipment	Conformance
<i>Trash disposal areas and shipping and receiving areas shall be located within parking garages or to the rear of buildings. Trash disposal areas shall not be located within the public right-of-way and shall be screened from public views.</i>	YES

Finding: The basement floor plan on page 18 of the project plans shows the trash room will be located within the parking garage accessed from the alleyway and fully screened from public view. Clear Creek Disposal has provided a letter dated October 27, 2022 stating that they can adequately serve the development.

17.96.070.C.2 – Service Areas and Mechanical/Electrical Equipment	Conformance
<i>Roof and ground mounted mechanical and electrical equipment shall be fully screened from public view. Screening shall be compatible with the overall building design.</i>	YES Conditions #4 and #5

Finding: The roof plan on page 29 includes a note that states the rooftop mechanical equipment area will be screened with perforated metal panels. The location and height of the mechanical screening is shown on the front and rear elevations on pages 34 and 25. Pages 30 through 33 include a colored

exterior material sample image of the black, perforated metal screening proposed to screen the rooftop mechanical and electrical equipment.

The grading, drainage, and utility plan on page 13 indicates that a new transformer will be installed within the building at the northwest corner of the property by the alley. The rear elevation on page 33 of the project plans shows that the new transformer will be sited within the building and fully screened from public view. An existing power box that serves adjacent buildings encroaches within the alley right-of-way adjacent to the subject property. The applicant is required to improve the alley right-of-way to city standards, which prohibit above-grade utilities, and must relocate the existing power box onto private property. Note U06 on page 13 states that the existing power box will be relocated and that the final location will be determined by the utility franchise, however, the new location is not specified on the project plans. The applicant has provided recent email communications from Idaho Power stating that the existing power box may be relocated onto the subject property in the same location as the new transformer that will be installed to serve the project.

Pursuant to condition #4, prior to issuance of building permit, the applicant shall submit written confirmation that Idaho Power has reviewed and approved the proposed siting and screening of: (1) the new transformer that will be installed to serve the project and (2) the existing power box that will be removed from the alley and relocated onto the subject property. Pursuant to condition #5, the applicant shall submit final civil drawings for all drainage improvements with the building permit application to be verified, reviewed, and approved by the City Engineer, Streets Department, and Utilities Department.

Pursuant to condition #4, the applicant shall submit written confirmation that Idaho Power has reviewed and approved the proposed siting and screening of: (1) the new transformer that will be installed to serve the project and (2) the existing power box that will be removed from the alley and relocated onto the subject property prior to issuance of building permit.

Pursuant to condition #5, the applicant shall submit final civil drawings for all drainage improvements with the building permit application to be verified, reviewed, and approved by the City Engineer, Streets Department, and Utilities Department.

17.96.070.D.1 - Landscaping	Conformance
<i>When a healthy and mature tree is removed from a site, it shall be replaced with a new tree. Replacement trees may occur on or off site.</i>	N/A
<p>Finding: The existing site survey on page 11 of the project plans shows 5 existing trees on the subject property. These trees are proposed to be removed to accommodate the mixed-use development. The City Arborist conducted a site inspection on January 25, 2023 and determined that the existing trees are not healthy or mature, and therefore, do not require replacement.</p>	

17.96.070.D.2 - Landscaping	Conformance
<i>Trees that are placed within a courtyard, plaza, or pedestrian walkway shall be placed within tree wells that are covered by tree grates.</i>	Requirement Modified Per KMC §17.96.070.A.3

Finding: City Departments have internally reviewed the right-of-way standard requiring tree grates for all street trees. The City Arborist prefers that street trees on sloped sidewalks be installed in raised planters to support healthy vegetation. Pursuant to KMC §17.96.070.A.3, due to site constraints, the requirements of subsection A may be modified by the Public Works Department. The trees within the courtyard are proposed to be installed within a raised concrete planter. The City Arborist recommends that the 3 new street trees proposed along the 4th Street sidewalk be installed within planters. The planters shall not exceed 6" in height at the upslope side. The width and length of the planters should not exceed 4 feet. The first 6-feet of the sidewalk adjacent to the property line must remain free of obstructions to provide a clear path for pedestrians. Six feet of clearance is required around all planters. Planning staff and the City Arborist recommend that the street trees installed within the planters along 4th Street and trees installed within the courtyard be larger in size (caliper size of approximately 6 inches). Larger street trees will help soften the building wall along 4th Street. The City Arborist will review the final specifications for the street trees prior to issuance of building permit.

17.96.070.D.3 - Landscaping	Conformance
<i>The City arborist shall approve all parking lot and replacement trees.</i>	N/A
Finding: N/A as no replacement trees are required (see analysis for KMC §17.96.070.D1 above) and the project does not propose a surface-parking lot.	

17.96.070.E.1 – Surface Parking Lots	Conformance
<i>Surface parking lots shall be accessed from off the alley and shall be fully screened from the street.</i>	N/A
Finding: N/A. No surface parking lot is proposed.	

17.96.070.E.2 – Surface Parking Lots	Conformance
<i>Surface parking lots shall incorporate at least one tree and one additional tree per ten on site parking spaces. Trees shall be planted in landscaped planters, tree wells and/or diamond shaped planter boxes located between parking rows. Planter boxes shall be designed so as not to impair vision or site distance of the traveling public.</i>	N/A
Finding: N/A. The project does not include a surface parking lot. On-site parking is provided within the enclosed garage accessed from alley.	

17.96.070.E.3 – Surface Parking Lots	Conformance
<i>Ground cover, low lying shrubs, and trees shall be planted within the planters and planter boxes. Tree grates or landscaping may be used in tree wells located within pedestrian walkways.</i>	N/A
Finding: N/A as no surface parking lots are proposed for the project.	

17.96.070.F.1 – Bicycle Parking	Conformance
<i>One bicycle rack, able to accommodate at least two bicycles, shall be provided for every four parking spaces as required by the proposed use. At a minimum, one bicycle rack shall be required per development.</i>	YES
Finding: Six bike racks accommodating at least two bicycles are required to be provided for the project. As shown on page 16 of the project plans, 6 bike racks are provided near the building entrances on the 4 th Street terraces, along 1 st Avenue, and within the covered courtyard.	

17.96.070.F.2 – Bicycle Parking	Conformance
<i>When the calculation of the required number of bicycle racks called for in this section results in a fractional number, a fraction equal to or greater than one-half shall be adjusted to the next highest whole number.</i>	YES
Finding: 25 parking spaces are required to be provided on-site to satisfy the project’s parking demand and six bike racks are required.	

17.96.070.F.3 – Bicycle Parking	Conformance
<i>Bicycle racks shall be clearly visible from the building entrance they serve and not mounted less than 50 feet from said entrance or as close as the nearest non-ADA parking space, whichever is closest. Bicycle racks shall be located to achieve unobstructed access from the public right-of-way and not in areas requiring access via stairways or other major obstacles.</i>	YES
Finding: As shown on page 16 of the project plans, 6 bike racks are provided near the building entrances on the 4 th Street terraces, along 1 st Avenue, and within the covered courtyard.	

CONCLUSIONS OF LAW

1. The City of Ketchum is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified at Chapter 65 of Title 67 Idaho Code and pursuant to Chapters 3, 9 and 13 of Title 50 Idaho Code to enact the ordinances and regulations, which ordinances are codified in the Ketchum Municipal Code (“KMC”) and are identified in the Findings of Fact and which are herein restated as Conclusions of Law by this reference and which City Ordinances govern the applicant’s Design Review application for the development and use of the project site.
2. The Commission has authority to hear the applicant’s Design Review Application pursuant to Chapter 17.96 of Ketchum Municipal Code Title 17.
3. The City of Ketchum Planning Department provided notice for the review of this application in accordance with Ketchum Municipal Code §17.96.080.
4. The Design Review application is governed under Ketchum Municipal Code Chapters 17.96, 17.124, 17.08, 17.12, 17.18, and 17.128.

5. The Perry Building Design Review Application File No. P22-045C meets all applicable standards specified in Title 17 of Ketchum Municipal Code.

DECISION

THEREFORE, the Ketchum Planning and Zoning Commission **approves** this Design Review Application File No. P22-045C this Tuesday, March 14th, 2023 subject to the following conditions of approval.

CONDITIONS OF APPROVAL

1. The design review approval is subject to Variance Application File No. P22-045D, Lot Consolidation Preliminary Plat Application File No. P22-045A, and Condominium Subdivision Preliminary Plat Application File No. P22-045B. All associated conditions of approval shall apply to the project.
2. As a voluntary contribution, in exchange for an increase in FAR, a total community housing contribution 4,936 square feet is required. A FAR Exceedance Agreement between the applicant and the City to memorialize the community housing contribution shall be signed and recorded prior to issuance of a building permit for the project.
3. The applicant shall revise the garage door lighting and submit an updated photometric study that shows an average of 0.2 footcandles at the rear property line for Planning staff to verify that the fixture does cause glare along the alley prior to issuance of building permit.
4. Prior to issuance of building permit, the applicant shall submit written confirmation that Idaho Power has reviewed and approved the proposed siting and screening of: (1) the new transformer that will be installed to serve the project and (2) the existing power box that will be removed from the alley and relocated onto the subject property.
5. The applicant shall submit final civil drawings prepared by an engineer registered in the State of Idaho that provide specifications for the right-of-way, circulation design, utilities, and drainage improvements to be reviewed and approved by the City Engineer, Streets, and Utilities departments prior to issuance of building permit.
6. The project requires a Right-of-Way Encroachment Permit for the pavers and snowmelt system proposed to be installed for the new sidewalks along 4th Street and 1st Avenue as well as the roof overhang extending over the sidewalk along 1st Avenue. The ROW Encroachment Permit shall be reviewed and approved by the Ketchum City Council prior to issuance of a building permit for the project.
7. Pursuant to Ketchum Municipal Code §17.127.030.B, separate sign permits shall be required for all new signs prior to installation.
8. The applicant shall utilize stairwell lighting design strategy 2 detailed on page 52, which includes: (1) indirect lighting focused on the back stairwell wall that illuminates the stair landings and treads to create a soft-glowing lantern effect and (2) an automatic dimming control that raises and lowers the light levels based on occupancy within the stairwell. Strategy 2 produces 1.3 footcandles of light trespass at the property line along 4th Street. The Commission recommends the applicant explore including glass film treatments on the stairwell's glazed surfaces to further reduce light trespass.
9. This Design Review approval is based on the plans dated February 16, 2023 and attached as Exhibit A as well as the information presented and approved at the March 14, 2023 Planning and Zoning Commission Meeting. The project plans for all on-site improvements submitted for

the building permit must conform to the approved design review plans unless otherwise approved in writing by the Planning and Zoning Commission or Administrator. Any building or site discrepancies which do not conform to the approved plans will be subject to removal.

10. The term of Design Review approval shall be twelve (12) months from the date that the Findings of Fact, Conclusions of Law, and Decision are adopted by the Commission or upon appeal, the date the approval is granted by the Council subject to changes in zoning regulations (KMC §17.96.090). Any extension shall comply with KMC 17.96.090.
11. In addition to the requirements set forth in this Design Review approval, this project shall comply with all applicable local, state, and federal laws.

Findings of Fact **adopted** this 28th day of March 2023.

Neil Morrow, Chair
City of Ketchum
Planning and Zoning Commission

Exhibit A
Design Review
Application
File No. P22-045C
Plan Set

THE PERRY
Ketchum, ID

GGLO
The Perry Building LLC
Design Review Package
February 16, 2023





SILENTWATER
REAL ESTATE

Carson Palmer & Broderick Smith
The Perry Building LLC

THE PERRY
131 4TH STREET WEST
KETCHUM, ID, 83340

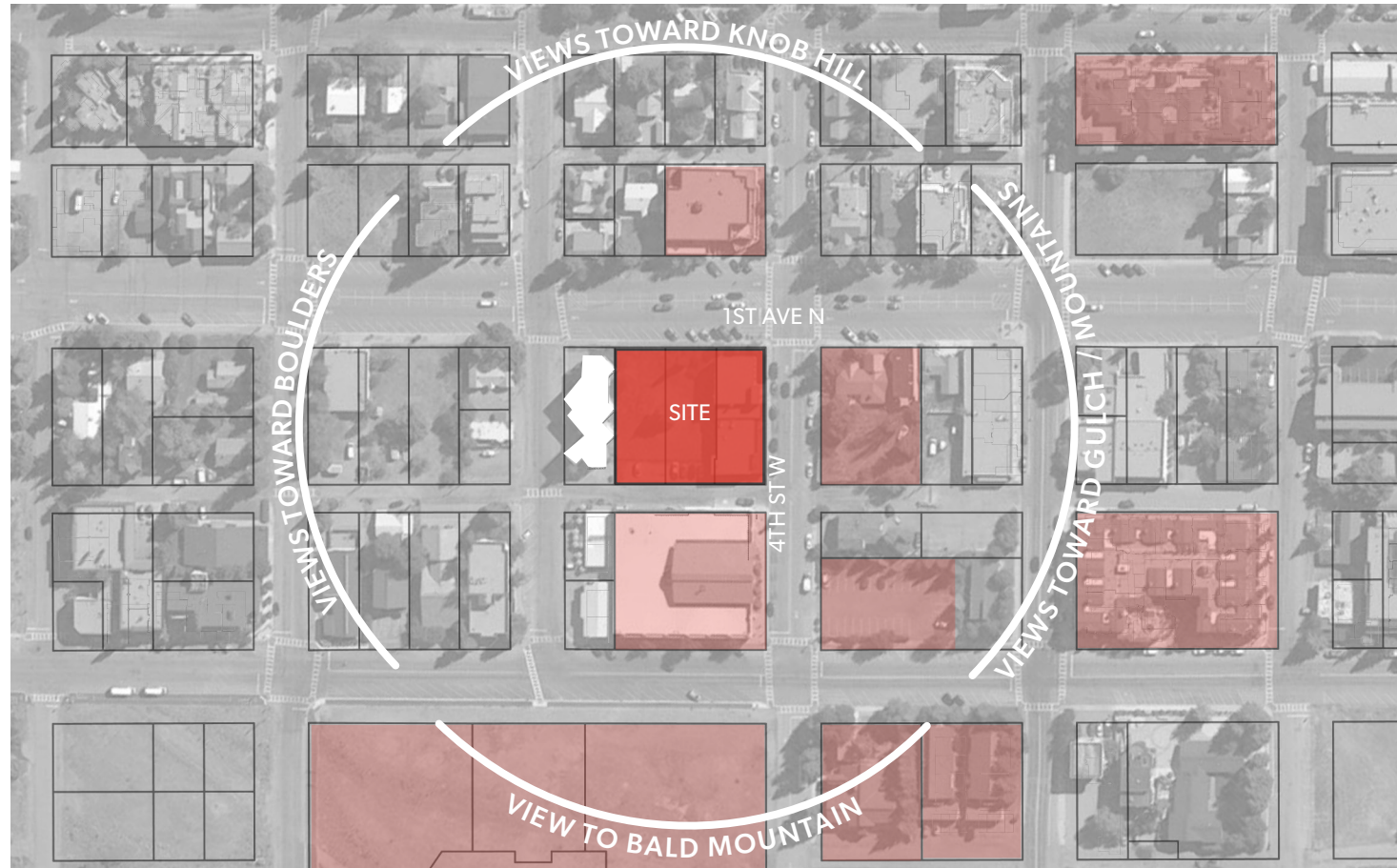
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113 S 5th Street
Suite 200
Boise, Idaho 83702
208.953.7227



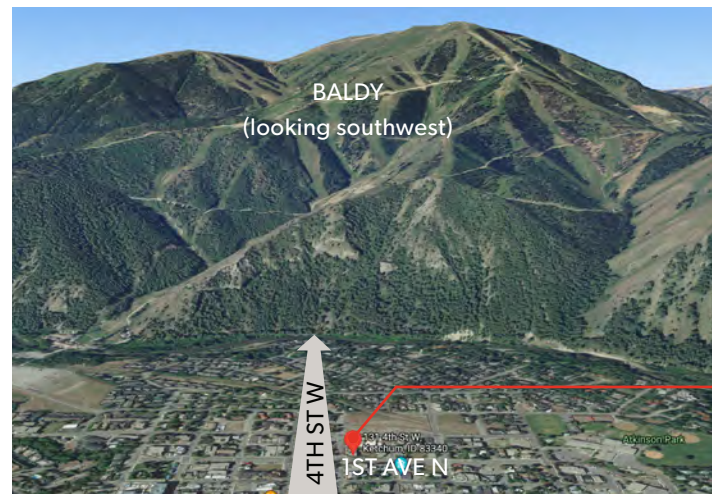
- 01 SITE + ZONING
- 02 DESIGN CONCEPT
- 03 SITE PLANS
- 04 FLOOR PLANS
- 05 ELEVATIONS AND MATERIALITY
- 06 PERSPECTIVES
- 07 SUSTAINABILITY GOALS
- 08 ZONING VARIANCE
- 09 EXTERIOR LIGHTING
- 10 SIGNAGE PLAN
- 11 RESPONSE TO STAFF AND COMMISSION COMMENTS



VICINITY PLAN

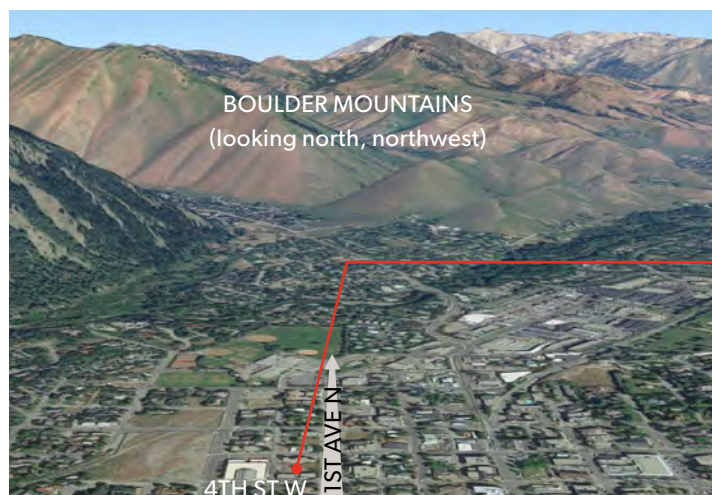
PROJECT SITE

The site is located in the Community Core of Ketchum, a mountain region primarily accessed via HWY-75. Prominent views of Bald Mountain to the West, and Griffin Butte and Boulder Mountains to the North. The project site is directly bounded by an existing condo to the NW. The town's Post Office is adjacent SW of the site, directly across the Alley.



SURROUNDING SITE CONTEXT

- Prominent views of Bald Mountain directly southwest
- Big Wood River runs north-south, west of the site
- Views of surrounding mountain ranges are seen towards The Gulch to the southeast
- Additional mountain ranges and peek-a-boo views of Boulder Mountain to the North



SITE ADJACENCIES

- Site slopes to the south. High point is located at 1st Ave N and 4th St W.
- The Post Office is located adjacent southwest across the Alley.
- Existing Condo on the northwest end of the project site.
- Mildest existing grade at Alley



PROJECT KEY GOALS



Residential Refuge with Focus on Views and Light

The residences will be designed with a focus on views to the surrounding mountain ranges. The experience is one of retreat and privacy, although the residences are situated in proximity to the town core activity, they will offer close respite.



Celebration of Indoor and Outdoor living

Mountain town lifestyle encourages a connection to the immediate outdoors. The interior will explore the ideas of seamless threshold, biophilic design strategies, and a celebration of private, climate comfortable outdoor spaces.



Contribution to Community Core

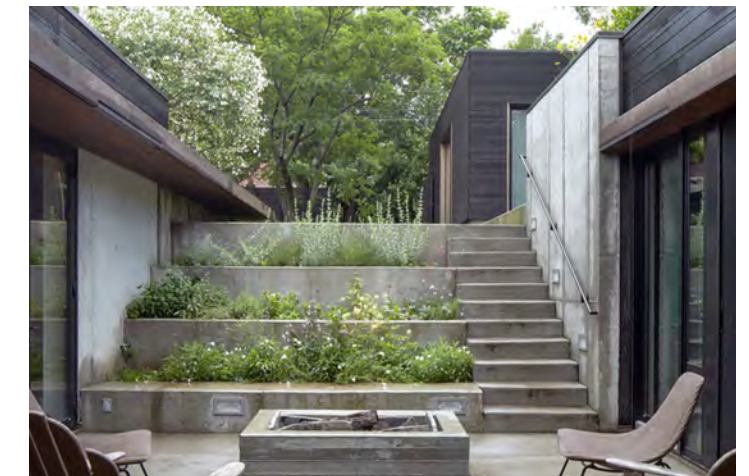
The unique offerings of the project: In-town residences, Workforce housing, and Activated Commercial and Retail all combine to offer a micro community focused on longevity and a purpose of feeding the community core.



Contextually Positive Design

The design seeks to distill an architecture and site design that is rooted in historical and cultural understanding, but focused on creating the future context.

PROJECT DESIGN LANGUAGE



Biophilic Properties

Strong vertical rhythm, slender members of wood or metal create infill for the larger more expansive timber structural grid. Properties of this language are distilled from the characteristics of Aspen groves.

Large vision glass creates a connection with the view that brings the serenity of the mountain context inside.

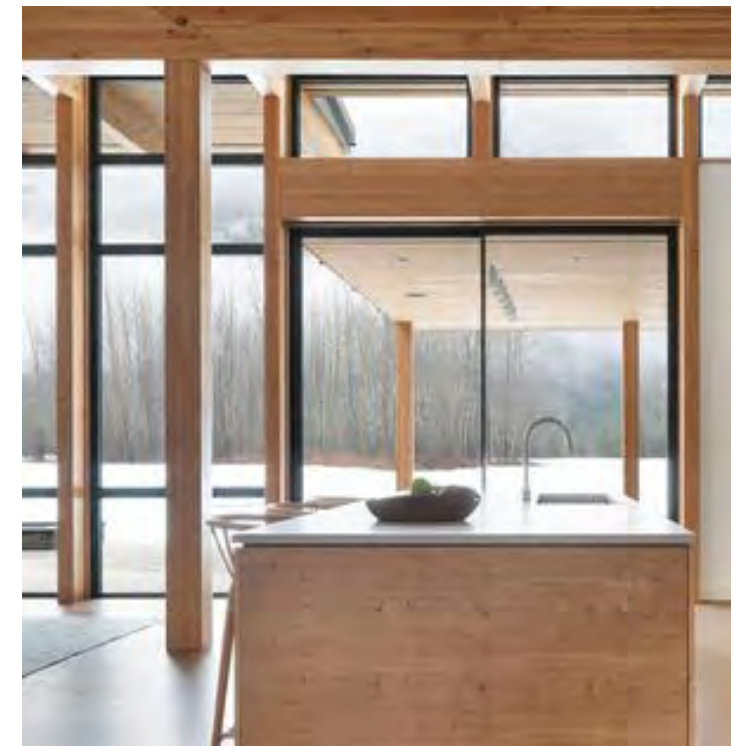
Emphasis on Primary Structural Members

Heavy structural members are expressed through Mass Timber building techniques. The local vernacular of cross span bridges inform the language of the building. Slim secondary members create a lattice support.

Site Response

Responding to the natural slope of the site creates more individualized experiences.

ARCHITECTURAL MATERIALS



Wood

Wood patinas softly and evenly to a beautifully neutral expression of wood siding.

Mass Timber has inherent finish properties that create a warm glow of the interior that can be seen from the street.

Board Form Concrete

Board form concrete with punched openings, and blackened steel accents.

Blackened Steel Metal Panels and Cable Rail

Blackened steel panel exterior accent panels, and cable rail railings that allow for a more unobstructed view to the surrounding mountains.

Aluminum Storefront and Large, Operable Windows

A mix of high-performance residential windows and multi-panel sliding glass doors with a focus on views from the residences offer a seamless indoor outdoor experience.

KETCHUM CONTEXT



Warfield
Main & Sun Valley Rd



Kneebone
E 5th and Washington



The Limelight
Main & River St



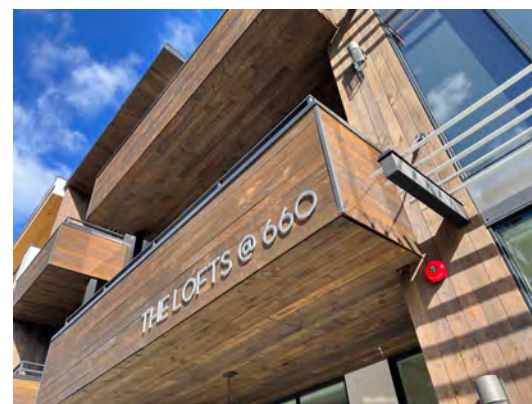
Ketchum Starbucks
East & Sun Valley Rd



First and Fourth
1st Ave and 4th Street



The Lofts
660 Main



Bigwood Residence
East & Sun Valley Rd



Sun Valley Lodge
Sun Valley Rd & Lodge Entry Ln



COMMUNITY CORE CHARACTER

Overview and Purpose

In order to establish the right development guidance for the community Core, it was paramount to understand what the community of Ketchum liked and disliked. This was accomplished in two parts. Part one included a series of existing images from around Ketchum's Community Core and the question: "What do you like or dislike about these images?". Part two included an exercise where several images from other communities were presented and the community was asked to choose the ones that best represented the overall vision of the Community Core and those that did not in addition to describing why each image was chosen. The following three pages reflect the results of those outreach efforts.

The Character of the Community Core Is...

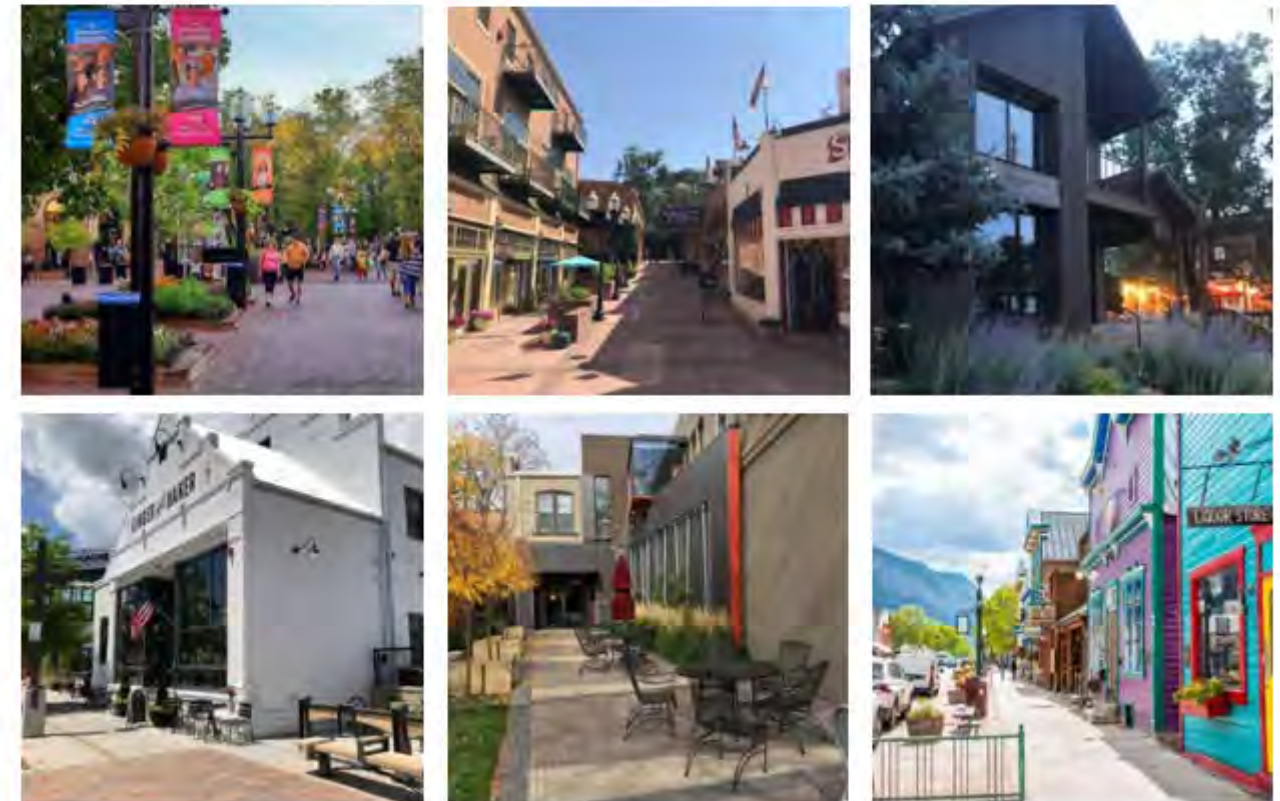
- Wood, brick, and stone
- One to three story building height
- Upper floor step backs
- A mix of flat and pitched roofs

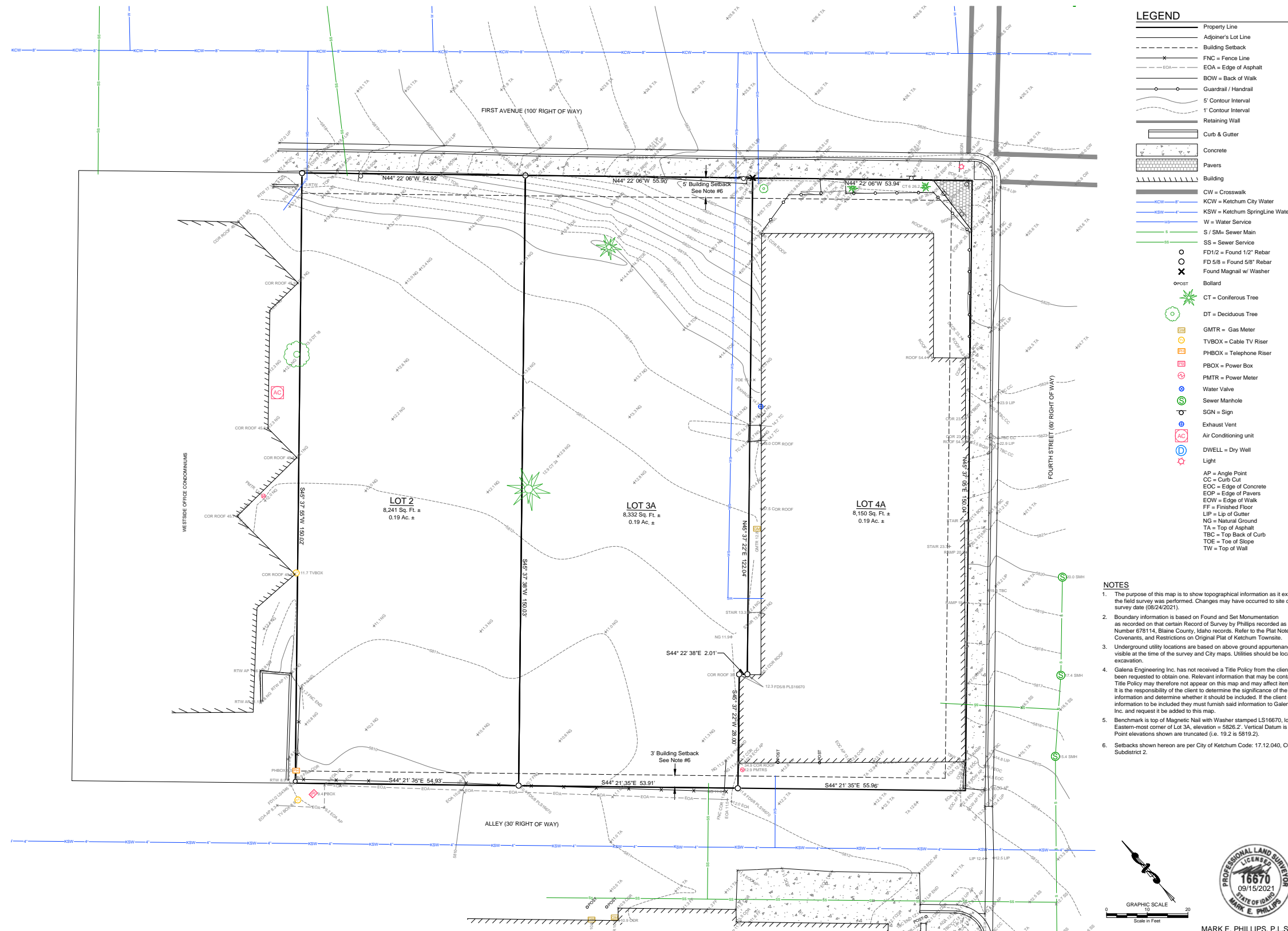
What We Heard From the Community...

The existing character of Ketchum's Community Core has been described as unique, western, a "hodge-podge" of architectural styles, reflective of its mining town roots. Buildings such as the Pioneer Saloon, Warfield and Picket Fence were chosen time and time again as the top choice for what represented the true character of Ketchum. Each of these buildings represents more of the historic fabric of the Community Core. Additionally, the Kneebone Building was identified by many residents as a good example of architecture. Public spaces such as Maude's were mentioned as a good example of using street bump outs to create additional space to gather.

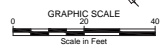
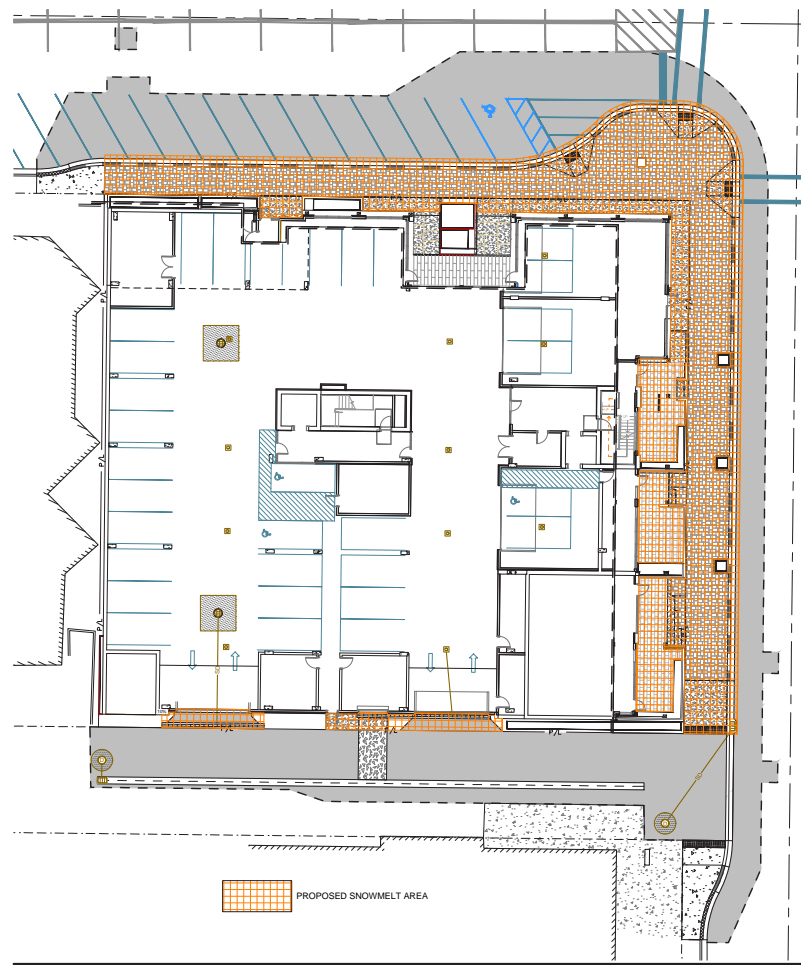
The character of the Community Core should be:

- Spaces for pedestrian gathering, both at the ground level and on rooftop or upper floor step backs – people contribute to the character of the community
- Wood and brick materials
- Landscaping, especially trees
- Pedestrian-oriented signage that is integrated into the buildings and streetscape
- A balance of glass and other building materials
- Definition at the roof line for flat roofs
- Mining town, outdoor vibe
- Building height at street no more than three stories
- Creative use of architecture and spaces, authentic design

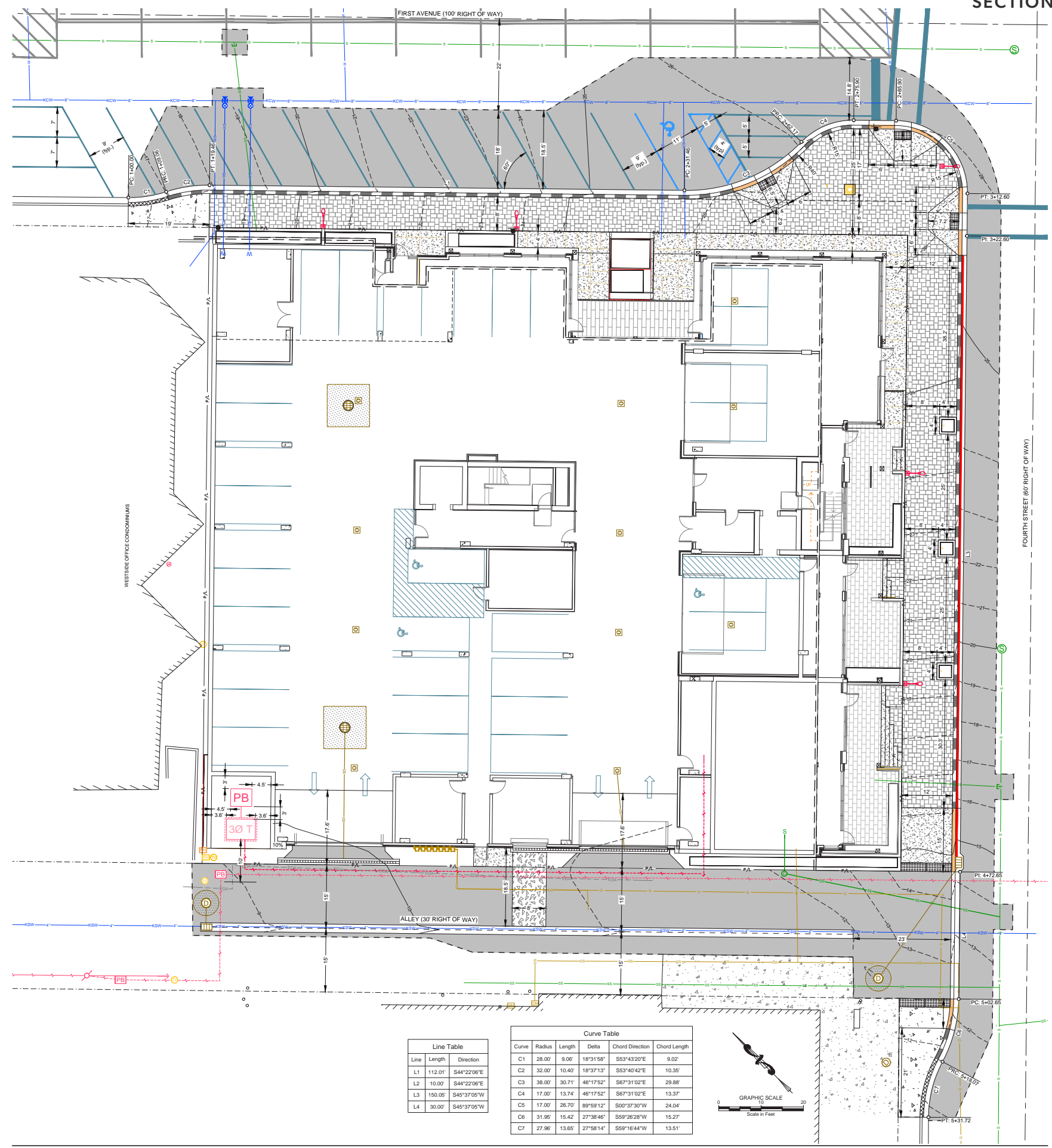




EXISTING SITE CONDITIONS



- LEGEND**
- P.L- Property Line
 - A.L- Adjoiner's Lot Line
 - B.S- Building Setback
 - F.L- FNC = Fence Line
 - E.A- EOA = Edge of Asphalt
 - B.W- BOW = Back of Walk
 - G.H- Guardrail / Handrail
 - C.I- 5' Contour Interval
 - 1.C- 1' Contour Interval
 - R.W- Retaining Wall
 - C.G- Curb & Gutter
 - C- Concrete
 - P- Pavers
 - B- Building
 - C.W- CW = Crosswalk
 - K.C.W- KCW = Ketchum City Water
 - K.S.W- KSW = Ketchum SpringLine Water
 - W- W = Water Service
 - S/SM- S/SM = Sewer Main
 - SS- SS = Sewer Service
 - B- Bollard
 - C.T- CT = Coniferous Tree
 - D.T- DT = Deciduous Tree
 - G.M- GMTR = Gas Meter
 - C.T.V- TVBOX = Cable TV Riser
 - P.H- PHBOX = Telephone Riser
 - P.M- PMTR = Power Meter
 - W.V- Water Valve
 - S.M- Sewer Manhole
 - S.G- SGN = Sign
 - A.C- Air Conditioning unit
 - D.W- DWELL = Dry Well
 - L- Light
 - A.P- AP = Angle Point
 - C.C- CC = Curb Cut
 - E.C- EOC = Edge of Concrete
 - E.P- EOP = Edge of Pavers
 - E.W- EOW = Edge of Walk
 - F.F- FF = Finished Floor
 - L.P- LIP = Lip of Gutter
 - N.G- NG = Natural Ground
 - T.A- TA = Top of Asphalt
 - T.B- TBC = Top Back of Curb
 - T.O- TOE = Toe of Slope
 - T.W- TW = Top of Wall



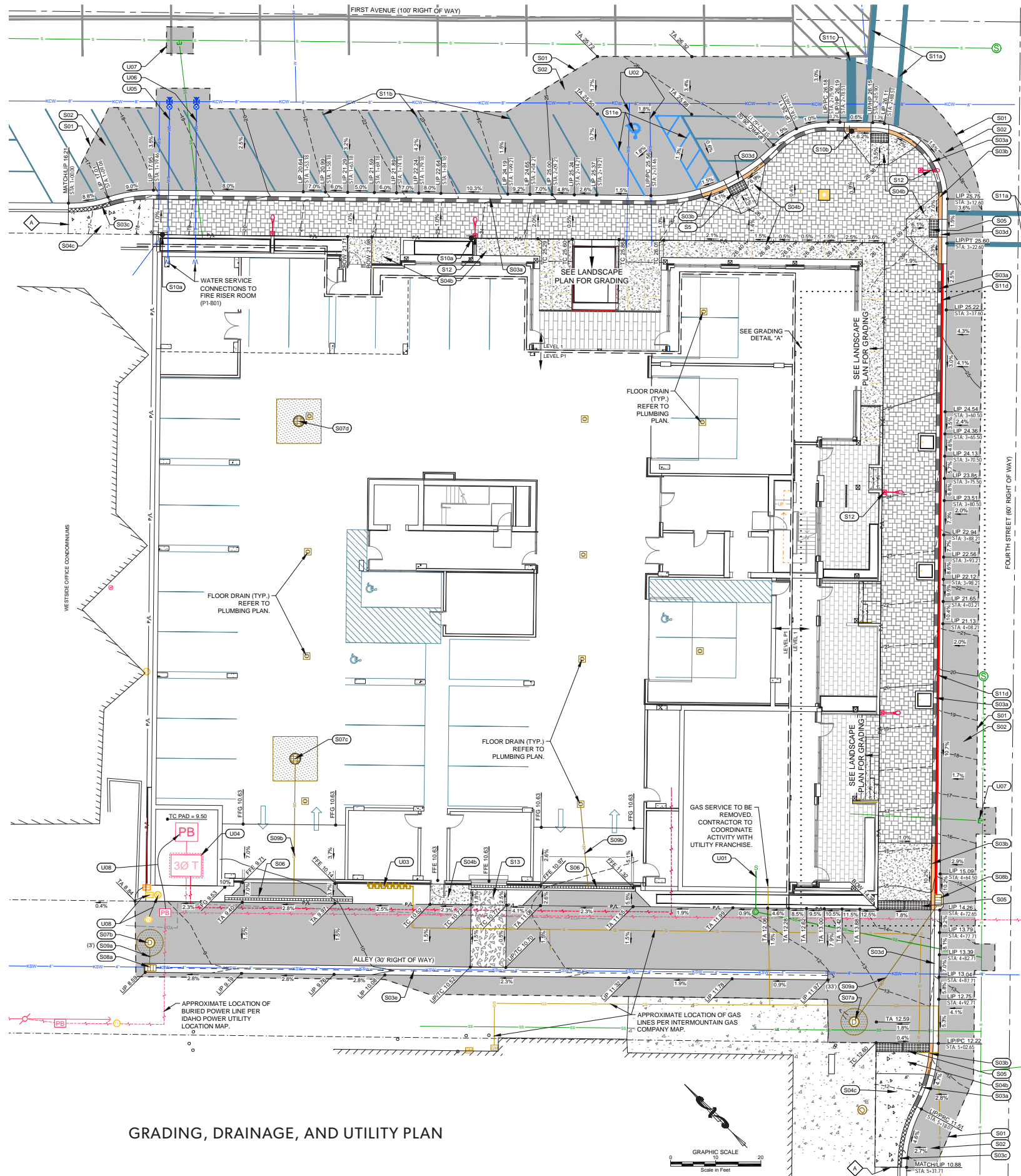
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PROFESSIONAL ENGINEER REGISTERED 7986 DATE OF ID# 02/16/23 JEFF C. LOOMIS

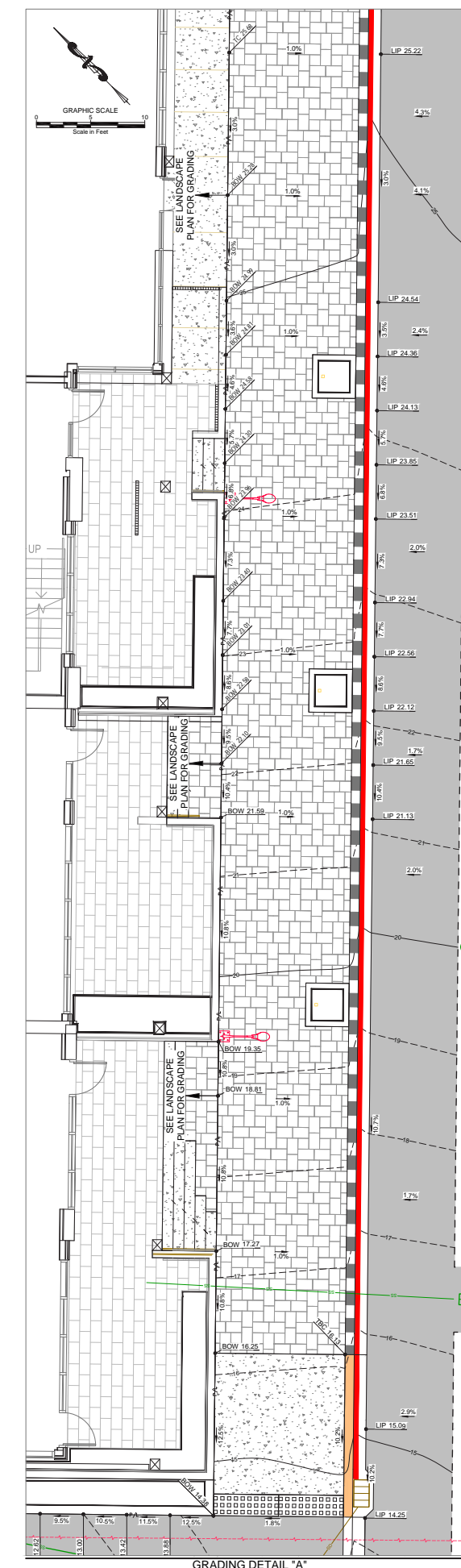
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 DRAWN BY: JCL
 CHECKED BY:

GALENA ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 317 N. River Street
 Halley, Idaho 83333
 (208) 786-1705
 email: galena-engineering.com



GRADING, DRAINAGE, AND UTILITY PLAN



GRADING DETAIL "A"

- SITE IMPROVEMENT KEY NOTES**
- S01 SAWCUT EXISTING ASPHALT TO PROVIDE FOR A CLEAN VERTICAL EDGE.
 - S02 CONSTRUCT ASPHALT ROADWAY / ASPHALT REPAIR. SEE DETAIL 1 / C1.10.
 - S03 CONSTRUCT CONCRETE CURB AND GUTTER
 - a. 6" ROLLED C&G PER DETAIL 2 / C1.10.
 - b. CURB TRANSITION FROM 6" ROLLED TO ZERO REVEAL PER DETAIL 3 / C1.10.
 - c. CURB TRANSITION FROM 6" VERTICAL TO 6" ROLLED.
 - d. ZERO REVEAL CURB AND GUTTER PER DETAIL 3 / C1.10.
 - e. 24" WIDE CONCRETE VALLEY GUTTER PER DETAIL 6 / C1.10.
 - S04 CONSTRUCT SIDEWALK WIDTH AS SHOWN HEREON
 - a. PAVER SIDEWALK. SEE DETAIL 5 / C1.10.
 - b. CONCRETE SIDEWALK. SEE DETAIL 4 / C1.10.
 - *NOTE: ALL SIDEWALK WITHIN RIGHT-OF-WAY AND ALONG SUBJECT PROPERTY IS HEATED.
 - S05 RECONSTRUCT CONCRETE SIDEWALK WITHOUT SNOWMELT TUBE
 - S06 INSTALL CITY OF KETCHUM APPROVED CAST IRON TRUNCATED DOME DETECTABLE WARNING INSERT. SEE DETAIL 2 / C1.11.
 - S07 INSTALL TRENCH DRAIN. SEE DETAIL 7 / C1.10. CONNECT TO BUILDING STORM DRAIN SYSTEM.
 - S07A INSTALL DRYWELL. SEE DETAIL 9 / C1.10. RM = 5811.88 I.E.(IN) = 5808.88
 - b. SEE DETAIL 9 / C1.10. RM = 5808.74 I.E.(IN) = 5805.29
 - S07B SEE DETAIL 6 / C1.11. RM = 5810.46 CONNECT ROOF DRAIN SYSTEM INTO THIS DRYWELL.
 - S07C SEE DETAIL 6 / C1.11. RM = 5810.46 CONNECT ROOF DRAIN SYSTEM INTO THIS DRYWELL.
 - S08 INSTALL CATCH BASIN WITH MINIMUM SUMP DEPTH OF 12". SEE DETAIL 8 / C1.10.
 - a. RM = 5808.39 I.E.(OUT) = 5805.39
 - b. RM = 5814.16 I.E.(OUT) = 5811.16
 - S09 INSTALL STORM DRAIN PIPE WITH A MINIMUM SLOPE OF 2.0%. REFER TO DETAIL 1 / C1.11 FOR TRENCHING AND DETAIL 7 / C1.11 FOR POTABLE / NON-POTABLE WATER LINE SEPARATION.
 - a. 12" ADS N-12 OR 12" D3034 PVC PIPE
 - b. 6" D3034 PVC PIPE
 - S10 SIGNS - SEE DETAIL 3 / C1.11 FOR SIGN BASE DETAIL.
 - a. INSTALL PARKING REGULATORY SIGN. COORDINATE TYPE AND FINAL LOCATION WITH CITY OF KETCHUM.
 - b. INSTALL STOP / STREET SIGN.
 - S11 INSTALL THERMOPLASTIC ROAD STRIPING / PAINT.
 - a. WHITE 12" WIDE CROSSWALK STRIPING.
 - b. YELLOW 4" WIDE ASPHALT PARKING STRIPING. MATCH CITY PATTERNS.
 - c. WHITE 24" WIDE STOP BAR STRIPING.
 - d. RED "NO PARKING" STRIPING ON CURB. MATCH CITY PATTERNS.
 - e. BLUE ADA PARKING STRIPE AND SYMBOL.
 - S12 INSTALL STREET LIGHT. LOCATIONS SHOWN HEREON ARE FOR GRAPHICAL REPRESENTATION ONLY. ARCHITECT SHALL SUBMIT AN ILLUMINATION ANALYSIS FROM MH COMPANIES TO VERIFY STREET LIGHT PLACEMENTS. REFER TO THE CITY OF KETCHUM STANDARD STREET LIGHT DETAIL.
 - S13 CONSTRUCT CONCRETE APRON. SEE DETAIL 10 / C1.10.
 - MATCH EXISTING LINES AND GRADES
- UTILITY IMPROVEMENT KEY NOTES**
- U01 INSTALL 8" PVC SEWER SERVICE WITH TRAFFIC RATED CLEANOUT. CONNECT TO 8" CONCRETE SEWER MAN. SEE DETAIL 1 / C1.11 FOR TRENCHING AND DETAIL 7 / C1.11 FOR POTABLE / NON-POTABLE WATER LINE SEPARATION. REFER TO SPPIC STANDARD DETAIL SD-S06A FOR CLEANOUT DETAIL.
 - U02 REMOVE AND DISPOSE OF EXISTING WATER SERVICE AT WATER MAN. TURN OFF CORP STOP.
 - U03 INSTALL GAS METER ASSEMBLY. CONTRACTOR TO COORDINATE ACTIVITY WITH UTILITY FRANCHISE.
 - U04 INSTALL NEW POWER BOX AND SERVICE. BY OTHERS. REFER TO ELECTRICAL PLAN. WORK TO BE COORDINATED WITH IDAHO POWER COMPANY.
 - U05 INSTALL 6" PVC C-900 DOMESTIC WATER SERVICE WITH 4" STAINLESS STEEL TAPPING SADDLE AND 6" GATE VALVE. REFER TO DETAIL 1 / C1.11 FOR TRENCHING STANDARDS AND DETAIL 5 / C1.11 FOR THRUST BLOCKING.
 - U06 INSTALL 6" PVC C-900 FIRE SERVICE WITH 4" STAINLESS STEEL TAPPING SADDLE AND 6" GATE VALVE. REFER TO DETAIL 1 / C1.11 FOR TRENCHING STANDARDS AND DETAIL 5 / C1.11 FOR THRUST BLOCKING.
 - U07 EXISTING SEWER SERVICE TO BE EXPOSED TO SEWER MAN CUT AND PLUGGED.
 - U08 EXISTING UTILITY RISERS TO BE RELOCATED. FINAL LOCATION TO BE COORDINATED WITH AND DETERMINED BY UTILITY FRANCHISE.

- ABBREVIATIONS**
- BOW = BACK OF WALK
 - BS = BOTTOM OF STEP
 - BW = BOTTOM OF WALL
 - EG = EXISTING GRADE
 - FF = FINISHED FLOOR
 - FFE = FINISHED FLOOR AT ENTRY
 - FG = FINISHED GRADE
 - LF = LINEAL FEET
 - HP = HIGH POINT
 - PC = POINT OF CURVATURE
 - PCC = POINT OF COMPOUND CURVE
 - POC = POINT ON CURVE
 - PT = POINT OF TANGENT
 - TA = TOP OF ASPHALT
 - TBC = TOP BACK OF CURB
 - TC = TOP OF CONCRETE
 - TP = TOP OF PAVERS
 - TG = TOP OF GRATE
 - TW = TOP OF WALL

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PROFESSIONAL ENGINEER
REGISTERED
7986
02/16/23
JEFF C. LOMAS

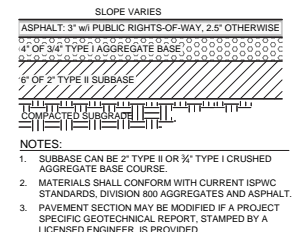
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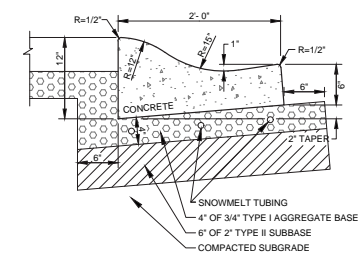
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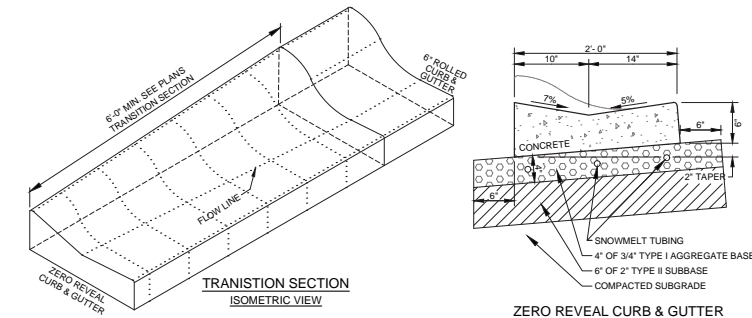
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email: galena-engineering.com



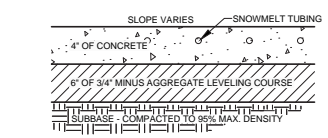
1
C1.10 **TYPICAL STREET ASPHALT SECTION**
N.T.S.



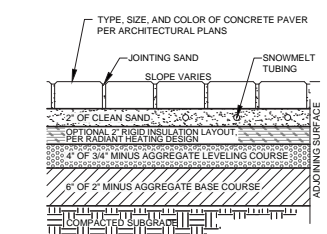
2
C1.10 **HEATED 6" CONCRETE ROLLED CURB & GUTTER**
N.T.S.



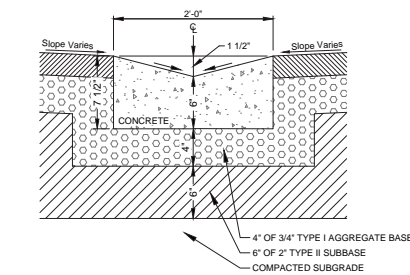
3
C1.10 **TYPICAL HEATED ROLLED CURB TRANSITION DETAIL**
N.T.S.



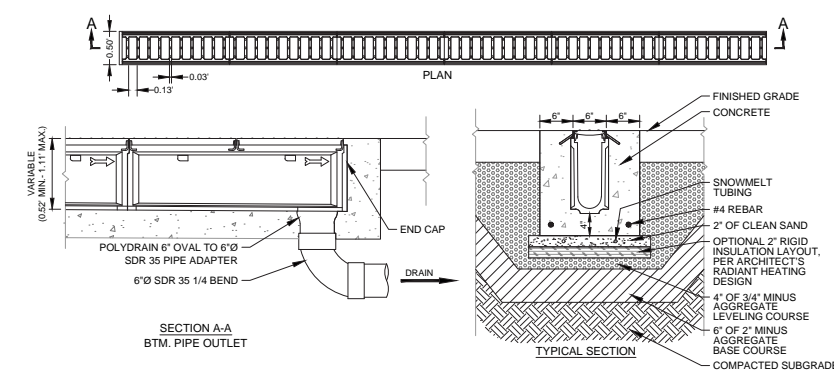
4
C1.10 **TYPICAL CONCRETE SIDEWALK SECTION**
N.T.S.



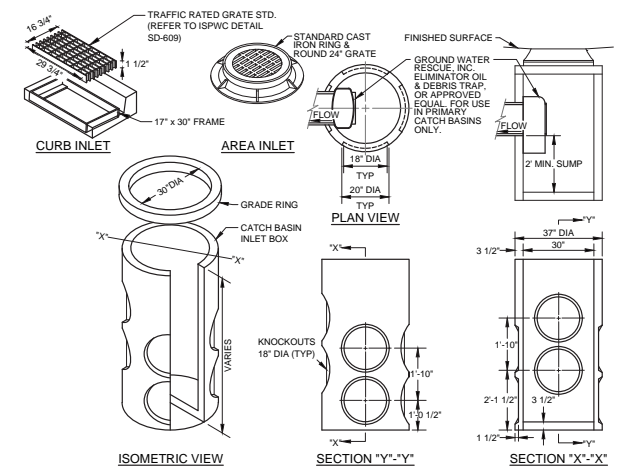
5
C1.10 **HEATED PAVER DETAIL**
N.T.S.



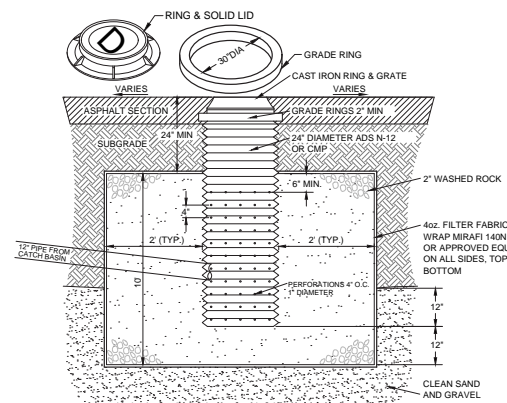
6
C1.10 **24" WIDE CONCRETE VALLEY GUTTER**
N.T.S.



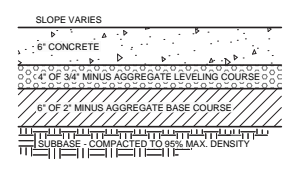
7
C1.10 **TRENCH DRAIN DETAIL**
(ABT INTERCEPTOR LINE DRAIN OR APPROVED EQUAL)
N.T.S.



8
C1.10 **30" DIAMETER CATCH BASIN**
N.T.S.



9
C1.10 **DRYWELL DETAIL (6' Ø)**
N.T.S.

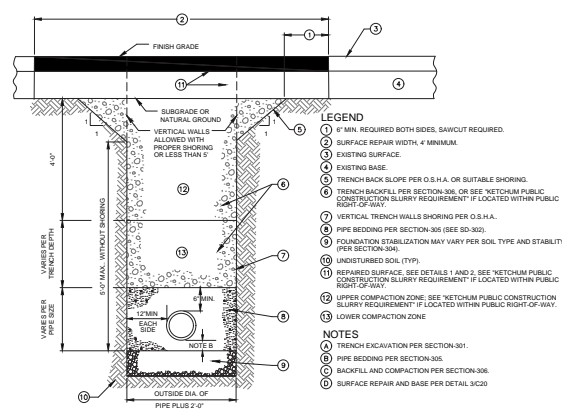


10
C1.10 **TYPICAL CONCRETE APRON SECTION**
N.T.S.



DESIGNED BY
CT
DRAWN BY
JCL
CHECKED BY

GALENA
ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83433
(208) 786-1705
www.galena-engineering.com



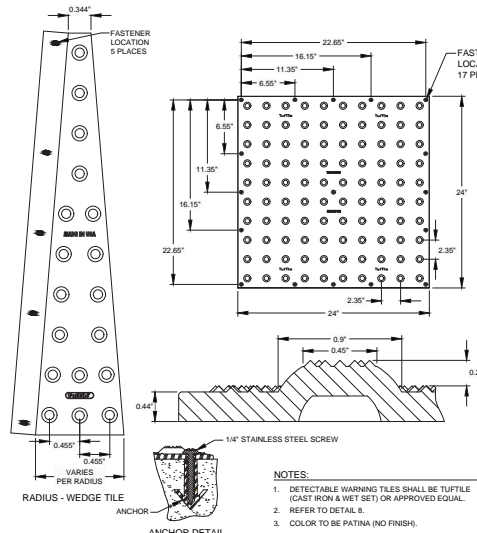
KETCHUM PUBLIC CONSTRUCTION SLURRY REQUIREMENT
 IN AREAS WHERE IT IS NECESSARY TO CUT THE ASPHALT PAVEMENT AND DIG A TRENCH FOR BURIAL OF CONDUIT CABLE OR OTHER CITY UTILITY, THE TRENCH SHALL BE BACKFILLED WITH A LEAN CONCRETE MIX TO THE BOTTOM OF FINISH SURFACE MATERIAL, WITH THE FOLLOWING PROPORTIONS OF MATERIALS:

COARSE AGGREGATE (2" MINUS)	2,800 LBS
SAND	80 LBS
PORTLAND CEMENT	94 LBS
WATER	11 GAL. (MAX.)

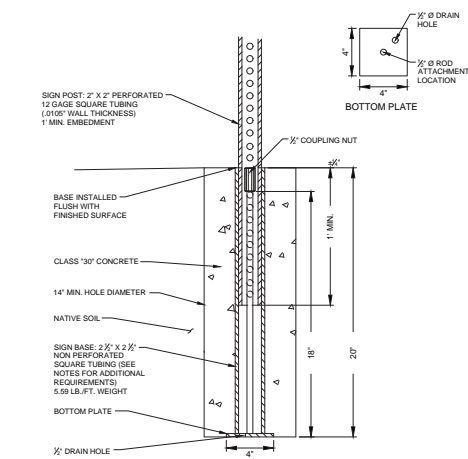
WATER CONTENT IS MAXIMUM AND MAY BE REDUCED DOWNWARD. CARES SHALL BE TAKEN TO ASSURE THAT EXCESS WATER IS NOT PRESENT IN THE MIXING DRUM PRIOR TO CHANGING THE MIXER WITH MATERIALS. THOROUGH MIXING WILL BE REQUIRED PRIOR TO DISCHARGE.

NO COMPACTION, VIBRATION OR FINISHING IS REQUIRED. THE LEAN CONCRETE MIX SHALL BE TROWEL OFF AT OR BELOW THE ELEVATION OF THE PLASTER SURFACING WITH A SQUARE EDGE SHOVEL OR SIMILAR HAND TOOL. THE BACKFILL SHALL BE ALLOWED TO SET FOR A MINIMUM OF 2 HOURS BEFORE THE PERMANENT PLASTER SURFACING IS PLACED TO COMPLETE THE TRENCH. TEMPORARY PLACEMENT OF ASPHALT COLD MIX SURFACING MAY BE NECESSARY TO ACCOMMODATE TRAFFIC WITHIN THE FIRST 2 HOURS OF BACKFILL PLACEMENT PRIOR TO COMPLETING THE PERMANENT REPAIR.

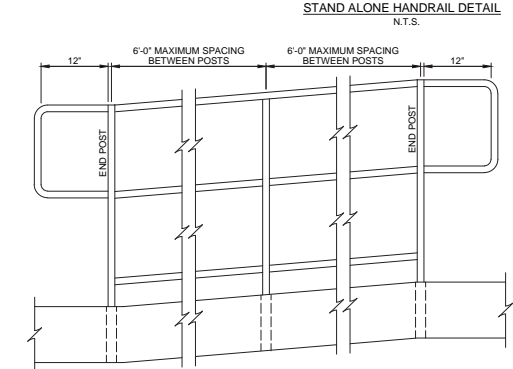
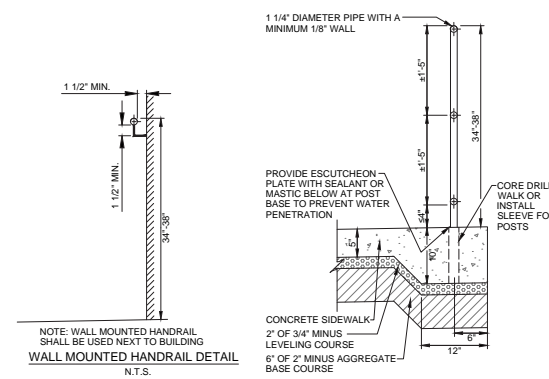
1 C1.11 TYPICAL TRENCH SECTION
N.T.S.



2 C1.11 DETECTABLE WARNING PLATE
N.T.S.



3 C1.11 TYPICAL SIGN BASE
N.T.S.



4 C1.11 TYPICAL HANDRAIL DETAIL
N.T.S.

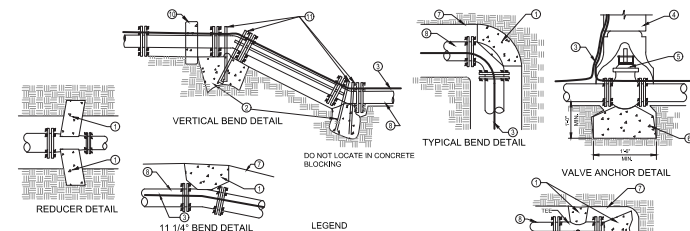
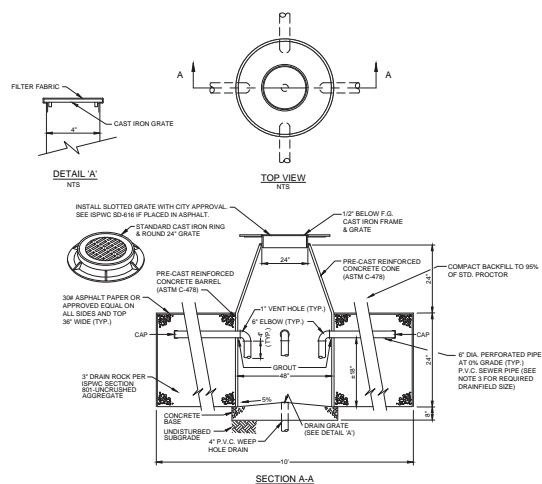


TABLE 1 THRUST AREA FOR HORIZONTAL BENDS**

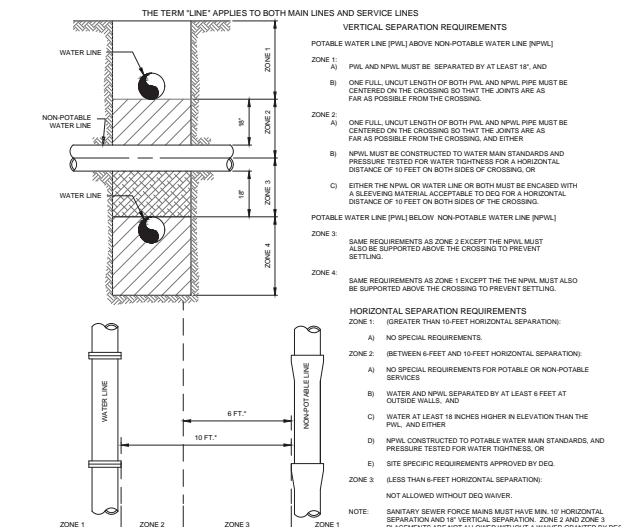
PIPE SIZE	TEE, PLUG OR VALVE	90° BEND	45° BEND	22.5°/11.25° BENDS OR REDUCER
4"	0.6	1.1	0.6	0.5
6"	1.2	2.0	1.1	0.8
8"	3.2	4.5	2.4	1.9
10"	5.7	8.0	4.3	3.2
12"	8.9	12.2	6.8	4.9
14"	12.7	18.0	9.7	6.9
16"	17.9	24.5	13.3	9.6
18"	22.6	32.2	17.3	12.9
20"	28.6	40.5	21.9	16.2

** MUST BE INCREASED BASED ON DIFFERENT CONDITIONS (HIGHER WORKING PRESSURE OR LOWER SOIL BEARING STRENGTH)
 * OR TEE ACTING AS A 90° BEND
 ** THRUST BLOCK DEPTH TO BE A MINIMUM OF 12" FOR PIPE SIZES 3"-8" AND 14" FOR PIPE SIZES 10"-18" OR THE SQUARE ROOT OF THE REQUIRED BEARING AREA, WHICHEVER IS GREATER.

5 C1.11 THRUST BLOCK AND ANCHOR DETAILS
N.T.S.



6 C1.11 MANHOLE STYLE DRYWELL DETAIL
N.T.S.



7 C1.11 POTABLE AND NON-POTABLE WATER LINE (NPWL) SEPARATION
N.T.S.

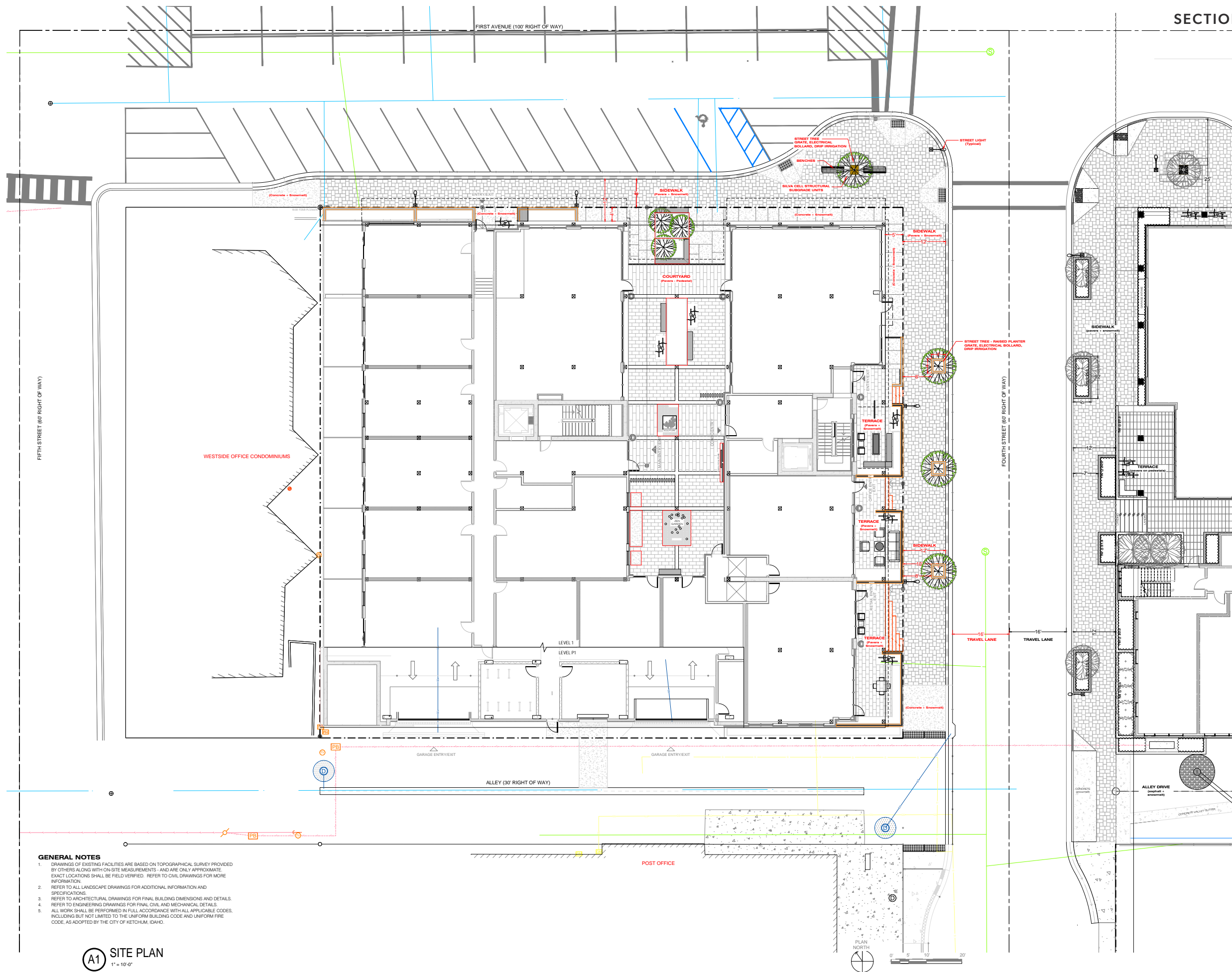
PRELIMINARY FOR DESIGN REVIEW ONLY

REGISTERED PROFESSIONAL ENGINEER
 7986
 02/16/23
 DATE OF IDENTITY
 DEFF C. LOUIS

NOT FOR CONSTRUCTION

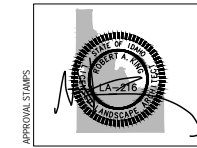
DESIGNED BY: CT
 DRAWN BY: JCL
 CHECKED BY:

GALENA ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 317 N. River Street
 Hailey, Idaho 83433
 (208) 786-1705
 email: galena-engineering.com



- GENERAL NOTES**
1. DRAWINGS OF EXISTING FACILITIES ARE BASED ON TOPOGRAPHICAL SURVEY PROVIDED BY OTHERS ALONG WITH ON-SITE MEASUREMENTS - AND ARE ONLY APPROXIMATE. EXACT LOCATIONS SHALL BE FIELD VERIFIED. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION.
 2. REFER TO ALL LANDSCAPE DRAWINGS FOR ADDITIONAL INFORMATION AND SPECIFICATIONS.
 3. REFER TO ARCHITECTURAL DRAWINGS FOR FINAL BUILDING DIMENSIONS AND DETAILS.
 4. REFER TO ENGINEERING DRAWINGS FOR FINAL CIVIL AND MECHANICAL DETAILS.
 5. ALL WORK SHALL BE PERFORMED IN FULL ACCORDANCE WITH ALL APPLICABLE CODES, INCLUDING BUT NOT LIMITED TO THE UNIFORM BUILDING CODE AND UNIFORM FIRE CODE, AS ADOPTED BY THE CITY OF KETCHUM, IDAHO.

(A1) SITE PLAN
1" = 10'-0"



GRADING + DRAINAGE LEGEND

	PROPOSED CONTOURS
	FFE 00.00 FINISH FLOOR ELEVATION
	GSE 00.00 GARAGE SLAB ELEVATION
	+00.00 SPOT ELEVATION - FINISH GRADE
	TW 00.00 TOP OF WALL ELEVATION
	BW 00.00 BOTTOM OF WALL ELEVATION
	PERCENTAGE OF SLOPE
	DIRECTION OF DRAINAGE

*Refer to Civil Plans and Specifications for additional information and details.

HARDSCAPES LEGEND

	CONCRETE PLANTERS/CURBS Architectural Concrete - Board Form
	STEEL PLANTERS Blackened Steel Patina - Dimensions Vary
	SCULPTURE/ZEN GARDENS Blackened Steel Patina - Dimensions Vary Decorative Gravel
	TERRACE PAVERS Stepstone Large Scale Calacat - Gray 12x24, 12x36, 12x48 Alternating Running Bond Pedestal Set
	SIDEWALK PAVERS - 4TH Street and 1st Ave Per City Standards Belgard Catalina Grana - Victorian Sand Set
	CONCRETE PAVING AND STAIRS
	ALLEY DRIVE Asphalt + Concrete Pads Refer to Civil for Additional Information and Details.

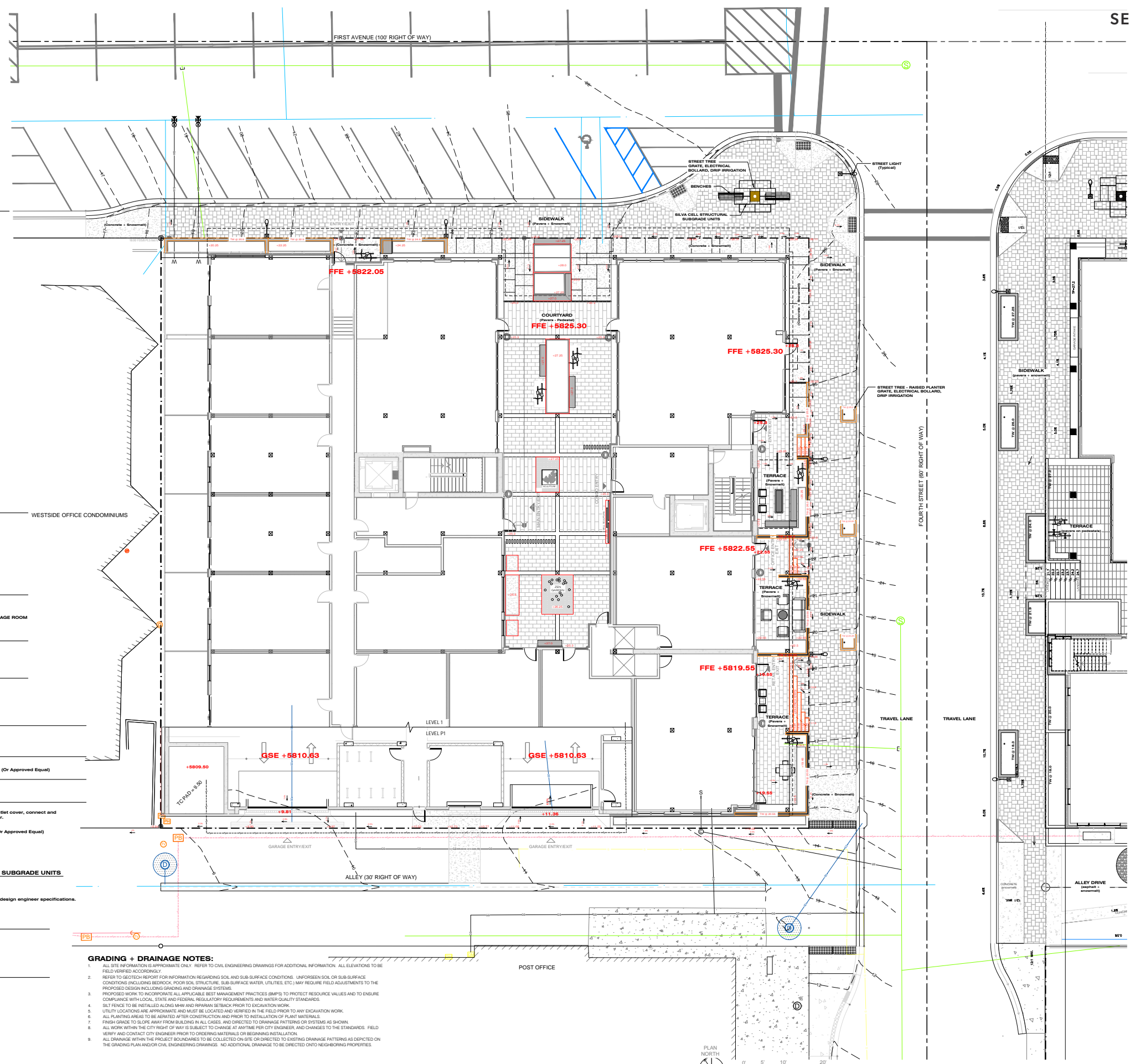
*All Paving Surfaces to be Snowmelted, Except Interior Courtyard.

AMENITIES

	BENCHES Thermy Wood or similar
	WOOD SLAT SCREENS To Match Architectural Wood Elements
	BIKE RACKS Forms and Surfaces - Capitol BKAP Dark Bronze Powdercoat Finish 9' x 4' x 34" tall *ADDITIONAL BIKE RACKS PROVIDED IN BIKE STORAGE ROOM
	LITTER AND RECYCLING RECEPTACLE Forms and Surfaces - Cordia Finish - To Be Determined
	SITE FURNITURE To Be Determined

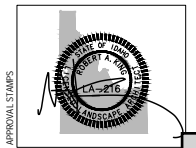
R.O.W LEGEND

	STREET TREES
	STREET TREE GRATE Per City Standard - Tree Well Detail 1: NEENAH R-8704, 30"x30", with 12" diameter opening (Or Approved Equal)
	STREET TREE - RAISED PLANTER Architectural Concrete - Board Form 4' x 4', 6" max. height on uphill slope side, 8" Clearance to Property Line
	ELECTRICAL BOLLARDS Provided by City - Applicant to provide outlet and outlet cover, connect and provide conduits, wiring and tie to city lighting meter. DRIP IRRIGATION Separate zone with Hunter/Rainwise Smart Clock (Or Approved Equal)
	DEEPROOT - SILVA CELL STRUCTURAL SUBGRADE UNITS Silva Cells Per City Standard - Tree Well Detail 2: 2X Units: 24" x 48" x 30" 8 Units Per Street Tree *NOTE: Final Spacing and Layout per manufacturer design engineer specifications.
	STREET LIGHT Per City Standard - Street Light: GE Evolve LED MH Lighting
	BENCH Per City Standard - TBD





- GRADING + DRAINAGE NOTES:**
1. ALL SITE INFORMATION IS APPROXIMATE ONLY. REFER TO CIVIL ENGINEERING DRAWINGS FOR ADDITIONAL INFORMATION. ALL ELEVATIONS TO BE FIELD VERIFIED ACCORDINGLY.
 2. REFER TO GEOTECH REPORT FOR INFORMATION REGARDING SOIL AND SUB-SURFACE CONDITIONS. UNIFORM SOIL OR SUB-SURFACE CONDITIONS (INCLUDING BEDROCK, POOR SOIL, STRUCTURE, SUB-SURFACE WATER, UTILITIES, ETC.) MAY REQUIRE FIELD ADJUSTMENTS TO THE PROPOSED DESIGN INCLUDING GRADING AND DRAINAGE SYSTEMS.
 3. PROPOSED WORK TO INCORPORATE ALL APPLICABLE BEST MANAGEMENT PRACTICES (BMPs) TO PROTECT RESOURCE VALUES AND TO ENSURE COMPLIANCE WITH LOCAL, STATE AND FEDERAL REGULATORY REQUIREMENTS AND WATER QUALITY STANDARDS.
 4. SILT FENCE TO BE INSTALLED ALONG MHW AND RPPAN SETBACK PRIOR TO EXCAVATION WORK.
 5. UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE LOCATED AND VERIFIED IN THE FIELD PRIOR TO ANY EXCAVATION WORK.
 6. ALL PLANTING AREAS TO BE AERATED AFTER CONSTRUCTION AND PRIOR TO INSTALLATION OF PLANT MATERIALS.
 7. FINISH GRADE TO SLOPE AWAY FROM BUILDING IN ALL CASES, AND DIRECTED TO DRAINAGE PATTERNS OR SYSTEMS AS SHOWN.
 8. ALL WORK WITHIN THE CITY RIGHT OF WAY IS SUBJECT TO CHANGE AT ANYTIME PER CITY ENGINEER AND CHANGES TO THE STANDARDS. FIELD VERIFY AND CONTACT CITY ENGINEER PRIOR TO ORDERING MATERIALS OR BEGINNING INSTALLATION.
 9. ALL DRAINAGE WITHIN THE PROJECT BOUNDARIES TO BE COLLECTED ON-SITE OR DIRECTED TO EXISTING DRAINAGE PATTERNS AS SHOWN ON THE GRADING PLAN AND/OR CIVIL ENGINEERING DRAWINGS. NO ADDITIONAL DRAINAGE TO BE DIRECTED ONTO NEIGHBORING PROPERTIES.




A1 GRADING PLAN
1" = 10'-0"





PLANTING LEGEND

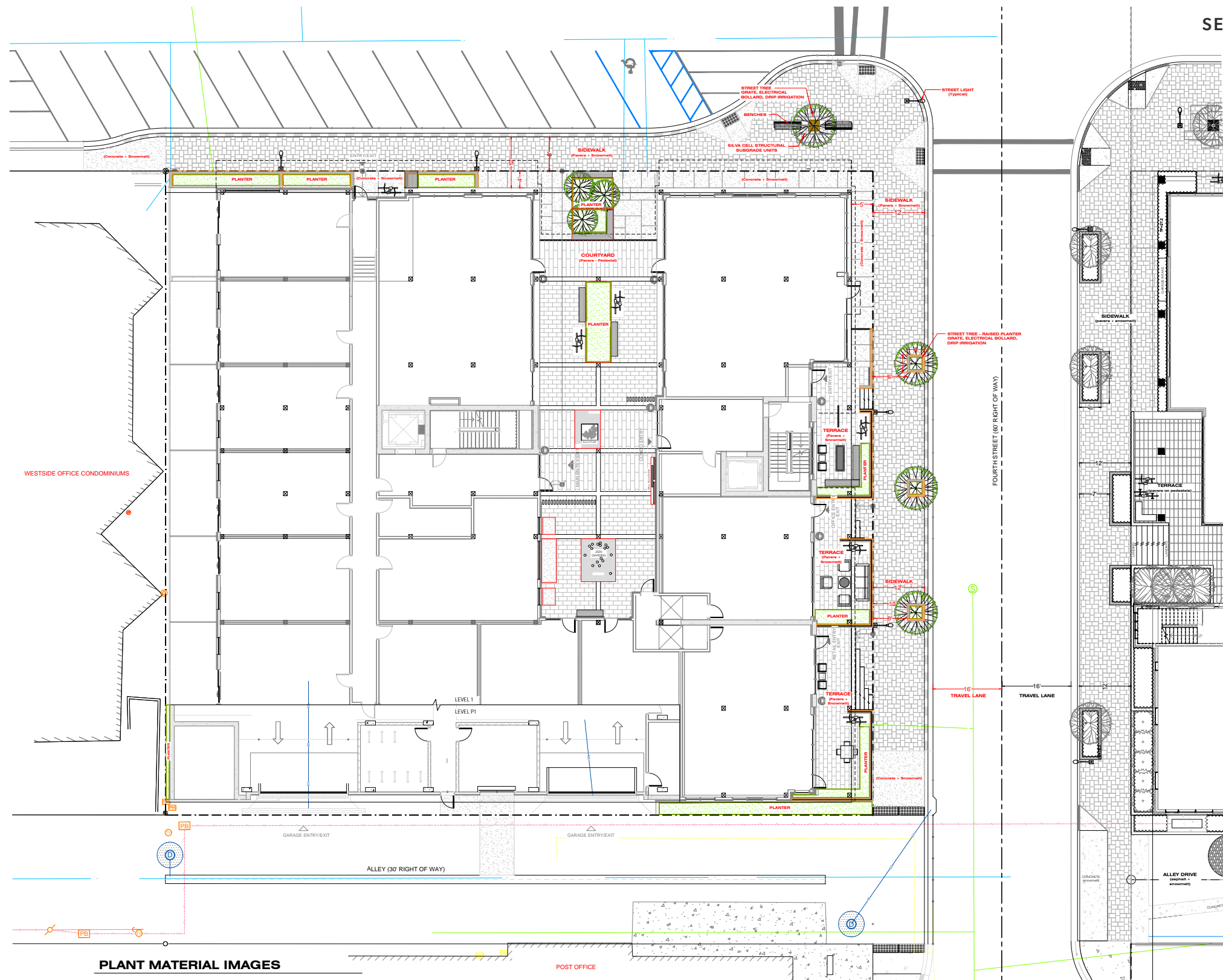
- 
3 SPECIMEN TREES
 4" cal.
RED ROCKET MAPLE, Acer rubrum 'Red Rocket'
- 
600 of PLANTING BEDS
 325 @ 1 gal.
Perennials and Ornamental Grasses:
 Agastache - Hummingbird Mint
 Achillea - Yarrow
 Geum - Avena
 Nepeta - Catmint
 Penstemon - Beardtongue
 Salvia - Culinary Sage
 Sedum - Stonecrop
 Veronica - Speedwell
 Virginia Creeper - Woodbine
 Autumn Moor Grass
 Blue Grama
 Junco
 Slide Oats Grama
 Switchgrass

PLANTER LEGEND

- 
CONCRETE PLANTERS
- 
STEEL PLANTERS
- 
SCULPTURE/ZEN GARDENS
 Decorative Gravel

R.O.W PLANTING LEGEND

- 
4 STREET TREES
 4" cal.
ARMSTRONG MAPLE, Acer rubrum Armstrong
- 
3 RAISED PLANTERS
 30 @ 1 gal.
 Autumn Moor Grass, Sesleria autumnalis

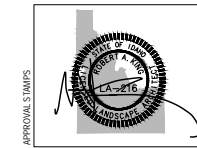


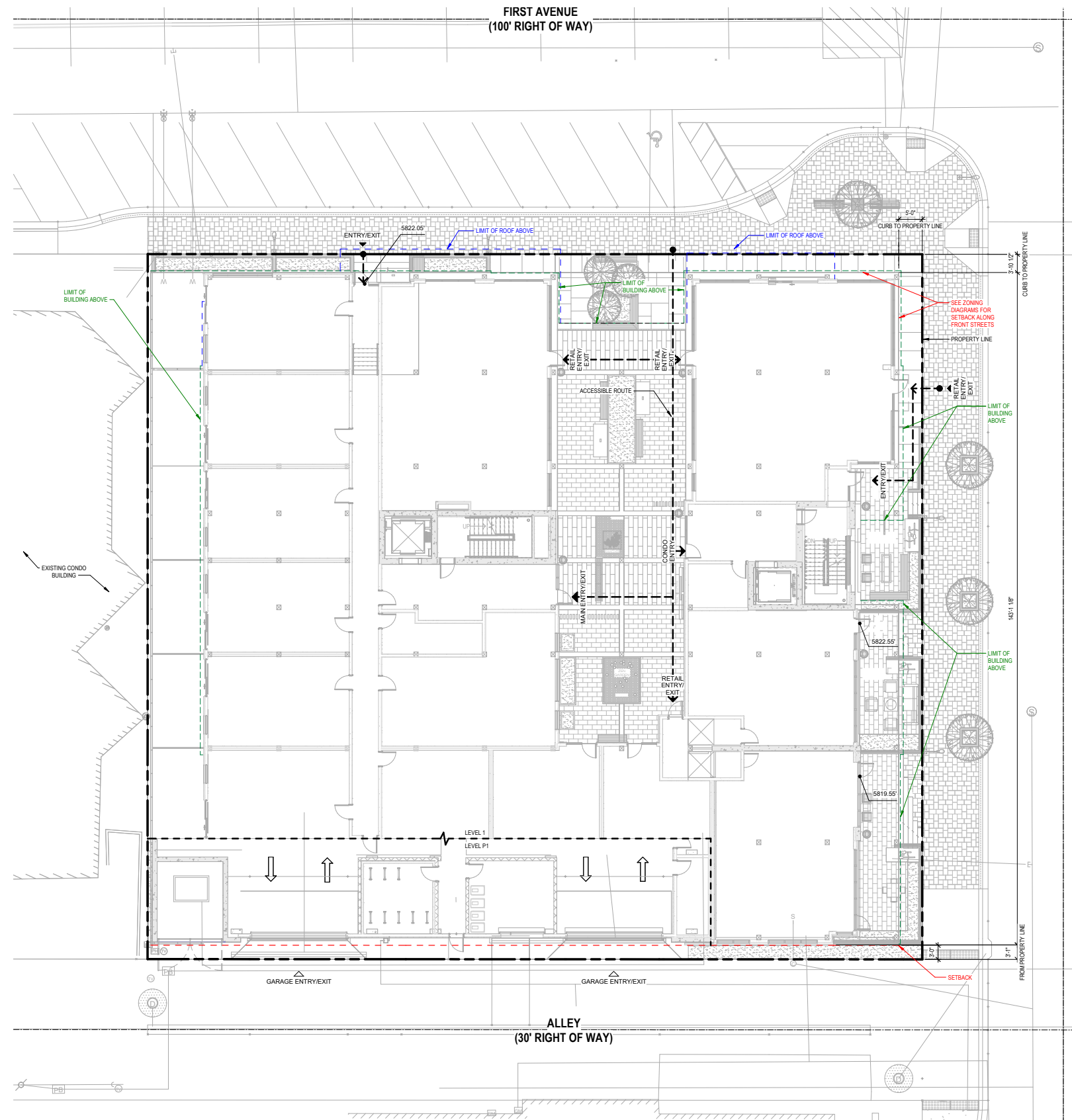
PLANT MATERIAL IMAGES



- LANDSCAPE + PLANTING NOTES**
- LOCATIONS OF PROPOSED PLANT MATERIALS ARE APPROXIMATE AND MUST BE FIELD VERIFIED PRIOR TO INSTALLATION.
 - UTILITY LOCATIONS ARE APPROXIMATE AND MUST BE LOCATED AND VERIFIED IN THE FIELD PRIOR TO ANY EXCAVATION WORK INCLUDING INSTALLATION OF PLANT MATERIALS.
 - ALL PLANTING AREAS TO BE AERATED AFTER CONSTRUCTION AND PRIOR TO INSTALLATION OF PLANT MATERIALS.
 - ALL PLANT MATERIALS TO COMPLY WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS.
 - ALL EXISTING PLANTS THAT ARE IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES AS NECESSARY TO PROTECT AGAINST COMPACTION OF ROOT ZONES, SOIL CONTAMINANTS, AND INJURY TO BRANCHES.
 - REFER TO IRRIGATION PERFORMANCE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
 - REFER TO CITY STANDARDS FOR ALL PLANTING AND IRRIGATION SPECS FOR IMPROVEMENTS WITHIN THE R.O.W.

A1 LANDSCAPE PLAN
 1" = 10'-0"



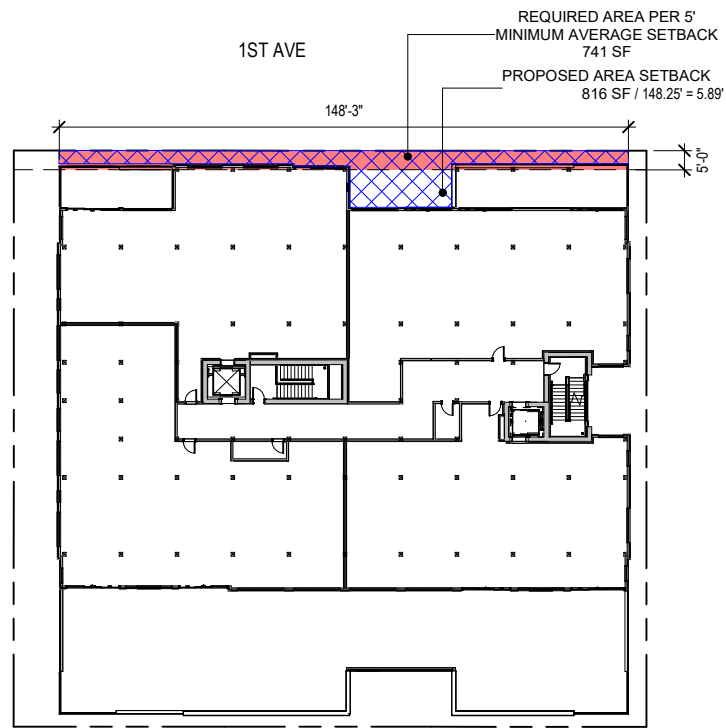


SITE PLAN



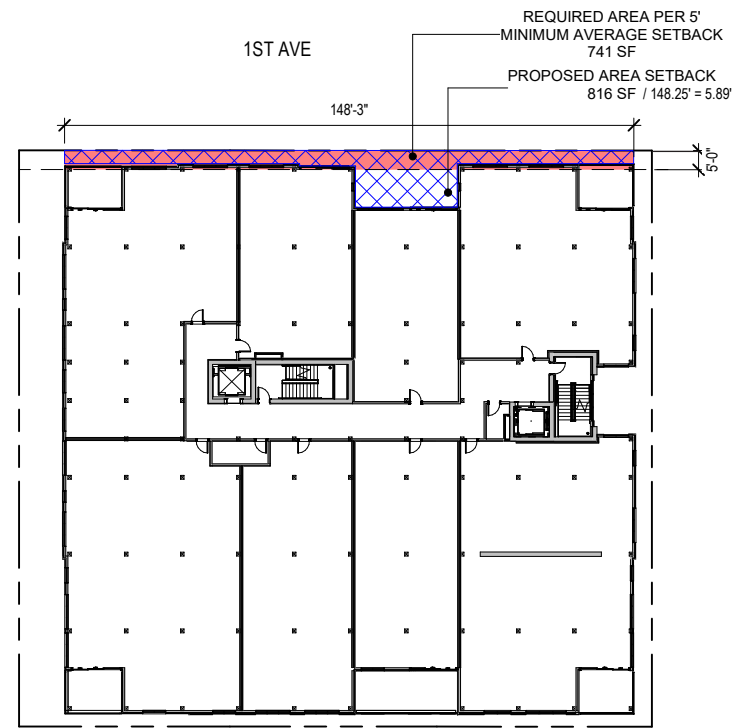
SETBACK: THE MINIMUM HORIZONTAL DISTANCE BETWEEN A SPECIFIED LOT LINE (FRONT, SIDE, REAR), MEASURED ALONG A STRAIGHT LINE AND AT A RIGHT ANGLE TO SUCH LOT LINE, AND THE NEAREST POINT OF AN ABOVE GRADE OR BELOW GRADE BUILDING OR STRUCTURE; BELOW GRADE STRUCTURES MAY ENCRUCH INTO REQUIRED SETBACKS SUBJECT TO SUBSECTION 17.128.020.K OF THIS TITLE.

SETBACK ZONE: THE AREA OF A LOT THAT MUST REMAIN OPEN AND CANNOT BE BUILT OVER WITH A STRUCTURE.



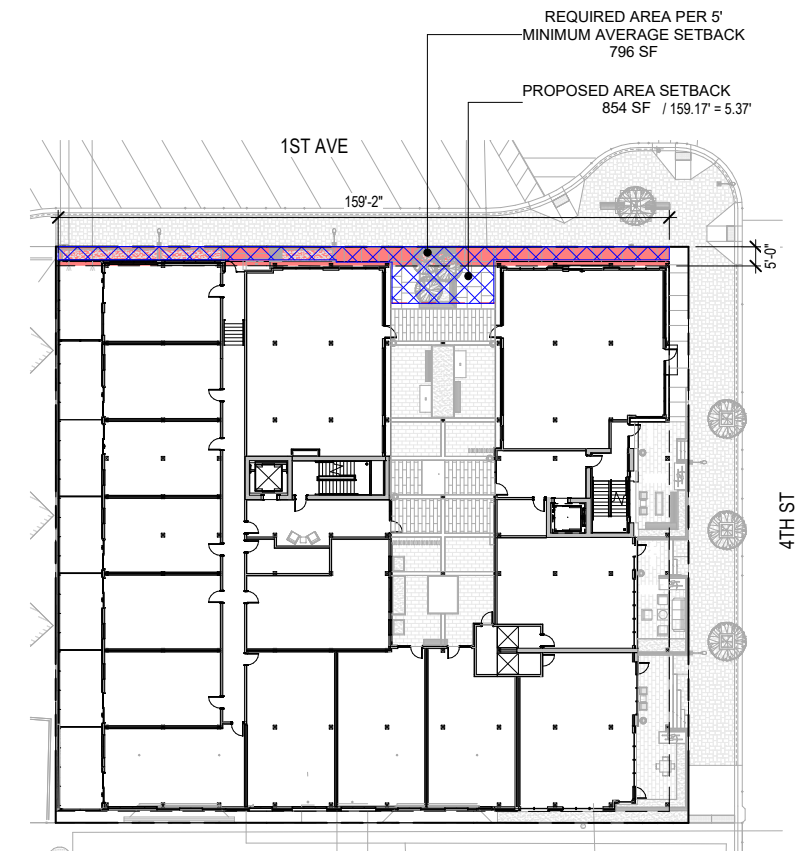
ZONING DIAGRAM- 1ST AVE AVG SETBACK- L3

SCALE: 1" = 50'-0"



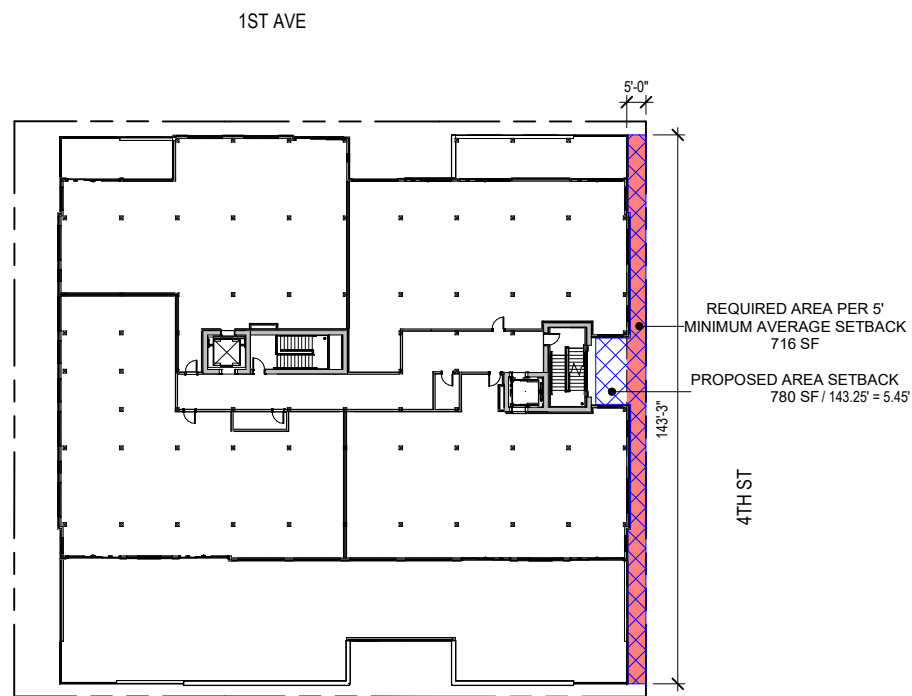
ZONING DIAGRAM- 1ST AVE AVG SETBACK- L2

SCALE: 1" = 50'-0"



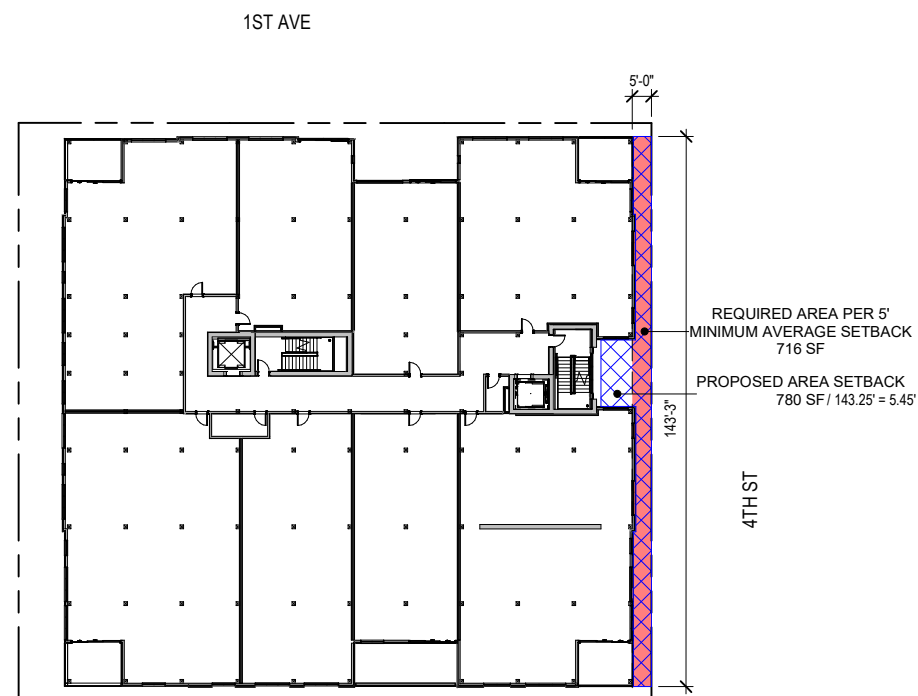
ZONING DIAGRAM- 1ST AVE AVG SETBACK- L1

SCALE: 1" = 50'-0"



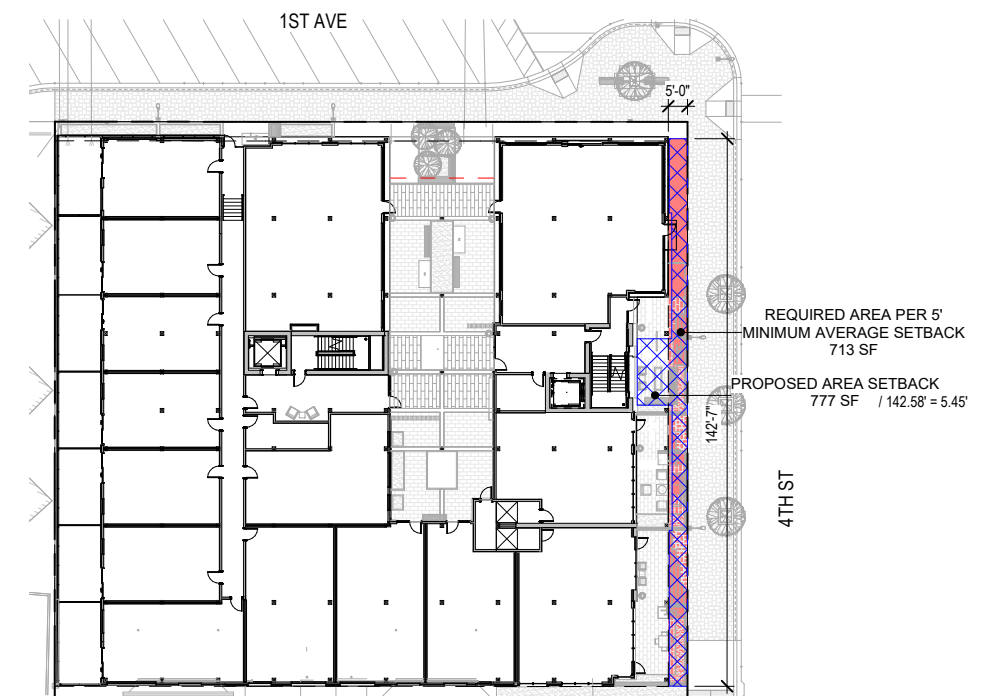
ZONING DIAGRAM- 4TH ST AVG SETBACK- L3

SCALE: 1" = 50'-0"



ZONING DIAGRAM- 4TH ST AVG SETBACK- L2

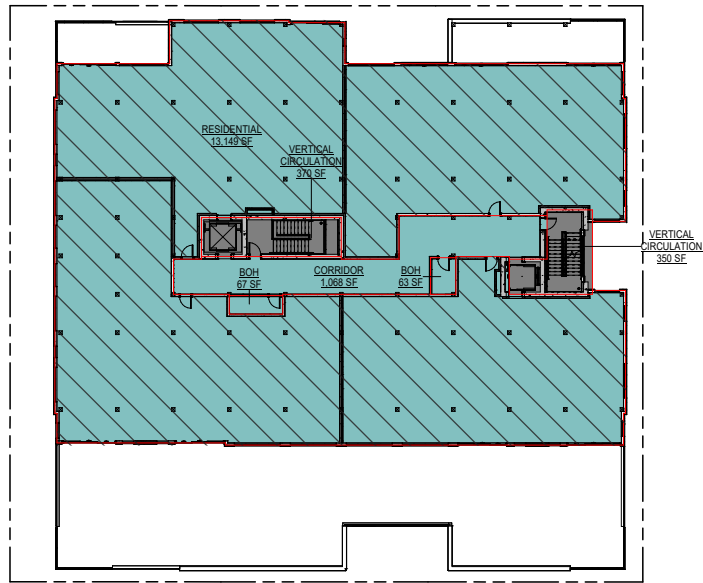
SCALE: 1" = 50'-0"



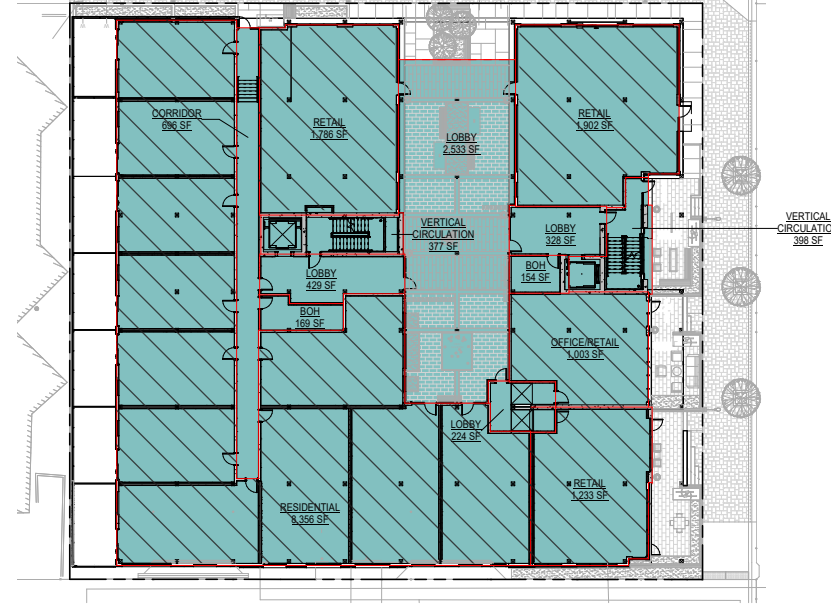
ZONING DIAGRAM- 4TH ST AVG SETBACK- L1

SCALE: 1" = 50'-0"

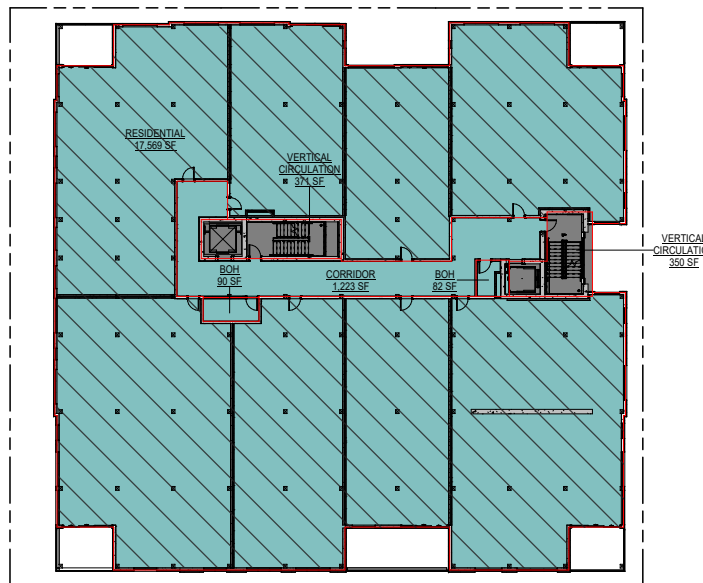




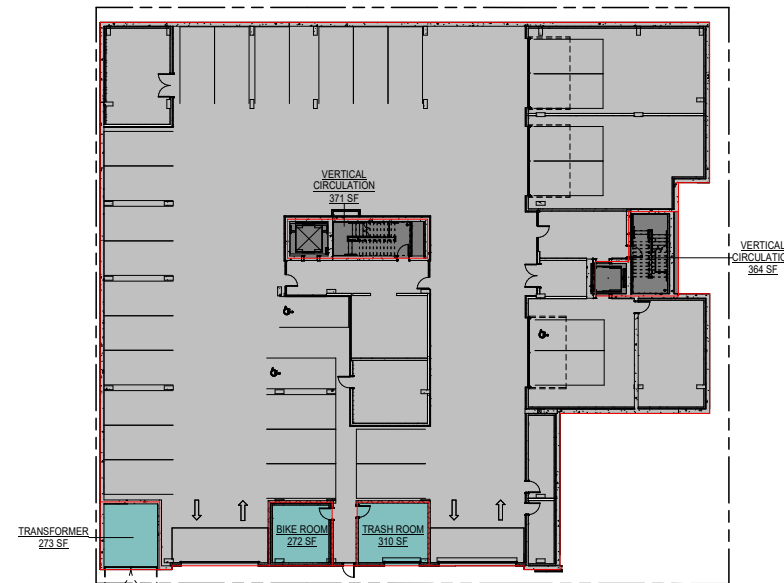
LEVEL 3
SCALE: 1" = 50'-0"



LEVEL 1
SCALE: 1" = 50'-0"



LEVEL 2
SCALE: 1" = 50'-0"



LEVEL P1
SCALE: 1" = 50'-0"



FLOOR AREA LEGEND

- FAR EXEMPT
- FAR EXEMPT SHAFT
- FAR INCLUDED (GROSS FLOOR AREA)
- NET FLOOR AREA

FLOOR AREA, GROSS (KETCHUM ZONING ORDINANCE)

The sum of the horizontal area of the building measured along the outside walls of each floor of a building or portion of a building, including stair towers and elevators on the ground floor only, [...], but not including basements, UNDERGROUND PARKING AREAS or open unenclosed decks.

FLOOR AREA, NET (KETCHUM ZONING ORDINANCE)

The sum of the horizontal areas of all floors in a building including basements but not including open unenclosed decks, interior or exterior circulation, mechanical equipment rooms, parking areas, common areas, public bathrooms or storage areas in basements.

FLOOR AREA RATIO (FAR) (KETCHUM ZONING ORDINANCE)

(GROSS) FLOOR AREA OR (NET) FLOOR AREA / LOT AREA = FAR

GROSS FAR CALCULATED TO:

- Exterior Face of Framing
- Corridor Face of Framing
- Centerline of Demising Wall

GROSS FLOOR AREA

PARKING VARIANCE INCLUDED

Level 3:	14,347 SF
Level 2:	18,964 SF
Level 1:	19,589 SF
Level P1:	855 SF
TOTAL:	53,756 SF

GROSS FLOOR AREA

PARKING VARIANCE EXCLUDED

Level 3:	14,347 SF
Level 2:	18,964 SF
Level 1:	19,589 SF
Level P1:	19,975 SF
TOTAL:	72,875 SF

NET FLOOR AREA

Level 3:	13,149 SF
Level 2:	17,569 SF
Level 1:	14,281 SF
Level P1:	N/A
TOTAL:	44,999 SF

FAR CALCULATION

PARKING VARIANCE INCLUDED

Site Area:	24,723 SF
Gross Floor Area:	53,756 SF
FAR	2.17

FAR CALCULATION

PARKING VARIANCE EXCLUDED

Site Area:	24,723 SF
Gross Floor Area:	72,875 SF
FAR	2.95

NET FLOOR AREA

	AREA	PERCENT	UNITS	PERCENT
Retail	5,929 SF	13.2%	4	14.8%
Residential	39,075 SF			
L1 Workforce (Deed-Restricted Community Housing)	5,012 SF	11.2%	7	25.9%
L1 Market Rate	3,334 SF	7.4%	4	14.8%
L2 Market Rate	17,570 SF	39.0%	8	29.6%
L3 Market Rate	13,149 SF	29.2%	4	14.8%
TOTAL:	45,004 Net SF	100%	27	100%

UNIT BREAKDOWN

	UNITS	PERCENT	AVG SF
L1 WORKFORCE (DEED RESTRICTED COMMUNITY HOUSING)			
1 Bed	6	26.1%	683 SF
2 Bed	1	4.3%	914 SF
Total Workforce (Deed Restricted Community Housing):	7		
MARKET RATE			
1 Bed	8	34.8%	1,248 SF
2 Bed	1	4.3%	2,144 SF
3 Bed	6	26.1%	3,030 SF
4 Bed	1	4.3%	3,751 SF
Total Market Rate:	16		
Total Units:	23	100%	

ADDITIONAL BUILDING METRICS

BUILDING CONSTRUCTION

Level P1	Type 1A
Level 1-Level 3	Type VA

OCCUPANCY

Residential	R-2
Office and Retail	M
Parking Garage, Service, and Storage Rooms	S-2

NUMBER OF UNITS

L1 Workforce (Deed-Restricted Community Housing)	7 units
Market Rate	16 units
Total	23 units

PARKING STALLS

On Site	29 stalls*
Street Parking	11 stalls
Total	40 stalls
<i>*Required</i>	<i>23 stalls (22 residential + 1 commercial)</i>

COMMERCIAL AREA CALCULATION		
NAME	GROSS AREA	
RETAIL	1,902 SF	
OFFICE/RETAIL	1,008 SF	
RETAIL	1,786 SF	
RETAIL	1,233 SF	
TOTAL:	5,929 SF	

UNITS BY LEVEL		
UNIT NO.	NAME	NET RENTABLE SF

LEVEL 1		
U101	1 BED	648 SF
U102	1 BED - WORKFORCE *	625 SF
U103	1 BED - WORKFORCE *	625 SF
U104	1 BED - WORKFORCE *	625 SF
U105	1 BED - WORKFORCE *	625 SF
U106	2 BED - WORKFORCE *	914 SF
U107	1 BED - WORKFORCE *	624 SF
U108	1 BED	801 SF
U109	1 BED - WORKFORCE *	976 SF
U110	1 BED	979 SF
U111	1 BED	916 SF

LEVEL 1: 11 8,356 SF

LEVEL 2		
U201	3 BED PLUS	2,644 SF
U202	3 BED PLUS	3,056 SF
U203	1 BED PLUS	1,534 SF
U204	1 BED PLUS	2,035 SF
U205	1 BED PLUS	1,417 SF
U206	1 BED PLUS	1,657 SF
U207	2 BED PLUS	2,144 SF
U208	3 BED PLUS	3,083 SF

LEVEL 2: 8 17,570 SF

LEVEL 3		
U301	3 BED PLUS	3,292 SF
U302	4 BED PLUS	3,751 SF
U303	3 BED PLUS	3,060 SF
U304	3 BED PLUS	3,047 SF

LEVEL 3: 4 13,149 SF

TOTAL UNITS: 23 39,075 SF

UNITS BY LEVEL FOR PARKING CALCULATION*	
NET INTERIOR SF	PARKING REQUIRED

LEVEL 1	
593 SF	0
575 SF	0
572 SF	0
573 SF	0
572 SF	0
836 SF	0
575 SF	0
731 SF	0
910 SF	0
916 SF	1
845 SF	1

LEVEL 1: 11 7,696 SF 2

LEVEL 2	
2,495 SF	2
2,920 SF	2
1,423 SF	1
1,929 SF	1
1,325 SF	1
1,567 SF	1
2,020 SF	2
2,892 SF	2

LEVEL 2: 8 16,571 SF 12

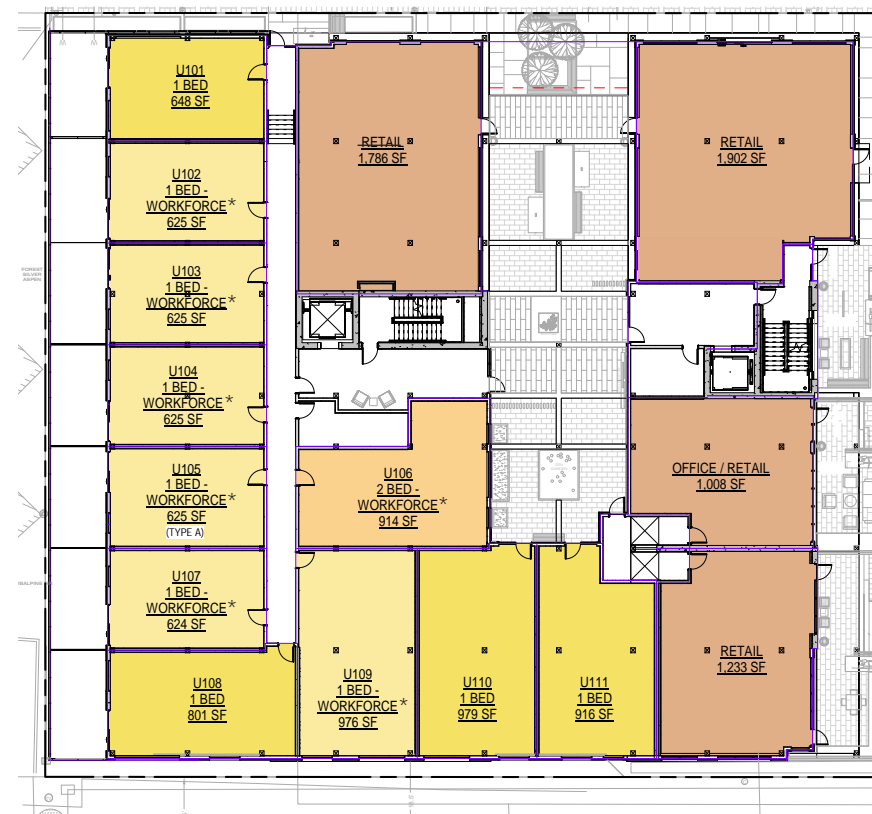
LEVEL 3	
3,096 SF	2
3,541 SF	2
2,880 SF	2
2,854 SF	2

LEVEL 3: 4 12,372 SF 8

TOTAL UNITS: 23 36,638 SF 22**

NOTE:
UNIT MIX AREA CALCULATED BY:
EXTERIOR FACE OF FRAMING
CORRIDOR FACE OF FRAMING
CENTERLINE OF DEMISING WALL
REFERENCE SHEET G-010 FOR AREA SUMMARIES

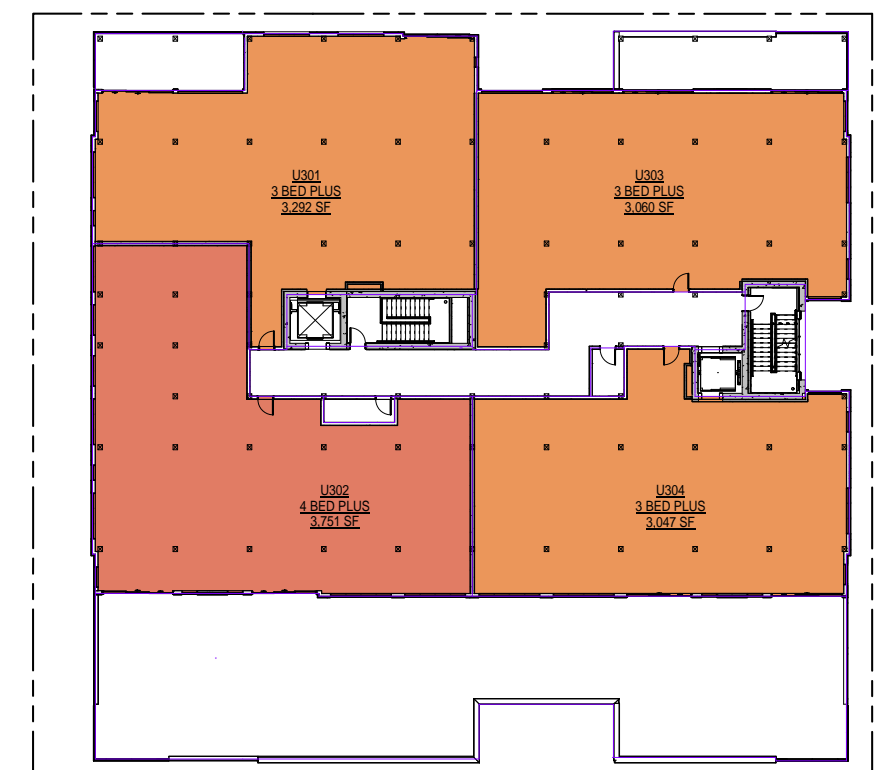
- 1 BED - WORKFORCE*
- 1 BED
- 1 BED PLUS
- 2 BED - WORKFORCE*
- 2 BED PLUS
- 3 BED PLUS
- 4 BED PLUS
- COMMERCIAL/RETAIL



LEVEL 1
NOT TO SCALE



LEVEL 2
NOT TO SCALE



LEVEL 3
NOT TO SCALE

Note:
Workforce* = Deed-Restricted Community Housing



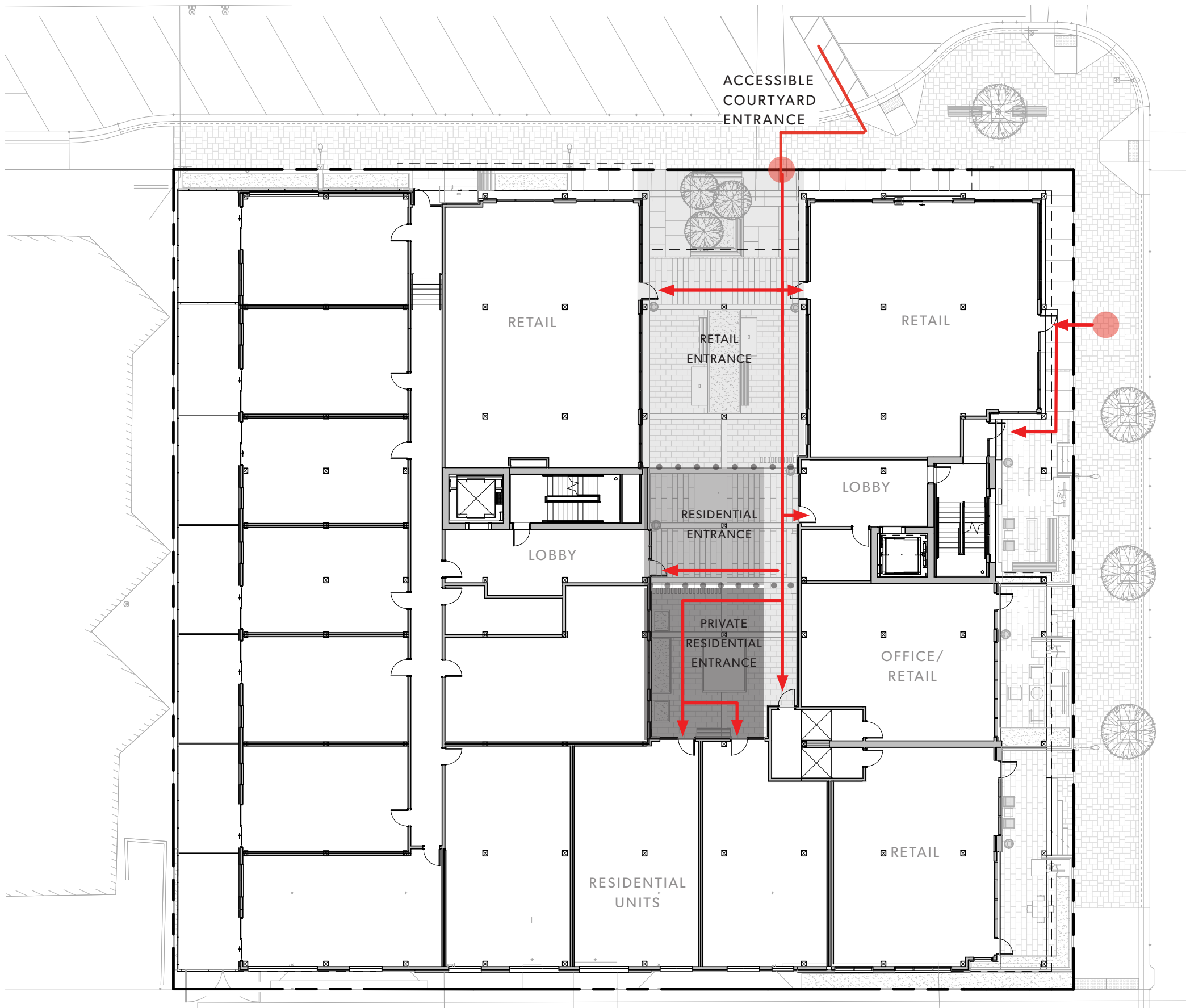
LEVEL 1
SCALE: 1" = 20'-0"



LICENSED ARCHITECT
AR-987252

TINA I RITVAL
STATE OF IDAHO

Tina I. Ritval



LEVEL 1
SCALE: 1" = 20'-0"



LICENSED ARCHITECT
AR-987252

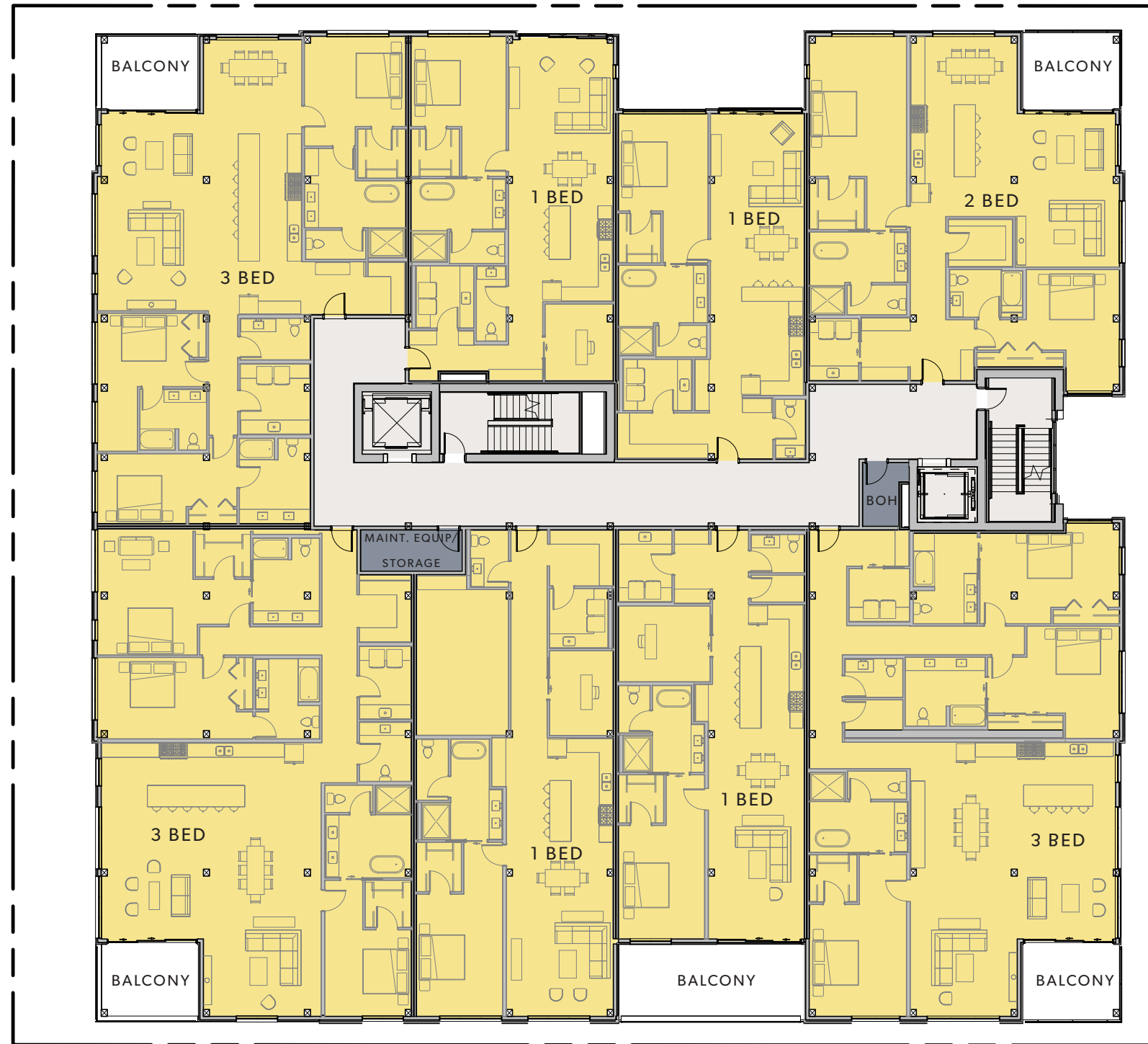
TIINA I RITVAL
STATE OF IDAHO
Tiina I. Ritval



LEVEL P1
SCALE: 1" = 20'-0"



LICENSED ARCHITECT
AR-987252
TIINA RITVAL
STATE OF IDAHO
Tina Ritval

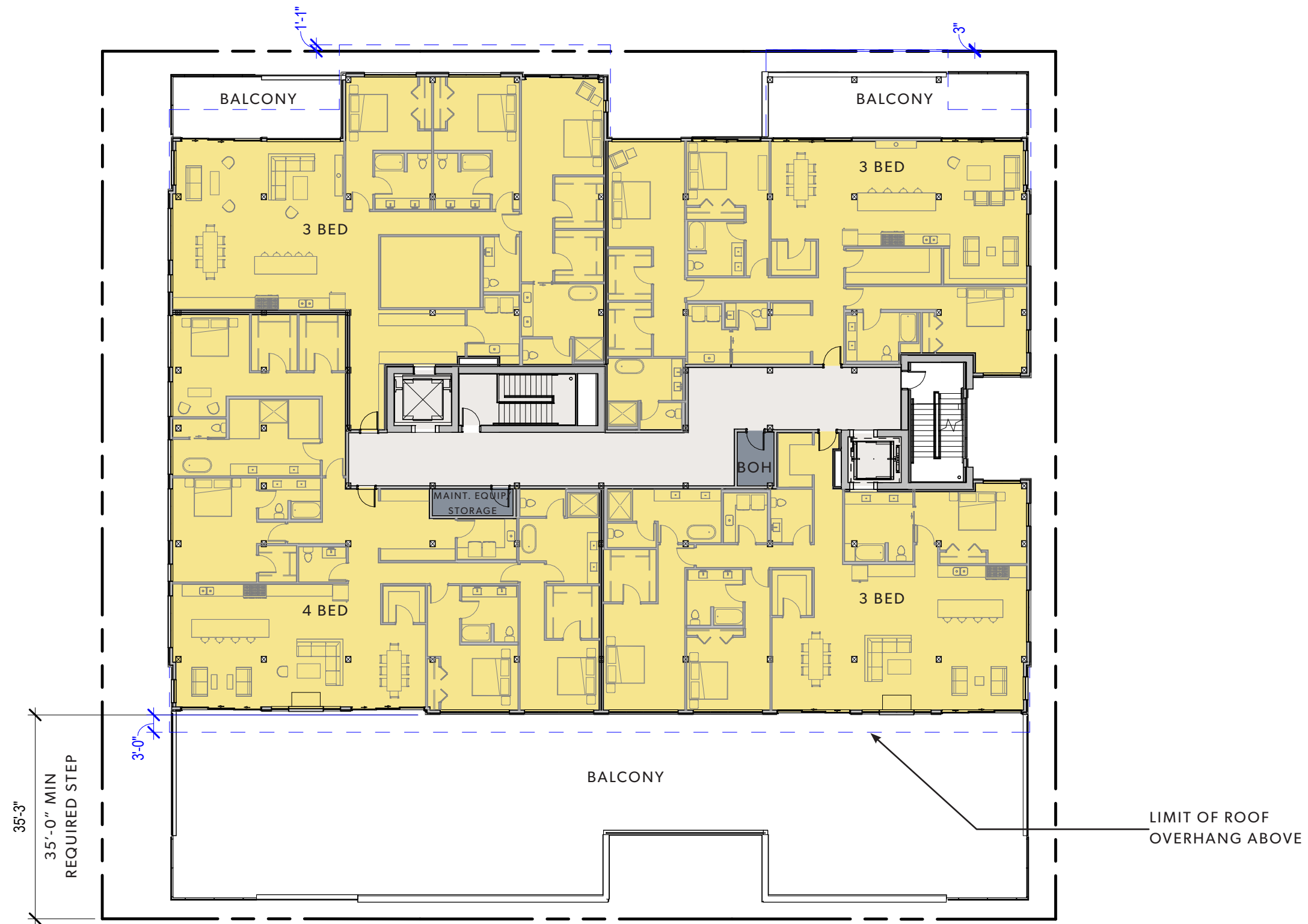


LEVEL 2
SCALE: 1" = 20'-0"



LICENSED ARCHITECT
AR-987252

TIINA I RITVAL
STATE OF IDAHO
Tina I. Ritval



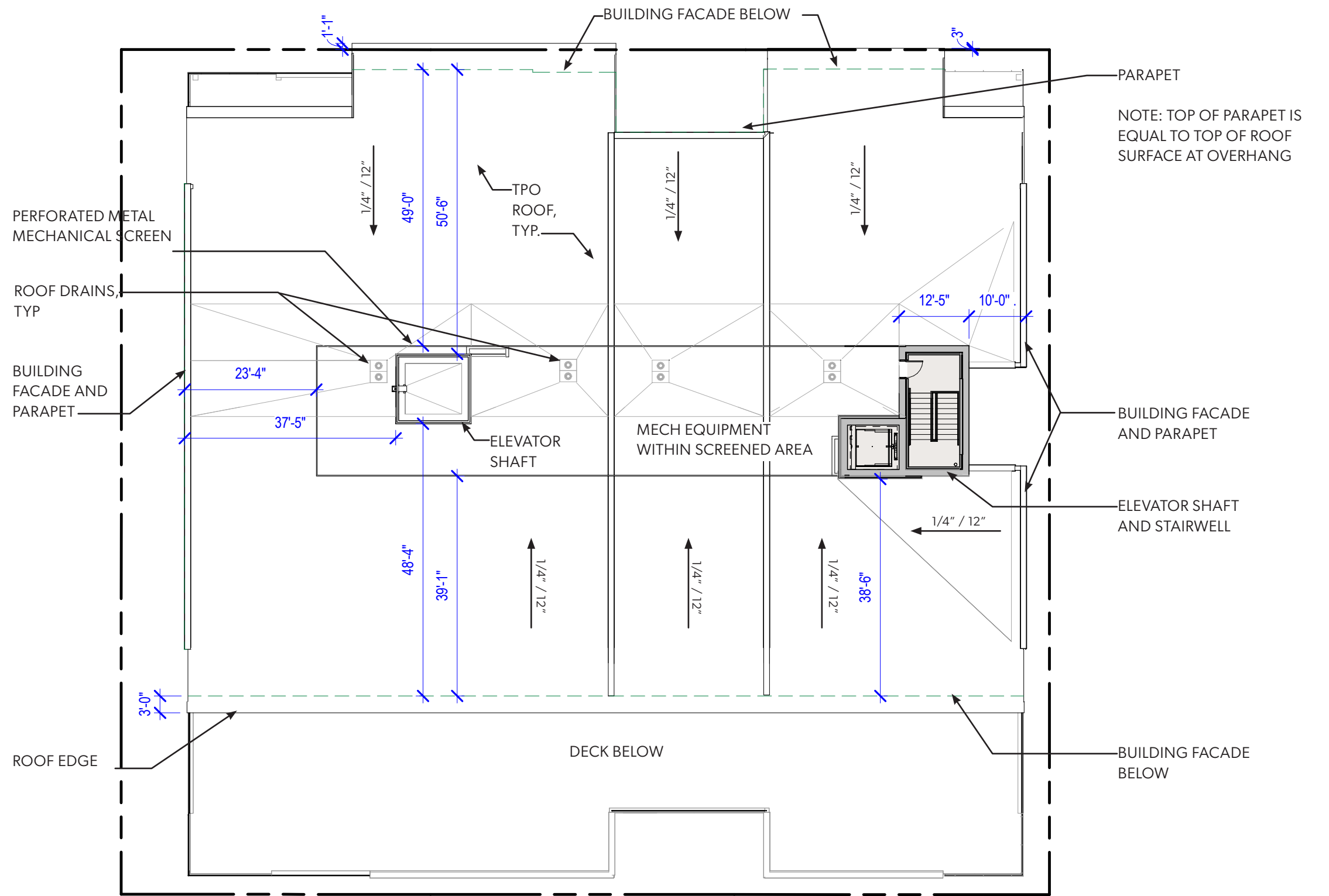
LEVEL 3
SCALE: 1" = 20'-0"



LICENSED ARCHITECT
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TINA I RITVAL
STATE OF IDAHO

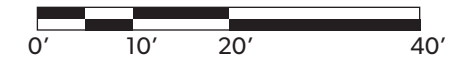
Tina I. Ritval



ROOF PLAN
SCALE: 1" = 20'-0"

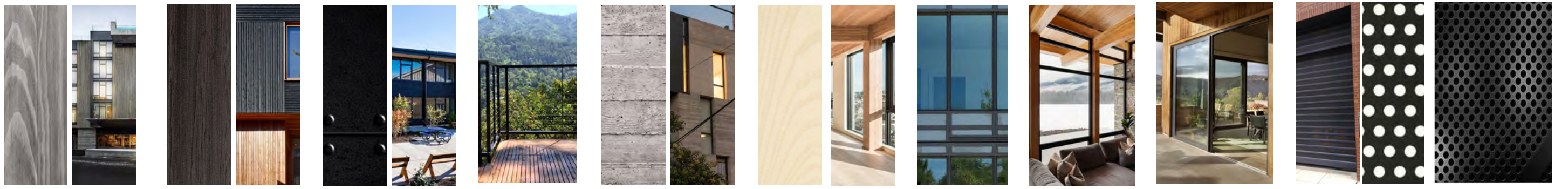


LICENSED ARCHITECT
AR-987252
TIINA I RITVAL
STATE OF IDAHO
Tiina I. Ritval



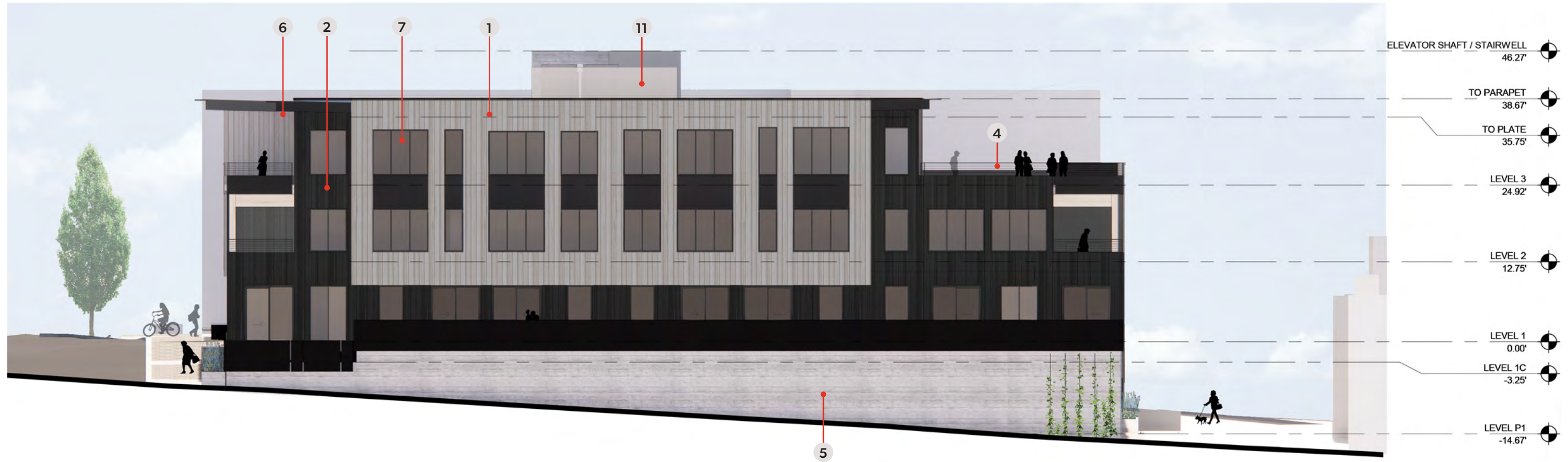


PLAN EAST ELEVATION - 4TH ST
SCALE: 1/16" = 1'-0"

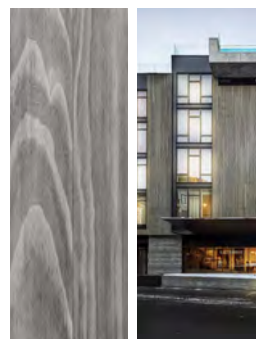


- 1** KEBONY CLADDING WITH HEWN PATAGONIAN FINISH
- 2** KEBONY CLADDING WITH HEWN KRAKATOAN FINISH
- 3** OPEN JOINT PAINTED STEEL PLATE CLADDING WITH EXPOSED FASTENERS
- 4** CABLE RAILING
- 5** BOARD FORM CONCRETE
- 6** EXPOSED CLT AND GLULAM STRUCTURE - SANSIN PICKLED WHITE STAIN
- 7** WINDOWS
- 8** ALUMINUM STOREFRONT
- 9** MULTI-PANEL SLIDING GLASS DOORS (OPERABLE WALL)
- 10** OVERHEAD SECTIONAL GARAGE DOOR
- 11** DARK PERFORATED CORRUGATED METAL SCREENING (TRANSFORMER ROOM & ROOFTOP MECHANICAL SCREENING)

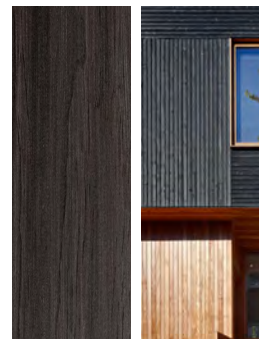




PLAN WEST ELEVATION - EXISTING CONDO SIDE
SCALE: 1/16" = 1'-0"



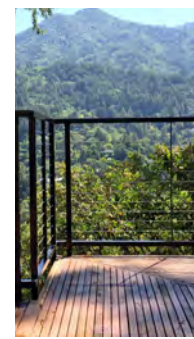
1 KEBONY CLADDING WITH HEWN PATAGONIAN FINISH



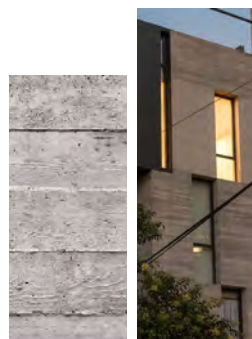
2 KEBONY CLADDING WITH HEWN KRAKATOAN FINISH



3 OPEN JOINT PAINTED STEEL PLATE CLADDING WITH EXPOSED FASTENERS



4 CABLE RAILING



5 BOARD FORM CONCRETE



6 EXPOSED CLT AND GLULAM STRUCTURE - SANSIN PICKLED WHITE STAIN



7 WINDOWS



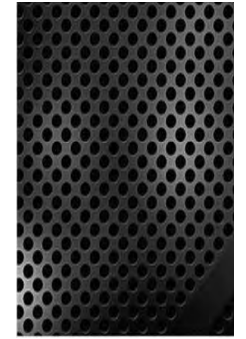
8 ALUMINUM STOREFRONT



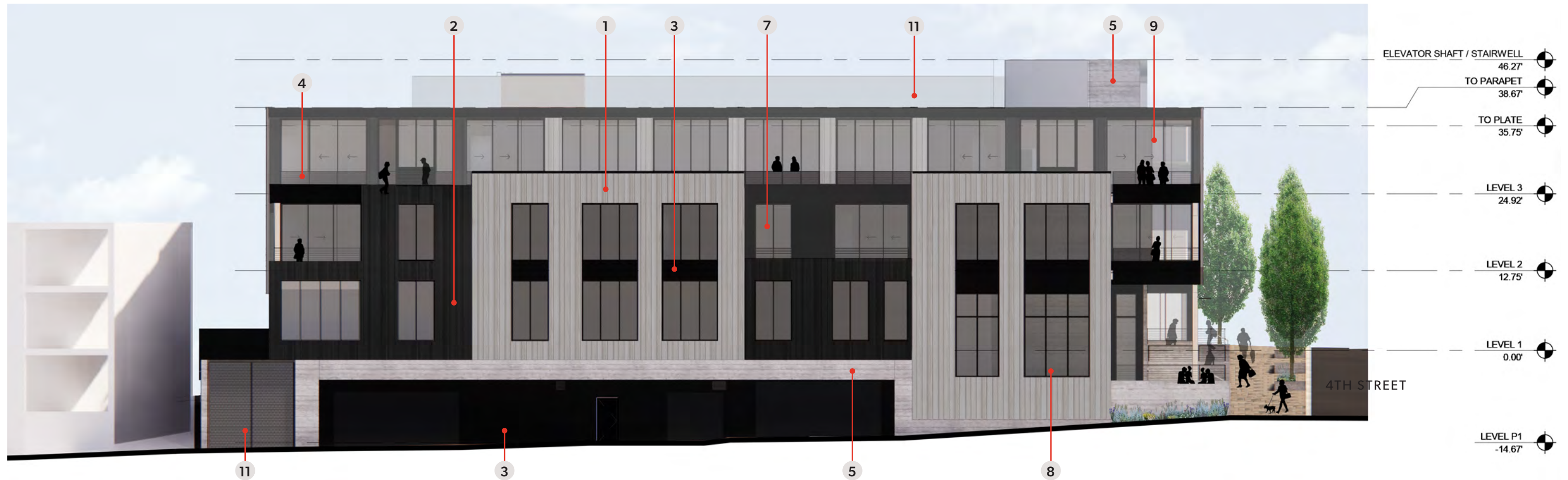
9 MULTI-PANEL SLIDING GLASS DOORS (OPERABLE WALL)



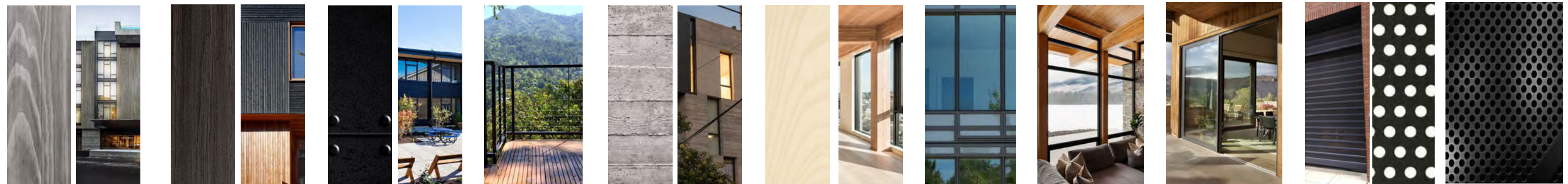
10 OVERHEAD SECTIONAL GARAGE DOOR



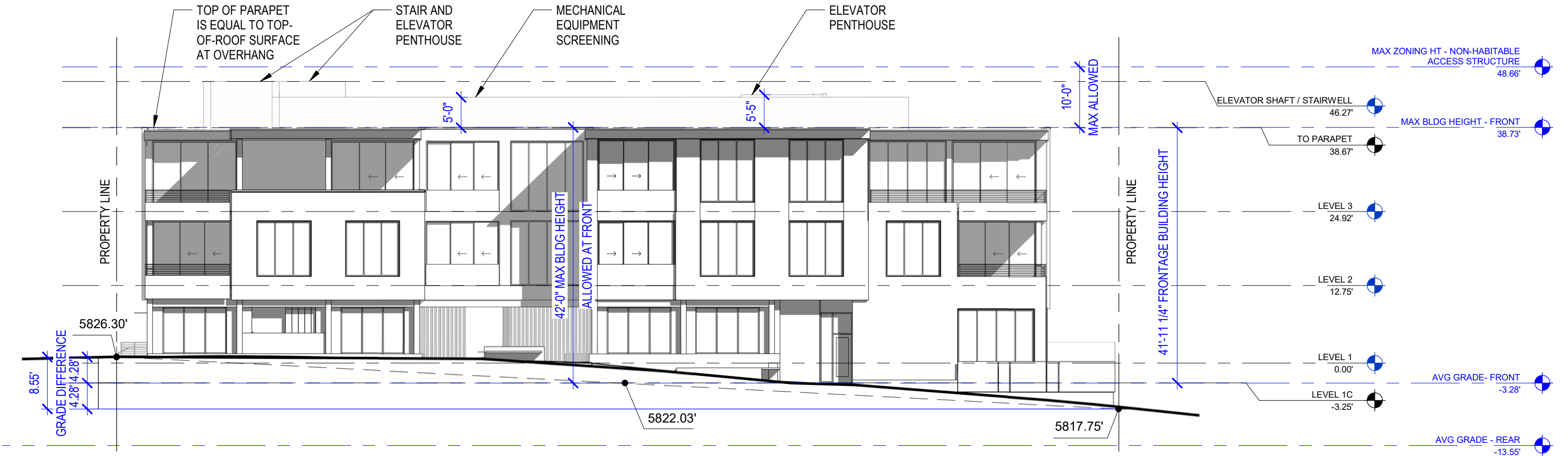
11 DARK PERFORATED CORRUGATED METAL SCREENING (TRANSFORMER ROOM & ROOFTOP MECHANICAL SCREENING)



PLAN SOUTH ELEVATION - ALLEY
SCALE: 1/16" = 1'-0"



- 1** KEBONY CLADDING WITH HEWN PATAGONIAN FINISH
- 2** KEBONY CLADDING WITH HEWN KRAKATOAN FINISH
- 3** OPEN JOINT PAINTED STEEL PLATE CLADDING WITH EXPOSED FASTENERS
- 4** CABLE RAILING
- 5** BOARD FORM CONCRETE
- 6** EXPOSED CLT AND GLULAM STRUCTURE - SANSIN PICKLED WHITE STAIN
- 7** WINDOWS
- 8** ALUMINUM STOREFRONT
- 9** MULTI-PANEL SLIDING GLASS DOORS (OPERABLE WALL)
- 10** OVERHEAD SECTIONAL GARAGE DOOR
- 11** DARK PERFORATED CORRUGATED METAL SCREENING (TRANSFORMER ROOM & ROOFTOP MECHANICAL SCREENING)

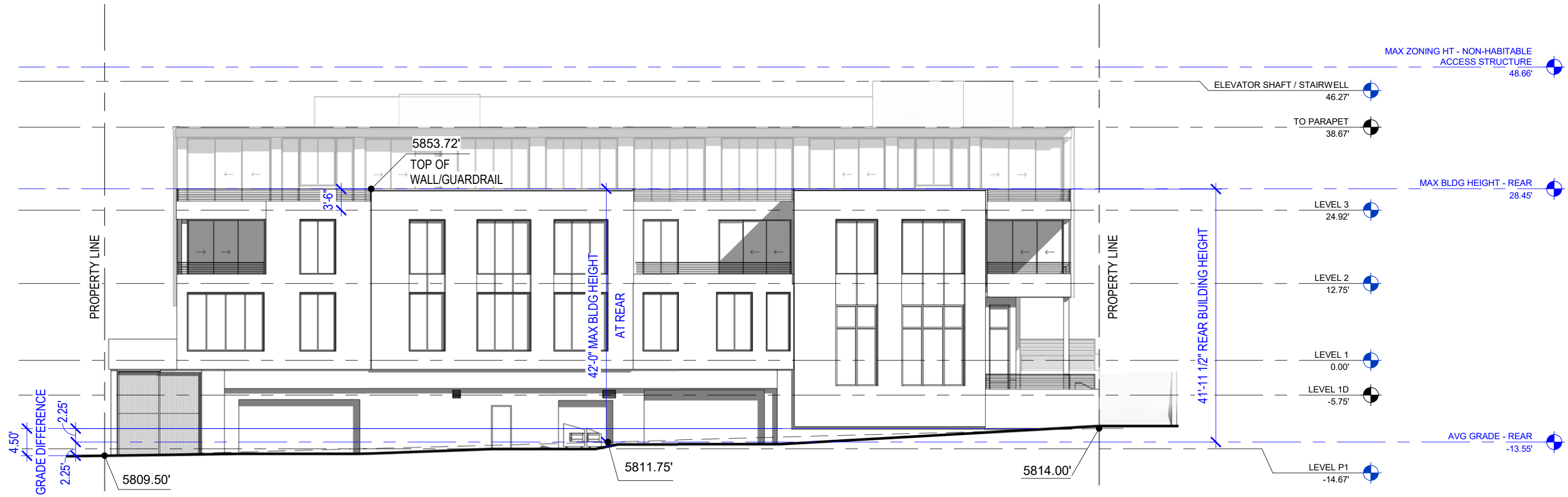


PLAN NORTH ELEVATION - MAX BUILDING HEIGHT ALONG FRONTAGE

SCALE: 1/16" = 1'-0"

LICENSED ARCHITECT
AR-987252

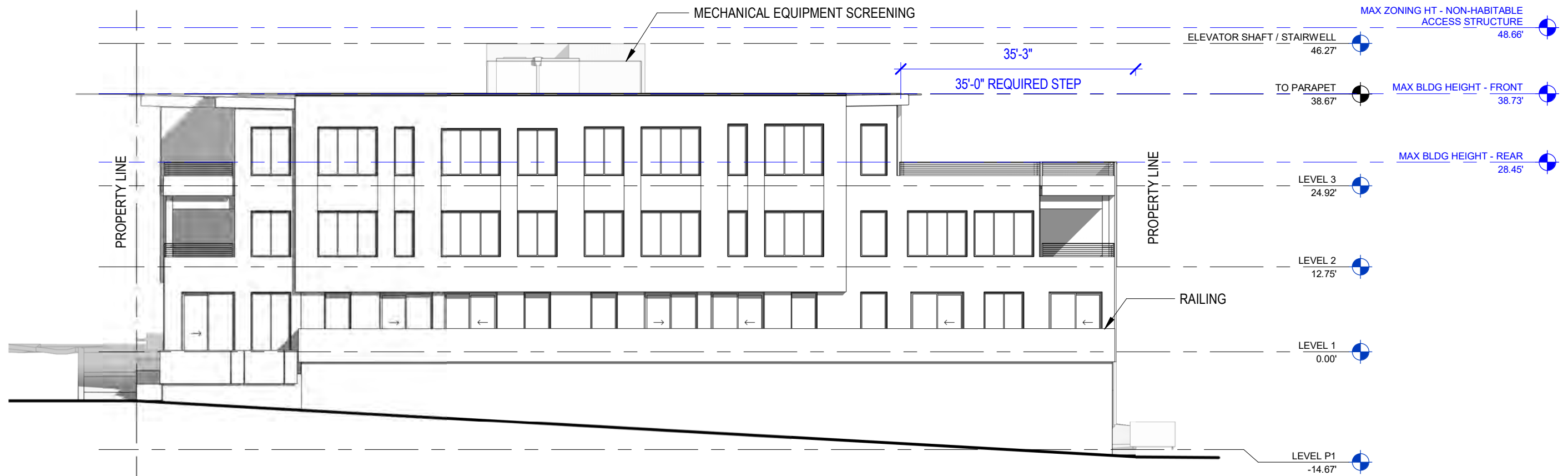
TIINA I RITVAL
STATE OF IDAHO
Tina Ritval



PLAN SOUTH ELEVATION DIAGRAM- MAX BUILDING HEIGHT ALONG REAR

SCALE: 1/16" = 1'-0"





PLAN WEST ELEVATION - BUILDING STEP COMPLIANCE

SCALE: 1/16" = 1'-0"





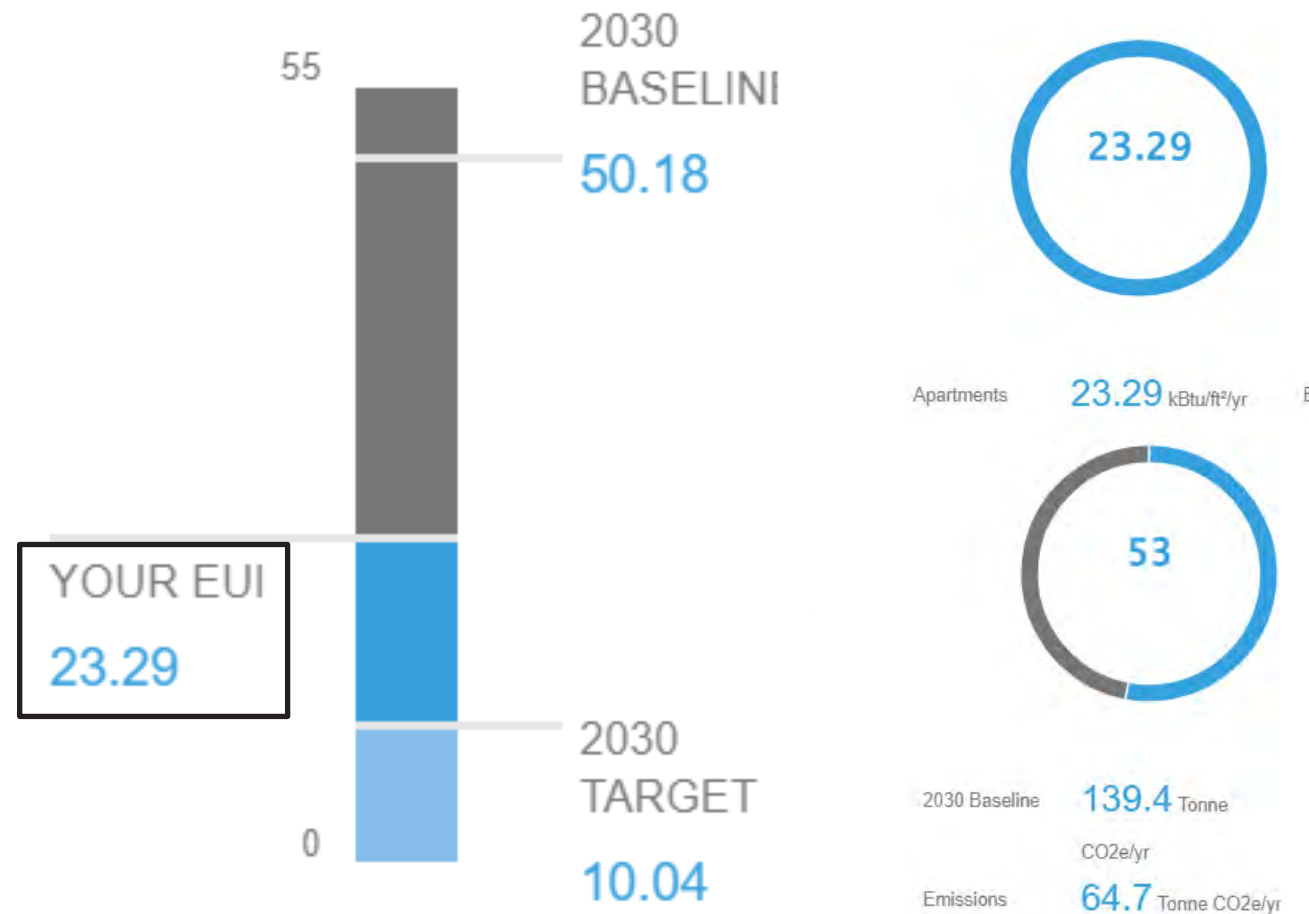






Energy Conservation

The baseline energy use intensity (EUI) for a multi family residential building in this region is 50.18. Currently, our design performs at an EUI of 26.49. which is a 47% reduction from the regional baseline.



The design strategies we took advantage of to achieve this reduction in EUI are:

- +Form designed to maximize climatic benefits
- +Effective envelope design
- +Efficient VRF system with energy recovery

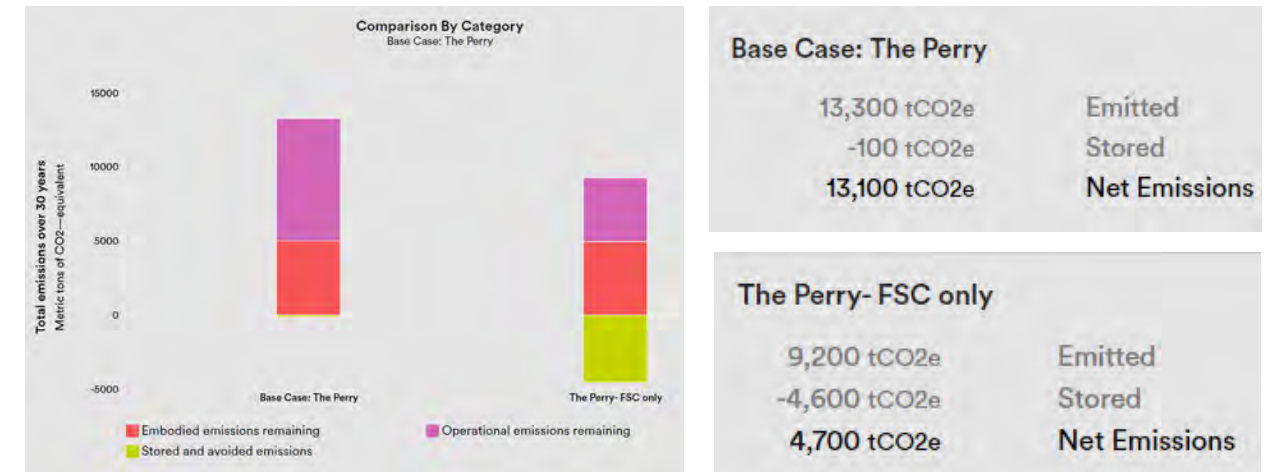
With the implementation of these design strategies, we can achieve our goals of:

Conserving energy, maintaining low energy costs, keeping spaces thermally comfortable for occupants, and designing a tightly sealed, well insulated building envelope.

Carbon Sequestration Potential of FSC certified CLT and Cladding

Our choice to utilize FSC certified wood products for structure and cladding emits 4,100 tCO2e less carbon and sequesters 4,500 tCO2e of carbon in comparison to a same sized building which uses non FSC certified wood (or wood that is not verified to be harvested sustainably).

Preventing 4,100 tCO2e of carbon from being emitted is the equivalent of taking 883 gas fueled vehicles off the road for one year.



CLT Structure Smartlam, Montana



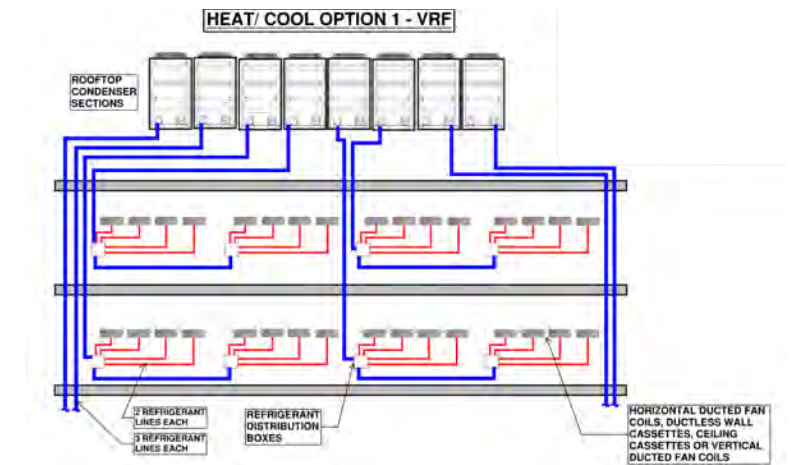
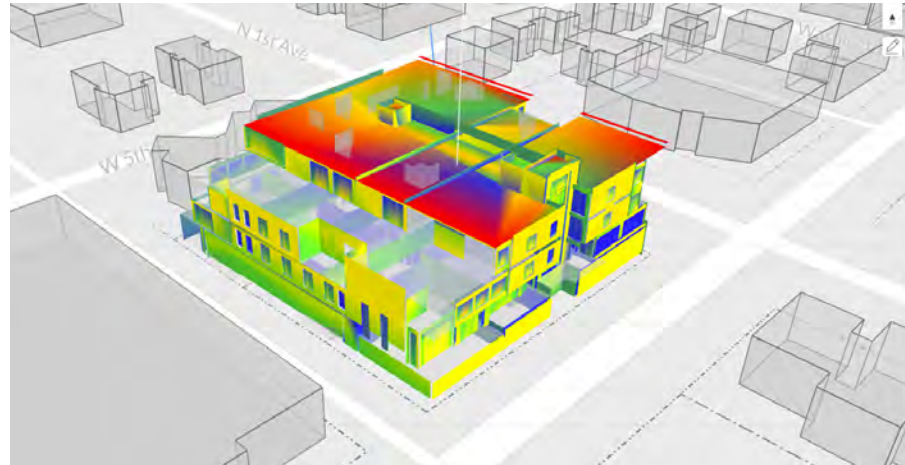
Carbon sequestering, sustainably harvested and processed in Montana. Material can be reused at life and is biodegradable.

Thermally Modified Wood Cladding Kebony



Circular as a renewable and biodegradable material, sequesters carbon, non-toxic and ultra low VOC. FSC and PEFC certified.

PRIMARY ENERGY CONSERVATION DESIGN STRATEGIES



Form

- +Orientation, form, and setback location maximize natural daylight opportunities which leads to energy savings
- +Roof overhangs provide protection from high summer sun but allow in low winter sun, taking advantage of solar heat gain to save energy

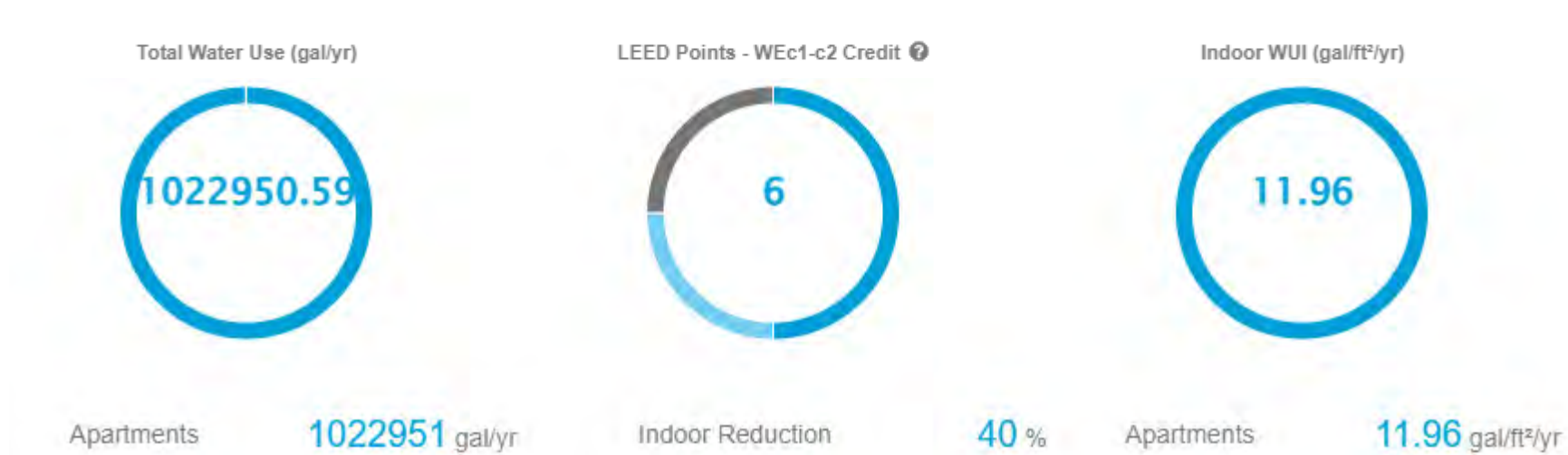
Envelope Design

- +Climate appropriate insulation selection to perform optimally in Ketchum (Low GWP XPS)
- +High performance glazing that provides a higher insulative value (R value) and fiberglass frames to mitigate thermal breaks and maximize occupant comfort.
- +Dark exterior cladding colors help retain solar heat in the winter, providing energy savings

HVAC

- +VRFs are a highly energy efficient system choice, balancing thermal comfort with energy savings through a specified level of refrigerant flow
- +The use of an energy recovery ventilator (ERV) brings in fresh air and conditions it while recovering energy as well as eliminating contaminants that enter the space

WATER CONSERVATION MEASURES



Goal:

Lower water use intensity, save water heating and cooling energy, and conserve water.

Method:

- +Low flow water fixtures
- +Recirculating Pumps

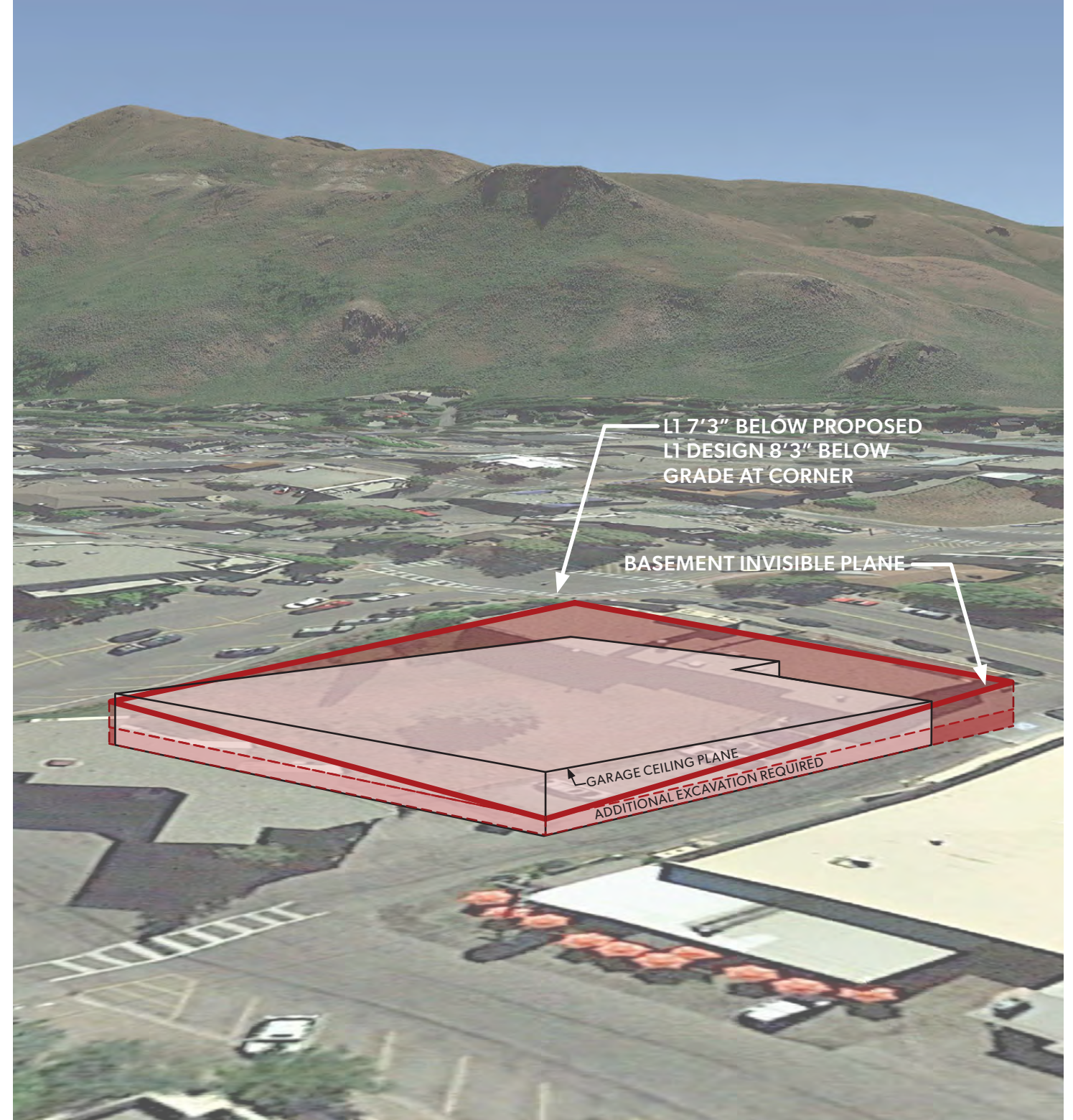
SITE CONSTRAINTS



PROPOSED GARAGE



CODE COMPLIANT GARAGE



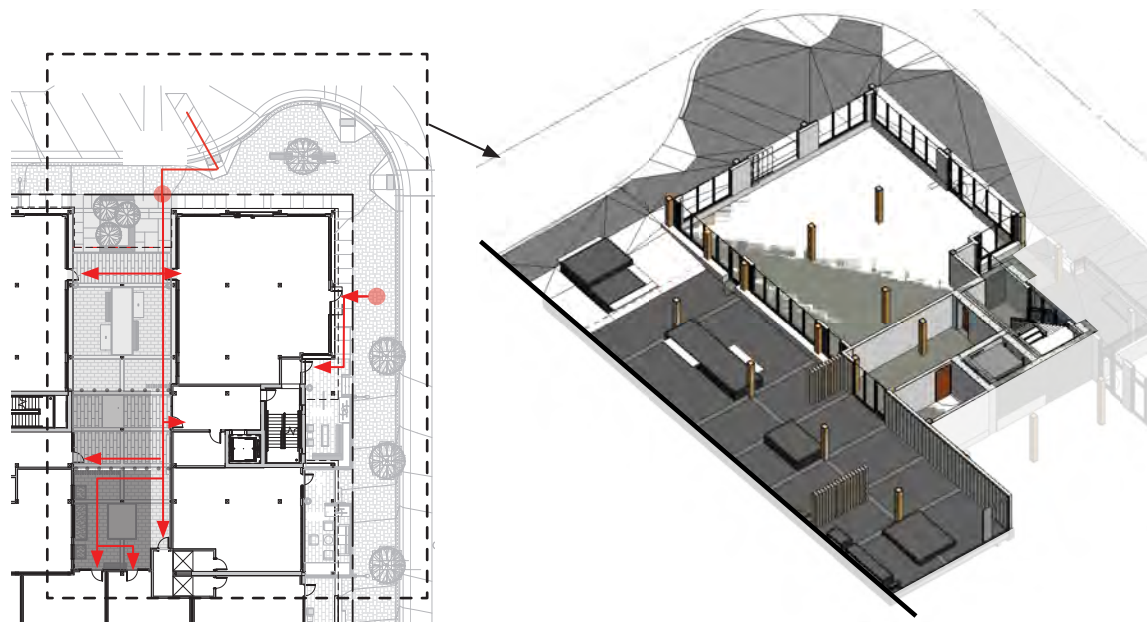
PROPOSED DESIGN



CODE COMPLIANT DESIGN

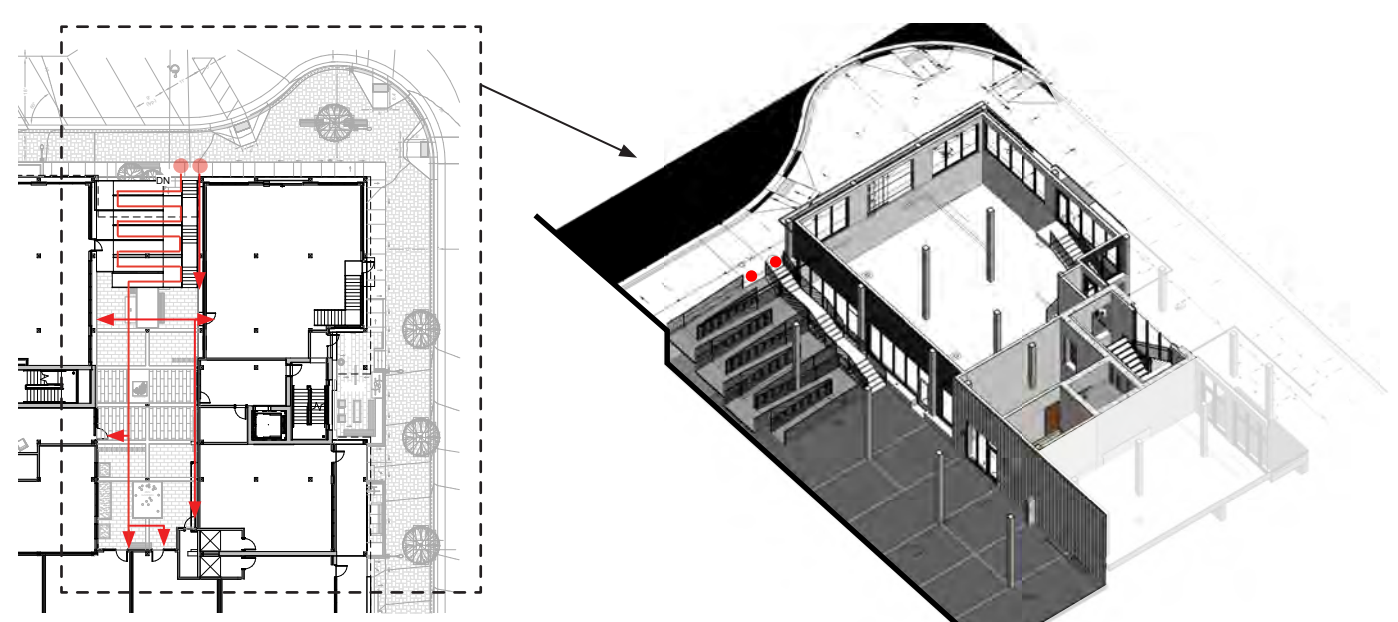


L1 CORNER RETAIL - GARAGE AT PROPOSED VARIANCE



ACCESSIBLE ROUTE FROM GRADE

L1 CORNER RETAIL - GARAGE AT CODE COMPLIANT HEIGHT



ACCESSIBLE ROUTE FROM GRADE

UNDERGROUND PARKING - DEVIATION FROM ZONING

DEFINITIONS FROM CODE OF ORDINANCES CITY OF KETCHUM, IDAHO 17.08.020

FLOOR AREA, GROSS

The horizontal area of the building measured along the outside walls of each floor of a building or portion of a building, including stair towers and elevators on the ground floor only, but not including basements or underground parking areas (see definition following). Parking areas covered by a roof or portion of the building and enclosed on three or more sides by building walls are included.

UNDERGROUND PARKING

An enclosed off street parking area within the lowest floor of a building; provided, that a minimum of 75 percent of the ceiling surface area of such floor is not more than four feet above the basement invisible plane

Seeking variance to:

1. Exceed 75 percent of ceiling surface area.
2. Exclude underground parking from FAR

No visual difference between Code Compliant version and Variance version from anywhere along the street

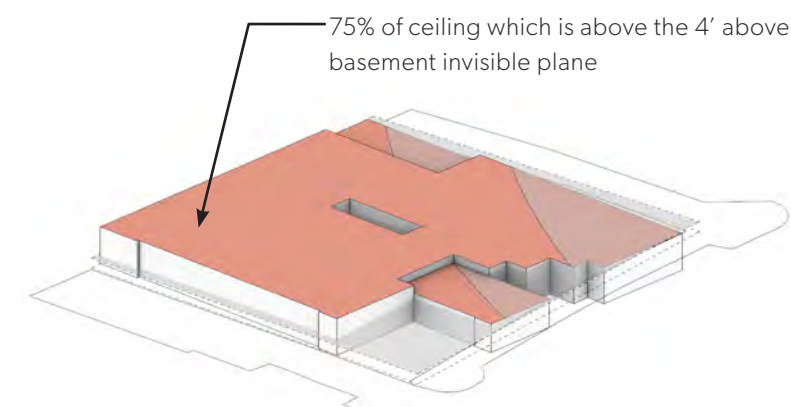
CODE COMPLIANT OPTION:

- **4 less parking stalls** provided on site
- **Extended 23 days** of excavation
- **613 additional dump truck loads** for soil removal (77 MJ/m³ for transportation and excavation of soil, very energy intensive)

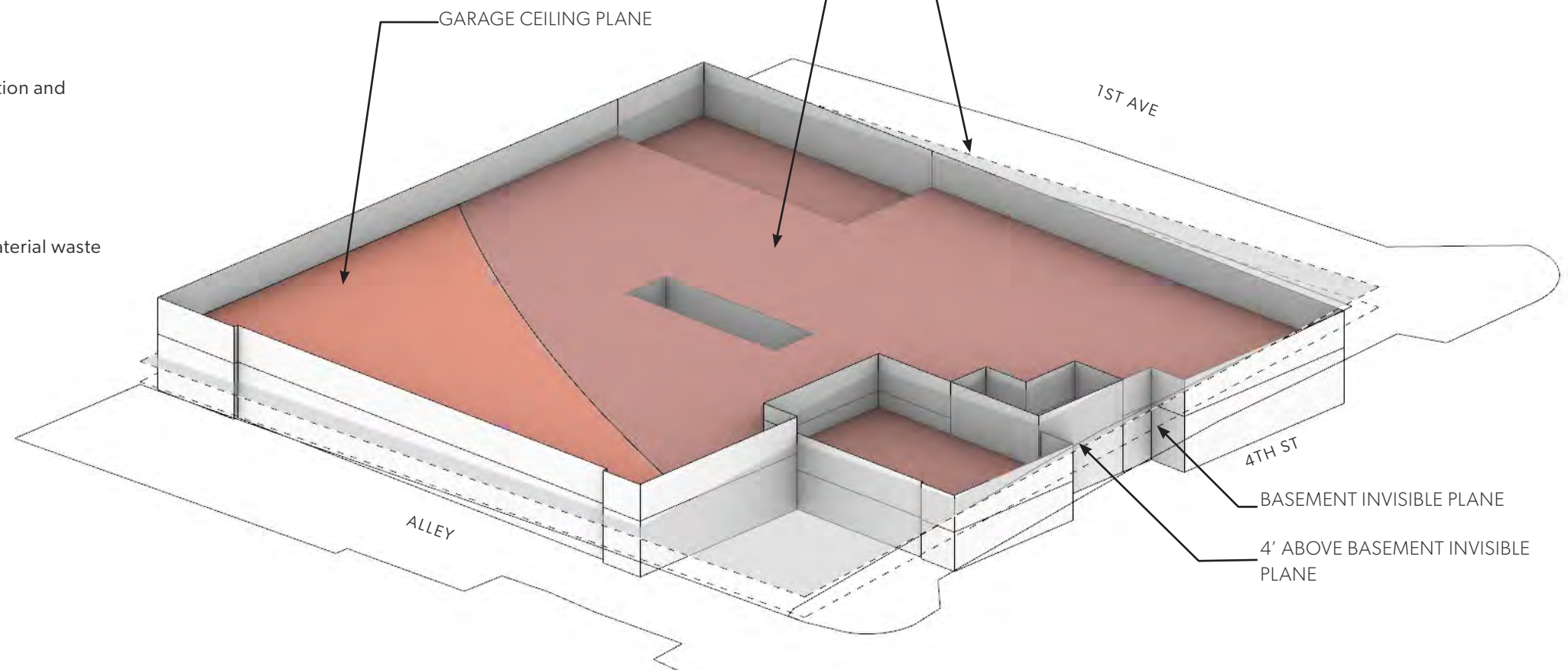
PROPOSED DESIGN WITH VARIANCE:

- **Minimizes** impact at grade at 1st Ave N. & 4th St.
- **Reduce** accessible route issues
- **Reduce** excavation at parking (to meet vertical clearances) and construction material waste
- Maintain height clearance in parking garage
- No dangerous precedent set due to unique site topography

Zoning code excludes underground parking from FAR, provided the underground parking meets the definition by being located at least 75% below the basement plane. The unique result of meeting this dimensional definition on this particular site with steep slopes on both frontages is that it pushes the underground parking level significantly below (over 8.5') the adjacent sidewalk grade at the limited location of primary entrance relative to the corner intersection and only flat area suited for accessing the first floor.



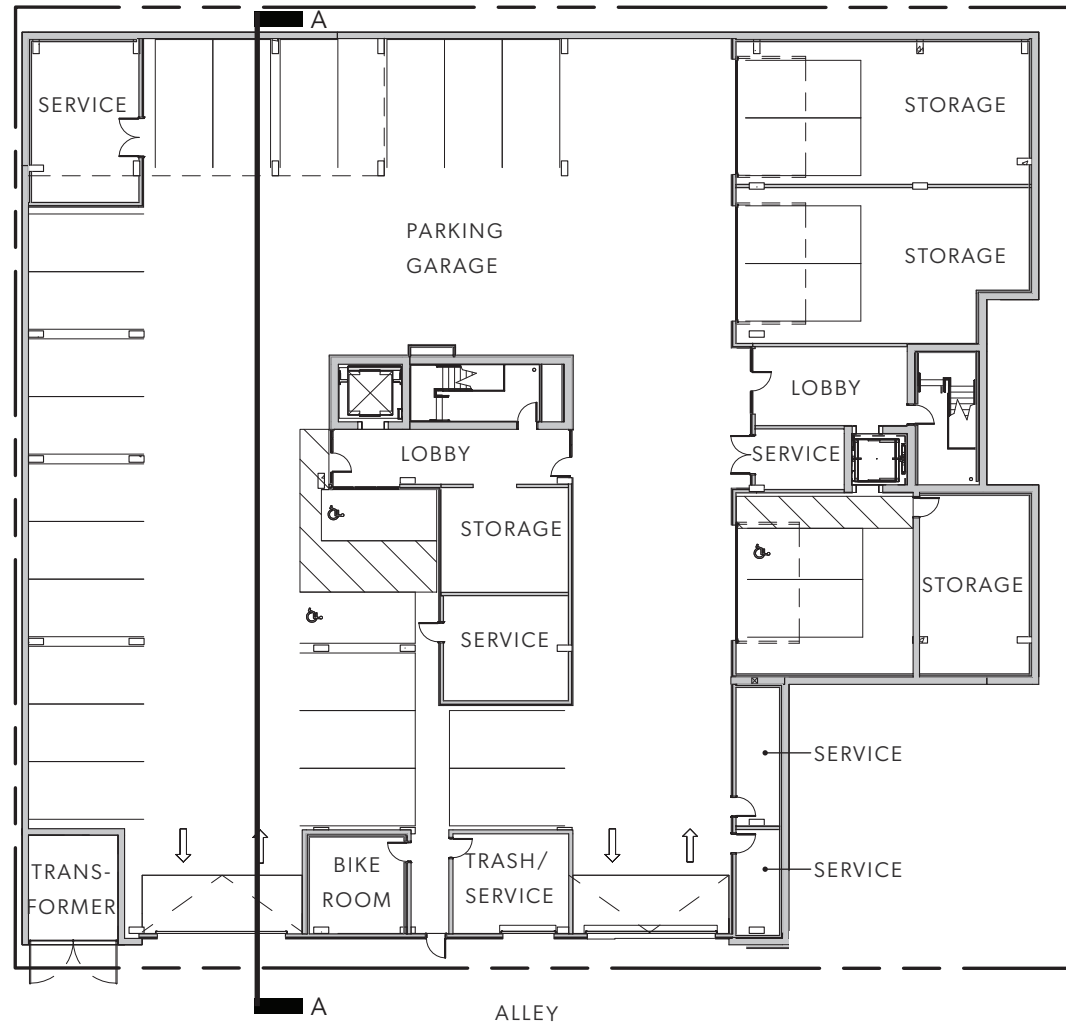
PROPOSED DESIGN



CODE COMPLIANT DESIGN

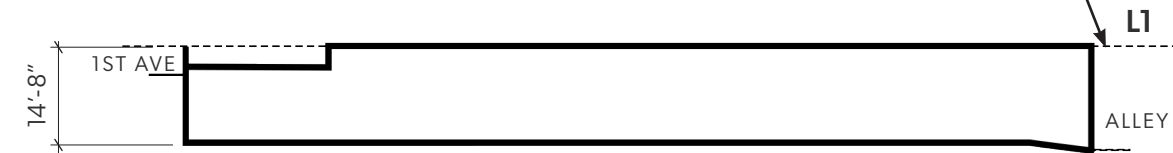
UNDERGROUND PARKING - DEVIATION FROM ZONING

PROPOSED DESIGN



LEVEL P1 PLAN
1" = 30'-0"

L1 IS NEAR GRADE ALONG 1ST AVE FOR ACCESSIBLE ENTRY FOR PEDESTRIANS



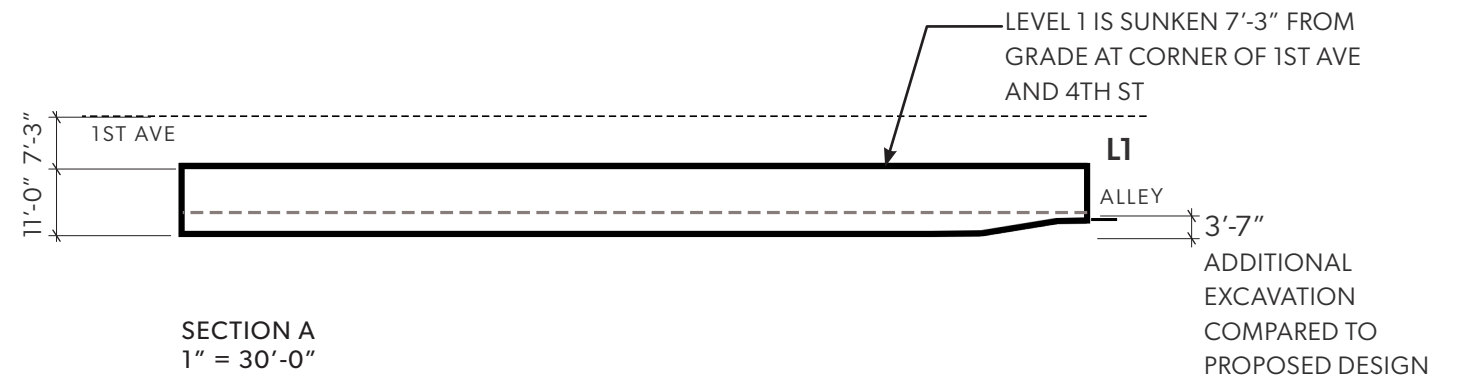
SECTION A
1" = 30'-0"

CODE COMPLIANT DESIGN



LEVEL P1 PLAN
1" = 30'-0"

LOSS OF 4 STALLS FOR RAMP

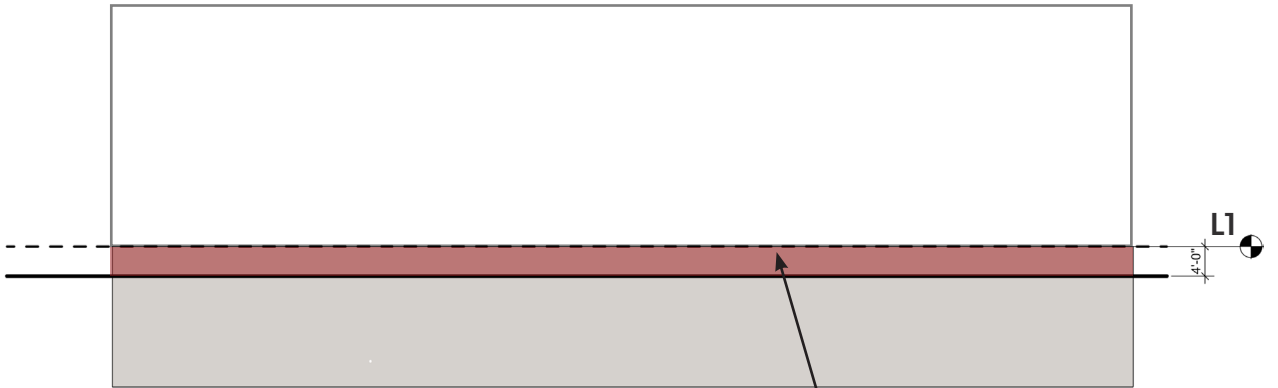


SECTION A
1" = 30'-0"

UNDERGROUND PARKING - DEVIATION FROM ZONING

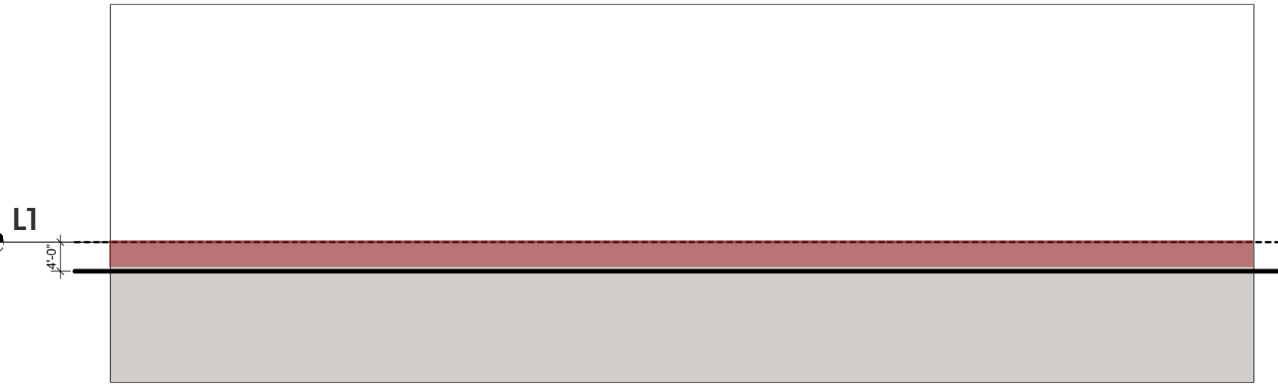
CODE COMPLIANT DESIGN

ON A TYPICAL FLAT OR MODERATELY SLOPED SITE THE UNDERGROUND PARKING DEFINITION ALLOWS 4 FEET (UP TO 33%) OF THE PARKING LEVEL BE VISIBLE ABOVE THE SIDEWALK GRADE AND CONTRIBUTE TO BULK OF STRUCTURE WHICH FAR RESTRICTIONS ARE INTENDED TO LIMIT.



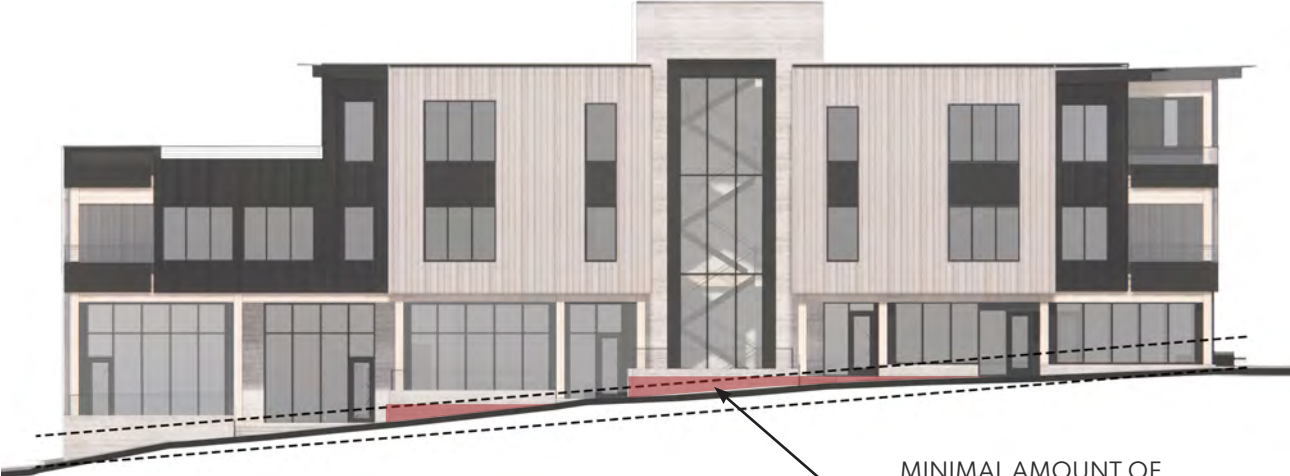
ELEVATION ALONG 4TH STREET

LARGE AMOUNT OF BASEMENT WALL VISIBLE FROM THE STREET, AND WOULD BE ALLOWED PER CODE ON A FLAT SITE



ELEVATION ALONG 1ST AVE

PROPOSED DESIGN



ELEVATION ALONG 4TH STREET

MINIMAL AMOUNT OF BASEMENT WALL VISIBLE FROM THE STREET



ELEVATION ALONG 1ST AVE

SITE PLAN



SITE PLAN - COVERED COURTYARD



*Lighting within courtyard occurs under covered ceiling and does not bleed into night sky. Shown in this presentation to convey intent on light exposure directly open to public ROW.

FEATURE STAIR – STRATEGY 1

STRATEGY:

Illuminated handrail with 60° asymmetric optic provides directed light at stair treads while surface mounted downlights with regressed optics provide directed light at landings.

SPILL LIGHT:

Stair will be on building dimming lighting control system and will not automatically raise and lower in illumination upon occupancy. Produces 0.9 FC of spill light at property boundary.

NOTE:

Stair lighting design strategies shown to illustrate understanding of light trespass impact from interior lighting strategy. Final stair lighting design to be coordinated with interior design team and maintain compliance with IES recommendations for light trespass.

Strategy 1 shows a shielded lighting approach with light focused on stair landings.



KETCHUM DARK-SKY ORDINANCE CH. 17.132	
MAX LIGHTING TRESSPASS FOOTCANDLE (FC) LIMITS	COMMUNITY CORE (ZONE CC-2) – NO LIMIT
EXTERIOR LIGHTING	ALL SOURCES SHALL BE FULLY SHIELDED. LIGHTING CCT SHALL NOT EXCEED 2700K



FEATURE STAIR – STRATEGY 2

STRATEGY:

Wall mounted linear lights running vertically and aimed into the stair to provide general illumination of the stair landings and tread.

SPILL LIGHT:

Luminaires to have automatic bi-level dimming control where illumination will raise or lower depending on stair occupancy per code. Produces 1.3 FC of spill light at property line.

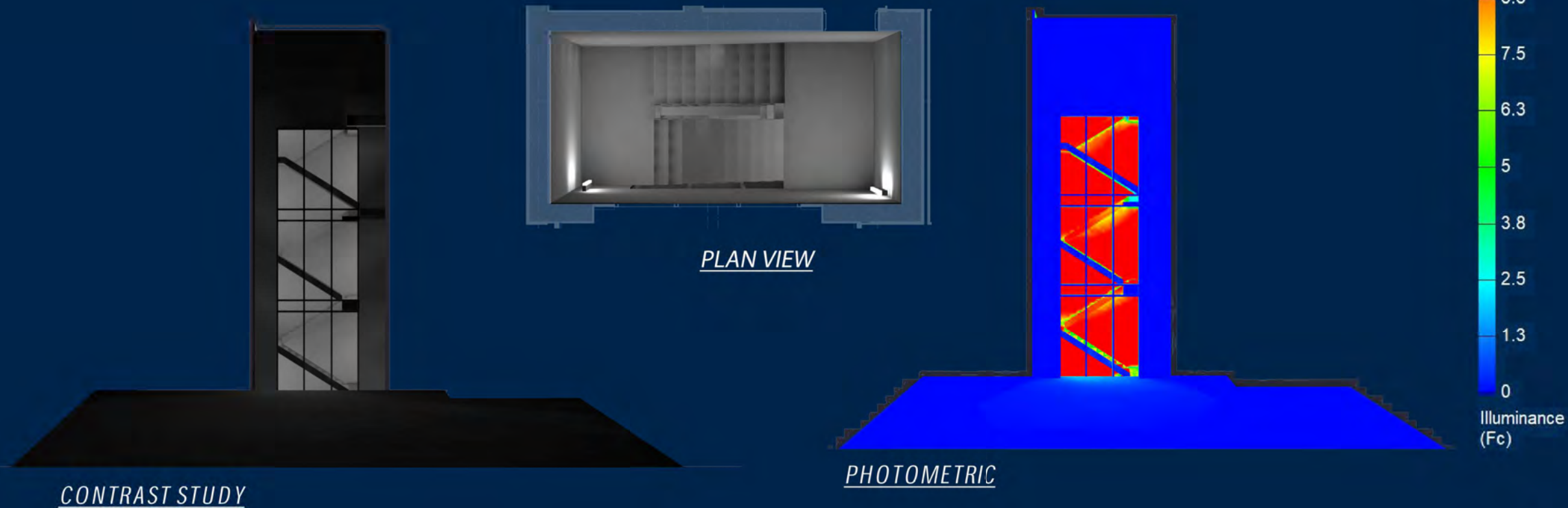
NOTE:

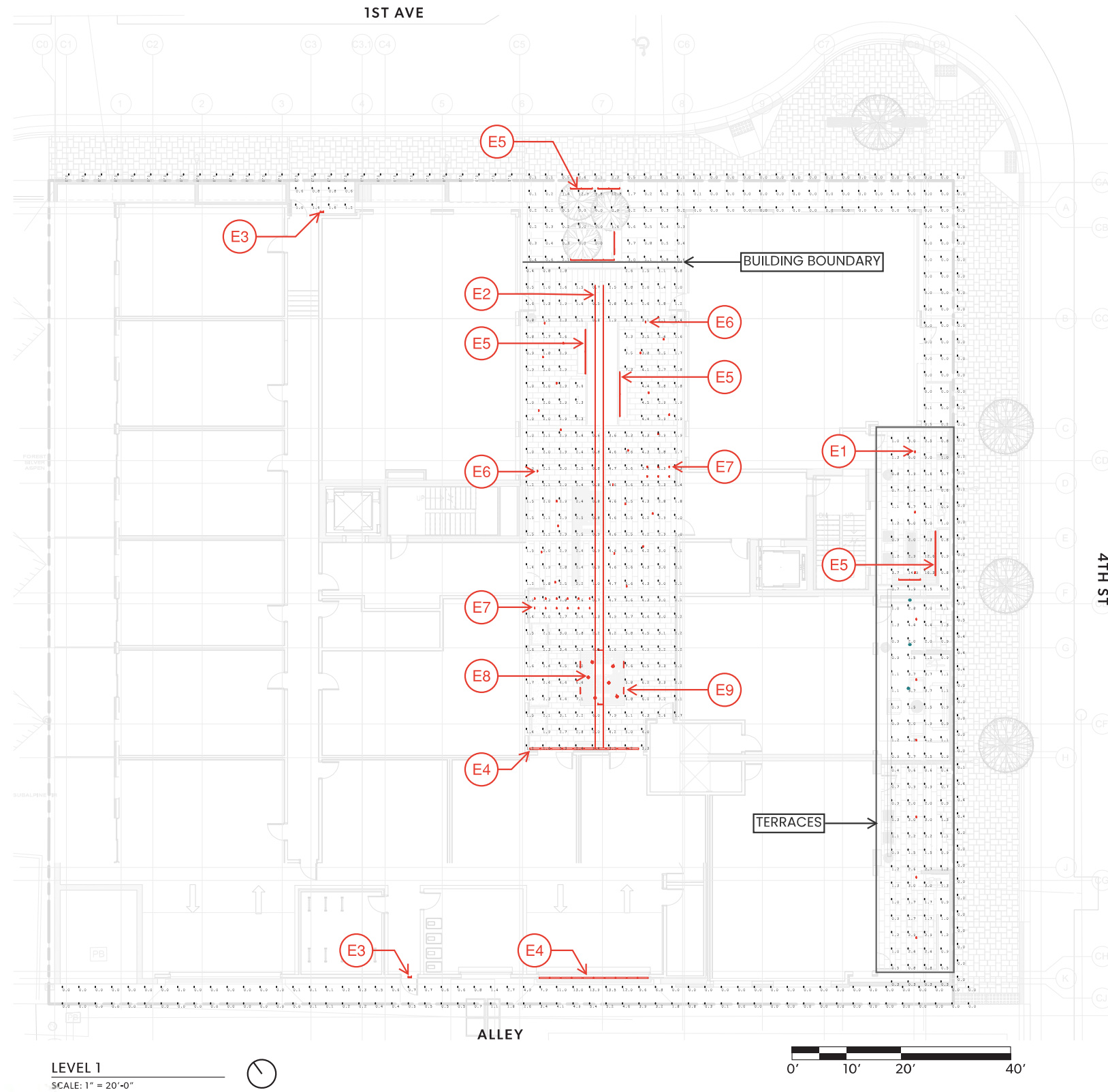
Stair lighting design strategies shown to illustrate understanding of light trespass impact from interior lighting strategy. Final stair lighting design to be coordinated with interior design team and maintain compliance with IES recommendations for light trespass.

Strategy 2 shows an indirect lighting approach with light focused on the back wall to create soft glowing lantern effect.



KETCHUM DARK-SKY ORDINANCE CH. 17.132	
MAX LIGHTING TRESPASS FOOTCANDLE (FC) LIMITS	COMMUNITY CORE (ZONE CC-2) – NO LIMIT
EXTERIOR LIGHTING	ALL SOURCES SHALL BE FULLY SHIELDED. LIGHTING CCT SHALL NOT EXCEED 2700K





SITE PHOTOMETRICS GROUND PLANE

GROUND PLAN CALCULATION STATISTICAL AREAS Illuminance (Fc)

1ST AVE - SIDEWALK
Average=0.51 Maximum=12.9

COVERED COURTYARD
Average=2.84 Maximum=8.2

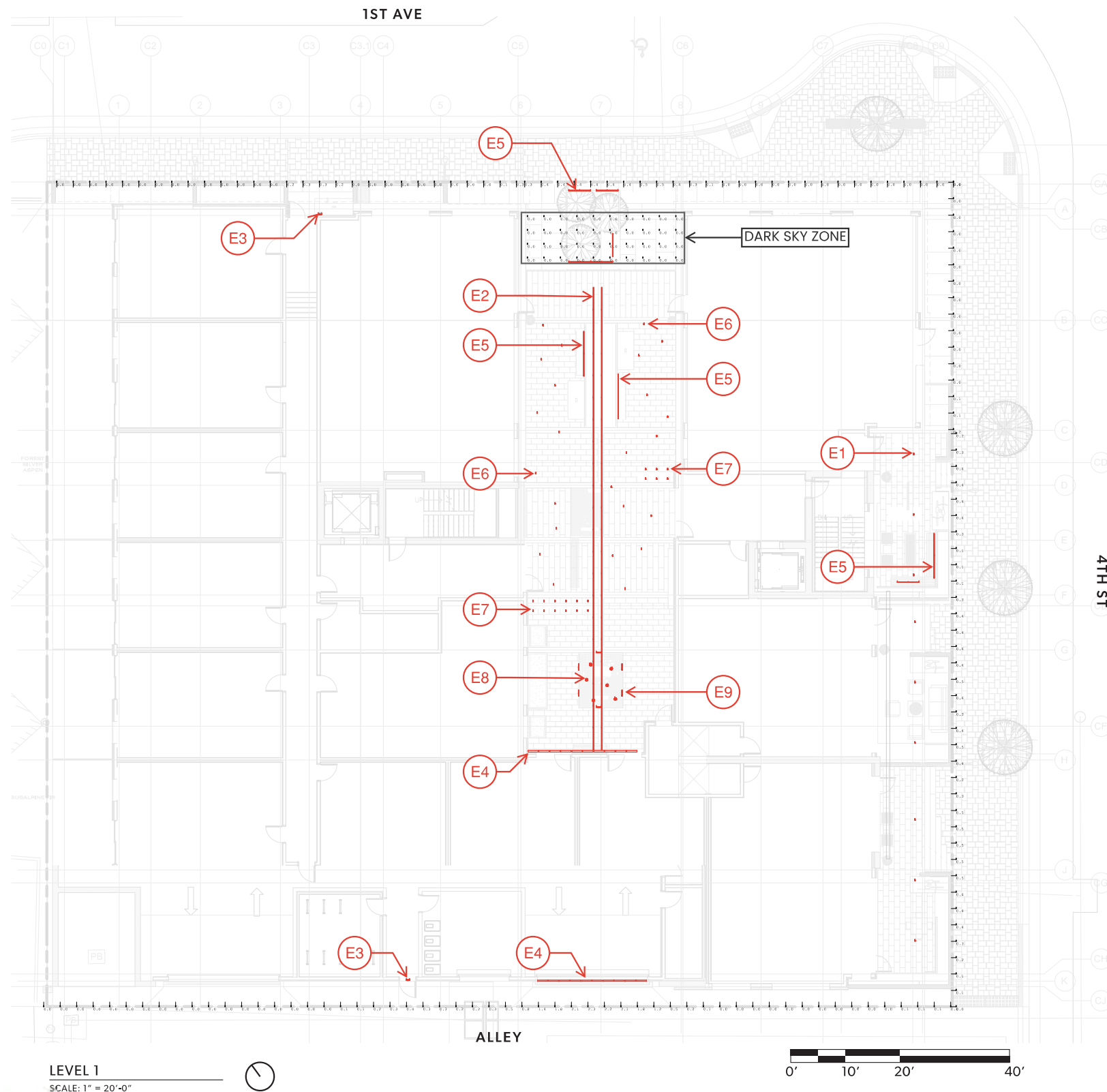
4TH ST - SIDEWALK
Average=0.06 Maximum=0.5

TERRACES
Average=2.09 Maximum=16.3

ALLEY
Average=1.38 Maximum=13.9

NOTES:

1. Calculation points taken at ground plane and run along or within the property line.
2. Light levels shown do not include spill lighting from adjacent properties or street lighting. Light levels shown are from project lighting only and installed light measurements may be higher due to spill lighting from light sources not within project scope.
3. All exterior lighting directly adjacent to public pedestrian pathways and sidewalks will be dimmable and high-end trim will be established on site to ensure light levels are sufficient for visual comfort and overall safety.
4. Lighting shown in calculation reflect project design strategies. Final locations and quantities will be developed in coordination with architectural and landscape design teams and in compliance with Ketchum ID Lighting Ordinances.
5. Lighting location parameters for uplighting indicated on subsequent page to ensure compliance with Ketchum ID Lighting Ordinance Chapter 17.132.020 Dark Skies Criteria Section H.



SITE PHOTOMETRICS PROPERTY LINE & DARK SKY

PROPERTY LINE CALCULATION STATISTICS

Illuminance (Fc)

4TH ST - PROPERTY LINE
Average=0.33 Maximum=0.5

1ST AVE - PROPERTY LINE
Average=0.11 Maximum=0.5

ALLEY - PROPERTY LINE
Average=0.35 Maximum=2.3 (At Garage Entry)

NOTES:

1. Maximum Footcandle light trespass for zone CC-2 is "No Limit" in accordance with Ketchum Dark Sky Ordinance.

The international Dark-Sky Association (IDA) and Illuminating Engineering Society (IES) identify a recommended targeted maximum illumination Footcandle (FC) allowance of 0.8FC at the property line for LZ3 - Moderately High Ambient Lighting Zone.

2. Property line calculation points measured at 60" above ground plane per Ketchum ID Lighting Ordinance 17.132.030 Lighting Standards Section B Part 1.

DARK SKY CALCULATION STATISTICAL AREA

Illuminance (Fc)

SKY PLANE
Average=0.00 Maximum=0.0

NOTES:

1. Calculation plane measured from the ceiling level (10'-6") at the entry of the courtyard to capture any potential uplight from covered courtyard uplight fixtures.

2. Type E6 uplight located under covered courtyard only with minimum 10'-0" set back from sky edge. Fixture has soft diffusing lens with nominal 11 delivered lumens. Final locations and quantity to be coordinated with landscape paving and will comply with Ketchum ID Lighting Ordinance Chapter 17.132.020 Dark Skies Criteria Section H.

3. Type E7 uplight located under covered courtyard only and adjacent to wood slats. Closest proximity to open sky edge is approximately 35'-0". Fixture has a shielded narrow beam with nominal 65 delivered lumens. Final locations and quantity to be coordinated with landscape paving and will comply with Ketchum ID Lighting Ordinance Chapter 17.132.020 Dark Skies Criteria Section H.

LEVEL 1
SCALE: 1" = 20'-0"

RUSHING | lighting design

The Perry
Exterior Lighting Design

EXTERIOR LIGHTING FIXTURE CUTSHEETS

TYPE E1 - TERRACES

LED recessed ceiling downlight - narrow beam

BEGA

Application

Designed for down lighting atriums, canopies, passages, and other interior and exterior locations featuring a symmetrical narrow beam light distribution.

Materials

Luminaire housing constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Reflector made of pure anodized aluminum
High temperature silicone gasket
Stainless steel screw clamps
Ceiling mounted driver enclosure constructed of aluminum

NRTL listed to North American Standards, suitable for wet locations

Protection class IP65

Weight: 0.5 lbs

Electrical

Operating voltage	120-277VAC
Minimum start temperature	-30° C
LED module wattage	4.2W
System wattage	8W
Controllability	0-10V dimmable
Color rendering index	Ra > 90
Luminaire lumens	327 lumens (3000K)
Lifetime at Ta = 15° C	>500,000 h (L70)
Lifetime at Ta = 25° C	159,000 h (L70)

LED color temperature

- 4000K - Product number + **K4**
- 3500K - Product number + **K35**
- 3000K - Product number + **K3**
- 2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

- | | | | |
|------------------|---------------------------------------|---------------------------------------|-------------------------------|
| Available colors | <input type="checkbox"/> Black (BLK) | <input type="checkbox"/> White (WHT) | <input type="checkbox"/> RAL: |
| | <input type="checkbox"/> Bronze (BRZ) | <input type="checkbox"/> Silver (SLV) | <input type="checkbox"/> CUS: |

Mounting options

CP Coiled part



LED recessed ceiling downlight - narrow beam

LED	β	A	B
55921	4.2W	27°	3 1/4" 2 1/2"

β = Beam angle

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com © copyright BEGA 2018 Updated 01/10/18

Updated 01/10/18

TYPE E2 - COURTYARD CEILING

F.O.T.™ Flex Focus Optics Technology (F.O.T.™)



Features

F.O.T.™ IP67 is a collection of high performance precision optics distinguished by its industry leading size to efficacy ratio and ability to seamlessly interconnect. F.O.T.™ IP67 allows for surface mount solutions for beam control in wall washing, grazing, spot and asymmetric distributions for limitless design scenarios.

Mounting

FOT Flex strip is equipped with adhesive tape.

Applications

Outdoor / wet location, above cabinet, cove lighting, counter & architectural accents, under banisters, decks, gazebos, barbeque stations and wet bars.

IP67 Rated

Deemed fit enough to withstand dust dirt and sand, and are resistant to submersion up to a maximum depth of 1m depth for up to 30 mins.

Operating Voltage 24 VDC

Life (L70) 50,000 Hours

Operating Temperature -20°C to 50°C

Warranty 3 years

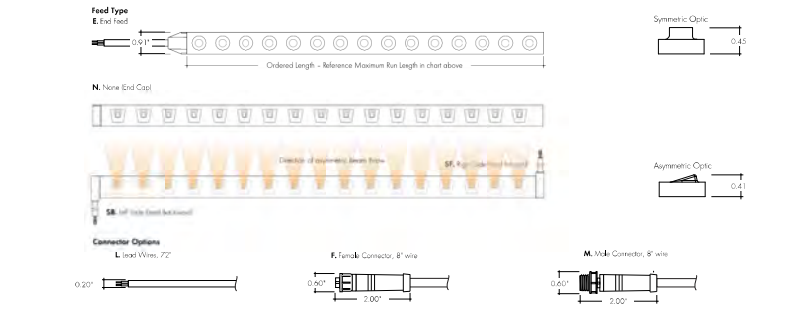


Technical Information

Model	Narrow		Asymmetric	
	SO	HO	SO	HO
Light Output (3000K)	415 lm/ft	625 lm/ft	310 lm/ft	557 lm/ft
Average Power Consumption (for a 4" section)	4.8 W/ft	5.8 W/ft	4.8 W/ft	5.2 W/ft
Efficacy	86 lm/W	106 lm/W	65 lm/W	108 lm/W
Ordering Increment (in)	6.5"		8.5"	
Max Strip Length (ft)	16 ft	13.5 ft	16 ft	16 ft
Max Run Length (in series)	20 ft	16 ft	20 ft	18 ft
Minimum Bending Radius	4.0"			

CCT	Multiplier (referenced from 3000K)			TM-30		
	CRI	R _f	R _g	R _f	R _g	R ₉
2700K	0.92	95	91	98	55	
3000K	1.00	95	91	100	59	
3500K	1.04	94	91	102	64	
4000K	1.04	94	91	102	68	

Section Start/End Options



Ordering Code - 6 weeks typical lead time for F.O.T. strip

MODEL	OPTICS	OUTPUT	CCT	LEFT SIDE	LEFT TYPE	LEFT CONNECTOR	RIGHT SIDE	RIGHT TYPE	RIGHT CONNECTOR	LENGTH (ft)
FOT-107 FLEX	NA-Narrow AS-Asymmetric	SO-Standard HO-High	27K-2700K 30K-3000K 35K-3500K 40K-4000K	L	E-End feed SF-Side feed forward* N-No feed cap?	M-Female L-End wires N-No feed?	R	E-End feed SF-Side feed forward* N-No feed cap?	M-Female L-End wires N-No feed?	View table above for connector options, max strip length, and min run length limits.

*-Side feeds are not equal. Be careful with emissions, and refer to F.O.T. strip info.
 *-Male and Female feed options may not work for used together (40K or 30K).

REV2.7 06/4/2022

page 1 of 10

www.lumina.com tel: 224-333-0033

TYPE E3 - BUILDING ENTRY POINTS

LED wall luminaires - symmetrical light distribution

BEGA

Application

LED wall luminaires with symmetrical light distribution designed for general illumination of pathways, plazas and building entrances.

Materials

Luminaire housing constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Matte safety glass
Reflector made of pure anodized aluminum
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners

NRTL listed to North American Standards, suitable for wet locations

Protection class IP65

Weight: 4.0 lbs

Electrical

Operating voltage	120-277VAC
Minimum start temperature	-30° C
LED module wattage	8.9W
System wattage	11.0W
Controllability	0-10V dimmable
Color rendering index	Ra > 80
Luminaire lumens	938 lumens (3000K)
Lifetime at Ta = 15° C	190,000 h (L70)
Lifetime at Ta = 50° C	165,000 h (L70)

LED color temperature

- 4000K - Product number + **K4**
- 3500K - Product number + **K35**
- 3000K - Product number + **K3**
- 2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

- | | | | |
|------------------|---------------------------------------|---------------------------------------|-------------------------------|
| Available colors | <input type="checkbox"/> Black (BLK) | <input type="checkbox"/> White (WHT) | <input type="checkbox"/> RAL: |
| | <input type="checkbox"/> Bronze (BRZ) | <input type="checkbox"/> Silver (SLV) | <input type="checkbox"/> CUS: |



LED wall luminaire - symmetrical light distribution

LED	A	B	C
24218	8.9W	8"	3 1/4"

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EXTERIOR LIGHTING FIXTURE CUTSHEETS

TYPE E4 - GARAGE ENTRY

ACCOLADE | ALD3ST | SUSPENDED | SURFACE | WALL



ALD3ST

Direct - Suspended - Surface - Wall

ALD3ST combines clean lines with high performance direct distribution, for a functional and aesthetically pleasing slim profile.

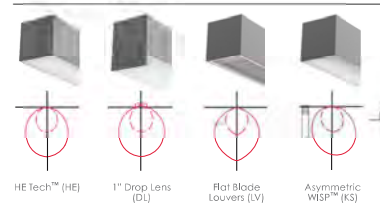
Replacement of ACCOLADE - D3

- Unique patterns with fully lit corners and intersections possible with Design Assist.
- Individual units and continuous runs in exact lengths.
- Adjustable mounting options for ease of installation.
- Custom color options.
- Quickship nominal options.

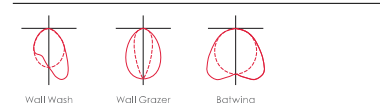


OUTPUT	OPTICS	NOMINAL		
		LUMEN OUTPUT	INPUT WATTS	EFFICACY
LH (Imp)	HE Tech™	1114 lm/ft	9.8 W/ft	114 lm/W
	1" Drop Lens	926 lm/ft	9.8 W/ft	94 lm/W
LS (Standard)	HE Tech™	575 lm/ft	4.8 W/ft	120 lm/W
	1" Drop Lens	478 lm/ft	4.8 W/ft	102 lm/W

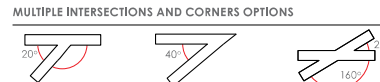
DOWNLIGHT LENS OPTIONS



OTHER OPTIONS



MULTIPLE INTERSECTIONS AND CORNERS OPTIONS



a·light

ALD3ST - ACCOLADE | SPECIFICATION

PERFORMANCE AT 3500K

OUTPUT	OPTICS	NOMINAL		
		LUMEN OUTPUT	INPUT WATTS	EFFICACY
LH (Imp)	HE Tech™	1114 lm/ft	9.8 W/ft	114 lm/W
	Asymmetric Wisp	972 lm/ft	9.8 W/ft	99 lm/W
	1" Drop Lens	926 lm/ft	9.8 W/ft	95 lm/W
	Flat Blade Louver*	990 lm/ft	9.8 W/ft	101 lm/W
LS (Standard)	HE Tech™	575 lm/ft	4.8 W/ft	119 lm/W
	Asymmetric Wisp	469 lm/ft	4.8 W/ft	98 lm/W
	1" Drop Lens	478 lm/ft	4.8 W/ft	100 lm/W
	Flat Blade Louver*	511 lm/ft	4.8 W/ft	106 lm/W

ALD3ST

SERIES	LENGTH OR PATTERN TYPE	INTERSECTION TYPE	OUTPUT	LED CCT	LED CRI	VOLTAGE	DIRECT OPTICS
ALD3ST	Nominal Length*	IT "T" Intersection*	LH High Output	27 2700K	80+ CRI	U 120V-277V	HE HE Tech™
	Exact Length**	IX "X" Intersection*	30 3000K	30 3000K	90+ CRI*	3 347V	KS Awash Kicker + WISP™
	PL "L" Shape***	IY "Y" Intersection**	LS Standard output	35 3500K	40 4000K		DL 1" Drop Lens*
	PL "U" Shape***		C Custom output†	TW Tunable White†		LV Flat Blade Louvers**	
	PL Rectangle / Square***			DW Dim-to-warm†		FW Polycarbonate Flush WISP™	
	CP Custom Pattern***					WW Direct Wall Wash	
						WG Direct Wall Grazer	
						BW Direct Bathing Wide	

MOUNTING	FINISH	DIMMING	EMERGENCY	SENSORS	OPTIONS
S Aircraft Cable*	T Titanium	D Standard 0-10V dimming*	EC Emergency = Circuited*	OF Occupancy Sensor - Fixture	MRL 2" LED Downlight Module*
P Rigid Stem**	W White	D1 HiLume Ecosystems 1% Lenses	E Emergency - battery**	PF Photocell / Daylight Sensor - Fixture	M Multi-Circuit
PW Swivel Stem**	B Black	D2 Phase dimming**		OFF Occupancy / Daylight Sensor - Fixture	R Right End cap Feed
D Direct Wall Mount	O Other*	D4 DALI dim-to-off (E-to-off)			L Left End cap Feed
M Mullion Blocks***		N/AIR nLight @AIR (dim-to-off)			K Notalarium Application***
H Horizontal Setoff Bracket****		NWIR nLight @Wire (dim-to-off)			Q Wet Location****
F Surface Mount****		DO Dimming - Other***			MRI MRI
J Partial Span					
JS Full Span					

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3728 MARITIME WAY | OCEANSIDE, CA 92056 | 760.727.7675
ALIGHTS.COM | REV. 2.4 2022/01/11

PROJECT INFORMATION

Project Info: _____ Date: _____
 Type: _____ Quantity: _____

Need help? Don't see what you need?
 Please reach out to our factory for any specific request or questions you have. Our talented Design Assist team at: designassist@alights.com

TYPE E5 - UNDER BENCH

F.O.T.™ Flex | Focus Optics Technology (F.O.T.™)



Features

F.O.T.™ IP67 is a collection of high performance precision optics distinguished by its industry leading size to efficacy ratio and ability to seamlessly interconnect. F.O.T.™ IP67 allows for surface mount solutions for beam control in wall washing, grazing, spot and asymmetric distributions for limitless design scenarios.

Mounting

FOT Flex strip is equipped with adhesive tape.

Applications

Outdoor / wet location, above cabinet, under banisters, decks, gazebos, barbecue stations and wet bars.

IP67 Rated

Deemed fit enough to withstand dust, dirt and sand, and are resistant to submersion up to a maximum depth of 1m depth for up to 30 mins.

Operating Voltage 24 VDC

Operating Temperature -20°C to 50°C

Life (L70) 50,000 Hours

Warranty 3 years

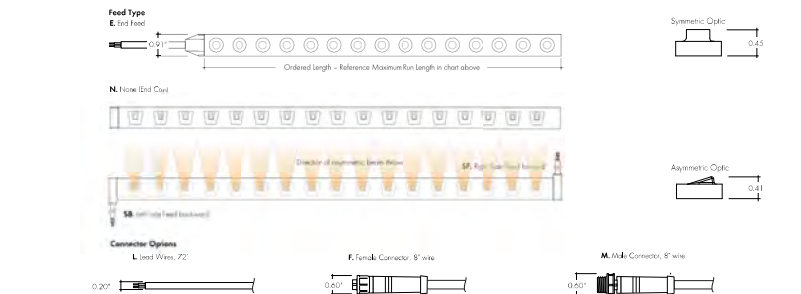


Technical Information

Model	Narrow		Asymmetric	
	SO	HO	SO	HO
Light Output (3000K)	415 lm/ft	625 lm/ft	310 lm/ft	557 lm/ft
Average Power Consumption (for a 4' section)	4.8 W/ft	5.8 W/ft	4.8 W/ft	5.2 W/ft
Efficacy	86 lm/W	106 lm/W	65 lm/W	108 lm/W
Ordering Increment (in)	6.5"		6.5"	
Max Strip Length (ft)	16 ft	13.5 ft	16 ft	16 ft
Max Run Length (ft. series)	20 ft	16 ft	20 ft	18 ft
Minimum Bending Radius	4.0'			

CCT	Multiplier (referenced from 3000K)	TM-30			
		R _f	R _g	R _g	R _g
2700K	0.92	95	91	98	55
3000K	1.00	95	91	100	59
3500K	1.04	94	91	102	64
4000K	1.04	94	91	102	68

Section Start/End Options



Ordering Code

- 6 weeks typical lead time for F.O.T. strip

MODEL	OPTICS	OUTPUT	CCT	LEFT SIDE	LEFT TYPE	LEFT CONNECTOR	RIGHT SIDE	RIGHT TYPE	RIGHT CONNECTOR	LENGTH (ft)
FOT-FCF-HE	NA-Narrow	SO-Standard	27K-2700K	L	E-End feed	M-Male	R	E-End feed	M-Male	View table above for increment options, see page length, feet, and max run lengths.
	AS-Asymmetric	HO-High	30K-3000K		SF-Side feed forward†	N-No feed		SF-Side feed forward†	N-No feed	
			35K-3500K		SB-Side feed backward†	N-No feed		SB-Side feed backward†	N-No feed	
			40K-4000K		N-No feed cap†	N-No feed		N-No feed cap†	N-No feed	

† Side feeds are incompatible. This model will terminate, available by F.O.T. strip only.
 ‡ These end feed fixtures must be connected to a compatible driver.

EXTERIOR LIGHTING FIXTURE CUTSHEETS

TYPE E6 - COVERED COURTYARD MARKERLIGHT

TARGETTI

SATURN MINI

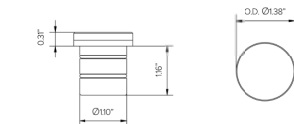
Miniature Direct View Mini Inground LED Marker Light

Concept: Miniature direct view mini recessed ingrade marker light.
Materials: Milled anodized polished aluminum body.
Trim: Front made entirely of screen-printed, opal white 4mm thick glass. Fixture suitable for use in marine grade environments.
Optic: High Efficiency LED Emitter. Precision optic system with PMMA lenses for the wide flood version.
Mounting: Recessed mounting with installation sleeve (required).
Installation: Flush installation sleeve with adjustable collar for precision finished floor mounting or raised installation mounting. Pre-cabled with 2ft direct burial 18-2ga cable for connection to remote power supply.
Power Supply: Remote Class 2 120V-277V AC power supply required, ordered separately.
Wattage: 3W
Color Temperature: 3000K / 4000K
CR: Ra84
Delivered Lumens: 3000K 4000K
 Wide Flood (22") = 11Lm 12Lm
Lumen Maintenance (L70): 50,000hrs
 Calculation for LED fixtures are based on measurements that comply with IES LM-80.
Voltage: 24VDC
IP Rating: IP67 rated
Load Rating: Resistant to static loads up to 4,496lbs in flush mounted cement and pavement installations.
Certifications: cULus Class 2 Wet Location Listed
 Tested in accordance with LM-79-08
 Energy efficient for California installations.
Warranty: 5 year limited warranty.
 *Not to be in direct contact with salt for extended periods of time or used with corrosive agents.



PRODUCT CODE	DRIVER	LENS	WATTAGE	COLOR TEMP	VOLTAGE	INSTALLATION	POWER SUPPLY
SAM - Saturn Mini	RP - Remote Driver	WF - Wide Flood (22")	L1 - 3W	30 - 3000K 40 - 4000K	24 - 24VDC	Required (See Installation Options)	Required (See Power Supply Options)

Views



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TYPE E7 - COVERED COURTYARD UPLIGHT GRAZER

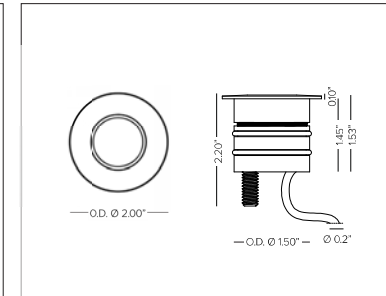
TARGETTI

JUPITER MINI

Professional Compact Inground LED Fixture



JUPITER MINI shown in brushed natural finish.



CONCEPT
 Miniature recessed LED fixture.

MECHANICAL CHARACTERISTICS
Housing: 2.00" Dia. X 1.50" H
Materials: Milled anodized aluminum marine grade cathodized* body with Passive cooling system. AISI316L stainless steel trim ring with beveled edge and extra clear glass lens.
Finish: Brushed Natural, Bronze PVD, Black PVD*
 *Physical Vapor Deposition.
Power Connection: Pre-cabled with 2ft direct burial 18ga 2 conductor cable for connection to remote power supply.
Mounting: Semi-flush recessed ingrade / surface wall mounting installation sleeve required, see available options.
Weight: 0.33lbs
Protection: IP68*/IP69K
Impact: IK10
Load: Resistant to static loads up to 4,496lbs in flush mounted cement and pavement installations.

CERTIFICATIONS
 cULus Class 2 Wet Location Listed E479873.
 Tested in accordance with LM-79-08.
 Compliant for California installations.
 RoHS EU 2151863

WARRANTY
 5 year limited warranty.
 *Fixture body complete with marine grade cathodization suitable for use in marine grade environments. Stainless steel trim will need to be maintained and cleaned regularly to avoid mineral deposits. Not to be in direct contact with salt or corrosive agents for extended periods of time.
 *Temporary immersion up to 24 hours at a max depth of 2 meters. Installation of fixture requires proper drainage to prevent any standing water. Should not be used for permanent submersion.

ELECTRICAL CHARACTERISTICS
Power Supply: Remote Class 2 120V-277V AC power supply required, see available options.
Wattage: 3W
Voltage: 24V DC

SOURCE
 High efficiency LED Chip on Board.

TM30	CCT (Nominal)	CRI	Rf	Rg	SDCM
	2700K	90	92	99	2
	3000K	90	92	101	2
	3500K	90	90	98	2
	4000K	90	90	98	2

OPTIC
 Precision optic system with PMMA lenses for the spot, flood and wide flood versions with a light cut system integrated into the front glass.

Beam	SP 21°		FL 39°		WFL 53°	
	SP	FL	WFL	SP	FL	WFL
Delivered Lumens 2700K	94Lm	88Lm	86Lm			
3000K	101Lm	95Lm	93Lm			
4000K	108Lm	102Lm	101Lm			

Data represents max output, version only, refer to photometric section for all fixture variations.
 *For 3500K lumen values use multiplier of 1.02 from 3000K.
 Efficacy 40lm/W max. Refer to photometric graphs for specific values.
 Lifetime L80/B10 >100,000hrs at max Tq +25°C
 Photobiological Classification Low risk safety RG1

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TYPE E8 - LANDSCAPE ORB

Garden Luminaire with earth spike

BEGA

Application
 Portable LED luminaires for the private home and garden. These unshielded luminaires create a pleasant light effect and are provided with an earth spike for portability.
Materials
 Luminaire housing constructed of reinforced polyamide with earth spike
 Three-ply opal glass with screw neck
 High temperature silicone gasket
NRTL listed to North American Standards, suitable for wet locations
 Protection class IP65
 Weight: 2.6lbs
Electrical
 Operating voltage Magnetic 12V AC
 Minimum start temperature -40° C
 LED module wattage 1.9W
 System wattage 2.5W
 Color rendering index Ra > 80
 Luminaire lumens 245 lumens (3000K)
 LED service life (L70) 60,000 hours
LED color temperature
 4000K - Product number + **K4**
 3500K - Product number + **K35**
 3000K - Product number + **K3**
 2700K - Product number + **K27**
 Amber - Product number + **AMB**
Wildlife friendly amber LED - Optional
 Luminaire is optionally available with a narrow bandwidth, amber LED source (585-600nm) approved by the FWC. This light output is suggested for use within close proximity to sea turtle nesting and hatching habitats. Electrical and control information may vary from standard luminaire.
 LED module wattage 2.1W (Amber)
 System wattage 2.9W (Amber)
 Luminaire lumens 92 lumens (Amber)

Type:
 BEGA Product:
 Project:
 Modified:

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details.
Finish
 Synthetic housing provided in standard BEGA Graphite. Custom colors not available.

Available Accessories
 536 300VA 12AC Transformer
 See individual accessory spec sheet for details.



	LED	A	B	C
55030	1.9W	5 1/8"	10 1/8"	7 1/8"

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EXTERIOR LIGHTING FIXTURE CUTSHEETS

TYPE E9 - PLANTER STEP LIGHT

TARGETTI

SATURN MINI
Miniature Direct View Mini Inground LED Marker Light

Concept: Miniature direct view mini recessed ingrade marker light.
Materials: Milled anodized polished aluminum body.
Trim: Front made entirely of screen-printed, opal white 4mm thick glass. *Fixture suitable for use in marine grade environments.
Optic: High Efficiency LED Emitter. Precision optic system with PMMA lenses for the wide flood version.
Mounting: Recessed mounting with installation sleeve (required).
Installations: Flush installation sleeve with adjustable collar for precision finished floor mounting or raised installation mounting. Pre-cabled with 2ft direct burial 18-2ga cable for connection to remote power supply.
Power Supply: Remote Class 2 120V-277VAC power supply required, ordered separately.
Wattage: 3W
Color Temperature: 3000K / 4000K
CRI: Ra>94
Delivered Lumens: 3000K 4000K
 Wide Flood (22) = 11Lm 12Lm
Lumen Maintenance (L70): 50,000hrs
 Calculation for LED fixtures are based on measurements that comply with IES LM-80.
Voltage: 24VDC
IP Rating: IP67 rated
Load Rating: Resistant to static loads up to 4,496lbs in flush mounted cement and pavement installations.
Certifications: cULus Class 2 Wet Location Listed
 Tested in accordance with LM-79-08
 Energy efficient for California installations.
Warranty: 5 year limited warranty
*Not to be in direct contact with soil for extended periods of time or used with concrete, rebar.



PRODUCT CODE	DRIVER	LENS	WATTAGE	COLOR TEMP	VOLTAGE	+	INSTALLATION	+	POWER SUPPLY
SAM - SATURN Mini	RP - Remote Driver	WF - Wide Flood (22)	L1 - 3W	30 - 3000K 40 - 4000K	24 - 24VDC		Required (See Installation Options)		Required (See Power Supply Options)

Views



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SIGNAGE CALCULATION - RETAIL SPACES

Maximum square footage for signage per proposed retail space is calculated based on requirements for Projecting and Wall Signage, City Code Ordinance 17.125.050 - Sign Specification Matrix:

Projecting: A minimum of 8' of clearance to grade required for the lowest portion of the projecting sign. The top of sign shall be located below the windows on the second floor of the building.

Shall not extend more than 4' from the building. The maximum profile or thickness shall not exceed 6".

Wall: 1 sq. ft. of signage for every 3 linear feet of street frontage, not to exceed 60 sq. ft. Each street frontage with direct customer access is considered separately.

Reference elevations, 30-31

- 1 BUILDING SIGNAGE
12" H X 8'-0" L (8 SQ. FT.)
MOUNTED ABOVE ENTRY AT
12' ABV. GRADE,
LASER CUT STEEL,
PUNCHED BACKLIT LETTERS



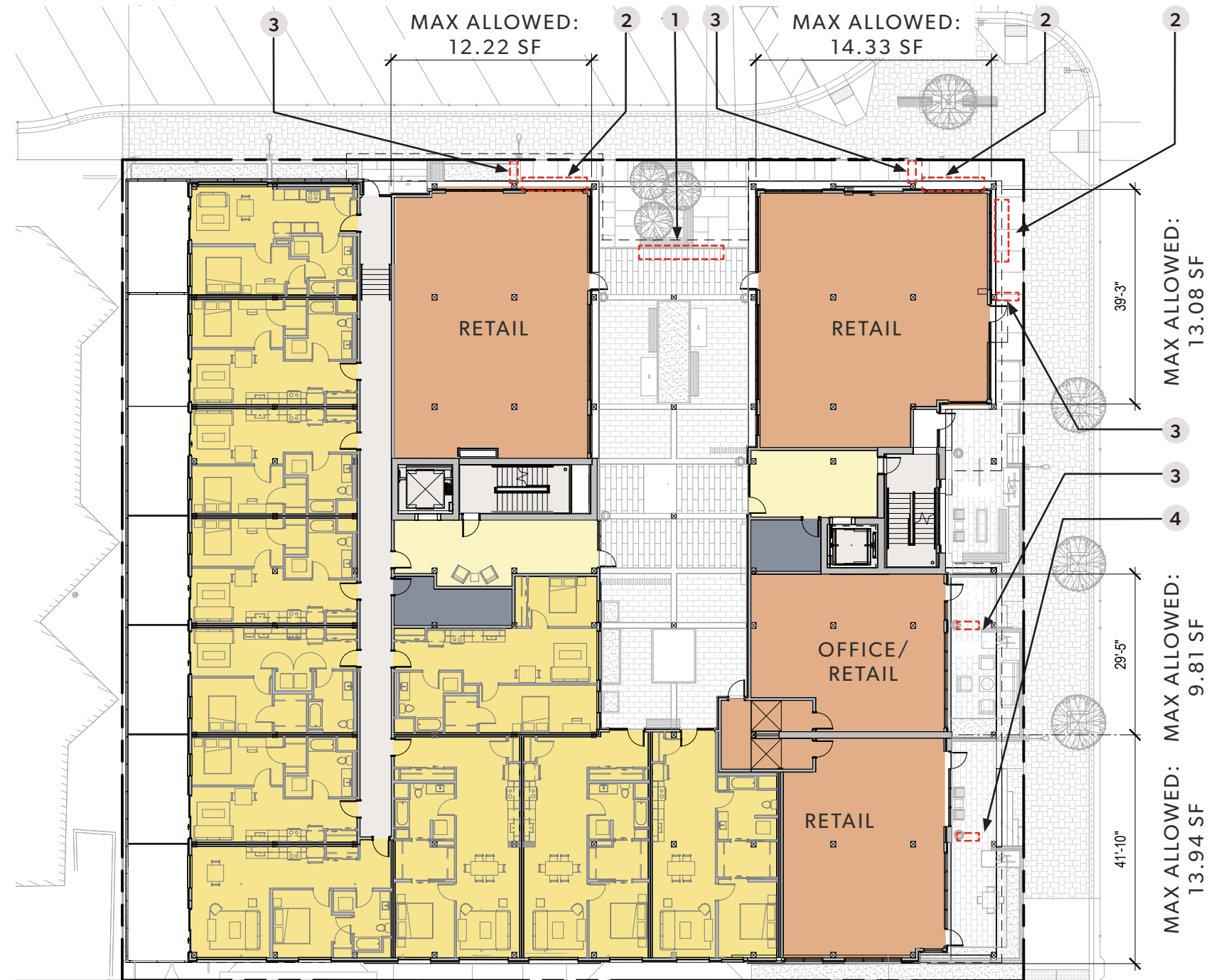
- 2 RETAIL SIGNAGE
12" H X 8'-0" L (8 SQ. FT.)
MOUNTED ABOVE ENTRY AT
12' ABV. GRADE,
LASER CUT STEEL,
PUNCHED BACKLIT LETTERS



- 3 RETAIL SIGNAGE
12" H X 12" L (1 SQ. FT.)
MOUNTED BLADE SIGN
PAINTED STEEL
AT 12' ABV. GRADE



- 4 RETAIL SIGNAGE
12" H X 12" L (1 SQ. FT.)
MOUNTED BLADE SIGN
PAINTED STEEL
AT 16' ABV. GRADE



SIGN SPECIFICATIONS MATRIX (SECTION 17.125.050)					
CC, T, T-3000, T-4000, LI-1, LI-2,, AMD LI-3 DISTRICTS					
SIGN TYPES	MAXIMUM AREA/SIZE	MAXIMUM HEIGHT	SETBACK/LOCATION	MAXIMUM NUMBER	SPECIAL PROVISIONS
PROJECTING	DETERMINED BY HEIGHT, CLEARANCE AND PROJECTION PARAMETERS	A MINIMUM OF 8' OF CLEARANCE TO GRADE REQUIRED FOR THE LOWEST PORTION OF THE PROJECTING SIGN. THE TOP OF SIGN SHALL BE LOCATED BELOW THE WINDOWS ON THE SECOND FLOOR OF THE BUILDING.	N/A	1 PER STOREFRONT ENTRANCE	SHALL NOT EXTEND MORE THAN 4' FROM THE BUILDING. THE MAXIMUM PROFILE OR THICKNESS SHALL NOT EXCEED 6"
WALL	1 SQ. FT. OF SIGNAGE FOR EVERY 3 LINEAR FEET OF STREET FRONTAGE, NOT TO EXCEED 60 SQ. FT. EACH STREET FRONTAGE WITH DIRECT	SHALL NOT EXTEND ABOVE THE LOWEST PORTION OF A FLAT ROOF, THE TOP OF A PARAPET WALL, OR ABOVE THE EAVES	N/A	EACH INDIVIDUAL PERMITTED COMMERCIAL USE IS LIMITED TO 2 SIGNS THAT ARE PARALLEL TO THE STREET	ANY BUILDING FAÇADE SHALL NOT HAVE A WALL SIGN MORE THAN 40% OF

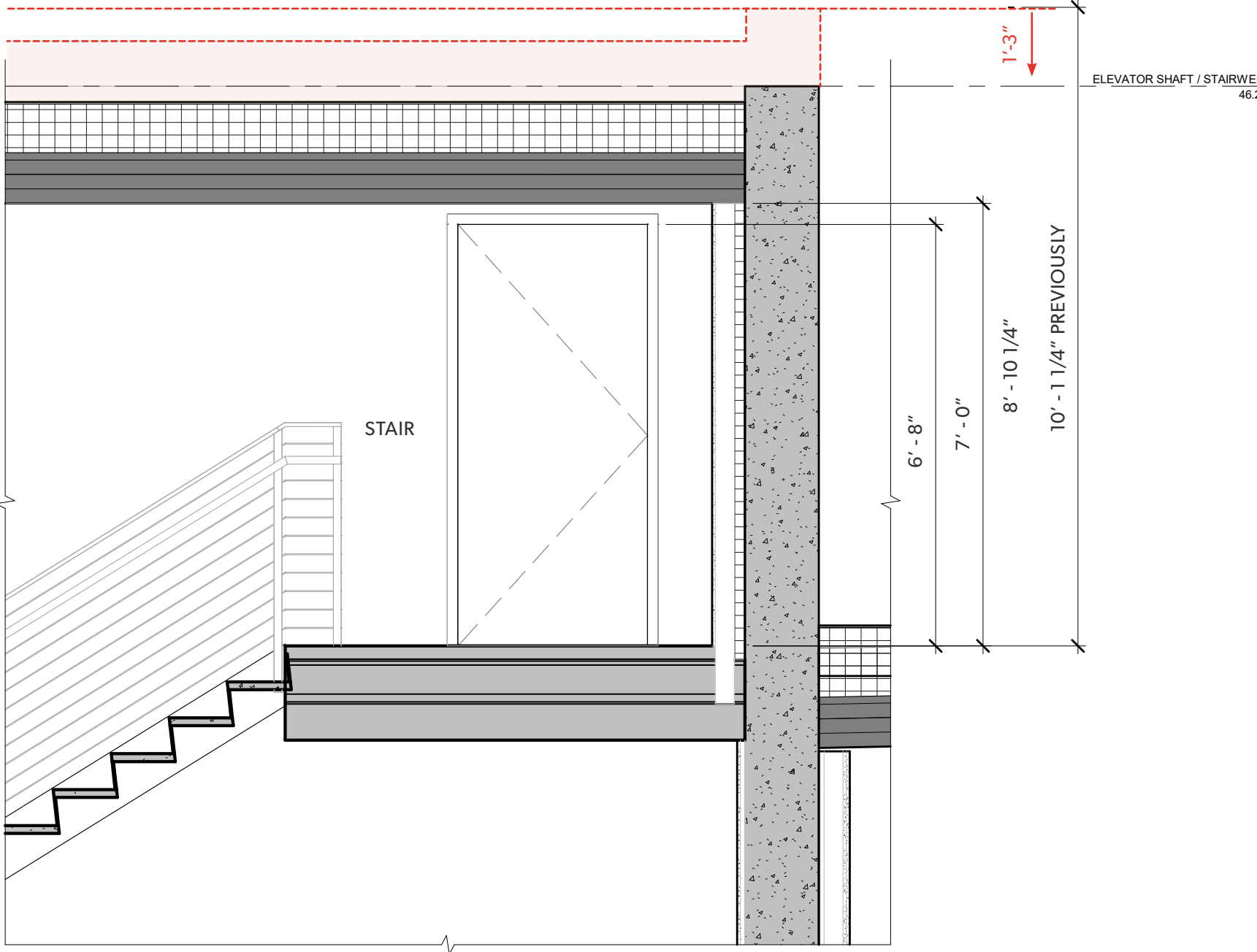
STAIR TOWER AND ELEVATOR RUN

Pre-App P&Z Hearing Comment:

Chairman Morrow recommended that the applicant soften the brutal appearance of the oversized stairwell and elevator overrun feature. Commissioner Moczygamba disagreed and commented that the design of this feature effectively breaks up the mass of the building along 4th Street.

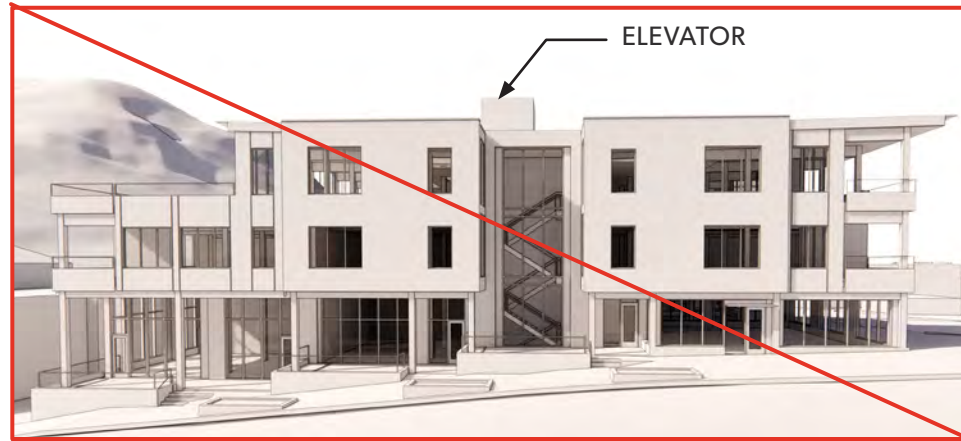
Response:

The stair tower intentionally helps to break up the mass along 4th Street to provide articulation of the facade, however some refinement to the proportions have been addressed. The overall height has been decreased, and the glazing and metal cladding extents are larger in order to minimize the overall bulk of the concrete mass.



SECTION AT PROPOSED STAIR TOWER

STAIR TOWER AND ELEVATOR RUN



EXPLORATION 1

To explore ways to reduce the scale of the stair tower, we studied switching which stair tower provides roof access. Lowering the stair tower height still exposes the elevator overrun from 4th Street, which looks more accidental than intentional. This also exposes the stair with roof access from 1st Ave.



EXPLORATION 2

We explored ways of reducing the concrete bulk of the stair tower by raising the glazing. The proportions are not ideal, and the loss of concrete loses the impact of the stair tower grounding the overall building.



EXPLORATION 3

Without increasing the amount of concrete at the stair tower, we explored decreasing the amount of glazing. The proportions are off, with too much metal cladding and less visibility of activity from the exterior.

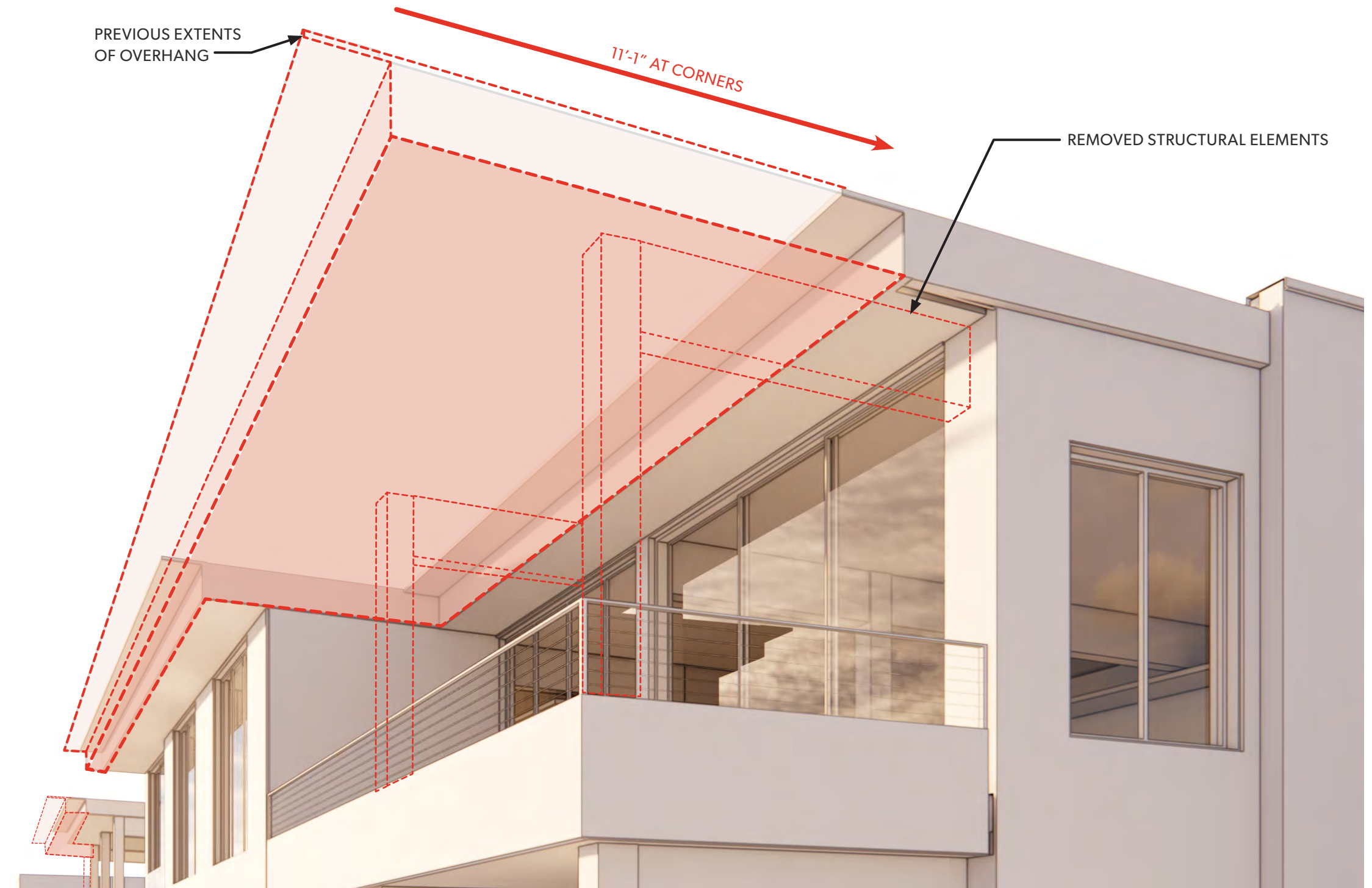
ROOF OVERHANGS

Pre-App P&Z Hearing Comment:

The Commission commented that the roof overhangs along 1st Avenue contribute to the perceived mass of the mixed-use building. Commissioner Cordovano commented that these pitched roof overhangs can create snow cornices during winter that create safety hazards for pedestrians on the sidewalk below. Commissioner Chairman Morrow suggested the applicant consider modifying the black steel trim proposed along these pitched roof projections to soften their visual appearance.

Response:

The extent of overhangs along 1st Avenue has been diminished to reduce the perceived mass along the frontage. These roofs are pitched away from the sidewalk toward the center of the building to limit the opportunity for snow cornices to form at the edge.



PROPOSED SHORTER AND VARIED OVERHANGS ALONG 1ST AVENUE

ROOF OVERHANGS



NEW PROPOSED ROOF OVERHANGS ALONG 1ST AVE



PREVIOUSLY PROPOSED DESIGN



ORIGINAL DESIGN

ROOF OVERHANGS



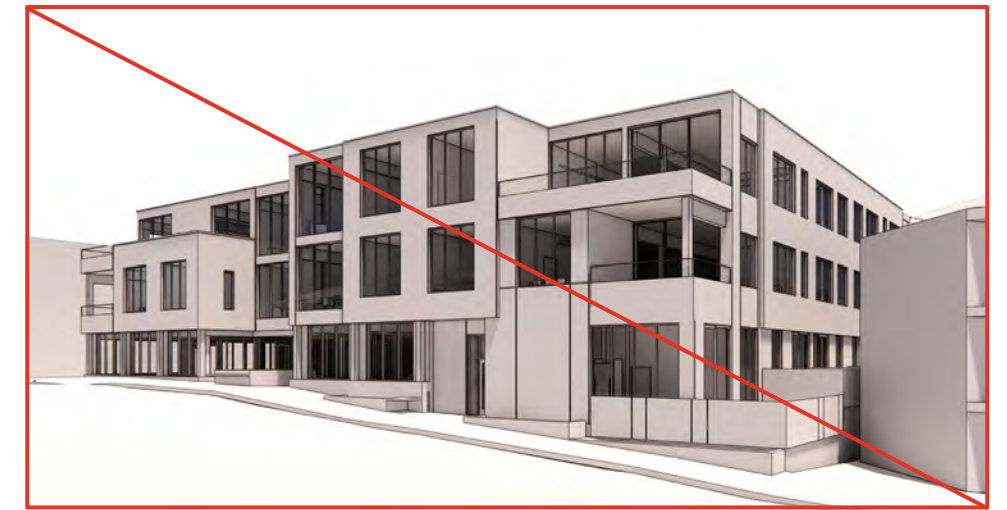
EXPLORATION 1

We explored lightening the fascia material on the overhangs with a color that complemented the wood siding proposed on the project. This makes the overhang feel disconnected from the building mass and stand out more.



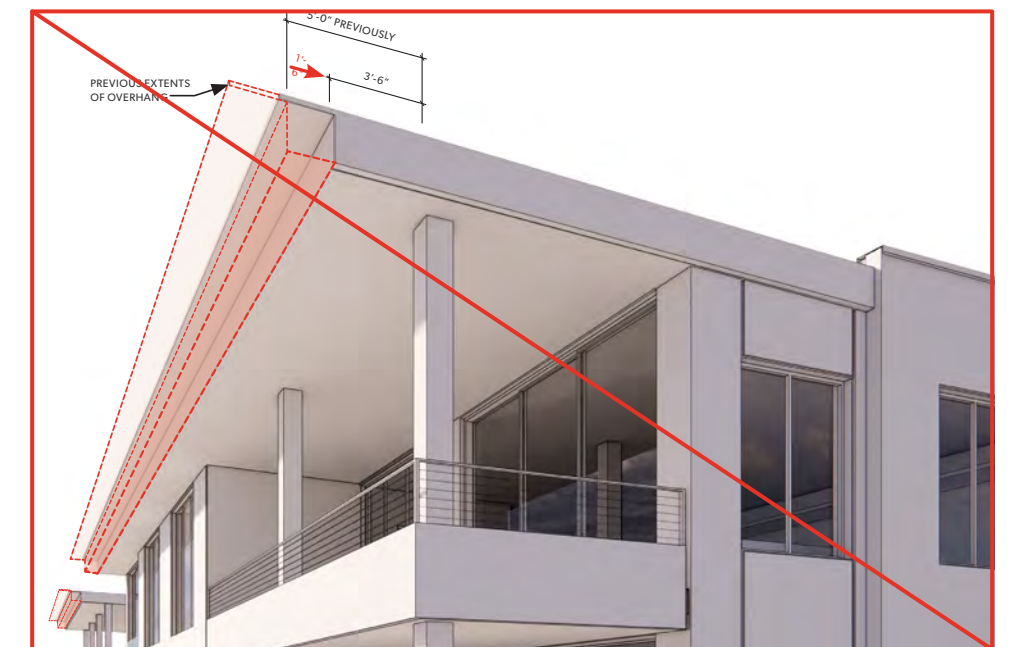
EXPLORATION 2

We explored providing various roof forms along 1st Avenue and integrating a flat roof. This results in a less effective form by breaking up the overhang and loses cohesion of the overall composition along this frontage.



EXPLORATION 3

We explored an option in which we removed the overhang along 1st Avenue in its entirety. This poorly responds to the climate by not providing covered outdoor space and results in more modernist rectilinear forms that do not respond to the community context.



EXPLORATION 4

We explored a short reduction of the roof overhang along 1st Avenue.

COURTYARD ROOF PLANE

Pre-App P&Z Hearing Comment:

Commissioner Moczygemba appreciated the interior courtyard's 15-foot-setback along 1st Avenue but commented that the uniform roof plane diminished the effectiveness of this carve in the building mass. She recommended that the applicant adjust the interior courtyard's roof plane to vary the design and height of the roof plane along 1st Avenue and further break up the building's bulk and mass.

Response:

The setback of the floors and roof above the courtyard effectively provides relief to the overall massing of the building. The roof overhangs have been reduced significantly at both corners of the building, providing a more prominent pattern of offsets to the roofline. Viewed from various perspectives at street level a varied roofline is created reflective of the building's massing setbacks.



STREET VIEW ALONG 1ST AVENUE

MONOLITHIC WALL

Pre-App P&Z Hearing Comment:

The Commission requested that the applicant provide an exhibit that shows the design of the exposed portion of the west interior side elevation that outlines the adjacent Westside Office Condominium building.

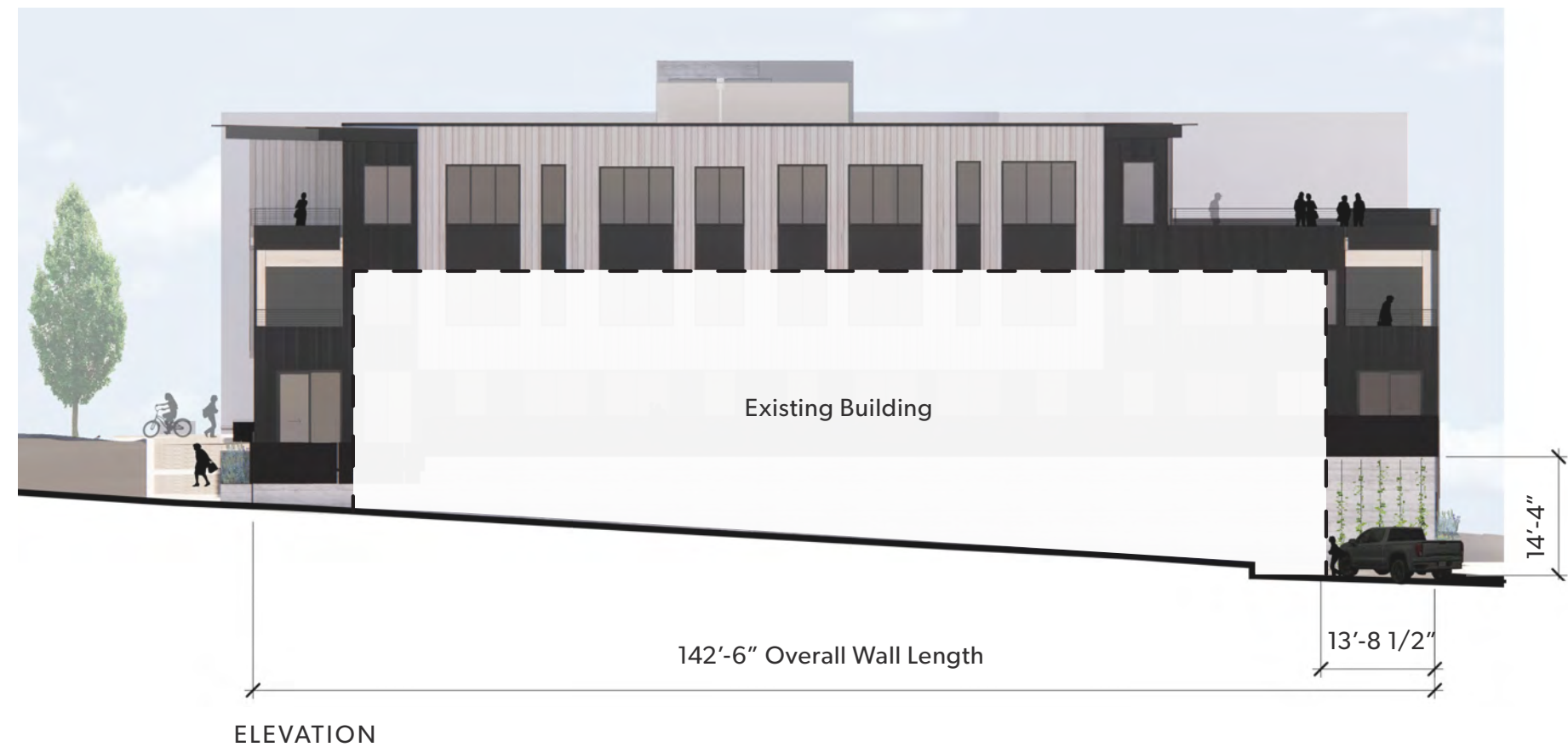
Response:

The board form concrete wall is partially below grade and is largely covered by the existing adjacent condominium. The small portion of the wall that is exposed will be partially covered from street view by parked vehicles in the condominium parking lot. The intent is to provide Virginia Creeper vines on a cable trellis along the exposed portion of wall to soften its appearance.

Adjacent condominium's trash will remain



EXISTING CONDITIONS AT AREA OF CONCERN



ALLEY UNDULATION

Pre-App P&Z Hearing Comment:

Commissioner Moczygemba commented that the south elevation of the mixed-use building along the alley appears flat and monolithic. The Commission recommended that the applicant incorporate scaling devices, such as horizontal floor setbacks, vertical wall steps, or other changes in the facade plane, and add more exterior material differentiation to break up the building mass and add visual interest to the design of the mixed-use building at the south elevation along the alley.

Response:

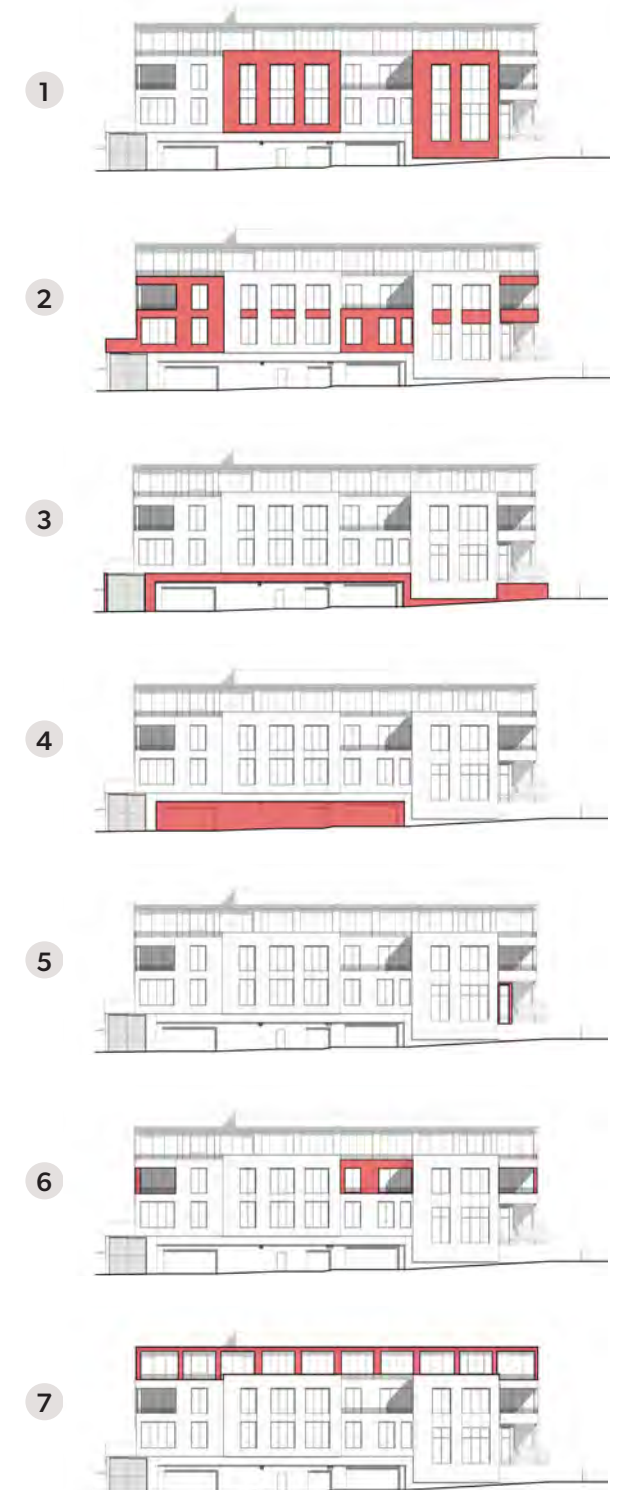
The wood cladding has been furred out by an additional 3" at the alley side to create more depth between the wood and metal cladding.

The south facade otherwise utilizes all three exterior finishes that are incorporated in the project: Board-form concrete, metal plate, and wood cladding.

Because of the various decks expressed on this facade, there are numerous changes in facade plane providing visual interest and articulation to break up the massing.



PERSPECTIVE FROM 4TH STREET LOOKING AT ALLEY FACADE



VARIOUS PLANES AT ALLEY FACADE

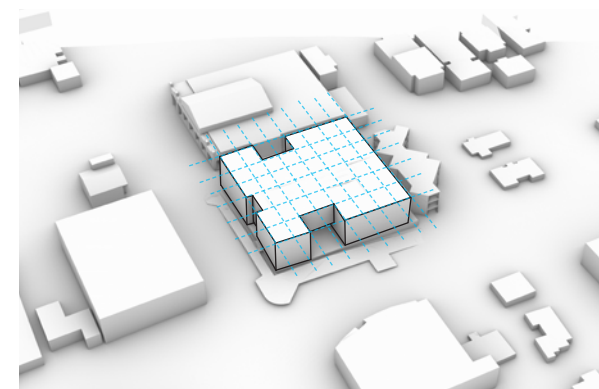
COURTYARD ROOF PLANE

Staff Recommendation:

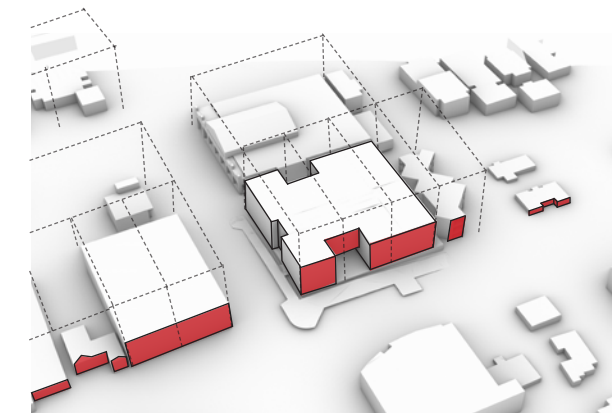
Staff recommends the applicant incorporate more changes in the façade plane, such as horizontal floor setbacks and steps in the vertical wall plane, to break up the visual appearance of building mass along 1st Avenue and provide a visual pattern that reflects the historically platted 55-foot-wide lot increments that characterize the pattern of existing downtown development.

Response:

Additional adjustments have been made to reduce overhangs and the overall scale of building massing along the façade. The revised prominent setback of the third floor at the building corners produces a variety in heights of the massing, and more prominent offsets of rooflines. This increases the variety of modulation and produces even smaller visual masses than the typical 55-foot lot, for a more dynamic frontage pattern along the street in keeping with the historic patterns of development.



STRUCTURE: CLT grid module informs plan organization.



FACADE PROPORTION: Keeping with Community Guidelines of 3 story max height, facade variation with planting and balconies, lot line proportion continuity, and language of punched openings.

BUILDING BULK

Staff Recommendation:

Staff recommends the applicant reduce the uninterrupted areas of black steel panels and provide more material differentiation to enhance visual interest.

Response:

Dark-stained wood cladding (Krakatoan- Kebony) has been added to the palette to replace large areas of black steel panels and to create more texture and visual interest.

ORIGINAL DESIGN



NEW PROPOSED DESIGN



1ST AND 4TH BUILDING COMPARISON

Pre-App P&Z Hearing Comment:

The Commission expressed concerns with the project’s similarities with the adjacent 1st and 4th Mixed-Use Building currently under construction to the south across 4th Street. The Commission requested that the applicant consider incorporating design features and exterior materials that differentiate The Perry Building project from the adjacent 1st & 4th Mixed-Use Building development. The Commission requested that the applicant submit an exhibit with the final Design Review application that provides a comparison of The Perry Building with the adjacent 1st & 4th Mixed-Use Building.

Response:

While our exterior finish materials complement the adjacent 1st and 4th project, they are distinctly different in their color and detailing. The primary material of the adjacent property is very dark in comparison to our Kebony wood cladding



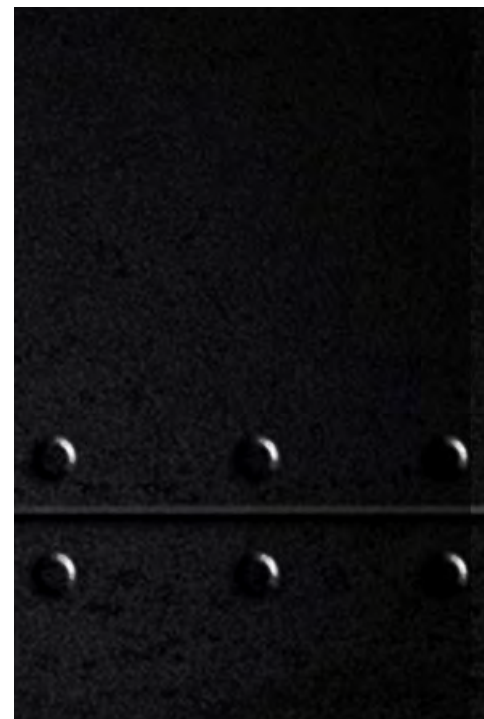
PROPOSED BUILDING - MATERIAL EXHIBIT



ADJACENT 1ST AND 4TH PROJECT - MATERIAL EXHIBIT

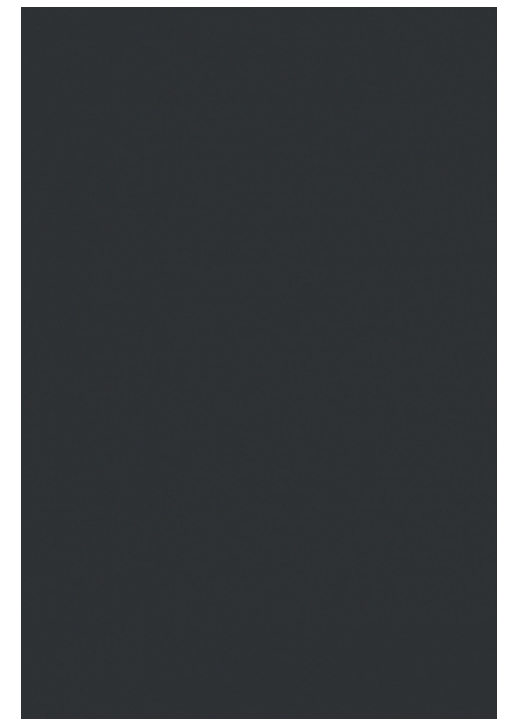
1ST AND 4TH BUILDING COMPARISON

PROPOSED METAL CLADDING DETAILING



OPEN JOINT PAINTED STEEL
PLATE CLADDING WITH
EXPOSED FASTENERS

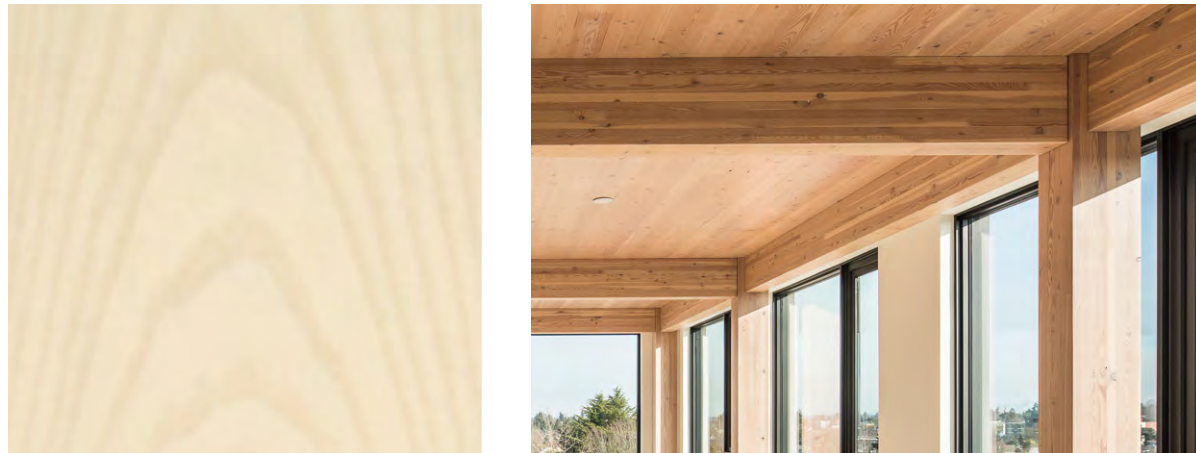
ADJACENT 1ST AND 4TH PROJECT - METAL CLADDING DETAILING



STONEWOOD PANEL
BLACK GREY 7021-CD

1ST AND 4TH BUILDING COMPARISON

PROPOSED WOOD CLADDING AND STRUCTURE



EXPOSED CLT AND GLULAM
STRUCTURE -
SANSIN PICKLED WHITE STAIN



OPTION 1
KEBONY CLADDING WITH
HEWN PATAGONIAN
FINISH

OPTION 2
MONTANA TIMBER
PRODUCTS
AQUAFIR - SHALE
SMOOTH

KEBONY CLADDING WITH
HEWN KRAKATOAN
FINISH

ADJACENT 1ST AND 4TH PROJECT - WOOD CLADDING



ACCOYA
UNFINISHED - SMOOTH



THERMO ASH
BURNED AND BRUSHED
MIDNIGHT BLACK

1ST AND 4TH CORNER RETAIL

Pre-App P&Z Hearing Comment:

The Commission commented that this project has an opportunity to add to the vibrancy and activation at the corner of 1st Avenue and 4th Street. Current redevelopment projects, including the adjacent 1st and 4th Mixed-Use Building currently under construction to the south across 4th Street and the 380 N 1st Avenue Mixed-Use Building that has received Design Review approval kitty-corner to the east across 1st Avenue, will activate and add vibrancy to this street corner. The Commission recommended that the applicant study these adjacent redevelopment projects and consider [how The Perry Building project can contribute to activating and enhancing vibrancy at the street corner.](#)

The ground-level finished floor elevation is slightly below the grade of the sidewalk walking surface at the street corner. The Commission commented that this finished-floor elevation is problematic as it decreases activation and vibrancy at the street corner. The Commission requested that the applicant consider [how the design of the retail unit at the building corner can be modified to enhance vibrancy and activate the streetscape.](#)

Response:

We agree that activation of the intersection at 1st and 4th is a priority. The design includes large expanses of glazing on both frontages, providing openness and views of active commercial spaces from the street, while also providing ample daylighting and views from the interior. In order to provide accessible entrances to both retail and residential spaces in the building, it is necessary the floor level at the building corner is slightly lower than the sidewalk grade. This difference flattens out as you move along the sidewalk, and is significantly less than the existing condition which provided a highly vibrant and active former use. Tall ceilings and tall operable glazed walls further enhance the connection between the interior and exterior, visually and spatially blending the activities.

Additionally (next page), the balcony railing above the corner retail space has been re-proportioned giving additional clearance height to the retail below. The façade language on 1st Avenue has been revised to carry the warm, human-scale wood beam expression consistently across retail storefronts, framing the large windows. Retail signage has been added at these beam locations to further elevate the prominence of the retail at the corner. Note: Roof overhangs at this corner have also been adjusted in response to this recommendation. They have been adjusted to reduce the presence of the residential levels above.



VIEW OF RETAIL AND ENTRY ALONG 4TH STREET

1ST AND 4TH CORNER RETAIL



ORIGINAL DESIGN

VIEW OF RETAIL AT CORNER OF 1ST AVENUE AND 4TH STREET



NEW PROPOSED DESIGN



VIEW OF RETAIL AND ENTRY ALONG 4TH STREET

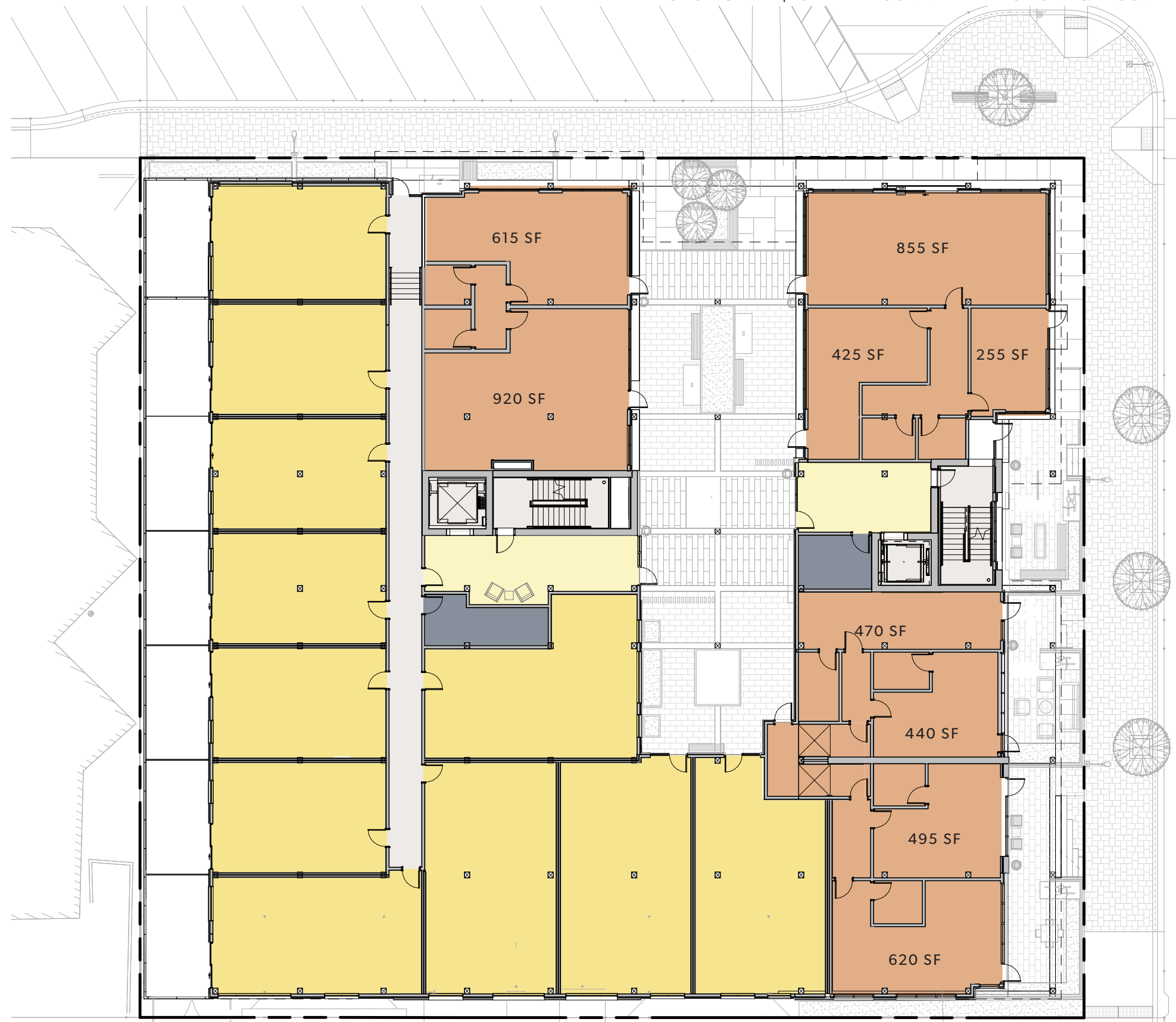
SMALL RETAIL

Pre-App P&Z Hearing Comment:

The Commission requested that the applicant provide an exhibit with the final Design Review application that shows how the retail floor area may be reconfigured to accommodate more commercial units of varying sizes to support new and existing businesses.

Response:

The retail floor area may be reconfigured in a variety of ways to accommodate more small business commercial tenants, now or in the future. We explored one option which doubles the number of commercial units, with sizes varying from 255 SF to 920 SF.



POTENTIAL DIVISION OF RETAIL SPACE

INTERIOR COURTYARD

Pre-App P&Z Hearing Comment:

The Commission recommended the applicant consider design features to make the interior courtyard warmer and more inviting.

Response:

A wide opening into the courtyard is provided from the sidewalk with multiple paths for circulation. The space is softened with landscape planters and warmed by the wood beams, columns, and ceiling which are further highlighted by glowing focused lighting at night. Large expanses of storefront windows line both sides of the courtyard providing views of activity between the commercial spaces, courtyard, and sidewalk. Bicycle racks, plantings, sculptures, and seating create a welcoming atmosphere and invite pedestrian engagement.



COURTYARD ENTRANCE OFF 1ST AVENUE - AT NIGHT



COURTYARD ENTRANCE OFF 1ST AVENUE - AT NIGHT

THANK YOU





**City of Ketchum
Planning & Building**

IN RE:)
)
The Perry Building) KETCHUM PLANNING AND ZONING COMMISSION
Variance Request) FINDINGS OF FACT, CONCLUSIONS OF LAW, AND
Application File Number: P22-045D) DECISION
)
Date: March 28, 2023)
)

PROJECT: The Perry Building

APPLICATION TYPE: Variance

FILE NUMBER: P22-045D

ASSOCIATED APPLICATIONS: Design Review (Application File No. P22-045C)
Lot Consolidation—Preliminary Plat (Application File No. P22-045A)
Condominium Subdivision – Preliminary Plat (Application File No. P22-045B)

PROPERTY OWNER: Carson Palmer and Broderick Smith, Managing Members, The Perry Building LLC

REPRESENTATIVE: Tiina Ritval (Architect), GGLO

LOCATION: 131 W 4th Street and 471 & 431 N 1st Avenue
(Ketchum Townsite: Block 56: Lots 2, 3A, and 4A)

ZONING: Community Core – Subdistrict 2 – Mixed-Use Subdistrict (CC-2)

OVERLAY: None

RECORD OF PROCEEDINGS

The Planning and Zoning Commission (the “Commission”) considered The Perry Building Variance Application File No. P22-045D during their meeting on March 14, 2023. The application was considered concurrently with Design Review Application File No. P22-045C, Lot Consolidation Preliminary Plat Application File No. P22-045A, and Condominium Subdivision Preliminary Plat Application File No. P22-045B and the public hearings were combined in accordance with Idaho Code §67-6522.

Public Hearing Notice & Public Comment

A public hearing notice for the project was mailed to all owners of property within 300 feet of the project site and all political subdivisions on February 22, 2023. The public hearing notice was published in the Idaho Mountain Express on February 22, 2023. A notice was posted on the project site and the city's website on January 30, 2023. The building corners were staked and the story pole was installed on the project site on February 27, 2023. After considering Staff's analysis, the applicant's presentation, and public comment, the Commission approved Variance Application File No. P22-045D subject to conditions.

FINDINGS OF FACT

The Commission having reviewed the entire project record, provided notice, and conducted the required public hearing does hereby make and set forth these Findings of Fact, Conclusions of Law, and Decision as follows:

The applicant is proposing to develop a new 53,756-gross-square-foot mixed-use building, called The Perry Building (the "project"), at the northwest corner of 4th Street and 1st Avenue (the "subject property") located within the Mixed-Use Subdistrict of the Community Core ("CC-2 Zone"). The project site is adjacent to: (a) the Westside Office Condominiums to the north on 1st Avenue, (b) the post office across the alley to the west, and (c) the Gail Severn Gallery building across 1st Avenue to the east. The 1st & 4th Mixed-Use Building is currently under construction across 4th Street south of the project site. The subject property is comprised of 3 lots within the original Ketchum townsite that was created in 1948. The corner lot is developed with an existing building that was originally constructed as a racquetball court in 1975 and was the home of Perry's Restaurant for 37 years and a variety of local businesses. The two interior lots are vacant.

As proposed, the project includes 5,929 square feet of retail space on the ground-level with frontage along both 4th Street and 1st Avenue and 23 multi-family dwelling units. Seven of these multi-family dwelling units will be deed-restricted as community housing rentals. The community housing units are one- and two-bedroom apartments ranging in size from 624 to 976 square feet located on the ground floor. The 16 market-rate multi-family dwelling units range in size from 648 to 3,751 square feet.

The applicant has requested a variance for the proposed parking garage. Ketchum Municipal Code ("KMC") §17.08.020 defines underground parking as, "an enclosed off street parking area within the lowest floor of a building; provided, that a minimum of 75 percent of the ceiling surface area of such floor is not more than four feet above the basement invisible plane." Underground parking that meets the dimensional requirements specified in KMC §17.08.020 is not included in the gross floor area calculation.

The proposed parking garage does not meet the definition of underground parking. The variance request plan set is attached as Exhibit A. As shown on page 46 of the project plans, most of the garage's ceiling surface area is more than 4 feet above the invisible plane. The applicant has requested a variance seeking relief from the dimensional standards required for underground parking because the strict application of the code results in an undue hardship that would significantly impact the building design lowering the street corner retail unit's ground-level finished floor 8 feet below the sidewalk grade.

FINDINGS REGARDING VARIANCE CRITERIA (KMC §17.148.010)

Pursuant to KMC §17.148.010, a variance shall not be considered a right or special privilege but may be granted to an applicant only upon a showing of undue hardship because of unique characteristics of the site and that the variance is not in conflict with the public interest. A variance may be granted by the Commission only if the applicant demonstrates compliance with all of the variance criteria as outlined in KMC §17.148.010 and listed with associated Commission findings below.

- 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.*

Commission Findings: Additional excavation would be required to lower the garage to meet the definition of underground parking. Lowering the garage utilizing standard construction practices would significantly impact the building design resulting in a sunken hole at the street corner—the retail unit's ground-level finished floor would be 8 feet below sidewalk grade. The applicant explains on page 46 of the project plans that, "the unique result of meeting this dimensional definition on this particular site with steep slopes on both frontages is that it pushes the underground parking significantly below (over 8.5') the adjacent sidewalk grade at the limited location of primary entrance relative to the corner intersection and the only flat area suited for accessing the first floor." The sunken hole would significantly diminish the quality of the pedestrian experience, activation of the ground floor, and vibrancy at the street corner.

The proposed parking garage does not add to the visual appearance of building mass along the street frontage. The portion of the parking garage extending above finished grade along 4th Street and 1st Avenue is screened by landscaped planters. The parking garage has the most significant visual impact along the interior side and alley facades. The exposed parking garage wall extends almost 14.5 feet above finished grade at the northwest corner of the property. The exposed parking garage wall at the interior side façade is comprised of board-formed concrete with no window openings or exterior material differentiation. During their review of the Pre-Application, the Commission requested that the applicant provide an exhibit showing the interior side wall within the context of the adjacent Westside Office Condominiums. The exhibit provided on page 66 of the project plans shows that the West Side Office Condominiums building covers most of the parking garage wall leaving only 14 linear feet exposed. The applicant has proposed installing Virginia Creeper vines to soften the exposed parking garage wall.

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

Commission Findings:

As shown on page 43 of the project plans, the subject property is characterized by topographical constraints with steep slopes along both street frontages. From the street corner, the grade drops 8 feet down 1st Avenue and 12 feet down 4th Street. Along the alley property line, the grade drops 4 feet down from 4th Street. Along the interior side property line, the grade drops 8 feet from 1st Avenue to the alley. The project site slopes approximately 17 feet from its highest grade at the street corner (elevation: 5826.30') to its lowest grade at the northwest corner of the property (elevation 5809.50'). The strict application of the underground parking dimensional

requirements on this steeply-sloped parcel creates a hardship that impedes the construction of a parking garage that complies with the required dimensional standards.

- 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.*

Commission Findings: The subject property is denied the same rights and privileges enjoyed by other properties in the vicinity within the Community Core as the topography of the subject property precludes the construction of a parking garage that complies with the dimensional requirements for underground parking. The zoning code allows a portion of the garage ceiling surface area to extend above finished grade, which increases visible building mass. The above-grade portions of the parking garage are exempt from the gross floor area calculation. On page 48 of the project plans, the applicant explains that, "On a typical flat or moderately sloped site the underground parking definition allows 4 feet (up to 33%) of the parking level be visible above the sidewalk grade and contribute to the bulk of structure which FAR restrictions are intended to limit."

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

Commission Findings: The need for the variance is not the result of actions by the applicant or property owner. While the consolidation of the three Ketchum townsite lots exacerbates these topographical challenges, the hardship is not self-created by the applicant as the subdivision code allows for the consolidation of multiple lots and the subject property meets the required dimensions for lots located in the CC-2 Zone.

FAR and underground parking have historically been inextricably linked in Ketchum's zoning code. The regulation of building size and mass through FAR was first introduced into Ketchum's zoning code in 1985 through the adoption of Ordinance 396. This ordinance added the definition for underground parking as, "a space with less than one-half of its floor-to-ceiling height above the average finished grade for at least 75% of the total area." The permitted FAR in the B-1 Business Shopping Zoning District, which was the precursor to the Community Core, was 1.4, and a bonus of 0.6 gross FAR was given to developments that provided underground parking. In addition, developments that provided underground parking were also eligible for a 5-foot height bonus. Ordinance 652 permitted 1.4 gross FAR by right with incentive options to increase the gross FAR subject to design review approval. Developments that provided underground parking could increase the gross FAR up to a maximum of 2.0. Adopted in 2003, Ordinance 912 amended the gross floor area calculation to exempt underground parking areas and include parking areas covered by a roof and enclosed on three or more sides by building walls. The underground parking regulations added to Ketchum's zoning code in 1985 were crafted for single Ketchum townsite developments on flat or slightly sloped sites. The standards did not contemplate the topographical challenges that may result from the consolidation of multiple Ketchum townsite lots.

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

Commission Findings: The parking garage is accessed from the alley and meets the circulation design standards specified in KMC §17.96.060. Vehicular traffic will flow safely within the parking and onto adjacent streets. The variance does not create health or safety hazards.

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

Commission Findings: The variance request does not relieve the applicant from any of the procedural provisions of the zoning code (Title 17 of Ketchum Municipal Code). Excepting relief from dimensional requirements required for underground parking as requested through the variance, the project complies with all applicable zoning code standards.

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.*

Commission Findings: A variance provides relief from the requirements of the zoning code, including lot dimensional standards, building coverage, setbacks, building height, parking space and parking area standards, affecting the size of a structure or the placement of the structure upon a lot. The applicant's variance requests for relief from the underground parking dimensional requirements. The variance does not relieve the applicant from any standard or provision that specifically states that no variance from such standard or provision is permitted.

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

Commission Findings: The variance does not relieve the applicant from any conditions established during prior permit review. The Pre-Application Design Review is the only prior application that has been submitted for this project. The Planning and Building Department received the Pre-Application Design Review for the project on July 1, 2022. The Planning and Zoning Commission reviewed the Pre-Application on August 9, 2022 and unanimously advanced the project to final Design Review. During their review of the Pre-Application, the Commission provided feedback to the applicant but did not establish conditions for the project.

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

Commission Findings: The variance does not allow the establishment of a prohibited use within the Community Core. The proposed development includes 4 ground-level retail units fronting 4th Street and 1st Avenue, 7 community housing units, and 16 market-rate multi-family dwelling units. Retail and multi-family dwelling units are permitted in the CC-2 Zone pursuant to Ketchum Municipal Code §17.12.020.

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

Commission Findings: Additional excavation would be required to lower the garage to meet the definition of underground parking. Lowering the garage utilizing standard construction practices

would significantly impact the building design resulting in a sunken hole at the street corner—the retail unit's ground-level finished floor would be 8 feet below sidewalk grade.

CONCLUSIONS OF LAW

1. The City of Ketchum is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Idaho Code Title 50 and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified as Chapter 65 of Title 67 Idaho Code and pursuant to Chapters 3, 9, and 13 of Title 50 Idaho Code to enact the ordinances and regulations, which ordinances are codified in Ketchum Municipal Code and are identified in the Findings of Fact and which are herein restated as Conclusions of Law by this reference and which City ordinances govern the applicant's Variance Application for the development and use of the project site.
2. This Variance Application is governed under Chapter 17.148 of Ketchum Municipal Code.
3. The Planning and Zoning Commission has the authority to hear the applicant's Variance Application pursuant to Ketchum Municipal Code §17.148.010.
4. The Ketchum Planning Department provided adequate notice for the review of this application in accordance with Ketchum Municipal Code §17.148.020.C.
5. The applicant's variance request complies with the criteria specified in Ketchum Municipal Code §17.148.010 and meets the standards of approval under the zoning code.

DECISION

THEREFORE, the Ketchum Planning and Zoning Commission **approves** this Variance Application File No. P22-045D this Tuesday, March 14th, 2023 subject to the following conditions of approval.

CONDITIONS OF APPROVAL

1. The variance is subject to the Design Review Application File No. P22-045C. All associated conditions of approval shall apply to the project.
2. The term of the variance approval shall run concurrently with the term of approval for Design Review Application File No. P22-045C, including any extensions thereof.

Findings of Fact **adopted** this 28th day of March 2023.

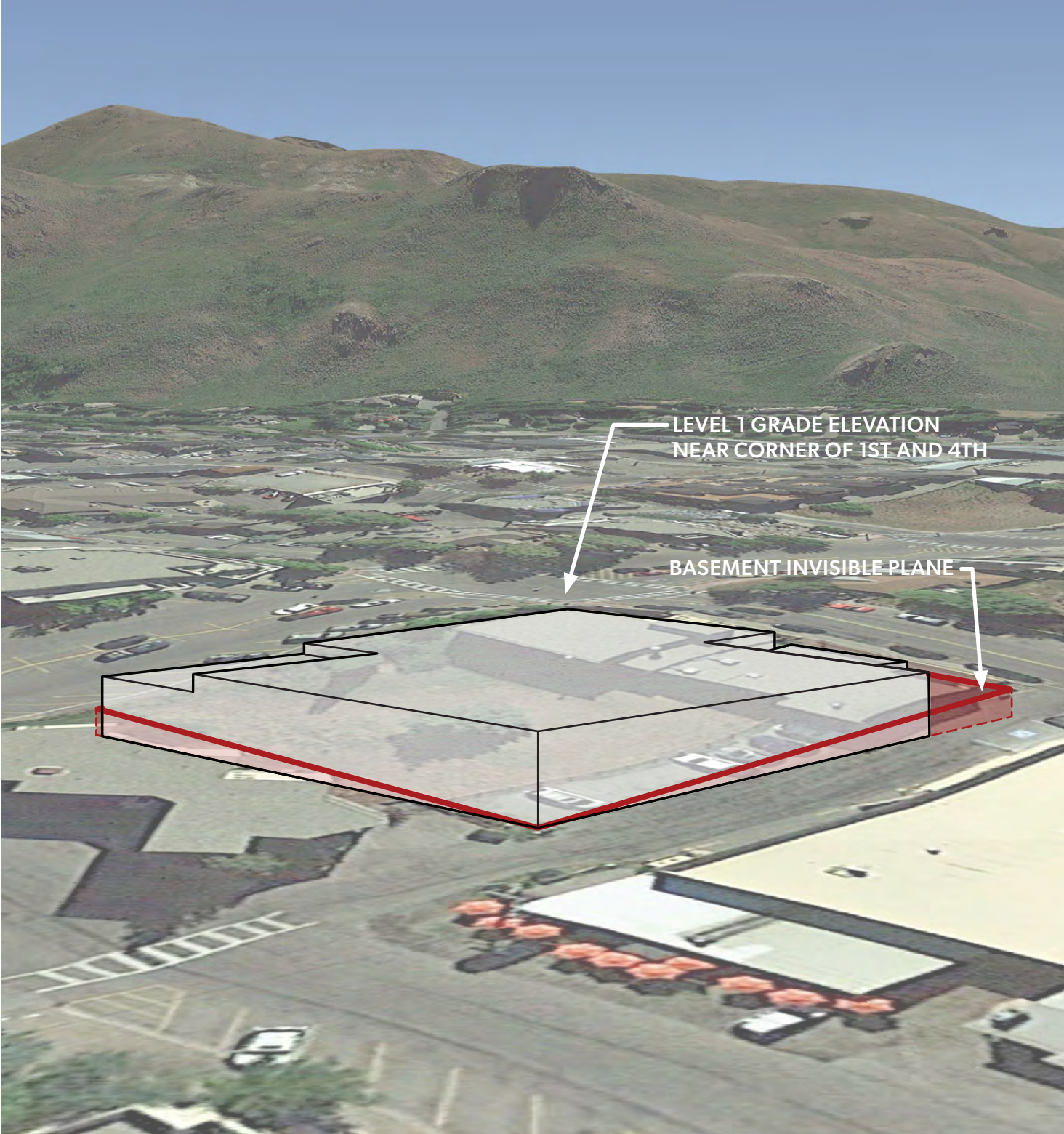
Neil Morrow, Chair
City of Ketchum
Planning and Zoning Commission

Exhibit A
Variance
Application
File No. P22-045D
Plan Set

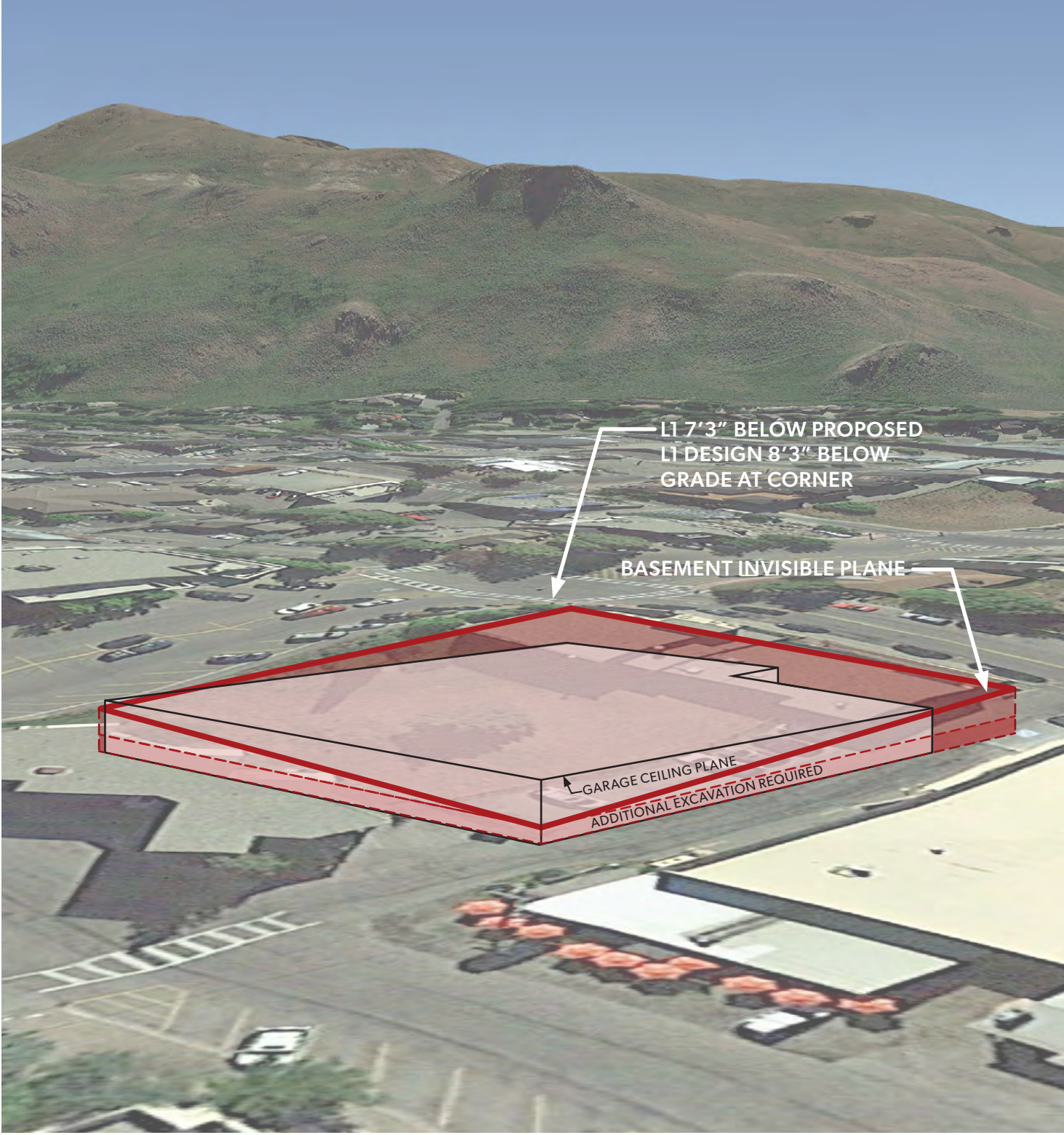
SITE CONSTRAINTS



PROPOSED GARAGE



CODE COMPLIANT GARAGE



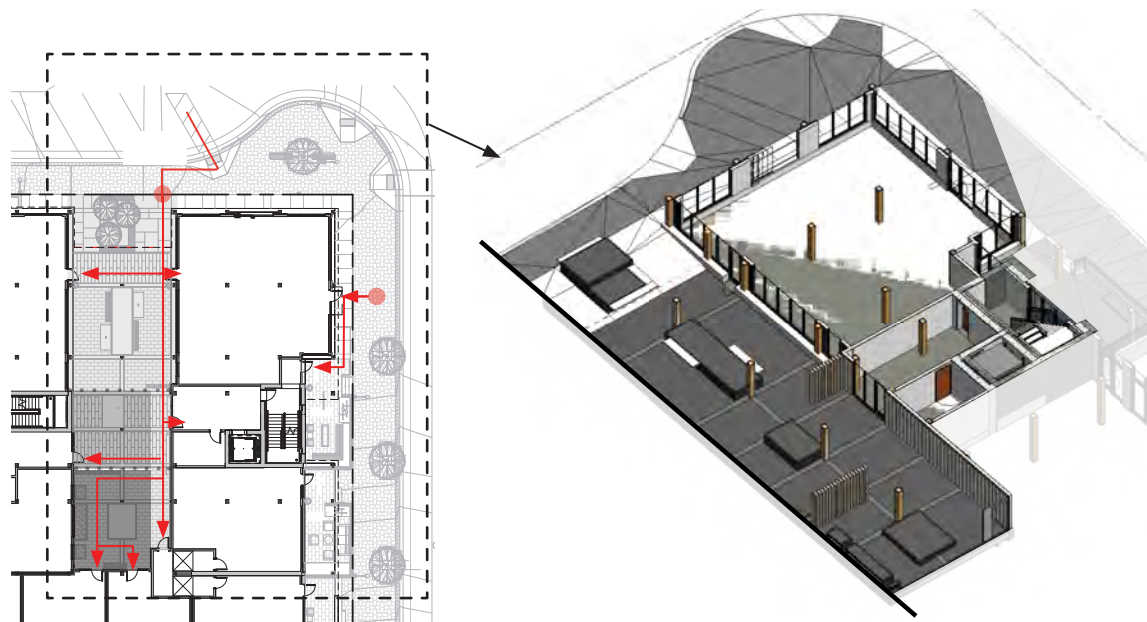
PROPOSED DESIGN



CODE COMPLIANT DESIGN

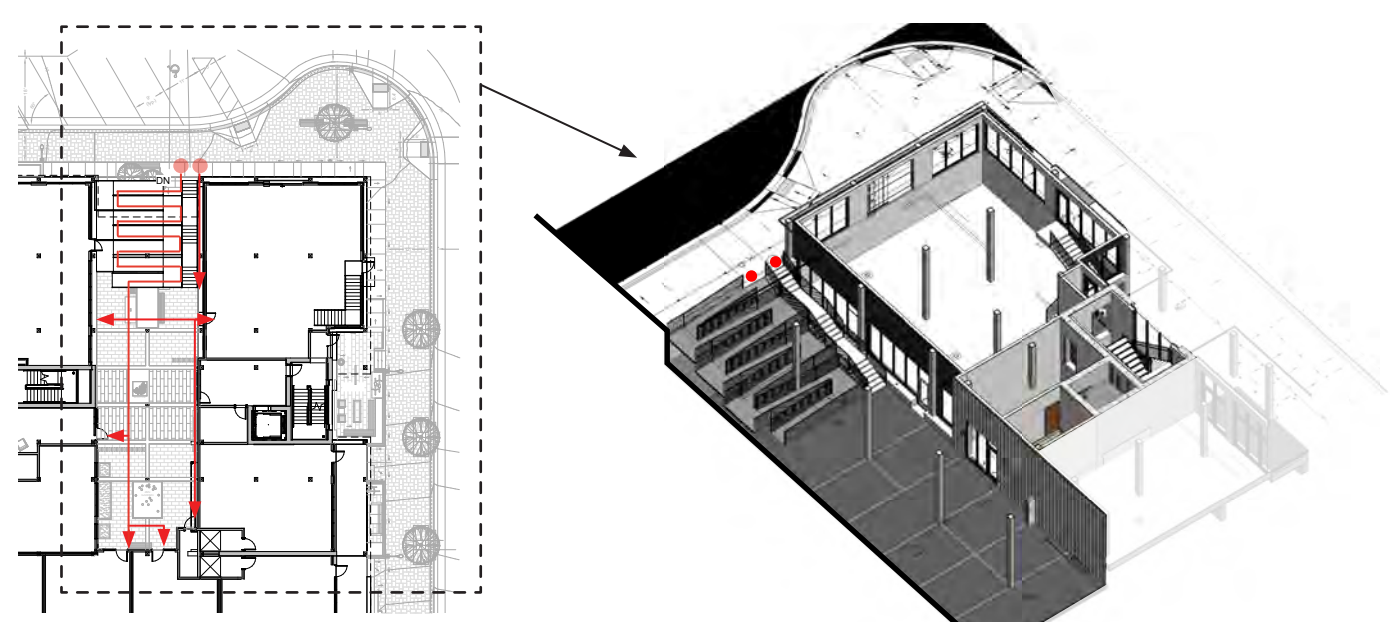


L1 CORNER RETAIL - GARAGE AT PROPOSED VARIANCE



ACCESSIBLE ROUTE FROM GRADE

L1 CORNER RETAIL - GARAGE AT CODE COMPLIANT HEIGHT



ACCESSIBLE ROUTE FROM GRADE

UNDERGROUND PARKING - DEVIATION FROM ZONING

DEFINITIONS FROM CODE OF ORDINANCES CITY OF KETCHUM, IDAHO 17.08.020

FLOOR AREA, GROSS

The horizontal area of the building measured along the outside walls of each floor of a building or portion of a building, including stair towers and elevators on the ground floor only, but not including basements or underground parking areas (see definition following). Parking areas covered by a roof or portion of the building and enclosed on three or more sides by building walls are included.

UNDERGROUND PARKING

An enclosed off street parking area within the lowest floor of a building; provided, that a minimum of 75 percent of the ceiling surface area of such floor is not more than four feet above the basement invisible plane

Seeking variance to:

1. Exceed 75 percent of ceiling surface area.
2. Exclude underground parking from FAR

No visual difference between Code Compliant version and Variance version from anywhere along the street

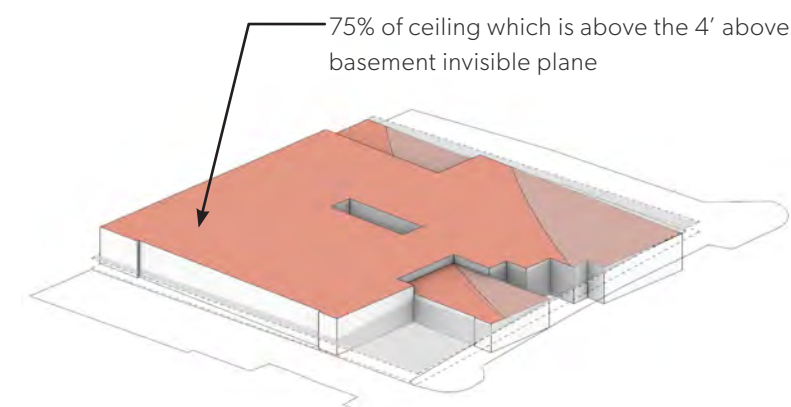
CODE COMPLIANT OPTION:

- **4 less parking stalls** provided on site
- **Extended 23 days** of excavation
- **613 additional dump truck loads** for soil removal (77 MJ/m³ for transportation and excavation of soil, very energy intensive)

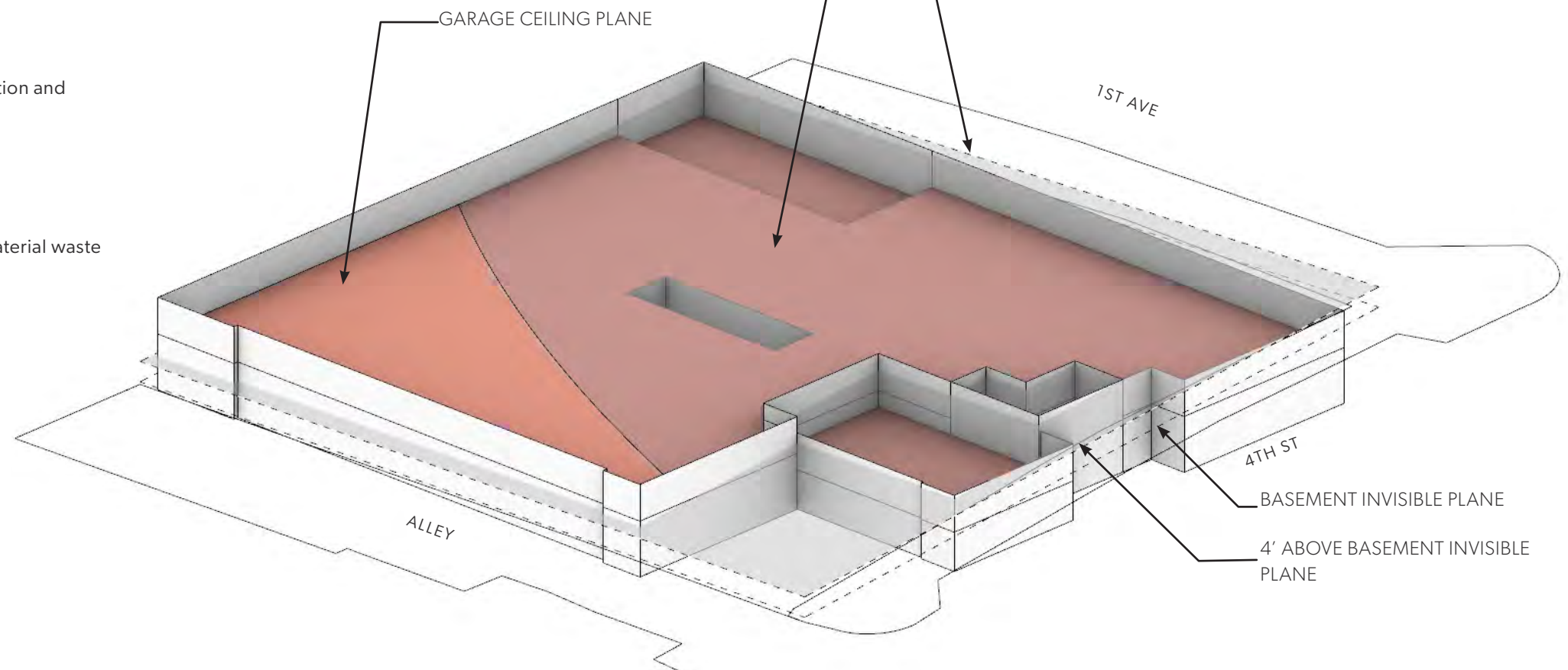
PROPOSED DESIGN WITH VARIANCE:

- **Minimizes** impact at grade at 1st Ave N. & 4th St.
- **Reduce** accessible route issues
- **Reduce** excavation at parking (to meet vertical clearances) and construction material waste
- Maintain height clearance in parking garage
- No dangerous precedent set due to unique site topography

Zoning code excludes underground parking from FAR, provided the underground parking meets the definition by being located at least 75% below the basement plane. The unique result of meeting this dimensional definition on this particular site with steep slopes on both frontages is that it pushes the underground parking level significantly below (over 8.5') the adjacent sidewalk grade at the limited location of primary entrance relative to the corner intersection and only flat area suited for accessing the first floor.



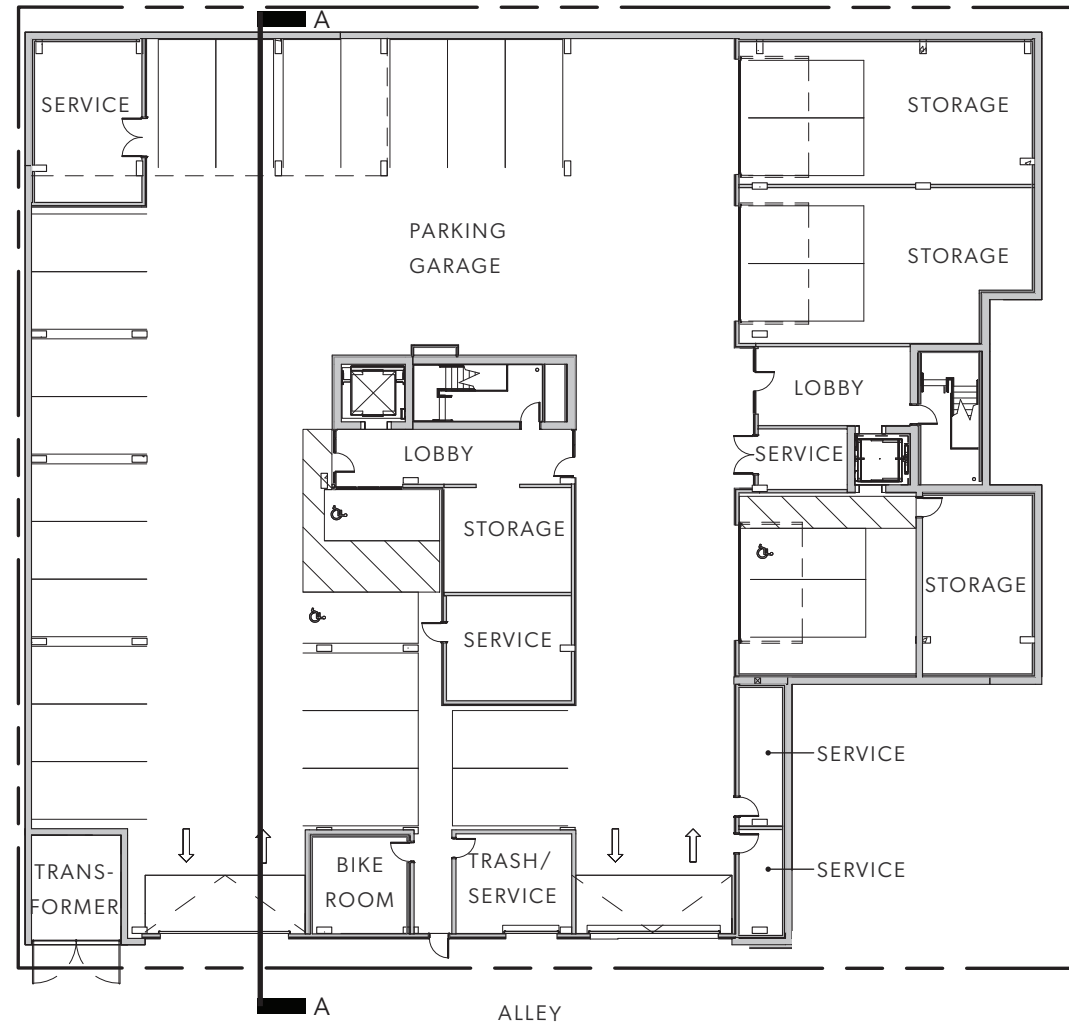
PROPOSED DESIGN



CODE COMPLIANT DESIGN

UNDERGROUND PARKING - DEVIATION FROM ZONING

PROPOSED DESIGN



LEVEL P1 PLAN
1" = 30'-0"

L1 IS NEAR GRADE ALONG 1ST AVE FOR ACCESSIBLE ENTRY FOR PEDESTRIANS

L1



SECTION A
1" = 30'-0"

CODE COMPLIANT DESIGN



LOSS OF 4 STALLS FOR RAMP

LEVEL P1 PLAN
1" = 30'-0"

LEVEL 1 IS SUNKEN 7'-3" FROM GRADE AT CORNER OF 1ST AVE AND 4TH ST

L1



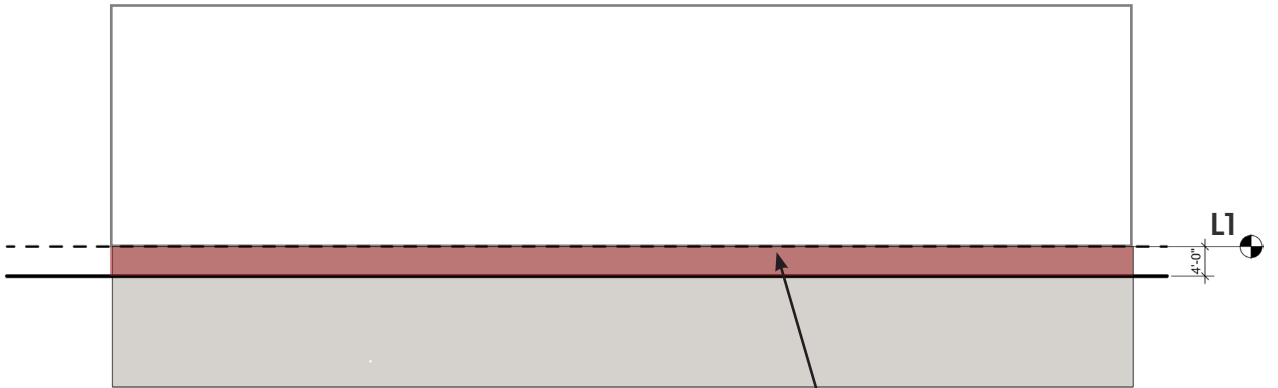
SECTION A
1" = 30'-0"

3'-7" ADDITIONAL EXCAVATION COMPARED TO PROPOSED DESIGN

UNDERGROUND PARKING - DEVIATION FROM ZONING

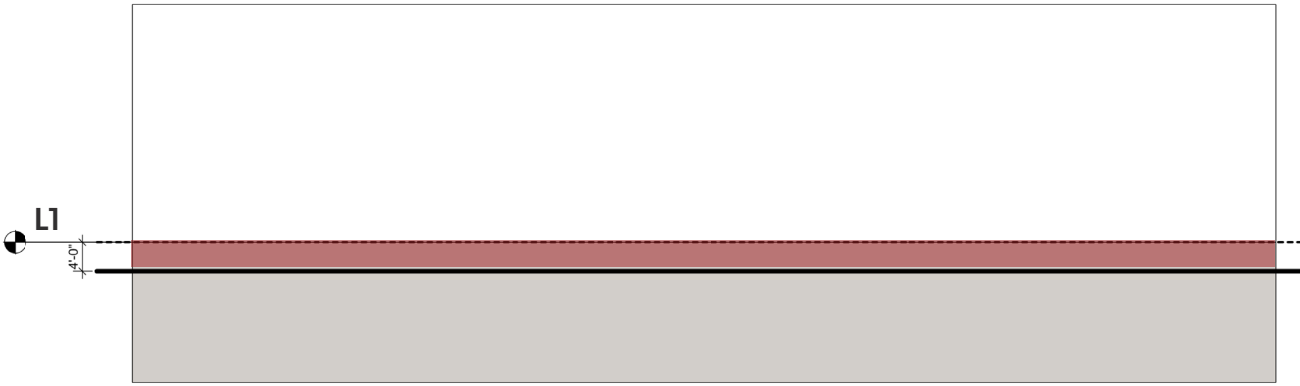
CODE COMPLIANT DESIGN

ON A TYPICAL FLAT OR MODERATELY SLOPED SITE THE UNDERGROUND PARKING DEFINITION ALLOWS 4 FEET (UP TO 33%) OF THE PARKING LEVEL BE VISIBLE ABOVE THE SIDEWALK GRADE AND CONTRIBUTE TO BULK OF STRUCTURE WHICH FAR RESTRICTIONS ARE INTENDED TO LIMIT.



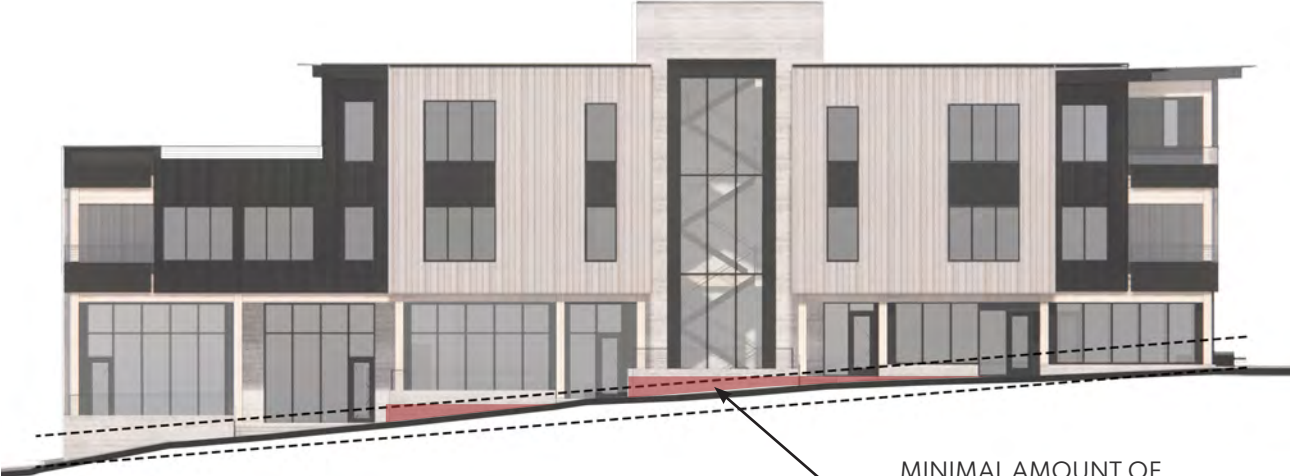
ELEVATION ALONG 4TH STREET

LARGE AMOUNT OF BASEMENT WALL VISIBLE FROM THE STREET, AND WOULD BE ALLOWED PER CODE ON A FLAT SITE



ELEVATION ALONG 1ST AVE

PROPOSED DESIGN



ELEVATION ALONG 4TH STREET

MINIMAL AMOUNT OF BASEMENT WALL VISIBLE FROM THE STREET



ELEVATION ALONG 1ST AVE



City of Ketchum
Planning & Building

**STAFF REPORT KETCHUM PLANNING AND ZONING COMMISSION MEETING
OF MARCH 28, 2023**

- PROJECT:** PEG Ketchum Hotel, LLC or Ketchum Tribute Hotel or Ketchum Gateway Hotel
- APPLICATION TYPE:** Adoption of Findings of Fact, Conclusions of Law and Conditions of Approval for Design Review Permit P22-028
Review and recommendation on Permits Conditions Acceptance Development Agreement
Review and recommendation on amendment to PUD/CUP P19-063
- REPRESENTATIVE:** Matt Hansen, PEG Companies, Justin Heppler, AJC Architects
- OWNER:** PEG Ketchum Hotel, LLC
- REQUEST:** Adoption of Findings of Fact, Conclusions of Law, and Conditions of Approval for Design Review Permit P22-028
Review and recommendation on Permits Conditions Acceptance Development Agreement
Review and recommendation on amendment to PUD/CUP P19-063
- LOCATION:** 251 S. Main Street – Ketchum Townsite Lots 3, 21, FR 22 Blk 82 N 10' x 110' of alleyS 20' x 230' of alley, 260 E. River Street – Ketchum Townsite Lot 2 Block 82 10' x 110' of alley, and 280 E. River Street – Ketchum Townsite Lot 1 Block 82 (Gateway site)
- ZONING:** Tourist (T) Zoning District
- OVERLAY:** Floodplain & Waterways Design Review Subdistricts
- NOTICE:** Notice was published March 8, 2023, for the March 28, 2023 public hearing in the *Idaho Mountain Express*, the official newspaper, On March 8, 2023. Notice of the hearing was mailed to the property owners within 300 feet of the subject real property and affected agencies.

RECOMMENDATION

Staff recommends the Planning and Zoning Commission take three actions on the PEG Ketchum Hotel:

1. Review and approve the Findings of Fact, Conclusions of Law and Conditions of Approval for Design Review Permit P22-028. The Design Review approval occurred June 14, 2022.
2. Review and make a recommendation to the City Council on the proposed Permits Conditions Acceptance Development Agreement.
3. Review and make a recommendation to the City Council on the amendment to PUD/CUP P19-063 to align the PUD/CUP to the Permits, Conditions Acceptance Development Agreement.

Once the Commission has acted, the Permit Conditions Acceptance Development Agreement and PUD/CUP amendment will be scheduled for public hearing before the City Council for review and action.

RECOMMENDED MOTIONS

1. Review and approve the Findings of Fact, Conclusions of Law and Conditions of Approval for Design Review Permit P22-028. Staff recommends the Commission approve Attachment A with the following motion:
“I move to approve the Findings of Fact, Conclusions of Law and Conditions of Approval for Design Review Permit P22-028.”
2. Review and recommendation to the City Council on the proposed Permits Conditions Acceptance Development Agreement. The Commission recommendation will be forwarded to the City Council for consideration during their review and action on the Agreement. Staff recommends the following motion:
“I move to recommend the City Council approve the Agreement, or amend the Agreement according to the changes identified by the Commission.”
3. Review and make a recommendation to the City Council on the amendment to PUD/CUP P19-063 to align the PUD/CUP to the Permits, Conditions Acceptance Development Agreement. Staff recommends the following motion:
“I move to approve the amendment or modify the proposed amendment to PUD/CUP P19-063 and forward the recommendation to the City Council.”

BACKGROUND

A history of the project and approvals up to June 14, 2022 is contained in Attachment A, the June 14, 2022 staff report for Design Review Permit P22-028.

On June 14, 2022 the Planning and Zoning Commission conducted a public hearing on Design Review Permit P22-028. The Commission approved the design review permit and continued the public hearing to July 6, 2022 for the Commission to approve the Findings of Fact for the design review and consider the proposed Permit Conditions Acceptance Development Agreement.

After Commission approval of the design review permit on June 14, 2022 and before the findings returned at a subsequent public hearing for approval, the applicant informed staff that elements of the previously agreed upon Permits Conditions Acceptance Development Agreement were problematic and significant revisions were necessary. Specifically, PEG objected to the financial performance guarantees for the project, completion milestones and the format of the Agreement. Staff and the City Attorney

met with PEG representatives numerous times between July 2022 and February 2023 to resolve all the outstanding issues. The city’s legal team engaged the services of a financial consultant to ensure the financial performance guarantees were feasible for both the city and PEG. The revised Agreement was accepted by PEG February 27th. A public hearing was scheduled for March 28, 2023 for action on all the remaining Planning and Zoning Commission decisions.

PLANNING AND ZONING COMMISSION ACTIONS

The following describes the actions before the Commission at this time.

Adoption of Findings of Fact, Conclusions of Law, and Conditions of Approval for Design Review Permit P22-028.

Attachment B reflects the June 14, 2022 action taken by the Planning and Zoning Commission for the approval of Design Review Permit P22-028. The design review permit is not officially approved until the adoption of the Findings of Fact, Conclusions of Law and Conditions of Approval. No changes have been made to the project design since the June 14, 2022 Commission hearing. Once the Commission acts on the findings, the design review approval is final.

Review and recommendation on Permits Conditions Acceptance Development Agreement

Attachment C is the proposed Permit Conditions Acceptance Development Agreement.

The Permit Conditions Acceptance Development Agreement sets forth the development conditions related to the project. The Agreement identifies all the permits that have been approved, or that need to be approved, before the project begins construction. The Agreement also sets forth the conditions required before a certificate of occupancy is issued. Key elements of the Agreement are requirements to provide assurances of the financial commitments to complete the project, and an irrevocable completion site restoration guaranty. The Agreement is before the Commission for review and recommendation to the City Council on any proposed changes. The following outlines the contents of the Agreement. Details on these requirements are contained within the Agreement.

- Section 1: Definitions used in the Agreement.
- Section 2: Recitals outlining the facts about the approval process.
- Section 3: Lot Line Shift Permit Conditions. This section identifies the permit granted for Lot Line Shift P19-064.
- Section 4: Floodplain Development Permit Conditions. This section identifies the permit granted for Floodplain Development Permit P19-062.
- Section 5: Planned Unit Development and Conditional Use Permit Conditions. This section identifies the permit granted for PUD/CUP P19-063.
- Section 6: Design Review Permit Conditions. This section identifies the permit granted for Design Review Permit P22-028.
- Section 7: Street and Alley Dig Permit. This section requires the project to submit for a Street and Alley Dig Permit for the project.
- Section 8: This Section requires a letter of credit for right of way improvements. The letter of credit ensures the right of way improvements will be complete. If the applicant does not complete the improvements, the city may draw on the letter of credit to complete the improvements.
- Section 9: Parking and Traffic Letter of Credit. To assure that the Developer/Owner and/or Hotel Operator provides guest shuttle, employee shuttle, car share program, transit passes, carpool program, and alternative transportation (such as bike

	storage for employees), the Developer/Owner and/or Hotel Operator shall include a Parking and Traffic Irrevocable Letter of Credit to secure these conditions to lower parking demand and traffic impacts in accordance with the Agreement in the amount of fifty thousand dollars (\$50,000)
Section 10:	Water, Sewer, and Utility Conditions. This section outlines the requirements for connections and improvements to public utilities.
Section 11:	Conditions Precedent to the Issuance of a Building Permit. Prior to issuance of a building permit, multiple requirements must be met including financial assurances from the developer that project financing commitments have been obtained.
Section 12:	Project Development Plan Modifications Subsequent to Building Permit Issuance. If there are changes to the project plans, that are not deemed to be minor, this section outlines the process for project modifications.
Section 13:	Permit Time Limits. This section sets forth the time periods for obtaining a building permit and a certificate of occupancy for the project. The section also sets forth what occurs if the project does not meet the time limits and the process for changing the time limits.
Section 14:	Conditions Precedent to Issuance of an Occupancy Permit. Prior to issuance of the Certificate of Occupancy, several conditions must be met such as approval of the parking plan, completion of all right of way improvements and the completion of the employee housing.
Section 15:	Project Operations Conditions. The project that has been approved is a four-star hotel with employee housing units. This section ensures the projects continues to operate in the manner approved by the city and as represented by the owner/developer.
Section 16:	Default. This section defines a default and the process for curing a default.
Section 17:	Shared Legal Defense of This Agreement. In the event any legal or equitable action or other proceeding is instituted by a third-party challenging the validity of any provision of the Agreement, the Parties will cooperate in defense of such action or proceeding.
Section 18:	Notices and Filings. This identifies the parties and addresses for notices.
Section 19:	Developer/Owner Assignment of Agreement Rights. The assignment of any of the Developer/Owner's rights and obligations of the Agreement shall be in accordance with the following: Assignment must obtain written consent of the city council which approval cannot be unreasonably withheld, conditioned or delayed subject to conditions: <ul style="list-style-type: none"> • Assignee must provide written acceptance of all the permits, conditions, and approvals for the project. • If the project is assigned to another entity, the financial obligations for constructing and completing the project continue by the Guarantor's Guaranty. The Developer/Owner may assign all or part of the Developer's or Owner's rights and duties under the Agreement as collateral to any financial institution from which the Developer/Owner has borrowed funds for use in Development of the Project. Such an assignment shall not relieve the Developer/Owner from any subsequent obligations of the Agreement.
Section 20:	Miscellaneous. This section contains a variety of legal and procedural requirements that apply to each party of the Agreement.

The Commission action is to review the Agreement, suggest any revisions and provide a recommendation to the City Council. The City Council will make the final decision on the Agreement.

Review and recommendation on amendment to PUD/CUP P19-063

Attachment D provides the proposed amendment to PUD/CUP 19-063. The amendment is on Page 29, Condition No. 5, 1.5.3 of the Attachment. The City Council approved PUD/CUP P19-063 on February 16, 2021. Section IV of the Order of Decision sets forth specific conditions of approval for the project. Order 1.5, Condition No. 5 sets forth time limits for the project. Paragraph 1.5.3 requires the certificate of occupancy be issued for the project no later than 18 months after issuance of the building permit.

The applicant requested a change to the 18-month timeframe. Instead of 18 months, the applicant is requesting a certificate of occupancy be issued within 30 months after the building permit is issued. This is reflected in Section 13, 13.3 of the Agreement. To align the Agreement with the PUD/CUP P19-063, it is necessary to amend Condition No. 5 of the PUD/CUP. The Commission review and recommendation on the amendment is required.

NEXT STEPS

Three items are before the Commission for action. The following outlines the process related to each action item.

1. Review and approve the Findings of Fact, Conclusions of Law, and Conditions of Approval for Design Review Permit P22-028. The Commission action will be final, no City Council approval is required.
2. Review and make a recommendation to the City Council on the proposed Permits Conditions Acceptance Development Agreement. The Commission recommendation will be forwarded to the City Council for consideration during their review and action on the Agreement.
3. Review and make a recommendation to the City Council on the amendment to PUD/CUP P19-063 to align the PUD/CUP to the Permits, Conditions Acceptance Development Agreement. The Commission recommendation will be forwarded to the City Council for consideration as part of their review and action on the Agreement.

Staff will return to the Commission with findings reflecting the Commission’s action on items 2 and 3. After approval of those findings, the Commission recommendations will be scheduled for a City Council public hearing.

Attachments:

- | | |
|---------------|--|
| Attachment A: | June 14, 2022 staff report for Design Review Permit P22-028. |
| Attachment B: | Findings of Fact, Conclusions of Law and Conditions of Approval for Design Review Permit P22-028 approved June 14, 2022. |
| Attachment C: | 3-2-23 Permit Conditions Acceptance Development Agreement. |
| Attachment D: | Proposed amendment to PUD/CUP P19-63. |

Attachment A



City of Ketchum
Planning & Building

**STAFF REPORT KETCHUM PLANNING AND ZONING COMMISSION MEETING OF
JUNE 14, 2022**

PROJECT: PEG Ketchum Hotel, LLC or Ketchum Tribute Hotel or Ketchum Gateway Hotel

FILE NUMBER: P22-028 Design Review Permit

APPLICATION TYPE: Design Review Permit and Permit Conditions Acceptance Development Agreement

REPRESENTATIVE: Nick Blayton, PEG Companies, Justin Hepler, AJC Architects

OWNER: PEG Ketchum Hotel, LLC

REQUEST: Design Review and Permit Conditions Acceptance Development Agreement

LOCATION: 251 S. Main Street – Ketchum Townsite Lots 3, 21, FR 22 Blk 82 N 10' x 110' of alley S 20' x 230' of alley, 260 E. River Street – Ketchum Townsite Lot 2 Block 82 10' x 110' of alley, and 280 E. River Street – Ketchum Townsite Lot 1 Block 82 (Gateway site)

ZONING: Tourist (T) Zoning District

OVERLAY: Floodplain & Waterways Design Review Subdistricts

NOTICE: Notice was published for the June 14, 2022, public hearing in the *Idaho Mountain Express*, the official newspaper, on Wednesday May 25, 2022. On May 25, 2022, notice of the hearing was mailed to the property owners within 300 feet of the subject real property and affected agencies.

RECOMMENDATION

The Permit Conditions Acceptance Development Agreement is still undergoing review and discussions between the city and applicant. Therefore, staff is recommending the Planning and Zoning Commission conduct a public hearing on the design review application, identify any revisions or conditions of approval related to the design review permit, and if the Commission is ready to approve the project, continue the hearing to a date certain with direction to return with the Findings of Fact, Conclusions of law and Decision of the Planning and Zoning Commission and the proposed Permit Conditions Acceptance Development Agreement. The recommended motion would be:

“I move to approve Design Review Application P22-028 with the recommended conditions of approval and continue the public hearing to (identify a date) for approval of the Findings of Fact, Conclusions of law and Decision of the Planning and Zoning Commission and review and recommendations of the Permit Conditions Acceptance Development Agreement.”

BACKGROUND

Background Information Summary

As a result of a noticing error, on April 6, 2020, the City Council vacated the Findings of Fact, Conclusions of law, and Decision of the Planning and Zoning Commission and City Council for the following applications:

- Application for Floodplain Development Permit File No. P19-062
- Application for Lot Line Adjustment File No. P19-064
- Application for Planned Unit Development Conditional Use Permit File No. P19-063
- Design Review File No. P20-019

The Council adopted Orders remanding the applications to the Planning and Zoning Commission for further proceedings and hearings.

In Compliance with the Orders, the Planning and Zoning Commission conducted public hearings on September 28, 2020, and October 23, 2020, recessed the proceedings to December 15, 2020, and again tabled and continued the proceeding to December 22, 2020, and adopted Joint Hearings Record of Proceedings Findings of Fact together with the Findings of Fact, Conclusions of Law and Order of Recommendation to the City Council for each of the following applications:

- Application for Floodplain Development Permit File No. P19-062
- Application for Lot Line Adjustment File No. P19-064
- Application for Planned Unit Development Conditional Use Permit File No. P19-063
- Application for Waiver File No. P20-069

City Council conducted a joint public hearing on February 1, 2021 and adopted the Joint Hearings Record of Proceedings Findings of Fact together with the Findings of Fact, Conclusions of Law and Order of for the applications listed above on February 16, 2021.

On November 30, 2021, the Planning and Zoning Commission reviewed Pre-Application Design Review Permit 20-019 approving the project to advance to Design Review. Since that time, the applicant has secured ITD approval of the proposed SR 75 right of way improvements along with revisions to the project to address the Planning and Zoning Commission recommendations. In addition, the applicant and staff have concluded revisions to the Permit Conditions Acceptance Development Agreement.

Three actions remain before the project is approved. The first is Planning and Zoning Commission review and recommendation to approve Design Review Permit P22-028, Planning and Zoning Commission recommendations on the proposed Permit Conditions Acceptance Development Agreement, and City Council review and approval of the Permit Conditions Acceptance Agreement.

The matter before the Planning and Zoning Commission at this June 14, 2022, meeting is review of the Design Review Permit.

Actions Prior to December 2020 and February 2021

On July 29th, 2019, the Ketchum Planning and Zoning Commission held its first public hearings regarding the concurrent land use applications for a new Marriott hotel, proposed by PEG Ketchum Hotel, LLC, for a 1.08-acre site, consisting of three parcels, located at the southwest corner of State Highway 75 and River Street (260/280 E. River and 251 S. Main Street). The Commission held a second hearing July 30th, 2019.

The Commission recommended approval of the Lot Line Shift, Floodplain Development/Waterways Design Review, PUD-CUP applications during the July 30th meeting and motioned to advance the Pre-Application Design Review application to full Design Review. The Commission continued the hearing on the proposed Development Agreement to their August 12th, 2019, meeting and recommended approval to Council during that meeting.

After taking public comment on the proposal on September 16th, 2019 (but not reviewing or deliberating on the project) Ketchum City Council held its first public hearings on the concurrent applications on October 7th, 2019, and held subsequent hearings on December 2nd, 2019, and January 21st, 2020. Council took action to adopt Findings of Fact, Conclusions of Law, and Decisions related to the PUD-CUP, Lot Line Shift, and Floodplain Development application on February 3rd, 2020. The Council then rescinded (vacated) these Findings on April 6th, 2020 and entered the Orders remanding all applications except for File No. P20-069 back to the Planning and Zoning Commission. Application for Waiver File No. P20-069 was filed by the Applicant subsequent to the entry of the Orders and consists of waiver for:

- Minimum lot size for PUDs from 3 acres to approximately 1.05 acres.
- Side yard setbacks from 32 feet to 18 feet 5 inches on the highway/east side, and from 24 feet to 11 feet 8 inches on the interior/west side.
- Floor area ratio (FAR) from 0.5 to 1.57.
- Building height from 35 feet to 72 feet (72 feet is the maximum height from finished grade if measured from the lower sloped portion of the site; 48 feet is the height from grade at River Street).
- Number of floors from 4 floors to 6 floors (6 floors is number of floors if counted from the lower sloped portion of the site; 4 floors is the number of floors above grade at River Street).

The applicant team responded to Council and community input during the Proceedings and revised the physical form of the building (square footage, location on site, bulk, scale, mass, and so forth) over the course of these meetings. These changes to the form of the building and its relation to the site impacted the waiver requests associated with the PUD-CUP application.

Approved Project

Project Characteristic	February 16, 2021, Approvals
Total gross square feet	128,436 gross square feet
Floor Area Ratio	1.57 exclusive of basement areas and underground parking
Open site area	21,362 square feet
Building height, total	72'
Building height, measured from River St.	48'
Building height measured from Trail Creek	28'
Rear (South/Trail Creek) Setback, Minimum	25' + 10' (sewer easement)
Front (North/River Street), Minimum	15'
Side-East (Highway), Minimum	20' with an average side setback along the highway of 31.3
Side-West (Interior lot line), Minimum	16'
Employee housing beds on site	23 beds one (1) 4BR unit w/ 7 beds two (2) 2BR units 12 studios
Number of hotel rooms	92

The project includes 84 underground parking spaces (53 spaces are dedicated to hotel operations, 18 spaces are dedicated to employee housing, and 13 spaces are devoted to public use), as set forth in Project the Permit Conditions Acceptance Development Agreement.

As approved by Council, direct project ingress/egress to State Highway 75 (SH75) for anything other than fire emergency staging is not allowed. Conditions of approval require installation of north bound left turn lane at River Street and SR 75 to be constructed by the applicant as a condition of certificate of occupancy for the project.

Analysis

The applicant proposed minimal changes to the project previously approved by the Planning and Zoning Commission and City Council on January 21, 2020. Some changes did occur based on Planning and Zoning Commission and City Council direction. The changes that occurred between January 21, 2020, and February 16, 2021 consist of:

- The project setbacks have been modified to reflect requested increase to 16 feet along the west property line, and a minimum of 20 feet along the east property line with an average setback of no more than 31 feet from edge of SH75 ROW.
- Revisions have been made to the River Street encroachment design. The curb bulb out into River Street has been revised to conform to City standards.
- Exterior patios and terrace walls have been slightly modified to fit built structures within the updated setbacks along SH75. These walls were revised to minimize concentration of height in any one location.
- To address the concerns related to mechanical equipment and utilities located on the west side of the project, the following changes have been made:
 - The west setback increased to 17 feet at ground level, and 16 feet on upper levels.

- The Emergency power / back-up generator has been relocated inside the parking garage on level -01.
- Visual impact of Idaho Power electrical equipment will be minimized by screening with a slatted wooden fence
- Vents that are planned to occur along the west property line include the commercial dryer ventilation. The commercial dryer ventilation system proposed will feature a series of filters and lint traps that effectively catch lint adjacent to the dryers. In addition to the filters, the vents will be 17 feet from adjacent property line, and the ducting will be designed with velocity that will not cross the property line.

Pre-Application Design Review.

On November 20, 2021, the Planning and Zoning Commission was presented with the revised plans for pre-application design review. The Planning and Zoning Commission approved the project to move forward to design review with the following revisions:

- Provide details on the wall/building design along SR 75: Show how the walls/building will look when there is no tree foliage. Provide material details and design details.
- Address the treatment at the corner of River and SR 75: Redesign the corner treatment so that space can be used by the general public year-round and not used by just hotel guests. Look at eliminating the fire pit.
- Identify the mix of employees and managers that would be employed.
- Look at River Street side to address pedestrian safety in light of all the activities that are proposed on that frontage (deliveries, trash, drop-off, and pickup).
- Provide details on mechanical screening for all the equipment.
- Address the design of creek access trail from the highway – look at the materials, make more natural and inviting.
- Address the SR 75 elevation in the middle of the project: is there some way to break up the mass with a change in materials or step backs.

In response to the Commission’s comments that applicant has responded as outlined in Attachment A. The plans dated May 27, 2022, Attachment B address each of the issues noted by the Commission.

DESIGN REVIEW ANALYSIS

Attachment C is a copy of the Council adopted Planned Unit Development CUP Findings for the project.

Pursuant to KMC §17.96.020, the purpose of Design Review is to maintain and enhance the appearance, character, beauty, and function of the city, to ensure that new development is complementary to the design of existing City neighborhoods, and to protect and enhance the economic base of the City of Ketchum.

As further identified in the 2014 Ketchum Comprehensive Plan, Design Review criteria and standards are intended to encourage new development to align with the community’s vision for Ketchum as an authentic mountain community with a world-class character, yet small town feel (p. 7).

Staff analysis of the application consistent with the aforementioned purpose and intent follows in Table 1 and Table 2. Specifically, staff comments and recommended findings are organized within two tables. Table 1 analyzes how the March 27, 2022, plans (Attachment B) complies with the City's Design Review Improvements and Standards Analysis and Considerations. Table 2 analyzes how the May 27, 2022, plans comply with the City's PUD Project Waiver Consideration and Analysis / Tourist Zoning District Dimensional Standards.

PUBLIC COMMENT

Two written comments were received prior to the distribution of the Planning and Zoning Commission packet. Those comments are provided in Attachment D.

Table 1: Design Review Improvements and Standards Analysis and Considerations

Design Review Improvements and Standards Analysis and Considerations KMC § 16.08.080 G 1 IMPROVEMENTS AND STANDARDS: 17.96.060				
Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.050.A.1 Criteria	<p>The project does not jeopardize the health, safety or welfare of the public.</p> <p><i>As conditioned through the PUD/CUP and Design Review Permit, controls on design, inclusion of employee housing, pedestrian circulation and improvements within public rights-of-way, among other provisions set forth in the PUD/CUP Findings adopted by Council, the Commission finds the project will not jeopardize the health, safety of welfare of the public.</i></p>
			Staff Comment / Draft Finding	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.08.080 G 1 & 17.96.050.A.2, Criteria	<p>The plan is in conformance with and promotes the purposes and goals of the comprehensive plan, zoning ordinance, and other applicable ordinances of the city, and not in conflict with the public interest:</p> <p>Pursuant to subsection 16.08.070D of this chapter, all of the design review standards in chapter 17.96 of this code shall be carefully analyzed and considered. This includes detailed analysis of building bulk, undulation and other design elements. The site plan should be sensitive to the architecture and scale of the surrounding neighborhood.</p> <p>The project conforms to all applicable standards and criteria as set forth in this chapter, this title, and any other standards as adopted or amended by the City of Ketchum from time to time.</p>
			Staff Comment / Draft Finding	<p><i>The Commission carefully analyzed and considered the standards of these sections and finds the project plans to be sensitive to the architecture and scale of the surrounding neighborhood and is in harmony with the surrounding area. The Commission also finds that the Project conforms with applicable standards and criteria as set forth in KMC Chapter 96 and Title 17, and the CUP/PUD standards and waivers and not in conflict with the provisions of KMC Chapter 08 of Title 16 [the Planned Unit Development Ordinance].</i></p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(A)(1) Streets	The applicant shall be responsible for all costs associated with providing a connection from an existing city street to their development.
			Staff Comment / Draft Finding	<i>The property is located at 260-280 E. River Street with approximately 334 linear feet (LF) of frontage along State Highway 75 (SH75) and approximately 170 feet of linear frontage adjacent along River Street. As stipulated by the Ketchum City Council approval of the associated Planned Unit Development application for the property, the project will not have direct access onto SH75 for anything other than emergency access staging. The applicant is responsible for all costs associated with connecting the project to River Street, including access to the parking garage, pick-up/drop-off, hybrid delivery/public parking, and various sidewalk and plaza improvement. The project is designed consistent with the recommendation of the city's 3rd party traffic consultant (AECOM) and subject to an encroachment permit by the city. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(A)(2) Streets	All street designs shall be approved by the City Engineer.
			Staff Comment / Draft Finding	<i>The final street design, including snowmelt, delivery parking, pick-up/drop off areas, plaza amenities, sidewalk width/locations, ADA ramps, and bulb out are subject to city engineer approval, as well as an encroachment permit by Council. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(B)(1)	All projects under 17.96.010(A) that qualify as a “Substantial Improvement” shall install sidewalks as required by the Public Works Department.
			Staff Comment / Draft Finding	<i>The project qualifies as a substantial improvement and 8’ sidewalks along River Street and SH75 are required, totaling approximately 504 LF. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(2)c	Sidewalk width shall conform to the City’s right-of-way standards; however the City Engineer may reduce or increase the sidewalk width and design standard requirements at their discretion.
			Staff Comment / Draft Finding	<i>The project qualifies as a substantial improvement and 8’ sidewalks along River Street and SH75 are required. The city ROW standards also require on-street parking, which is being mitigated with 13 public parking spaces within the Applicant’s parking garage. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(3)	Sidewalks may be waived if one of the following criteria is met:
				<ul style="list-style-type: none"> a. The project comprises an addition of less than 250 square feet of conditioned space. b. The City Engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.
			Staff Comment / Draft Finding	<i>N/A</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(4)	The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
			Staff Comment / Draft Finding	<i>The applicant proposes to install a new 8' wide sidewalk along the north and east perimeter of the property. The new sidewalk will be approximately 504 total linear feet (LF) as follows: 170 LF along River Street and 334 LF along SH75. The River Street sidewalk will be snow melted by the applicant. The exact location of the sidewalk will be noted within the ITD and River Street Encroachment Permits. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(4)	The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
			Staff Comment / Draft Finding	<i>The applicant proposes to install a new 8' wide sidewalk along the north and east perimeter of the property. The new sidewalk will be approximately 504 total linear feet (LF) as follows: 170 LF along River Street and 334 LF along SH75. The River Street sidewalk will be snow melted by the applicant. The exact location of the sidewalk will be noted within the ITD and River Street Encroachment Permits. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(5)	New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.
			Staff Comment / Draft Finding	<i>The new sidewalk along the applicant's property connects to existing and future city sidewalk infrastructure. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060 (B)(6)	The City may approve and accept voluntary cash contributions in-lieu of the above described improvements, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in-lieu contribution shall be paid before the City issues a certificate of occupancy.
			Staff Comment / Draft Finding	<i>N/A. The project does not propose making a voluntary cash contribution in-lieu of improvements for this project.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(1)	All storm water shall be retained on site.
			Staff Comment / Draft Finding	<i>All storm water shall be retained on site including water from roof drains. The applicant has submitted Storm Water Pollution Plan (Civil Drawing Sheet C2.0 from Galena Engineering), as well as a preliminary utility plan with drainage details on Civil Drawing Sheet C4.0 of the Design Review submittal. The proposed drainage plan includes a system of drywells. Prior to issuance of a Building Permit for the project, the applicant shall submit a final drainage plan indicating grading, catch basins, piping, and drywells (KMC §17.96.040.C.2b & KMC §17.96.060.C.1-4) prepared by a civil engineer licensed in the state to be submitted for review and approval by the City Engineer and Streets Department. See Attachment for City Department comments including City Engineer and Streets Department conditions. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(2)	Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
			Staff Comment / Draft Finding	<i>See above Staff Comment / Draft Finding for Ketchum Municipal Code §17.96.060(C)(1). All drainage improvements are required to meet City standards. All drainage improvements shall be indicated on civil plans stamped and Idaho licensed engineer and require review approval from the City Engineer & Streets Department prior to issuance of a Building Permit for the project. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(3)	The City Engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.
			Staff Comment / Draft Finding	<i>A final drainage plan prepared by a civil engineer licensed in the state of Idaho shall be submitted with the Building Permit application to be reviewed and approved by the City Engineer. The City Engineer may require additional drainage improvements as necessary. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(4)	Drainage facilities shall be constructed per City standards.
			Staff Comment / Draft Finding	<i>All drainage facilities on both private property and the City owned right-of-way shall meet City standards. Final drainage specifications shall be included with the civil drawings submitted with the Building Permit application to be reviewed and approved by the City Engineer & Streets Department. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(1)	All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.
			Staff Comment / Draft Finding	<i>The applicant is aware of this requirement and the preliminary plans indicated in the Galena Engineering set of Civil Drawings show utility connections and locations. Also, will serve letters have been received from all the major utility service providers for the project, including IMG, Idaho Power, City Water and Sewer, Cox, and Clear Creek. See Attached Public Works Department comments and other will serve letters. As conditioned, the Project complies with this standard.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(2)	Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.
			Staff Comment / Draft Finding	<i>All utilities within the development site shall be underground and concealed from public view. The transformer for the Project is proposed in the Northwest Portion of the site with landscape screening. See above Staff Comment / Draft Findings for Ketchum Municipal Code §17.96.060(D)(1). The plans show the transformer will be screened and as proposed, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(3)	When extension of utilities is necessary all developers will be required to pay for and install two (2”) inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with city of Ketchum standards and at the discretion of the City Engineer.
			Staff Comment / Draft Finding	<i>The applicant is aware of this requirement and will comply with these standards. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(E)(1)	The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.
			Staff Comment / Draft Finding	<p><i>The Applicant notes the following about how the materials and colors selected for the project complement Ketchum’s townscape, surrounding neighborhood, and adjoining structures:</i></p> <p><i>STONE – Located primarily along the base volume of the restaurant and lobby along River Street. Our stone selection is a dry-stack stone with natural buff / light gray tones and horizontal directionality. Natural stone tones intended to reflect the prevalent stone formations around Wood River Valley, and rustic residential architecture of the area.</i></p> <p><i>BOARD FORMED CONCRETE – The grounding base element of this building, as the site drops, the board formed concrete foundation walls and site terraces with the landscape. Horizontal board formed texture gives a more natural textured finish vs. a traditional smooth face concrete. This material is seen throughout the valley on residential and commercial projects.</i></p> <p><i>STOREFRONT GLAZING – All windows, doors, and storefront glazing will be a simple dark bronze / black frame with high performance clear glazing. Dark frames tend to visually disappear from the architecture as other textures pop. Dark frames historically relate to old steel framed windows found though-out Western vernacular architecture and are seen on most commercial and residential buildings in Ketchum.</i></p>

				<p>CHARWOOD VERTICAL SIDING – This highly sustainable material is a low maintenance, fire resistant, textured gray wood to contrast / compliment the clear cedar siding throughout the project. Historically grey wood is achieved through staining or natural aging (see adjacent Korb property) but requires regular maintenance and sealing. Charred wood produces a natural gray wood aesthetic that doesn't require future staining or sealing. Gray finished wood is seen throughout Wood River Valley on historic structures, commercial structures, and all grades of residential projects.</p> <p>STEEL GUARDRAIL / STEEL PLATE FASCIA – Similar to the dark bronze storefront, clean horizontal steel railings and perimeter roof detailing provides a subtle contemporary touch that ideally disappears from the overall project to let other elements pop. The black flat bar railings are visually lighter than a heavy wood railing or panel railing and require less maintenance / upkeep than a clear glass railing would. Exposed steel details are common on much of the local architecture and relates back to historic mining and ski tower structure.</p> <p>CEDAR WOOD HORIZONTAL SIDING – Wood siding is probably the most commonly seen exterior material in the Wood River Valley and Ketchum. Its natural texture provides visual connection to surroundings as opposed to more commercial materials like flat metal panel or stucco. 'Clear' wood defines the grade of wood to have minimal knots or variation in the grain, so just denotes a higher finish grade of wood. This material will be sealed to maintain a more consistent finish, but color will change over time with exposure to the elements.</p> <p>VERTICAL WOOD SLAT W/ METAL PANEL BEHIND – The wood slat siding will use the same clear cedar material as the building siding, but in a lighter slatted application to provide a more vertical structural appearance on a few select locations of the building. The intent of this material is to act as a lighter accent to the mass of the building itself. Dark bronze or black metal panel behind will contrast the clear cedar and make the wood stand out from its background. Again, wood is one of the most common building materials in the area, and this is a creative use of a common material.</p> <p><i>Furthermore, the applicant has provided details of materials to be used on each elevation of the building.</i></p>
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				<p>The site is eligible for 56 square feet of wall signage on River Street and 60 square feet along its SH75 frontage. The applicant will be required to submit and obtain a sign permit for Project signage prior to installation.</p> <p>As conditioned, the Project complies with this standard. The project materials, colors are found to be complementary with the townscape, surrounding neighborhoods and adjoining structures.</p>
Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(E)(2)	<p>Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.</p> <p><i>Staff Comment / Draft Finding</i> N/A. There are no identified landmarks on the property.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(E)(3)	<p>Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.</p> <p><i>Staff Comment / Draft Finding</i> N/A as the existing buildings on site will be demolished and the project will be new construction.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(1)	<p>Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.</p> <p><i>Staff Comment / Draft Finding</i> The proposed sidewalks will connect as required. The subject property is a corner lot with street frontage along River Street and State Highway 75/Main Street. As a substantial improvement, the hotel project is required to install sidewalks equal to the length of the subject property lines adjacent to River and Main Streets. All sidewalks shall be constructed to City standards contained in KMC §12.04.030.M as well as all applicable City right-of-way standards. The main entryway to the hotel lobby is from River Street. The pedestrian ways along River Street will include a snowmelt system, which serves to further activate the corner of River and Main Streets by enhancing the pedestrian streetscape. The proposed front façade has been designed with ground floor windows and glass doors, which invites the public and hotel guests into the hotel. As conditioned, the Project complies with this standard.</p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(2)	The building character shall be clearly defined by use of architectural features.
			Staff Comment / Draft Finding	<p><i>Congruous with the natural topography of the development parcel, the mass of the building steps up the sloping grade from the south corner of the parcel adjacent to Trail Creek to the front property line at River Street. The vertical mass at the east elevation fronting Main Street is broken up by variation in roof heights, material differentiation, and a combination of horizontal and vertical elements. Projecting balconies and canopy elements serve to articulate breaks within the vertical plane. The circulation corridor design at the center of building serves as a prominent architectural feature anchoring the hotel to the site. Characterized with window openings at the east elevation fronting Main Street, the fenestration proposed with the circulation corridor serves as a visual invitation welcoming the public inside the hotel in order to enjoy the rooftop bar, restaurant, and lounge. The rooftop bar overhang element echoes the overhangs proposed at the entry and the corner of Main & River Streets linking the public amenities proposed with the project including the restaurant, dining area, and lounge.</i></p> <p><i>Public space adjoins the hotel entry as well as a canopy covered bar patio on Level 01 that is retained by a board formed concrete adjacent a new 8' wide sidewalk along SH75 and landscape screened from SH75 (toward southeast). The architecture in this corner is tiered from the SH75 street level by a retaining wall, the top of first floor plate level roof overhang canopy above the public outdoor dining, and then three floors of patios that provide terraced outdoor living areas for certain suites.</i></p> <p><i>Fixtures shielded underneath canopies must be flush mounted or side shielded. KMC §9.08.040.8 enumerates standards for noise levels permitted in the nighttime, daytime, and evening.</i></p> <p><i>The building character is clearly defined by the combined use of vertical elements, such as char wood vertical siding and wood slats with sheet metal behind panels, and horizontal elements, such as cedar wood horizontal siding. Also characterizing the building is its transparency, including thermally broken windows and accessible balconies with steel guardrails for the hotel rooms, as well as canopies and steel plate knife edge fascia to offset architectural elements.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(3)	There shall be continuity of materials, colors and signing within the project.
			Staff Comment / Draft Finding	<i>Applicant has provided a materials board consisting of Clear Cedar Screen, Clear Cedar T&G, Shou-sugi Ban Wood, Board-formed Concrete, Dry-stacked Stone, Black Steel Trim, Sand-Blasted Concrete and Flat-Bar Railing. Subject material board is characterized by natural materials including stone, steel, and wood with fenestration to celebrate the outside environment within interior common areas and living space. Notably, each of the 92 hotel rooms has access to outdoors with either a Juliet or full walk-out balcony. The materials are carried around the periphery of the building to create design continuity. Additionally, a sign master plan has been submitted by the applicant and will be subject to future administrative approval. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(4)	Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.
			Staff Comment / Draft Finding	<i>The applicant has proposed a landscape buffer southward of the front plaza bar patio characterized by a mix of landscaping, planter beds, and board-formed concrete and/or stone retaining walls. These improvements create a tiered, low to high, stepped back design complementary of the principal building. The Applicant has provided a more detailed landscape plan that softens the building façade, mitigates SH75 noise, and gives vitality to the 45% project open space. As conditioned, the Project complies with this standard.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(5)	Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(6)	Building(s) shall orient towards their primary street frontage.
			Staff Comment / Draft Finding	<i>River Street has been analyzed by the design team, AECOM, city staff and the Council and determined to be the preferred solution for project access in terms of level of service, traffic flow, circulation, deliveries, parking, snow removal, and pedestrian access. Additionally, as determined by Council, direct access to the project from SH75 shall be limited to fire emergency staging only. The hotel is oriented towards River Street as the primary street frontage. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(7)	Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.
			Staff Comment / Draft Finding	<i>The project has no access to any public alleyway and, as such, this portion of the DR standard (F)(7) is not applicable. However, garbage storage for the project will be screened from public view. As set forth on the Level 01 Floor Plan, a trash / loading area is located just inside the parking garage off the garage vestibule. The applicant has obtained a will serve letter from Clear Creek Disposal for the project. Furthermore, any satellite receivers for the project or on the property shall be screened from public view. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(8)	Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.
			Staff Comment / Draft Finding	<i>The building design includes at the entrance to the hotel lobby a cantilevered canopy that terminates at the applicant's property line along River Street. The restaurant bar patio also is covered. Both features will prevent water from dripping or snow from sliding on areas where pedestrians gather and circulate. Furthermore, the applicant proposes to snow melt the front drop off, plaza, public sidewalk areas as part of its River Street Encroachment Permit with the City. As conditioned, the Project complies with this standard.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(1)	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
			Staff Comment / Draft Finding	<i>Approximately 500 linear feet of new sidewalk will be built within the River Street and SH75 public ROW abutting the property. The sidewalks will be 8' in width to comply with city standards. The sidewalk along the north-side of the hotel is proposed to be snow melted. Additional pathways are proposed on the applicant's property that wrap the southwest, southern and southeast parts of the building. These are internal walkways that connect to hotel ingress/egress points, various public entries, the dedicated fisherman's easement noted on the subdivision plat for Trail Creek, required hotel emergency evacuation routes, and the aforementioned public ROW sidewalks. Bike racks are also proposed consistent with hotel requirements. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(G)(2)	Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.
			Staff Comment / Draft Finding	<i>N/A as the applicant has not proposed any awnings that project over a public sidewalk. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(1)	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
			Staff Comment / Draft Finding	<i>Approximately 500 linear feet of new sidewalk will be built within the River Street and SH75 public ROW abutting the property. The sidewalks will be 8' in width to comply with city standards. The sidewalk along the north-side of the hotel is proposed to be snow melted. Additional pathways are proposed on the applicant's property that wrap the southwest, southern and southeast parts of the building. These are internal walkways that connect to hotel ingress/egress points, various public entries, the dedicated fisherman's easement noted on the subdivision plat for Trail Creek, required hotel emergency evacuation routes, and the aforementioned public ROW sidewalks. Bike racks are also proposed consistent with hotel requirements. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(G)(2)	Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.
			Staff Comment / Draft Finding	<i>N/A as the applicant has not proposed any awnings that project over a public sidewalk. As conditioned, the Project complies with this standard.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
☒	☐	☐	17.96.060(G)(3)	<p>Traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. Consideration shall be given to adequate sight distances and proper signage.</p>
			Staff Comment / Draft Finding	<p><i>As noted in the February 16, 2021 City Council-adopted PUD Findings including in part §17.116.030(C), the City finds the Project will be adequately served by necessary vehicular and nonmotorized transportation systems. This finding was made after reviewing the detailed traffic impact study (TIS) prepared by Hales Engineering, which AECOM (on behalf of the city) provided a peer analysis. As conditioned herein, the Commission finds that traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. In making this finding, consideration was given to assuring adequate sight distances and proper signage.</i></p>
☒	☐	☐	17.96.060(G)(4)	<p>Curb cuts and driveway entrances shall be no closer than twenty (20') feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right of way. Due to site conditions or current/projected traffic levels or speed, the City Engineer may increase the minimum distance requirements.</p>
			Staff Comment / Draft Finding	<p><i>No curb cuts or driveway entrances are proposed that are closer than twenty (20') feet to an intersection of two or more streets, as measured along the property line adjacent to the right of way. Improvements to River Street are subject to a city encroachment permit. As conditioned, the Project complies with this standard.</i></p>
☒	☐	☐	17.96.060(G)(5)	<p>Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.</p>
			Staff Comment / Draft Finding	<p><i>Significant attention has been given to the project by the city engineer, fire, streets and planning departments to assure that unobstructed emergency access, snow plowing needs, and other city design considerations are properly addressed with the project. Furthermore, the applicant has received a will serve letter from Clear Creek Disposal for the project. As conditioned, the Project complies with this standard.</i></p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(1)	Snow storage areas shall not be less than thirty percent (30%) of the improved parking and pedestrian circulation areas.
			Staff Comment / Draft Finding	<i>This standard applies to on-site parking and circulation areas, not pedestrian and parking circulation areas within the public right-of-way. All on-site parking is located within the parking garage and the entrance to the parking garage is within the boundary the applicant plans to snowmelt. An extensive sidewalk network is proposed on-site for the public and guests. Portions of this sidewalk network need to remain free of snow for hotel evacuation purposes. As a result, the applicant walkways along the southwest and south portions of the project that are associated with hotel ingress/egress points will be snow melted. With 45% open space on-site and a network of snowmelt sidewalks, the applicant's pedestrian circulation area is greater than 30%. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(2)	Snow storage areas shall be provided on-site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff Comment / Draft Finding	<i>See above Staff comment for Ketchum City Code §17.96.060(H)(1).</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(3)	A designated snow storage area shall not have any dimension less than five (5') feet and shall be a minimum of twenty five (25) square feet.
			Staff Comment / Draft Finding	<i>See above Staff comment for Ketchum City Code §17.96.060(H)(1).</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(4)	In lieu of providing snow storage areas, snow melt and hauling of snow may be allowed.
			Staff Comment / Draft Finding	<i>The applicant proposes a snowmelt system for the project. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(I)(1)	Landscaping is required for all projects.
			Staff Comment / Draft Finding	<i>Pursuant to KMC §17.96.060.I, landscaping shall serve to enhance and complement the neighborhood and townscape as well as provide a buffer between land uses. The landscape plan incorporates a landscape buffer separating the hotel from Main Street. The landscape plan is comprised of a mixtures of trees, bushes, grasses and flowers appropriate to the environment. Street trees are proposed to be incorporated into the streetscape design adjacent to River Street. All proposed street trees will require electrical outlets and irrigation and must maintain a minimum of 6 ft of clearance within the public sidewalk. Materials and vegetation types are required to be readily adaptable to the site's microclimate, soil conditions, and orientation. All trees, grasses, and perennials must be drought tolerant and native species are recommended.</i> <i>Due to the requested waiver to reduce the west side setback, the Commission requested the applicant enhance the landscape design in order to provide a buffer between the hotel and the adjacent office buildings located at 220 E River Streets. A 16' building setback and landscape buffer have been provided.</i> <i>The Commission called for the proposed landscape design to include a comprehensive strategy for the riparian area including a point of access for the public to access Trail Creek. This has been provided, inclusive of public access.</i>

				<p><i>A landscape plan is included in the Design Review submittal. The landscape plan includes Aspen Trees, understory shrubs and wildflowers, native trees, shrubs, and grasses, as well as planters comprised of ornamental grasses and perennial flowers.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
Yes	No	N/A	Ketchum Municipal Code §	City Standards and Staff Comment / Draft Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(1)(2)	<p>Landscape materials and vegetation types specified shall be readily adaptable to a site's microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the neighborhood and townscape.</p>
			Staff Comment / Draft Finding	<p><i>The landscape materials and vegetation types shall be readily adaptable to the site's microclimate, soil conditions, orientation, and aspect. The proposed landscaping will soften the mass of the building and complement the neighborhood and entry into town. The planters integrated within the front façade enhance the building design and facilitate the creation of inviting outdoor gathering areas.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(1)(3)	<p>All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.</p>
			Staff Comment / Draft Finding	<p><i>The landscaping plan indicates native trees, shrubs, and grasses to conserve water will be installed.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(1)(4)	<p>Landscaping shall provide a substantial buffer between land uses, including, but not limited to, structures, streets and parking lots. The development of landscaped public courtyards, including trees and shrubs where appropriate, shall be encouraged.</p>
			Staff Comment / Draft Finding	<p><i>The proposed landscaping will provide a buffer between office building to the west and SH75 to the east. The natural riparian landscaping along Trail Creek is retained. As conditioned, the Project complies with this standard.</i></p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and <i>Staff Comment / Draft Findings</i>
☒	☐	☐	17.96.060(J)(1)	<p>Where sidewalks are required, pedestrian amenities shall be installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, restrooms, fountains, art, etc. All public amenities shall receive approval from the Public Works Department prior to design review approval from the Commission.</p>
			<p>Staff Comment / Draft Finding</p>	<p><i>Public amenities are required to be provided wherever sidewalks are installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, or art. The applicant proposes these amenities along River Street. All public amenities proposed to be installed shall meet all applicable City right-of-way standards and receive approval from the City Engineer and Streets Department.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>

Table 2: PUD Project Waiver Consideration and Analysis/ Tourist Zoning District Dimensional Standards.

For purposes of consistency Staff has reviewed the standards set forth in Table 2 (herein below), as well as the February 16, 2021 PUD/CUP Findings and finds the Project in compliance with the Tourist Zoning District findings as follows.

Tourist Zoning Standards					
Compliant			City Standard & Staff Comment / Draft Staff Comment / Draft Findings		
Yes	No	N/A	KMC Section	City Standard & Staff Comment / Draft Findings	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Minimum Lot Area: 9,000 square feet minimum.	
			Staff Comment / Draft Finding	<i>The property is 47,249 square feet in size and has a lot width with the one-lot subdivision application that exceeds the minimum lot size and widths required in the Tourist Zone. The City finds that this standard has been met.</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Building Coverage	
			Staff Finding	<i>Approximately 21,362 square feet of the property will remain open space, which is approximately 45% of the 47,249 square foot site. The Project has greater than the required thirty-five percent (35%) minimum open space set forth in the KMC for the Tourist Zoning District. The City finds that this standard has been met.</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.124.040	Setbacks Front: 15' Riparian: 25' SH75: 25' / 32' Side: the greater of 1' for every 3' in building height, or 5'	
			Staff Comment / Draft Finding	<i>Front & Riparian Setbacks: The project as set forth in the attached Design Review Drawings complies with the city's 25' riparian and 15' front setback requirements. In accordance with KMC 17.88.050.E.3 the proposed pathway through the riparian zone and providing access to Trail Creek is approvable. Side Yard Setbacks: The Design Review drawings comply with the waivers approved as part of the PUD process by the City. Notably, the DR drawings show that the average setback of the proposed hotel along SH75 is an average of 31'.3" The project drawings also show that the building sixteen (16') from the west side property line consistent with KCC approval of the PUD. The City finds that this standard has been met.</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.124.040	Permitted Gross Floor Area Ratio: 0.5 or greater for hotels	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.040	Building Height Maximum Permitted: 35' or greater for hotels	
			Staff Comment	<i>Street. The hotel is proposed as a four-story structure on River Street, and step / terrace down to three and then two stories nearest Trail Creek. (B) The KMC does not specify the maximum height of a four-story building. Historic references in the KMC, as well as the top floor plate of the adjoining Limelight Hotel show the hotel fourth floor to equal approximately forty-eight feet (48') while the top of the Limelight hotel penthouse parapet is 73.5' (C) Maximum height of the building shall not exceed 48' when the building is measured from the highest elevation of the property (along River Street) or 72' when building height is measured from the lowest elevation of the property (along Trail Creek). (D) During the transition where the four-story building along River Street steps down approximately thirty feet (30') toward Trail Creek, the forty-</i>	

			<p><i>eight foot (48') high 4-story building reads like 6-stories at seventy-two feet (72') high. This is permissible consistent with KMC §16.08.020.B and desirable as follows: first, the height of the building at subject central location is below the forty-eight (48') 4-story horizontal plane established by precedent and with the top of the fourth floor at the adjacent Limelight; second, the City recognizes that in this central location of the structure, that the 4-stories of hotel use are sandwiched between two public amenities (employee housing and a roof top bar for the public). The unique characteristics of the site at this location, where the existing grade drops quickly in the center of the site, result in a portion of the building having a taller element of seventy-two feet (72') as measured from existing grade. The City finds this consistent with KMC §16.08.020.B, "[i]n the event of conflict between this PUD chapter and any other ordinance of the city, this PUD chapter shall control." (E) In comparison to both the Limelight and approved Bariteau hotels on opposing corners, the height of the proposed Hotel is lower and more closely aligned to the fourth floor of each building. (F) The Gateway Study and Subarea Analysis indicate that the proposed hotel is both by design and use consistent with envisioned plans for the corner of SH75 and River Street. and, (G) Further, the proposed hotel project is consistent with current Tourist Zoning District zoning allowances for hotels. Each of the attendant uses, including restaurant/bar, meeting rooms, and employee housing are also permitted in the Tourist Zoning District.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.125.030.H Curb Cut Permitted: <i>A total of 35% of the linear footage of any street frontage can be devoted to access off street parking.</i></p> <p>Staff Comment / Draft Finding <i>There are no curb cuts proposed along State Highway 75. The new configuration results in less than thirty-five percent (< 35%) of the linear footage of street frontage devoted to access the off street parking within the parking garage. The City finds that this standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.125.020.A.2 & 17.125.050 Parking Spaces <i>Off-street parking standards of this chapter apply to any new development and to any new established uses.</i></p> <p>Staff Comment / Draft Finding <i>As analyzed by staff and consistent with KMC §17.125, the Project has adequate parking for the proposed uses on the property. The project is parked with 84 on-site garage parking spaces. Of the 84 spaces provided for the Project not less than 13 spaces are reserved for public use, 18 spaces are reserved for employee housing use, and the remaining 53 spaces are needed for hotel operations. As conditioned, the Project complies with this standard.</i></p>

RECOMMENDED CONDITIONS

1. This Design Review approval is subject to the PUD Findings adopted by the KCC on 2/16/21 for the PEG Ketchum.
2. This Design Review approval is subject to the conditions as set forth in Tables 1 and 2.
3. The applicant shall submit final civil drawings prepared by an engineer registered in the State of Idaho including the utilities and drainage plans to be reviewed and approved by the City Engineer, Streets, and Utilities departments prior to issuance of a Building Permit for the project.
4. This Design Review approval is based on the May 27, 2022 plans and information presented and approved at the meeting on the date noted herein. Building Permit plans for all on-site improvements must conform to the approved Design Review plans unless otherwise approved in writing by the Planning and Zoning Commission or Administrator. Any building or site discrepancies which do not conform to the approved plans will be subject to removal.
5. All governing ordinances, requirements, and regulations of the Fire Department (2018 International Fire Code), Building Department (2018 International Building Code, the 2018 International Residential Code, and Title 15 of Ketchum Municipal Code), Utilities Department, Street Department (Title 12 of Ketchum Municipal Code), and the City Engineer shall be met prior to issuance of Building Permit and Certificate of Occupancy.
6. The term of Design Review approval shall be twelve (12) months from the date that the Findings of Fact, Conclusions of Law, and Decision are adopted by the Commission or upon appeal, the date the approval is granted by the Council (KMC §17.96.090).
7. All Design Review elements shall be completed prior to issuance of a Certificate of Occupancy for the building.
8. All exterior lighting on the property shall be in compliance with Ketchum Municipal Code, Chapter 17.132, Dark Skies, and shall be inspected by Planning Staff and approved prior the issuance of a Certificate of Occupancy for the building.
9. Any satellite receivers located on the hotel property shall be subject to a separate review and permit approval.
10. The hotel project is required to install 8' wide sidewalks equal to the length of the subject property lines adjacent to River and Main Streets or 504 linear feet, whichever is greatest. All sidewalks shall be constructed to City standards
11. Lighting and noise related to the rooftop bar shall be in compliance with the following city code requirements: KMC §17.132 requires all exterior lighting be full cutoff fixtures with the light source fully shielded. Fixtures shielded underneath canopies must be flush mounted or side shielded. KMC §9.08.040.8 enumerates standards for noise levels permitted in the nighttime, daytime, and evening.
12. Any modification to the existing Floodplain Waterways Design Review permit is subject to review and approval.
13. Prior to installation of signage, a sign permit shall be submitted and approved.
14. Sidewalks that are required for the hotel evacuation plan shall be part of the hotel snowmelt system and kept free of snow. A snow melt diagram shall be incorporated into the drawing set approved at the time of building permit issuance to assure areas proposed for snowmelt are constructed as such and found operational as a condition of certificate of occupancy.

ATTACHMENTS

- Attachment A:** May 5, 2022 Memo Outlining Design Changes in Response to November 20, 2021 Pre-Application Design Review Meeting
- Attachment B:** May 27, 2022 Design Review Plans
- Attachment C:** February 16, 2021 PUD/CUP Findings of Fact and Conditions of Approval
- Attachment D:** Public Comments

Attachment B



City of Ketchum
Planning & Building

FINDINGS OF THE PLANNING AND ZONING COMMISSION

PROJECT: PEG Ketchum Hotel, LLC or Ketchum Tribute Hotel or Ketchum Gateway Hotel

FILE NUMBER: P22-028 Design Review Permit

APPLICATION TYPE: Design Review Permit and Permit Conditions Acceptance Development Agreement

REPRESENTATIVE: Matt Hansen, PEG Companies, Justin Heppler, AJC Architects

OWNER: PEG Ketchum Hotel, LLC

REQUEST: Design Review and Permit Conditions Acceptance Development Agreement

LOCATION: 251 S. Main Street – Ketchum Townsite Lots 3, 21, FR 22 Blk 82 N 10’ x 110’ of alley S 20’ x 230’ of alley, 260 E. River Street – Ketchum Townsite Lot 2 Block 82 10’ x 110’ of alley, and 280 E. River Street – Ketchum Townsite Lot 1 Block 82 (Gateway site)

ZONING: Tourist (T) Zoning District

OVERLAY: Floodplain & Waterways Design Review Subdistricts

NOTICE: Notice was published for the June 14, 2022, public hearing in the *Idaho Mountain Express*, the official newspaper, on Wednesday May 25, 2022. On May 25, 2022, notice of the hearing was mailed to the property owners within 300 feet of the subject real property and affected agencies. Notice for the March 28, 2023 hearing to adopt the Findings of Fact and Conclusions of Law and Planning and Zoning Commission Decision was published March 8, 2023 in the *Idaho Mountain Express*, the official newspaper.

**FINDINGS OF FACT, CONCLUSIONS OF LAW, AND PLANNING AND ZONING COMMISSION
DECISION**

THIS MATTER, having come before the Planning and Zoning Commission on remand from the City Council for hearing on the 14th day of June, 2022 pursuant to the Applicant PEG Ketchum Hotel, LLC’s and Planning and Zoning Commission’s hearing on March 28, 2023 to approve the Finding of Fact, Conclusions of Law and the Planning and Zoning Commission’s Decision on the above-entitled application to:

Project Characteristic	February 16, 2021, Approvals
Total gross square feet	128,436 gross square feet
Floor Area Ratio	1.57 exclusive of basement areas and underground parking
Open site area	21,362 square feet
Building height, total	72'
Building height, measured from River St.	48'
Building height measured from Trail Creek	28'
Rear (South/Trail Creek) Setback, Minimum	25' + 10' (sewer easement)
Front (North/River Street), Minimum	15'
Side-East (Highway), Minimum	20' with an average side setback along the highway of 31.3
Side-West (Interior lot line), Minimum	16'
Employee housing beds on site	23 beds one (1) 4BR unit w/ 7 beds two (2) 2BR units 12 studios
Number of hotel rooms	92

The project includes 84 underground parking spaces (53 spaces are dedicated to hotel operations, 18 spaces are dedicated to employee housing, and 13 spaces are devoted to public use), as set forth in Project the Permit Conditions Acceptance Development Agreement.

As approved by Council, direct project ingress/egress to State Highway 75 (SH75) for anything other than fire emergency staging is not allowed. Conditions of approval require installation of north bound left turn lane at River Street and SR 75 to be constructed by the applicant as a condition of certificate of occupancy for the project.

As further identified in the 2014 Ketchum Comprehensive Plan, Design Review criteria and standards are intended to encourage new development to align with the community’s vision for Ketchum as an authentic mountain community with a world-class character, yet small town feel (p. 7).

DECISION

WHEREUPON THE COMMISSION being duly informed and having reviewed the record, evidence, and testimony received and being fully advised in the premises, DO HEREBY MAKE THE FOLLOWING FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER OF DECISION, to-wit:

FINDINGS OF FACT AND CONCLUSIONS OF LAW

Design Review Improvements and Standards Analysis and Considerations KMC § 16.08.080 G 1 IMPROVEMENTS AND STANDARDS: 17.96.060				
Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.050.A.1 Criteria	<p>The project does not jeopardize the health, safety or welfare of the public.</p>
			Staff Comment / Draft Finding	<p><i>As conditioned through the PUD/CUP and Design Review Permit, controls on design, inclusion of employee housing, pedestrian circulation and improvements within public rights-of-way, among other provisions set forth in the PUD/CUP Findings adopted by Council, the Commission finds the project will not jeopardize the health, safety of welfare of the public.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.08.080 G 1 & 17.96.050.A.2, Criteria	<p>The plan is in conformance with and promotes the purposes and goals of the comprehensive plan, zoning ordinance, and other applicable ordinances of the city, and not in conflict with the public interest:</p> <p>Pursuant to subsection 16.08.070D of this chapter, all of the design review standards in chapter 17.96 of this code shall be carefully analyzed and considered. This includes detailed analysis of building bulk, undulation and other design elements. The site plan should be sensitive to the architecture and scale of the surrounding neighborhood.</p> <p>The project conforms to all applicable standards and criteria as set forth in this chapter, this title, and any other standards as adopted or amended by the City of Ketchum from time to time.</p>
			Staff Comment / Draft Finding	<p><i>The Commission carefully analyzed and considered the standards of these sections and finds the project plans to be sensitive to the architecture and scale of the surrounding neighborhood and is in harmony with the surrounding area. The Commission also finds that the Project conforms with applicable standards and criteria as set forth in KMC Chapter 96 and Title 17, and the CUP/PUD standards and waivers and not in conflict with the provisions of KMC Chapter 08 of Title 16 [the Planned Unit Development Ordinance].</i></p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(A)(1) Streets	The applicant shall be responsible for all costs associated with providing a connection from an existing city street to their development.
			Staff Comment / Draft Finding	<i>The property is located at 260-280 E. River Street with approximately 334 linear feet (LF) of frontage along State Highway 75 (SH75) and approximately 170 feet of linear frontage adjacent along River Street. As stipulated by the Ketchum City Council approval of the associated Planned Unit Development application for the property, the project will not have direct access onto SH75 for anything other than emergency access staging. The applicant is responsible for all costs associated with connecting the project to River Street, including access to the parking garage, pick-up/drop-off, hybrid delivery/public parking, and various sidewalk and plaza improvement. The project is designed consistent with the recommendation of the city's 3rd party traffic consultant (AECOM) and subject to an encroachment permit by the city. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(A)(2) Streets	All street designs shall be approved by the City Engineer.
			Staff Comment / Draft Finding	<i>The final street design, including snowmelt, delivery parking, pick-up/drop off areas, plaza amenities, sidewalk width/locations, ADA ramps, and bulb out are subject to city engineer approval, as well as an encroachment permit by Council. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(B)(1)	All projects under 17.96.010(A) that qualify as a “Substantial Improvement” shall install sidewalks as required by the Public Works Department.
			Staff Comment / Draft Finding	<i>The project qualifies as a substantial improvement and 8’ sidewalks along River Street and SH75 are required, totaling approximately 504 LF. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(2)c	Sidewalk width shall conform to the City’s right-of-way standards; however the City Engineer may reduce or increase the sidewalk width and design standard requirements at their discretion.
			Staff Comment / Draft Finding	<i>The project qualifies as a substantial improvement and 8’ sidewalks along River Street and SH75 are required. The city ROW standards also require on-street parking, which is being mitigated with 13 public parking spaces within the Applicant’s parking garage. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(3)	Sidewalks may be waived if one of the following criteria is met:
				<ul style="list-style-type: none"> a. The project comprises an addition of less than 250 square feet of conditioned space. b. The City Engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.
			Staff Comment / Draft Finding	<i>N/A</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(4)	The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
			Staff Comment / Draft Finding	<i>The applicant proposes to install a new 8' wide sidewalk along the north and east perimeter of the property. The new sidewalk will be approximately 504 total linear feet (LF) as follows: 170 LF along River Street and 334 LF along SH75. The River Street sidewalk will be snow melted by the applicant. The exact location of the sidewalk will be noted within the ITD and River Street Encroachment Permits. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(4)	The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
			Staff Comment / Draft Finding	<i>The applicant proposes to install a new 8' wide sidewalk along the north and east perimeter of the property. The new sidewalk will be approximately 504 total linear feet (LF) as follows: 170 LF along River Street and 334 LF along SH75. The River Street sidewalk will be snow melted by the applicant. The exact location of the sidewalk will be noted within the ITD and River Street Encroachment Permits. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(5)	New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.
			Staff Comment / Draft Finding	<i>The new sidewalk along the applicant's property connects to existing and future city sidewalk infrastructure. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060 (B)(6)	The City may approve and accept voluntary cash contributions in-lieu of the above described improvements, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in-lieu contribution shall be paid before the City issues a certificate of occupancy.
			Staff Comment / Draft Finding	<i>N/A. The project does not propose making a voluntary cash contribution in-lieu of improvements for this project.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(1)	All storm water shall be retained on site.
			Staff Comment / Draft Finding	<i>All storm water shall be retained on site including water from roof drains. The applicant has submitted Storm Water Pollution Plan (Civil Drawing Sheet C2.0 from Galena Engineering), as well as a preliminary utility plan with drainage details on Civil Drawing Sheet C4.0 of the Design Review submittal. The proposed drainage plan includes a system of drywells. Prior to issuance of a Building Permit for the project, the applicant shall submit a final drainage plan indicating grading, catch basins, piping, and drywells (KMC §17.96.040.C.2b & KMC §17.96.060.C.1-4) prepared by a civil engineer licensed in the state to be submitted for review and approval by the City Engineer and Streets Department. See Attachment for City Department comments including City Engineer and Streets Department conditions. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(2)	Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
			Staff Comment / Draft Finding	<i>See above Staff Comment / Draft Finding for Ketchum Municipal Code §17.96.060(C)(1). All drainage improvements are required to meet City standards. All drainage improvements shall be indicated on civil plans stamped and Idaho licensed engineer and require review approval from the City Engineer & Streets Department prior to issuance of a Building Permit for the project. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(3)	The City Engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.
			Staff Comment / Draft Finding	<i>A final drainage plan prepared by a civil engineer licensed in the state of Idaho shall be submitted with the Building Permit application to be reviewed and approved by the City Engineer. The City Engineer may require additional drainage improvements as necessary. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(4)	Drainage facilities shall be constructed per City standards.
			Staff Comment / Draft Finding	<i>All drainage facilities on both private property and the City owned right-of-way shall meet City standards. Final drainage specifications shall be included with the civil drawings submitted with the Building Permit application to be reviewed and approved by the City Engineer & Streets Department. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(1)	All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.
			Staff Comment / Draft Finding	<i>The applicant is aware of this requirement and the preliminary plans indicated in the Galena Engineering set of Civil Drawings show utility connections and locations. Also, will serve letters have been received from all the major utility service providers for the project, including IMG, Idaho Power, City Water and Sewer, Cox, and Clear Creek. See Attached Public Works Department comments and other will serve letters. As conditioned, the Project complies with this standard.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(2)	Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.
			Staff Comment / Draft Finding	<i>All utilities within the development site shall be underground and concealed from public view. The transformer for the Project is proposed in the Northwest Portion of the site with landscape screening. See above Staff Comment / Draft Findings for Ketchum Municipal Code §17.96.060(D)(1). The plans show the transformer will be screened and as proposed, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(3)	When extension of utilities is necessary all developers will be required to pay for and install two (2”) inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with city of Ketchum standards and at the discretion of the City Engineer.
			Staff Comment / Draft Finding	<i>The applicant is aware of this requirement and will comply with these standards. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(E)(1)	The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.
			Staff Comment / Draft Finding	<p><i>The Applicant notes the following about how the materials and colors selected for the project complement Ketchum’s townscape, surrounding neighborhood, and adjoining structures:</i></p> <p>STONE – <i>Located primarily along the base volume of the restaurant and lobby along River Street. Our stone selection is a dry-stack stone with natural buff / light gray tones and horizontal directionality. Natural stone tones intended to reflect the prevalent stone formations around Wood River Valley, and rustic residential architecture of the area.</i></p> <p>BOARD FORMED CONCRETE – <i>The grounding base element of this building, as the site drops, the board formed concrete foundation walls and site terraces with the landscape. Horizontal board formed texture gives a more natural textured finish vs. a traditional smooth face concrete. This material is seen throughout the valley on residential and commercial projects.</i></p> <p>STOREFRONT GLAZING – <i>All windows, doors, and storefront glazing will be a simple dark bronze / black frame with high performance clear glazing. Dark frames tend to visually disappear from the architecture as other textures pop. Dark frames historically relate to old steel framed windows found though-out Western vernacular architecture and are seen on most commercial and residential buildings in Ketchum.</i></p>

				<p>CHARWOOD VERTICAL SIDING – This highly sustainable material is a low maintenance, fire resistant, textured gray wood to contrast / compliment the clear cedar siding throughout the project. Historically grey wood is achieved through staining or natural aging (see adjacent Korb property) but requires regular maintenance and sealing. Charred wood produces a natural gray wood aesthetic that doesn't require future staining or sealing. Gray finished wood is seen throughout Wood River Valley on historic structures, commercial structures, and all grades of residential projects.</p> <p>STEEL GUARDRAIL / STEEL PLATE FASCIA – Similar to the dark bronze storefront, clean horizontal steel railings and perimeter roof detailing provides a subtle contemporary touch that ideally disappears from the overall project to let other elements pop. The black flat bar railings are visually lighter than a heavy wood railing or panel railing and require less maintenance / upkeep than a clear glass railing would. Exposed steel details are common on much of the local architecture and relates back to historic mining and ski tower structure.</p> <p>CEDAR WOOD HORIZONTAL SIDING – Wood siding is probably the most commonly seen exterior material in the Wood River Valley and Ketchum. Its natural texture provides visual connection to surroundings as opposed to more commercial materials like flat metal panel or stucco. 'Clear' wood defines the grade of wood to have minimal knots or variation in the grain, so just denotes a higher finish grade of wood. This material will be sealed to maintain a more consistent finish, but color will change over time with exposure to the elements.</p> <p>VERTICAL WOOD SLAT W/ METAL PANEL BEHIND – The wood slat siding will use the same clear cedar material as the building siding, but in a lighter slatted application to provide a more vertical structural appearance on a few select locations of the building. The intent of this material is to act as a lighter accent to the mass of the building itself. Dark bronze or black metal panel behind will contrast the clear cedar and make the wood stand out from its background. Again, wood is one of the most common building materials in the area, and this is a creative use of a common material.</p> <p>Furthermore, the applicant has provided details of materials to be used on each elevation of the building.</p> <p>The site is eligible for 56 square feet of wall signage on River Street and 60 square feet along its SH75 frontage. The applicant will be required to submit and obtain a sign permit for Project signage prior to installation.</p>
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				<i>As conditioned, the Project complies with this standard. The project materials, colors are found to be complementary with the townscape, surrounding neighborhoods and adjoining structures.</i>
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Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(E)(2)	Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.
			Staff Comment / Draft Finding	<i>N/A. There are no identified landmarks on the property.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(E)(3)	Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.
			Staff Comment / Draft Finding	<i>N/A as the existing buildings on site will be demolished and the project will be new construction.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(1)	Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.
			Staff Comment / Draft Finding	<i>The proposed sidewalks will connect as required. The subject property is a corner lot with street frontage along River Street and State Highway 75/Main Street. As a substantial improvement, the hotel project is required to install sidewalks equal to the length of the subject property lines adjacent to River and Main Streets. All sidewalks shall be constructed to City standards contained in KMC §12.04.030.M as well as all applicable City right-of-way standards. The main entryway to the hotel lobby is from River Street. The pedestrian ways along River Street will include a snowmelt system, which serves to further activate the corner of River and Main Streets by enhancing the pedestrian streetscape. The proposed front façade has been designed with ground floor windows and glass doors, which invites the public and hotel guests into the hotel. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(2)	The building character shall be clearly defined by use of architectural features.
			Staff Comment / Draft Finding	<i>Congruous with the natural topography of the development parcel, the mass of the building steps up the sloping grade from the south corner of the parcel adjacent to Trail Creek to the front property line at River Street. The vertical mass at the east elevation fronting Main Street is broken up by variation in roof heights, material differentiation, and a combination of horizontal and vertical elements. Projecting balconies and canopy elements serve to articulate breaks within the vertical plane. The circulation corridor design at the center of building serves as a prominent architectural feature anchoring the hotel to the site. Characterized with window openings at the east elevation fronting Main Street, the fenestration proposed with the circulation corridor serves as a visual invitation welcoming the public inside the hotel in order to enjoy the rooftop bar, restaurant, and lounge. The rooftop bar overhang element echoes the overhangs proposed at the entry and the corner of Main & River Streets linking the public amenities proposed with the project including the restaurant, dining area, and lounge.</i> <i>Public space adjoins the hotel entry as well as a canopy covered bar patio on Level 01 that is retained by a board formed concrete adjacent a new 8' wide sidewalk along SH75 and landscape screened from SH75 (toward southeast). The architecture in this corner is tiered from the</i>

				<p><i>SH75 street level by a retaining wall, the top of first floor plate level roof overhang canopy above the public outdoor dining, and then three floors of patios that provide terraced outdoor living areas for certain suites.</i></p> <p><i>Fixtures shielded underneath canopies must be flush mounted or side shielded. KMC §9.08.040.8 enumerates standards for noise levels permitted in the nighttime, daytime, and evening.</i></p> <p><i>The building character is clearly defined by the combined use of vertical elements, such as char wood vertical siding and wood slats with sheet metal behind panels, and horizontal elements, such as cedar wood horizontal siding. Also characterizing the building is its transparency, including thermally broken windows and accessible balconies with steel guardrails for the hotel rooms, as well as canopies and steel plate knife edge fascia to offset architectural elements.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(3)	<p>There shall be continuity of materials, colors and signing within the project.</p> <p><i>Applicant has provided a materials board consisting of Clear Cedar Screen, Clear Cedar T&G, Shou-sugi Ban Wood, Board-formed Concrete, Dry-stacked Stone, Black Steel Trim, Sand-Blasted Concrete and Flat-Bar Railing. Subject material board is characterized by natural materials including stone, steel, and wood with fenestration to celebrate the outside environment within interior common areas and living space.</i></p> <p><i>Notably, each of the 92 hotel rooms has access to outdoors with either a Juliet or full walk-out balcony. The materials are carried around the periphery of the building to create design continuity. Additionally, a sign master plan has been submitted by the applicant and will be subject to future administrative approval. As conditioned, the Project complies with this standard.</i></p>
			Staff Comment / Draft Finding	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(4)	<p>Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.</p> <p><i>The applicant has proposed a landscape buffer southward of the front plaza bar patio characterized by a mix of landscaping, planter beds, and board-formed concrete and/or stone retaining walls. These improvements create a tiered, low to high, stepped back design complementary of the principal building. The Applicant has provided a more detailed landscape plan that softens the building façade, mitigates SH75 noise, and gives vitality to the 45% project open space. As conditioned, the Project complies with this standard.</i></p>
			Staff Comment / Draft Finding	

Yes	No	N/A	Ketchum Municipal Code §	City Standards Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(5)	Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(6)	Building(s) shall orient towards their primary street frontage.
			Staff Comment / Draft Finding	<i>River Street has been analyzed by the design team, AECOM, city staff and the Council and determined to be the preferred solution for project access in terms of level of service, traffic flow, circulation, deliveries, parking, snow removal, and pedestrian access. Additionally, as determined by Council, direct access to the project from SH75 shall be limited to fire emergency staging only. The hotel is oriented towards River Street as the primary street frontage. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(7)	Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.
			Staff Comment / Draft Finding	<i>The project has no access to any public alleyway and, as such, this portion of the DR standard (F)(7) is not applicable. However, garbage storage for the project will be screened from public view. As set forth on the Level 01 Floor Plan, a trash / loading area is located just inside the parking garage off the garage vestibule. The applicant has obtained a will serve letter from Clear Creek Disposal for the project. Furthermore, any satellite receivers for the project or on the property shall be screened from public view. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(8)	Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.
			Staff Comment / Draft Finding	<i>The building design includes at the entrance to the hotel lobby a cantilevered canopy that terminates at the applicant's property line along River Street. The restaurant bar patio also is covered. Both features will prevent water from dripping or snow from sliding on areas where pedestrians gather and circulate. Furthermore, the applicant proposes to snow melt the front drop off, plaza, public sidewalk areas as part of its River Street Encroachment Permit with the City. As conditioned, the Project complies with this standard.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(1)	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
			Staff Comment / Draft Finding	<i>Approximately 500 linear feet of new sidewalk will be built within the River Street and SH75 public ROW abutting the property. The sidewalks will be 8' in width to comply with city standards. The sidewalk along the north-side of the hotel is proposed to be snow melted. Additional pathways are proposed on the applicant's property that wrap the southwest, southern and southeast parts of the building. These are internal walkways that connect to hotel ingress/egress points, various public entries, the dedicated fisherman's easement noted on the subdivision plat for Trail Creek, required hotel emergency evacuation routes, and the aforementioned public ROW sidewalks. Bike racks are also proposed consistent with hotel requirements. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(G)(2)	Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.
			Staff Comment / Draft Finding	<i>N/A as the applicant has not proposed any awnings that project over a public sidewalk. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(1)	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
			Staff Comment / Draft Finding	<i>Approximately 500 linear feet of new sidewalk will be built within the River Street and SH75 public ROW abutting the property. The sidewalks will be 8' in width to comply with city standards. The sidewalk along the north-side of the hotel is proposed to be snow melted. Additional pathways are proposed on the applicant's property that wrap the southwest, southern and southeast parts of the building. These are internal walkways that connect to hotel ingress/egress points, various public entries, the dedicated fisherman's easement noted on the subdivision plat for Trail Creek, required hotel emergency evacuation routes, and the aforementioned public ROW sidewalks. Bike racks are also proposed consistent with hotel requirements. As conditioned, the Project complies with this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(G)(2)	Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.
			Staff Comment / Draft Finding	<i>N/A as the applicant has not proposed any awnings that project over a public sidewalk. As conditioned, the Project complies with this standard.</i>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
☒	☐	☐	17.96.060(G)(3)	<p>Traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. Consideration shall be given to adequate sight distances and proper signage.</p>
			Staff Comment / Draft Finding	<p><i>As noted in the February 16, 2021 City Council-adopted PUD Findings including in part §17.116.030(C), the City finds the Project will be adequately served by necessary vehicular and nonmotorized transportation systems. This finding was made after reviewing the detailed traffic impact study (TIS) prepared by Hales Engineering, which AECOM (on behalf of the city) provided a peer analysis. As conditioned herein, the Commission finds that traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. In making this finding, consideration was given to assuring adequate sight distances and proper signage.</i></p>
☒	☐	☐	17.96.060(G)(4)	<p>Curb cuts and driveway entrances shall be no closer than twenty (20') feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right of way. Due to site conditions or current/projected traffic levels or speed, the City Engineer may increase the minimum distance requirements.</p>
			Staff Comment / Draft Finding	<p><i>No curb cuts or driveway entrances are proposed that are closer than twenty (20') feet to an intersection of two or more streets, as measured along the property line adjacent to the right of way. Improvements to River Street are subject to a city encroachment permit. As conditioned, the Project complies with this standard.</i></p>
☒	☐	☐	17.96.060(G)(5)	<p>Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.</p>
			Staff Comment / Draft Finding	<p><i>Significant attention has been given to the project by the city engineer, fire, streets and planning departments to assure that unobstructed emergency access, snow plowing needs, and other city design considerations are properly addressed with the project. Furthermore, the applicant has received a will serve letter from Clear Creek Disposal for the project. As conditioned, the Project complies with this standard.</i></p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(1)	Snow storage areas shall not be less than thirty percent (30%) of the improved parking and pedestrian circulation areas.
			Staff Comment / Draft Finding	<i>This standard applies to on-site parking and circulation areas, not pedestrian and parking circulation areas within the public right-of-way. All on-site parking is located within the parking garage and the entrance to the parking garage is within the boundary the applicant plans to snowmelt. An extensive sidewalk network is proposed on-site for the public and guests. Portions of this sidewalk network need to remain free of snow for hotel evacuation purposes. As a result, the applicant walkways along the southwest and south portions of the project that are associated with hotel ingress/egress points will be snow melted. With 45% open space on-site and a network of snowmelt sidewalks, the applicant's pedestrian circulation area is greater than 30%. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(2)	Snow storage areas shall be provided on-site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff Comment / Draft Finding	<i>See above Staff comment for Ketchum City Code §17.96.060(H)(1).</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(3)	A designated snow storage area shall not have any dimension less than five (5') feet and shall be a minimum of twenty five (25) square feet.
			Staff Comment / Draft Finding	<i>See above Staff comment for Ketchum City Code §17.96.060(H)(1).</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(4)	In lieu of providing snow storage areas, snow melt and hauling of snow may be allowed.
			Staff Comment / Draft Finding	<i>The applicant proposes a snowmelt system for the project. As conditioned, the Project complies with this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(I)(1)	Landscaping is required for all projects.
			Staff Comment / Draft Finding	<i>Pursuant to KMC §17.96.060.I, landscaping shall serve to enhance and complement the neighborhood and townscape as well as provide a buffer between land uses. The landscape plan incorporates a landscape buffer separating the hotel from Main Street. The landscape plan is comprised of a mixtures of trees, bushes, grasses and flowers appropriate to the environment. Street trees are proposed to be incorporated into the streetscape design adjacent to River Street. All proposed street trees will require electrical outlets and irrigation and must maintain a minimum of 6 ft of clearance within the public sidewalk. Materials and vegetation types are required to be readily adaptable to the site's microclimate, soil conditions, and orientation. All trees, grasses, and perennials must be drought tolerant and native species are recommended.</i> <i>Due to the requested waiver to reduce the west side setback, the Commission requested the applicant enhance the landscape design in order to provide a buffer between the hotel and the adjacent office buildings located at 220 E River Streets. A 16' building setback and landscape buffer have been provided.</i> <i>The Commission called for the proposed landscape design to include a comprehensive strategy for the riparian area including a point of access for the public to access Trail Creek. This has been provided, inclusive of public access.</i>

				<p><i>A landscape plan is included in the Design Review submittal. The landscape plan includes Aspen Trees, understory shrubs and wildflowers, native trees, shrubs, and grasses, as well as planters comprised of ornamental grasses and perennial flowers.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(1)(2)	<p>Landscape materials and vegetation types specified shall be readily adaptable to a site's microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the neighborhood and townscape.</p>
			Staff Comment / Draft Finding	<p><i>The landscape materials and vegetation types shall be readily adaptable to the site's microclimate, soil conditions, orientation, and aspect. The proposed landscaping will soften the mass of the building and complement the neighborhood and entry into town. The planters integrated within the front façade enhance the building design and facilitate the creation of inviting outdoor gathering areas.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(1)(3)	<p>All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.</p>
			Staff Comment / Draft Finding	<p><i>The landscaping plan indicates native trees, shrubs, and grasses to conserve water will be installed.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(1)(4)	<p>Landscaping shall provide a substantial buffer between land uses, including, but not limited to, structures, streets and parking lots. The development of landscaped public courtyards, including trees and shrubs where appropriate, shall be encouraged.</p>
			Staff Comment / Draft Finding	<p><i>The proposed landscaping will provide a buffer between office building to the west and SH75 to the east. The natural riparian landscaping along Trail Creek is retained. As conditioned, the Project complies with this standard.</i></p>

Yes	No	N/A	Ketchum Municipal Code §	City Standards and Findings
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(J)(1)	<p>Where sidewalks are required, pedestrian amenities shall be installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, restrooms, fountains, art, etc. All public amenities shall receive approval from the Public Works Department prior to design review approval from the Commission.</p>
			<p>Staff Comment / Draft Finding</p>	<p><i>Public amenities are required to be provided wherever sidewalks are installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, or art. The applicant proposes these amenities along River Street. All public amenities proposed to be installed shall meet all applicable City right-of-way standards and receive approval from the City Engineer and Streets Department.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>

Table 2: PUD Project Waiver Consideration and Analysis/ Tourist Zoning District Dimensional Standards.

For purposes of consistency Staff has reviewed the standards set forth below as well as the February 16, 2021 PUD/CUP Findings and finds the Project in compliance with the Tourist Zoning District findings as follows.

Tourist Zoning Standards			City Standard & Staff Comment / Draft Staff Comment / Draft Findings	
Compliant			KMC Section	City Standard & Findings
Yes	No	N/A		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Minimum Lot Area: 9,000 square feet minimum.
			Staff Comment / Draft Finding	<i>The property is 47,249 square feet in size and has a lot width with the one-lot subdivision application that exceeds the minimum lot size and widths required in the Tourist Zone. The City finds that this standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Building Coverage
			Staff Finding	<i>Approximately 21,362 square feet of the property will remain open space, which is approximately 45% of the 47,249 square foot site. The Project has greater than the required thirty-five percent (35%) minimum open space set forth in the KMC for the Tourist Zoning District. The City finds that this standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.124.040	Setbacks Front: 15' Riparian: 25' SH75: 25' / 32' Side: the greater of 1' for every 3' in building height, or 5'
			Staff Comment / Draft Finding	<i>Front & Riparian Setbacks: The project as set forth in the attached Design Review Drawings complies with the city's 25' riparian and 15' front setback requirements. In accordance with KMC 17.88.050.E.3 the proposed pathway through the riparian zone and providing access to Trail Creek is approvable. Side Yard Setbacks: The Design Review drawings comply with the waivers approved as part of the PUD process by the City. Notably, the DR drawings show that the average setback of the proposed hotel along SH75 is an average of 31'.3" The project drawings also show that the building sixteen (16') from the west side property line consistent with KCC approval of the PUD. The City finds that this standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.124.040	Permitted Gross Floor Area Ratio: 0.5 or greater for hotels
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.040	Building Height Maximum Permitted: 35' or greater for hotels
			Staff Comment	<i>Street. The hotel is proposed as a four-story structure on River Street, and step / terrace down to three and then two stories nearest Trail Creek. (B) The KMC does not specify the maximum height of a four-story building. Historic references in the KMC, as well as the top floor plate of the adjoining Limelight Hotel show the hotel fourth floor to equal approximately forty-eight feet (48') while the top of the Limelight hotel penthouse parapet is 73.5' (C) Maximum height of the building shall not exceed 48' when the building is measured from the highest elevation of the property (along River Street) or 72' when building height is measured from the lowest elevation of the property (along Trail Creek). (D) During the transition where the four-story building along River Street steps down approximately thirty feet (30') toward Trail Creek, the forty-</i>

			<p><i>eight foot (48') high 4-story building reads like 6-stories at seventy-two feet (72') high. This is permissible consistent with KMC §16.08.020.B and desirable as follows: first, the height of the building at subject central location is below the forty-eight (48') 4-story horizontal plane established by precedent and with the top of the fourth floor at the adjacent Limelight; second, the City recognizes that in this central location of the structure, that the 4-stories of hotel use are sandwiched between two public amenities (employee housing and a roof top bar for the public). The unique characteristics of the site at this location, where the existing grade drops quickly in the center of the site, result in a portion of the building having a taller element of seventy-two feet (72') as measured from existing grade. The City finds this consistent with KMC §16.08.020.B, "[i]n the event of conflict between this PUD chapter and any other ordinance of the city, this PUD chapter shall control." (E) In comparison to both the Limelight and approved Bariteau hotels on opposing corners, the height of the proposed Hotel is lower and more closely aligned to the fourth floor of each building. (F) The Gateway Study and Subarea Analysis indicate that the proposed hotel is both by design and use consistent with envisioned plans for the corner of SH75 and River Street. and, (G) Further, the proposed hotel project is consistent with current Tourist Zoning District zoning allowances for hotels. Each of the attendant uses, including restaurant/bar, meeting rooms, and employee housing are also permitted in the Tourist Zoning District.</i></p> <p><i>As conditioned, the Project complies with this standard.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.125.030.H Curb Cut Permitted: <i>A total of 35% of the linear footage of any street frontage can be devoted to access off street parking.</i></p> <p>Staff Comment / Draft Finding <i>There are no curb cuts proposed along State Highway 75. The new configuration results in less than thirty-five percent (< 35%) of the linear footage of street frontage devoted to access the off street parking within the parking garage. The City finds that this standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.125.020.A.2 & 17.125.050 Parking Spaces <i>Off-street parking standards of this chapter apply to any new development and to any new established uses.</i></p> <p>Staff Comment / Draft Finding <i>As analyzed by staff and consistent with KMC §17.125, the Project has adequate parking for the proposed uses on the property. The project is parked with 84 on-site garage parking spaces. Of the 84 spaces provided for the Project not less than 13 spaces are reserved for public use, 18 spaces are reserved for employee housing use, and the remaining 53 spaces are needed for hotel operations. As conditioned, the Project complies with this standard.</i></p>

CONCLUSIONS OF LAW

The following are the legal principles that provide the basis for the Planning and Zoning Commission's decision which the Commissioners have applied to the facts presented at the hearing of the above entitled matter:

The City is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified at Chapter 65 of Title 67 Idaho Code; and

The City pursuant to Chapters 3, 9 and 13 of Title 50 Idaho Code has the authority to enact the Ordinances and regulations which the City has exercised and approved Ordinances codified in the Ketchum City Code ("KMC"), and which are identified in Section II of these Findings of Fact, and which are herein restated as Conclusions of Law by this reference, and which City Ordinances govern the Applicant's Project Applications for the Development and use of the Project Site.

The proposed Design Review Permit meets the standards of approval under Title 17 KMC, subject to conditions of approval.

DECISION

THEREFORE, the Ketchum Planning and Zoning Commission **approves** this Design Review Permit this Tuesday March 28, 2023 subject to the following conditions:

CONDITIONS OF APPROVAL

1. This Design Review approval is subject to the PUD Findings adopted by the KCC on 2/16/21, or as amended, for the PEG Ketchum Hotel.
2. This Design Review approval is subject to the conditions and descriptions as set forth in the above tables.
3. The applicant shall submit final civil drawings prepared by an engineer registered in the State of Idaho including the utilities and drainage plans to be reviewed and approved by the City Engineer, Streets, and Utilities departments prior to issuance of a Building Permit for the project.
4. This Design Review approval is based on the May 27, 2022 plans and information presented and approved at the meeting on the date noted herein. Building Permit plans for all on-site improvements must conform to the approved Design Review plans unless otherwise approved in writing by the Planning and Zoning Commission or Administrator. Any building or site discrepancies which do not conform to the approved plans will be subject to removal.
5. Applicant shall install all landscaping and related improvements for the Project located on private property in accordance with the approved May 27, 2022 Design Review Plans. Prior to issuance of the Building Permit, applicant shall obtain approval of detailed landscape plans that include the following, which is not exhaustive: species sizes, quantities and location; significant stepping and retaining walls between the Subject Real Property and State Highway 75; in compliance with all floodplain and riparian regulations. Pursuant to KMC §17.96. 060.I, landscape materials and vegetation types specified shall be readily adaptable to the microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the townscape. All trees, shrubs, grasses, and perennials shall be drought tolerant. Any landscaping or improvements within the ROW shall be installed consistent with the approved ROW Encroachment Agreement.
6. All governing ordinances, requirements, and regulations of the Fire Department (2018 International Fire Code), Building Department (2018 International Building Code, the 2018 International Residential Code, and Title 15 of Ketchum Municipal Code), Utilities Department, Street Department (Title 12 of Ketchum Municipal Code), and the City Engineer shall be met prior

- to issuance of Building Permit and Certificate of Occupancy.
7. The term of Design Review approval shall be twelve (12) months from the date that the Findings of Fact, Conclusions of Law, and Decision are adopted by the Commission or upon appeal, the date the approval is granted by the Council (KMC §17.96.090).
 8. All Design Review elements shall be completed prior to issuance of a Certificate of Occupancy for the building.
 9. All exterior lighting on the property shall be in compliance with Ketchum Municipal Code, Chapter 17.132, Dark Skies, and shall be inspected by Planning Staff and approved prior the issuance of a Certificate of Occupancy for the building.
 10. Any satellite receivers located on the hotel property shall be subject to a separate review and permit approval.
 11. The hotel project is required to install 8' wide sidewalks equal to the length of the subject property lines adjacent to River and Main Streets or 504 linear feet, whichever is greatest. All sidewalks shall be constructed to City standards
 12. Lighting and noise related to the rooftop bar shall be in compliance with the following city code requirements: KMC §17.132 requires all exterior lighting be full cutoff fixtures with the light source fully shielded. Fixtures shielded underneath canopies must be flush mounted or side shielded. KMC §9.08.040.8 enumerates standards for noise levels permitted in the nighttime, daytime, and evening.
 13. Any modification to the existing Floodplain Waterways Design Review permit is subject to review and approval.
 14. Prior to installation of signage, a sign permit shall be submitted and approved.
 15. Sidewalks that are required for the hotel evacuation plan shall be part of the hotel snowmelt system and kept free of snow. A snow melt diagram shall be incorporated into the drawing set approved at the time of building permit issuance to assure areas proposed for snowmelt are constructed as such and found operational as a condition of certificate of occupancy.
 16. Prior to grading occurring on the new Lot 3A, City approval of the Applicant's grading, drainage and landscaping construction drawings is required.

Findings of Fact **adopted** this 28th Day of March 2023.

Neil Morrow, Chair

ATTACHMENTS

- Attachment A:** May 11, 2022 Memo Outlining Design Changes in Response to November 20, 2021 Pre-Application Design Review Meeting
- Attachment B:** May 27, 2022 Design Review Plans

ATTACHMENT A



design review updates

number name	date	sent by
1912.01 Ketchum Prologue Hotel	05/11/2022	Dijana Alickovic

Please see below responses in red concerning drawing updates to the Ketchum Prologue Hotel Design Review Submittal based on Order of Decision conditions in Section IV of the Findings of Fact, Conclusions of Law, and Order of Decision document date 02-05-2021, File No P19-063.

Not all 'Conditions' are applicable to drawing submittal, as many comments will be reflected in operations, permitting, and development agreements between PEG Companies and Ketchum City. If the Condition / Comment is not directly addressed below, it did not directly affect the Design Review Application Submittal Package.

- Details on the wall/building design along SR 75: Please show how the walls/building will look when there is no tree foliage. Provide material details and design details.

Response: Design team has provided renderings that exclude tree foliage. This is reflected on page 35 and page 37 in the Design Review Presentation. The design team was also able to reduce the massing of the site wall by introducing the guardrail. Material detail pallet is included on page 25 to page 29 in the Design Review Presentation.
- Address the treatment at the corner of River and SR 75: Based on the comments of the P&Z, redesign the corner treatment so that space can be used by the general public year-round and not used by just hotel guests. Look at eliminating the fire pit.

Response: Design team has revised the corner plaza to include gathering place for the public. Bench seating has been included in the design. Some bench seating has been integrated in the landscape to appeal inviting. This revision is reflected in the Architectural Site Plan - page 5, Landscape Plan – page 6, River Street Entry Plaza plan – page 7, Level 1 Floor Plan – page 17, Civil Drawings – page 47 & 48, and Architectural Renderings.
- Identify the mix of employees and managers that would be employed.

Response: Operations will employ around 90 employees and 15 would-be managers.
- Look at River Street side to address pedestrian safety in light of all the activities that are proposed on that frontage (deliveries, trash, drop-off, and pickup).

Response: Design team has addressed and identified a pedestrian pathway at the River Street Entry Plaza. Proposed activities such as deliveries, trash, drop-off / pickup, garage entry and exit, and pedestrian pathway have been clarified on the diagram located on page 8 and 9 in the Design Review Presentation.
- Provide details on mechanical screening for all the equipment.

Response: Mechanical equipment is to have a perforated metal screen with tube steel framing, painted black. The perforated metal screen is extruded aluminum with vertical corrugated profile. The profile is derived from the vertical wood profile on the building facade. The material detail is included on page 28, West Elevation in the Design Review Presentation.

6. Address the design of creek access trail from the highway – look at the materials, make more natural and inviting.
Response: Design team has addressed the creek access trail from the highway. The path consists of natural elements such as stone and vegetation. This revision is reflected on Creek Access Plan - page 10 and Landscape Plan – page 6 in the Design Review Presentation.

7. Address the SR 75 elevation in the middle of the project: is there some way to break up the mass with a change in materials or step backs.
Response: Design team has simplified and broke up the mass of the building by providing the canopy between Level 1 and Level 2 and vertical wood slats over the glazed building corner between level 2 and Roof Parapet. The canopy profile is consistent with the canopy profile at the hotel entry and restaurant plaza. The canopy grounds the building and breaks up the mass between ground and upper levels. This revision is reflected in the architectural renderings.

ATTACHMENT B



KETCHUM TRIBUTE

MAY 27, 2022 | DESIGN REVIEW APPLICATION
UPDATE

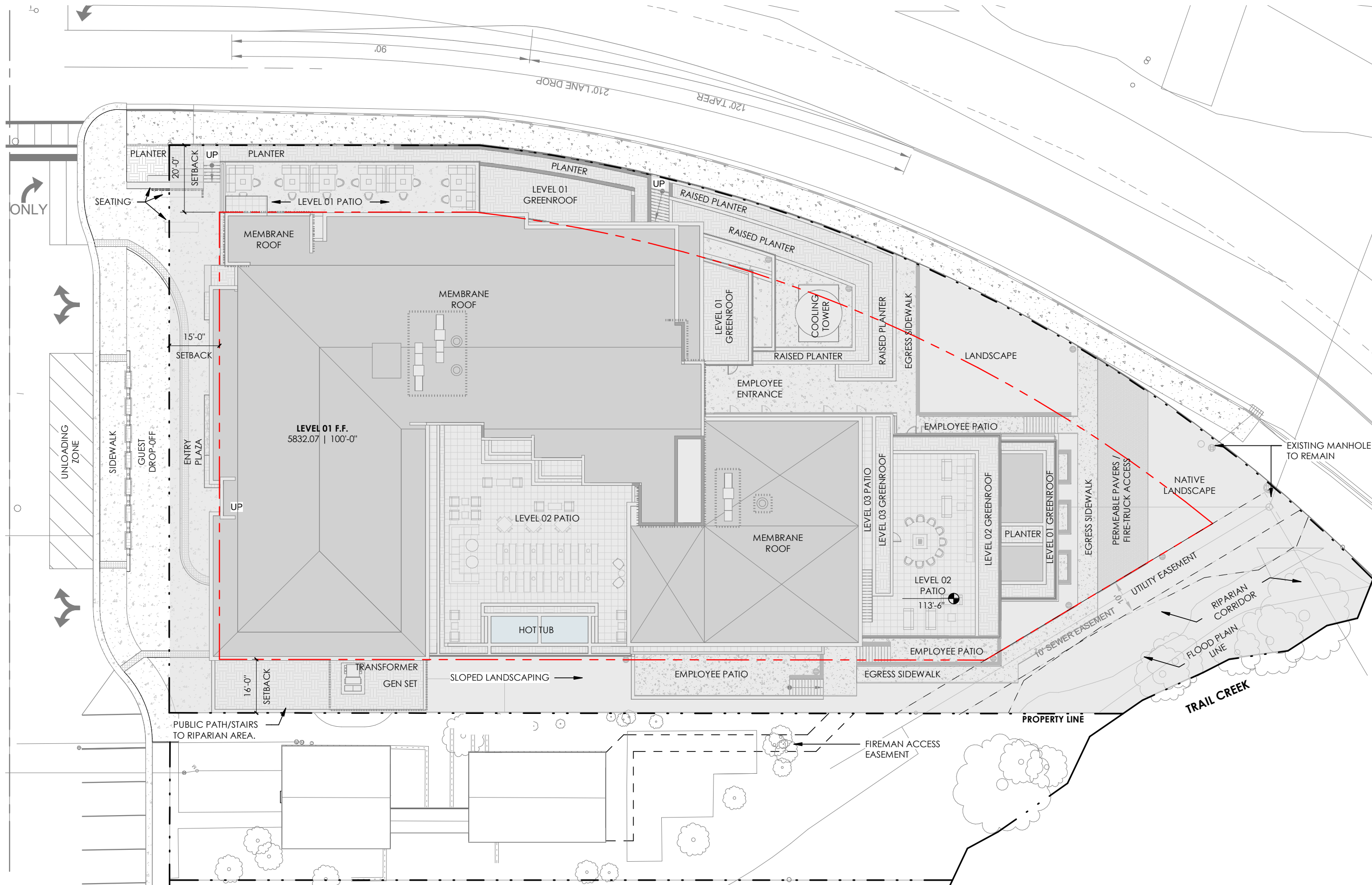


DESIGN REVIEW APPLICATION DRAWINGS

SITE PLANS: ARCHITECTURAL LANDSCAPE CIVIL	3
FLOOR PLANS	22
EXTERIOR ELEVATIONS MATERIALS	30
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SITE PLANS
ARCHITECTURAL | LANDSCAPE | CIVIL





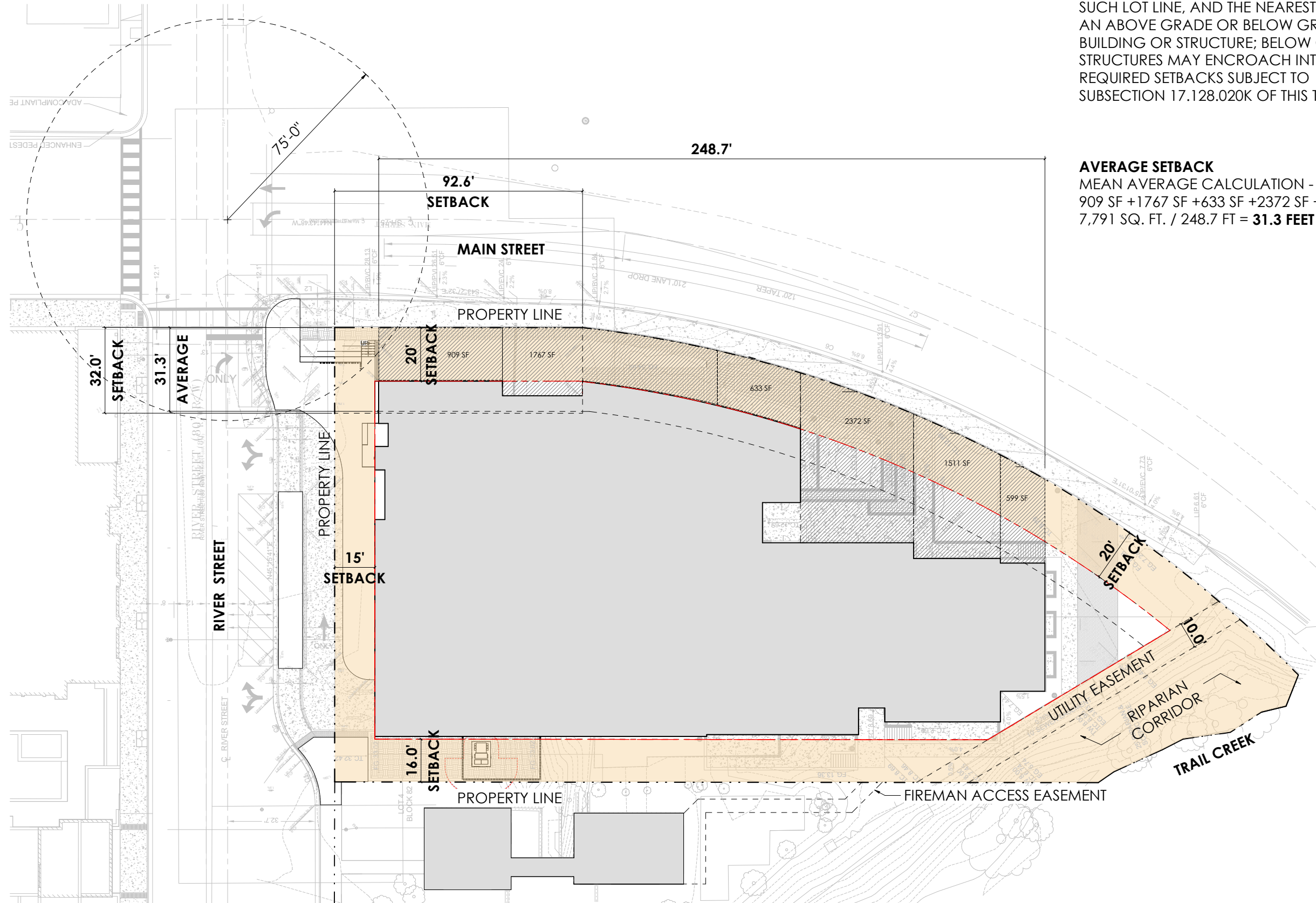
ARCHITECTURAL SITE PLAN

CHAPTER 17.08: DEFINITIONS

SETBACK: THE MINIMUM HORIZONTAL DISTANCE BETWEEN A SPECIFIED LOT LINE (FRONT, SIDE, REAR), MEASURED ALONG A STRAIGHT LINE AND AT A RIGHT ANGLE TO SUCH LOT LINE, AND THE NEAREST POINT OF AN ABOVE GRADE OR BELOW GRADE BUILDING OR STRUCTURE; BELOW GRADE STRUCTURES MAY ENCROACH INTO REQUIRED SETBACKS SUBJECT TO SUBSECTION 17.128.020K OF THIS TITLE.

AVERAGE SETBACK

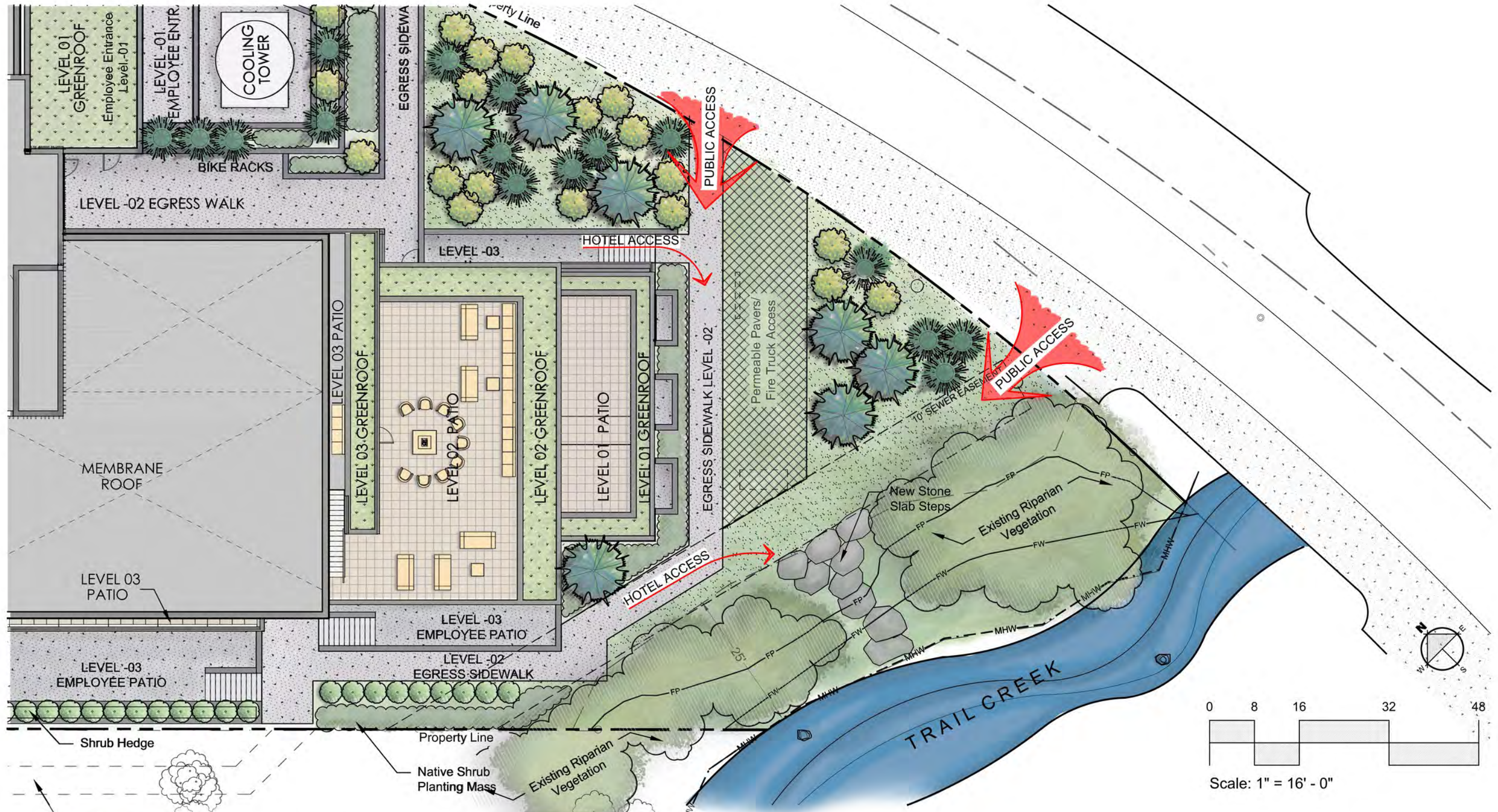
MEAN AVERAGE CALCULATION - EAST
909 SF + 1767 SF + 633 SF + 2372 SF + 1511 SF + 599 SF =
7,791 SQ. FT. / 248.7 FT = **31.3 FEET**



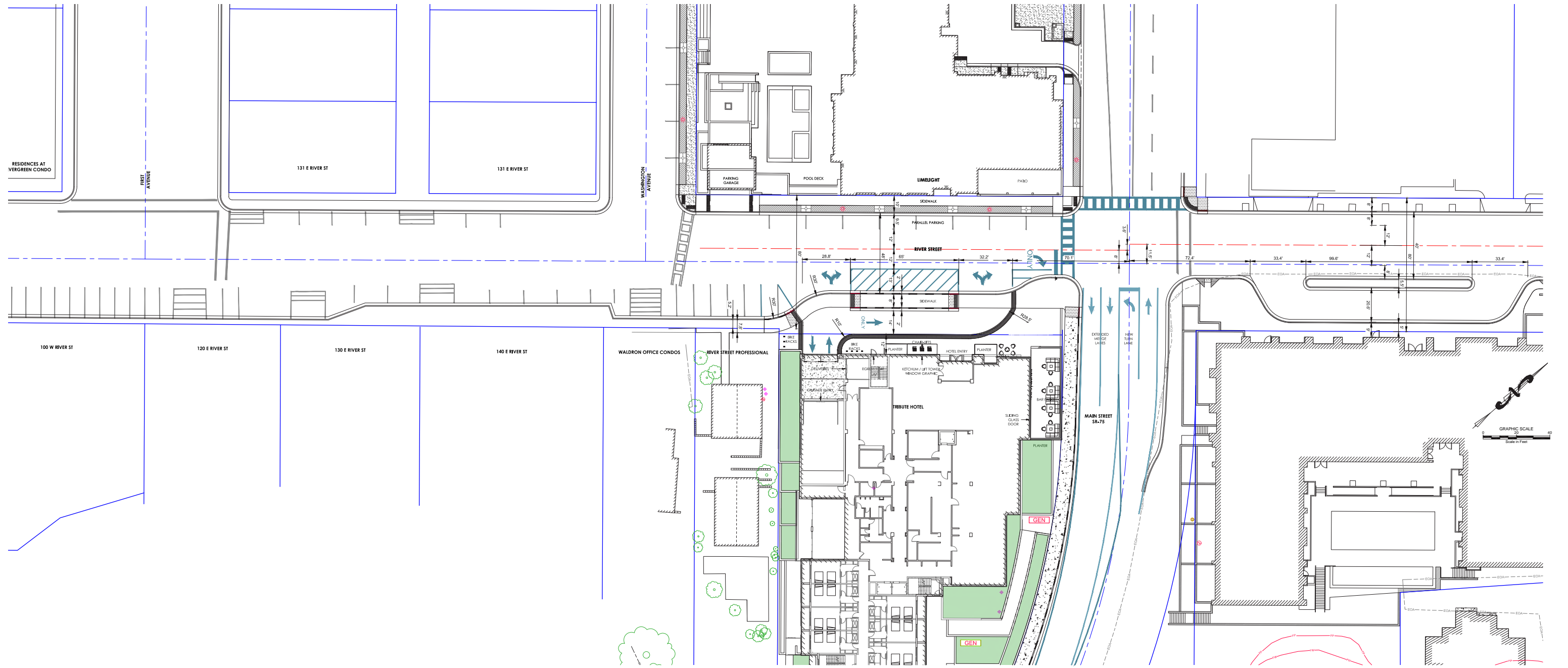
SETBACKS - ARCHITECTURAL SITE PLAN

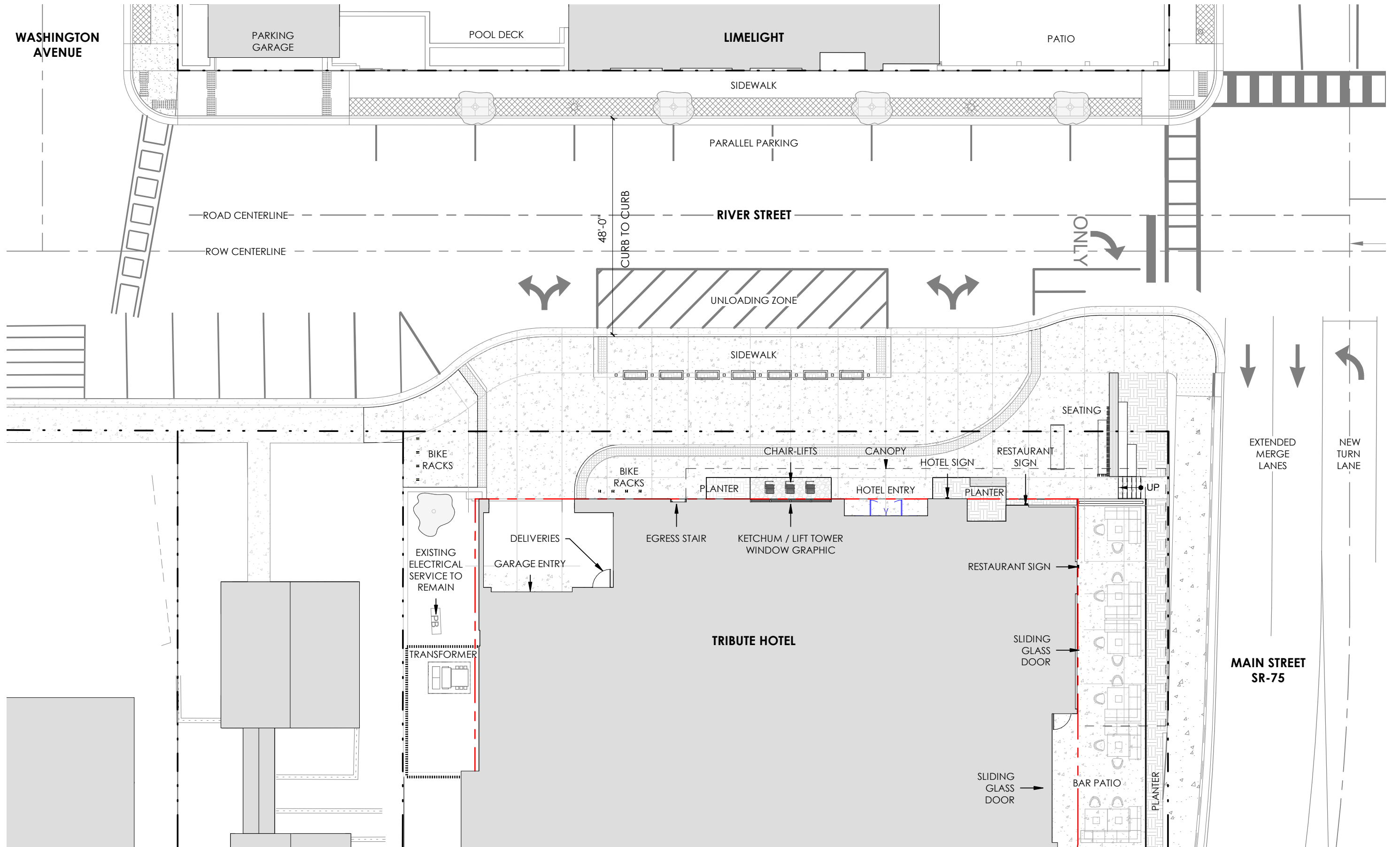


Plant Legend			
Sym	Qty	Species	Size
Conifer Trees			
	28	Lodgepole Pine	14' - 18'
	7	Subalpine Fir	14' - 18'
Deciduous Trees			
	44	Swedish Aspen	2-1/2" Cal
	37	Quaking Aspen	2-1/2" Cal
Specialty Trees			
	11	Flowering Crab	2-1/2" Cal
Shrub and Understory			
	68	Deciduous Shrubs Spirea	5 gal.
	265	Ornamental grasses Blue Oat	1 gal.
	250	Groundcover / Flowers Various	1 Gallon Flats
	3,230 sq.ft.	Short Fescue	Hydroseed
	2,475 sq.ft.	Green Roof Wild Grasses and Flowers	Seed

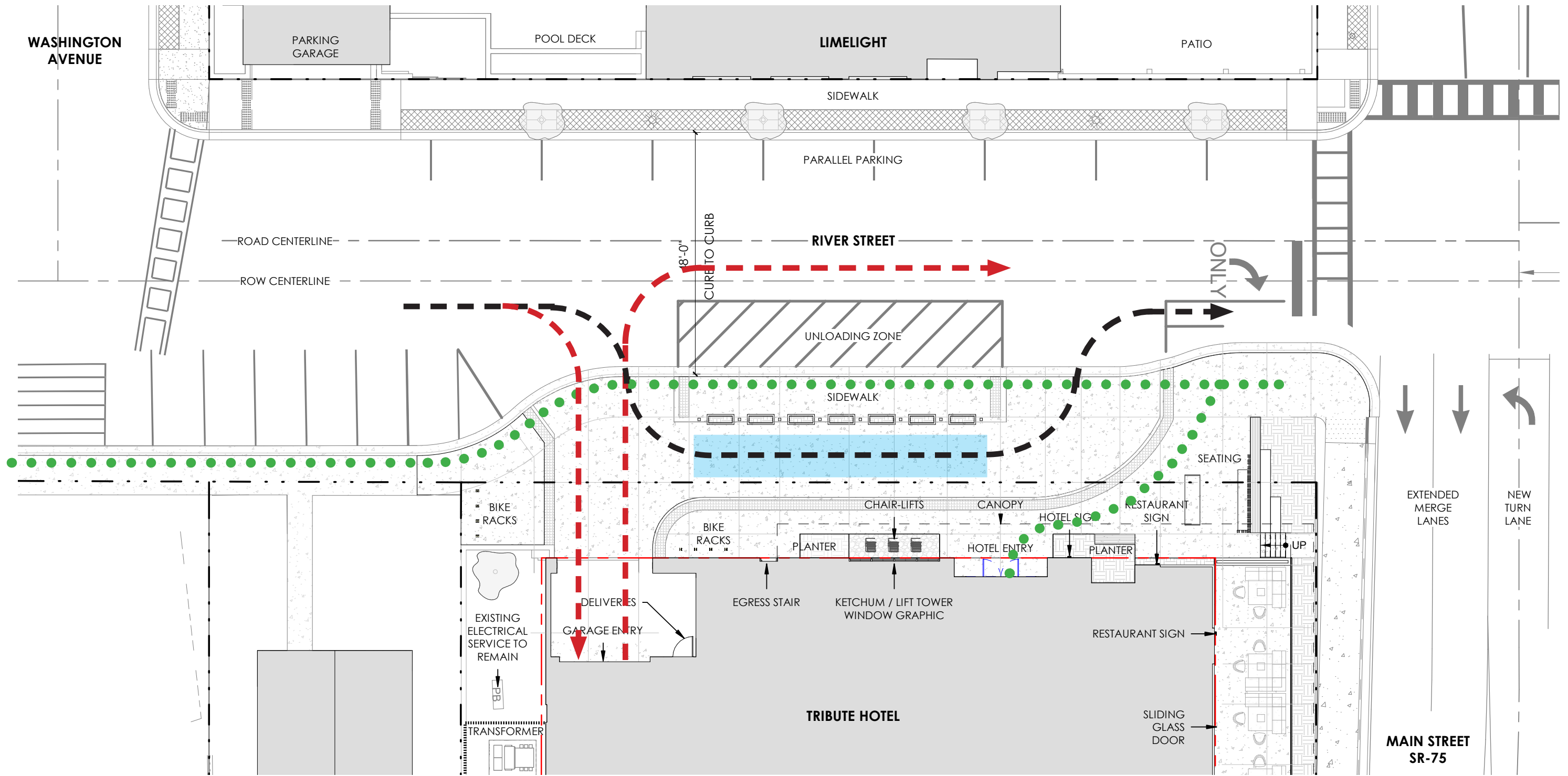


TRAIL CREEK ACCESS - LANDSCAPE PLAN





RIVER STREET ENTRY PLAZA



- PEDESTRIAN PATH
- GUEST DROP-OFF & PICK-UP / VEHICULAR PATH
- GARAGE ENTRY / VEHICULAR PATH
- GUEST DROP-OFF & PICK-UP ZONE

ACTIVITIES - RIVER STREET ENTRY PLAZA

THE KETCHUM PROLOGUE HOTEL

AUGUST 2021



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ARCHITECT / CONSULTANT

ORIGINAL SIGNED BY JEFF C. LOOMIS
DATE ORIGINAL SIGNED: 08/06/2021



ORIGINAL ON FILE AT OFFICE OF
GALENA ENGINEERING (HAILEY, ID)
PERMIT SET

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PROJECT DESCRIPTION
KETCHUM PROLOGUE
HOTEL

River & Main
Ketchum, ID 83353

SHEET NAME:
CIVIL COVER SHEET

MARK	DATE	DESCRIPTION

ISSUE DATE: 08/06/2021
ISSUE TYPE: Permit Set
DRAWN BY: CT
CHECKED BY: JL | SF
PROJECT#: 6003.05

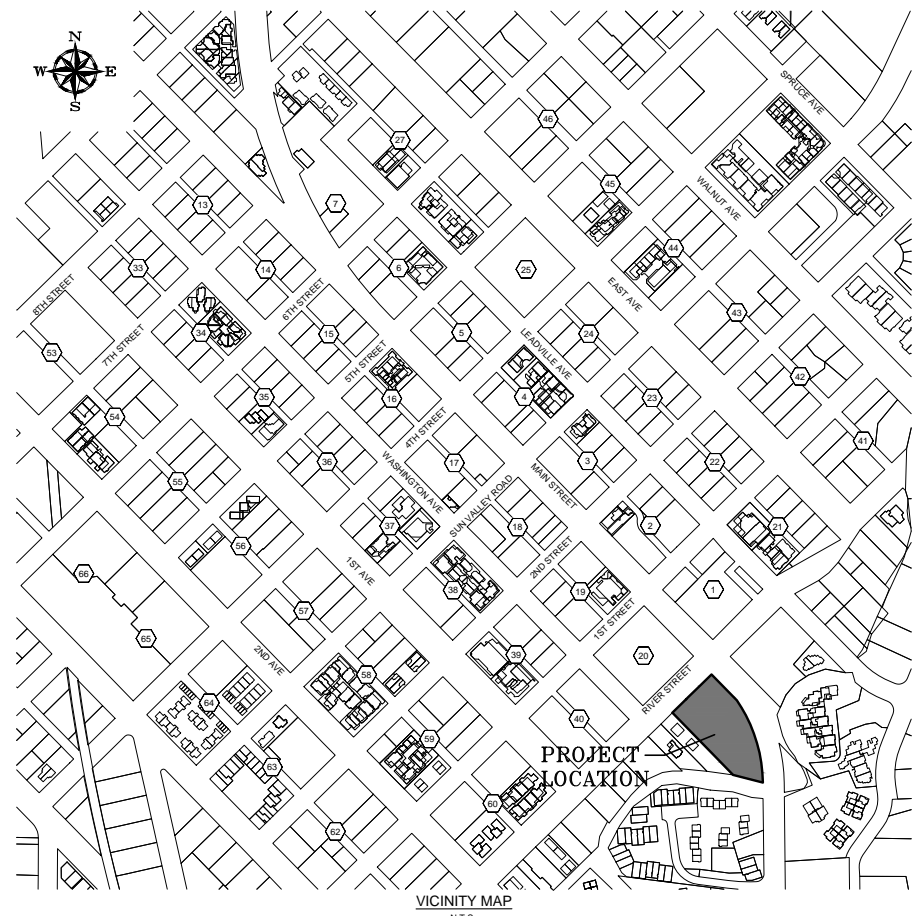
SHEET NUMBER:

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CIVIL DRAWING

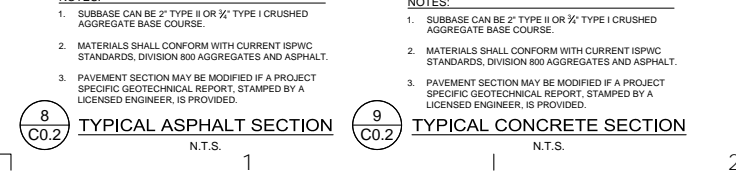
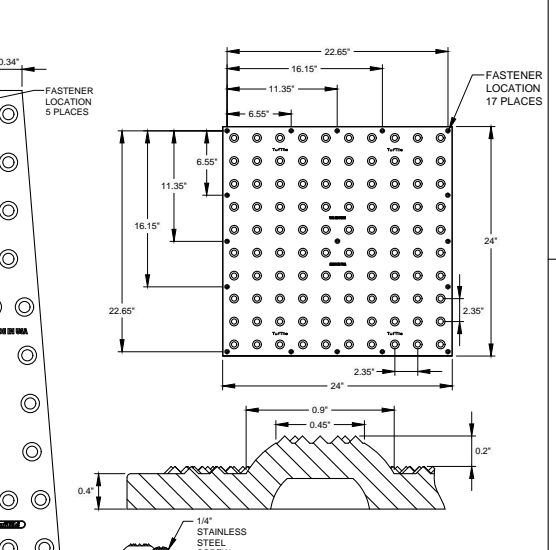
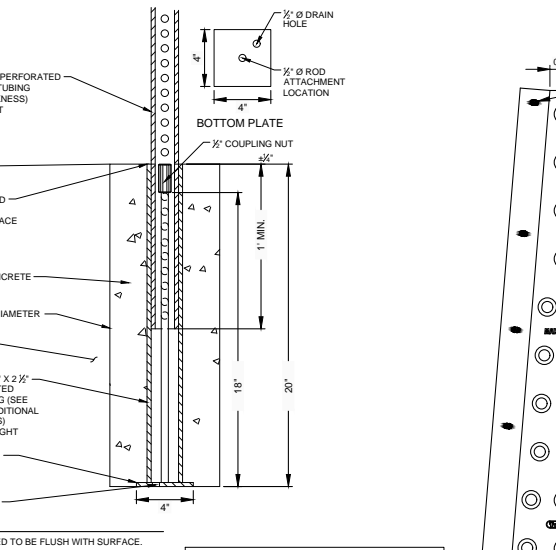
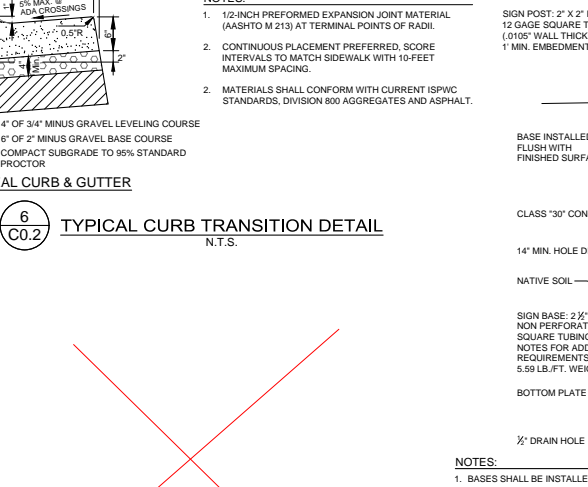
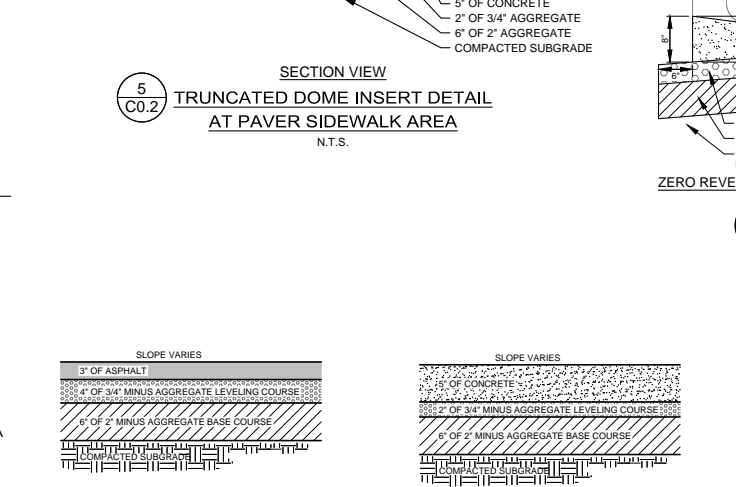
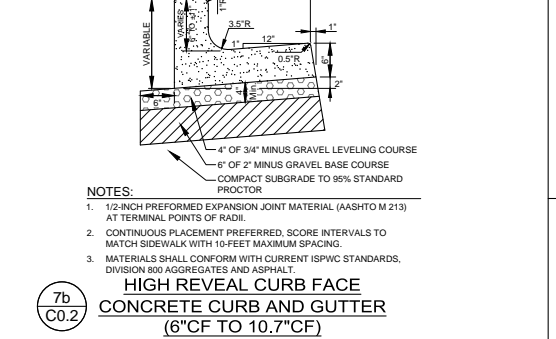
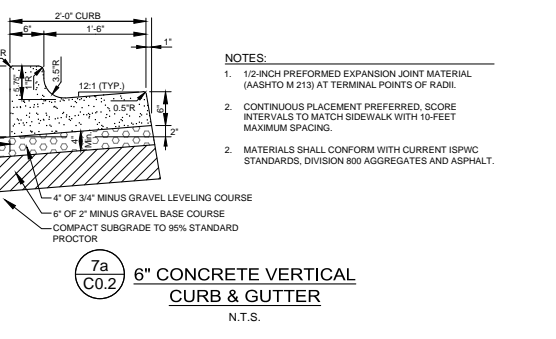
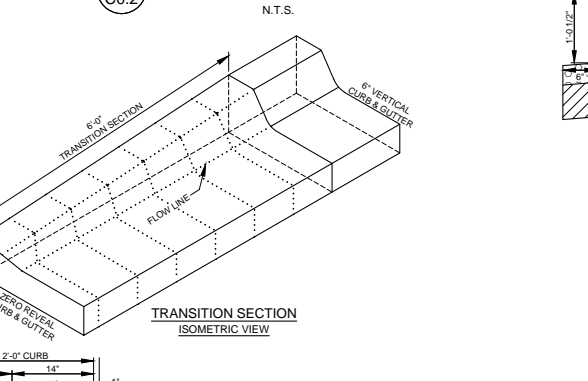
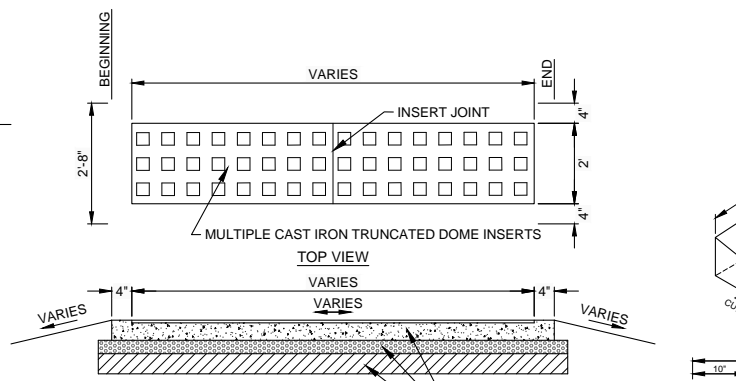
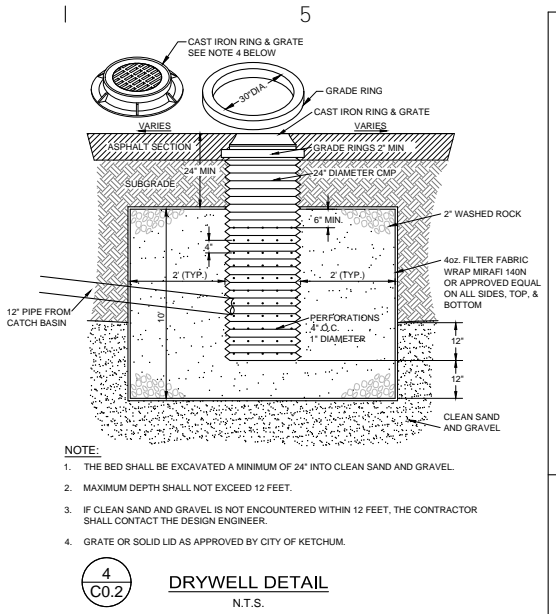
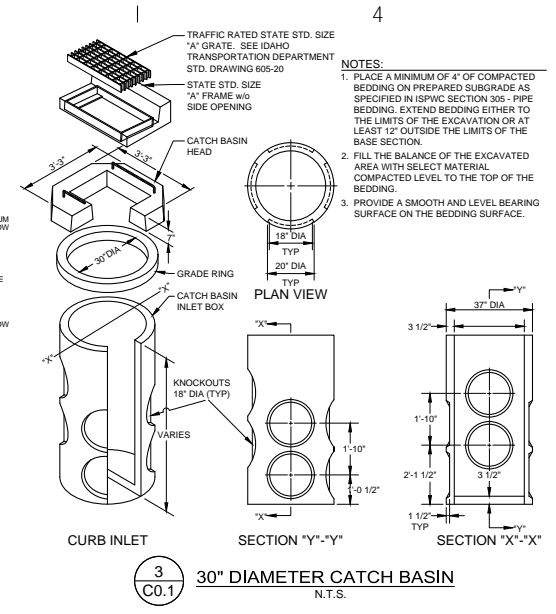
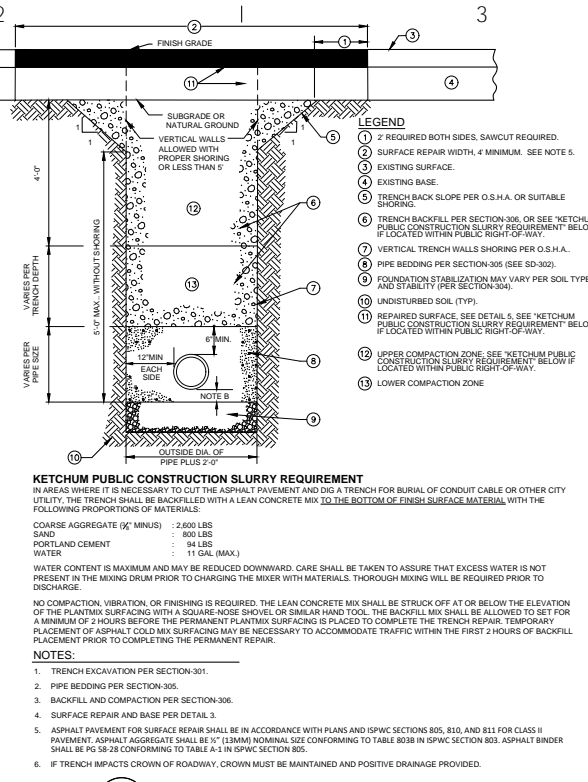
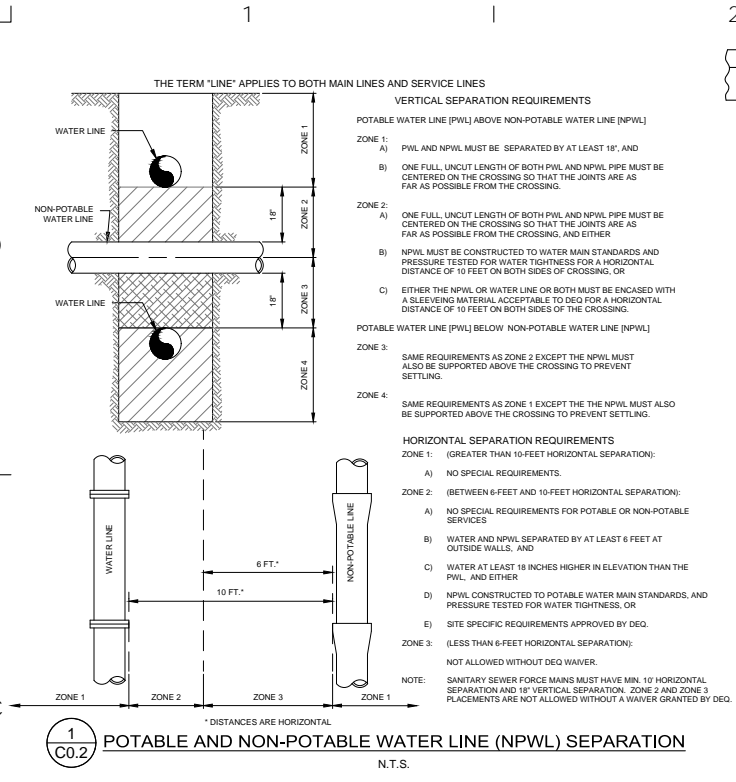
CONSTRUCTION NOTES

- ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE "IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (ISPMC) AND CITY OF KETCHUM STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND KEEPING A COPY OF THE ISPMC AND CITY OF KETCHUM STANDARDS ON SITE DURING CONSTRUCTION.
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS IN AN APPROXIMATE WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING UTILITIES PRIOR TO COMMENCING AND DURING THE CONSTRUCTION. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH RESULT FROM HIS FAILURE TO ACCURATELY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL CALL DIGLINE (1-800-342-1585) TO LOCATE ALL EXISTING UNDERGROUND UTILITIES A MINIMUM OF 48 HOURS IN ADVANCE OF EXCAVATION.
- CONTRACTOR SHALL COORDINATE LOCATIONS OF DRY UTILITY FACILITIES (POWER, CABLE, PHONE, TV) NOT SHOWN ON THE DRAWING WITH IDAHO POWER.
- THE CONTRACTOR SHALL CLEAN UP THE SITE AFTER CONSTRUCTION SO THAT IT IS IN A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION (THIS MAY INCLUDE CITY DIG PERMITS AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION GENERAL PERMIT (CGP) PERMIT COVERAGE).
- ALL CLEARING & GRUBBING SHALL CONFORM TO ISPMC SECTION 201.
- ALL EXCAVATION & EMBANKMENT SHALL CONFORM TO ISPMC SECTION 202. EXCAVATED SUBGRADE SHALL BE COMPACTED AND ALL UNSUITABLE SECTIONS REMOVED AND REPLACED WITH STRUCTURAL FILL AS DETERMINED BY THE ENGINEER. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR ITD T-91.
- ALL 2" MINUS GRAVEL SHALL CONFORM TO ISPMC 802, TYPE II (ITD STANDARD 703.04, 2"), SHALL BE PLACED IN CONFORMANCE WITH ISPMC SECTION 801 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 90% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99.
- ALL 3/4" MINUS CRUSHED GRAVEL SHALL CONFORM TO ISPMC 802, TYPE I (ITD STANDARD 703.04, 3/4" B), SHALL BE PLACED IN CONFORMANCE WITH ISPMC SECTION 802 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR ITD T-91.
- ALL ASPHALTIC CONCRETE PAVEMENT WORK SHALL CONFORM TO ISPMC SECTION(S) 805, 810, AND 811 FOR CLASS II PAVEMENT. ASPHALT AGGREGATE SHALL BE 1/2" (13MM) NOMINAL SIZE CONFORMING TO TABLE 803B IN ISPMC SECTION 803. ASPHALT BINDER SHALL BE PG 58-28 CONFORMING TO TABLE A-1 IN ISPMC SECTION 805.
- ASPHALT SAWCUTS SHALL BE AS INDICATED ON THE DRAWINGS, OR 24" INCHES FROM EDGE OF EXISTING ASPHALT, IF NOT INDICATED OTHERWISE SO AS TO PROVIDE A CLEAN PAVEMENT EDGE FOR MATCHING. NO WHEEL CUTTING SHALL BE ALLOWED.
- TRAFFIC CONTROL SHALL BE PER THE TRAFFIC CONTROL PLAN. CONTRACTOR WILL NEED TO MAINTAIN ACCESS TO ALL PRIVATE PROPERTIES.
- ALL CONCRETE FORM WORK SHALL CONFORM TO ISPMC SECTION 701 AND 703. ALL CONCRETE SHALL BE 3,000 PSI MINIMUM, 28 DAY, AS DEFINED IN ISPMC SECTION 703, TABLE 1.C.
- ALL TRENCHING SHALL CONFORM TO ISPMC STANDARD DRAWING SD-301. TRENCHES SHALL BE BACKFILLED AND COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.
- THE CONTRACTOR SHALL RETAIN AND PROTECT ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND/OR SURVEY CONTROL POINTS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND ALLOW FOR PRESERVATION OR RESETTING OF ANY SURVEY MONUMENT PRIOR TO ANY DISTURBANCE TO THE SURVEY MONUMENT.



LEGEND	
Existing Items	Proposed Items
Property Line	New Asphalt
Adjoiner's Lot Line	Asphalt To Be Removed
Centerline Right of Way	Concrete Sidewalk
Mean High Water	Concrete Pedestrian Approach
Flood Plain	Concrete 6" Vertical Curb
Flood Way	Curb Transition
Sewer Easement as Shown	Zero Reveal Curb & Gutter
25' Riparian & Scenic Easement	Curb Face with Variable Height
5' Contour Interval	ADA Access Truncated Dome
1' Contour Interval	Sign
Asphalt	Fire Hydrant
Board Walk	Water Valve
Building / Structure	Approximate Limits Of Disturbance
Pavers	Road Paint
Concrete Curb & Gutter	Trench Drain
Retaining Wall	Street Light
Gas Line	Water Service / Main
Cable Television	Sewer Service / Main
Fiber Optic Line	TC = Top of Concrete
Telephone Line	TP = Top of Pavers
Buried Power Line	
Overhead Power Line	
Ketchum City Water Line	Power Meter
Water Service	Light
Abandoned Ketchum Spring Water	Power Box
Abandoned Water Service	Telephone Riser
Sewer Line	Cable Television Riser
Sewer Service	AC = Aluminum Cap
Power Easement	AP = Angle Point
Conifer Tree	BOLL = Bollard
Deciduous Tree	BOW = Back of Walk
ITD Boll = Right-of-way Monument	COR = Corner
FD1/2 = Found 1/2" Rebar	EOA = Edge of Asphalt Line
FD5/8 = Found 5/8" Rebar	FH = Fire Hydrant
Found Aluminum Cap in Concrete	FND = Found
Survey Control	GM = Gas Main
Found Nail in Stump	GS = Ground Shot
Fire Hydrant	INT = Intersection
Water Valve	JERAIL = Jersey Rail
Frost Free Hydrant	LIP = Lip of Gutter
Irrigation Valve Box	PB = Buried Power Line
Catch Basin	PBOX = Power Box
Drywell	PHB = Buried Telephone Line
Sewer Manhole	PHBOX = Telephone Riser
Sewer Cleanout	PMTR = Power Meter
Power Pole	PP = Power Pole
Road Paint	SMH = Sewer Manhole
	TBC = Top Back of Curb
	TVB = Buried Cable Television Line
	TVBOX = Cable Television Riser

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ORIGINAL SIGNED BY JEFF C. LOOMIS
DATE ORIGINAL SIGNED: 08/06/2021

REGISTERED ENGINEER
7986
08/06/2021
JEFF C. LOOMIS

ORIGINAL ON FILE AT OFFICE OF
GALENA ENGINEERING (HAILEY, ID)
PERMIT SET

AUTHORITY HAVING JURISDICTION

GALENA
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Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83433
(208) 788-1705
email galena@galena-engineering.com

PROJECT DESCRIPTION
KETCHUM PROLOGUE HOTEL

River & Main
Ketchum, ID 83353

SHEET NAME:
DETAIL SHEET

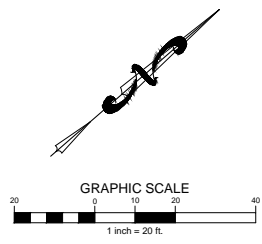
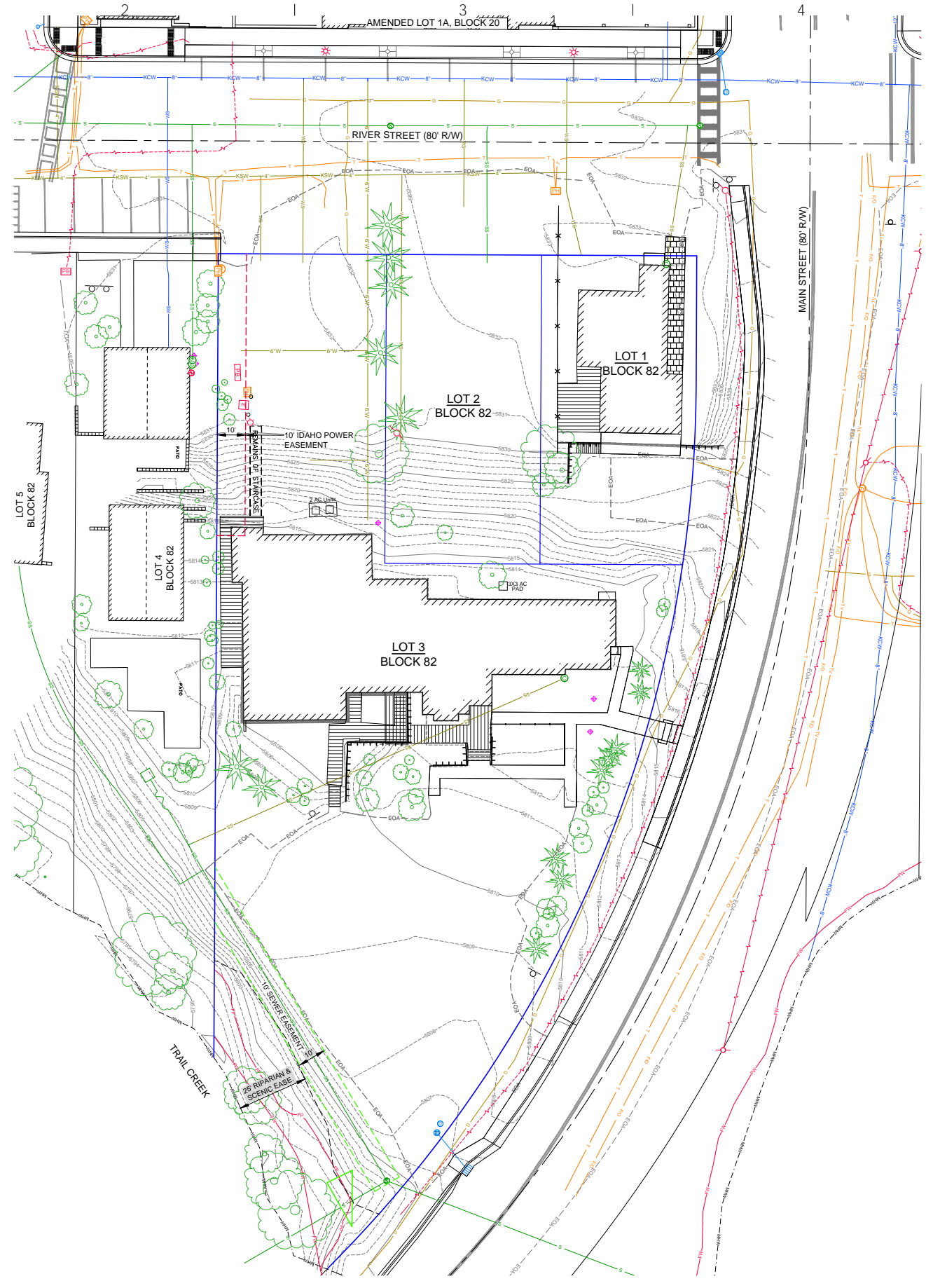
REVISIONS

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CHECKED BY: JL | SF
PROJECT#: 6003.05

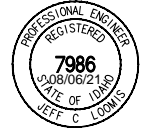
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salt lake city, ut 84105
ajcarchitects.com

ARCHITECT / CONSULTANT
ORIGINAL SIGNED BY JEFF C. LOOMIS
DATE ORIGINAL SIGNED: 08/06/2021



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PERMIT SET

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GALENA
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Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83333
(208) 788-1705
email galena@galena-engineering.com

PROJECT DESCRIPTION
KETCHUM PROLOGUE
HOTEL

River & Main
Ketchum, ID 83353

SHEET NAME:
EXISTING SITE
CONDITIONS

REVISIONS

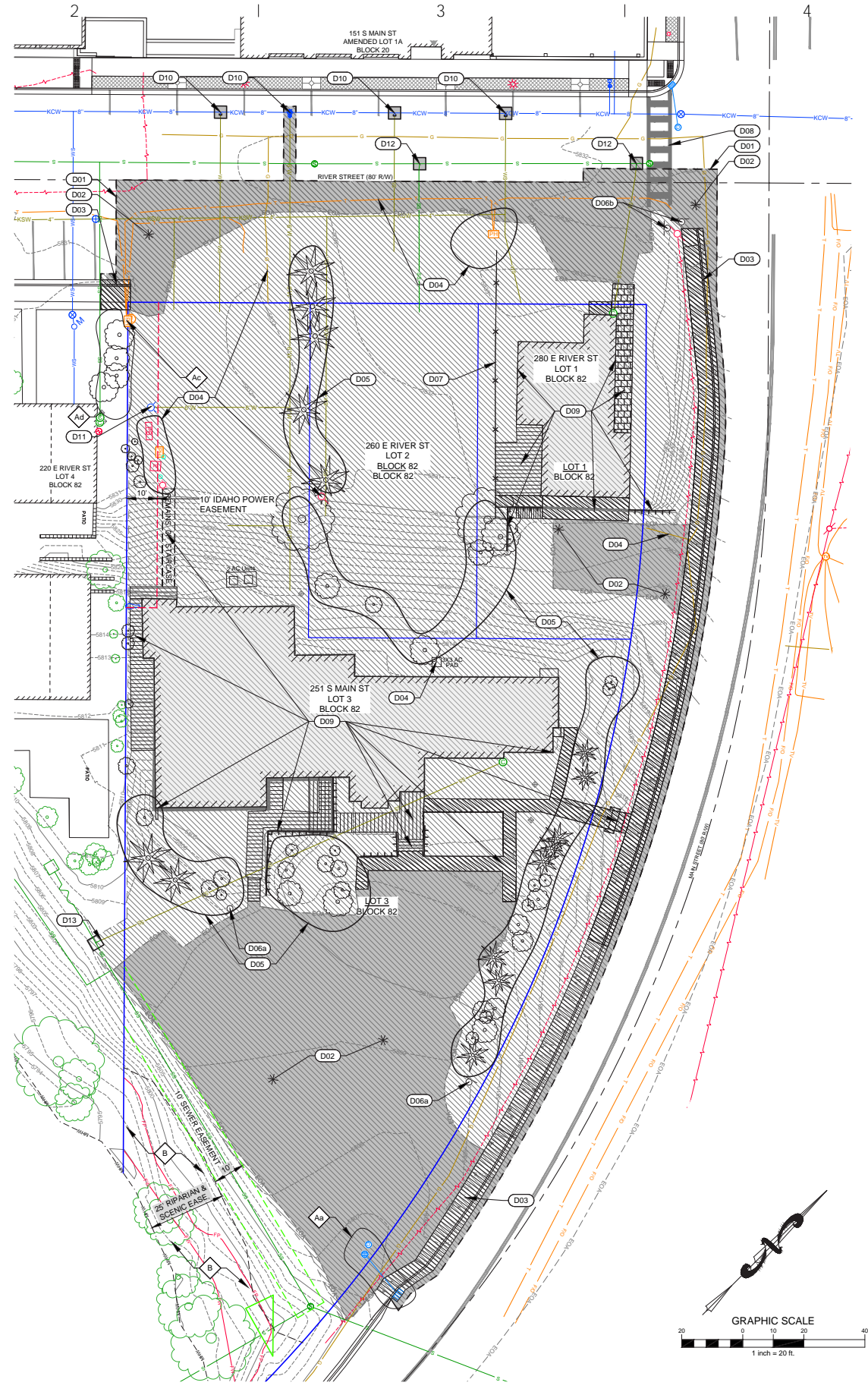
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ISSUE DATE: 08/06/2021
ISSUE TYPE: Permit Set
DRAWN BY: CT
CHECKED BY: JL | SF
PROJECT#: 6003.05

SHEET NUMBER:
C0.3

EXISTING SITE CONDITIONS - CIVIL DRAWING

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DEMOLITION SCHEDULE

- D01 SAWCUT A MINIMUM OF 24" OF ASPHALT TO PROVIDE CLEAN VERTICAL EDGE.
 - D02 REMOVE AND DISPOSE OF ASPHALT.
 - D03 REMOVE AND DISPOSE OF CONCRETE CURB / SIDEWALK (UTILIZE EXISTING JOINTS WHERE POSSIBLE)
 - D04 CONTRACTOR TO COORDINATE THE REMOVAL, AND/OR RELOCATION, AND/OR RETAIN AND PROTECT (REMAIN-IN-PLACE) OF DRY UTILITIES, TO INCLUDE POWER (IDAHO POWER), GAS (INTERMOUNTAIN GAS), AND ALL COMMUNICATIONS.
 - D05 REMOVE AND DISPOSE OF TREE AND ROOT BALL SYSTEM
 - D06 REMOVE SIGN:
a. DISPOSE OF SIGN.
b. RETAIN SIGN. TO BE RELOCATED TO NEW SIDEWALK (SEE CORRESPONDING SIDEWALK DESIGN SHEET).
 - D07 REMOVE AND DISPOSE OF FENCE.
 - D08 OBLITERATE PAVEMENT MARKINGS
 - D09 DEMOLISH HOUSE / STRUCTURE AND ASSOCIATED RETAINING WALLS, SIDEWALKS, BOARD WALKS, AND STAIR CASES. CONTRACTOR TO ENSURE ALL CONNECTING UTILITIES ARE DISCONNECTED PRIOR TO DEMOLITION.
 - D10 CONTRACTOR TO LOCATE AND DISCONNECT WATER SERVICE AT WATER MAIN AND TURN OFF CURB STOP. CONTRACTOR SHALL NOTIFY KETCHUM WATER DEPARTMENT FOR INSPECTION PRIOR TO BACKFILLING. ROAD REPAIR SHALL CONFORM TO DETAIL 2 / C0.2. THE REMAINDER OF WATER SERVICE SHALL BE ABANDONED IN PLACE WITHIN RIGHT-OF-WAY.
 - D11 REMOVE FIRE HYDRANT. RETURN FIRE HYDRANT TO CITY WATER DEPARTMENT.
 - D12 CONTRACTOR TO LOCATE AND DISCONNECT SEWER SERVICE AT SEWER MAIN AND INSTALL PLUG PER KETCHUM WASTEWATER DIVISION STANDARDS. CONTRACTOR SHALL NOTIFY KETCHUM WASTEWATER DEPARTMENT FOR INSPECTION PRIOR TO BACKFILLING. ROAD REPAIR SHALL CONFORM TO DETAIL 2 / C0.2. THE REMAINDER OF SEWER SERVICE SHALL BE ABANDONED IN PLACE WITHIN RIGHT-OF-WAY.
 - D13 CONTRACTOR TO LOCATE AND DISCONNECT SEWER SERVICE AT SEWER MAIN AND INSTALL PLUG PER KETCHUM WASTEWATER DIVISION STANDARDS. CONTRACTOR SHALL NOTIFY KETCHUM WASTEWATER DEPARTMENT FOR INSPECTION PRIOR TO BACKFILLING. THE REMAINDER OF SEWER SERVICE SHALL BE ABANDONED IN PLACE WHERE APPLICABLE.
- A RETAIN AND PROTECT:
 a. STORM DRAINAGE STRUCTURES
 b. N/A
 c. TELEPHONE RISER
 d. TREES
- B AREA WITHIN RIPARIAN EASEMENT NOT TO BE DISTURBED BY CONSTRUCTION ACTIVITIES. SEE LANDSCAPE PLAN FOR RIPARIAN AREA 'CLEAN-UP' PLAN



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PROJECT DESCRIPTION
KETCHUM PROLOGUE
HOTEL

River & Main
Ketchum, ID 83353

SHEET NAME:
DEMOLITION PLAN

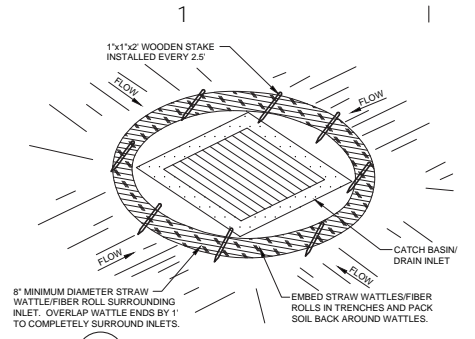
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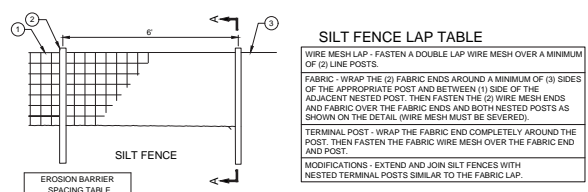
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PROJECT#: 6003.05

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DEMOLITION PLAN - CIVIL DRAWING

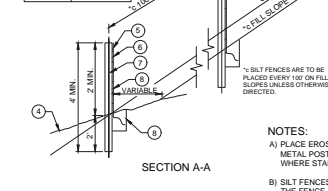


1
C2.0
AREA DRAIN INLET PROTECTION DETAIL (BMP #31)
N.T.S.

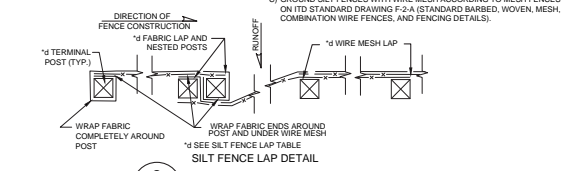


SILT FENCE LAP TABLE
N.T.S.

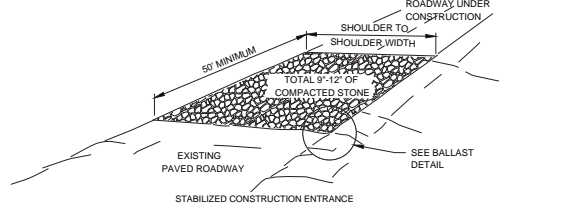
EROSION BARRIER SPACING TABLE	
SLOPE RATIO	SPACING DIST. (MAX.)
2:1	45'
3:1	55'
4:1	75'
6:1	110'
10:1	220'
20:1	500'



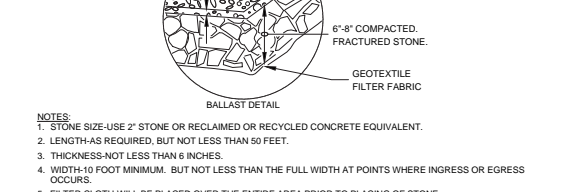
SECTION A-A
N.T.S.



2
C2.0
SILT FENCE LAP DETAIL (BMP #36)
N.T.S.

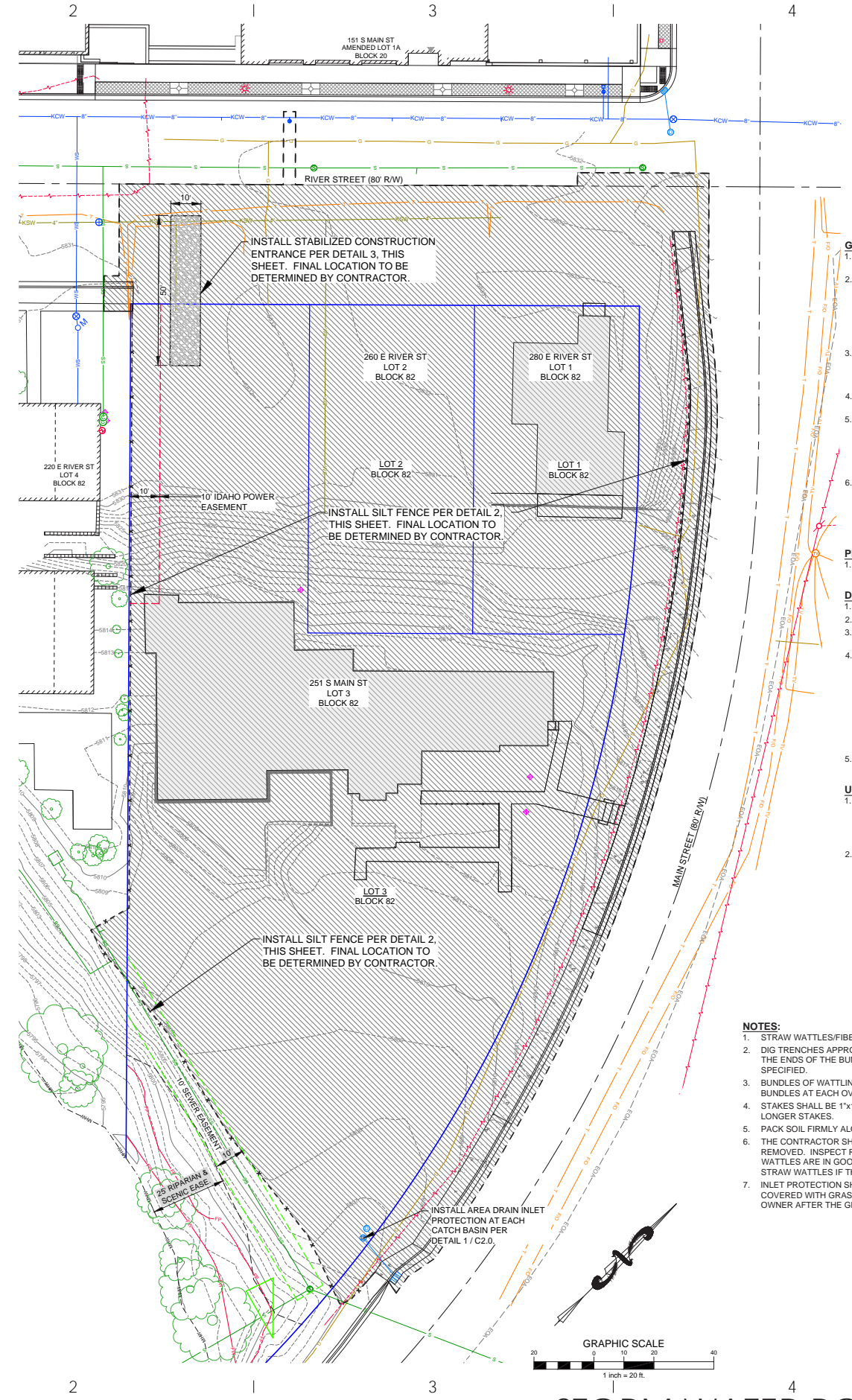


3
C2.0
STABILIZED CONSTRUCTION ENTRANCE (BMP #5)
N.T.S.



- NOTES:**
1. STONE SIZE-USE 2" STONE OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 2. LENGTH-AS REQUIRED, BUT NOT LESS THAN 50 FEET.
 3. THICKNESS-NOT LESS THAN 6 INCHES.
 4. WIDTH-10 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
 5. FILTER CLOTH-WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
 6. SURFACE WATER-ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
 7. MAINTENANCE-THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 8. WASHING-WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
 9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

3
C2.0
STABILIZED CONSTRUCTION ENTRANCE (BMP #5)
N.T.S.



- GENERAL NOTES**
1. THE CONTRACTOR SHALL OBTAIN ALL APPLICABLE EROSION CONTROL PERMITS PRIOR TO CONSTRUCTION.
 2. THE CONTRACTOR SHALL INSTALL TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES PRIOR TO AND CONCURRENT WITH ANY FILL OR GRADING ACTIVITIES IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY CATALOG OF STORM WATER BEST MANAGEMENT PRACTICES FOR IDAHO CITIES AND COUNTIES AND THIS EROSION CONTROL AND BMP PLAN AND ASSOCIATED SWPPP DOCUMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND KEEPING A COPY OF THE ABOVE STANDARDS AND SPECIFICATIONS AND THE SWPPP DOCUMENTS ON SITE AT ALL TIMES DURING CONSTRUCTION.
 3. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH ALL PROJECT PERMITS AND SWPPP DOCUMENTS. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AS SPECIFIED ON THIS PLAN OR AS DETERMINED BY THE ARCHITECT/ENGINEER AND MUST BE MAINTAINED IN EFFECTIVE OPERATING CONDITIONS THROUGHOUT THE LIFE OF THE PROJECT.
 4. CONSTRUCTION ACTIVITY SHALL CEASE DURING PERIODS OF INTENSE RAINFALL AND SHALL NOT RECONVENE UNTIL THE EROSION OF SEDIMENT FROM THE SITE HAS BEEN SUFFICIENTLY STABILIZED.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING CONSTRUCTION VEHICLES LEAVING THE SITE TO PREVENT DUST, SILT AND DIRT FROM BEING RELEASED OR TRACKED OFF-SITE. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT SITE ONLY THROUGH A PROPERLY INSTALLED CONSTRUCTION ENTRANCE/EXIT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CLEAN-UP OF THE PUBLIC RIGHTS OF WAY OR ADJACENT PRIVATE PROPERTY FROM ANY TRACKING OR DEPOSITING OF MUD, DIRT, SAND, GRAVEL, ROCK OR DEBRIS.
 6. BMPs SHALL BE INSPECTED AT LEAST EVERY 14 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT THAT IS 0.25 INCHES OR GREATER TO IDENTIFY BMP EFFECTIVENESS AND IMPLEMENT REPAIRS OR DESIGN CHANGES AS SOON AS FEASIBLE, DEPENDING ON FIELD CONDITIONS. EQUIPMENT, MATERIALS AND WORKERS MUST BE AVAILABLE FOR RAPID RESPONSE TO FAILURES AND EMERGENCIES. ALL CORRECTIVE MAINTENANCE TO BMPs SHALL BE PERFORMED AS SOON AS POSSIBLE AFTER THE CONCLUSION OF EACH STORM, DEPENDING ON WORKER SAFETY.

- PRIOR TO CONSTRUCTION ACTIVITIES**
1. IMPLEMENT PERIMETER EROSION AND SEDIMENT CONTROL MEASURES AS SPECIFIED ON THIS PLAN (SILT FENCE, INLET PROTECTION, CONSTRUCTION ENTRANCE, ETC.)

- DURING CONSTRUCTION ACTIVITIES AND WINTER SHUTDOWN AS NECESSARY**
1. SPRAY WATER ON DISTURBED AREAS TO CONTROL DUST DURING DRY SEASON.
 2. PROTECT NEWLY CONSTRUCTED STORM DRAINAGE FACILITIES PER DETAIL ON THIS SHEET.
 3. AREAS WHERE GRADING IS COMPLETED TO FINISHED GRADES SHALL BE SEEDED AND MULCHED ACCORDING TO OWNER'S LANDSCAPING PLAN. COORDINATE THIS WORK WITH LANDSCAPE ARCHITECT.
 4. DISTURBED AREAS LEFT DISTURBED OVER WINTER SHUTDOWN OR OTHER EXTENDED PERIODS OF TIME, SHALL BE PROTECTED FROM EROSION ACCORDING TO THE FOLLOWING:
DISTURBED AREAS WITH SLOPES OF 4:1 OR STEEPER SHALL BE SEEDED WITH "GRASSLAND WEST LOGRO" MIX AT 125 LBS/ACRE, OR APPROVED EQUIVALENT, FERTILIZE WITH 16/20/0/14 (SULFUR) AT 400 LBS/ACRE. MULCH WITH EITHER "S1 GEOSOLUTIONS LANDLOK S2" AT 2000 LBS/ACRE WITH 1% TACKIFIER OR WITH DRY STRAW SPREAD TO COMPLETELY COVER MOISTENED SOIL AND TRACKED INTO SOIL. "CAT TRACK" SLOPES PERPENDICULAR TO RUNOFF FLOW DIRECTION. CONTRACTOR SHALL FOLLOW MANUFACTURER'S APPLICATION INSTRUCTIONS FOR ALL SEED, MULCH, AND FERTILIZER MIXES. IF ADDITIONAL STEEP SLOPE PROTECTION IS NEEDED INSTALL MATTING (BMP 18) AND FIBER ROLLS (BMP 35) PER THE CATALOG OF STORM WATER BEST MANAGEMENT PRACTICES FOR IDAHO CITIES AND COUNTIES, VOLUME 2.
 5. AT A MINIMUM, THE CONTRACTOR'S "RESPONSIBLE PERSON" SHALL INSPECT THE SITE BEFORE AND AFTER STORM EVENTS AND AT 24 HOUR INTERVALS DURING EXTENDED STORMS.

- UPON COMPLETION OF CONSTRUCTION ACTIVITIES**
1. PERIODIC MAINTENANCE OF EROSION CONTROL MEASURES IS REQUIRED UNTIL STORM DRAINAGE FACILITIES ARE OPERATIONAL AND STABILIZING VEGETATION IS ESTABLISHED. SUCH MAINTENANCE INCLUDES CLEANING CATCH BASINS AND DRYWELLS, MAINTAINING CHECK DAMS AND OTHER BARRIERS, REMOVAL OF ACCUMULATED SILT IN SENSITIVE AREAS, AND STREET CLEANING. A TYPICAL SCHEDULE FOR SUCH MAINTENANCE WOULD BE ONCE A WEEK AND AFTER EACH SIGNIFICANT STORM EVENT.
 2. UPON ESTABLISHMENT OF STABILIZING VEGETATION AND PERMANENT DRAINAGE FACILITIES OPERATIONS, REMOVE TEMPORARY EROSION CONTROL MEASURES AND CLEAR STREETS OF ACCUMULATED SILT, MUD AND DEBRIS.

- NOTES:**
1. STRAW WATTLES/FIBER ROLLS TO BE PLACED AROUND INLETS INDICATED ON THE PLANS OR AS DIRECTED BY ENGINEER.
 2. DIG TRENCHES APPROXIMATELY 2-4 INCHES DEEP BY 8-10 INCHES WIDE. THEN PLACE WATTLE BUNDLES IN TRENCH SO THAT THE ENDS OF THE BUNDLES OVERLAP AT LEAST 1'. THE OVERLAP SHOULD BE AS LONG AS NEEDED TO PERMIT STAKING SPECIFIED.
 3. BUNDLES OF WATTLES SHALL BE STAKED THROUGH THE CENTER ON 2.5' CENTERS. PLACE EXTRA STAKES THROUGH THE BUNDLES AT EACH OVERLAP.
 4. STAKES SHALL BE 1x1/2" WOODEN STAKES. DRIVE STAKES INTO A FIRM HOLD OF 1.5' DEEP. WHERE SOILS ARE SOFT USE LONGER STAKES.
 5. PACK SOIL FIRMLY ALONG THE OUTSIDE OF THE INLET PROTECTION BY TAMPING OR WALKING ON SOIL.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING MAINTENANCE ITEMS UNTIL THE STRAW WATTLES ARE REMOVED. INSPECT REGULARLY AND AFTER EVERY STORM. MAKE ANY REPAIRS NECESSARY TO ENSURE THAT STRAW WATTLES ARE IN GOOD WORKING ORDER. REMOVE AND DISPOSE OF ANY ACCUMULATED SEDIMENT OFF-SITE. REPLACE STRAW WATTLES IF THEY BEGIN TO DETERIORATE.
 7. INLET PROTECTION SHALL REMAIN IN PLACE AND OPERATIONAL UNTIL THE DRAINAGE AREA IS COMPLETELY STABILIZED AND COVERED WITH GRASS. THE CONTRACTOR SHALL REMOVE THE FIBER ROLLS AT THE REQUEST OF THE ENGINEER OR OWNER AFTER THE GRASS IS ESTABLISHED AND ACCEPTED BY THE ENGINEER OR OWNER.



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PROJECT DESCRIPTION
KETCHUM PROLOGUE HOTEL

River & Main
Ketchum, ID 83353

SHEET NAME:
STORM WATER POLLUTION PREVENTION PLAN

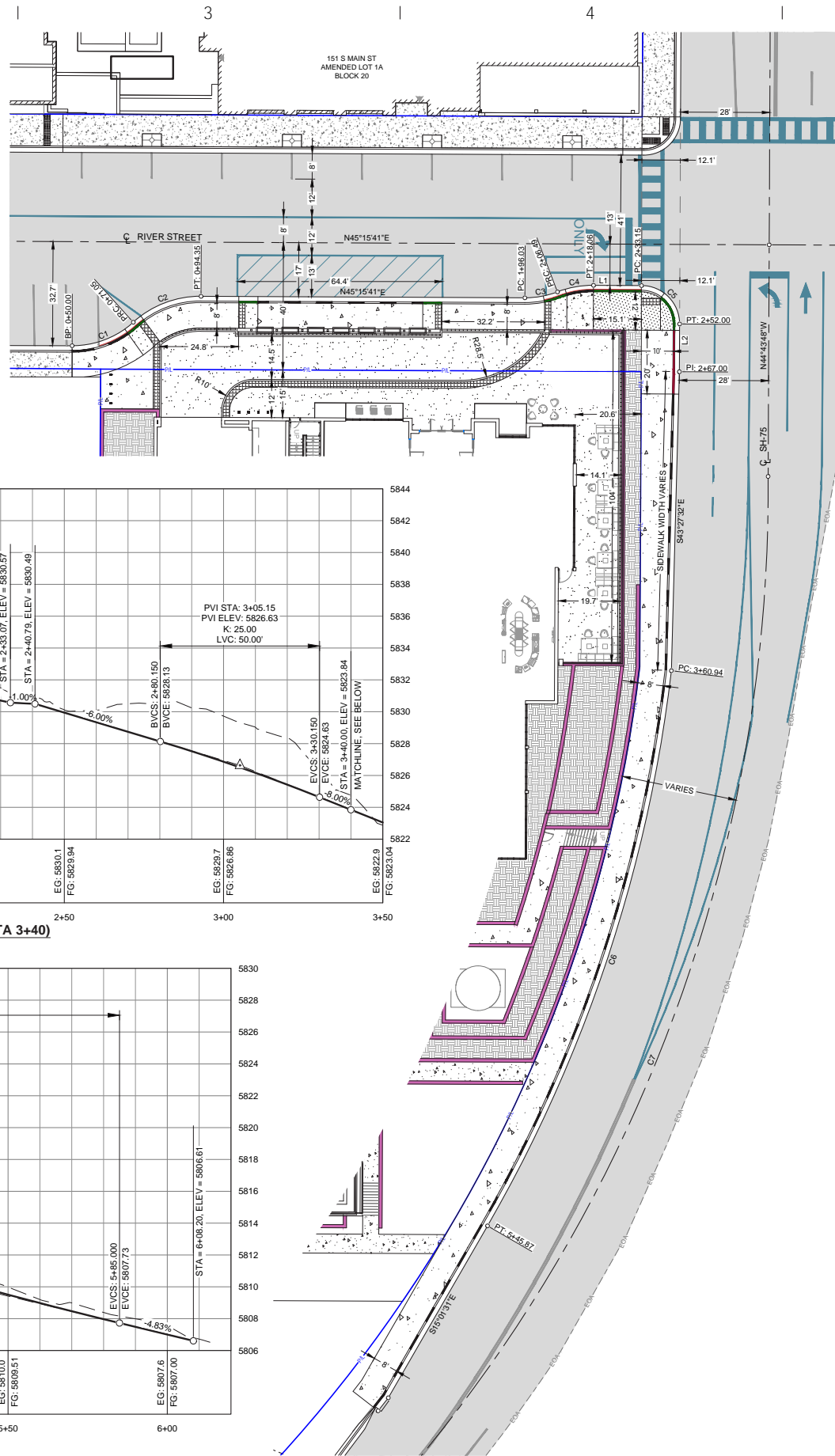
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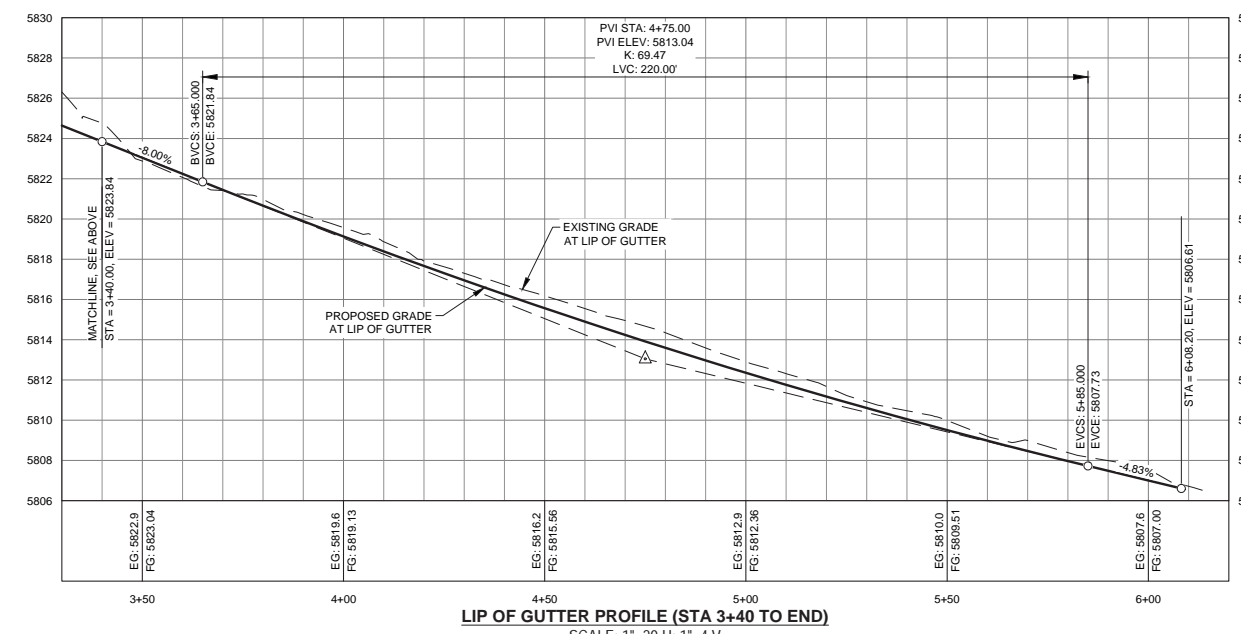
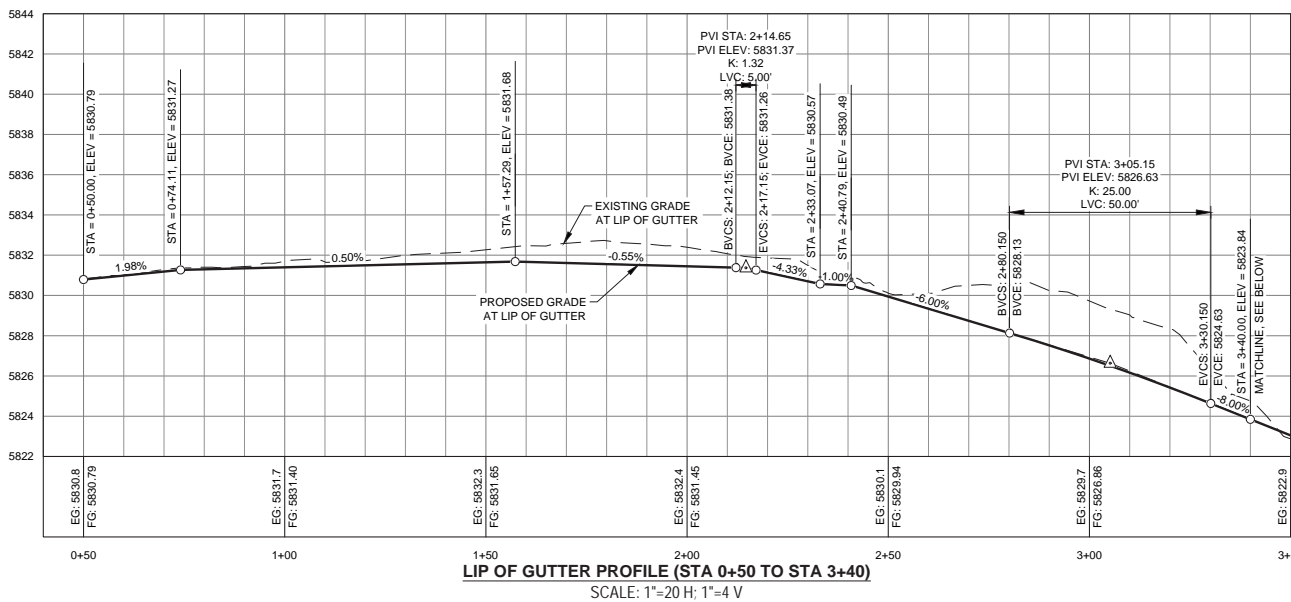
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ISSUE TYPE: Permit Set
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CHECKED BY: JL | SF
PROJECT#: 6003.05

SHEET NUMBER:
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STORM WATER POLLUTION PREVENTION PLAN - CIVIL DRAWING



- LEGEND**
- Existing Items**
- Property Line
 - Adjoiner's Lot Line
 - Centerline Right of Way
 - Mean High Water
 - Flood Plain
 - Flood Way
 - Sewer Easement as Shown
 - 25' Riparian & Scenic Easement
 - 5' Contour Interval
 - 1' Contour Interval
 - Asphalt
 - Building / Structure
 - Concrete Sidewalk
 - Concrete Curb & Gutter
 - Power Easement
 - Conifer Tree
 - Deciduous Tree
- Proposed Items**
- Concrete Sidewalk
 - ADA Pedestrian Approach
 - Concrete 6" Vertical Curb
 - Curb Transition
 - Zero Reveal Curb & Gutter
 - Curb Face with Variable Height
 - Curb Painted No Parking
 - ADA Access Truncated Dome
 - Sand Blasted Concrete
 - Road Paint
 - Trench Drain
 - Landscaping
 - Retaining Wall

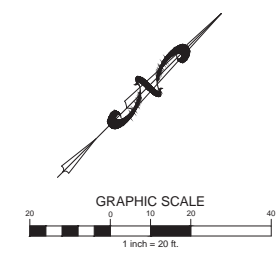


Line Table

Line	Length	Direction
L1	15.09'	N45°15'41"E
L2	15.00'	S44°43'48"W

Curve Table

Curve	Radius	Length	Delta	Chord Direction	Chord Length
C1	28.50	21.05	42°18'31"	N24°01'03"E	20.57
C2	31.50	23.31	42°23'54"	N24°03'44"E	22.78
C3	28.50	10.47	21°02'22"	N34°44'30"E	10.41
C4	31.50	11.57	21°02'22"	N34°44'30"E	11.50
C5	12.00	18.85	90°00'31"	S89°44'03"E	16.97
C6	454.50	184.93	23°18'46"	S26°40'54"E	183.66
C7	477.50	376.65	45°11'42"	N22°52'43"W	366.96



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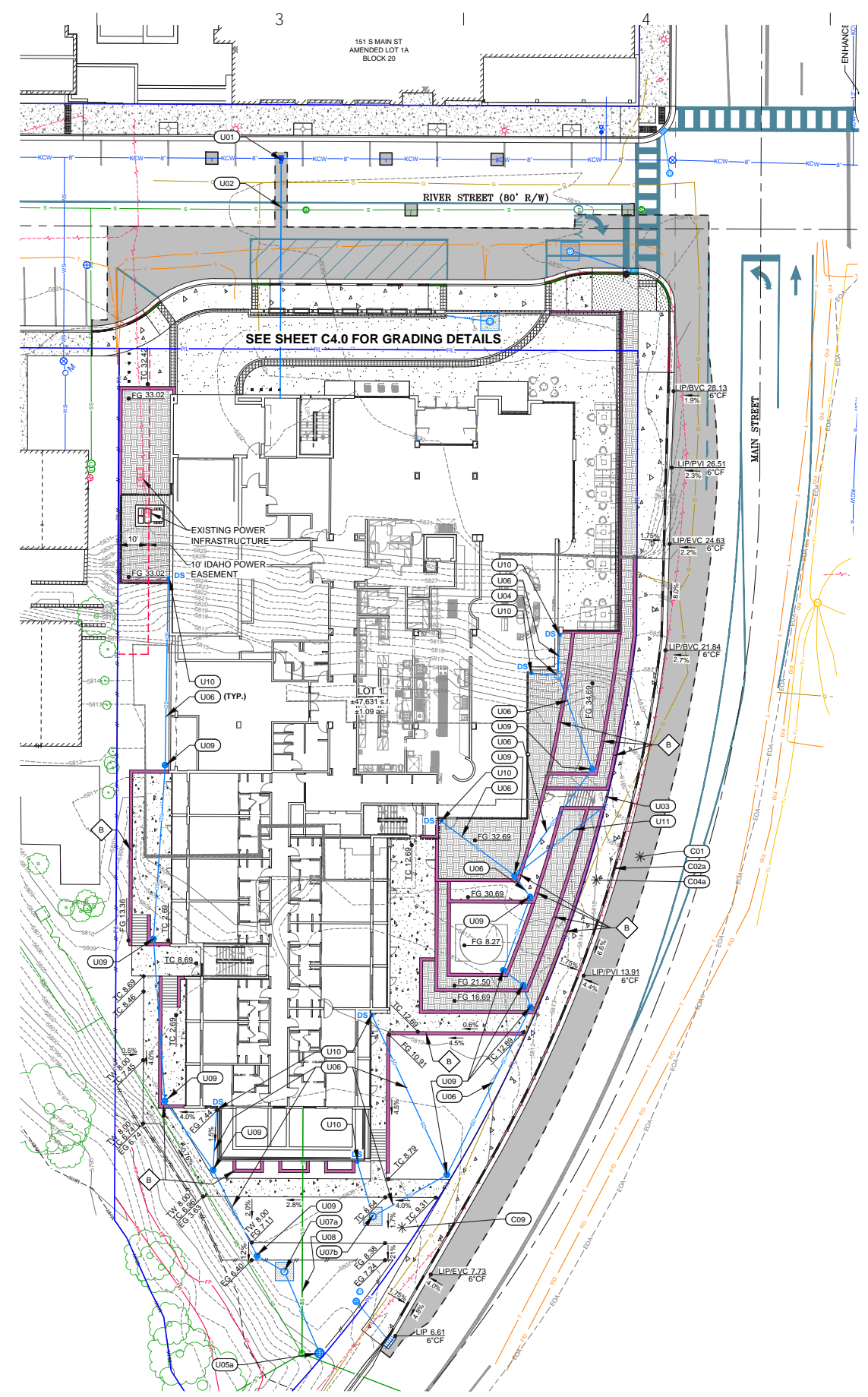
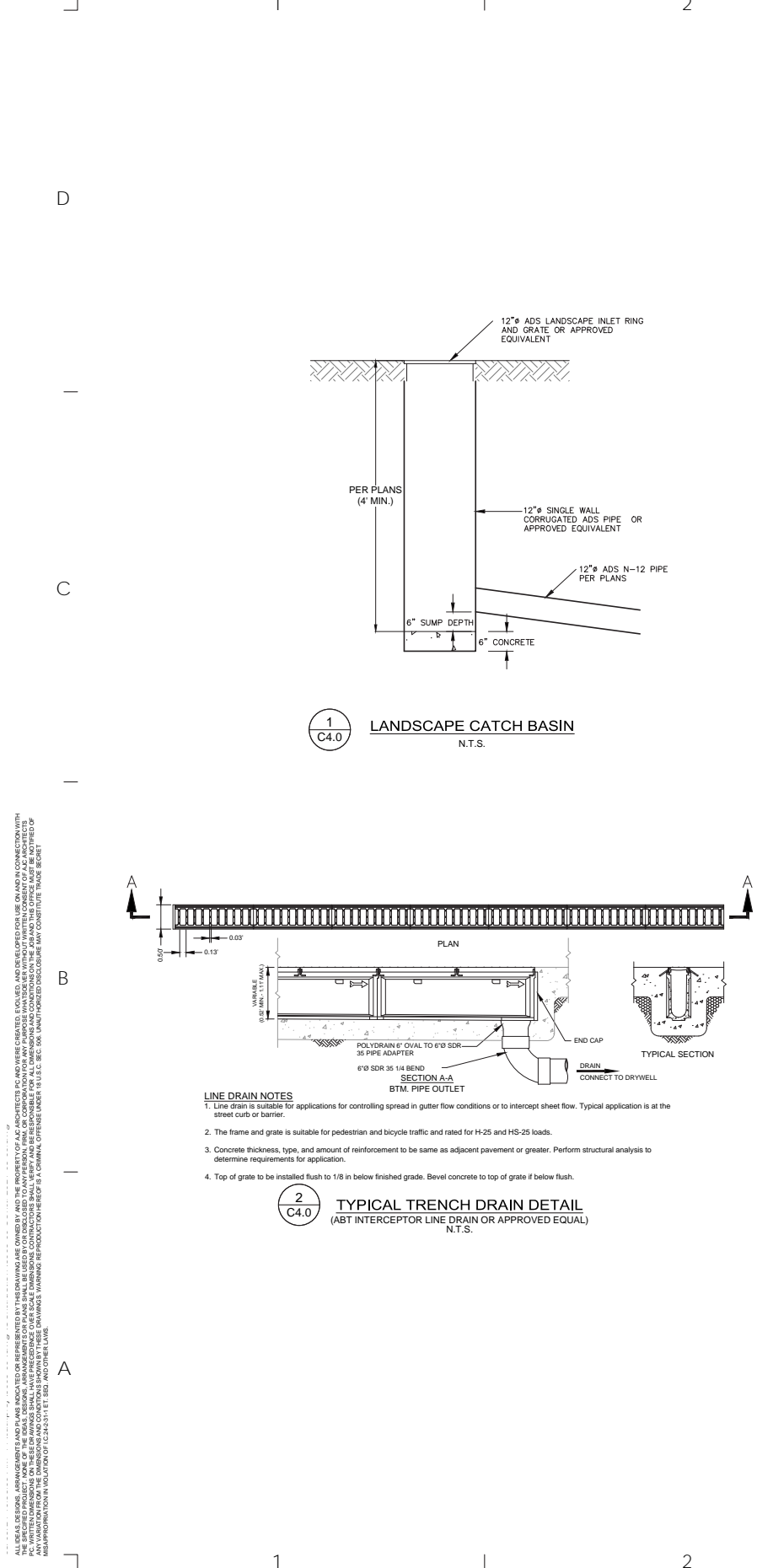
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SITE GEOMETRY PLAN &
LIP OF GUTTER PROFILE

REVISIONS

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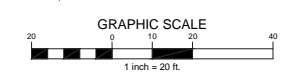


- UTILITY KEY NOTES**
- U01 INSTALL 8" D.I. TEE 8" GATE VALVE W/THRUST BLOCKS
 - U02 INSTALL 8" WATER MAIN / SERVICE. SEE DETAIL 1 / C0.2 FOR POTABLE AND NON-POTABLE WATER LINE SEPARATION AND DETAIL 2 / C0.2 FOR TRENCHING.
 - U03 INSTALL 6" TRENCH DRAIN. SEE DETAIL 2 / 3.0.
 - U04 INSTALL 6" ROOF DRAIN CLEANOUT
 - U05 INSTALL CATCH BASIN. SEE DETAIL 3 / C0.2. a. RIM = 5806.3 INV. OUT = 5803.3
 - U06 INSTALL 12" ADS N-12 STORM DRAIN PIPE WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 2 / C0.2 FOR TRENCHING.
 - U07 CONSTRUCT DRYWELL. SEE DETAIL 4 / C0.2. a. RIM = TBD INV. IN = TBD b. RIM = TBD INV. IN = TBD
 - U08 INSTALL 8" PVC SEWER LINE / SERVICE. CONNECT TO EXISTING SEWER MANHOLE.
 - U09 INSTALL 12" LANDSCAPE CATCH BASIN WITH GREEN PLASTIC GRATED LID. GRADE LANDSCAPE AREA TO DRAIN INTO CATCH BASIN. SEE DETAIL 1 / C0.0.
 - U10 INSTALL 6" PVC ROOF DRAIN RECEIVER.
 - U11 INSTALL 6" PVC STORM DRAIN PIPE WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 2 / C0.2 FOR TRENCHING.

- CONSTRUCTION KEY NOTES**
- C01 CONSTRUCT ASPHALT ROADWAY / ASPHALT REPAIR. SEE DETAIL 8 / C0.2.
 - C02 CONSTRUCT CONCRETE CURB AND GUTTER a. 6" VERTICAL C&G PER DETAIL 7a / C0.2
 - C04 CONSTRUCT CONCRETE SIDEWALK. WIDTH AS SHOWN HEREON. SEE DETAIL 9 / C0.2. a. FLAT WORK
 - C09 INSTALL PERMEABLE PAVERS. SEE ARCHITECTURAL PLANS FOR DETAILS.
 - A MATCH EXISTING LINES AND GRADES
 - B SEE ARCHITECTURAL DRAWINGS FOR RETAINING WALL DESIGN.

ABBREVIATIONS:

LIP = Lip of Gutter
 FG = Finished Grade
 TC = Top of Concrete
 TW = Top of Wall
 0'CF = 0" Curb Face
 6'CF = 6" Curb Face



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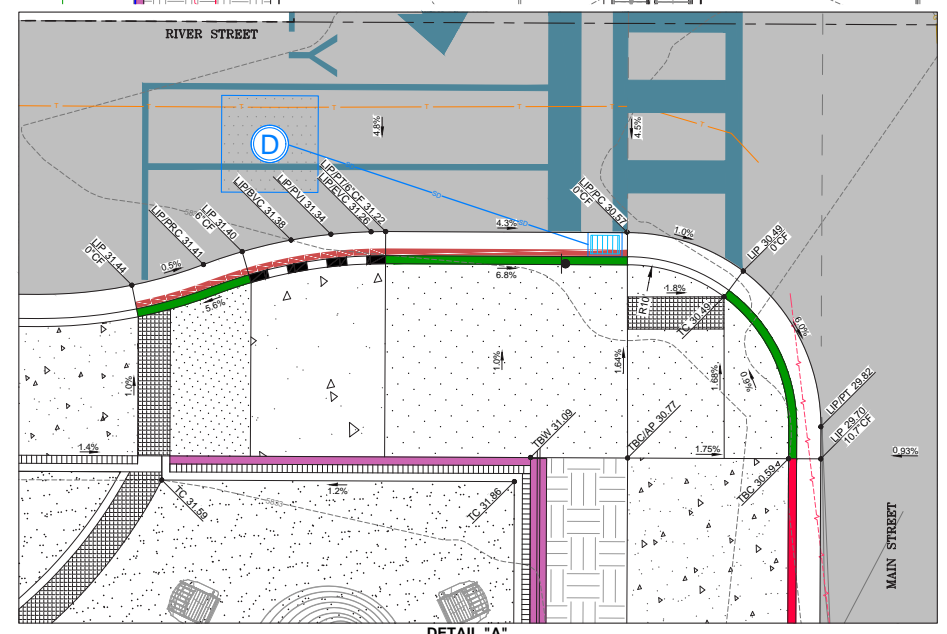
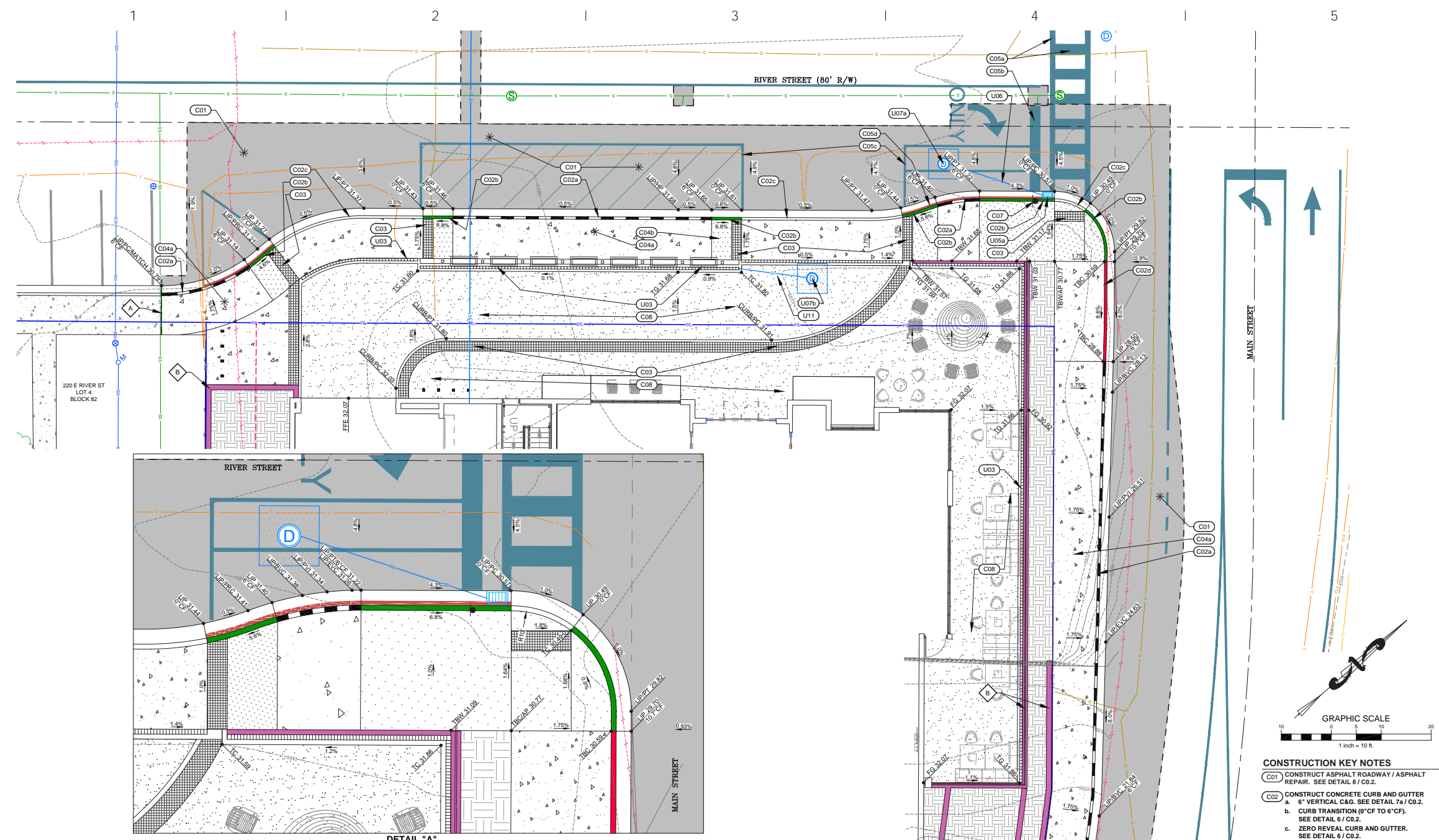
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UTILITY PLAN - CIVIL DRAWING



LEGEND		Proposed Items	
Existing Items		New Asphalt	Drywell
Property Line	—K—K— Ketchum City Water Line	Concrete Sidewalk	Storm Drain Catch Basin
Adjoiner's Lot Line	—W—W— Water Service	ADA Pedestrian Approach	Down Spout
Centerline Right of Way	—S—S— Sewer Line	Concrete 6" Vertical Curb	Storm Drain Cleanout
Mean High Water	—SS— Sewer Service	Curb Transition	Approximate Limits Of Disturbance
Flood Plain	—SS— Power Easement	Zero Reveal Curb & Gutter	Road Paint
Flood Way	—S—S— Conifer Tree	Curb Face with Variable Height	Street Light
Sewer Easement as Shown	—S—S— Deciduous Tree	Curb Painted No Parking	Water Service / Main Sewer Service / Main
25' Riparian & Scenic Easement	—S—S— ITD Bolt = Right-of-way Monument	Sign	CF = Curb Face
5' Contour Interval	—S—S— FD12 = Found 1/2" Rebar	Fire Hydrant	FG = Finished Grade
1' Contour Interval	—S—S— FDS8 = Found 5/8" Rebar	Water Valve	HP = High Point
Asphalt	—S—S— Found Aluminum Cap in Concrete	General Flow Direction	HP = Top Back of Curb
Board Walk	—S—S— Found Nail in Stump	5' Contour Interval	TG = Top of Concrete
Building / Structure	—S—S— Fire Hydrant	1' Contour Interval	TP = Top of Pavers
Pavers	—S—S— Water Valve	Pavers	
Concrete Sidewalk	—S—S— Frost Free Hydrant	Permeable Pavers	
Concrete Curb & Gutter	—S—S— Irrigation Valve Box	Sand Blasted Concrete	
Cable Television	—S—S— Catch Basin	Spot Elevation	
Fiber Optic Line	—S—S— Drywell		
Buried Power Line	—S—S— Sewer Manhole		
Buried Telephone Line	—S—S— Sewer Cleanout		
	—S—S— Power Pole		
	—S—S— Power Meter		
	—S—S— Light		
	—S—S— Power Box		
	—S—S— Telephone Riser		
	—S—S— AC = Aluminum Cap		
	—S—S— AP = Angle Point		
	—S—S— BOLL = Bollard		
	—S—S— BOW = Back of Walk		
	—S—S— CC = Curb Cut		
	—S—S— COR = Corner		
	—S—S— EOA = Edge of Asphalt Line		
	—S—S— FH = Fire Hydrant		
	—S—S— FND = Found		
	—S—S— GM = Gas Main		
	—S—S— GS = Ground Shot		
	—S—S— INT = Intersection		
	—S—S— JERAIL = Jersey Rail		
	—S—S— PB = Buried Power Line		
	—S—S— PBOX = Power Box		
	—S—S— PHB = Buried Telephone Line		
	—S—S— PHBOX = Telephone Riser		
	—S—S— PMTR = Power Meter		
	—S—S— PP = Power Pole		
	—S—S— SMH = Sewer Manhole		
	—S—S— TBC = Top Back of Curb		
	—S—S— TVB = Buried Cable Television Line		
	—S—S— TVBOX = Cable Television Riser		

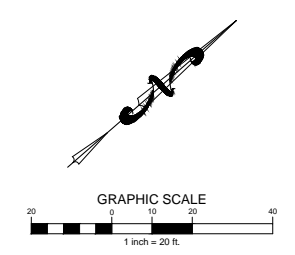
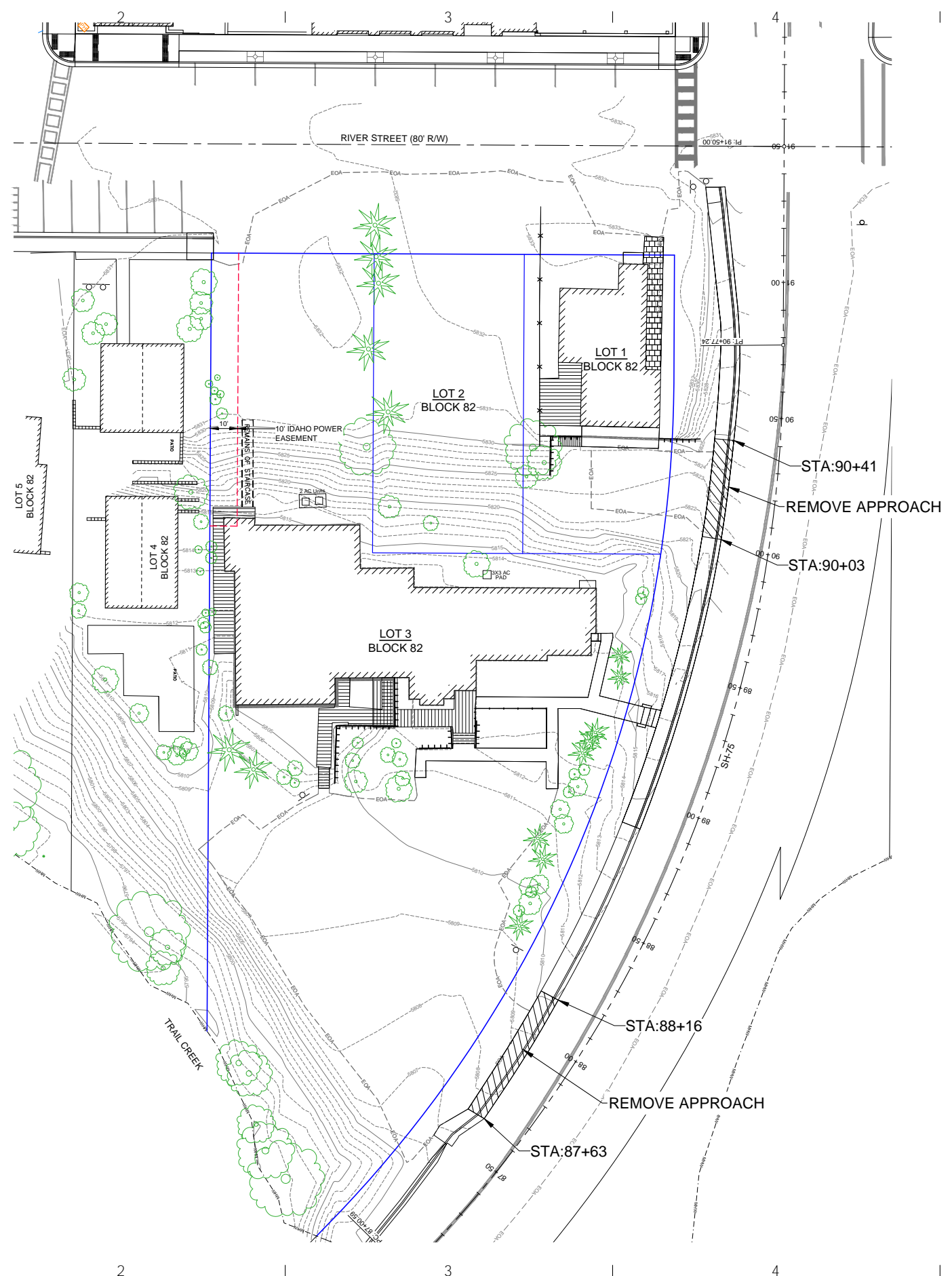
CONSTRUCTION KEY NOTES

- C01** CONSTRUCT ASPHALT ROADWAY / ASPHALT REPAIR. SEE DETAIL 8 / C0.2.
- C02** CONSTRUCT CONCRETE CURB AND GUTTER
 - a. 6" VERTICAL C&G. SEE DETAIL 7a / C0.2.
 - b. CURB TRANSITION (6"CF TO 6"CF). SEE DETAIL 6 / C0.2.
 - c. ZERO REVEAL CURB AND GUTTER. SEE DETAIL 6 / C0.2.
 - d. HIGH REVEAL CURB FACE CURB AND GUTTER (6"CF TO 10.7"CF). SEE DETAIL 7b / C0.2.
- C03** INSTALL CITY OF KETCHUM APPROVED CAST IRON TRUNCATED DOME DETECTABLE WARNING INSERT. SEE DETAIL 5 / C0.2 FOR INSTALLATION IN AREAS WITHOUT CONCRETE SIDEWALK AND DETAIL 12 / C0.2 FOR GENERAL PLATE DETAILS.
- C04** CONSTRUCT CONCRETE SIDEWALK, WIDTH AS SHOWN HEREON. SEE DETAIL 9 / C0.2.
 - a. FLAT WORK.
 - b. ADA COMPLIANT RAMPS AND LANDING.
- C05** INSTALL ROAD STRIPING / PAINT
 - a. WHITE CROSSWALK STRIPING (12" WIDE BARS WITH 24" WIDE CROSS BARS WITH GLASS BEADS).
 - b. WHITE STOP BAR STRIPING (24" WIDE).
 - c. YELLOW STRIPING (4" WIDE).
 - d. RED "NO PARKING" STRIPING ON CURB. MATCH CITY PATTERNS.
- C06** INSTALL HEATED PAVER SIDEWALK / ROADWAY. SEE DETAIL 9 / C0.2.
- C07** INSTALL STOP / STREET SIGN. USE PREVIOUSLY REMOVED SIGN. SEE DETAIL 11 / C0.2 FOR SIGN BASE DETAIL.
- C08** CONSTRUCT SAND-BLASTED CONCRETE SIDEWALK ENTRY.
- MATCH EXISTING LINES AND GRADES**
- SEE ARCHITECTURAL DRAWINGS FOR RETAINING WALL DESIGN.**

UTILITY KEY NOTES

- U03** INSTALL TRENCH DRAIN. SEE DETAIL 2 / C0.0.
- U05** INSTALL CATCH BASIN. SEE DETAIL 3 / C0.2.
 - a. RIM = 5820.47
 - b. INV. OUT = 5827.47
- U06** INSTALL 12" ADS N-12 STORM DRAIN PIPE WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 2 / C0.2 FOR TRENCHING.
- U07** CONSTRUCT DRYWELL. SEE DETAIL 4 / C0.2.
 - a. RIM = 5831.80
 - INV. IN = 5827.00
 - b. RIM = 5831.62
 - INV. IN = 5828.6
- U11** INSTALL 6" PVC STORM DRAIN PIPE WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 2 / C0.2 FOR TRENCHING.

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PROJECT DESCRIPTION

KETCHUM PROLOGUE
HOTEL

River & Main
 Ketchum, ID 83353

SHEET NAME:

ITD PERMIT

REVISIONS

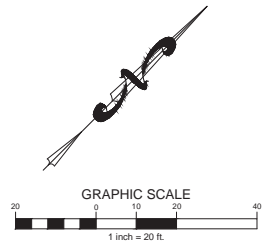
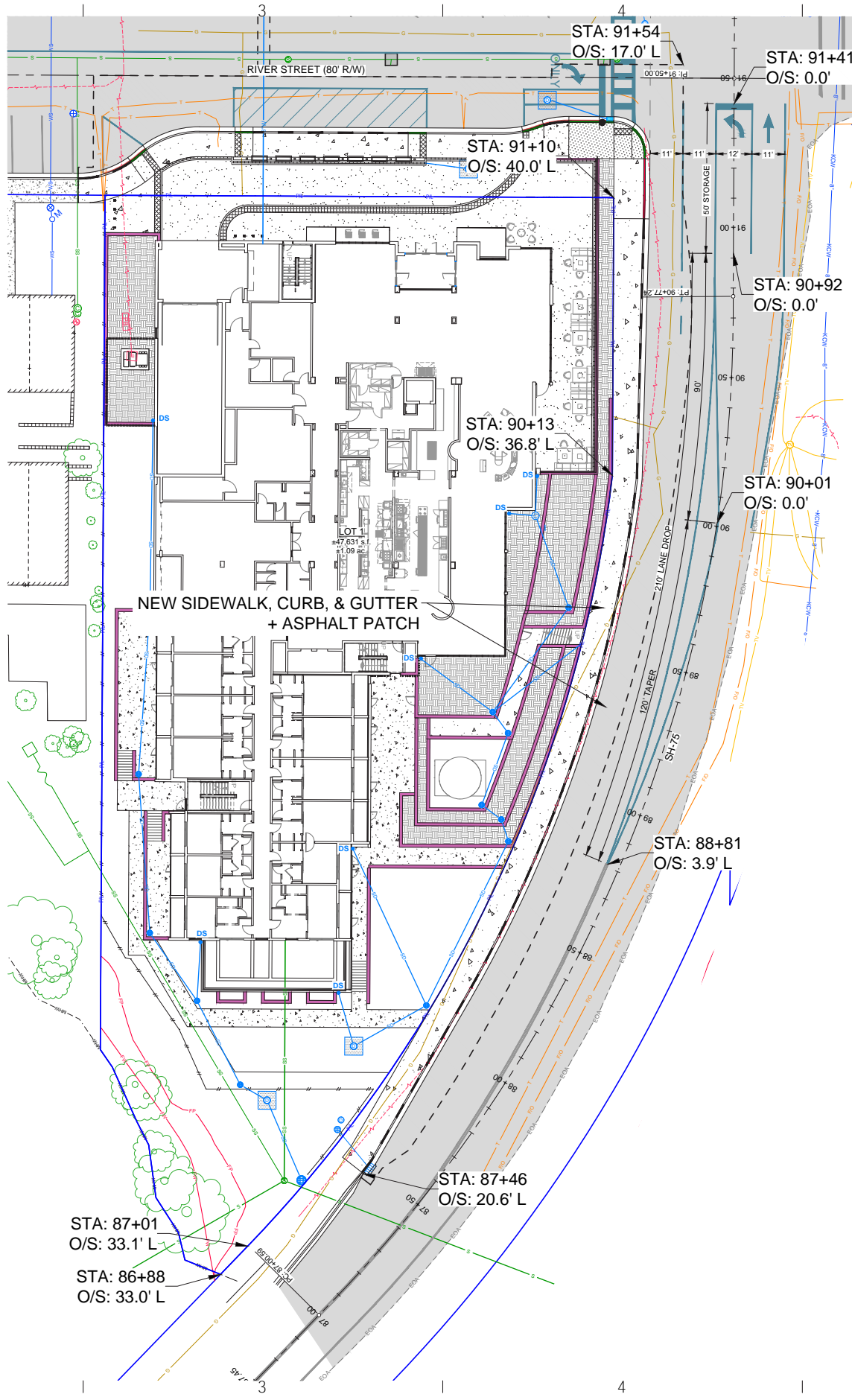
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ISSUE DATE: 08/03/2021
 ISSUE TYPE:
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 CHECKED BY: JL | SF
 PROJECT#: 6003.05

SHEET NUMBER:

i0.1

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REVISIONS

MARK	DATE	DESCRIPTION

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 ISSUE TYPE:
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 CHECKED BY: JL | SF
 PROJECT#: 6003.05

SHEET NUMBER:

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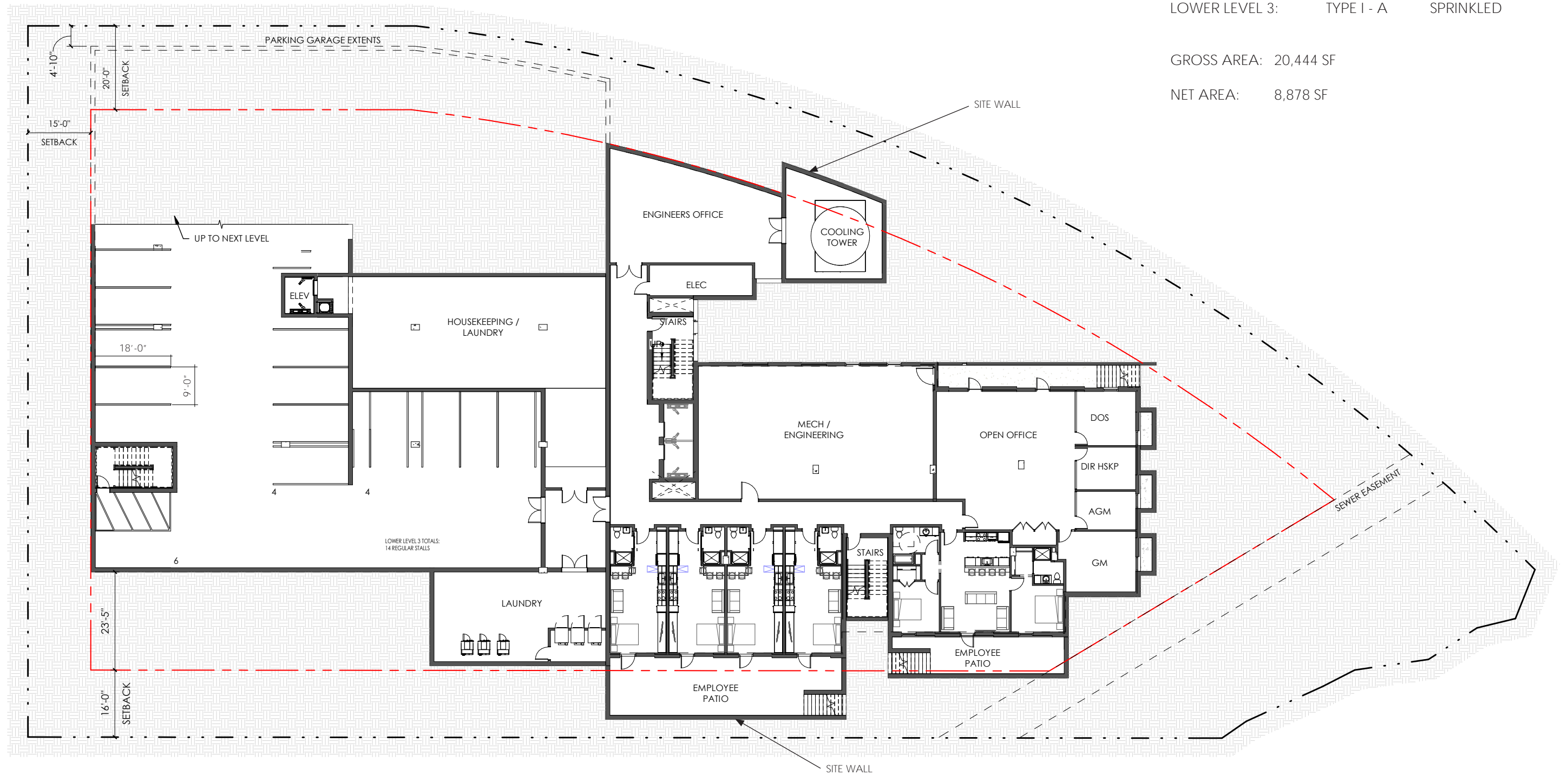
FLOOR PLANS

OCCUPANCY CLASSIFICATION – IBC CHAPTER 3
 'B' - BUSINESS
 'R' - RESIDENTIAL GROUP R-2
 'S' - STORAGE GROUP S-2

TYPE OF CONSTRUCTION – IBC CHAPTER 6
 LOWER LEVEL 3: TYPE I - A SPRINKLED

GROSS AREA: 20,444 SF

NET AREA: 8,878 SF

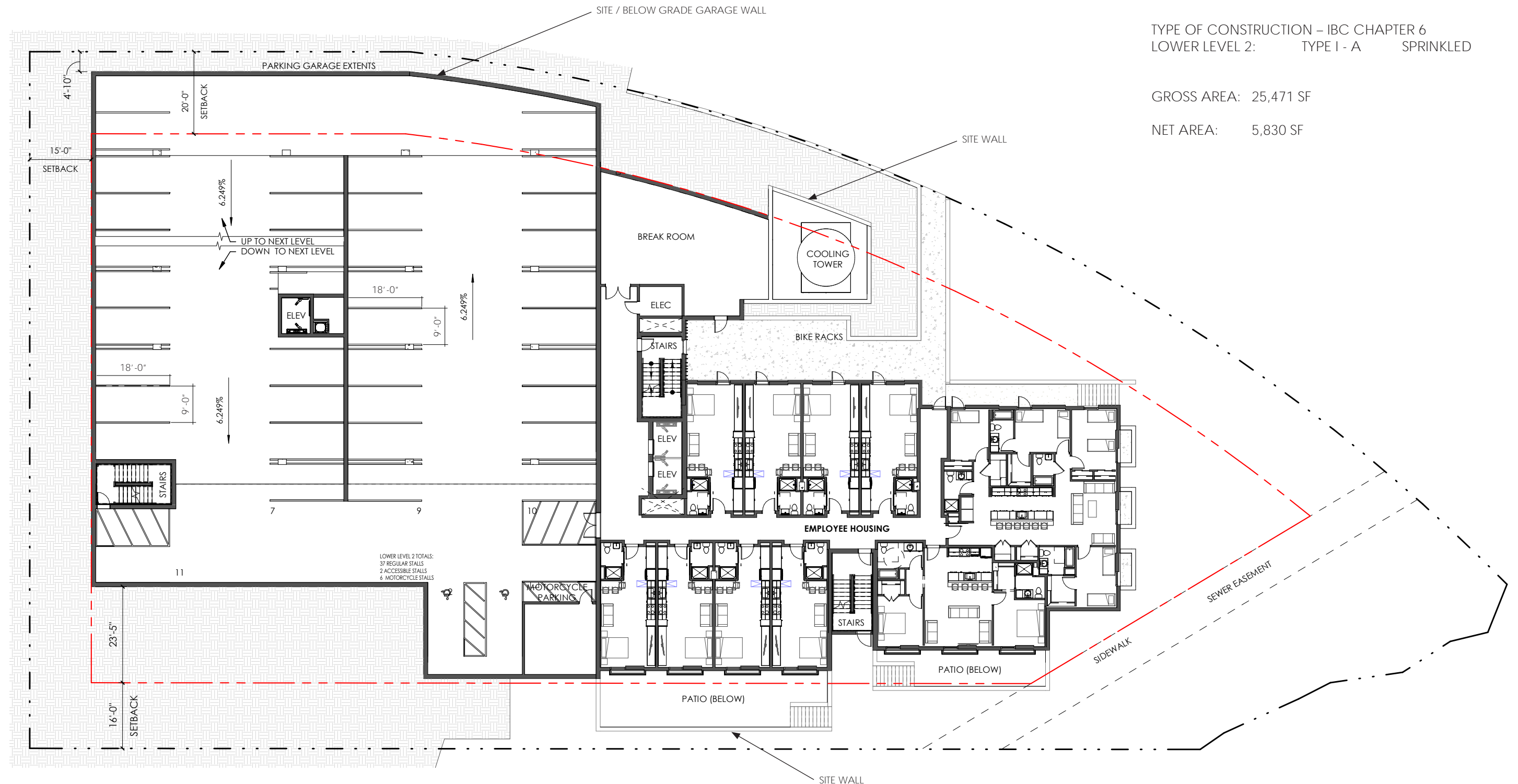


OCCUPANCY CLASSIFICATION – IBC CHAPTER 3
 'B' - BUSINESS
 'R' - RESIDENTIAL GROUP R-2
 'S' - STORAGE GROUP S-2

TYPE OF CONSTRUCTION – IBC CHAPTER 6
 LOWER LEVEL 2: TYPE I - A SPRINKLED

GROSS AREA: 25,471 SF

NET AREA: 5,830 SF

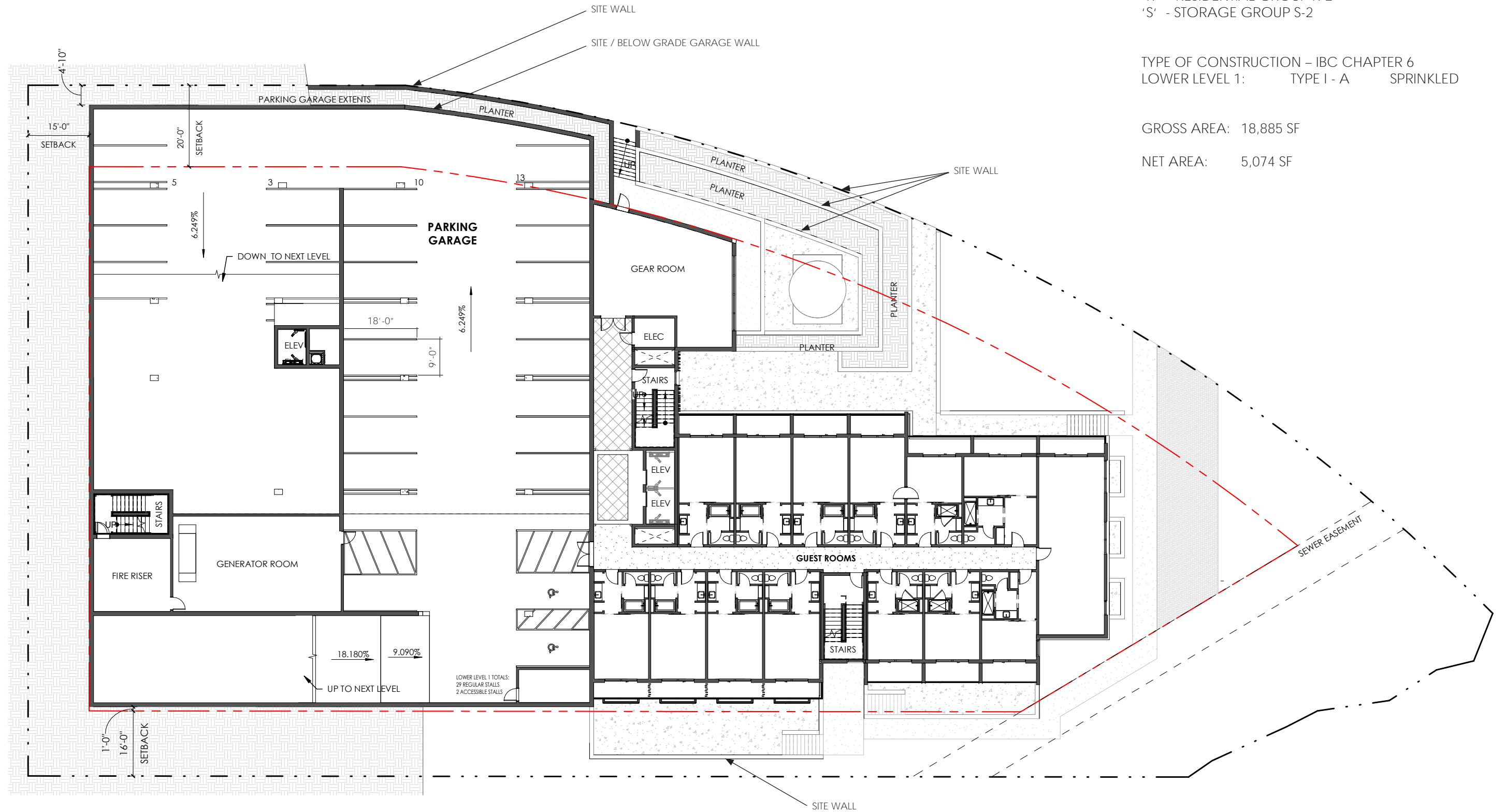


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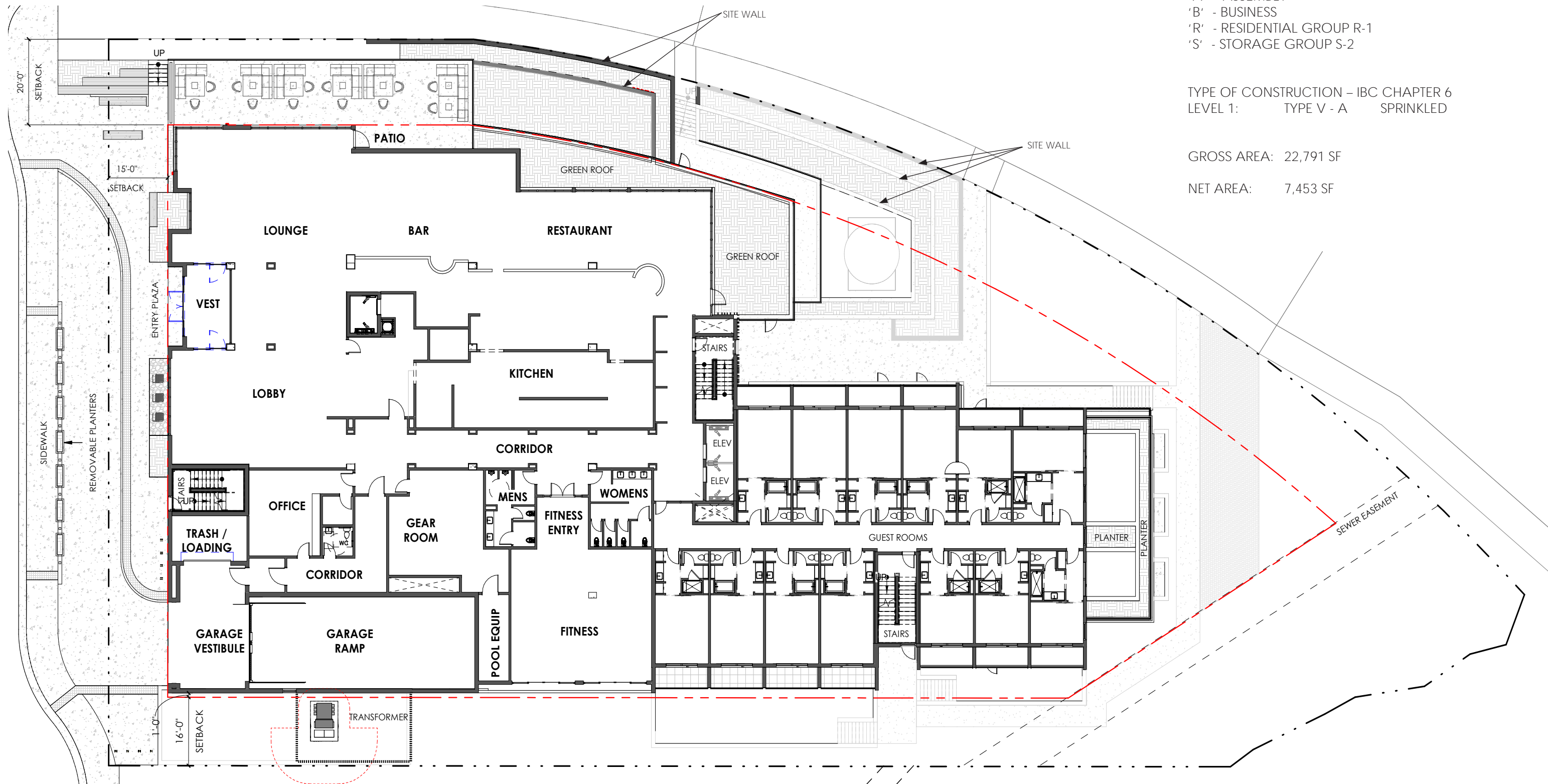
TYPE OF CONSTRUCTION – IBC CHAPTER 6
 LOWER LEVEL 1: TYPE I - A SPRINKLED

GROSS AREA: 18,885 SF

NET AREA: 5,074 SF



LEVEL -01 | FLOOR PLAN



OCCUPANCY CLASSIFICATION – IBC CHAPTER 3
 'A' - ASSEMBLY
 'B' - BUSINESS
 'R' - RESIDENTIAL GROUP R-1
 'S' - STORAGE GROUP S-2

TYPE OF CONSTRUCTION – IBC CHAPTER 6
 LEVEL 1: TYPE V - A SPRINKLED

GROSS AREA: 22,791 SF
 NET AREA: 7,453 SF



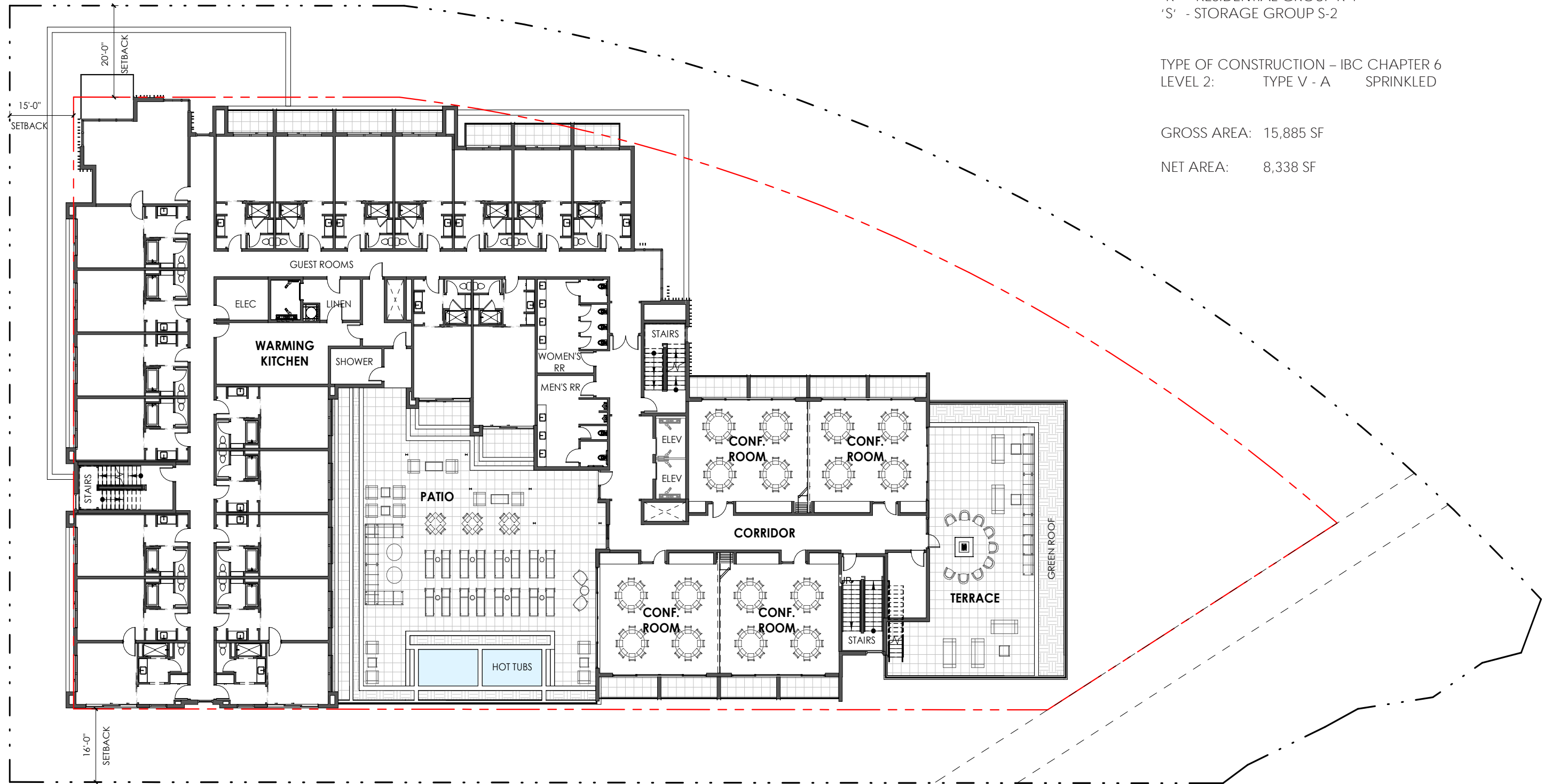
LEVEL 01 | FLOOR PLAN

OCCUPANCY CLASSIFICATION – IBC CHAPTER 3
 'A' - ASSEMBLY
 'B' - BUSINESS
 'R' - RESIDENTIAL GROUP R-1
 'S' - STORAGE GROUP S-2

TYPE OF CONSTRUCTION – IBC CHAPTER 6
 LEVEL 2: TYPE V - A SPRINKLED

GROSS AREA: 15,885 SF

NET AREA: 8,338 SF

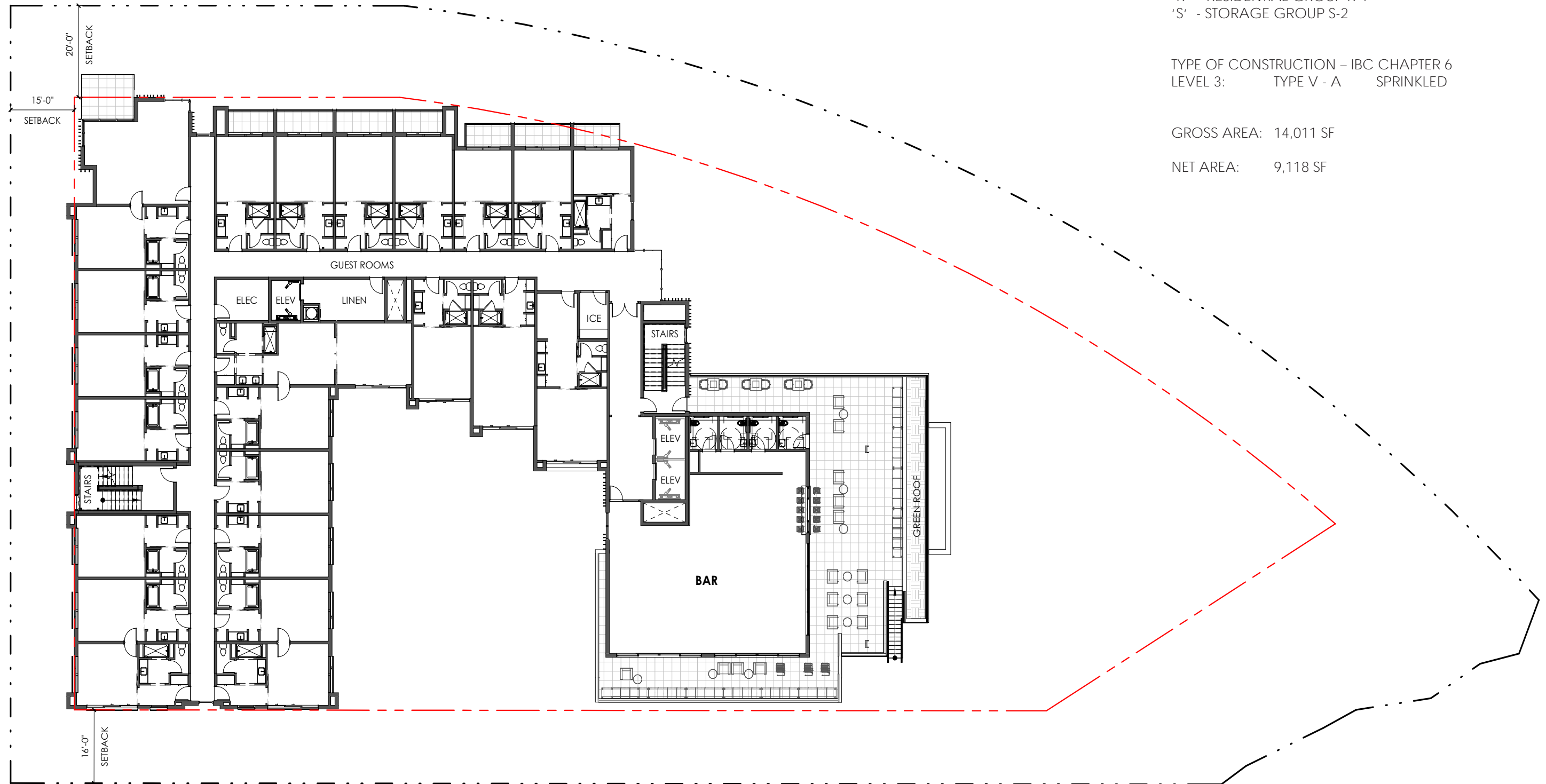


OCCUPANCY CLASSIFICATION – IBC CHAPTER 3
'A' - ASSEMBLY
'B' - BUSINESS
'R' - RESIDENTIAL GROUP R-1
'S' - STORAGE GROUP S-2

TYPE OF CONSTRUCTION – IBC CHAPTER 6
LEVEL 3: TYPE V - A SPRINKLED

GROSS AREA: 14,011 SF

NET AREA: 9,118 SF



LEVEL 03 | FLOOR PLAN

266

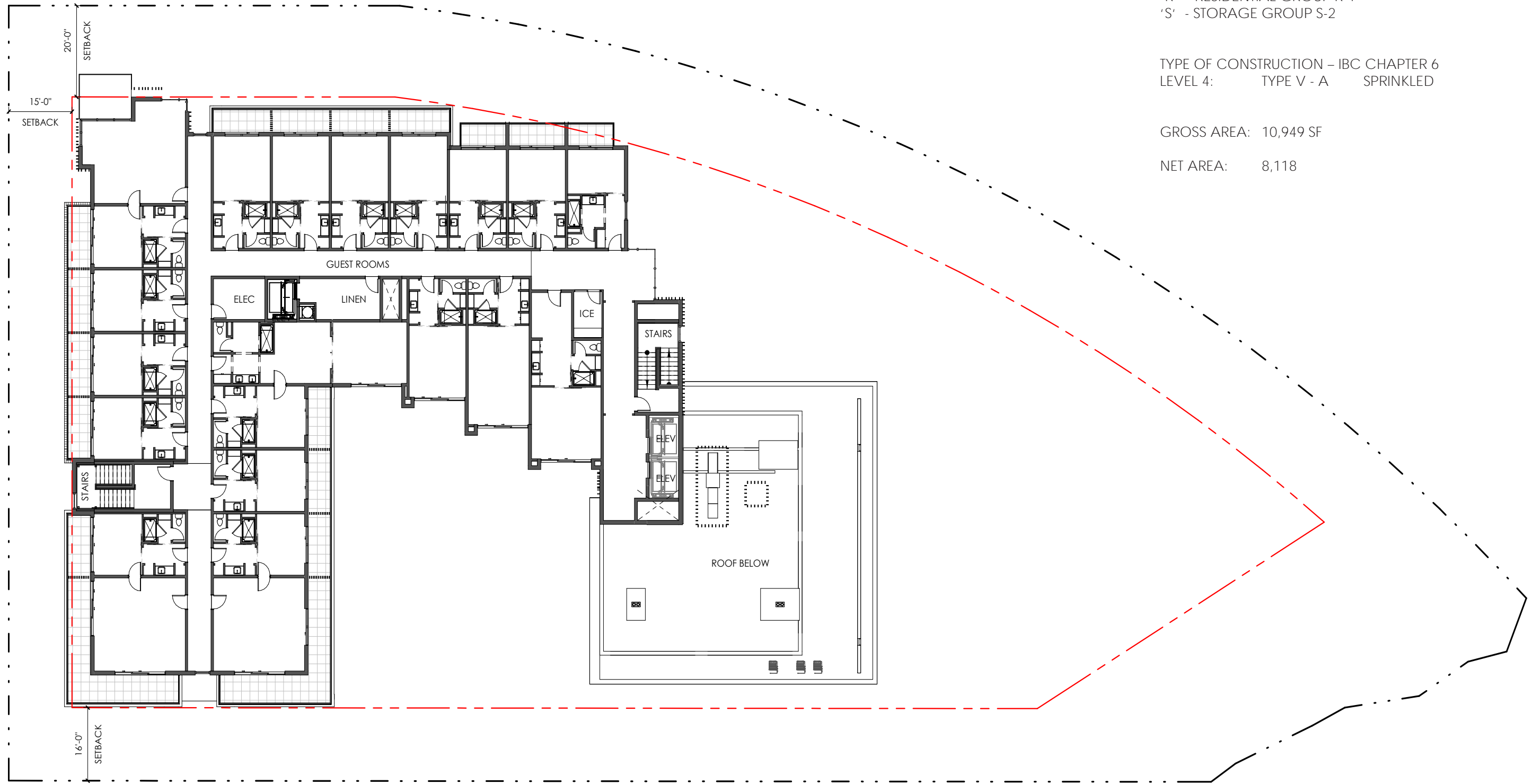
TRIBUTE PORTFOLIO | KETCHUM, IDAHO

OCCUPANCY CLASSIFICATION – IBC CHAPTER 3
'A' - ASSEMBLY
'B' - BUSINESS
'R' - RESIDENTIAL GROUP R-1
'S' - STORAGE GROUP S-2

TYPE OF CONSTRUCTION – IBC CHAPTER 6
LEVEL 4: TYPE V - A SPRINKLED

GROSS AREA: 10,949 SF

NET AREA: 8,118



LEVEL 04 | FLOOR PLAN

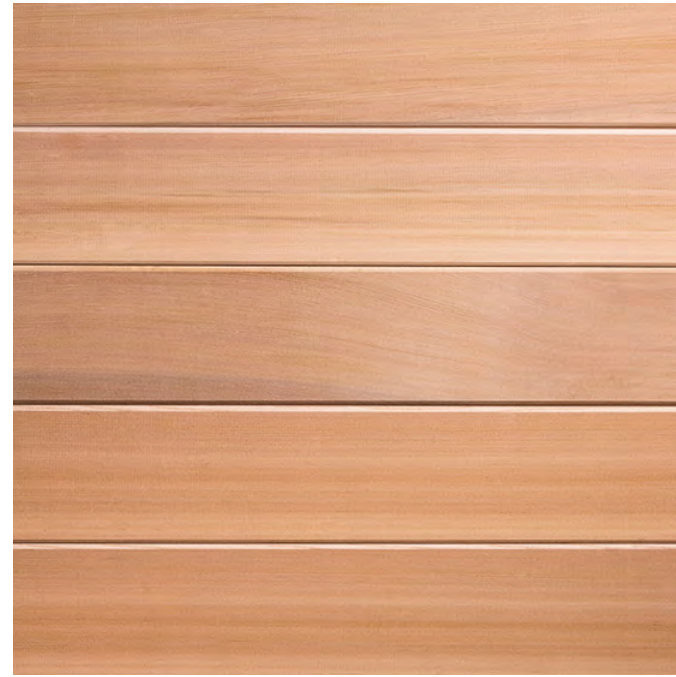
EXTERIOR ELEVATIONS | MATERIALS



BOARD-FORMED CONCRETE



SHOU-SUGI BAN WOOD



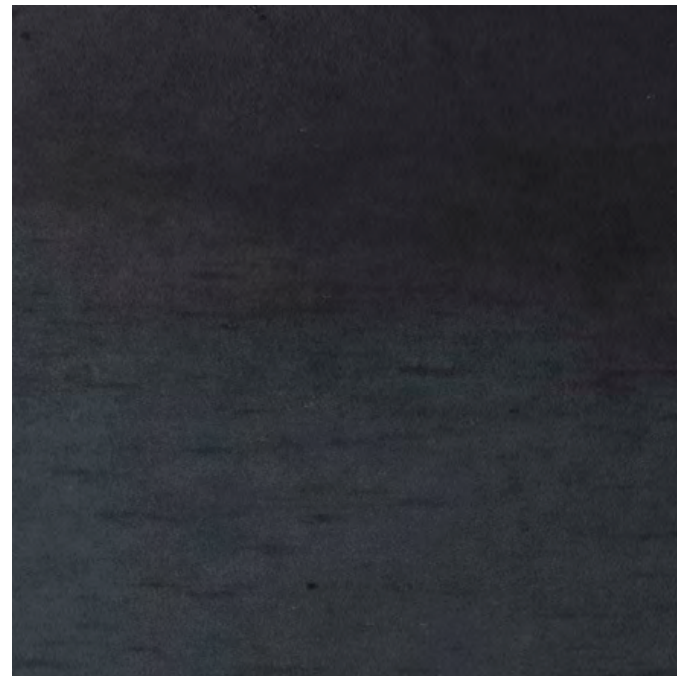
CLEAR CEDAR T&G



CLEAR CEDAR SCREEN



DRY-STACKED STONE



BLACK STEEL TRIM



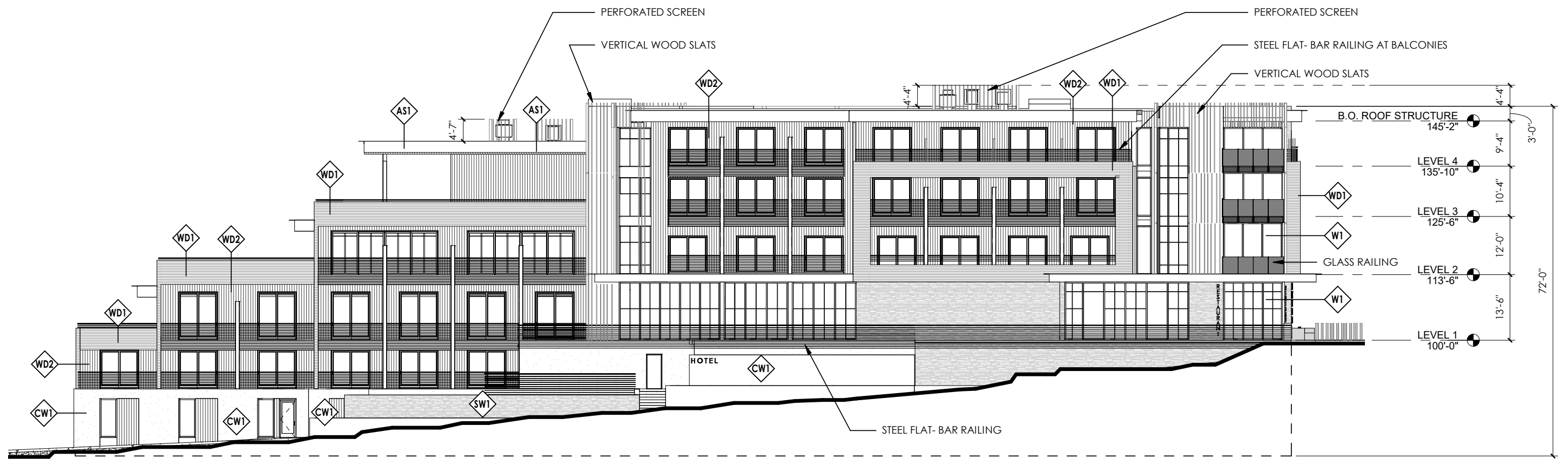
SAND-BLASTED CONCRETE



FLAT-BAR RAILING



EAST ELEVATION | HWY 75 | MAIN STREET



ELEVATION FINISHES

EXPOSED STRUCTURAL STEEL - FAINT- HIGH PERFORMANCE COATING	AS1	
EXTERIOR WOOD SIDING - HORIZONTAL PATTERN - SEALED	WD1	
EXTERIOR WOOD SIDING - VERTICAL PATTERN - SEALED	WD2	
EXTERIOR METAL WALL PANELS - RUSTED LOOK	MP1	
EXTERIOR WOOD SLAT CANOPY - SEALED	WS1	
EXTERIOR VERTICAL WOOD SLAT - SEALED	WS2	
CONCRETE WALL - ARCHITECTURAL FINISH - SEALED	CW1	
EXTERIOR STONE - NATURAL STONE VENEER	SW1	
EXTERIOR WINDOW SYSTEM	W1	

EAST ELEVATION | HWY 75 | MAIN STREET



Subalpine Fir
(14'-18')



Quaking Aspen
(15'-20')



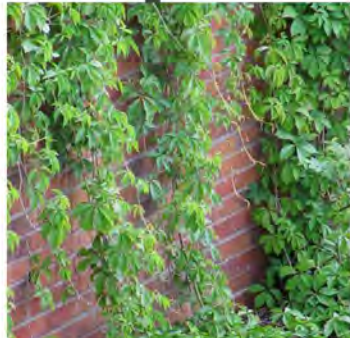
Lodgepole Pine
(14'-18')



Swedish Aspen
(15'-20')



Flowering Crab Tree
(10'-15')



Overhanging Vines

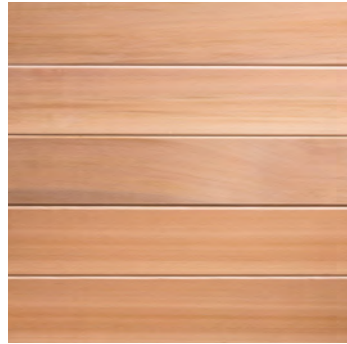


Blue Oat Grass

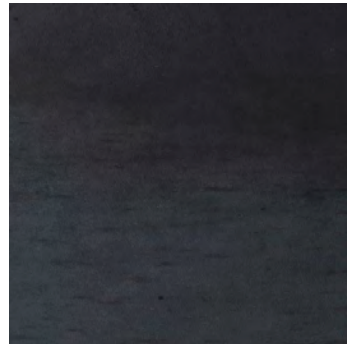
EAST ELEVATION | HWY 75 | MAIN STREET



BOARD-FORMED CONCRETE



CLEAR CEDAR T&G



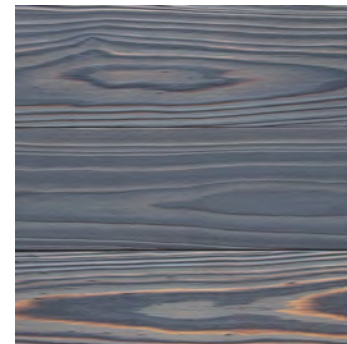
BLACK STEEL TRIM



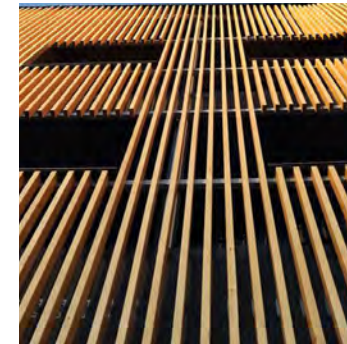
FLAT-BAR RAILING



DRY-STACKED STONE



SHOU-SUGI BAN WOOD



CLEAR CEDAR SCREEN



SAND-BLASTED CONCRETE

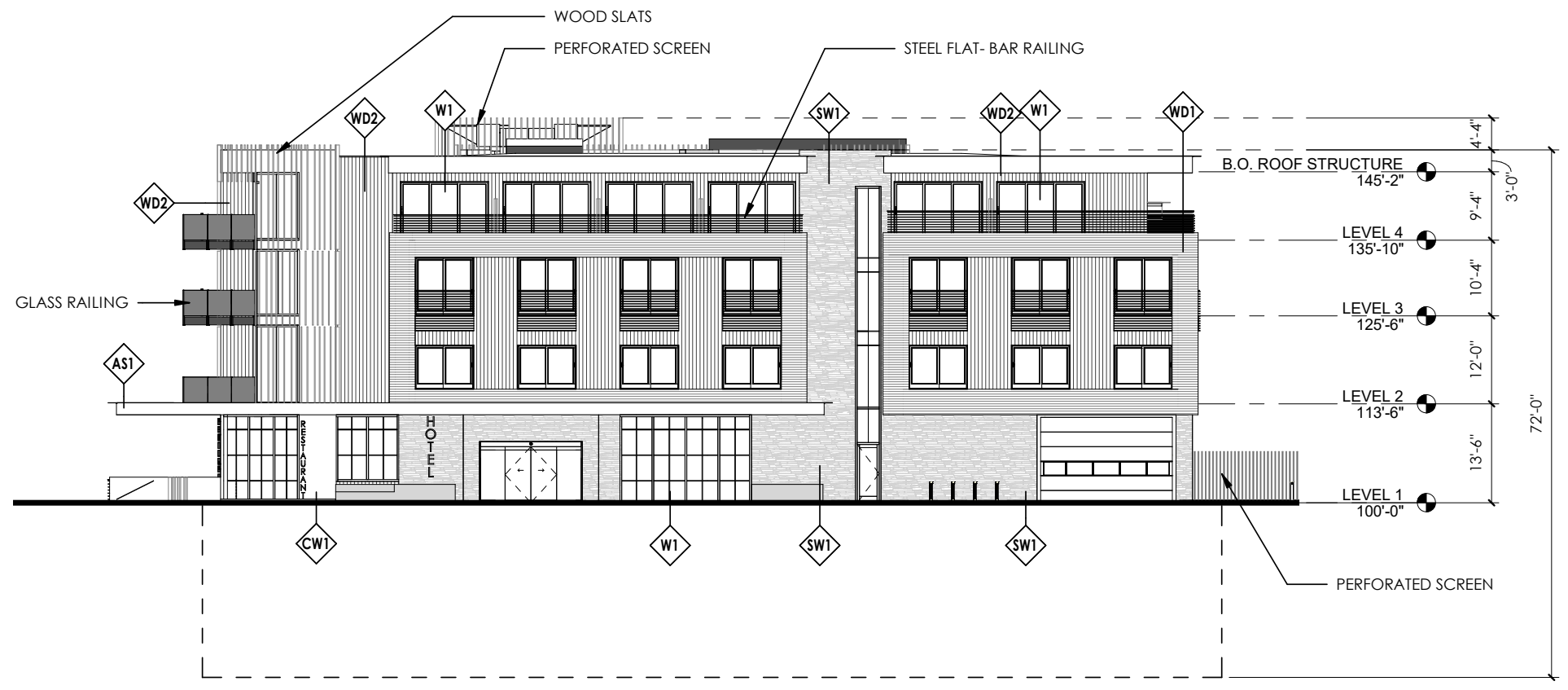
EAST ELEVATION | HWY 75 | MAIN STREET



SITE WALL WITHIN THE SETBACK

EAST ELEVATION | HWY 75 | MAIN STREET | SITE WALLS & SETBACK EXHIBIT





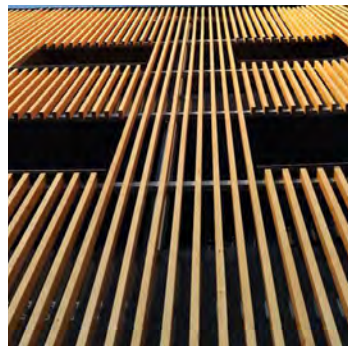
ELEVATION FINISHES

EXPOSED STRUCTURAL STEEL - FAINT- HIGH PERFORMANCE COATING	AS1	
EXTERIOR WOOD SIDING - HORIZONTAL PATTERN - SEALED	WD1	
EXTERIOR WOOD SIDING - VERTICAL PATTERN - SEALED	WD2	
EXTERIOR METAL WALL PANELS - RUSTED LOOK	MP1	
EXTERIOR WOOD SLAT CANOPY - SEALED	WS1	
EXTERIOR VERTICAL WOOD SLAT - SEALED	WS2	
CONCRETE WALL - ARCHITECTURAL FINISH - SEALED	CW1	
EXTERIOR STONE - NATURAL STONE VENEER	SW1	
EXTERIOR WINDOW SYSTEM	W1	

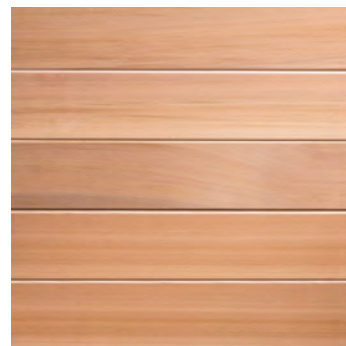
NORTH ELEVATION | RIVER STREET



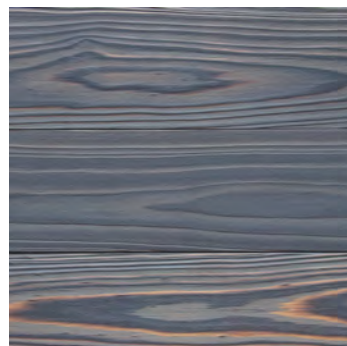
SAND-BLASTED CONCRETE



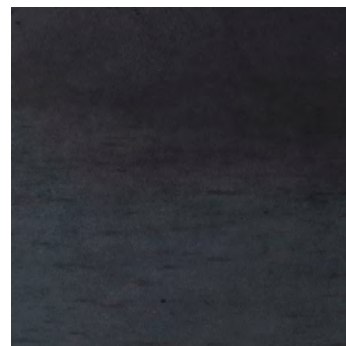
CLEAR CEDAR SCREEN



CLEAR CEDAR T&G



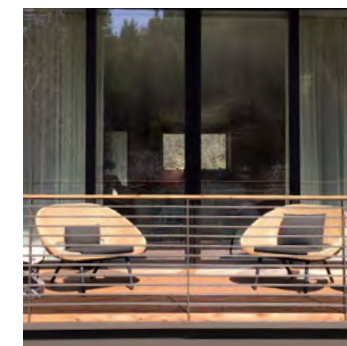
SHOU-SUGI BAN WOOD



BLACK STEEL TRIM



DRY-STACKED STONE



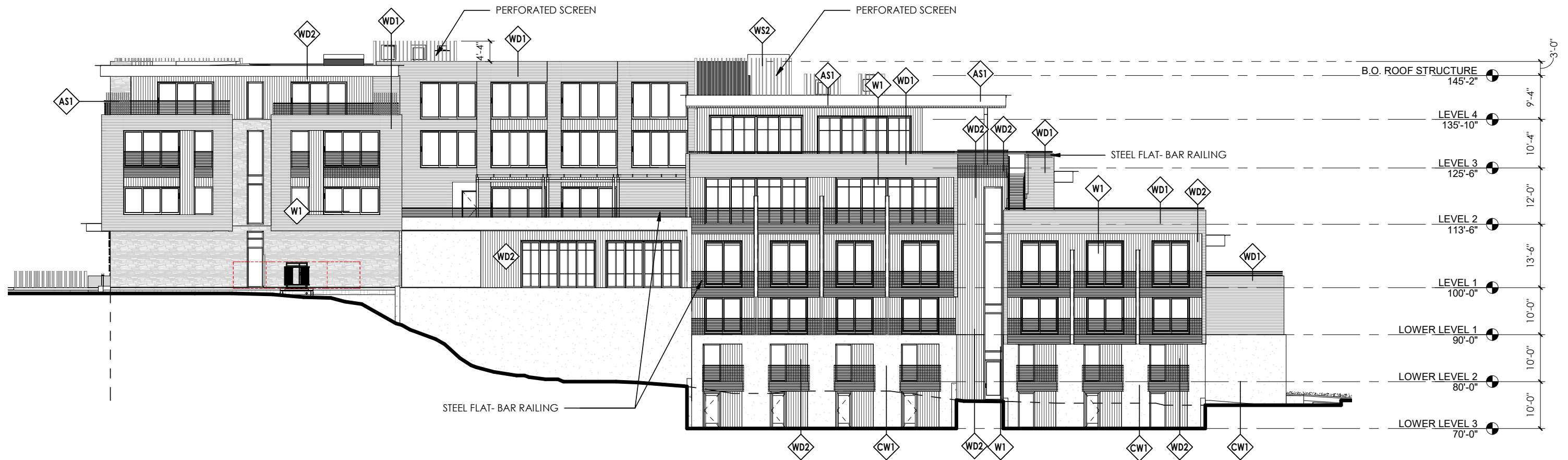
FLAT-BAR RAILING



BOARD-FORMED CONCRETE

NORTH ELEVATION | RIVER STREET

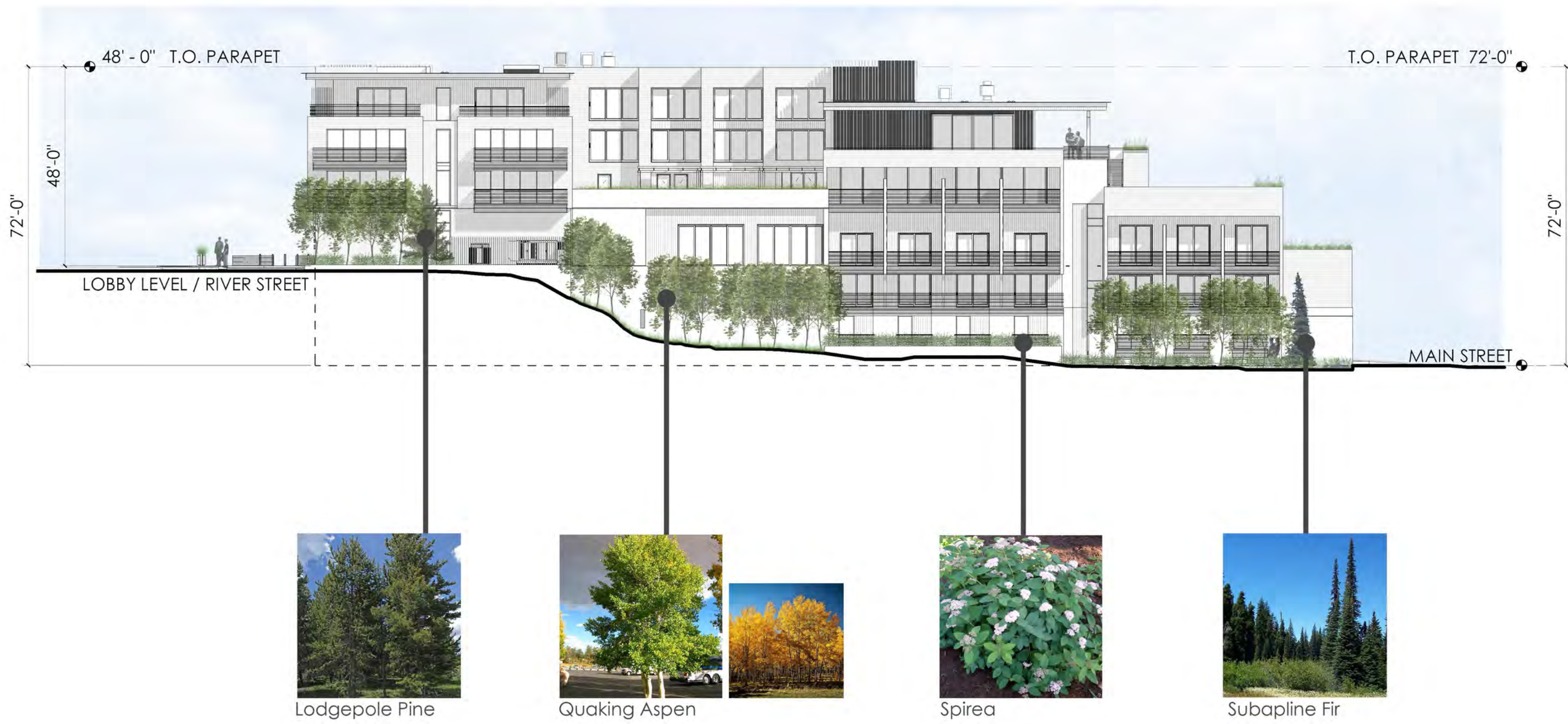




ELEVATION FINISHES

EXPOSED STRUCTURAL STEEL - FAINT- HIGH PERFORMANCE COATING	AS1	
EXTERIOR WOOD SIDING - HORIZONTAL PATTERN - SEALED	WD1	
EXTERIOR WOOD SIDING - VERTICAL PATTERN - SEALED	WD2	
EXTERIOR METAL WALL PANELS - RUSTED LOOK	MP1	
EXTERIOR WOOD SLAT CANOPY - SEALED	WS1	
EXTERIOR VERTICAL WOOD SLAT - SEALED	WS2	
CONCRETE WALL - ARCHITECTURAL FINISH - SEALED	CW1	
EXTERIOR STONE - NATURAL STONE VENEER	SW1	
EXTERIOR WINDOW SYSTEM	W1	

WEST ELEVATION | TRAIL CREEK



Lodgepole Pine

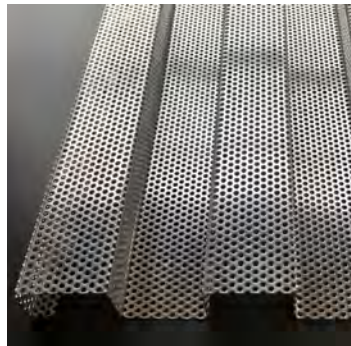
Quaking Aspen

Spirea

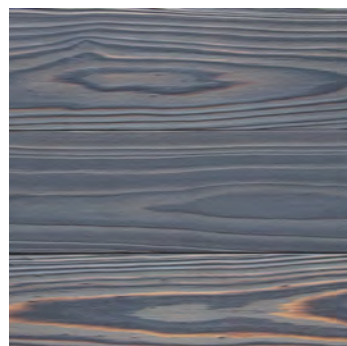
Subalpine Fir



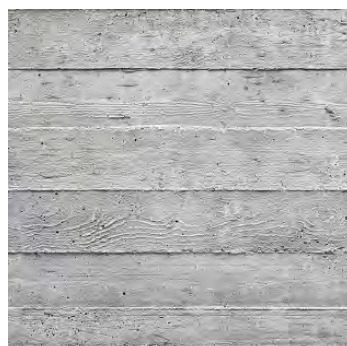
DRY-STACKED STONE



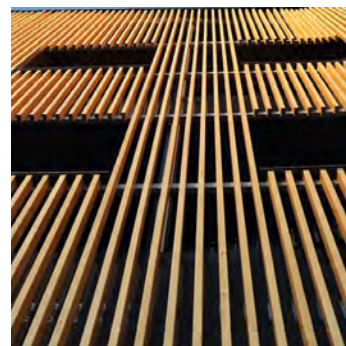
MECHANICAL EQUIPMENT
PERFORATED SCREEN



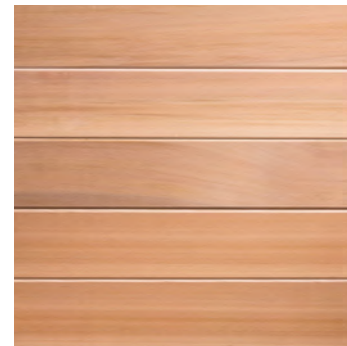
SHOU-SUGI BAN WOOD



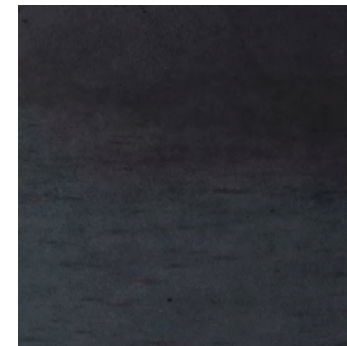
BOARD-FORMED CONCRETE



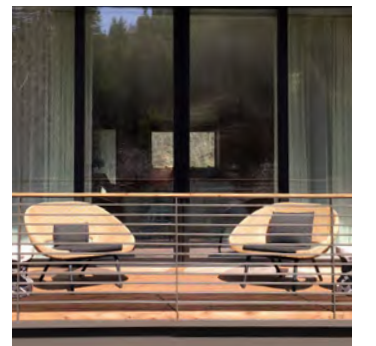
CLEAR CEDAR SCREEN



CLEAR CEDAR T&G



BLACK STEEL TRIM



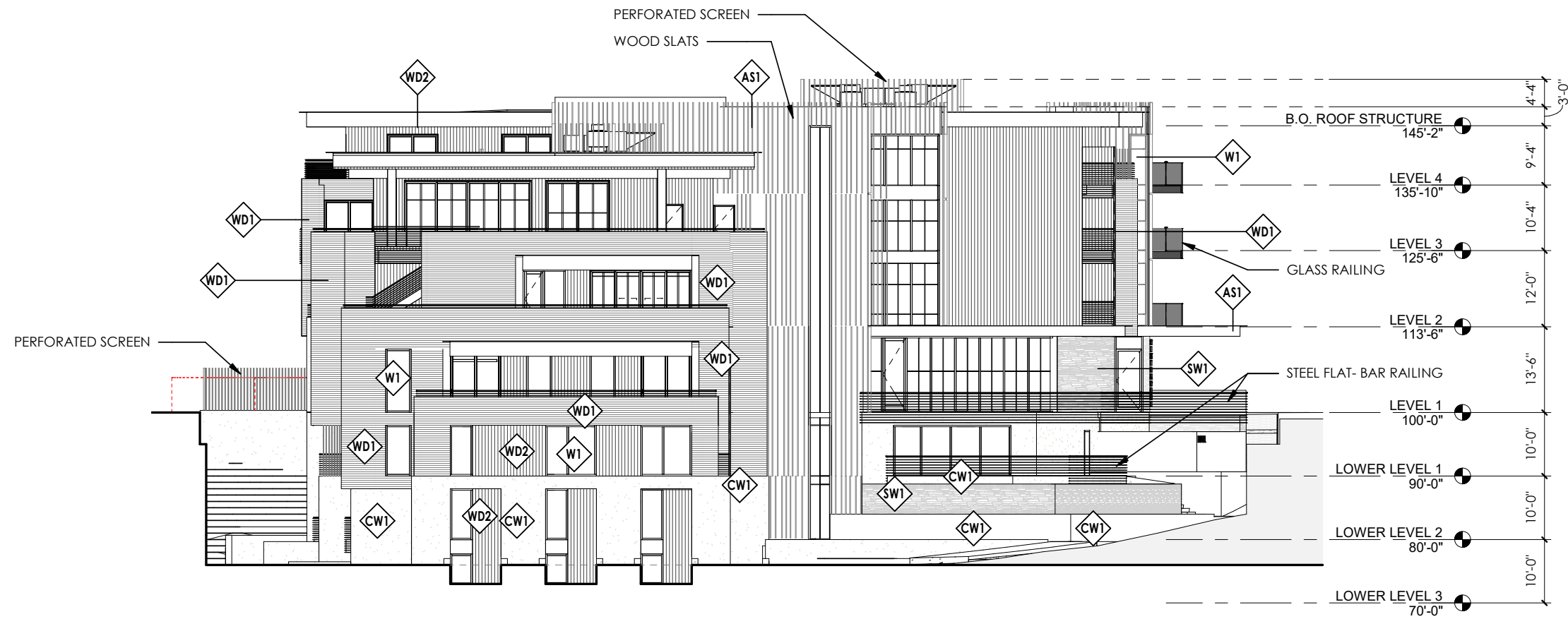
FLAT-BAR RAILING



SITE WALL WITHIN THE SETBACK

WEST ELEVATION | TRAIL CREEK | SITE WALLS & SETBACK EXHIBIT

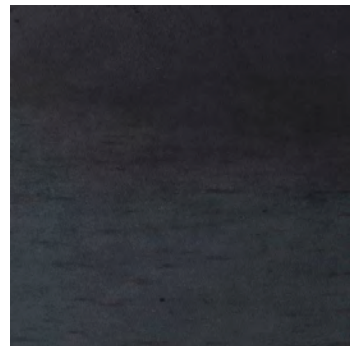




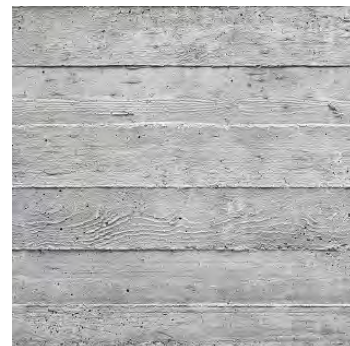
ELEVATION FINISHES

EXPOSED STRUCTURAL STEEL - FAINT- HIGH PERFORMANCE COATING	AS1	
EXTERIOR WOOD SIDING - HORIZONTAL PATTERN - SEALED	WD1	
EXTERIOR WOOD SIDING - VERTICAL PATTERN - SEALED	WD2	
EXTERIOR METAL WALL PANELS - RUSTED LOOK	MP1	
EXTERIOR WOOD SLAT CANOPY - SEALED	WS1	
EXTERIOR VERTICAL WOOD SLAT - SEALED	WS2	
CONCRETE WALL - ARCHITECTURAL FINISH - SEALED	CW1	
EXTERIOR STONE - NATURAL STONE VENEER	SW1	
EXTERIOR WINDOW SYSTEM	W1	

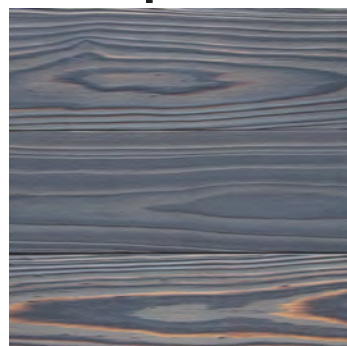
SOUTH ELEVATION | TRAIL CREEK



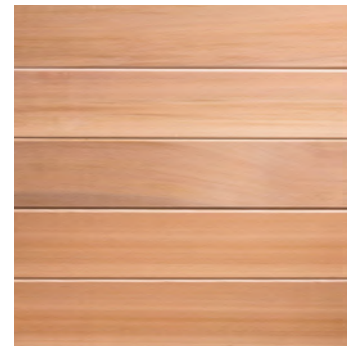
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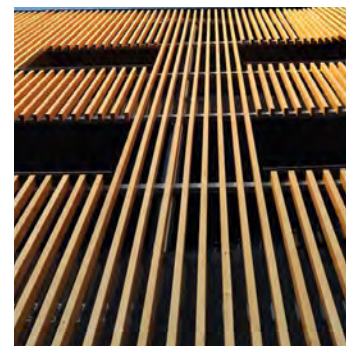
BOARD-FORMED CONCRETE



SHOU-SUGI BAN WOOD



CLEAR CEDAR T&G



CLEAR CEDAR SCREEN



DRY-STACKED STONE



FLAT-BAR RAILING



SAND-BLASTED CONCRETE

SOUTH ELEVATION | TRAIL CREEK

PERSPECTIVE RENDERS

















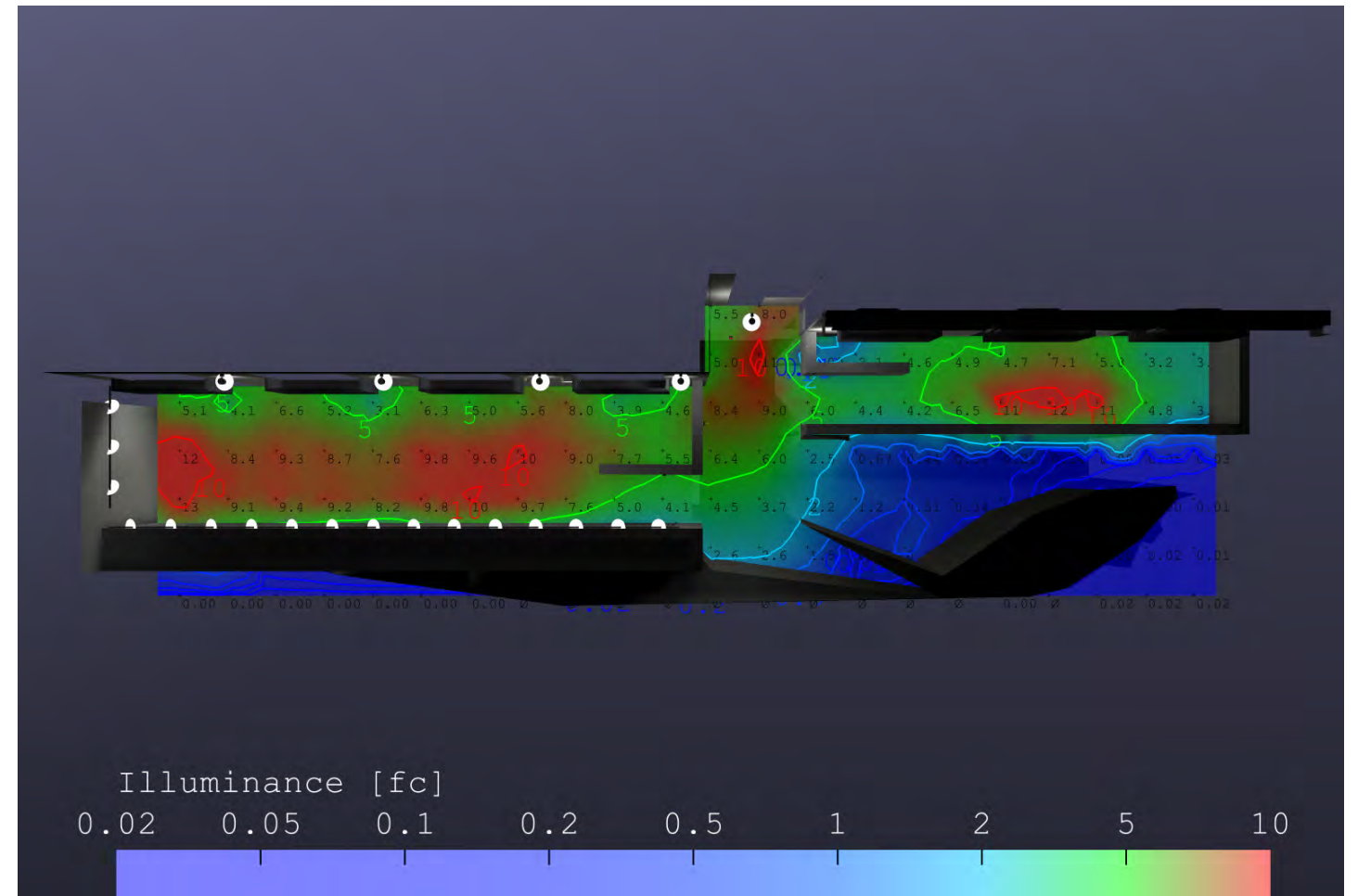
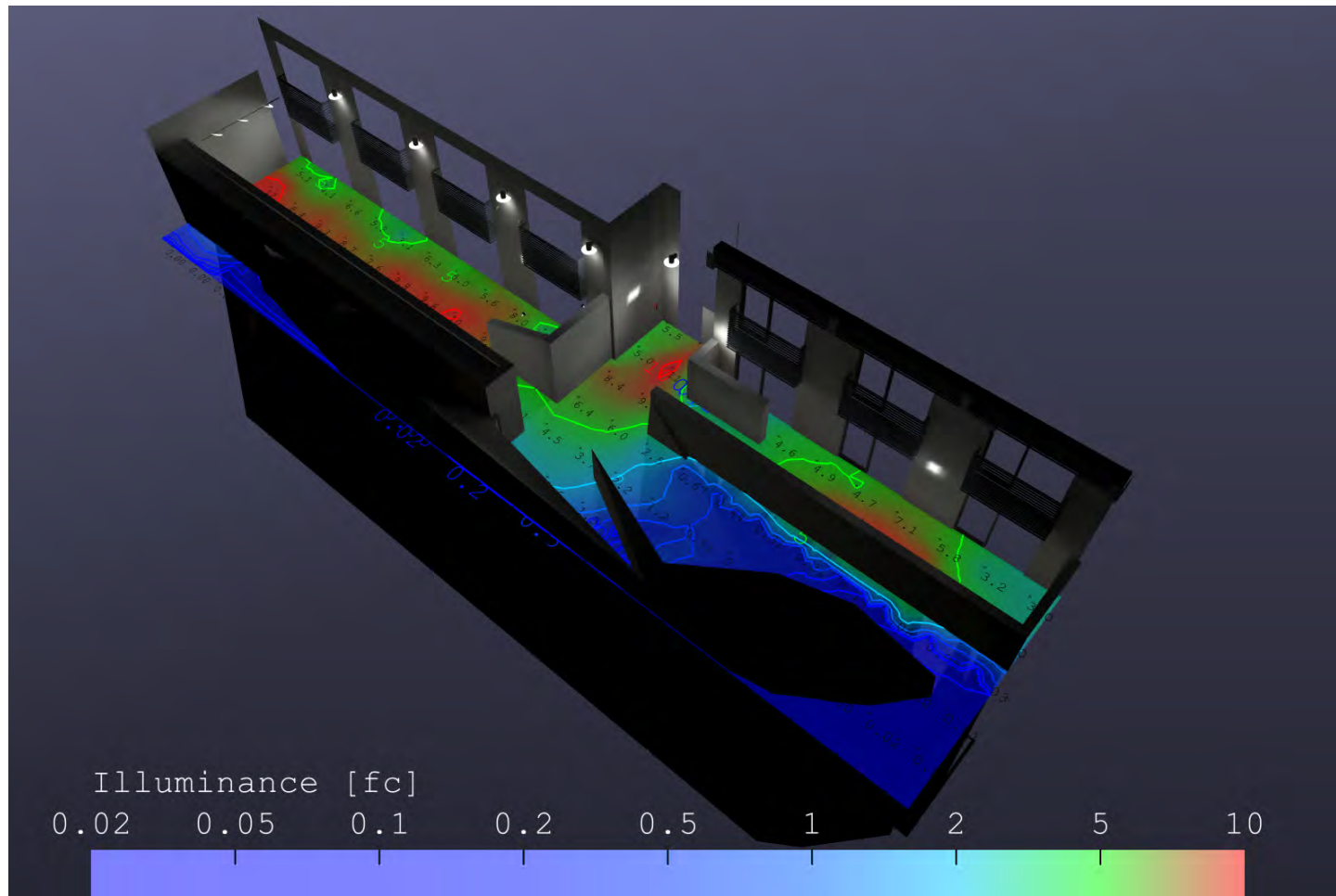


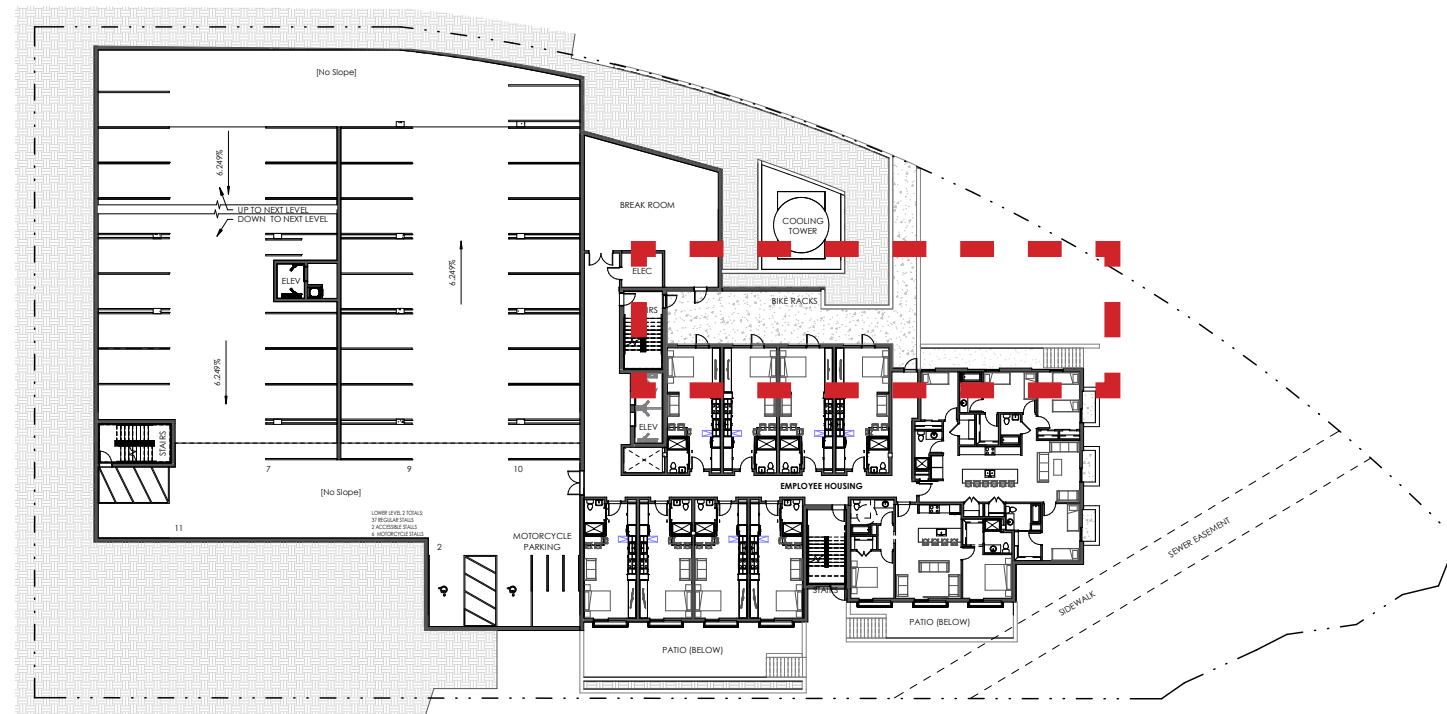
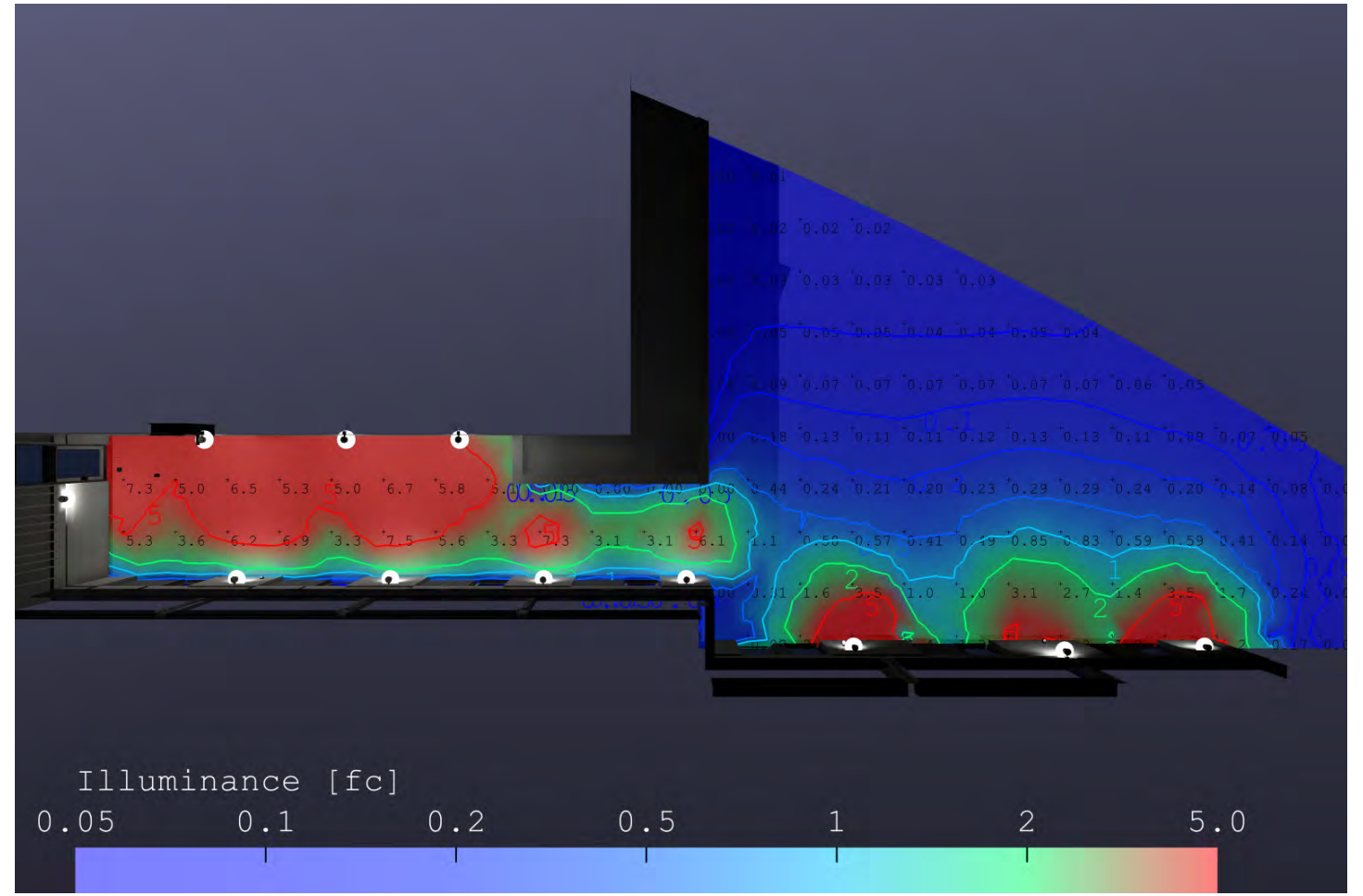
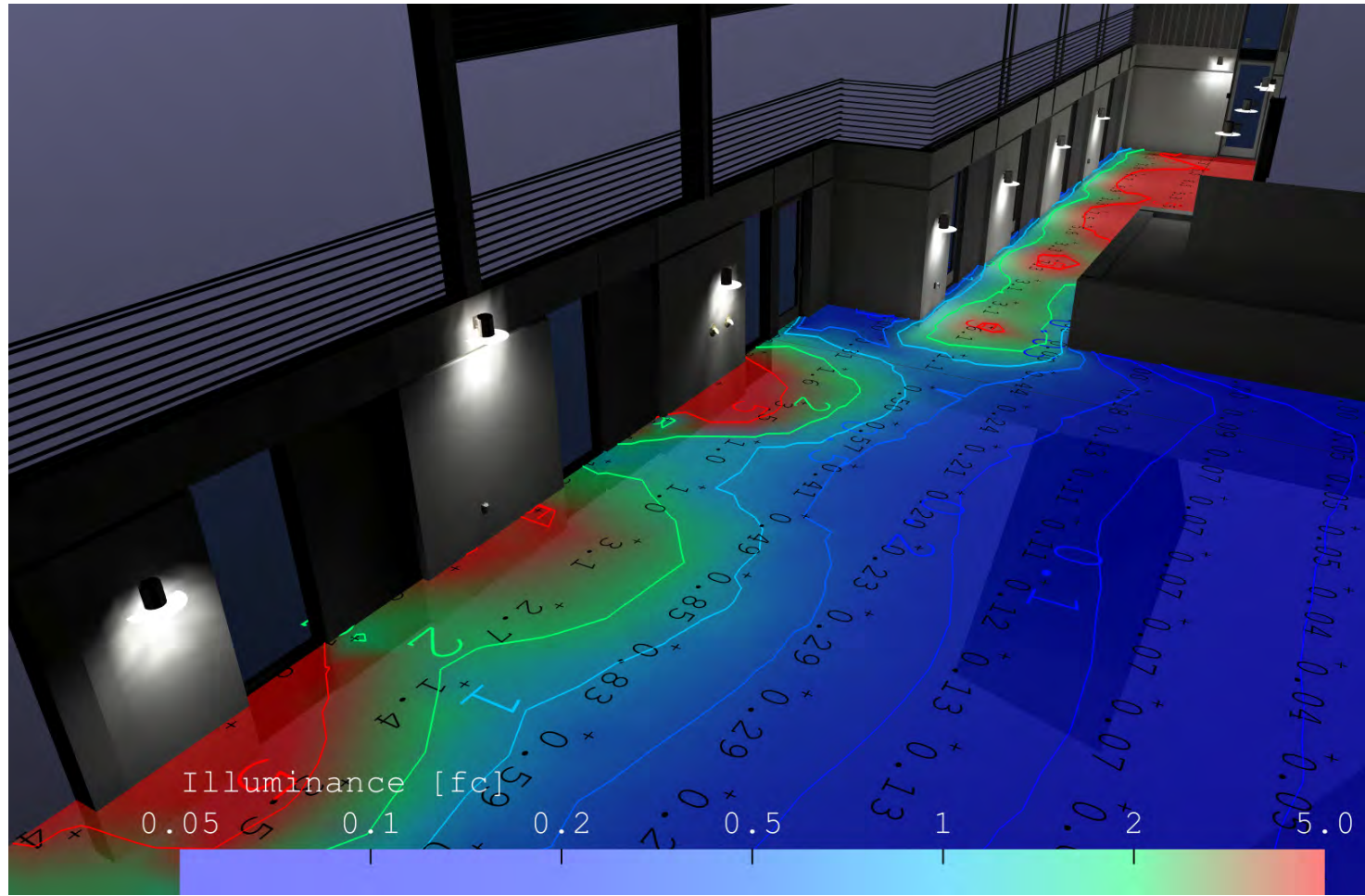


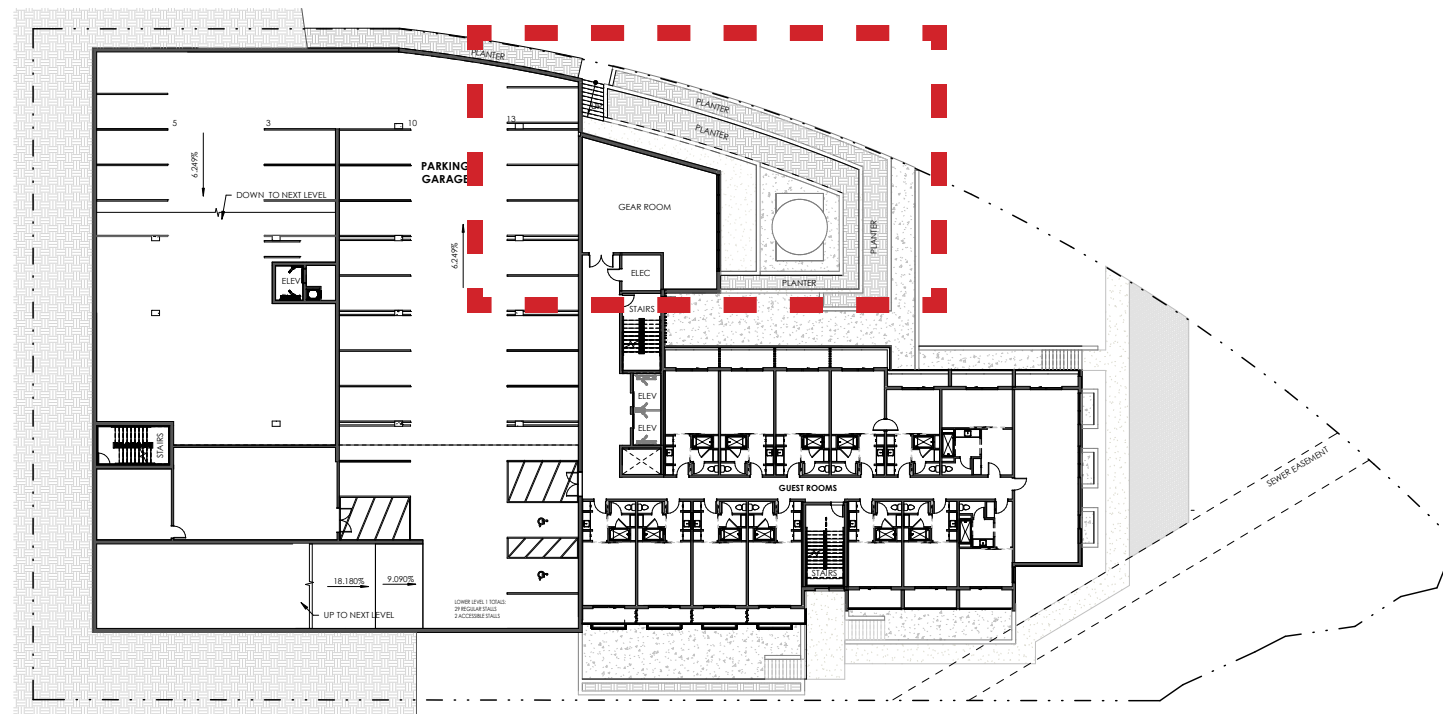
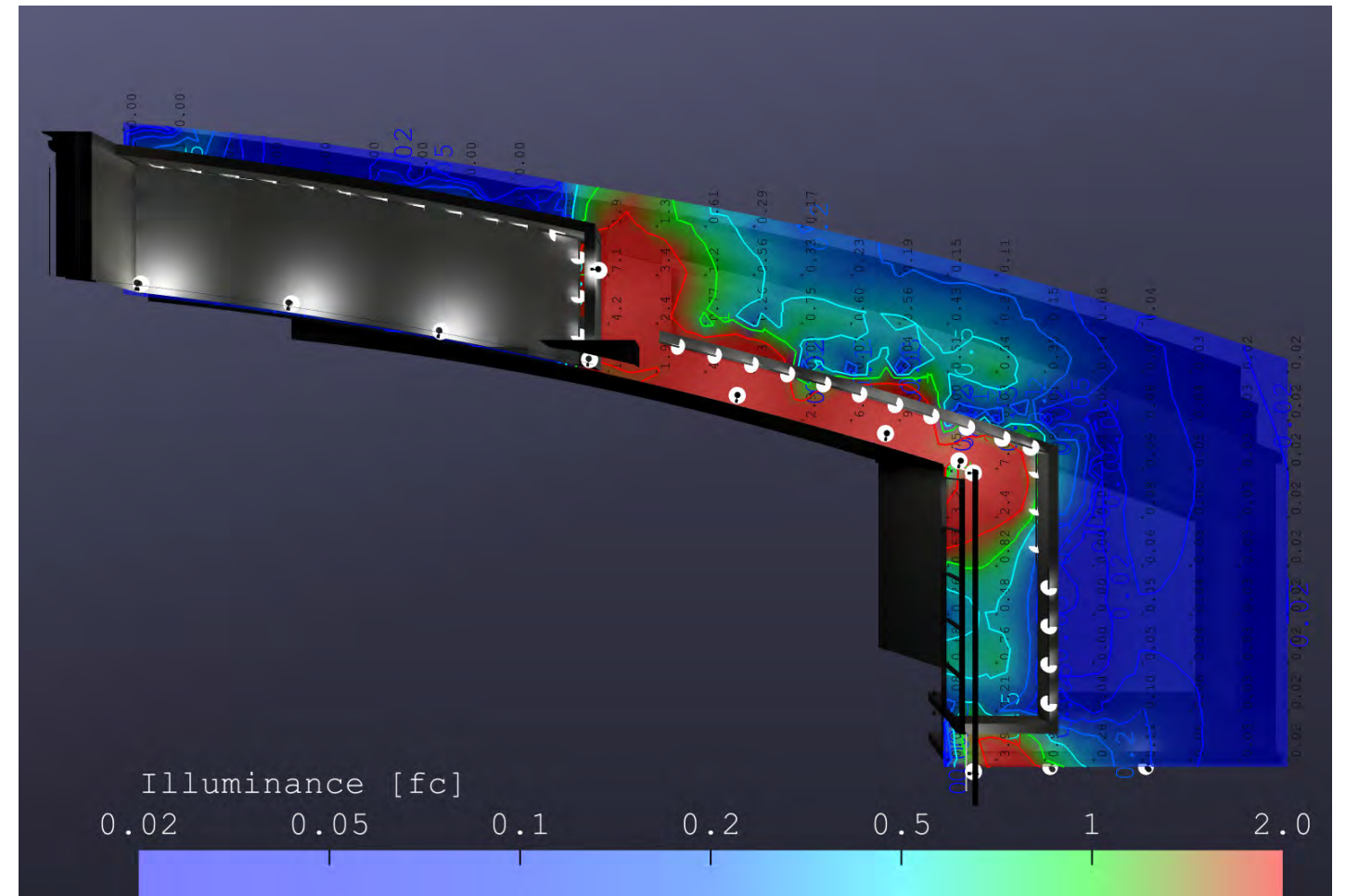
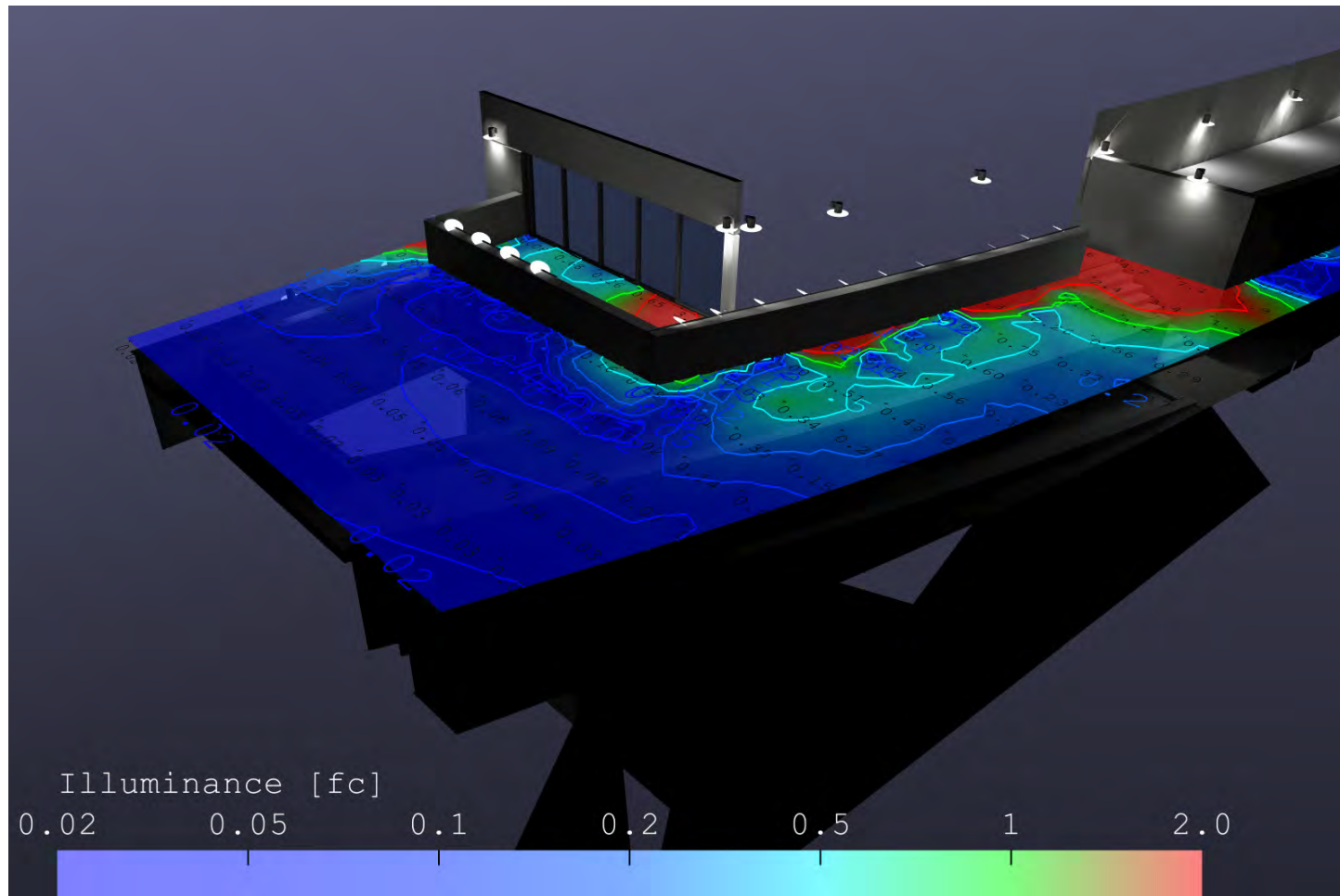


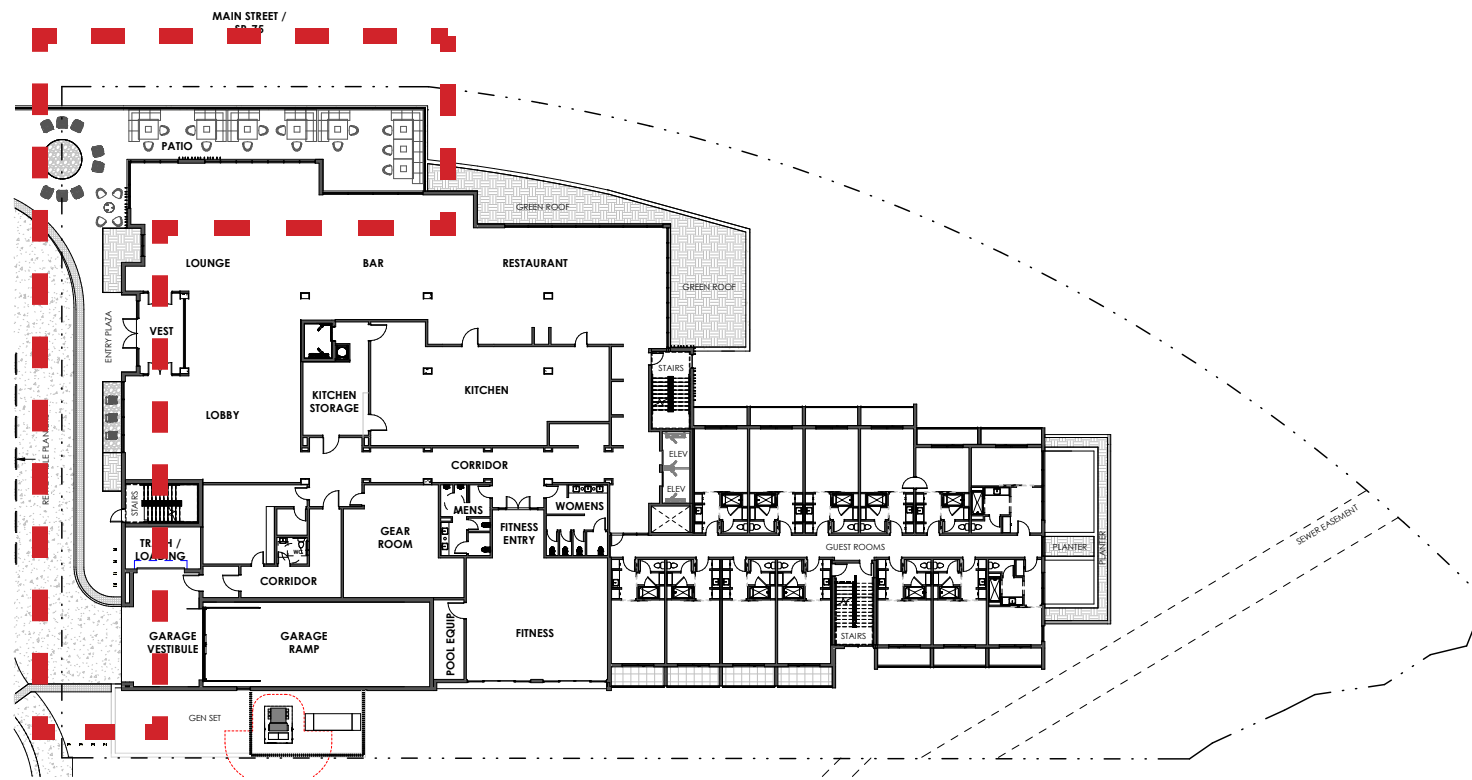
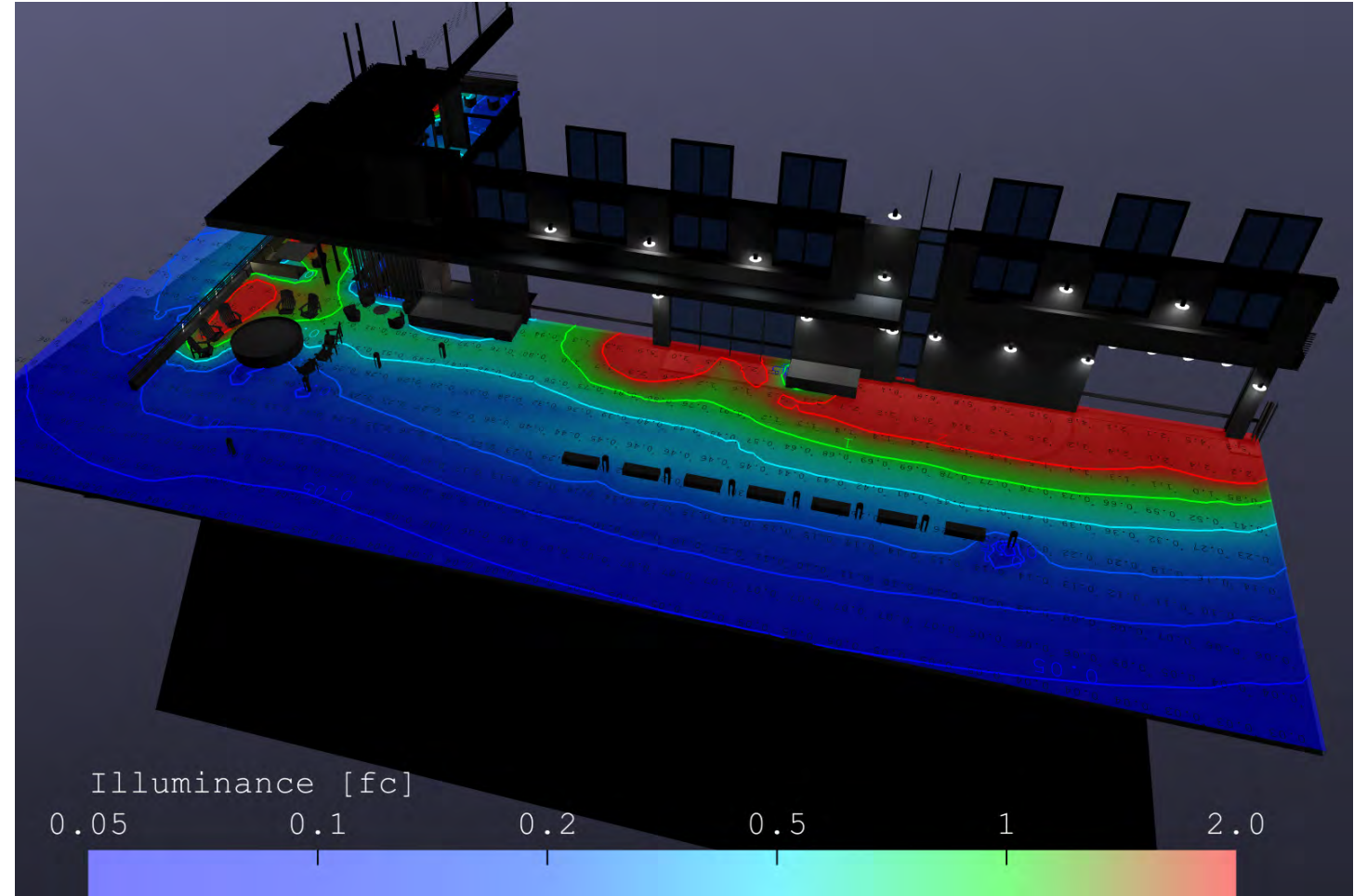
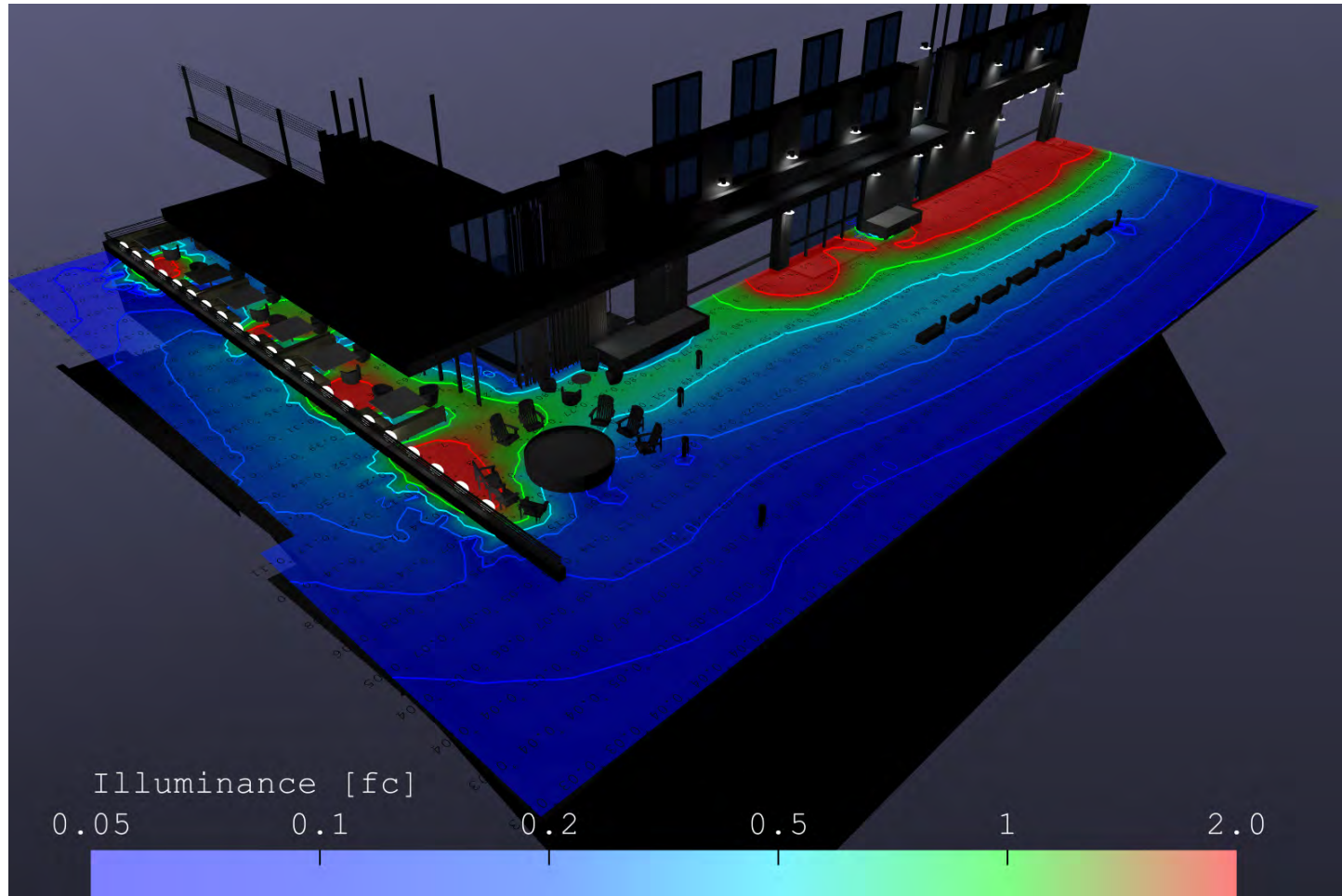


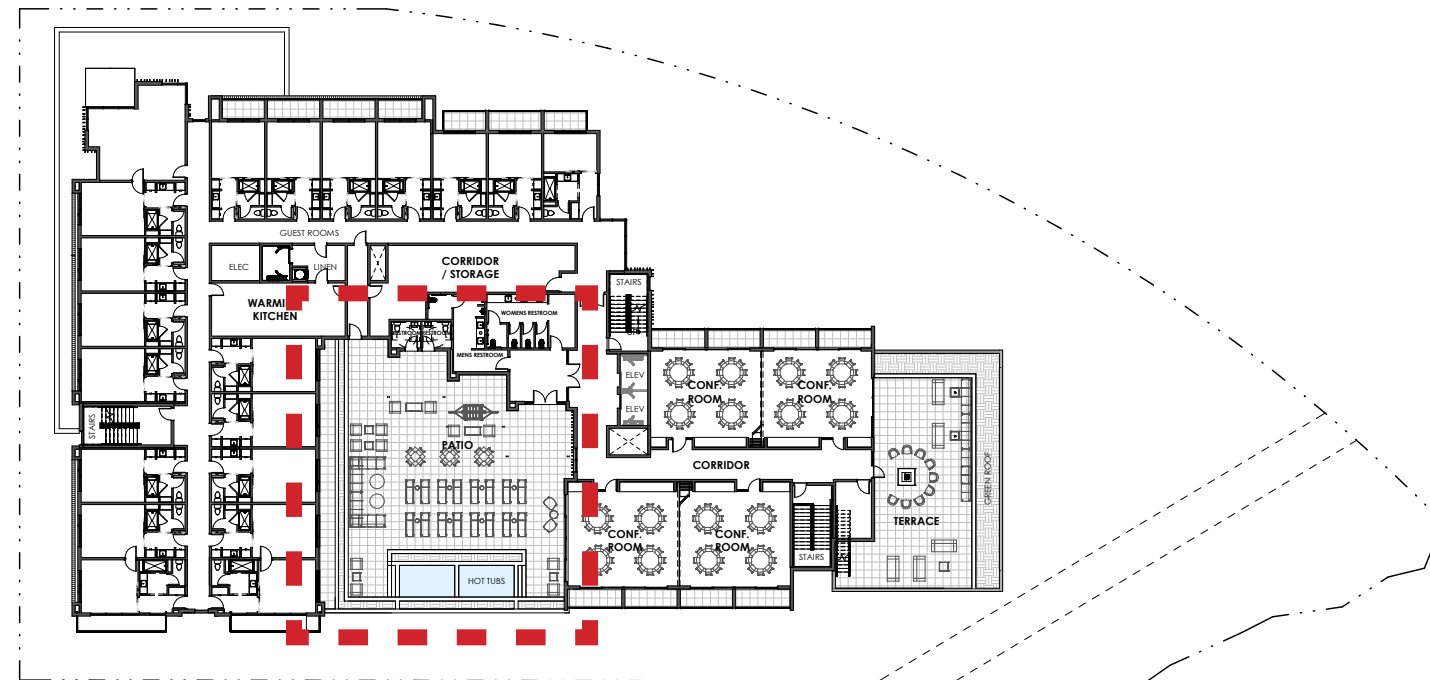
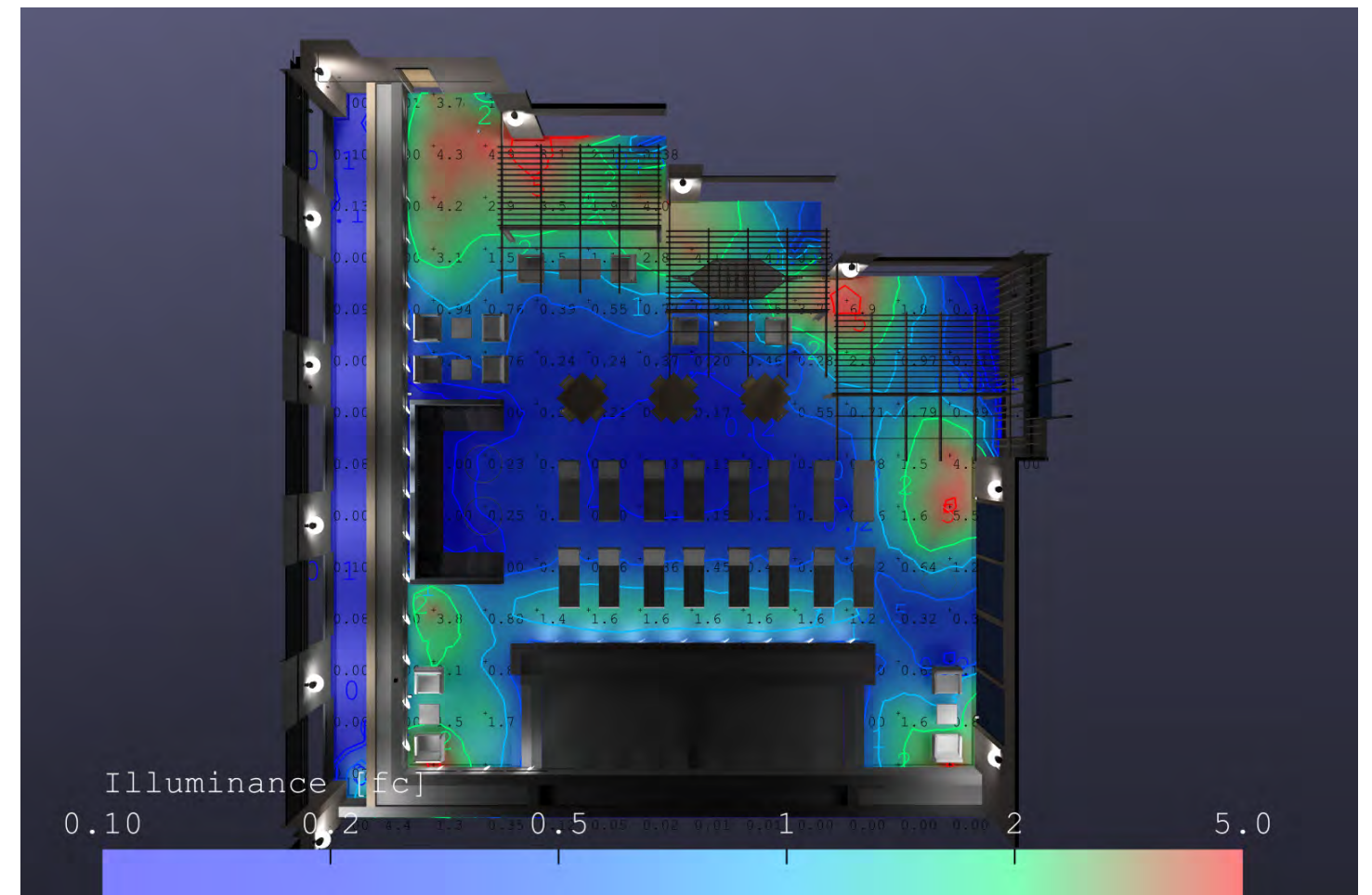
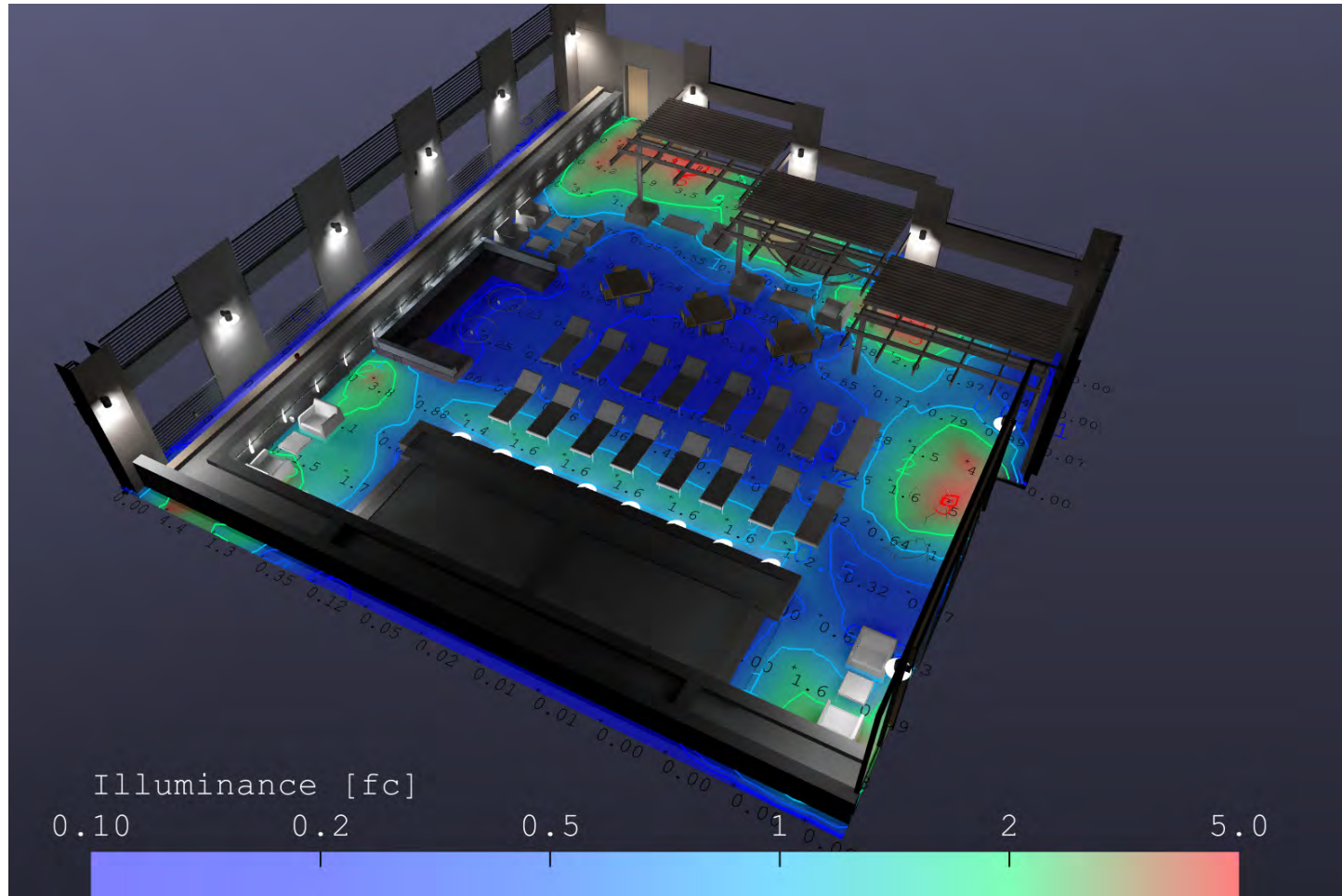
EXTERIOR LIGHTING PLANS | PHOTOMETRICS

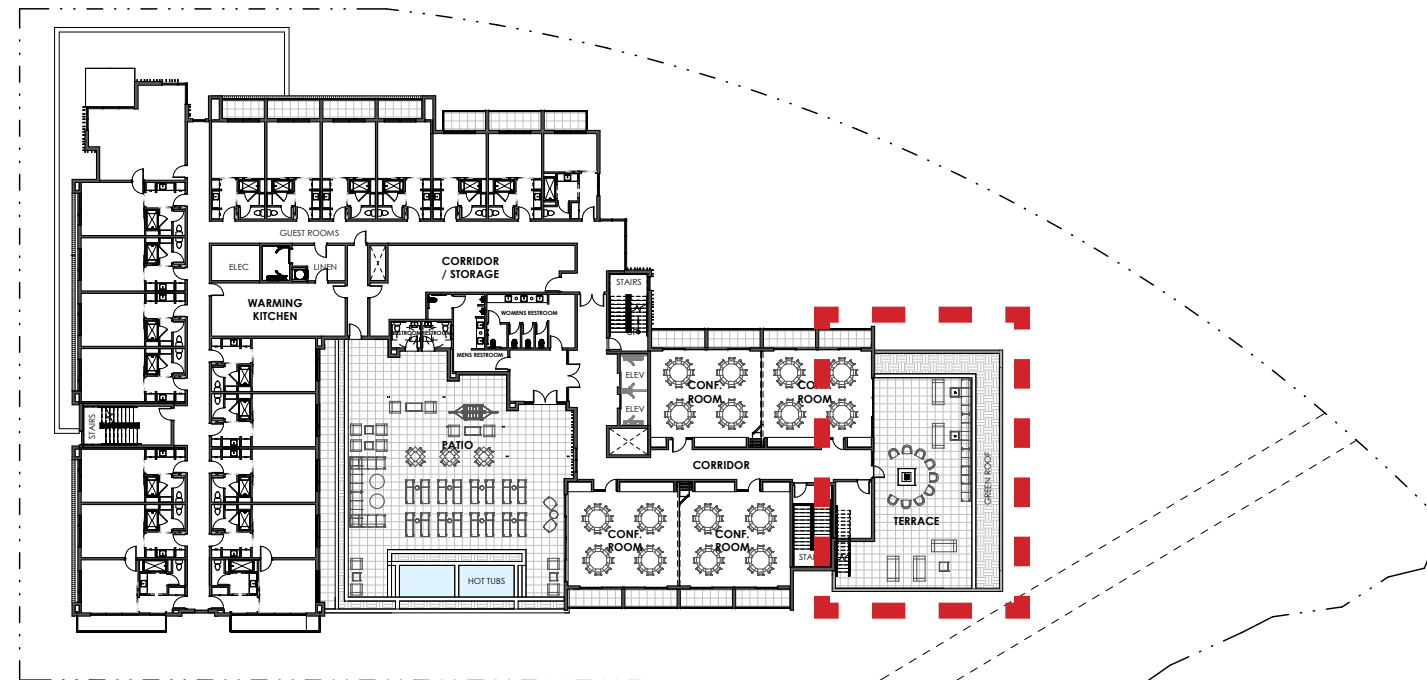
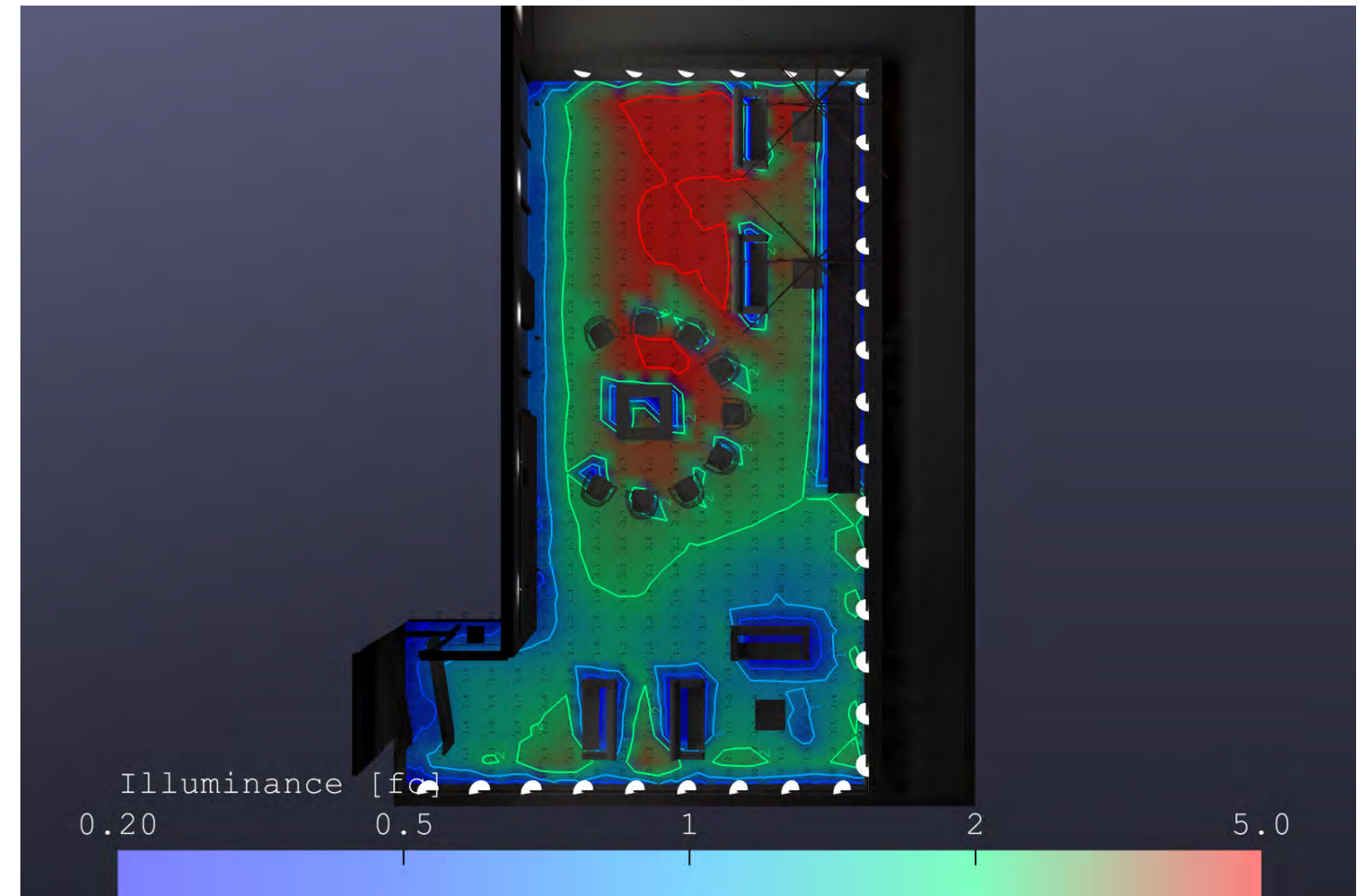
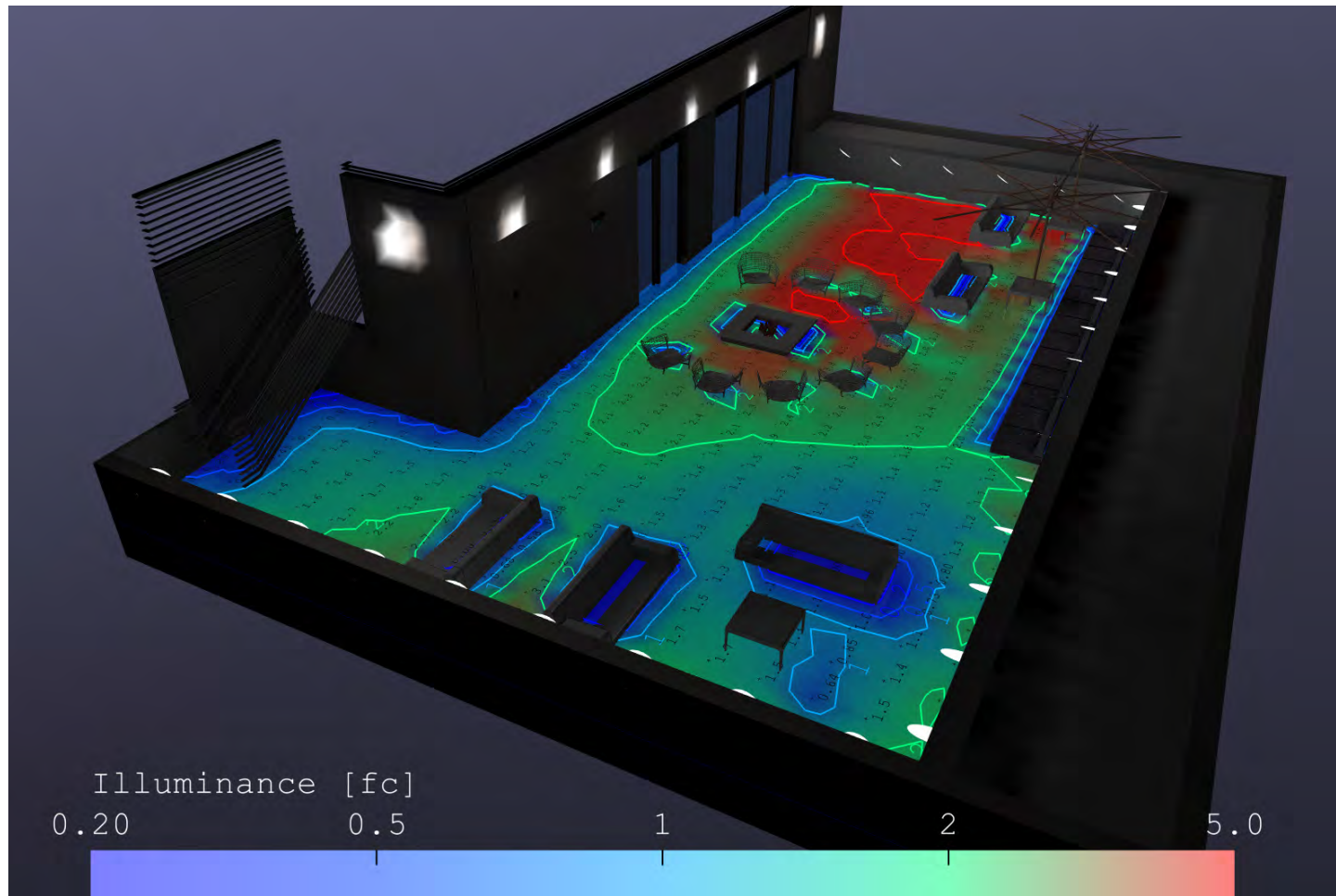


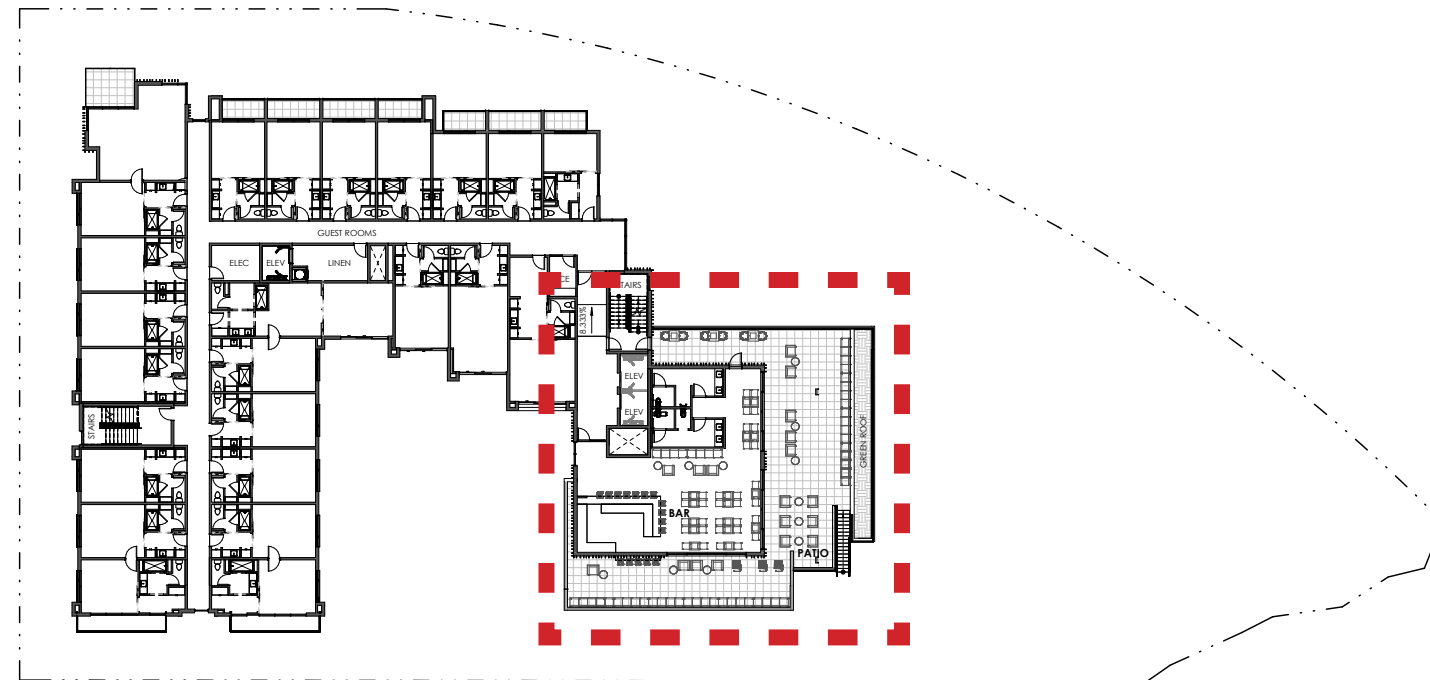
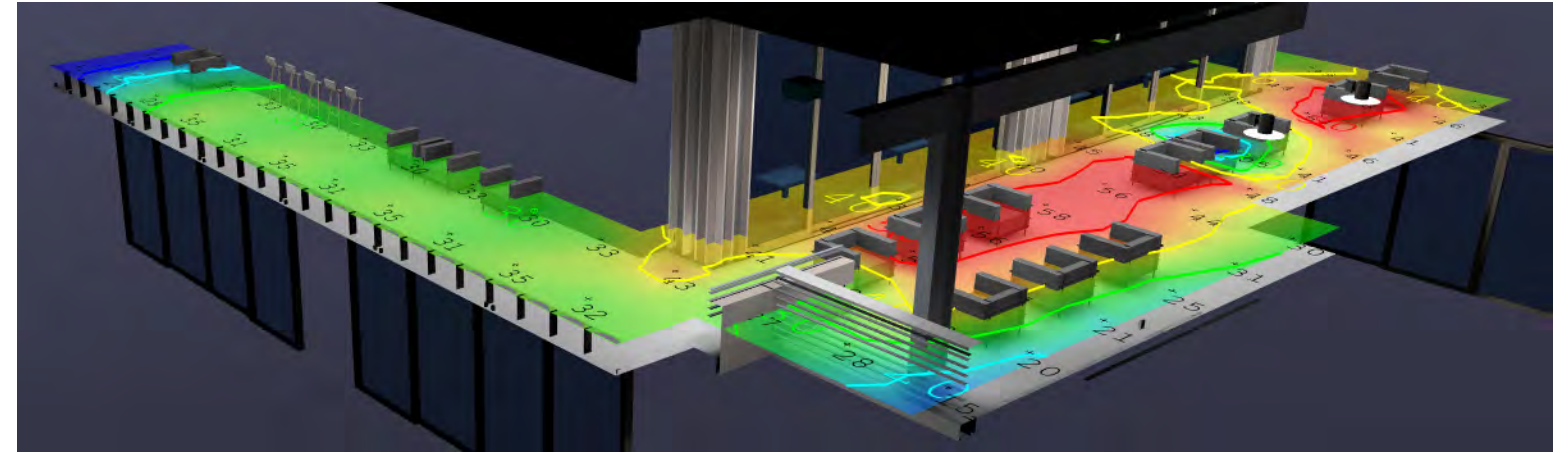










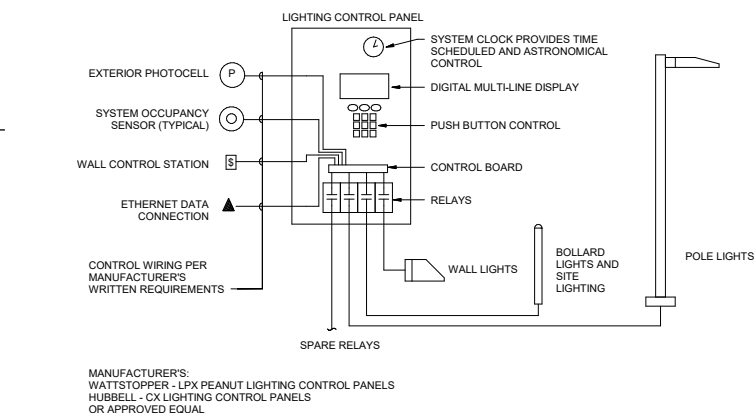


EXTERIOR LIGHTING FIXTURE SCHEDULE

ABBREVIATIONS

LUMINAIRE	EMERGENCY	BALLAST	FINISH	LENS	MOUNTING	CONFIGURATION	NOTES	
ARRR - AIR RETURN AND HEAT REJECTION DL - DAMP LOCATION ECC - EARTHQUAKE CLIPS F - FUSING HLD - HINGED AND LATCHED DOOR HS - HOUSE SIDE SHIELD PS - PHOTOCELL SWITCH QRS - QUARTZ RESTRIKE ST - STATIC WG - WIRE GUARD WL - WET LOCATION	NE - NORMAL AND EMERGENCY CONNECTIONS EB - EMERGENCY BATTERY PACK ET - EMERGENCY TRANSFER DEVICE	IS - INSTANT START RS - RAPID START PS - PROGRAM START, PARALLEL LAMP OPERATION PSMH - PULSE START METAL HALIDE (CWA OR ELECTRONIC) PPLF - PROVIDE POWER LINE FILTER LVTM - LOW VOLTAGE TRANSFORMER (MAGNETIC) LVTE - LOW VOLTAGE TRANSFORMER (ELECTRONIC)	MW - MATTE WHITE BL - BLACK SL - SILVER GN - GOLD CL - CLEAR PW - PAINTED WHITE EA - EXTRUDED ALUMINUM S - STEEL GS - GALVANIZED STEEL C - CAST CBA - COLOR BY ARCHITECT SCBA - STANDARD COLOR BY ARCHITECT CCA - CUSTOM COLOR BY ARCHITECT FS - MEETS FEDERAL STANDARD 2050 TP - THERMALLY PROTECTED FL - FLUSH R - REGRESS M - MITERED	BA - ACRYLIC #THICK DA - ACRYLIC #THICK (OPAL) GC - GLASS (CLEAR) GO - GLASS (OPAL) GF - GLASS (FROSTED) SGL - SOFT GLOW LENS HPL - HIGH PERFORMANCE LENS DO - DROP OPAL CGL - CONVEX GLASS LENS S - SATIN LENS	B - BASE C - CEILING F - FLANGE G - GRID P - PENDANT PL - POLE Q - QUAD R - RECESSED S - SURFACE W - WALL	BA - BANNER ARMS BH - BULL HORN DL - 2 1/2" SHAPE DS - 2 @ 180 PT - INLINE POST TOP Q - QUAD SH - SHEPHERDS HOOK SL - SINGLE T - 3" T-SHAPE	RS - ROUND STRAIGHT RT - ROUND TAPERED SS - SQUARE STRAIGHT ST - SQUARE TAPERED	1. PROVIDE UNIT PRICES AND FIXTURE BRAND SELECTED FOR ADD/DELETE CHANGES FOR EACH FIXTURE TYPES SHOWN WITHIN 48 BUSINESS HOURS OF THE BID DATE. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY DISQUALIFY THE PRODUCTS AND EMPOWER THE ENGINEER TO DETERMINE FAIR VALUE FOR FIXTURE AND INSTALLATION CHANGES, WITHOUT FURTHER INPUT FROM THE CONTRACTOR OR INSTALLER. 2. CONTRACTOR ALLOWANCE PRICES ARE ACCURATE WHEN THIS JOB WAS SPECIFIED. CONTRACTOR AND ELECTRICAL DISTRIBUTOR SHALL VERIFY THIS ALLOWANCE AND REPORT ANY PROBLEMS TO THE ENGINEER BEFORE THE BID. ALLOWANCE PRICE MAY OR MAY NOT INCLUDE LAMP(S) OR FREIGHT AS NOTED, AND DO NOT INCLUDE ANY TAXES.
1. VERIFY THE PROPER MOUNTING KITS OR ACCESSORIES TO FACILITATE INSTALLATION AS SHOWN AT EACH LOCATION ON THE DRAWINGS. 2. COMPLY WITH THE "EXTERIOR LIGHTING" SECTION OF THE SPECIFICATIONS. 3. REFER TO SPECIFICATIONS FOR IMPORTANT TECHNICAL REQUIREMENTS FOR LIGHTING FIXTURES, BALLASTS, AND LAMPS. 4. ALL FIXTURES SHALL BE APPROVED BY UL OR ANOTHER ACCEPTABLE TESTING LAB FOR THE PURPOSE INTENDED AND WITH THE LAMP AND BALLAST PROPOSED.								

ID	IMAGE	TYPE	LUMINAIRE							LAMP		BALLAST		FINISH			DIFFUSER			REFLECTOR			MOUNTING					MANUFACTURER (CATALOG SERIES)			ALLOWANCE		
			BACK	UP	GLARE	SIZE (NOMINAL)		DIAMETER	OPTIONS	COLOR	TYPE	LUMINAIRE LUMENS	INPUT VOLTS	ANSI WATTS	HOUSING	TRIM	OTHER	TYPE	FINISH	CONFIGURATION	OPTIONS	DISTRIBUTION TYPE	FINISH	EFFICIENCY	TYPE	CONFIGURATION	POLE BASE HEIGHT	POLE HEIGHT	WIND RATING	OPTIONS		OPTION 1	OPTION 2
(CX4)		LOW PROFILE LED ADJUSTIBLE COVE, WET LISTED FOR EXTERIOR APPLICATIONS				48"	2"			RGBW	LED	4400	0	40	SCBA	SCBA	SCBA													LUMENPULSE (LCS2-277-48-RGBHO-DMX1-FX-CL)	PHILIPS (COLORGRAZE MX4 POWERCORE)	COOPER LIGHTING	
(D4W)		4" ROUND RECESSED DOWNLIGHT, LED, WETLISTED, FULL CUT OFF								2700K	LED (0-10V DIMMING)	1000		21	SCBA	SCBA	SCBA													PRESCOLITE (LF4LED)	LITHONIA (LP4NF)	LITON (LHALD)	
(WS1)		RECTANGULAR EXTERIOR WALL LIGHT, LED, WET LISTED,				4"	2"	4"		2700K	LED	500	0	9	SCBA	SCBA	SCBA													SLV (QUAD 2 XL)	MODERN FORMS (WS-W30507 ORB)	V2 LIGHTING (Q2SS)	
(WS2)		WALL SCONCE, FULL CUT OFF, FULL PERIMETER GASKETING, WET LOCATION, STAINLESS STEEL HINGES AND LATCHES, 7' AFF				12"	8"	4"		2700K	LED (0-10V DIMMING)	1000	0	20	SCBA															WAC LIGHTING (WS - W65607)	HUBBELL LIGHTING	COOPER LIGHTING	
(OJ1)		STEP LIGHT, LED, FULL CUT-OFF,				9"	5"	3.75"		2700K	LED (0-10V DIMMING)	153	0	8	SCBA															DESIGNPLAN (ALICE)			



1 LIGHTING CONTROL PANEL RISER DIAGRAM (TYPICAL)
SCALE: NTS

KETCHUM CITY BUILDING ORDINANCE COMPLIANCE MATRIX LIGHTING REQUIREMENTS PER CHAPTER 17.132 "DARK SKIES"

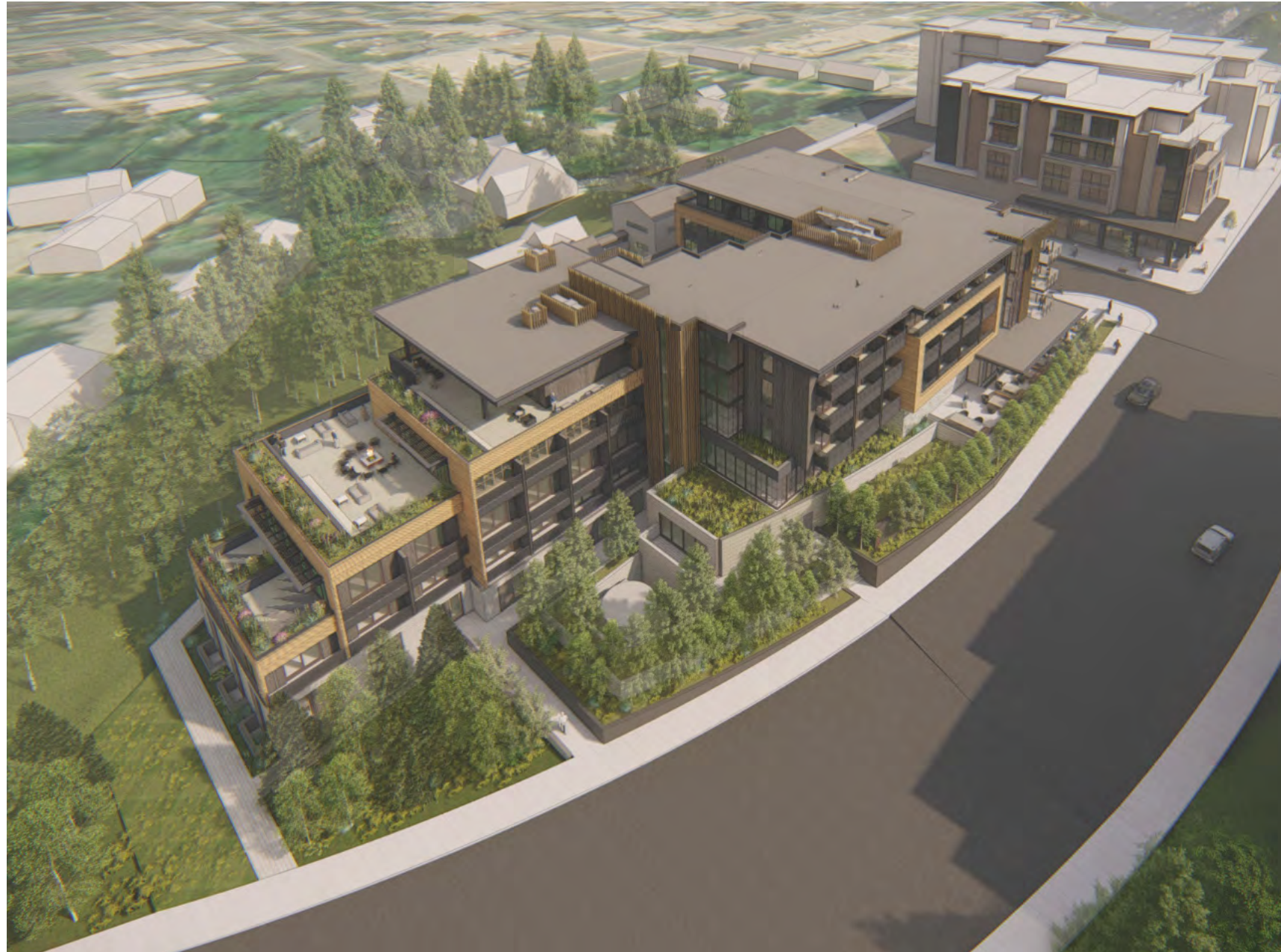
LEGEND	Y	ENGINEER, CONTRACTOR, INSTALLER, AND ALL OTHER PARTIES SHALL COMPLY WITH ORDINANCE/REQUIREMENT/SPECIFICATION.
	N	ENGINEER, CONTRACTOR, INSTALLER, AND ALL OTHER PARTIES WILL NOT COMPLY WITH ORDINANCE/REQUIREMENT/SPECIFICATION.
	N/A	THE ORDINANCE/REQUIREMENT/SPECIFICATION DOES NOT APPLY TO THE DESIGN.

ORDINANCE:	COMPLIANCE:
17.132.010 - GENERAL PROVISIONS:	REVIEWED.
1. To protect against direct glare and excessive lighting;	Y
2. To provide safe roadways for motorists, cyclists and pedestrians;	Y
3. To protect and reclaim the ability to view the night sky, and help preserve the quality of life and the tourist experience;	Y
4. To prevent light trespass in all areas of the City;	Y
5. To promote efficient and cost effective lighting;	Y
6. To ensure that sufficient lighting can be provided where needed to promote safety and security;	Y
7. To allow for flexibility in the style of lighting fixtures;	Y
8. To provide lighting guidelines;	Y
9. To provide assistance to property owners and occupants in bringing nonconforming lighting into conformance with this chapter; and	Y
10. To work with other jurisdictions within Blaine County to meet the purposes of this chapter.	Y
17.132.020.B: APPLICABILITY:	REVIEWED.
Lighting Plans Required: All applications for design review, conditional use, subdivision and/or building permits shall include lighting plans showing location, type, height, color temperature, lumen output and amount of all proposed and existing fixtures. The applicant shall provide enough information to verify that lighting conforms to the provisions of this chapter. The Administrator, commission and/or building official shall have the authority to request additional information in order to achieve the purposes of this chapter. (Ord. 1171, 2017)	Y
17.132.030: LIGHTING STANDARDS:	REVIEWED.
A. Color Temperature: All exterior lighting shall utilize light sources not to exceed two thousand seven hundred (2,700) Kelvin.	Y
B. Light Trespass And Overlighting: All existing and/or new exterior lighting shall not cause light trespass and shall protect adjacent properties from glare and excessive lighting. All vehicle lighting originating from a commercial property shall be shielded from other adjacent properties. Incidental light trespass (lighting emanating from turning motor vehicles or motion sensor lighting) is permitted.	Y
1. All lighting emitting from any zoning lot shall not cause the light level along any property line, as measured at a height of sixty inches (60") above grade in a plane at any angle of inclination, to exceed the limitations listed in figure 1, "Light Trespass And Overlighting Matrix", of this subsection. [Commercial zones (CC, T, T-3000, T-4000, LI-1, LI-2, LI-3) Non-commercial (LR, LR-1, LR-2, GR-L, GR-H, STO-4, STO-1, STO-H, RU, AF) 0.1 foot-candle]	Y
C. IESNA Guidelines: The commission or Administrator may require that any new lighting or existing lighting that comes before them meet the standards for maximum illuminance output as established by IESNA.	N/A
D. Nonessential Exterior Commercial And Residential Lighting: All nonessential exterior commercial and residential lighting shall be turned off after business hours and/or when not in use. Lights on a timer shall be used. Sensor activated lights shall be used to replace existing lighting that is desired for security purposes.	Y
E. Area Lights:	
1. All area lights, including streetlights and parking area lighting, shall be level mounted and eighty five degrees (85°) full cutoff type fixtures.	Y
2. Residential streetlights shall be limited to one thousand one hundred twenty five (1,125) lumens, unless otherwise recommended by the Public Works Department.	N/A
3. Nonresidential streetlights shall be limited to one thousand five hundred (1,500) lumens, unless otherwise recommended by the Public Works Department.	Y
4. Lights on major intersections on State highways shall be limited to three thousand (3,000) lumens, unless otherwise recommended by the Public Works Department.	N/A
5. Parking area lights are encouraged to be greater in number, lower in height and lower in light level, as opposed to fewer in number, higher in height and higher in light level. Parking lot lighting shall not exceed IESNA recommended illuminance (foot-candle) level and are encouraged to utilize the lowest range available.	N/A
6. All freestanding area lights within a residential zone, except streetlights, shall be mounted at a height equal to or less than the value 3 + (D/3), where D is the distance in feet to the nearest property boundary.	N/A
7. Freestanding luminaires shall be no higher than twenty five feet (25') above the stand/pole base; except, that luminaires used for playing fields shall be exempt from the height restriction, provided all other provisions of this chapter are met and the light is used only while the field is in use; and except, that streetlights used on major roads may exceed this standard if necessary as determined by the City Council, as advised by a lighting engineer. Building mounted luminaires shall be attached only to walls, and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater.	Y
8. Area lights on a timer, sensor activated, or turned off at ten thirty o'clock (10:30) P.M. are exempt from subsection B of this section, provided all other standards of this section are met.	Y
F. Uplighting: Uplighting is prohibited in all zoning districts, except as where permitted in this chapter.	
G. Public Outdoor Lighting: Public outdoor lighting, including holiday lighting, shall be permitted to ensure the safety and enjoyment of the intended public use. All public lighting shall comply with the standards established herein and shall be turned off after hours of operation or when not in use. When practically possible, motion sensors may be used. Public outdoor lighting is exempt from lighting curfews and exempt from subsection B of this section.	Y
CONTINUED ON COMPLIANCE CHART LOCATED ADJACET TO THIS CHART. —————>	

ORDINANCE:				COMPLIANCE:
H. Lighting Fixtures:				
1. All exterior lighting shall comply with the acceptable lighting fixtures located in figure 2 of this subsection H. All exterior lighting fixtures shall be full cutoff fixtures with the light source fully shielded, except as exempted in this chapter.				Y
2. The following figure and information sheets shall be incorporated into this chapter as guidelines for the public and the City for use in meeting the intent of this chapter. The figure and information sheets only serve as examples. The City does not endorse or discriminate against any manufacturer or company that may be shown, portrayed or mentioned by the examples. Additional information is provided at the Ketchum Planning Department.				Y
Lighting Fixture Exceptions And Additional Requirements Matrix - Directly From 17.132.030: LIGHTING STANDARDS:				
TYPE OF LIGHTING :	FULL CUTOFF LIGHT FIXTURE:	LIGHT TRESPASS STANDARDS:	ADDITIONAL REQUIREMENTS:	REVIEWED.
Canopy Lighting	Required	Non-exempt	All canopy lighting shall be recessed sufficiently so as to ensure that no light source is visible from or causes glare on public rights-of-way or adjacent property.	Y
Flagpole Lighting	Not Required	Exempt	Upward flagpole lighting is permitted for governmental flags only. The maximum lumen output shall be 1,300lm.	N/A
Flood Lights	Not Required	Non-exempt	Floodlights with external shielding shall be angled provided that no light escapes above a 25-degree angle measured from the vertical line from the center of the light extended to the ground. Floodlights shall not cause glare or light to shine directly on adjacent property or public rights-of-way.	N/A
Highway 75 Lighting	Required	Exempt	Correlated color temp. 2700k.	N/A
Holiday Lights	Not Required	Exempt	Shall only be displayed from November 20th to March 20th. Exempt from color temperature requirements set forth in this chapter. All new holiday lighting shall be LED lighting, or bulb that has been demonstrated to be the most energy efficient technology available. Flashing holiday lighting is permitted. All private holiday lighting shall be turned off at the close of business hours in the Community Core Zoning District, and after 10:30 P.M. in all other zoning districts. Outdoor public lighting shall not be subject to holiday lighting curfew.	N/A
Neon Lights	Required	Exempt	Neon lights are only permitted pursuant to chapter 17.127 of this title.	N/A
Sensor Activated Lighting	Required	Exempt	Shall be located so as to prevent lighting into adjacent properties or into a public right-of-way. Lighting shall activate only when motion on the property is detected and shall deactivate within no more than 5 minutes. Lighting shall not be triggered by any activity off the property or in the public right-of-way. The maximum lumen output shall be 600 lumens.	Y
Temporary Emergency Lighting	Not Required	Exempt	Utilized by public safety services. Exempt from provisions of this chapter.	N/A
Temporary Lighting	Required	Exempt	Lumens output shall be approved by the administrator.	Y
17.132.040: PROHIBITED LIGHTING:				
A. Any light source that does not meet the requirements of this chapter.				
B. Searchlights, beacons, laser source, and other high-intensity light fixtures.				
17.132.050: NOTIFICATION:				
A. The City Building and Planning Department permits shall include a statement asking whether the subject property of the proposed work includes any exterior lighting. (Ord. 1171, 2017)				
17.132.060: THE CITY'S ROLE:				
A. The City will commit to changing all lighting within the City rights-of-way and on City owned property to meet the requirements of this chapter when luminaires expire. (Ord. 1171, 2017)				

**REVIEWED FOR ACCURACY AND COMPLETNESS ON:
02-03/2020 SPENCER C. LITTLE, P.E.**

SUSTAINABILITY INTEGRATION



BUILDING SYSTEMS

HVAC SYSTEM

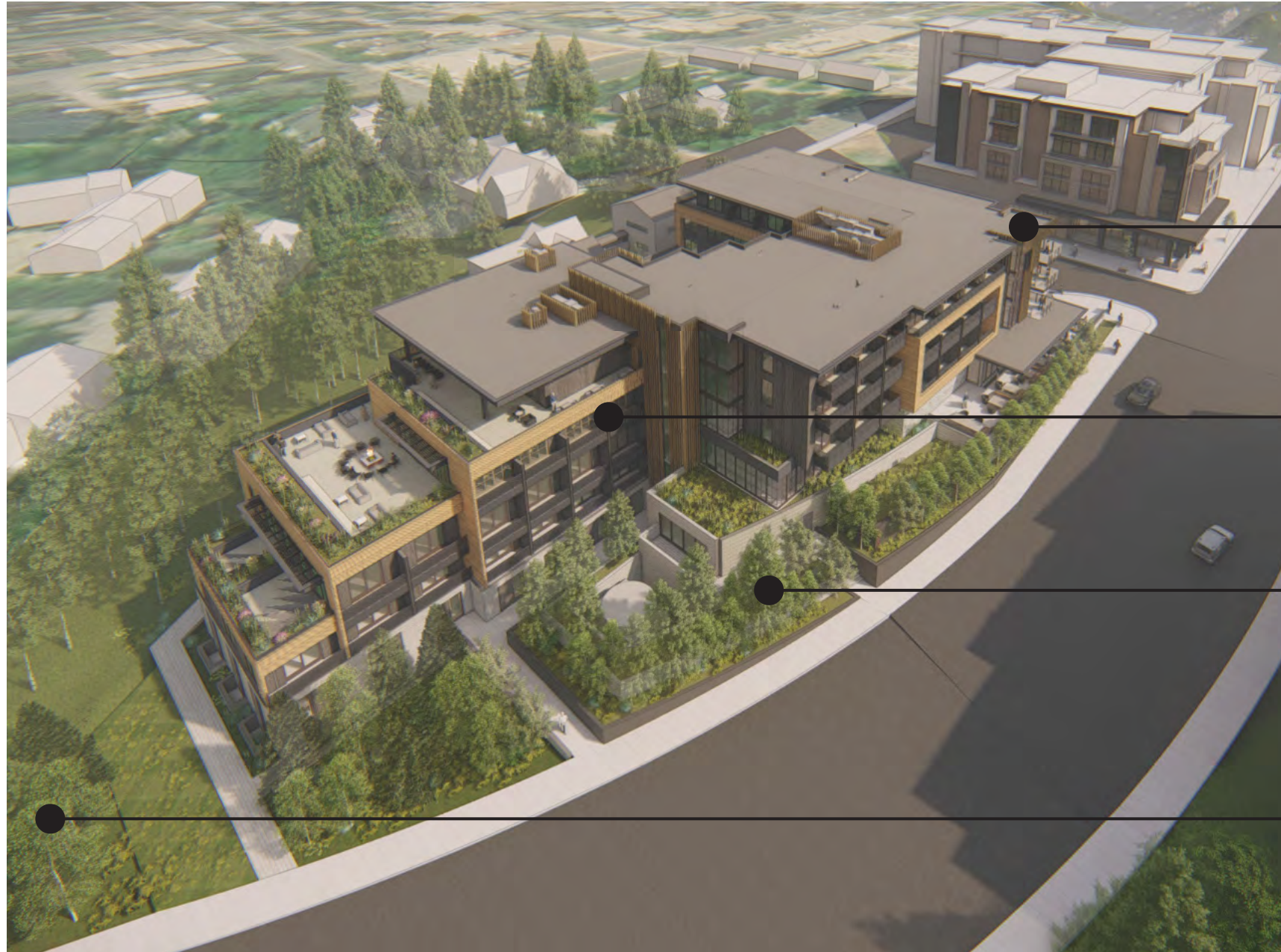
- AIR OR WATER SOURCED LOOP SYSTEM (T.B.D.)
- ENERGY RECOVERY VENTILATION SYSTEM
- AUTOMATICALLY TURN OFF HVAC IF NO OCCUPANTS ARE IN GUESTROOMS

PLUMBING

- INSTANTANEOUS WATER HEATER ON DEMAND
- RECIRCULATING HOT WATER SYSTEM TO LIMIT WATER WASTE
- LOW FLOW AND SENSOR OPERATED PLUMBING FIXTURES TO REDUCE WATER USAGE

LIGHTING

- ENERGY EFFICIENT LED LIGHTING
- OUTDOOR DARK SKY LIGHTING
- AUTOMATICALLY TURN OFF LIGHTS IF NO OCCUPANTS ARE IN GUESTROOMS
- DAYLIGHT HARVESTING IN COMMON SPACES
- OCCUPANCY SENSORS TO AUTOMATICALLY TURN OFF LIGHTS IN BACK OF HOUSE AREAS



HIGH PERFORMANCE BUILDING & SITE

INDOOR AIR QUALITY - LOW VOC

- PAINTS
- PRIMERS
- STAINS
- ADHESIVES

BUILDING ENVELOPE ASSEMBLY

- WALLS, DECKS AND ROOF INSULATION
- HIGH EFFICIENCY GLAZING & WINDOW SYSTEM
- REDUCED AIR INFILTRATION
- COOL ROOF

LANDSCAPE & WATER CONSERVATION

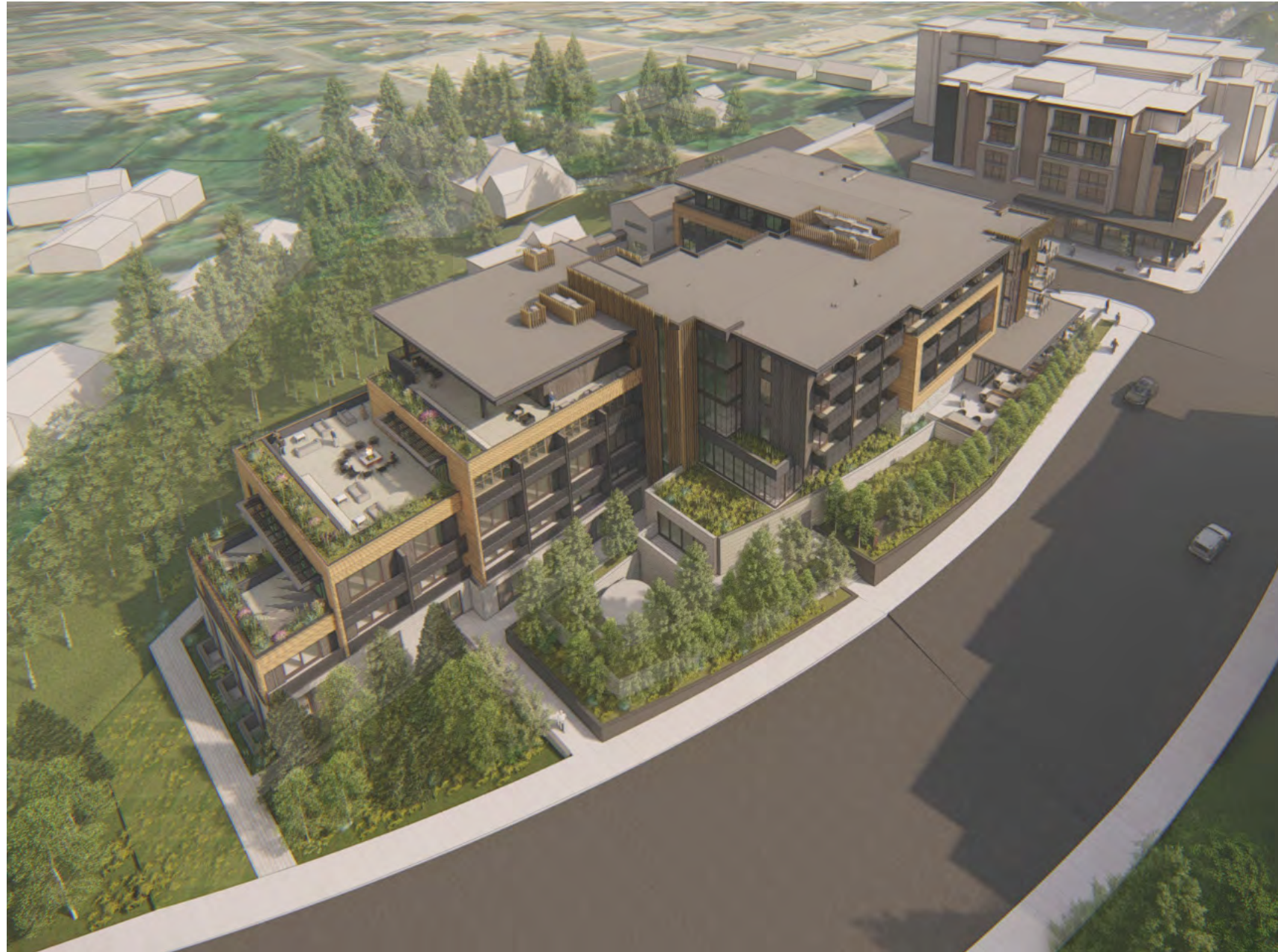
- NATIVE AND DROUGHT TOLERANT SPECIES (TREES, SHRUBS, AND GRASSES)
- DRIP AND WATER EFFICIENT IRRIGATION
- LOW MAINTENANCE LANDSCAPE
- LANDSCAPING IRRIGATION WILL MEET EPA WATER SENSE PROGRAM REQUIREMENTS

SITE PRESERVATION

- PRESERVED RIPARIAN ZONE

TRAIL CREEK BUFFER

- "IN KEEPING WITH THE INTENT OF THE KETCHUM CODE (CHAPTER 17.88) THAT AREA WILL BE ENCOURAGED TO BE AN EFFECTIVE RIPARIAN ZONE RATHER THAN AN URBANIZED DEVELOPED AREA."



MATERIAL & PRODUCT SUSTAINABILITY ASSESSMENT

MATERIALS RECYCLED CONTENT

RAPIDLY RENEWABLE MATERIALS

SUSTAINABILITY HARVESTED MATERIALS

PRODUCT REUSABILITY AND RECYCLABILITY

AIR INDOOR QUALITY

- REDUCING OR ELIMINATING HARMFUL CHEMICALS
- IMPROVED INDOOR AIR QUALITY
- REDUCED TOXINS

MANUFACTURING ENVIRONMENTAL PRACTICES

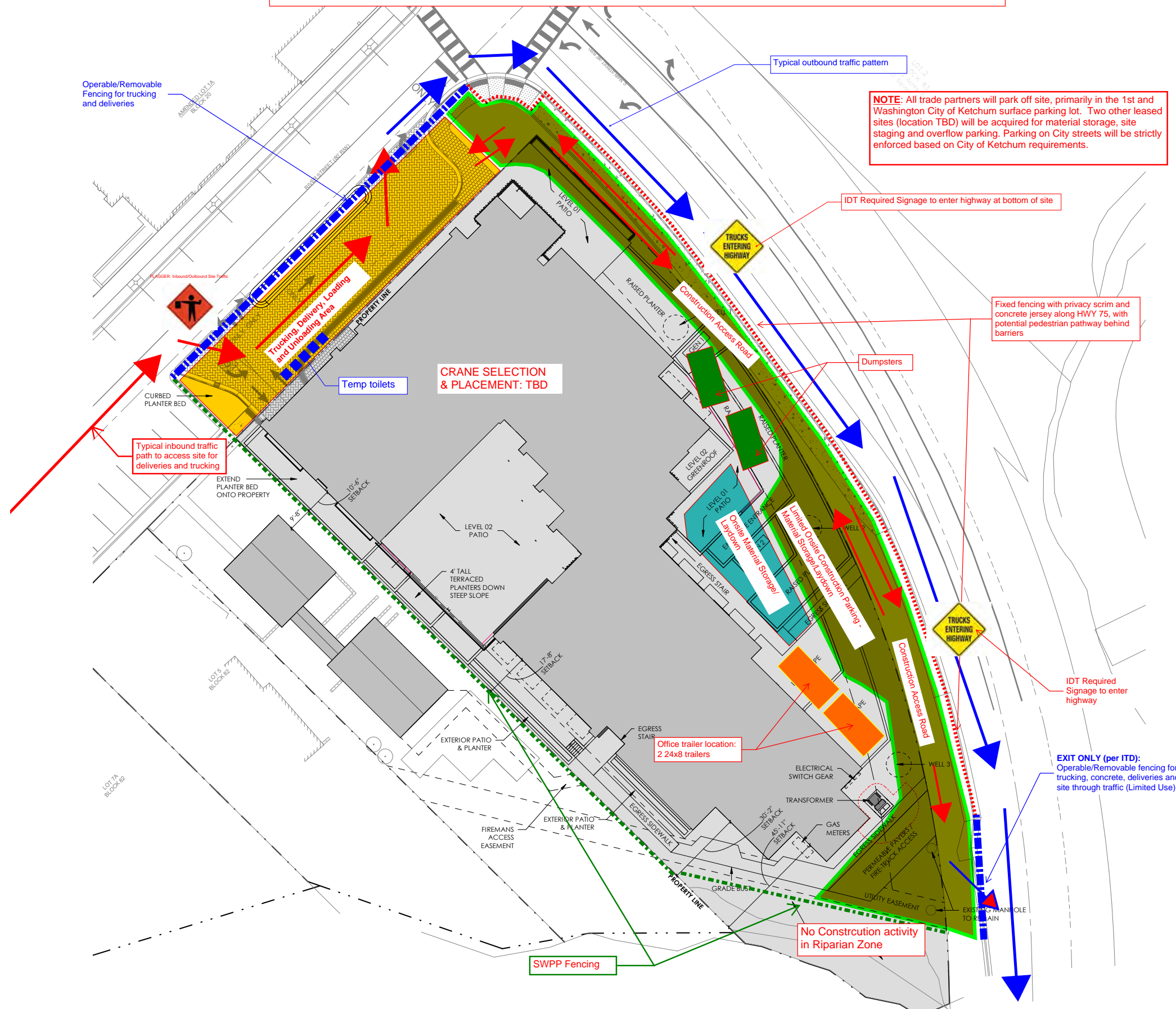
- REDUCING ENERGY, WATER, WASTE
- AND GREENHOUSE GAS EMISSION

OPERATIONAL PRACTICE

- FAIR LABOR
- HUMAN RIGHTS PRACTICES
- REDUCED OR OPTIMIZED PACKAGING
- SUSTAINABLE RAW PACKAGING MATERIALS

CONSTRUCTION MANAGEMENT PLAN

CONSTRUCTION MANAGEMENT SITE PLAN



GENERAL SITE MANAGEMENT

The Tribute Portfolio Hotel Ketchum is being designed as a multi-year project consisting of four below grade parking facilities with commercial/residential structures above. Associated roadway and subsurface utility improvements will also be phased throughout the duration of the project. In the pages that follow you will find information about safety and security measures to be taken at each individual site, where vehicles will load and unload, how soil export and below grade shoring activities will take place, where and when roadway and utility improvements are anticipated to occur, how the Construction Manager proposes to operate administratively, and the timeline and phasing of the construction project overall.

HOURS OF OPERATION

ADMINISTRATION	7:00a – 1:00a
BUILDING CONSTRUCTION	7:00a – 9:00p Monday – Saturday 9:00a – 6:00p Sunday

No exterior work of any kind will be proposed or undertaken outside of the hours identified above. Construction will be suspended or restricted at the request of the Building Official to accommodate special events.

SITE LOGISTICS

CONSTRUCTION ADMINISTRATION

An administrative area will be established for the use of all construction personnel actively working on site.

Construction office – due to space constraints on site Okland and our trade partners will seek construction offices at an off-site location. If a suitable location cannot be identified two construction trailers will be sited within the construction zone.

Parking – if an onsite office is necessary a parking area will be established for the use of personnel assigned to work in the construction office complex. Parking in the administrative area will be limited to administrative personnel; all parking for trade personnel will be off-site.

OKLAND TRADE MANAGEMENT

PARKING AND TRANSPORTATION

Off-site parking will be provided by the Construction Manager for all trade employees. Bus service to transport employees from distal parking to the job site will be available for one hour before the start of shift and for one hour at the conclusion of the workday. Emergency transportation will be provided to employees by site safety/security personnel as needed throughout the day. For those trade employees that prefer, significant public parking and transportation options exist. The Construction Manager will develop and make available to all trade employees a written transportation plan to inform workers of the available options as they develop their personal strategy for arriving for work.

RESTROOMS

Separate men's, women's, and unisex accessible restrooms will be provided at individual work locations throughout the job site. Restrooms will also be available in the construction office facility, staff facility, and in restroom trailers in the administrative area parking lot. Restrooms will be maintained periodically to assure that employees have sanitary facilities at their disposal.

BREAK ROOM

A break room will be provided for employees within the construction zone. Although employees are free to avail themselves of public food service and grocery outlets, employees will be encouraged to utilize the heated and well-lit on-site break facility. The employee break facility will offer refrigeration, microwaves, seating accommodations, refuse removal, etc.

COMMUNICATIONS WITH EXTERNAL PARTIES

Because the active construction zone is in close proximity to adjacent landowners and the general public, and is of interest to members of the community, a communication tool will be established by the Construction Manager to disseminate information and receive public feedback in real time regarding the construction. With the goal bring to provide an open conduit for information flow regarding the project, an individual will be assigned from the project management team to manage all external communication and assure open interaction between the project and the public.

WEBCAM

Camera locations will be established to provide interested parties with a real time look at construction activities as they progress.

CONSTRUCTION COMMUNICATIONS

A Facebook page will be established for the duration of the project to keep interested parties informed about work taking place on the job site. The page will include the following:

- A link to webcams.
- A weekly schedule of activities including a rolling three week look ahead.
- Notice of road and walkway construction impacts.
- Notice of delivery activities and any associated hoisting activity adjacent to roadways.
- A blog that will provide a weekly update of work accomplished, work in progress, and work anticipated.
- A spot devoted to receiving feedback from the public.
- Project photos.
- Other items of interest to those community members or area guests that are impacted by the project.

BI-MONTHLY PUBLIC FORUM

The construction manager will conduct a bi-monthly public forum that is open to all interested parties. The meeting will be focused on receiving feedback from the public, discussion of mitigation measures should concerns arise, and to share directly with interested parties the course of construction for the upcoming month.

MONTHLY PROGRESS UPDATE TO THE CITY

The construction manager will provide a written monthly progress update to the Ketchum Planning and Building Department outlining current project status. A document disclosing all public feedback received during the month will be compiled to keep city officials well-informed as to public sentiment regarding the project. Along with current progress a one-month schedule look-ahead focused on work to be performed during the succeeding month will be attached.

CONSTRUCTION STAGING

LOCATIONS

Off-site – all project participants supplying materials to the construction will be required to store their materials off site for just in time delivery. Limited local storage will be established at a site yet to be determined. Delivery zones will be established and monitored throughout the duration of the construction. Forklift and crane service will be provided with trained rigging and flagging personnel available to assist in loading and unloading operations.

On-site – although every effort will be made to limit staging of construction materials and equipment on site, some storage will be required. Storage in the construction zone will be limited to areas with the security fence perimeter. It is inevitable that some storage will be in areas visible to individuals passing the site however the Construction Manager will keep the jobsite orderly and free of excessive debris. To the extent possible every attempt will be made to keep materials and equipment shielded from view. When practical, storage will be shifted to completed portions of the building. Stored material and equipment will be kept in an orderly fashion.

DELIVERY OF MATERIALS

Receiving areas for materials and equipment will be established for each parcel. Appropriate traffic control devices will be provided at vehicle approaches and adjacent to any delivery operations. Traffic control personnel will be provided during loading and unloading operations.

CONSTRUCTION WASTE

Waste materials will be confined to on-site general waste and recycle containers. Containers will be of the 30-yard open roll-off type container and will be kept in good condition. Containers will be emptied periodically when containers become full.

CONCRETE SLURRY

Concrete wash out activities for concrete delivery and placement vehicles will be confined to the construction zone within the security fence perimeter. Eco-pan concrete recycling containers will be provided, no concrete slurry will be disposed of on site.

SITE SAFETY

SITE

PERIMETER FENCING – for the purpose of security and safety the construction zone will be enclosed with removable construction fencing. The fencing will be specifically designed for use during construction activities, will offer ingress and egress paths, and will be maintained daily throughout the course of construction in any given area.

Long-term fencing will be installed with pins drilled into the ground, have permanent gates installed; all gates will be lockable. Fence will be maintained in a locked condition during off hour periods.

Short-term safety fencing will be installed where improvements, reconfigurations, or new site utility infrastructure is being constructed such that the construction activities interface with the public. This fence will be held in place with bases placed on top of the ground and weighted with sandbags. Openings in the short-term fence will be informal to allow for access options. Fence will be maintained in a locked condition during off hour periods.

TRAFFIC

Patterns during construction – road access and circulation in areas adjacent to construction zones are not anticipated to change during the course of building construction. Periodic interruptions for utility reconfiguration or connections are anticipated at some points throughout the construction. Applications and approvals required by the city or pertinent utility providers will be requested a minimum of 30 days prior to the anticipated commencement the of work. Adjacent landowners will be informed of changes to traffic patterns 30 days prior to the commencement of the work.

General maintenance – where roadways are impacted by construction activities once backfilled all road surfaces will be restored to a paved condition with line markings restored. At all times, but particularly during shoring and mass excavation activities, streets and sidewalks associated with the construction areas will be swept daily or more frequently if needed. A wheel wash will be established at all egress points where construction vehicle movements are taking place.

Snow removal – in areas not impacted by construction, roadways and walkways accessible to the public will be maintained as they would be normally. In areas where construction is present, project personnel and equipment will be utilized to keep roadways and the public way open for pedestrians and resort patrons. Snow will not be stored on site.

PEDESTRIAN CIRCULATION

Safe pathways – to the extent possible the means of pedestrian circulation will remain as it exists currently. During periods where sidewalks and roadways are being reconfigured and the typical circulation patterns is disrupted, temporary alternate pathways will be provided. Alternate pathways will be defined by temporary safety fencing or movable concrete barricades. In areas where pedestrian circulation is proximal to ongoing construction activities a lighted covered walkway will be provided.

Way finding – temporary directional signage specifically targeted at pedestrians will be provided as the situation requires.

CONSTRUCTION SIGNAGE

Scrim will cover the long-term site security fence to provide a visual barrier between the construction and the public. Danger signs will be placed at 50' intervals along the entire length of the fence. Material delivery areas will have signs noting their use. All entry gates will have signs noting the name of the construction manager, requirements for proper PPE, site access requirements, and contact information.

PHYSICAL BARRIERS

physical barriers will be provided as required at all times during the construction. Physical barriers will take the form of temporary fencing, movable concrete highway barricades, or wood framed covered walkways.

CONSTRUCTION PHASING & MITIGATION

TEMPORARY SITE LIGHTING

As required, portable light plants will be provided to assure a safe environment for the public and construction personnel. To the extent possible solar powered portable light plants will be used in lieu of fossil fueled light stands.

FIRE PROTECTION

A fully functional system of fire hydrants will be maintained throughout the construction site. Where it becomes necessary to reconfigure water lines, a construction mitigation plan will be developed showing temporary measures including hydrant location, materials, sequence of construction, schedule, etc. The construction mitigation plan will be submitted to the municipality for approval.

ADDITIONAL INFORMATION

STORM WATER MITIGATION AND MANAGEMENT

Consistent with requirements, a SWPPP program will be developed and operationalized by the excavation contractor. The construction manager will ultimately hold responsible for SWPPP compliance.

GROUNDWATER MANAGEMENT

While not anticipated, should groundwater be present the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a groundwater mitigation plan for review and acceptance by the municipality.

DRILLING AND BLASTING

While not anticipated, should blasting become necessary the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a blasting plan showing the extents of blasting, establish pay limits, and identify adjacent landowners that may be impacted by blasting activities. The construction manager will establish a seismic monitoring program and site safety protocol prior to the commencement of blasting activities. If blasting is required, a mitigation plan would be developed and presented to the municipality and adjacent landowners for review and acceptance.

GENERAL APPROACH TO SHORING

Shoring will be required to enable safe entry to subsurface areas of all building sites. The construction manager will utilize a pile and lagging system to shore excavations. The pile and lagging system require the installation of a series of wide flange steel piles that are inserted vertically into the ground. Steel piles are placed in drilled holes and then grouted into place with concrete. Once piles are in place wood planks, lagging, is installed between the piles to support the side walls of the excavation.

GENERAL APPROACH TO MASS EXCAVATION AND EXPORT

Mass excavation activities begin as the lagging is installed. Material exported from the site may be placed on mountain in fill locations identified as suitable by the resort owner. Alternatively, exported materials may be transported through the city to a fill location in brown's canyon. Where exported materials are required to transit through the city a schedule and material movement plan will be developed for approval by the municipality.

UTILITY WILL-SERVE LETTERS



City of Ketchum
Planning & Building

January 25, 2019

Destry Simpson
Magleby Construction
PO Box 494
Sun Valley, ID 83353

Dear Mr. Simpson:

The properties located at 251 S Main Street (Ketchum Townsite: Block 82: Lots 3, 21, and Former Lot 22), 260 E River St (Ketchum Townsite: Block 82: Lot 2), and 280 E River Street (Ketchum Townsite: Block 82: Lot 1) have existing connections to municipal water and sewer services. As the existing meters are brass, the Idaho Department of Environmental Quality (DEQ) requires that the meters to be replaced prior to reconnection.

The domestic service for the property located at 250 S Main St comes from an existing fire line and will require extensive flushing as well as bacteria testing prior to reconnection. Due to deterioration, the City anticipates that some pipes may be damaged. Any broken pipes must be replaced by the developer.

DEQ approval is required for all water and sewer lines serving the properties. Water service and main lines are private to all properties from the point of connection with city water. Water infrastructure maintenance and repair will be the responsibility of the property owners.

If you have any questions, please do not hesitate to contact the Planning & Building Department at (208)726-7801.


Abby Rivin, AICP
Associate Planner
City of Ketchum Department of Planning and Building

DATE: February 6, 2020

To Whom it May Concern:

The City of Ketchum has both the capacity and is willing to serve, or continue to serve, the proposed Marriott Tribute Hotel at the corner of River Street and Highway 75 in Ketchum.

Sincerely,


Pat Cooley
Ketchum City Water



April 1, 2021

Nick Blayden
180 N University Ave, Ste 200
Provo, Ut 84601

To whom it may concern,

Thank you for your inquiry about electrical service at 260 E River St, Ketchum, Idaho

This property is located within Idaho Power's service area in the state of Idaho .

Idaho Power will provide electrical service to this location once any required easement or right of way are obtained by Idaho Power and/or the Customer, and in compliance with the statutes of the State of Idaho/Oregon and the Idaho Power tariffs on file with our regulators. Tariffs include the General Rules and Regulations that covers new service attachments and distribution line installations or alterations.

To start new service or obtain more information about new service, visit our website:
<https://www.idahopower.com/service-and-billing/> . You may also contact Idaho Power's Customer Care Team at 208-388-2323, or 1-800-488-6151 (outside the Treasure Valley).

Sincerely,

Cyndi Bradshaw
Distribution Designer
Cbradshaw@idahopower.Com
208-788-8002



451 Alan Dr. Jerome Idaho 83338 • (208) 737-6300 FAX (208)737-6342
www.intgas.com

AJC Architects
Ryan McMullen, AIA Leed Green Associate
703 East 1700 South
Salt Lake City Utah 84105

March 24, 2021

RE: 251 S. Main St. Ketchum Idaho 83340. Ketchum Prologue Hotel

This letter is to serve as verification of the availability of natural gas currently to the above referenced project in Ketchum, Idaho.

The total estimated cost of extending our natural gas infrastructure and satisfying current tariffs in order to serve the above entity is the responsibility of the contractor/ owner of said project and must be paid in advance of construction.

Extensions of our natural gas mains and services will be provided and installed in accordance with our current tariffs, guidelines, policies and provisions on file with the Idaho Public Utilities Commission.

If you need further information regarding this project, please call me at 208-737-6314.

Sincerely,

Lance D. McBride

Lance D. McBride
Energy Services Representative Sr.
lance.mcbride@intgas.com
208-737-6314



401 N 117th St
Omaha, NE 68154

January 18, 2019

Ms. Vicki Pitcairn
Magleby Construction
511 East Avenue
Ketchum, ID 83340

RE: Marriott Hotel – 251 S Main Street

Dear Vicki,

This letter is written in response to your request for information regarding available Cox Communications (“Cox”) telecommunications services for the Marriott Hotel. The subject property (the “Property”) is located at 251 S Main Street Ketchum, ID. Cox is a licensed telecommunications operator for the City of Ketchum, Idaho. We currently have HFC & Fiber services in this approximate area.

Before Cox can make a commitment to provide these telecommunications services, the owner of the above-referenced Property, or the owner’s agent, must execute Cox Telecommunications Facilities License Agreement. If you will provide Cox with the name and address of the owner of the Property, a representative of Cox will contact the owner to obtain execution of the Telecommunications Facilities License Agreement.

This letter is not intended as and shall not be construed as a legally binding contract for the provision of telecommunications services. No course of conduct by the parties following the signing of this letter shall create or be deemed to create a contract for the provision of telecommunications services between Cox and the owner of the Property, it being the overriding intent of the parties that neither party shall be under any contractual obligation to the other until and unless a definitive Telecommunications Facilities License Agreement and Cox Commercial Services Agreement has been agreed to and signed by both Cox and the owner of the Property. Any expenses incurred or other actions taken by either Cox or the owner of the Property or any third party in reliance on the preliminary understandings expressed in this letter shall be at such party's own risk.

Thank you for your interest in Cox as a possible communications services provider to Marriott Hotel. Should you have additional questions you may reach me at 402-934-0252.

Sincerely,

A handwritten signature in blue ink that reads "Jackie Owens".

Jackie Owens
Cox Business
O – 402.934.0252
M – 402.350.0096

C L E A R C R E E K D I S P O S A L

PO Box 130 • Ketchum, ID 83340 • Phone 208.726.9600 • www.ccdisposal.com

April 6, 2021

City of Ketchum
P O Box 2315
Ketchum, ID 83340-2215

Re: Ketchum Prologue Hotel

To Whom it May Concern,

Please let this letter serve for the purposes of approved garbage service to be provided at the proposed Prologue Hotel. Service at the site as shown on pdf 210322 – Ketchum Prologue Hotel -Siteplans.pdf & 210322 - Ketchum Prologue Hotel – Level 01 Plan.pdf show an area for dumpster(s) to be located. And hotel staff will locate the dumpster(s) to the pad adjacent to River St for servicing on appropriate days. The dumpsters will need to block the garage access during this time.

Please allow this letter for a will serve for the hotel project at per the above-mentioned plans.

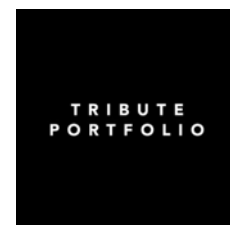
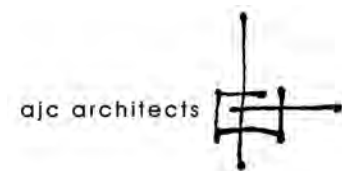
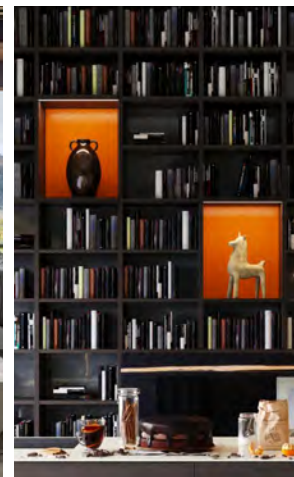
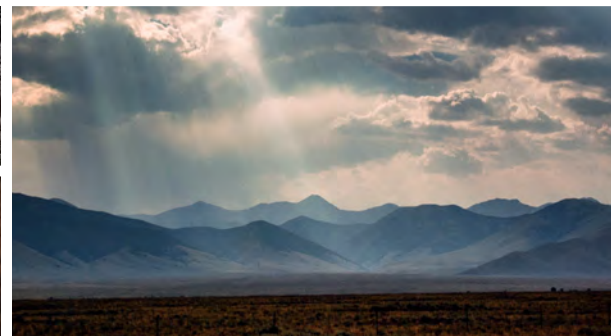
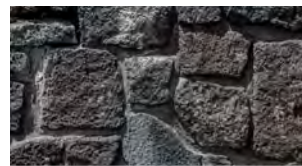
Respectfully,



Mike Goitiandia
Clear Creek Disposal

.Prologue





Attachment C

**Recording Requested by and
When Recorded Return to:**

City of Ketchum
Attn: City Clerk
P.O. Box 2315
Ketchum, Idaho 83340

SPACE ABOVE THIS LINE FOR RECORDER'S USE ONLY

City of Ketchum / PEG Ketchum Hotel, LLC

Permits Conditions Acceptance Development Agreement

Parties to the Agreement:

City of Ketchum	“City”	City Hall P.O. Box 2315 480 East Ave. N. Ketchum, Idaho 83340
PEG Ketchum Hotel, LLC	“Developer/Owner”	Attn: Cameron Gunter 145 West 200 North Provo, Utah 84601

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Permits Conditions Acceptance Development Agreement

City of Ketchum/PEG Ketchum Hotel, LLC

THIS Permits Conditions Acceptance Development Agreement (this “**Agreement**”) is entered into by and between the City of Ketchum, a municipal corporation organized and existing under the laws of the state of Idaho, and PEG Ketchum Hotel, LLC, a Delaware limited liability company authorized to do business in the state of Idaho as a foreign limited liability company (“**Developer/Owner**”).

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged and agreed, and in consideration of the premises and the mutual representations, covenants and agreements hereinafter contained, City and Developer/Owner represent, covenant and agree as follows:

SECTION 1 DEFINITIONS

For all purposes of this Agreement, the following words in **bold** print that appear in this Section have the definitions as herein provided in this Section unless the context of the term clearly requires otherwise and/or is not capitalized:

- 1.1 **Act:** Means and refers to the Local Land Use Planning Act as codified in Chapter 65 of Title 67, Idaho Code.
- 1.2 **Administrator:** Means and refers to the person appointed by the Mayor and City Council to interpret and administer Title 17 of the KMC also designated as the Director of Planning and Building.
- 1.3 **Agreement:** Means and refers to this “*Permits Conditions Acceptance Development Agreement.*”
- 1.4 **Applications:** Means and refers collectively to all of Owner’s applications to the City regarding the Development of the Subject Real Property in accordance with the Project Development Plan inclusive of: Pre-Application Design Review, Demolition Permit Application [pending], Building Permit Application (Pending) Lot Line Shift Application, Floodplain Development Application, Planned Unit Development/Conditional Use Application, Design Review Application and Right of Way Encroachment Permit [pending].
- 1.5 **Building Official:** Means and refers to the City Building Official.
- 1.6 **Building Permit:** Means and refers to the Building Permit/s issued by the Building Official for the construction of the Developed Project of the Project Development Plan pursuant to the standards, and codes in effect at the time the Building Permit Application is filed with the City.

- 1.7 City:** Means and refers to the City of Ketchum, an Idaho Municipal Corporation and Party to this Agreement.
- 1.8 City Administrative Review Fees:** Means and refers to the Administrative Review Fee, inclusive of use of outside consultants for plan checking, 3rd party verifications, and/or inspections for the City Services provided to the Developer/Owner for the City's administration of the Developer/Owner's Permits compliance as conditioned herein.
- 1.9 City Council:** Means and refers to the City Council of the City.
- 1.10 Completion-Site Restoration Guaranty:** Means and refers to that certain Completion-Site Restoration Guaranty, issued by the Guarantor, the terms and conditions of which are in compliance with and in the form attached hereto as **Exhibit B**
- 1.11 Construction Plans:** Means and refers to the approved Building Permit plans for the construction of the Developed Project as approved by the Building Official.
- 1.12 Default Cure Remedy:** Means and refers to any Default remedy inclusive of any of the following as is relevant to the Default:
- **Specific Performance:** specific performance of the full completion of the construction of the Project; or
 - **Permits termination, Site Restoration:** In the event of a Default, prior to completion of the Project foundation, Site Restoration, permit revocation and subsequent termination of this Agreement; or
 - **Draw on Letter of Credit:** Draw upon either letter of credit.
- 1.13 Demolition Permit:** Means and refers to that certain approved Permit issued to Developer/Owner by the Building Official subject to conditions pursuant to the Demolition Application.
- 1.14 Demolition Permit Application:** Means and refers to the Developer/Owner's application to the City for a demolition permit for buildings upon the Subject Real Property.
- 1.15 Design Review Application:** Means and refers to the Developer/Owner's application to the City for design review approval of the proposed construction and Development by the Developer/Owner on the Subject Real Property.
- 1.16 Design Review Permit P22-028:** Means and refers to that certain approved Permit issued to Developer by the City Planning and Zoning Commission subject to conditions pursuant to the City approved Design Review Application.
- 1.17 Developed Project:** Means and refers to the completion of the construction of the Project in accordance with the Permits, and in accordance with the provisions of this Agreement.

- 1.18 Developer/Owner:** Means and refers to PEG Ketchum Hotel LLC, a Delaware limited liability company, authorized to do business in the state of Idaho as a foreign limited liability company, who is developing the Project, is the Project Owner, the owner of the Subject Real Property, and Party to this Agreement. After the Effective Date of this Agreement the Developer/Owner shall refer to the owner or owners of the Subject Real Property. The words “Owner” and “Developer”, as they appear individually in this Agreement, have the same definition as “Developer/Owner”.
- 1.19 Developer/Owner’s Representative:** Means and refers to the representatives for the Developer/Owner, which are Cameron Gunter and PEG Development, and is inclusive of any designee appointed by Developer as provided herein.
- 1.20 Developer’s Financial Assurances:** Means and refers to the Developer’s, Project Financing Commitments, the Developer’s readily available funds as a condition of the Developer’s Financial Assurances, and the Guarantor’s Completion- Site Restoration Guaranty.
- 1.21 Development Process:** Means and refers to the process of the performance by the Parties of the terms and conditions of this Agreement.
- 1.22 Effective Date:** Means and refers to the _____ day of _____, 2023.
- 1.23 Encroachment Permit City:** Means and refers to encroachment permit issued by the City Council for improvements in the City Right of Way.
- 1.24 Encroachment Permit ITD:** Means and refers to encroachment permit issued by the ITD for improvements in ITD Right of Way.
- 1.25 FCO:** Means and refers to Permit Findings of Fact, Conclusions of Law, and Order of Decision.
- 1.26 Four-Star Hotel Operations Standard:** Means and refers to the operation of the Developed Project as an upscale hotel providing guests with a luxury experience in a distinctive setting, including expanded amenities and exceptional service which includes the following characteristics:
- An impressive, well integrated and excellent architectural design; and
 - A lobby area located away from main traffic areas with multiple conversation groupings and recognizable guest services; and
 - A full-service restaurant, separate lounge and bar area; and
 - An onsite fitness center and hot tubs; and
 - Conference rooms; and
 - Onsite housing for 23 employees; and
 - Turn down service, valet parking, baggage service, laundry service, newspaper service, room service, computer access, fitness center service, ice service, and concierge service; and

- Staff preparation and training to ensure integrated services from initial reservation call to departure.
- 1.27 Floodplain Development/Waterways Design Review Permit No. P19-062:** Means and refers to that certain City approved Permit and conditions issued to Developer/Owner approved February 16, 2021.
- 1.28 Guarantor:** Means and refers to the issuer of the Completion-Site Restoration Guaranty.
- 1.29 Hotel Operations:** Means and refers to the occupation and use of the Developed Project in compliance with a Four-Star Hotel Operations Standard.
- 1.30 Hotel Operator:** Means and refers to the person and or entity that is in possession of the Developed Project and using and occupying the same as a Four-Star Hotel Operations Standard.
- 1.31 Institutional Lender:** Means and refers to a national bank, savings association, state-chartered commercial and savings bank which is in good standing.
- 1.32 International Codes:** Means and refers to any Building, Residential, Energy, Mechanical, Rules of Building Safety, Plumbing Code, National Electrical Code, Fire Code or other codes and amendments to those codes adopted by the City of Ketchum and the International Fire Code as adopted by the State Fire Marshal and enforced by the City Fire Department Fire Marshal which govern the Development.
- 1.33 ITD:** Means and refers to the Idaho Transportation Department, an administrative department of the state of Idaho.
- 1.34 KMC:** Means and refers to the Ketchum Municipal Code, which is the codified ordinances of the City.
- 1.35 Level of Service:** Means and refers to an identified standard by which service is provided in the context of the term's appearance in this Agreement.
- 1.36 Lot Line Shift Permit No. P19-064:** Means and refers to that certain Lot Line Shift, subject to the conditions of approval granted to Developer by the City Council.
- 1.37 Master Plan:** Means and refers to the Master Plan filed by the Developer/Owner in support of their Project Development Plan, including the Planned Unit Development/Conditional Use Permit Application which depicts the Project proposed for construction.
- 1.38 Party or Parties:** Means and refers to the City and/or the Developer/Owner, as the Parties to this Agreement, depending upon the context of the term as used in this Agreement.

1.39 Peak Travel Season: Means and refers to that period in each calendar year that commences on June 15th and continues to September 15th and then resumes on December 15th and ends on the following President’s Day holiday.

1.40 Permits: Means and collectively refers to the following permits approved and issued by the City [inclusive of ITD issued encroachment permit] to the Developer/Owner for the Development of the Project as part and parcel of the Project Development Plan are inclusive of the following:¹

- River Street ROW Encroachment Permit City ____; and (pending)
- State Highway 75 ROW Encroachment Permit ITD; and (pending)
- Temporary Use of Right-of-Way Permit.(pending)
- Demolition Permit No. ____; and (pending)
- Dig Permit (pending)
- Lot Line Shift Permit No. P19-064; and
- Floodplain Development/Waterways Design Review Permit No. P19-062; and
- Planned Unit Development/Conditional Use Permit No. P19-063; and
- Design Review Permit No. P22-028; and (pending)
- Waiver Applications granted by the City in conjunction with the above stated Permits; and
- Building Permit(s). [pending]

1.41 Planned Unit Development/Conditional Use Permit No. P19-063: Means and refers to that certain Planned Unit Development/Conditional Use Permit issued to Developer/Owner approved by the City Council subject to conditions pursuant to the Planned Unit Development/Conditional Use Permit Development Application.

1.42 Project: Means and refers to the intended development of the Subject Real Property in accordance with the Project Development Plan and subsequent occupation and use conduction Hotel Operations in accordance with a Four-Star Hotel Operations Standard and as governed by this Agreement.

1.43 Project Construction Cost Estimate: Means and refers to the Developer/Owner’s engineer’s and/or architect’s and/or contractor’s cost estimate of the timely completion of construction of the Developed Project in accordance with the approved Construction Plans based upon completion occurring within the maximum time allowed by this Agreement.

1.44 Project Development Plan: Means and refers to and is all-inclusive of all City approved Developer/Owner Permits and the terms of Permits Conditions and Acceptance Development Agreement for the Developed Project.

¹ Those [pending] permit items listed below are issued subsequent to the effective date of this Agreement pursuant to the terms and conditions of this Agreement.

- 1.45 Project Financing Commitments:** Means and refers to the financial lending commitments of the Developer’s Institutional Lender to enable the Developer to timely complete construction of the Developed Project.
- 1.46 ROW:** Means and refers to public right-of-way for streets and utilities either owned by the City or ITD.
- 1.47 ROW Improvements:** Means and refers to ROW improvements as required by Encroachment Permit City and Encroachment Permit ITD and by this Agreement.
- 1.48 SH75:** Means and refers to State Highway 75 as it lies within the City under the ownership and jurisdiction of ITD.
- 1.49 Site Restoration:** Means and refers to the restoration of the Subject Real Property including the disassembly and removal of the Project foundation, leveling the Subject Real Property to its natural contours, and planted with ground cover which is in compliance with the KMC.
- 1.50 Subject Real Property:** Means and refers to 1.048 acres more or less located within the City and Blaine County, Idaho, legally described and depicted in *Exhibit A*.
- This definition is inclusive of the real property described in the Preliminary Plat prepared by Galena Engineering for the purpose of removing the lot line that bisects the Subject Real Property and will revise pursuant to this Agreement the legal description of record in Blaine County.
- 1.51 Term:** Means and refers to the duration of this Agreement which is perpetual as is set forth herein unless the word ‘term’ is not capitalized.
- 1.52 Waiver Applications:** Means and refers to four (4) waiver Developer/Owner’s applications to the City for approval of the following requirements:
- Floor Area Ratio; and
 - Height/Stories; and
 - Minimum Lot Size; and
 - Setback

SECTION 2 RECITALS

The Parties recite and declare:

- 2.1** The Developer/Owner is the owner of the Subject Real Property which is within the City limits of the City; and

- 2.2 The Developer/Owner intends to develop its Project upon the Subject Real Property in accordance with the Applications and Permits and thereafter occupy and possess the same in the conduct of Hotel Operations. In order to accomplish its intentions, the Developer/Owner must obtain the City's approval of the Permits which include terms and conditions of compliance by the Developer/Owner; and
- 2.3 The City is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified at Chapter 65 of Title 67 Idaho Code and pursuant to Chapters 3, 9 and 13 of Title 50 Idaho Code to enact the Ordinances and regulations which govern the Developer/Owner's intentions for the Developed Project and use of the Subject Real Property; and
- 2.4 In the event of Developer/Owner permit default prior to the timely completion of construction of the Developed Project; given the Project's location, type, and size: it is necessary to protect the community health, enjoyment of life and property and prevent offense to the senses and to minimize adverse impact upon neighboring existing development, it is necessary that this Agreement include conditions that assure the Developed Project is either timely constructed or there is Site Restoration of the unfinished Project construction . KMC § § 17.04.010 , 17.116.050 A and I.C. § 50-334; and
- 2.5 A special consideration for the City to issue the Permits to the Developer/Owner for the Project Development Plan is, the Developer Owner's assurance of financial performance of the timely completion of the Developed Project in accordance with the terms and conditions of this Agreement; and
- 2.6 KMC section 16.08.120 C provides that prior to final approval of a PUD conditional use permit, the City Council may require a written agreement executed by the Developer/Owner to secure performance of any requirement or condition to be imposed as part of the approval, including, but not limited to Development and may also require recordation of documents establishing and guaranteeing the operation and maintenance of the Project; and
- 2.7 The City's approval of the Permits and granting to the Developer/Owner's Development Rights is conditioned upon and is in consideration of the Developer/Owner's acceptance of the terms and conditions of the Permits and this Agreement.

SECTION 3 LOT LINE SHIFT PERMIT CONDITIONS

- 3.1 **Lot Line Shift Permit Conditions:** The Lot Line Shift No. P19-064 was approved February 16, 2021 by the City Council. Prior to recording the Final Plat, the Developer/Owner shall comply with the conditions identified in FCO Lot Line Adjust Permit P19-064.

**SECTION 4
FLOODPLAIN DEVELOPMENT PERMIT CONDITIONS**

- 4.1 Floodplain.** The Developer/Owner shall adhere to all conditions and staff comments contained in the FCO Floodplain Development/Waterways Design Review Permit No. P19-062 . Any amendments or modifications of any of the above referenced permits shall be in accordance with the relevant permit provisions of KMC.

**SECTION 5
PLANNED UNIT DEVELOPMENT AND
CONDITIONAL USE PERMIT CONDITIONS**

- 5.1: Planned Unit Development and CUP:** The Developer/Owner shall adhere to all conditions and staff comments identified in the FCO of Planned Unit Development and Conditional Use Permit P19-063. Any amendments or modifications of any section of this permit shall be in accordance with the relevant permit provisions of KMC.

**SECTION 6
DESIGN REVIEW PERMIT CONDITIONS**

- 6.1: Design Review Permit:** The Developer/Owner shall adhere to all conditions and staff comments identified in the FCO of Design Review Permit P22-028. Any amendments or modifications of any terms of this permit shall be in accordance with the relevant permit provisions of KMC.

**SECTION 7
STREET AND ALLEY DIG PERMIT**

- 7.1 Street and Alley DIG Permit:** The Developer/Owner shall submit a Street and Alley Digging, Excavation, and Trenching (“DIG”) Permit application with an associated traffic control plan for all construction work within the City ROW to be reviewed and approved by the City Engineer.

**SECTION 8
PUBLIC ROW CONDITIONS AND LETTER OF CREDIT**

- 8.1 ROW Improvements Letter of Credit:** Prior to the issuance of the Building Permit, the Developer must cause an irrevocable standby letter of credit, in a form acceptable to the Administrator, to be issued from a bank to City (the “**ROW Improvements LOC**”). The ROW Improvements LOC must (a) designate City as the beneficiary thereof; (b) be in an amount not less than 150% of the ROW Improvements Cost Estimate; and (c) have an expiration that is not less than one (1) year from the date of issuance. Developer must renew the letter of credit prior to expiration thereof, unless the letter of credit is released by City as provided herein, and City may draw on the entire letter of credit prior to the expiration thereof if not timely renewed.

- 8.1.1 Release of ROW Improvements LOC:** Developer may request that City release the ROW Improvements LOC after (a) City approval of the River Street ROW

Improvements; (b) completion and approval of the SH-75 ROW Improvements adjacent to the Property; and (c) installation of the northbound left hand turn lane at River Street and SH-75. Upon receipt of Developer's request for a release of the ROW Improvements LOC, the Administrator will then have ten (10) business days to review and conduct a reasonable inspection and provide a written report to Developer either approving or denying the request for release. The approval or denial will be based upon whether or not Developer has satisfied the conditions of a release.

SECTION 9 PARKING AND TRAFFIC LETTER OF CREDIT

9.1 Parking and Traffic Letter of Credit: To assure that the Developer/Owner and/or Hotel Operator provides guest shuttle, employee shuttle, car share program, transit passes, carpool program, and alternative transportation (such as bike storage for employees), the Developer/Owner and/or Hotel Operator shall include a Parking and Traffic Irrevocable Letter of Credit to secure these conditions to lower parking demand and traffic impacts in accordance with Sub-Section 9.1.1 of this Agreement in the amount of fifty thousand dollars (\$50,000)

9.1.1 Issuance and Amount: Prior to the issuance of a Building Permit, the Developer must cause an irrevocable standby letter of credit, in a form acceptable to the City, to be issued from a bank to City (the "**Parking and Traffic LOC**"). The Parking and Traffic LOC must (a) designate City as the beneficiary thereof; (b) be in an amount of Fifty Thousand Dollars (\$50,000); and (c) have an expiration that is not less than one (1) year from the date of issuance. Developer must renew the letter of credit prior to expiration thereof, unless the letter of credit is released by City as provided herein, and City may draw on the entire letter of credit prior to the expiration thereof if not timely renewed.

9.1.2 Release of Parking and Traffic LOC: The Developer may request that the City release the Parking and Traffic LOC if Developer complies the conditions in section 1.6.6 of the FCO Planned Unit Development/Conditional Use Permit No. P19-063 for a period of one (1) year after the Commencement Date thereof (as defined therein). Upon receipt of Developer's request for a release of the Parking and Traffic LOC, the Administrator will then have ten (10) business days to review and conduct a reasonable investigation and provide a written report to Developer either approving or denying the request for the release. The approval or denial will be based upon whether or not Developer has satisfied the conditions of a release.

9.1.3 Draws on Parking and Traffic LOC. If Developer breaches its obligations under the Parking and Traffic Covenants, then City may draw on the Parking and Traffic LOC in accordance with the terms thereof; provided, however, prior to drawing on the Parking and Traffic LOC, the City Council must find that the Developer is in material default of its obligations with respect to the Parking and Traffic Covenants, and the City Council must direct the Administrator to draw a specific amount on the Parking and Traffic LOC to fund reasonable measures to be undertaken by City

to cure Developer's default. In the event City draws on the letter of credit, the funds drawn must be deposited in City's custodial holding fund for expenditure in accordance with City Council's directives to undertake reasonable measures to cure Developer's default. Any funds remaining after completion of the curative measures must be returned to Developer with reasonable promptness.

SECTION 10 WATER, SEWER AND UTILITY CONDITIONS

10.1 Water & Sewer: Developer/Owner shall engineer, construct and extend, at its sole expense, the City water and sewer system improvements throughout the Project.

10.1.1 Connection Fee Credit. Owner requests water and sewer service from the City to the Subject Real Property and the City agrees to provide such water and sewer service at the same fees as charged to equivalent users of City's water and sewer systems in accordance with the fee methodology in effect at the issuance of the Building Permit. Final fee calculations shall credit, as applicable, services abandoned with the demolition of the previous mixed-use buildings on Subject Real Property.

10.1.2 Improvements. All such improvements shall be designed and constructed in accordance with the standards of, and Construction Plans and specifications approved by, the State of Idaho, Department of Health and Welfare, Division of Environmental Quality, and City.

10.1.3 As-built Drawings. All Construction Plans shall be approved by the City and as-built drawings provided to the City upon acceptance of the Project improvements by the City.

10.1.4 Compliance Water & Sewer Department Conditions: The Project shall comply with all the terms and conditions set forth in the Utilities / Water & Sewer Department Conditions set forth in the Design Review Findings of Fact, Conclusions of Law, Order of Decision.

10.2 Utilities and Warranty. All Project Development Plan utilities, including water, sewer, gas, cable, phone and electric shall be installed underground within the street rights-of-way. This includes on-site and off-site utilities: no above-ground utility lines are permitted on the Subject Real Property. Detailed engineered construction drawings and specifications for construction of such improvements shall be prepared by Developer/Owner and approved by the City prior to construction. Prior to acceptance of any such improvements to be dedicated to City, the City shall inspect and approve the same, and Developer/Owner shall provide the City with "as built" drawings thereof. The Developer/Owner warrants to the best of its knowledge the "as built drawings" are substantially correct and Developer/Owner shall, for a period of one (1) year from the date of the City's receipt of said drawings, be liable and hold the City harmless for any damage proximately caused by reason of a material error in said drawings.

10.2.1 Transfer of Warranties. Developer/Owner agrees to assign any warranties accruing to it and arising out of construction of the improvements described in this Section remaining in effect at the time such improvements are transferred and/or dedicated to and accepted by the City.

**SECTION 11
CONDITIONS PRECEDENT TO THE
ISSUANCE OF A BUILDING PERMIT**

- 11.1 Conditions Precedent to Issuance of a Building Permit.** In addition to the conditions of FCO approvals for PUD/CUP P19-063, Floodplain Development/Waterways Design Review P19-062, Lot Line Adjustments P19-064 and Design Review Permit P22-028 this section sets forth the conditions precedent to the issuance of the Building Permit for the construction of the Developed Project:
- 11.2 Demolition Permit:** The Developer/Owner right to proceed to demolish all or any portion of the existing structures on the Subject Real Property pursuant to the Demolition Permit and shall comply with all codes, standards and ordinances that are in effect at the time the Demolition Permit application is filed.
- 11.3 Center Turn Lane for SH 75/River Street Intersection:** The City has determined that a center turn lane with adequate queuing of approximately fifty to one hundred feet (50' – 100') is necessary for the SH75/River Street intersection to retain its current Level of Service (“LOS”) for vehicular car movement. Prior to approval of the Building Permit, the Developer/Owner shall obtain written verification that ITD intends to incorporate the center turn lane into the SH75 improvements to be implemented by ITD. The Developer/Owner shall pay for engineering, traffic control and construction costs for subject SH75 improvements adjacent the Project.
- 11.4 Temporary Use of Right-of-Way Permit:** The use of City right-of-way for Project Development Plan construction, which includes the closure of adjacent streets or sidewalks, requires a Temporary Use of Right-of-Way Permit (“TURP”). The TURP shall be obtained prior to issuance of a Building Permit.
- 11.5 Evacuation Route/Snowmelt Plan.** Sidewalks, that are required for the hotel evacuation plan, shall be part of the hotel snowmelt system and kept free of snow. Prior to issuance of a Building Permit a snow melt diagram shall be approved to assure areas proposed for snowmelt are constructed as such and found operational as a condition of certificate of occupancy.
- 11.6 Public ROW Encroachments Permits.** Abutting the Subject Real Property are two public rights of way (“ROW”). To the east is State Highway 75 (“SH75”), which is owned and maintained by the Idaho Transportation Department (“ITD”). To the north is River Street, which is owned and maintained by the City. This Project qualifies as a substantial improvement; therefore, the Project Development Plan must include the installation of sidewalks equal to the length of the subject Real Property boundary line adjacent to any public street (KMC §17.96.060). Prior to issuance of a Building Permit, the

Developer/Owner shall obtain approval of all ROW encroachments within the ROW pursuant to a separate ROW encroachment agreement approved by the City Council.

- 11.7 SH75 Encroachment Permits.** Prior to issuance of a Building Permit, Developer/Owner shall obtain an Encroachment Permit from ITD to install a six (6) foot sidewalk along the eastern edge of the property adjacent to the SR 75. Sidewalk shall be installed prior to issuance of a Certificate of Occupancy for the Project.
- 11.8 Encroachment Permits:** An encroachment permit from ITD and an encroachment permit from the City will be required for all improvements to public right of ways which are within their respective highway jurisdictions.
- 11.9 Signage & Striping:** To avoid excessive delays for east bound traffic on River Street, subject to review and approval by ITD and the City, the Developer/Owner shall fund and install appropriate signage and improvements to allow only a right turn onto southbound SH75 at the intersection of SH75 and River Street. ITD approvals of such signage shall be provided to the City prior to issuance of a Building Permit.
- 11.10 Drawing Approvals:** Subject construction drawings shall be consistent in concept with approved Design Review approval, Encroachment Permit, and related drawings.
- 11.11 Project Development Plan Approval.** The Project Development Plan, including Final Design Review approval and the recordation of this Agreement, shall have been approved by the City.
- 11.12 Permits:** The Permits shall have been issued and the final Project Construction plans and specifications comply with the terms and conditions of the Permits.
- 11.13 Idaho Power Will Serve Letter:** The Developer/Owner has secured a will serve letter from Idaho Power for the Project and the project generator and other equipment shall be located consistent with the City Design Review approval.
- 11.14 Project Sustainability:** Prior to issuance of a Building Permit for the Project, a third party (qualified to do LEED accreditation) shall provide the City with verification the Project meets or exceeds LEED Silver standards.
- 11.15 Developer's Financial Assurances:** Prior to issuance of a Building Permit, the Developer/Owner shall submit, and the City Council must approve, the Developer's Financial Assurances. The Developer shall provide to the Administrator the Developer's Financial Assurances of Project Financing Commitments which shall include and comply with the following:
- 11.15.1 Construction Loan:** The construction loan commitment from an Institutional Lender which includes the following information and conditions:

- The name and branch of the Institutional Lender with loan officer contact information; and
- A copy of the Institutional Lender's construction loan commitment with conditions of approval; and the Institutional Lender's Construction contract conditions requirements; and
 - If those requirements include a performance bond, the city shall be included as an additional obligee.
- A copy of the developer's construction budget; and
- Confirmation of the Institutional Lender's, Construction Plan review; and
- Project Construction costs estimates Institutional Lender and Guarantor relied upon; and
- A copy of the approved contractor Project construction budget; and
- Copy of the Project constructions contract between the Developer/Owner and the contractor; and
- Conditions and process for controlling construction cost disbursements and title endorsement for loan draws; and
- Description of the process the Institutional Lender will use for Project construction inspections, monitor the Project's budget, schedule, and quality of construction; and
- The financial contingencies both included with the loan and those outside of the loan; and
- Whether the Developer will be going to the market at stabilization, or if there is a long-term take-out loan included as part of the preliminary construction loan commitment, and if so a copy of the take-out loan component conditions.

11.15.2 Guarantor: The name of the Guarantor together with the Guarantor's current financial statement showing proof of the Guarantor's capital adequacy to honor the Completion-Site Restoration Guaranty.

11.15.3 Developer's Readily Available Funds: The amount of the developer/owner's readily available funds to cover cost overruns and contingencies ensuring timely Project Completion.

11.15.4 Additional Information Requests and Compliance: Developer shall, upon the Administrator's advanced written request:

11.15.4.1 Provide to the Administrator and the Administrator's designee with any additional supporting Developer's Financial Assurances Financial documents and information as reasonably requested by the Administrator.

11.15.4.1.1 The Administrator's designee will be an expert in commercial construction loans for developments that are of a similar level or standard as the Project.

11.15.4.2 Allow the Administrator and the Administrator’s designee to confer with the Developer’s Institutional Lender to clarify and confirm the construction loan commitment:

- The processes for controlling disbursements, title endorsements for each loan draw; and the Institutional Lender’s frequency of project inspections; and
- The process for Project construction inspections; and
- The financial contingencies both included with the loan and those outside of the loan.

11.15.5 Confidential Financial Information: The documents and information supplied to the Administrator, regarding the Developer’s Financial Assurances, may be designated by Developer as trade secrets or confidential business or personal information included in any report or other writing delivered to the Administrator pursuant to or in connection with this Section by any method intended to clearly set apart the specific material that Developer claims to be either its trade secrets or confidential business or personal information that, if released, would give an advantage to competitors or result in unfair competitive injury to Developer or is otherwise confidential financial information of the Developer or the Guarantor.

11.16 Administrator and City Council Review: The Administrator will review and report to the City Council for the City Council’s consideration of approval of the Developer’s Financial Assurances. The standards for the City Council’s approval include:

- 11.16.1** The Project Construction Cost Estimate adequately defines the time, resources and costs required for the Developer to timely and successfully construct the Developed Project; and
- 11.16.2** The ordinary adequacy of the Project Financing Commitments for the timely completion of the construction of the Developed Project based upon the Project Construction Cost Estimate (but subject to customary conditions and limitations consistent with good underwriting practices); and
- 11.16.3** The reasonable adequacy of the amount of the Developer’s readily available funds component of the Developer’s Financial Assurances; and
- 11.16.4** The adequacy of the Guarantor’s capital adequacy to honor the Completion-Site Restoration Guaranty.
- 11.16.5** If the City Council conditionally approves or denies, any of the Developer’s Financial Assurances, the City Council will identify any additional Project Financing Assurances that are required for their unconditional approval.

11.17 Process Following City Approval of Developer’s Financial Assurances: When the Developer’s Financial Assurances have all been unconditionally approved by the City Council, the Administrator shall notify the Developer. The Developer shall then provide to the Administrator proof that the approved Project Financing is in effect, the original Completion-Site Restoration Guaranty signed by the Guarantor, the ROW Improvements LOC and the Parking and Traffic LOC. The Administrator will then notify the Building Official that Developer’s Financial Assurances have been approved and completed.

11.18 No Material Amendments to Approved Developer’s Financial Assurances: Developer agrees that it will not amend any of the terms of the approved Developer’s Financial Assurances, or any loan amendments unless the amendment has been previously reviewed by the Administrator and approved by the City Council.

**SECTION 12
PROJECT DEVELOPMENT PLAN MODIFICATIONS
SUBSEQUENT TO BUILDING PERMIT ISSUANCE**

12.1 The construction of the Project pursuant to the Building Permit issued shall comply with the Construction Plans, Project Development Plan and comply with any other applicable KMC and approved plan submittals required and relied upon for the issuance of the Building Permit.

12.2 The Administrator is authorized to approve minor modifications, as defined by KMC §17.08.020, to the Project Development Plan.

12.3 Any material changes to the Project Development Plan, after the Building Permit has been issued, must be applied to the Developer/Owner in accordance with the following process and authorization:

12.3.1 The proposed change shall be submitted in writing as a modification request to the Planning & Building Department for review by the Administrator; and

12.3.2 A written description shall be included which identifies all proposed modifications and all changes which are clearly indicated on the associated drawings; and

12.4 Administrator shall review the proposed change and determine if the requested modification is a minor modification. If determined to be a minor modification, the Administrator shall issue a written determination on the proposed modification. If the Administrator determines the change is not a minor modification, the modification request shall be processed as an amendment to the applicable Project Permit and/or this Agreement.

**SECTION 13
PERMIT TIME LIMITS**

13.1 Construction and Occupancy Time Limits: The following are the time limits that govern construction and occupancy of this Project:

- 13.1.1 Design Review Permit:** The Design Review Permit is valid for twelve (12) months from the date the design review Findings of Fact, Conclusions of Law, and Decision. are adopted by the Planning and Zoning Commission or upon appeal. Any extension shall be filed pursuant to KMC 17.96.090 B.
- 13.1.2 Building Permit:** The Developer/Owner must apply for a Building Permit within twelve (12) months from the date the design review approval of Findings of Fact, Conclusions of Law and Decision are adopted by the Planning and Zoning Commission or upon appeal. Any extension shall be filed pursuant to KMC 17.96.090 B.
- 13.1.2.1** A Building Permit shall be obtained by the Developer/Owner within four (4) months of the date the Building Permit Application is filed with the City.
- 13.1.2.2** Construction on the project shall commence and the first inspection must occur within six (6) months of the Building Official's issuance of the Building Permit.
- 13.1.2.3** Time Limits: A certificate of occupancy shall be obtained from the Building Official by the Developer/Owner for the constructed Developed Project no later than thirty (30) months after the Building Permit is issued, unless the time for completion is extended by the City Council prior to the thirty (30) months has elapsed.
- 13.2 Agreement Termination:** In the event the Developer/Owner fails to apply for a Building Permit and perform in accordance with Section 13.1.2 of this Agreement, the Developer/Owner is in Default of this Agreement and the City Council may terminate the Project Development Plan approvals and Permits and this Agreement shall then immediately terminate and be null and void.
- 13.3 Certificate of Occupancy Time Limits:** A certificate of occupancy shall be obtained from the Building Official by the Developer/Owner for the constructed Developed Project no later than thirty (30) months after the Building Permit is issued, unless the time for completion is extended by the City Council prior to the thirty (30) months has elapsed.
- 13.3.1** In the event the Developer/Owner fails to perform in accordance with Section 13.3 of this Agreement, the Permit and Project Development Plan approvals and Permits shall terminate and be null and void and prior to building occupancy, Developer/Owner shall obtain all necessary new Project approvals and permits.
- 13.4 Process Required to Change Time Limits:** In the event the Developer/Owner, for some unforeseen reason not within their reasonable control, will not be able to comply with a Permit time limit; the Developer/Owner, before the time limit expires, must apply for the relevant permit's time extension amendments, which time extensions periods must be

within the time limits of the then current relevant KMC provisions, or for new permits and an amendment of this Agreement.

13.4.1 Time extension applications shall be processed in accordance with applicable City ordinance.

13.4.2 The granting of time extension applications will not be unreasonably withheld, when the Developer/Owner has timely filed time extension application/s supported by substantial and competent proof of the reason for the application/s in compliance with section 13.4 of this Agreement, and the requested time extension period is in compliance with the then current relevant KMC provisions.

SECTION 14

CONDITIONS PRECEDENT TO ISSUANCE OF AN OCCUPANCY PERMIT

14.1 Certificate of Occupancy: No Certificate of Occupancy shall be issued for the use and occupancy of this Project until the Developer/Owner has complied with all applicable Permit conditions and the following items are complete:

14.1.1 Prior to Certificate of Occupancy, a Parking Plan verifying free public use, the thirteen (13) displaced public parking spaces, and other details at the discretion of the City, shall be provided and approved by Ketchum City Council for the Developed Project Parking Garage.

14.1.2 All Design Review elements, consistent with the Approved Permits, are complete to the satisfaction of the Planning & Building Department, including in part, (A) Lighting and noise related to the rooftop bar shall be in compliance with the following city code requirements: KMC §17.132 requires all exterior lighting be full cutoff fixtures with the light source fully shielded. Fixtures shielded underneath canopies must be flush mounted or side shielded. KMC §9.08.040.8 enumerates standards for noise levels permitted in the nighttime, daytime, and evening. (B) Any satellite receivers located on the hotel property shall comply with KMC Chapter 17.140 and be screened from public view. (C) A sign permit shall be obtained and approved by the Planning and Building Department. (D) Compliance with the PUD Findings and Conditions. (E) All Design Review elements shall be completed prior to issuance of a Certificate of Occupancy for the building. (F) Any modification to the existing Floodplain Waterways Design Review Permit for purposes of public access, as set forth in the Design Review Approvals or otherwise, is subject to review and approval of the Zoning Administrator or Planning and Zoning Commission.

14.1.3 All occupancies in the Project (residential, commercial, etc.) shall meet the Leadership in Energy and Environmental Design's (LEED) Silver rating standards. Prior to issuance of a Certificate of Occupancy for the Project, a third party

(qualified to do LEED accreditation) shall provide the City with verification the Project meets or exceeds LEED Silver standards.

- 14.1.4** All River Street and SH75 ROW Improvements, including the dedicated turn lane on SH75, shall be completed in accordance with approved encroachment permit approvals to the satisfaction of the City Engineer and the ITD Engineer, respectively.
- 14.1.5** Sidewalk and Lighting: Sidewalk and street lighting improvements, in compliance with city standards, shall be installed prior to issuance of a Certificate of Occupancy for the Project.
- 14.1.6** Public Parking Access. Prior to issuance of a Certificate of Occupancy, a Parking and Access Plan shall be submitted to the City and approved by the City Council that implements free public parking use and access to (13) public parking spaces in the Project Parking Garage and other details at the discretion of the City.
- 14.1.7** Employee Housing: Prior to issuance of a certificate of occupancy, the Administrator shall verify the applicant is in conformance with the employee housing conditions of approval as contained in FCO PUD/CUP P19-063.

SECTION 15 PROJECT OPERATIONS CONDITIONS

- 15.1 Hotel Operations.** The core intended feature of the Developed Project is a hotel building being used for Hotel Operations at an industry acknowledged Four-Star Hotel Operations Standard. Adherence to a Four-Star Hotel Operations Standard, particularly during Peak Travel Season, affects the sufficiency of on-site parking and traffic circulation in the immediate vicinity of the Project and is a requirement of the Hotel Operator's occupancy and use of the Developed Project.
 - 15.1.1** The "Peak Travel Seasons" means the period in each calendar year that commences on June 15th and continues to September 15th and then resumes on December 15th and ends on the following President's Day holiday.
 - 15.1.2** The "Four-Star Hotel Operations Standard" means operation of an upscale hotel that generally provides guests with a luxury experience, a distinctive setting, expanded amenities and exceptional service, all relative to the experience, setting, amenities and service available at three-star hotels. City acknowledges that the Four-Star Hotel Operations Standard is a dynamic standard that changes over time, and the Four-Star Hotel Operations Standard will automatically adjust to reflect then prevailing standards for hotel operations receiving a "Four-Star" rating from nationally recognized rating services. Not all features, amenities and services will be available at all times or in all seasons. Some features and amenities may be temporarily unavailable during periods of maintenance, repair or refresh thereof, and some features and amenities may be replaced with equivalent (or better) features or amenities then consistent with the operations of other Four-Star Hotels.

The Level of Service (and the number of hotel staff providing services) will increase and decrease with seasons, events and other customary factors. As of the Effective Date, Developer and City agree that the Four-Star Hotel Operations Standard generally includes the following characteristics:

- 15.1.2.1 A hotel building of Four-Star architectural design (which the City agrees that the Design Review Permit requirements meet); and
- 15.1.2.2 A lobby area of Four-Star architecture that is architecturally sheltered from outside traffic areas (other than Hotel Operations use) and has multiple conversation groupings and recognizable guest services (which characteristic City agrees that the Project meets); and
- 15.1.2.3 A full-service restaurant, with an architecturally (but not operationally) separate lounge and bar area; and
- 15.1.2.4 An on-site fitness center; and
- 15.1.2.5 At least one hot tub available for common guest use; and
- 15.1.2.6 At least one conference room (that may be divisible into smaller rooms); and
- 15.1.2.7 Seasonal valet parking and
- 15.1.2.8 Customary Four-Star guest services, such as baggage service, laundry service, room service, concierge service and other similar services; provided, however, the exact nature and availability of the services will vary by season, guest and other factors customary to the Four-Star hotel industry.

15.2 Suspension or Modification of Hotel Operations: In the event the Developer/Owner intends to suspend and/or modify Hotel Operations for any period (not involving Developed Project maintenance, repair and/or renovation), the Developer/Owner shall first apply for an amendment and/or a new permit and an amendment of this Agreement.

15.3 Employee Housing Units. The Developer/Owner shall use and maintain the Subject Real Property for Hotel Operations and shall either maintain or enter into a master lease with the Hotel Operator for employee housing units within the Developed Project containing twenty-three (23) beds, as set forth in the employee housing plan design update approved by KCC with the PUD, and thereby fulfill and satisfy the employee housing obligation of this Project consistent with KMC §17.124.050.

15.3.1 Notwithstanding, consistent with the recommendations of the Blaine County Housing Authority (BCHA) and the Planning and Zoning Commission, the Applicant may, as part of the Design Review process, seek to amend the employee housing plan configurations to have fewer shared bedroom configurations, improved bathroom to bed ratio, and more individual or couple employee housing suites; and

15.3.2 All employee housing units must be subleased, assigned, or otherwise occupied by employees of the Hotel Operator on terms and conditions that emphasize the retention of a local workforce consistent with BCHA community housing guidelines, and providing employee housing at a price point that is commensurate

with its employees' ability to pay. The Applicant may enter into a master lease with the Hotel Operator for employee housing units containing twenty-three (23) beds and thereby fulfill and satisfy the employee housing obligation of this Conditionally Granted Project consistent with KMC §17.124.050.

15.3.3 All leased employee housing units must be subleased, assigned or otherwise be occupied by employees of the Hotel Operator on terms and conditions determined by it, and in the exercise of its discretion, consistent with the goals of retaining a local workforce and adhering to the BCHA community housing guidelines.

15.3.4 Employee Housing Units. Leases are subject to annual recertification audits by the City and / or its designee. A fee established by resolution of the City may be charged for this service and associated compliance and monitoring activities.

15.4 Local Option Tax. Hotel Operations shall be subject to and comply with the local option tax conditions and staff comments identified in the FCO of Planned Unit Development and Conditional Use Permit P19-063.

SECTION 16 DEFAULT

16.1 Enforcement of Terms and Conditions of the Agreement. The enforcement of the terms and conditions of this Agreement and the Permits and approvals issued by the City, excepting any terms and conditions which are based upon International Codes under the jurisdiction of the Building Official or the Fire Marshall, are as follows:

16.1.1 International Code Defaults: The failure of the Developer/Owner, or the failure of the City to comply or perform, in accordance with the terms and conditions of this Agreement which involve conditions of Permits governed under International Codes shall be prosecuted and processed by the Building Official or the Fire Marshall in accordance with the provisions of the applicable International Code involved.

16.1.2 All Other Defaults: Otherwise, the failure of the Developer/Owner, or the failure of the City to comply or perform, in accordance with the terms and conditions of this Agreement or the terms and conditions of any Permit or approvals which are the subject of this Agreement, shall be a Default of this Agreement ("Default") and processed as follows:

16.1.2.1 City Default Claims. A claim of a Developer/Owner Default may be made by the Administrator.

16.1.2.2 Developer, Owner Default Claims: A claim of a City Default may be made by the Developer/Owner's Representative.

16.1.3 Claimant and Accused. For purposes of this Section of the Agreement, a claim of Default is made by a (“**Claimant**”) against an (“**Accused**”).

16.1.4 Written Default Notice of Intent. The Claimant shall serve the Accused with a Written Default Notice of Intent (“**Notice of Intent**”). If the Accused is the Developer/Owner, then the Written Default Notice of Intent shall also be sent to the Institutional Lender and the Guarantor.

16.1.4.1 The Notice of Intent shall state the factual and legal basis for the claim of Default, the actions required to be taken by the Accused to cure the claim of Default and shall state the specific performance of the Development Process or Default Cure Remedy that will be sought if the Default is not cured and a demand that the Accused responds in writing, within a reasonable stated time, as to whether or not the Accused consents to comply with the Notice of Intent or denies the claim of Default. The reasonable time frame shall depend upon the exigencies surrounding the matters and facts set forth in said Notice of Intent.

16.1.4.2 The Accused shall have a minimum of fourteen (14) days to remedy the Notice of Intent.

16.1.4.3 The Notice of Intent shall be served as follows upon:

- **Developer:** by U.S. Mail or electronic mail to the address herein designated by Developer to the attention of the Developer/Owner’s Representative; and
- **Owner:** by U.S. Mail or electronic mail to the address of its registered agent; and
- **City:** by U.S. Mail or electronic mail to the address herein designated by the City to the attention of the Administrator.

16.1.5 Notice to Show Cause. In the event the Accused fails to correct and remedy a Notice of Intent, within the reasonable time designated in the Notice of Intent, to the satisfaction of the Claimant, the Claimant shall then request the City Council to proceed to set a hearing and provide written notice of the hearing to show cause to the Accused why the Claimant’s Default Cure Remedy to cure the claim of Default as identified in the Notice of Intent should not be ordered.

16.1.5.1 The written notice of the hearing to show cause shall be served upon the Claimant and the Accused at least fifteen (15) days in advance of the hearing.

16.1.5.2 At the hearing to show cause, the Accused may present evidence as to why they are or they are not in Default.

16.1.5.3 Following any presentation of evidence by the Accused and any rebuttal by the Claimant and any other interested persons, the City Council shall determine the matter and issue Findings of Fact, Conclusions of Law and an Order of Decision in accordance with the evidence presented at the Show Cause hearing.

16.1.5.4 The Findings of Fact, Conclusions of Law and Order of Decision issued by the City Council shall be the final administrative remedy of any claim of Default under this Agreement and the Parties may thereafter seek legal action in a court of competent jurisdiction for any legal or equitable remedy, including, without limitation, declaratory relief and/or specific performance of the Development Process which includes Site Restoration or completion of the construction of the Developed Project and/or termination of this Agreement as the case may be, and may include an extension of time limits as are applicable to the claimed default. The Parties shall not be entitled to consequential damages in any such action.

16.1.6 Prevailing Party. In the event any Party shall file suit or action at law or equity to interpret or enforce this Agreement, the provisions of Idaho Code Section 12-117, or any subsequent amendment or recodification of the same, shall apply to the determination of the prevailing Party and the award of reasonable attorney's fees, witness fees and other reasonable expenses.

SECTION 17 SHARED LEGAL DEFENSE OF THIS AGREEMENT

17.1 Shared Agreement Legal Defense Costs. In the event that any legal or equitable action or other proceeding is instituted by a third-party challenging the validity of any provision of this Agreement, the Parties will cooperate in defense of such action or proceeding. The City and the Developer may agree to select mutually agreeable legal counsel to defend such action or proceeding with the Parties sharing equally in the cost of such joint legal counsel, or each Party may select its own legal counsel at each Party's expense. All other costs of such defense(s) shall be shared equally by the Parties. Each Party retains the right to pursue its own independent legal defense.

SECTION 18 NOTICES AND FILINGS

18.1 Manner of Serving. All notices, filings, consents, approvals and other communications provided for herein or delivered in connection herewith shall be validly delivered, filed, made, or served if in writing and delivered personally or delivered by a nationally recognized overnight courier or sent by certified United States Mail, postage prepaid, return receipt requested, to:

City:

Planning and Building Director
P.O. Box 2315
480 East Ave. N.
Ketchum, Idaho 83340

Developer:

PEG Ketchum Hotel, LLC
Attn: Cameron Gunter
180 N. University Avenue, No. 200
Provo, Utah 84601

With a copy to:

Matthew Johnson
WHITE PETERSON
5700 E. Franklin Rd., Suite 200
Nampa, ID 83687

Owner:

PEG Ketchum Hotel, LLC
Attn: Cameron Gunter
145 West 200 North
Provo, Utah 84601

or to such other addresses as either Party hereto may from time to time designate in writing and delivery in a like manner.

- 18.2 Mailing Effective.** Notices, filings, consents, approvals and communication given by mail shall be deemed delivered immediately if personally delivered, 24 hours following deposit with a nationally recognized courier, or 72 hours following deposit in the U.S. mail, postage prepaid and addressed as set forth above.

**SECTION 19
DEVELOPER/OWNER ASSIGNMENT OF AGREEMENT RIGHTS**

- 19.1 Developer/Owner Assignment:** The assignment of any of the Developer/Owner's rights and obligations of this Agreement shall be in accordance with the following:

19.1.1 Complete Assignment of Developer/Owner's rights. Other than an assignment by operation of law, the Developer/Owner may assign the Developer/Owner's rights and obligations under this Agreement subject to written consent of the City Council which shall not be unreasonably withheld, conditioned or delayed subject only to the following conditions:

19.1.1.1 The total assignment by the Developer/Owner shall be by a written instrument including the acceptance of the assignee to the terms and conditions of this Agreement, and the City Council's written consent shall then be recorded in the official records of Blaine County, Idaho, expressly assigning such rights and obligations.

19.1.1.2 In the event of such total assignment of the Developer's Owner's rights and obligations hereunder, the Developer/Owner's liability under this Agreement shall then terminate, but the Guarantor's Guaranty shall remain in full force and effect.

19.1.2 Successors and Assigns. Notwithstanding any other provisions of this Agreement, the Developer/Owner may assign all or part of the Developer's or Owner's rights and duties under this Agreement as collateral to any financial institution from which the Developer/Owner has borrowed funds for use in Development of the Project. Such an assignment shall not relieve the Developer/Owner from any subsequent obligations of this Agreement.

SECTION 20 MISCELLANEOUS

20.1 Agreement Runs with the Subject Real Property. The burdens of this Agreement for the Term of this Agreement are binding upon, and the benefits inure to, all successors in interest of the Parties to this Agreement and constitute covenants that run with the Subject Real Property. Each commitment and restriction of this Agreement on the Subject Real Property shall be a burden on the Subject Real Property and shall be appurtenant to and for the benefit of the Subject Real Property and shall run with the land.

20.1.1 This Agreement shall be binding on the Developer and the Owner, and their respective heirs, administrators, executors, agents, legal representatives, successors, and assigns.

20.2 Agreement Amendment. This Agreement may only be amended in accordance with the following process:

20.2.1 An amendment may be proposed by a Party; and

20.2.2 A proposed amendment must be in writing and include this entire Agreement as then existing and shall therein include a strikethrough of any language to be deleted and underline of any new language of the proposed amendment; and

20.2.3 A proposed Amendment shall contain Statement of Purpose (which shall include a statement of how the Parties will be affected by the amendment); the Party to contact for information; the amended Agreement text; and

20.2.4 City approval of a proposed Amendment must be processed in the same manner as the affected provision(s) of the Agreement that was/were originally approved subject to final approval of the City Council.

20.3 Choice of Law. This Agreement shall be construed in accordance with the laws of the state of Idaho in effect on the Effective Date. Any action brought in connection with this Agreement shall be brought in a court of competent jurisdiction located in Blaine County, Idaho.

20.4 Construction. All Parties hereto have either been represented by separate legal counsel or have had the opportunity to be so represented. Thus, in all cases, the language herein shall

be constructed simply in accord with its fair meaning and not strictly for or against a Party, regardless of whether such Party prepared or caused the preparation of this Agreement.

- 20.5 Counterparts.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterparts and such signature pages all attached to a single document so that the signatures of all Parties may be physically attached to a single document.
- 20.6 Entire Agreement.** This Agreement constitutes the entire agreement between the Parties, except for the Permits and or approvals issued pursuant to this Agreement, pertaining to the subject matter hereof. All prior and contemporaneous agreements, representations and understandings of the Parties, oral or written, are hereby superseded and merged herein. No modification or amendment to this Agreement of any kind whatsoever shall be made or claimed by Developer/Owner or City and shall have any force or effect whatsoever unless the same shall be endorsed in writing and signed by the Party against which the enforcement of such modification or amendment is sought, and then only to the extent set forth in such instrument. Such approved amendment shall be recorded in the Official Records of Blaine County, Idaho.
- 20.7 Exhibits and Recitals.** Any exhibit attached hereto shall be deemed to have been incorporated herein with the same force and effect as if fully set forth in the body hereof. The Recitals set forth at the beginning of this Agreement are hereby acknowledged and incorporated herein and the Parties hereby confirm the accuracy thereof. The Definitions set forth prior to the Recitals are hereby acknowledged and incorporated herein.
- 20.8 Further Acts.** Each of the Parties shall promptly execute and deliver all such documents and perform all such acts as reasonably necessary, from time to time, to carry out the matters contemplated by this Agreement.
- 20.9 Good Standing; Authority.** Each of the Parties represents to the other as follows:
- 20.9.1 Developer/Owner.** Developer/Owner represents that it is a Delaware limited liability company duly qualified to do business in Idaho; and
- 20.9.2 City.** City represents that it is an Idaho municipal corporation in the state of Idaho; and
- 20.9.3 Authority.** Each Party represents to the other that the individual(s) executing this Agreement on behalf of the Parties are authorized and empowered to bind the Party on whose behalf each such individual is signing.
- 20.10 Headings.** This Agreement shall be construed according to its fair meaning and as if prepared by both Parties hereto. Table of Contents, titles and captions are for convenience only and shall not constitute a portion of this Agreement. As used in this Agreement,

masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others wherever and whenever the context so dictates.

- 20.11 Names and Plans.** Developer/Owner shall be the sole owner of all names, titles, plans, drawings, specifications, ideas, programs, designs and work products of every nature at any time developed, formulated or prepared by or at the request of the Developer/Owner in connection with the Project Development Plan and the Project; provided, however, that in connection with any conveyance of portions of the Subject Real Property to the City, such rights pertaining to the portions of the Subject Real Property so conveyed shall be assigned to the City to the extent that such rights are assignable.
- 20.12 No Partnership; Third-Parties.** It is hereby specifically understood, acknowledged and agreed that neither the City nor the Developer/Owner shall be deemed to be an agent of the other for any purpose whatsoever. It is not intended by this Agreement to, and nothing contained in this Agreement shall, create any partnership, joint venture or other arrangement between the Developer/Owner and the City. No term or provision of this Agreement is intended to, or shall, be for the benefit of any third-party, person, firm, organization or legal entity not a Party hereto, and no such other third-party, person, firm, organization or legal entity shall have any right to cause of action hereunder.
- 20.13 Obligation to Complete Development.** The obligation of the Developer/Owner to complete any part or all of the Development of the Project within a specific timeline, phasing schedule or other schedules and plans, are provided in this Agreement as required as a condition of the Permits.
- 20.14 City Administrative Review Fees:** The Developer/Owner shall be charged and shall pay the City Administrative Review Fees for the administration of the Developer/Owner's and the City's performance of this Agreement.
- 20.15 Parties' Intent.** It is the Parties' express intention that the terms and conditions be construed and applied as provided herein, to the fullest extent possible. It is the Parties' further intention that, to the extent any such term or condition is found to constitute an impermissible restriction of the police power of the City, such term or condition shall be construed and applied in such lesser fashion as may be necessary to not restrict the police power of the City.
- 20.16 Recordation.** After its execution, this Agreement shall be recorded in the real property records of Blaine County, Idaho by the City.
- 20.17 Severability.** If any provision of this Agreement is declared void or unenforceable, such provision shall be severed from this Agreement, which shall otherwise remain in full force and effect.
- 20.18 Time of Essence.** Time is of the essence in implementing the terms of this Agreement.

20.19 Waiver. No delay in exercising any right or remedy shall constitute a waiver by either Party thereof, and no waiver by the City or the Developer of the breach of any covenant or condition of this Agreement shall be construed as a waiver of any preceding or succeeding breach of the same or any other covenant or condition of this Agreement.

20.20 Agreement Term. The Term of this Agreement is effective upon the Effective Date and is thereafter perpetual unless terminated pursuant to provisions of this Agreement.

IN WITNESS WHEREOF, the Parties hereto, having been duly authorized, have executed this Development Agreement to be effective on the Effective Date.

CITY:

CITY OF KETCHUM, Idaho, a municipal corporation organized and existing under the laws of the state of Idaho

By: _____
Neil Bradshaw, Mayor

Attest:

By: _____
Trent Donat, City Clerk

CITY ATTORNEY APPROVAL AS TO FORM AND AUTHORITY:

The foregoing Agreement has been received by the undersigned attorney, who has opined that it is in proper form and within the power and authority granted under the laws of the state of Idaho to the City of Ketchum

Wm. F. Gigray, III, City Attorney

DEVELOPER:

PEG Ketchum Hotel, LLC

By: The PEG Ketchum Hotel, L.L.C., a Delaware limited liability company,

PEG Capital Partners I GP, LLC
its Manager

PEG Capital Partners, LLC
its Manager

By: _____
Cameron Gunter, Manager

OWNER:

PEG Ketchum Hotel, LLC, a Delaware limited liability company

By: _____
Cameron Gunter, Manager

STATE OF IDAHO)
) ss.
COUNTY OF BLAINE)

On this ____ day of _____, 2023, before me, the undersigned, a Notary Public in and for said State, personally appeared **Neil Bradshaw**, known or identified to me to be the Mayor of the City of Ketchum, the municipal corporation that executed the instrument or the person who executed the instrument on behalf of said municipal corporation, and acknowledged to me that such municipal corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF _____)
) ss.
COUNTY OF _____)

On this ____ day of _____, 2023, before me, the undersigned, a Notary Public in and for said State, personally appeared **Cameron Gunter**, Manager of PEG Capital Partners, LLC, which in turn manages PEG Capital Partners I GP, LLC, the manager of PEG Ketchum Hotel, LLC., a Delaware limited liability company, the limited liability company that executed the instrument, or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

[seal]

Notary Public for _____
My Commission expires: _____

EXHIBIT A
Subject Real Property Legal Description

251 S. Main Street – Ketchum Townsite Lots 3, 21, FR 22 Blk 82 N 10' x 110' of alley S 20' x 230' of alley, 260 E. River Street--Ketchum Townsite Lot 2 Block 82 10' x 110' of alley, and 280 E. River Street – Ketchum Townsite Lot 1 Block 82.

The Property is inclusive of the real property described in the Preliminary Plat prepared by Galena Engineering for the purpose of removing the lot line that bisects the Property, which plat will revise the legal description in the real property records of Blaine County, Idaho.

EXHIBIT B
FORM OF IRREVOCABLE COMPLETION-SITE RESTORATION GUARANTY
AGREEMENT

This Irrevocable Completion-Site Restoration Guaranty Agreement (this “**Agreement**”) is made as of _____, 2023, by [Guarantor], a Utah limited liability company (“**Guarantor**”), to and for the benefit of City of Ketchum, an Idaho municipal corporation (“**City**”)

RECITALS

PEG Ketchum Hotel, LLC, a Delaware limited liability company (“**Developer**”) is the owner of certain real property with improvements existing and/or to be built thereon, located in Ketchum, Idaho (the “**Property**”).

City and Developer entered into the Permits Conditions Acceptance Development Agreement (the “**Development Agreement**”) for the development of the Project (as defined in the Development Agreement) on the Property;

As the date hereof, City is issuing a Building Permit (as defined in the Development Agreement) for the Project in accordance with the **Development Agreement**;

As a condition to issuing the Permits, City requires Guarantor to execute and deliver this Agreement to protect City against certain events relating to the construction of the Project.

Guarantor is an Affiliate of Developer, and will derive a substantial financial benefit from the Project.

NOW, THEREFORE, in consideration of the foregoing recitals, which recitals are incorporated herein and made a part hereof, and City’s agreement to issue permits for the construction of the Project, and for other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Guarantor hereby agrees as follows:

Guaranteed Obligations. The following are the Guarantor’s irrevocable guaranteed obligations:

1. **The Completion Guaranty:** Guarantor hereby, jointly and severally with Developer pursuant to the terms of the Development Agreement, unconditionally guarantees the prompt commencement and diligent, continuous and full completion of the construction of the Project in conformance with the Construction Schedule, so that Substantial Completion will occur on or before the Completion Date in accordance with the terms of the Development Agreement. The construction of the Project in substantial conformance and compliance with all permit approved Plans and Specifications and the Laws governing the construction of the Project. Guarantor hereby, jointly and severally with Developer pursuant to the terms of the Development Agreement, unconditionally guarantees the punctual observance, performance and satisfaction of all of the obligations, duties, covenants and agreements of Developer under the Development Agreement and the other Loan Documents with respect to the construction of the Project.

2. **The Site Restoration Guaranty:** Guarantor hereby, jointly and severally with Developer pursuant to the terms of the Development Agreement, unconditionally guarantees the prompt commencement and diligent, continuous and full completion of the Site Restoration of the Project in event of a default of the Development Agreement wherein the City Council’s Findings of Fact,

Conclusions of Law and Order of Decision imposes the same as the Default Cure Remedy.

Net Worth; Financial Statements. At all times while this Agreement remains in effect, Guarantor will maintain an aggregate minimum net worth of _____ Million Dollars (\$__0,000,000) with liquid assets of not less than _____ Million Dollars (\$__,000,000). Guarantor will annually (commencing on the effective date of this Guaranty) provide to the City the Guarantor's current financial statement.

Costs; Expenses. If this Agreement is placed in the hands of attorneys for collection or enforcement or is otherwise collected or enforced through any legal proceeding, then, Guarantor will pay to City upon demand all reasonable attorneys' fees, out-of-pocket costs and expenses, including, without limitation, court costs, filing fees and all other costs and expenses incurred in connection therewith in addition to all other amounts due hereunder.

Survival. This Agreement will be continuing, irrevocable and binding upon Guarantor and its successors and assigns, and will survive, notwithstanding any other Person's acquisition of any interest in the Property, whether as successor-in-interest to Developer by virtue of foreclosure or sale or acceptance of a deed in lieu of foreclosure, but will terminate and be of no further force and effect upon the Substantial Completion of the Project.

Waivers. Guarantor waives:

All statutes of limitations as a defense to any action or proceeding brought against Guarantor by City under this Agreement, to the fullest extent permitted by law;

Any right it may have to require City to proceed against Developer, proceed against or exhaust any security held from Developer, or pursue any other remedy in City's power to pursue;

Any defense based on any legal disability of Developer; any discharge or limitation of the liability of Developer to City, whether consensual or arising by operation of law or any bankruptcy, reorganization, receivership, insolvency, or debtor-relief proceeding under any federal or state law, whether now existing or hereafter enacted ("Insolvency Proceeding"), or from any other cause; or any rejection or disaffirmation of the Project, or any part thereof, or any security held for the Project, in any Insolvency Proceeding; or any claim that Guarantor's obligations exceed or are more burdensome than those of Developer;

Any defense based on any action taken or omitted by City in any Insolvency Proceeding involving Developer, including any election to have City's claim allowed as being secured, partially secured or unsecured, any extension of credit by City to Developer in any Insolvency Proceeding, and the taking and holding by City of any security for any such extension of credit;

All presentments, demands for performance, notices of nonperformance, protests, notices of protest, notices of dishonor, notices of acceptance of this Agreement and of the existence, creation, or incurring of new or additional indebtedness, and demands and notices of every kind except as otherwise specifically set forth in the Project Documents or this Agreement;

Any defense based on or arising out of any defense that Developer may have to the making of any payment or the performance of the Project or any part of it; and
In connection with the foregoing waivers, Guarantor acknowledges that City's recourse against Developer may be limited by certain provisions in the Note and Security Instrument. Guarantor agrees that any act which tolls any statute of limitations applicable to the Indebtedness will operate to toll the statute of limitations applicable to Guarantor's liability hereunder.

Subordination. Guarantor hereby postpones and subordinates, to and in favor of full payment of the obligations set forth herein and performance of any and all other obligations described herein, any and all present and future debts and obligations owed or to become owing to Guarantor by Developer or by any other guarantors, indemnitors or obligors of all or any part of the Project or any indemnification or guaranty provided in connection therewith.

Notices. Any notice, report, demand, request or other instrument or communication authorized or required under this Agreement to be given or delivered to Guarantor or City will be given or delivered in the manner and to the address(es) set forth in the Development Agreement, and with respect to Guarantor, to the address(es) set forth below (unless the same will be changed in the manner provided in the Development Agreement):

If to Guarantor: [Guarantor]
 c/o PEG Companies
 145 West 200 North, Suite 100
 Provo, Utah 84601
 Attention: General Counsel

With a copy to: PEG Capital Partners
 145 West 200 North, Suite 100
 Provo, Utah 84601
 Attention: Cameron Gunter

Joint and Several Obligations. If this Agreement is now, or hereafter will be, signed by more than one Person, it will be the joint and several obligations of all such Persons (including all makers, endorsers, sureties and guarantors, if any) and will be binding on all such persons and their respective heirs, personal representatives, successors and assigns.

Bind Effect. This Agreement will inure to the benefit of, and will be binding upon, the parties hereto and their respective successors and permitted assigns.

No Oral Amendment. This Agreement may not be modified or terminated orally, but only by a written instrument signed by each party thereto. City will not be deemed by any act of its omission or commission to have waived any of its rights, powers or remedies hereunder unless such waiver is in writing and signed by an authorized officer or employee of City, and then only to the extent specifically set forth in such writing. A waiver of one event will not be construed as continuing or as a bar or waiver of any right, power or remedy as to a subsequent event.

Severability. In the event any one or more of the provisions of this Agreement will for any reason be held to be invalid, illegal or unenforceable, in whole or in part or in any respect, or in the event that any one or more of the provisions of this Agreement will operate, or would prospectively operate, to invalidate this Agreement, then, in any such event, such provision or provisions only will be deemed to be null and void and of no force or effect and will not affect any other provision of this Agreement, and the remaining provisions of this Agreement will remain operative and in full force and effect, will be valid, legal and enforceable, and will in no way be affected, prejudiced or disturbed thereby.

Counterparts. This Agreement may be executed in any number of counterparts and by the parties hereto on separate counterparts, each of which when so executed and delivered will be an original, but all such counterparts will together constitute one and the same agreement.

Governing Law. This Agreement and any claims, controversy, dispute or cause of action (whether in contract or tort or otherwise) based upon, arising out of or relating to this Agreement and the transactions contemplated hereby will be governed by, and construed in accordance with,

3-02-23 Clean Draft

the laws of the State of Idaho, without regard to principles of conflicts of law. **Waiver of Jury Trial.** Guarantor hereby irrevocably waives, to the fullest extent permitted by applicable law, any right it may have to a trial by jury in any legal proceeding directly or indirectly arising out of or relating to this Agreement.

[end of text; signature page follows]

W:\Work\K\Ketchum, City of 24892\Gateway Hotel .015\Permit Acceptance Agreement\WFG Drafts using the 6.29.22 draft as base\WFG Clean with Table of contents link 3.03.23.docx

Attachment D

February 3 submitted Master Plan Version 4 as part of its PUD Application.

The City Council having reviewed the entire record and provided notice and held a joint public hearing does hereby make and set forth these Findings of Fact, Conclusions of Law, and Order of Decision which is inclusive of the Waiver Application File No. P20-069 as follows:

I. RECORD OF PROCEEDINGS

The above-entitled matter has been heard by the City Council in conjunction with the accompanying PEG Ketchum Hotel, LLC PUD Project Master Plan together with the other following accompanying Applicant Applications:

- Floodplain Development Permit File No. P19-062
- Lot Line Adjustment File No. P19-064
- Waiver File No. P20-069

The City Council has approved together with these Findings of Fact, Conclusions of Law, and Order of Decision that certain **Master Joint Hearings Compiled Record of Proceedings On Remand** for Files Nos. P 19-062, P19-063, P19-064, P20-069 and P20-019 (the “Master Joint Hearings Record of Proceedings”) which is herein included by reference as if set forth at length.

PUBLIC NOTICES FOR HEARINGS ON REMAND:

Legal notice of the hearing before the City Council was published in the City’s newspaper of record and notice was mailed to adjoining landowners within 300’ was in compliance with the 15-day and 10-day notice requirements. Notice to neighbors and political subdivisions and publication in the *Idaho Mountain Express* occurred on January 13, 2021 with on-site posting on the subject premises on January 25, 2021, mailed to property owners and government subdivisions on January 13, 2021 and posted on the City’s website on January 25, 2021.

II. FINDINGS OF FACT

[As set forth in this section are findings of fact and corresponding citations to KMC provisions which are also Conclusions of Law]

2.1 Findings Regarding Notice:

2.1.1 **Notice Required:** Notice has been given in accordance with the Law as required by KMC Sections 16.08.110 and 17.116.040.

2.1.2 **Notice Provided:**

2.1.2.1 Notice was published for the February 1, 2021 joint public hearing in the Idaho Mountain Express, the official newspaper, which has general circulation within the boundaries of the City of Ketchum.

Newspaper	Date Published
Idaho Mountain Express	January 13, 2021

2.1.2.2 Notice of the February 1, 2021 hearing was mailed on January 13, 2021 to the property owners within 300 feet of the subject real property and affected Agencies and was posted on the subject property on January 25, 2021.

2.2 Findings Regarding Applications Filed:

2.2.1 PEG Ketchum Hotel, LLC has submitted and completed an Application for a Planned Unit Development of a Master Plan inclusive of Waiver Applications File No. P20-019 for a hotel development on a 1.09-acre site located at the southwest corner of the State Highway 75 and River Street intersection at 280 E. River, (the "Project Site") inclusive of a request for waivers to minimum lot size, setback (side yards), height, and floor area ratio (FAR) limitations.

2.2.2 These Applications are made pursuant and is subject to the provisions of the Ketchum Planned Unit Development (PUD) Ordinance Codified at Chapter 16.08 Ketchum Municipal Code as a PUD conditional use permit within in the City Tourist District Zone (KMC §§ 16.08.050 and 16.08.060.)

2.2.3 KMC §16.08.020 provides:

A. *This chapter is adopted pursuant to authority granted by Idaho Code section 67-6501 et seq., and article 12, section 2 of the Idaho constitution. It is enacted for the purpose of protecting and promoting the public health, safety and welfare; to secure the most appropriate use of lands, to encourage flexibility and creativity in the development of land in order to improve the design, character and quality of new development, and to*

provide usable open space; to preserve the scenic and aesthetic qualities of lands; to protect property rights and enhance property values; to ensure that adequate public facilities and services are provided; to ensure that the local economy is protected and enhanced; to encourage and promote the development of affordable housing; to ensure that the important environmental features are protected and enhanced; to avoid undue concentration of population and overcrowding of land; to ensure that the development on land is commensurate with the physical characteristics of the land; to protect life and property in areas subject to natural hazards; to protect fish, wildlife and recreation resources; to avoid undue water and air pollution; and to protect the quality of life offered by the city and surrounding resources enjoyed by residents and visitors alike.

- B. *The provisions for planned unit developments contained in this chapter are intended to encourage the total planning of developments. In order to provide the flexibility necessary to achieve the purposes of this chapter, specified uses may be permitted subject to the granting of a conditional use permit. Because of their unusual or special characteristics, PUD conditional uses require review and evaluation so that they may be located properly with respect to the purposes of this chapter, the comprehensive plan, and all other applicable ordinances, and with respect to their effects on surrounding properties and the community at large. In the event of conflict between this PUD chapter and any other ordinance of the city, this PUD chapter shall control. The review process prescribed in this chapter is intended to assure compatibility and harmonious development between conditional uses and surrounding properties and the city at large. The provisions for planned unit developments contained in this chapter are intended to encourage the total planning of developments. In order to provide the flexibility necessary to achieve the purposes of this chapter, specified uses may be permitted subject to the granting of a conditional use permit. Because of their unusual or special characteristics, PUD conditional uses require review and evaluation so that they may be located properly with respect to the purposes of this chapter, the comprehensive plan, and all other applicable ordinances, and with respect to their effects on surrounding properties and the community at large. In the event of conflict between this PUD chapter and any other ordinance of the city, this PUD chapter shall control. The review process prescribed in this chapter is intended to assure compatibility and harmonious development between conditional uses and surrounding properties and the city at large.*

- 2.2.4 **Applicant Master Plan Submittals:** Applicant originally submitted a Master Plan and subsequently on December 2, 2019 submitted Master Plan Version 2 and subsequently on January 21, 2020 submitted Master Plan Version 3 as part of its PUD Application and subsequently on February 3 submitted Master Plan Version 4 as part of its PUD Application, File No. P20-069, is pursuant to Title 16, Chapter 16.08. KMC Subject Master Plan (also herein referred to as the “Project”) includes a request for waiver or deferral of requirements pursuant to (KMC §16.08. 070.F).
- 2.2.5 **Waiver Requests:** As set forth in the Applicant’s PUD Application and Master Plan, Master Plan Version 2 dated December 2, 2019 and Master Plan Version 3 dated January 21, 2020 and Master Plan Version 4 dated February 24 & March 9, 2020 waivers are requested to the following dimensional standards: Floor Area Ratio (FAR), side yard setbacks, and height requirements. Additionally, a waiver is requested for the PUD to occur on a Project Site with a minimum lot size of less than three (3) acres, which is permissible subject to stipulations set forth in KMC §16.08.080. A.
- 2.2.6 **Minimum Lot Size:** The Council may waive the three (3) acre minimum lot size requirement consistent with KMC §16.08.080. A.4 as allowed for hotels. To do so, the Council must find the Project meets the definition of hotel as set forth in KMC §17.08.020 and complies with the purpose of the Tourist zone as set forth in KMC §17.180 by providing the opportunity for tourist use. Additional relevant analysis is consistency of the Project with the Subarea Analysis and Gateway Study Excerpts.
- 2.2.7 **Waivers Part of PUD Ordinance:** Title 16, Chapter 16.04.020 defines Waiver as a:

Modification of a relevant provision and regulation of this chapter not contrary to public interest or public health, safety or welfare, and due to physical characteristics of the particular parcel of land and not the result of actions of the subdivision where literal enforcement of this chapter would result in undue hardship. The granting of waiver(s) ... rests with the sound discretion of the commission and council, on a case by case basis.

Similarly stated relevant standards for the analysis of waiver requests are set forth in KMC §16.08. 070.L and KMC §16.04.120.

- 2.2.8. **Four (4) waivers are submitted for the Project:** These include waivers to minimum lot size, setback (side yards), height, and floor area ratio (FAR) limitations. These waivers were requested by the Applicant consistent with KMC §16.04.120, §16.08.080 and §17.124.050, in part, as the literal enforcement of city code in the context of the special physical characteristics and conditions affecting the property would result in undue hardship. In particular, the Hotel site has a large slope with a grade differential of approximately thirty-seven feet (37') from Trail Creek at the south end of the lot to the north end along River Street. The site is constrained by the river to the south and the City desires to setback structures from riparian and flood areas. The City also desires to setback structures from State Highway 75 (SH75) in this location to help preserve the entry to town and minimize shading of the highway during winter months. Further, the grade along SH75, future Idaho Transportation Department (ITD) bridge and highway expansion plans, and a desire for no access onto SH75 in this location create unique conditions for development.
- 2.2.9 **Floor Area Ratio:** KMC §17.124. 050.A states: "Hotels may exceed the maximum floor area [0.5] ... requirements of this title subject to ... [a] Planned Unit Development ... which specifically outlines the waivers to bulk regulations requested." A subarea analysis is also required in the review process (KMC §17.124.050. A.2). The total developed gross floor area of the Project, as defined in KMC §17.08.020, is proposed to not exceed a FAR of 1.57 exclusive of basement areas and underground parking. Total building area when each of the three (3) basement and parking garage levels and four (4) hotel stories are calculated in aggregate, total approximately 131,881 square feet for the Project.
- 2.2.10 **Height:** KMC§17.124.050.A states: "Hotels may exceed the ... height ... requirements of this title subject to ... [a] Planned Unit Development ... which specifically outlines the waivers to bulk regulations requested." A subarea analysis is also required in the review process (KMC §17.124.050.A.2). As noted, the Project Site has a large slope from Trail Creek at the south end of the lot to the north end along River Street. The hotel is proposed as a four-story structure on River Street that then stair steps and terraces down to three floors near Trail Creek. Height Analysis, the maximum height of the building along River Street does not exceed forty-eight feet (48') and the building scales down to approximately twenty-eight (28') closer to the river on the south end of the property. The exception to this height analysis is in the center of the structure where 4-stories of hotel use are sandwiched between two public amenities (employee housing and a roof top bar for the public). At this more central site location, the existing grade drops at a fairly acute angle resulting in a portion of the building having a maximum height of seventy-two feet (72') as measured from existing grade. In comparison to both the built Limelight hotel and approved Bariteau / Harriman Hotel on

opposing corners, the height of the proposed Project will be lower and more closely align to the fourth-floor elevation of each of these buildings.

2.2.11 **Setback:** No rear/river or front setback waivers are requested. However, a waiver of the side yard setbacks is requested. KMC §17.124.050.A, subsections 1 and 2, specifies that a PUD and Subarea Analysis process shall be used in the granting of waivers to bulk regulations for hotels. KMC §17.12.030 sets forth the following minimum side yard setbacks: (A) the greater of one-foot (1') for every three-feet (3') of building height, or five feet (5') for the west side setback; and (B) Twenty-five foot (25') to thirty-two foot (32') setbacks adjacent to State Highway 75 (SH75), as calculated based on the adjacent right of way width. The Project, as amended, proposes a 31.3' average setback along SH75 with portions of the building as close as 20' from edge of SH75 ROW. See the Setback Analysis for exact details on subject building setback intrusion adjacent SH75. On the west-side of the structure, portions of the building are proposed as close as 11.8' from the neighboring west property line. City approves the following side setback waivers: a minimum of sixteen feet (16') west side yard setback waiver and a minimum east side setback of twenty feet (20') provided the average east side setback is greater than thirty-one feet (31').

2.2.12 **Project Details:** Details of the Project include both narratives and maps. Narratives include a written project description, development plan, project analysis, social impact study, schedule, parking analysis, traffic study, employee housing plan, Subarea Analysis, and contextual hotel component analysis. Exhibit maps include plans, elevations, sections, sun study, height analysis, civil drawings, landscape plan, exterior color palate, dark sky compliant fixtures, traffic study diagrams, plat map, and public way improvements. Also provided are application forms, analyses of code compliance, soils report, and a waiver list.

2.3 Findings Summarizing Public Comment Concerns and Objections to and Benefits of the Application:

The City Council having reviewed the written comment and having listened to the oral comments presented by the public summarizes the same as follows:

- Objections to the granting of waivers to the regulations and standards of the subject Tourist zone; and
- Objections to Building edifice bulk, setback location and height
- Concerns for traffic circulation and safety regarding Project access to and use of River Street on the north, Highway 75 on the east and the intersection of Highway 75 and River Street and concern with the unknown improvements Idaho Transportation may make to Highway 75; and

- Concerns with parking, loading and vehicular access when the Project is operational; and
- Concerns regarding the look of the Gateway entrance to the City; and
- Concern about the character of the City
- Benefit of increase in tourism
- Benefit of additional employment opportunities and on-site employee housing
- Benefit of increased tax revenue
- Benefit of the addition to this tourist community of well-designed and landscaped hotel facility with natural area enhancements and public use availability features.

City Council Findings Regarding Standards and Findings for the Planned Unit Development Conditional Use Permit:

The City Council findings having reviewed the Project Master Plan Version 3 and 4, as well as public comment, staff analyses, and agency/peer review/department inputs supports the findings as set forth in Sections 2.4, 2.5 and 2.6 below regarding the Planned Unit Development Conditional Use Permit standards:

2.4 PUD Ordinance Standards and City Evaluation Compliance Analysis and Findings:

Planned Unit Development (PUD)
 EVALUATION STANDARDS: 16.08.080

The standards set forth in this section shall apply to review of all PUD conditional use permit applications. The standards shall be used to review and evaluate the proposal in comparison to the manner of development and effects of permitted uses and standard development allowed on the property in question. Modification or waiver from certain standard zoning and subdivision requirements may be permitted subject to such conditions, limitations and/or additional development standards, pursuant to section 16.08.130 of this chapter, as the city council may prescribe to mitigate adverse impact at the proposed planned unit development, or to further the land use policies of the city, or to ensure that the benefits derived from the development justify a departure from such regulations. Where the city council determines that conditions cannot be devised to achieve the objectives, and/or the standards contained in this chapter are not met, applications for conditional use permits shall be denied. The city council shall make findings that each of the following evaluation standards have been met. The evaluation standards are as follows:

KMC § 16.08.080.A

Minimum lot size of three (3) acres. All land within the development shall be contiguous except for intervening waterways. Parcels that are not contiguous due to intervening streets are discouraged. However, the commission and the council may consider lands that include intervening streets on a case by case basis. The commission may recommend waiver or deferral of the minimum lot size, and the council may grant such waiver or deferral only for projects which: ...4. For a hotel which meets the definition of "hotel" in section 17.08.020, "Terms Defined", of this code, and conforms to all other requirements of section 17.18.130, "Community Core District (CC)", or section 17.18.100, "Tourist District (T)", of this code. Waivers from the provisions of section 17.18.130 of this code may be granted for hotel uses only as outlined in section 17.124.040 of this code. Waivers from the provisions of section 17.18.100 of this code may be granted for hotel uses only as outlined in section 17.124.040 of this code.

City Findings: The Project Site is approximately 1.09 acres and does not meet the minimum standard of (3) acres for a PUD. However, as noted herein below, the City finds that this requirement may be waived consistent with KMC §16.08.080.A.4 as allowed for hotels. Specifically, this Project:

- (A) Meets the definition of hotel as set forth in KMC §17.08.020. The Project consists of ninety-two (92) rooms, includes on site food and beverage service with kitchen facilities, common reservation and cleaning services, meeting room space, combined utilities, on site management and reception services, access to all sleeping rooms through an inside lobby supervised by a person in charge no less than eighteen (18) hours per day, and adequate on site recreational facilities. There are no other residential uses proposed in connection with the hotel operation, other than the proposed 23 beds of employee housing.
- (B) Complies with the purpose of the Tourist zone as set forth in KMC §17.180 by providing the opportunity for tourist use. Consistent with the sub-area analysis and Gateway Study Excerpts, as set forth in Exhibit A, the Project is compatible both in design and use with the surrounding uses and development.
- (C) Allows the granting of waivers for hotel-related Tourist District Floor Area Ratio (FAR), setback, and height dimensional standards as outlined in KMC §17.124.040. The Project proposes to exceed the 0.5 Tourist Zone permitted Gross FAR as set forth in KMC §17.124.040.A and may exceed its FAR maximum in accordance with the pertinent code provisions allowing for fourth floor hotel uses, as set forth in KMC §17.124.040.B.3 and by reference KMC §17.124.050. In accordance with the aforementioned and also precedent (e.g., entitled Bariteau / Harriman Hotel site at 300 E. River Street across SH75 was also approved as a PUD on an approximately 0.9-acre site and the Limelight was approved as a PUD on an approximately 1.09-acre site), the City finds this evaluation standard to have been met.

The City Council further finds: That it is the intent of the City that paragraph 4 of subsection A of KMC Section 16.08.080 exclusively and directly applies to Hotel planned unit development waivers. That paragraph 4 of subsection A of KMC Section 16.08.80 requires that developments which meet the definition of a Hotel in KMC section 17.08.020 and conform to the requirements of KMC section 17.18.100 be granted waivers of the three (3) acre minimum lot size for their PUD Development. That KMC Section 17.18.100.A is a statement of purpose of the City’s Tourist District and as such states the purpose of the district to provide the opportunity for high density residential and tourist use and development which can be justified as a primary use within the district. There is a general but not specific reference to the specific dimensional requirements of the Zoning ordinances in KMC Section 17.18.100. The zoning ordinance requirements of KMC section 17.124.040, which refers to KMC section 17.124.050, are not mandated by KMC Section 17.18.100 unless a waiver of 17.18.100 is required. In this instance the subject PUD application is a hotel use only, a waiver of 17.18.100 is not required, and the PEG Ketchum Hotel complies with the intent, purpose, and use requirements of the Tourist Zone set forth in KMC Section 17.18.100.

KMC § 16.08.080.B and KMC § 16.08.080.D

***KMC § 16.08.080.B:** The proposed project will not be detrimental to the present and permitted uses of surrounding areas.*

***KMC § 16.08.080.D:** The development shall be in harmony with the surrounding area.*

City Council Findings: The proposed hotel is both by design and use consistent with envisioned plans for the corner of SH75 and River Street. Further, the proposed hotel project is consistent with current Tourist Zoning District zoning allowances for hotels. Each of the attendant uses, including restaurant/bar, meeting rooms, and employee housing are also permitted in the Tourist Zoning District. The site was defined as Site 2 in the 2007 Gateway Scale and Massing Study and was identified as a priority urban infill site for a potential hotel development, inclusive of a public plaza near the project intersection with SH75. As such, the Property is in the Ketchum Urban Renewal District (KURA) Revenue Allocation Area. The Project Site borders three other hospitality focused uses. The Limelight Hotel is located directly across River Street to the North. The Best Western Hotel is located diagonally across Main Street from the Project Site. The Planned Future Harriman Hotel by Bariteau is located directly across Main Street to the East. The two closest properties to the West are commercial office buildings, (220 and 200 East River Street). The site is bordered by commercial uses to its North, East, and West and is separated from the multifamily residential uses to the South by Trail Creek. Accordingly, the City finds this Project will (A) not be detrimental to the present and permitted uses of surrounding areas and (B) be in harmony with the surrounding area.

KMC § 16.08.080.C

The proposed project will have a beneficial effect not normally achieved by standard subdivision development.

City Council Findings: The proposed hotel will benefit the city in ways not normally achieved by standard subdivision. These include public access to the river and, open space in excess of thirty-five percent (35%), and access to a 3,000 square foot bar patio terrace, which features landscaping and solar exposure unique for a built project. The Project will have significant economic and public amenity benefits to Ketchum that would not be achievable on this site without the PUD process due to the constraints created by the topography of the site (37' differential in grade between front property line on River and rear property line along Trail Creek), access constraints on the east side due to the east side bordering SH 75, and development constraints due to the south side of the property being Trail Creek. The provision of waivers through the PUD process allows the design of the building, interior layout, operations and programmatic aspects of the hotel to infuse economic and public benefits beyond what would be accomplished by hotel rooms alone.

Economic benefits of the development include local option taxes generated by the 92 new hotel rooms that will be booked through the international reach of the internationally recognized hotel brand's reservation network. The hotel will feature a number of public amenities, including a street front restaurant and lounge, banquet/meeting rooms, and a roof top bar with panoramic views of Bald Mountain and Dollar Mountain; there is no other publicly accessible rooftop space in Ketchum city limits with a similarly large footprint (approximately 2,035 net square feet of roof-top Bar Patio on Level 03 and 1,425 net square feet of roof-top Bar Terrace on Level 03 02) or that has 280-degree views and is operational in all four seasons. The hotel will also provide on-site employee housing, with a minimum of 23 beds, in a mix of traditional apartments and dorm style apartment units.

The hotel's inclusion of on-site employee housing will result in the project providing more on-site for employees than any other development in Ketchum city limits and the mix of housing unit styles will, as conditioned herein in §4.10, accommodate employees at different life stages and career stages (seasonal vs. long-term, full-time). Further, although the employee units are located on Lower Level 3 and Lower Level 2, which are partially below grade on the River Street portion of the building, because the grade of the site drops toward the south.

If the rooftop bar and lower floor employee housing units were removed from the project (or if the employee housing were located in a basement) the benefits of this project to the community would be lessened; the employee housing and roof-top amenity comprise approximately 12,883 square feet of the approximately 131,881 gross square foot development. Due to the site constraints, the allowance for waivers from the typical standards of the code is what makes inclusion of these public benefits truly benefits and is what makes these benefits possible.

Accordingly, the City finds the PUD process as having a beneficial effect not normally achieved by standard development.

KMC § 16.08.080.D

The development shall be in harmony with the surrounding area.

City Council Findings: The City finds this Project to be in harmony with the surrounding area. Details of this finding are presented jointly with KMC §16.08.080.B findings above stated.

KMC § 16.08.080.E

1. *Densities and uses may be transferred between zoning districts within a PUD as permitted under this chapter, provided, the aggregate overall allowable density of units and uses shall be no greater than that allowed in the zoning district or districts in which the development is located. Notwithstanding the above, the commission may recommend waiver or deferral of the maximum density and the council may grant additional density above the aggregate overall allowable density only for projects which construct community or employee housing and which:
 - a. *Include a minimum of thirty percent (30%) of community or employee housing, as defined in section 16.08.030 of this chapter; and*
 - b. *Guarantee the use, rental prices or maximum resale prices thereof based upon a method proposed by the applicant and approved by the Blaine County housing authority and/or the Ketchum city council.**
2. *Application for waiver or deferral of this criteria shall include a description of the proposed community or employee housing and the proposed guarantee for the use, rental cost or resale cost.*

City Council Findings: N/A. The Applicant is not requesting any density transfers.

KMC § 16.08.080.F

The proposed vehicular and nonmotorized transportation system:

1. *Is adequate to carry anticipated traffic consistent with existing and future development of surrounding properties.*
2. *Will not generate vehicular traffic to cause undue congestion of the public street network within or outside the PUD.*
3. *Is designed to provide automotive and pedestrian safety and convenience.*
4. *Is designed to provide adequate removal, storage and deposition of snow.*
5. *Is designed so that traffic ingress and egress will have the least impact possible on adjacent residential uses. This includes design of roadways and access to connect to arterial streets wherever possible, and design of ingress, egress and parking areas to have the least impact on surrounding uses.*
6. *Includes the use of buffers or other physical separations to buffer vehicular movement from adjacent uses.*
7. *Is designed so that roads are placed so that disturbance of natural features and existing vegetation is minimized.*
8. *Includes trails and sidewalks that create an internal circulation system and connect to surrounding trails and walkways.*

City Council Findings: The documents provided by the Applicant address how vehicular and pedestrian traffic will circulate in and around the proposed Project. The SH75 ingress/egress diagram and associated access analysis addresses the safety, aesthetics, grading limitations, and Trail Creek Impacts, which was requested by a member of the public, duly analyzed by the City, and determined by the City after hearing from the project engineer, as well as the city independent traffic engineering consultant as not being in the public interest. No operational issues are found to exist with Project vehicular ingress / egress being on River Street with acceptable level of service (LOS) noted for each circulation component (parking garage access, hotel pick-up/drop-off, and SH75 approaches). See AECOM memo. Foremost of these exhibits is the detailed traffic impact study (TIS) prepared by Hales Engineering, which AECOM (on behalf of the city) has provided a peer analysis and also includes River Street Public ROW Civil Plan Encroachment Options 1 and 2 that feature the Applicant's circulation plan, sidewalk improvements, and proposed snowmelt system for the Project. There are two excerpts of professional studies. The first is an excerpt from the Idaho Transportation District (ITD) Record of Decision (ROD) and proposed Fiscal Year 2025 (FY25) road improvements to State Highway 75 (SH75) adjacent the property between the Trail Creek Bridge and River Street. These include a 3-lane urban section with curb, gutter and sidewalk. Importantly, the middle lane features a left turn lane for north bound traffic on SH75 that would permit adequate queuing and protected westbound (WB) turning movement onto River Street and the Project. The second excerpt is from Vitruvian and references a city-sponsored recommendation to upgrade the unsignalized crossing at SH75/River Street (north-side of intersection between Limelight Hotel and the Best Western) with a Rectangular Rapid Flashing Beacon (RRFB) to enhance pedestrian safety. After receiving input from ITD, including the August 8, 2019 Minutes of the Ketchum Transportation Authority, KCC recommends that enhancements to pedestrian safety are better accommodated with a HAWK system on River Street than an RRFB system. Also proposed to improve vehicular LOS movements is making east bound (EB) and WB River Street at the intersection with SH75 right turn only movements (signing and striping required). To further reduce traffic and to meet City sustainability goals, as expressed throughout the Ketchum Comprehensive Plan, the operation of the hotel will integrate strategies to reduce vehicular impact on Ketchum's streets from this Project. These include strategies such as a Guest Shuttle (airport and to local destinations), Employee Car Share Program, and Employee Transit Passes. As conditioned herein, the City finds this standard to have been met. The Project will be adequately served by necessary vehicular and nonmotorized transportation systems.

KMC § 16.08.080.G

The plan is in conformance with and promotes the purposes and goals of the comprehensive plan, zoning ordinance, and other applicable ordinances of the city, and not in conflict with the public interest:

1. Pursuant to subsection 16.08.070D of this chapter, all of the design review standards in chapter 17.96 of this code shall be carefully analyzed and considered. This includes detailed analysis of building bulk, undulation and other design elements. The site plan should be sensitive to the architecture and scale of the surrounding neighborhood.
2. The influence of the site design on the surrounding neighborhood, including relationship of the site plan with existing structures, streets, traffic flow and adjacent open spaces, shall be considered.
3. The site design should cluster units on the most developable and least visually sensitive portion of the site.

City Council Findings: As previously set forth in the findings for KMC §16.08.080 subsections B, D and F (above), the Project as conditioned, will be adequately served by necessary vehicular and nonmotorized transportation systems and will be in harmony with the surrounding area. The Project will pay applicable fees, from Local Option Taxes (LOT) for construction materials to applicable building permit fees and connection fees for such items as water and sewer connections. The Conditionally Granted Project shall pay the plan check and building permit fees that are in effect at the time of plan check and building permit submittal and all fees required by law prior to issuance of building permit. Further, details have been added as conditions of approval to assure that Marriott or other reward stays pay LOT to the city. Pursuant to KMC §16.08.070.D, all of the design review standards set forth in KMC §17.96 are conditionally attached to the City's approval of the Planned Unit Development and are memorialized in the Project Development Agreement. Staff has analyzed Project Compliance with the Ketchum Comprehensive Plan subsection, that the Project both conforms with and promotes the purposes and goals of the comprehensive plan. The Applicant's site design drawings, Project massing has been carefully designed with a four-story bench design on River Street that terraces down (southward) to follow the topography drop from River Street to Trail Creek. Subject terraces then become gathering spots for guests and the public to enjoy the outdoor and take in the scenic views from the hotel. As noted by the Applicant, "the massing also provides for a façade that steps in and out of plane, which is enhanced by a layer balconies and articulation of those forms. The building pulls back over 35' from Trail Creek and has minimal visual impact on Forest Service Park." The building footprint near the front property line is setback 15' from the River Street frontage where it has an appropriate relationship to the sidewalk and street scape. The footprint is then pulled back to respect the riparian setback along Trail Creek to minimize the impact of the new building adjacent to a natural feature. Site landscape design has been designed to complement the bench topography and creek bank features of the site." As conditioned herein, this standard has been met.

KMC § 16.08.080.H

The development plan incorporates the site's significant natural features.

City Council Findings: Three significant natural features are recognized by the City, including: the site's location on a bench; Trail Creek along the south property line; and, the 360-degree scenic views from the site including Bald Mountain and Dollar Mountain. The hotel has been designed to step down, following the bench topography, creating rooftop terraces and public spaces that take advantage of solar orientation and available views. The landscape plan includes pedestrian pathways for hotel guest and the public to access Trail Creek viewpoint areas set outside of the riparian zone setback. As conditioned herein, this standard has been met and the Master Plan is found to properly incorporate the site's significant natural features.

KMC § 16.08.080.I

Substantial buffer planting strips or other barriers are provided where no natural buffers exist.

City Council Findings: As noted in KMC §17.12.040, 21,362 square feet of the property will remain open space, which is forty-three percent (45%) of the 47,591 square foot site. The Project has greater than the required thirty-five percent (35%) minimum open space set forth in the KMC for the Tourist Zoning District. Three notable buffer strips that benefit the public are proposed. The first is the twenty-five foot (25') setback from SH75/Main Street that will be landscaped. Subject setback, averages 31.3'. Portions of this area are proposed to include an outdoor dining patio toward the intersection of Main Street and River Street and will have landscape and architectural barriers such as raised planters, raised water features, and architecturally integrated railings separating the dining patio from the street. The second buffer is a twenty-five foot (25') Riparian Easement along with a ten foot (10') Utility Easement that combine to create a thirty-five foot (35') setback from the property line adjacent Trail Creek. The third design element includes the placement of a buffer landscape island between the hotel's Porte Cochere drive along River Street. Given the significant public amenities integrated into the hotel design and invitation of the public into the building, the City finds a favorable exchange to exist with details to be enumerated in the pending River Street encroachment permit request by the applicant. This design element is subject to a separate Encroachment Permit application that will be reviewed by City concurrently with the PUD. As conditioned herein, this standard has been met.

KMC § 16.08.080.J

Each phase of such development shall contain all the necessary elements and improvements to exist independently from proposed future phases in a stable manner.

City Council Findings: The Applicant proposes to develop the Project in a single phase. To assure that that the development contains all the necessary elements and improvements to exist in a stable manner, the City finds this standard (KMC §16.08.080.J) to be met, provided as a conditioned of the issuance of any Building Permit for the construction of the Project that an appropriate project completion assurance (e.g., an irrevocable letter of credit on a bank acceptable to the City in an amount equal to 130% of engineering estimates of the Master Plan) and all fees required by law prior to and for issuance of a building permit.

KMC § 16.08.080.K

Adequate and usable open space shall be provided. The applicant shall dedicate to the common use of the homeowners or to the public adequate open space in a configuration usable and convenient to the residents of the project. The amount of usable open space provided shall be greater than that which would be provided under the applicable aggregate lot coverage requirements for the zoning district or districts within the proposed project. Provision shall be made for adequate and continuing management of all open spaces and common facilities to ensure proper maintenance.

City Council Findings: As previously noted, 21,362 square feet of the property will remain open space, which is approximately 45% of the 47,591 square foot site. Further, subject rooftop bar also includes patio space plus an additional 1,425 net square feet of landscaped terrace area devoted to public use. The open space, green roofs and patios that are provided exceeds the requirement by more than 8%, which is an amount “greater than that which would be provided under the applicable aggregate lot coverage requirements for the zoning district or districts within the proposed project.” The City finds that subject open space is both adequate and useable and complemented by the Project’s addition of the outdoor roof top bar space with adjacent living garden terrace, which is available to the public and managed and maintained by the Project.

KMC § 16.08.080.L

Location of buildings, parking areas and common areas shall maximize privacy within the project and in relationship to adjacent properties and protect solar access to adjacent properties.

City Council Findings: The City has reviewed the Applicant’s response to this standard of evaluation, including reference to its sun study and height analysis/compatibility view drawings, and generally concurs with the finding that “The Ketchum Boutique Hotel is configured along a northwest spine that has allowed for the building’s mass to be pulled back from the roadway view corridor leading to Main Street. All onsite parking is contained below grade and will have no visual impact on the site. The hotel features an interior courtyard located on level 2 that faces south, the courtyard will be hotel’s ‘private’ exterior amenities space that is reasonably shielded from the view of most adjacent properties. The hotel features many architectural balcony elements that serve to create another layer of structure between the guests and the exterior, enhancing a sense of a perimeter of privacy in those guest rooms. The Sun Studies provided ... demonstrate that the massing of the hotel will have very minimal shade impact on adjacent buildings, only during the December studies do any shadows from the hotel intrude appreciably on any adjacent properties, and in those cases the shadow impacts from [the PEG Ketchum] hotel are not any more intrusive than the affected buildings have on their adjacent neighbors.” As conditioned herein, the City finds this standard to have been met.

KMC § 16.08.080.M

Adequate recreational facilities and/or daycare shall be provided. Provision of adequate on site recreational facilities may not be required if it is found that the project is of insufficient size or density to warrant same and the occupant's needs for recreational facilities will be adequately provided by payment of a recreation fee in lieu of such facilities to the city for development of additional active park facilities. On site daycare may be considered to satisfy the adequate recreational facility requirement or may be required in addition to the recreational facilities requirement.

City Council Findings: Programmed recreation facilities within the Project, include a 1,002 square foot fitness center and a 3,301 square foot outdoor terrace, including hot tubs. The City finds these on-site guest amenities to adequately meet the recreational needs appropriate to the scale of the Project. In addition, the City finds that the proposed use, inclusive of the employee housing units, does not warrant the provision of on-site daycare services.

KMC § 16.08.080.N

There shall be special development objectives and special characteristics of the site or physical conditions that justify the granting of the PUD conditional use permit.

City Council Findings: As noted in the Gateway Study, the City of Ketchum has established special development objectives for the four corners surrounding the intersection of River Street/SH75. The City has reviewed and analyzed this Study and recognizes subject Project Site is on a bench with approximately 37 feet of grade change and without the PUD process would unlikely be developable as a hotel as it would have to have one building along River Street, and a second building at the bottom of the hotel accessible via SH75 Street. This latter access is not desirable for site visibility and safe ingress/egress as attested to by the city's independent traffic consultant upon review of project development drawings, Hales access memorandum, and ITD highway specifications. Accordingly, the City finds there to be special development objectives and special characteristics of the site and its physical conditions that justify the granting of the PUD conditional use permit.

KMC § 16.08.080.O

The development will be completed within a reasonable time.

City Council Findings: Regarding KMC §16.08. 080.J, it is found that this standard is met; provided that a project completion assurance agreement is entered into between the Applicant and City for the Project prior to the issuance of any Building Permit for the construction of the Project.

KMC § 16.08.080.P

Public services, facilities and utilities are adequate to serve the proposed project and anticipated development within the appropriate service areas.

City Council Findings: Street, water, sewer, and fire personnel have met with the Applicant and found that adequate city services are available to serve the Project. The Applicant and the City have also met with ITD regarding the Project and, as conditioned herein, is requesting improvements be installed by the Applicant at the intersection of SH75/River Street as a condition of Certificate of Occupancy. Formally, this will occur upon acceptance by ITD of a specific Encroachment Permit application submitted by the Applicant in conjunction with city recommendations to ITD for approval. Prior to building permit issuance, the Applicant will need will-serve letters from other utility providers (gas, electric, waste and recycling). To date, no issues of service have been identified. The payment of impact, local option tax, and building permit fees pursuant to approved city schedules are required. The City finds this standard has been met. Subject to the conditions set forth herein, public services, facilities and utilities are adequate to serve the Project and anticipated development within this area.

KMC § 16.08.080.Q

The project complies with all applicable ordinances, rules and regulations of the city of Ketchum, Idaho, except as modified or waived pursuant to this section

City Council Findings: KMC §16.08.080 Subsections G and Q both stipulate that the Project conform with and promote the purposes of applicable ordinances and not conflict with the public interest. This Project involves six (6) interrelated permits (floodplain, subdivision, design review, PUD, CUP, and a development agreement), as well as encroachment permits that will be required for SH75 from ITD and for River Street from the Ketchum City. Each of these eight (8) sets of approvals, as well as future compliance of Project construction drawings with other city regulations, such as Building, Fire, and Green Building Codes are required of the Applicant. As conditioned herein, the City finds that this Project complies with all applicable rules and regulations of the City. The City makes this finding in recognition of its previous finding in favor of waiving the three (3) acre minimum PUD eligibility criteria as detailed under KMC §16.08.080.A as allowed for hotels. Further, the City makes this finding in recognition of the following dimensional standard and project waiver analysis for the proposed FAR, height/story, and setbacks proposed for the Project. Further, as noted in general finding 2.2.3 herein, Ketchum’s planned unit development ordinance is intended to encourage the total planning of developments, provide flexibility, and work with unusual or special characteristics of the land or a development project. Notably, KMC §16.08.020.B states, “[i]n the event of conflict between this PUD chapter and any other ordinance of the city, this PUD chapter shall control.”

2.5 Tourist Zoning District Dimensional Standards and Project Waiver Analysis and City Council Evaluation Compliance Analysis and Findings:

KMC § 17.12.030

Minimum Lot Area & Lot Width: 9,000 square feet minimum & 80’ average.

City Council Findings: The property is 47,249 square feet in size and has a lot width with the one-lot subdivision application that exceeds the minimum lot size and widths required in the Tourist Zone.

KMC § 17.12.030

Minimum Open Space

City Council Findings: That 21,362 square feet of the property will remain open space, which is approximately 45% of the 47,249 square foot site. The Project has greater than the required thirty-five percent (35%) minimum open space set forth in the KMC for the Tourist Zoning District. The City finds that this standard has been met.

KMC § 17.12.030

Setbacks

Front: 15’

Riparian: 25’

SH75: 25’ / 32’

Side: the greater of 1’ for every 3’ in building height, or 5’

City Council Findings: The project complies with the city's 25' riparian and 15' front setback requirements. A waiver of the side yard setbacks is requested. KMC §17.124.050.A, subsections 1 and 2, specifies that a PUD and Subarea Analysis process shall be used in the granting of waivers to bulk regulations for hotels. KMC §17.12.030 sets forth the following minimum side yard setbacks: (A) the greater of one-foot (1') for every three-feet (3') of building height, or five feet (5') for the west side setback; and (B) Twenty-five foot (25') to thirty-two foot (32') setbacks adjacent to State Highway 75 (SH75), as calculated based on the adjacent right of way width. The Project, as amended, proposes a 31.3' average setback along SH75 with portions of the building as close as 20' from edge of SH75 ROW. On the west-side of the structure, portions of the building are proposed as close as 11.8' from the neighboring west property line. The City approves the following side setback waivers: a minimum of sixteen feet (16') west side yard setback waiver and a minimum east side setback of twenty feet (20') provides the average east side setback is greater than thirty-one feet (31').

KMC § 17.12.030

Permitted Gross Floor Area Ratio: 0.5 or greater for hotels.

City Council Findings: The City finds the Project meets the definition of hotel as set forth in KMC §17.08 and, as a consequence, is eligible to exceed listed FAR consistent with the City's previous finding within KMC §17.08.080, subsections B and D. A FAR of 1.57 is proposed for the hotel, which incorporates employee housing and other public amenities within the Project. Significantly, the City has reviewed the Subarea Analysis, the Gateway Study and a Comparative Hotel PUD Summary Chart. The City finds the proposed hotel is both by design and use consistent with envisioned plans for the corner of SH75 and River Street. The FAR of the Project is significantly less than the CC-Limelight Hotel and Tourist Zone Harriman Hotel Project – neither of which incorporate community housing on the hotel site. The Project Site was defined as Site 2 in the 2007 Gateway Scale and Massing Study and was identified as a priority urban infill site for potential hotel development. As such, the Property is in the Ketchum Urban Renewal District (KURA) Revenue Allocation Area. The allowance of a 1.57 FAR, as herein conditionally approved by the City, is warranted due to special development objectives and special characteristics of the site and its physical conditions. In reaching this finding, the City finds that the proposed FAR, as stipulated, will not be detrimental to the public welfare, health and safety nor injurious to property owners in the immediate area.

Subject to the approval of the PUD application with conditions as noted herein, the City finds that the Project FAR warrants a waiver and, as a result, complies with this provision of the Tourist Zoning District.

KMC § 17.12.030

Building Height

Maximum Permitted: 35' or greater for hotels

City Council Findings: The Project proposes to exceed the thirty-five foot (35') height limit, which is permissible subject to the city's fourth floor hotel use allowance in the Tourist Zoning District provisions, as set forth in KMC §17.124.040.B.3 and by reference KMC §17.124.050.A and B.6. Evidence in support of the Project height waiver up to seventy-two feet (72') from existing grade and an interpretation that the "hotel" does not exceed four floors are as follows:

- (A) The Project site has a large slope from Trail Creek at the south end of the lot to the north end along River Street. The hotel is proposed as a four-story structure on River Street, and step / terrace down to three and then two stories nearest Trail Creek.
- (B) The KMC does not specify the maximum height of a four-story building. Historic references in the KMC, as well as the top floor plate of the adjoining Limelight Hotel show the hotel fourth floor to equal approximately forty-eight feet (48') while the top of the Limelight hotel penthouse parapet is 73.5'.
- (C) Maximum height of the building shall not exceed 48' when the building is measured from the highest elevation of the property (along River Street) or 72' when building height is measured from the lowest elevation of the property (along Trail Creek), Height Analysis.
- (D) During the transition where the four-story building along River Street steps down approximately thirty feet (30') toward Trail Creek, the forty-eight foot (48') high 4-story building reads like 6-stories at seventy-two feet (72') high. This is permissible consistent with KMC §16.08.020.B and desirable as follows: first, the height of the building at subject central location is below the forty-eight (48') 4-story horizontal plane established by precedent and with the top of the fourth floor at the adjacent Limelight; second, the City recognizes that in this central location of the structure, that the 4-stories of hotel use are sandwiched between two public amenities (employee housing and a roof top bar for the public). The unique characteristics of the site at this location, where the existing grade drops quickly in the center of the site, result in a portion of the building having a taller element of seventy-two feet (72') as measured from existing grade. The City finds this consistent with general finding 2.2.3 herein and KMC §16.08.020.B, "[i]n the event of conflict between this PUD chapter and any other ordinance of the city, this PUD chapter shall control."
- (E) In comparison to both the Limelight and approved Harriman Hotels on opposing corners, the height of the proposed Boutique Hotel is lower and more closely aligned to the fourth floor of each building.
- (F) The Gateway Study and Subarea Analysis indicate that the proposed hotel is both by design and use consistent with envisioned plans for the corner of SH75 and River Street.

- (G) Further, the proposed hotel project is consistent with current Tourist Zoning District zoning allowances for hotels. Each of the attendant uses, including restaurant/bar, meeting rooms, and employee housing are also permitted in the Tourist Zoning District. The Project proposes a height waiver for hotels in the Tourist Zone District and, subject to approval of the PUD application with conditions as noted herein, complies with this zoning standard.

KMC § 17.125.030.H

Curb Cut Permitted: A total of 35% of the linear footage of any street frontage can be devoted to access off street parking.

City Council Findings: There are no curb cuts proposed along State Highway 75. The new configuration results in less than thirty-five percent (< 35%) of the linear footage of street frontage devoted to access the off street parking within the parking garage.

KMC § 17.125.020.A.2 and KMC § 17.125.050

Parking Spaces: Off-street parking standards of this chapter apply to any new development and to any new established uses.

City Council Findings: As analyzed by staff and consistent with KMC §17.125 and the revised Project parking analysis, a minimum of eighty-four (84) parking spaces in the underground parking garage are required. The Project proposes eighty-four (84) spaces in the parking garage. Of the 84 spaces provided for the Project not less than thirteen (13) spaces are reserved for public use and eighteen (18) spaces are reserved for employee housing use. As conditioned herein, the Project complies with this standard.

2.6 Conditional Use Permit Standards Analysis and City Council Evaluation Compliance Analysis and Findings:

KMC § 17.116.030 (A)

The characteristics of the conditional use will not be unreasonably incompatible with the types of uses permitted in the applicable zoning district.

City Council Findings: The proposed hotel and each of the attendant uses within the Project, including restaurant/bar, meeting rooms, and employee housing, are permitted uses in the Tourist Zoning District. The characteristics of the conditional use for the Planned Unit Development CUP and the waivers approved herein pursuant to KMC §17.124.050 are compatible with the types of uses permitted in the Tourist Zoning District. The City finds this standard of evaluation has been met.

KMC § 17.116.030 (B)

The conditional use will not materially endanger the health, safety and welfare of the community.

City Council Findings: The Project will be served with essential public services and facilities, an acceptable level of service for traffic operations and pedestrian safety as set forth in the applicable findings noted in §16.08.080.F and §17.116.030 (B). As conditioned herein, the City finds this standard has been met.

KMC § 17.116.030 (C)

The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood.

City Council Findings: The City found in KMC §16.08.080.F herein above that the Project will be adequately served by necessary vehicular and nonmotorized transportation systems. This finding was made after reviewing includes documents from the Applicant that address how vehicular and pedestrian traffic will circulate in and around the proposed Project. Foremost of these exhibits is the detailed traffic impact study (TIS) prepared by Hales Engineering, which AECOM (on behalf of the city) has provided a peer analysis and documents which include the River Street Public ROW Encroachment details that feature the Applicant’s circulation plan, sidewalk improvements, and proposed snowmelt system for the Project and the two excerpts of professional studies. The first is an excerpt from the Idaho Transportation District (ITD) Record of Decision (ROD) and proposed Fiscal Year 2025 (FY25) road improvements to State Highway 75 (SH75) adjacent the property between the Trail Creek Bridge and River Street. As conditioned herein, the City finds this standard to have been met. In particular, three off-site mitigation measures that will be required as a condition of development, including:

- (A) Developer to accommodate a northbound left-turn lane plus taper at River/Main. The developer will need to coordinate with ITD to determine where the west edge of SH-75 will be and whether ITD will accept temporary paving. The developer would install sidewalk, curb and gutter to the city’s standard. AECOM suggests that “ITD and the City consider creating an opposing left-turn lane and better aligning the approach and departure lanes through the intersection. In addition, it’s understood that this will help prevent queuing and also be a safety improvement.
- (B) Developer to install “right-turn only” signs on the eastbound and westbound approaches (City would likely pay for the cost on the westbound approach).
- (C) At the discretion of the Ketchum City Council, the developer shall install a HAWK system on the crosswalk on the north leg. No crosswalk required on the south leg. However, as noted by AECOM “Before constructing a HAWK signal at River Street, an engineering study should be performed using the guidance provided in Section 4F.01 of the MUTCD.”

KMC § 17.116.030 (D)

The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area or conditions can be established to mitigate adverse impacts.

City Council Findings: Consistent with the findings made for KMC §17.116.03 subsections B and C, the City finds this standard to have been met.

KMC § 17.116.030 (E)

The conditional use is not in conflict with the policies of the Comprehensive Plan or the basic purposes of this Section.

City Council Findings: The proposed conditional use is supported by the following goals and policies of the 2014 Comprehensive Plan. As noted herein, the proposed conditional use does not conflict with the policies of the Comprehensive Plan or the basic purposes of Chapter 17.116 Conditional Uses.

2.7 City Council Findings Regarding Applicant’s PUD Bulk Area Waivers:

- 2.7.1 The Applicant’s Project includes waivers to the floor area ratio, side yard setbacks, and height requirements and, subject to compliance by the Applicant with conditions as noted herein, the Project complies with each of the Tourist Zone dimensional standards for hotels.
- 2.7.2 The proposed Planned Unit Development and Conditional Use Permit Application meets the standards of approval under KMC Title 16 and Title 17, subject to conditions of approval.
- 2.7.3 The Project may exceed the maximum floor area, height, setback or minimum lot size requirements of Title 17 KMC, subject to a planned unit development having been prepared for the Project’s proposed hotel and subject to approval by the City Council which outlines the waivers to bulk regulations requested.
- 2.7.4 All height and bulk Project limitations shall be in accordance with Tourist District except those items waived as an incident of the PUD Development Plan approval. The approved Project plans illustrate areas where buildings may exceed height and bulk limitations. As conditioned herein, the City refers to the zoning and subdivision waivers set forth in these PUD Findings.

**III.
CONCLUSIONS OF LAW**

The following are the legal principles that provide the basis for the Planning and Zoning Commission’s decision which the Commissioners have applied to the facts presented at the hearing of the above entitled matter:

- 3.1 The City is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified at Chapter 65 of Title 67 Idaho Code; and
- 3.2 The City pursuant to Chapters 3, 9 and 13 of Title 50 Idaho Code has the authority to enact the Ordinances and regulations which the City has exercised and approved Ordinances codified in the Ketchum City Code (“KMC”), and which are identified in Section II of these Findings of Fact, and which are herein restated as Conclusions of Law by this reference, and which City Ordinances govern the Applicant’s Project Applications for the Development and use of the Project Site.
- 3.3 The City pursuant to Idaho Code Section 67-6515 has the authority, which it has exercised by ordinance, codified at Chapter .08 of Title 16 of the KMC, which is separate from its zoning ordinance for the processing of applications for planned unit development permits.
- 3.4 KMC section 16.08.120 C provides that prior to final approval of a PUD conditional use permit, the City Council may require a written agreement executed by the Applicant to secure performance of any requirement or condition to be imposed as part of the approval, including, but not limited to Development and may also require recordation of documents establishing and guaranteeing the operation and maintenance of the Project; and
- 3.5 The Project Applications, which includes waivers to the floor area ratio, side yard setbacks, and height requirements is governed under KMC Sections 16.08.020 B, 16.08.030, 16.08.040, 16.08.070, 16.08.080 and 17.124.050 are reviewed and considered by the Council in accordance with the following:
 - 3.5.1 In the event of a conflict Chapter 8 of Title 16 KMC controls over any other City ordinance; and
 - 3.5.2 A planned unit development involves a development of land in which the standard land use regulations of the City may be modified or waived in order to promote beneficial development of an entire tract of land in conformance with an approved planned unit development conditional use permit accentuating usable open space, recreational uses, public amenities, community housing, and harmonious development with surrounding properties and the city at large; and
 - 3.5.3 Any person wishing to develop a planned unit development shall comply with the requirements of chapter 8 of Title 16 KMC in addition to the zoning, subdivision and other applicable laws, ordinances, regulations and rules, subject to any modification or waiver granted as part of the planned unit development (PUD) conditional use permit; and

- 3.5.4 The Planning and Zoning Commission can make recommendations and the City Council has authority to grant waivers or deferrals of any of the requirements of sections 16.08.070 and 16.08.080 KMC on a case-by-case basis when the waiver or deferral will not be detrimental to the public welfare, health and safety nor injurious to property owners in the immediate area; and
- 3.5.5 The proposed Planned Unit Development and Conditional Use Permit meets the standards of approval under Title 16 and Title 17 KMC, subject to conditions of approval.

IV. ORDER OF DECISION

Based upon the above and foregoing Findings of Fact/Conclusions of Law and good cause appearing from the record, IT IS HEREBY DECIDED THAT THE FOLLOWING ORDERS BE ISSUED:

Order No. 1: PEG Ketchum Hotel, LLC Application for a Planned Unit Development Conditional Use Permit Version 3 Master Plan (“Project”) for a hotel development on a 1.09-acre site located at the southwest corner of the State Highway 75 and River Street intersection at 280 E. River, (the “Project Site”) inclusive of a request for waivers to minimum lot size, setback (side yards), height, and floor area ratio (FAR) limitations (the “Conditionally Granted Project”) is granted subject to and contingent upon the following terms and conditions:

- 1.1 **Condition No. 1 Revised Master Plan West Side Set Back:** Applicant shall revise the Version 4 Master Plan with a redesign of the subject Hotel structure within the same locations on the north, east and south with an additional setback on the west side of four feet four inches (4’-4”) from the property line than is shown in Version 3 Master Plan; and
- 1.2 **Condition No. 2 Emergency Services Conditions:** The following are emergency services and safety terms and conditions:
 - 1.2.1 **Completion of Fire Improvements:** The City Building Official or the City Fire Marshal may withhold building and/or fire inspection approval for any phase of construction until all necessary components of the water and/or fire alarm system sufficient to provide protection for that portion of the Conditionally Granted Project are complete.
 - 1.2.2 **Fire Access During Construction:** Vehicle parking and material storage during Conditionally Granted Project construction shall not restrict or obstruct public streets or access to any building. Emergency vehicle access shall be maintained as required by the Fire Chief. Once construction begins on the second floor and above, 26-foot aerial

ladder truck access is required along one entire side of the building, in a location approved by the Fire Marshal, for evacuation of injured persons from upper floors. All required Fire Lanes, including within 15 feet of fire hydrants, shall be maintained clear and unobstructed at all times.

1.2.3 **Fire Code Requirements:** The Conditionally Granted Project shall comply with all the terms and conditions set forth in the Ketchum Fire Department Pre-application Requirements Memo dated June 24, 2019 from Tom Ancona, Assistant Chief & Fire Marshall, inclusive of subsequent amendments thereto, as well as all 2012 International Fire Code requirements and any additional specific City Building (Chapter 15.04 and 15.06) and Fire Ordinances (Chapter 15.08).

1.3 **Condition No. 3 ROW Improvements Conditions:** The following ROW Improvements are required of the Applicant:

1.3.1 **DIG:** The Applicant shall submit a Street and Alley Digging, Excavation, and Trenching (“DIG”) Permit application with an associated traffic control plan for all construction work within the City ROW to be reviewed and approved by the City Streets Department.

1.3.2 **TURP:** The use of City right-of-way for construction which includes the closure of adjacent streets or sidewalks requires a Temporary Use of Right-of-Way Permit (“TURP”).

1.3.3 **River Street Encroachment Permit Improvements:** KMC §17.96.030.C states: “The City Council shall approval all permanent encroachments within the City-owned ROW associated with a development Conditionally Granted Project.” Applicant has made application as a part of the Conditionally Granted Project to the City for a license to encroach into the River Street Public Right of Way (“River Street ROW”) with a preference for Civil Plan Option 1, as set forth in the 1/21/20 design update which includes the following improvements: guest pick-up/drop-off, underground utilities, landscaping, street trees with decorative tree grates, public art, bike racks, sidewalks, pedestrian walkway lighting, and street lighting, and related improvements along River Street, pursuant to KMC §12.08.040. Further, the Applicant proposes that all walkway and driving surfaces within this encroachment area be hooked into its private boiler or similar snowmelt system within the Conditionally Granted Project mechanical room. The snow melt system is proposed to be operational every winter after the Hotel Operations begins operations. Final approval of the River Street ROW improvement plans is required and is subject to review and approval by the Ketchum City Council through a separate encroachment agreement. If approved via separate City encroachment process, such order or decision on encroachment,

including any and all conditions thereon, is hereby incorporated by reference and made a part of these findings.

1.3.4 **SH75 Encroachment Permit:** ITD has an approved Record of Decision (“ROD”) that includes a 3-lane section with a six-foot (6’) wide sidewalk abutting the Subject Real Property. Subject ITD improvements to the SH75 ROW are proposed to be installed by ITD in Fiscal Year 2025 with road work in the vicinity, at the earliest, occurring in October of 2025. The installation of these SH75 Improvements by ITD and, particularly, the striping of a dedicated left turn lane West Bound onto River Street with adequate queuing for cars turning onto River Street is important to traffic flow both along SH75 and into the Conditionally Granted Project.

1.3.4.1 Given the Applicant’s timeframe for construction and Certificate of Occupancy, subject SH75 work will not be conducted by ITD prior to the Developed Conditionally Granted Project and the commencement of Hotel Operations opening. Given that the City finds that a center turn lane with adequate queuing of approximately fifty to one hundred feet (50’ – 100’) is necessary for the SH75/River Street intersection to retain its current Level of Service (“LOS”) for vehicular car movement, therefore the Applicant shall file with ITD an application for an encroachment permit. The Applicant and City shall work together to attain approval from ITD for the construction and striping of a partial center turn near the River Street intersection north of the Trail Creek bridge. This condition includes the City’s retaining of authority to modify the traffic patterns on State Highway 75, specifically the left turn lane traffic flow, in the event the initial traffic patten instituted by the Idaho Department of Transportation is inadequate. The Applicant shall pay for engineering, traffic control and construction costs for subject SH75 improvements adjacent to the Conditionally Granted Project.

1.3.4.2 Further, to avoid excessive delays for East Bound traffic on River Street, the Applicant shall work with the City and ITD to install appropriate signage and improvements to allow only a right turn onto southbound SH75 at this intersection.

1.3.4.3 **Pedestrian Safety:** To help assure pedestrian safety and consistent with KMC, at the discretion of the Ketchum City Council upon the recommendation of the Ketchum Transportation Authority and the city’s peer review engineering firm (AECOM), the Applicant shall work with the

City and ITD to upgrade the unsignalized SH75 and River Street crossing (on north-side) to include a HAWK system. The circulation design shall meet all standards as specified in KMC §17.96.060.G. Further, as recommended by AECOM, “Before constructing a HAWK signal at River Street, an engineering study should be performed using the guidance provided in section 4F.01 of the MUTCD.”

- 1.3.5 **Letter of Credit:** The Applicant shall provide an irrevocable letter of credit to the City for the aforementioned ROW Improvements affecting both the SH75 and River Street ROWs.
- 1.4 **Condition No. 4 Terrace Walls:** Construction of terrace walls or features of the outdoor dining patio with landscaping and architectural features adjacent to SH75 may be subject to future design review at the time the application is filed for approval at the discretion of the Administrator.
- 1.5 **Condition No. 5 Time Limits:** The following are the time limits that govern this Conditionally Granted Project:
 - 1.5.1 Pursuant to KMC §17.96.090, a design review permit is valid for twelve (12) months from the date of final decision on the associated Findings of Fact, Conclusions of Law, and Decision. The Application for the Conditionally Granted Project building permit must be filed within the time as specified in KMC §17.96.090(A)(2). Any extension shall only be as allowed and specified in KMC §17.96.090.
 - 1.5.2 Unless extended by the Ketchum City Council, a building permit shall be issued within twelve (12) months from the date of the last issued Permit.
 - 1.5.3 A certificate of occupancy shall be issued for the Conditionally Granted Project no later than ~~18~~ 30 months after the building permit is issued unless the time for completion of the Conditionally Granted Project is extended by the City Council.
- 1.6 **Condition No. 6 Certificate of Occupancy:** No Certificate of Occupancy shall be issued for the use and occupancy of this Conditionally Granted Project until the following items are complete:
 - 1.6.1 All Design Review elements of the Conditionally Granted Project have been completed and approved by the Planning & Building Department; and
 - 1.6.2 All occupancies in the Conditionally Granted Project (residential, commercial, etc.) shall meet the Leadership in Energy and Environmental Design (LEED) Silver or equivalent standards consistent with (A) representations of the Applicant and its 1/21/20

design update Sustainability Integration representations (building system / geothermal, high performance building and site, material and product sustainability assessment) and (B) provisions of the City of Ketchum Green Building Code as set forth in KMC §15.20, inclusive of additional recommendations of the Planning & Zoning Commission during Conditionally Granted Project Design Review; and

- 1.6.3 All proposed encroachments within the City's River Street right-of-way have been installed in accordance with the Conditionally Granted Project Master Plan and approved by the City Engineer; and
 - 1.6.4 All rooftop mechanical and electrical equipment is fully screened from public vantage points and approved by the Planning & Building Department; and
 - 1.6.5 The City's Fire, Utilities, Building, Arborist, Streets, and Planning Departments have conducted final inspections and authorized issuance of Certificate of Occupancy; and
 - 1.6.6 Prior to Certificate of Occupancy, a Parking Plan verifying free public use, the thirteen (13) displaced public parking spaces, and other details at the discretion of the City, shall be provided and approved by Ketchum City Council for the Conditionally Granted Project Parking Garage.
- 1.7 **Condition No. 7 City Permit Performance Fees:** The Applicant shall be charged and shall pay the City Permit Performance Fees for the administration of the City's performance of the Permit Conditions Acceptance Development Agreement.
- 1.8 **Condition No. 8 Conditions to Applicant's Obligations:** The Applicant's obligations hereunder are conditioned upon (1) receiving all the referenced approvals from the City and (2) securing financing as provided in the Permit Conditions Acceptance Development Agreement.
- 1.9 **Condition No. 9 Drainage:** Conditionally Granted Project Drainage system plans shall be submitted to the City Engineer for review and approval. Pursuant to KMC §17.96.060.C, all storm water shall be retained on site, drainage improvements constructed shall be equal to the length of the Subject Real Property boundary lines, and all drainage facilities shall be constructed per City standards. All drainage improvements shall meet the applicable design criteria as specified in KMC §12.04.030.
- 1.10 **Condition No. 10 Utilities Plan:** The Applicant shall submit a Conditionally Granted Project Utility Plan indicating the location and size of water and sewer mains as well as gas, electric, TV and phone services (KMC §17.96.040.C.2c & KMC §17.96.060.D.1-3). Per KMC §17.96.060.D.2, utilities shall be located

underground and utility, power, and communications lines within the Conditionally Granted Project Site should be concealed from public view.

- 1.11 **Condition No. 11 Employee Housing Units:** The Applicant shall either maintain or enter into a master lease with the Hotel Operator for apartment units within the Developed Conditionally Granted Project containing not less than 23 beds, as materially set forth in the 1/21/21 employee housing plan design update, and thereby fulfill and satisfy the employee housing obligation of this Conditionally Granted Project consistent with the KMC.
- 1.11.1 Notwithstanding, consistent with the recommendations of the BCHA and the Commission, the Applicant may as part of the Design Review process seek to amend the employee housing plan configurations to have fewer shared bedroom configurations, improved bathroom to bed ratio, and more individual or couple employee housing suites; and
- 1.11.2 All leased apartment units must be subleased, assigned or otherwise made available to employees of the Hotel Operator on terms and conditions that emphasize the retention of a local workforce consistent with Blaine County Housing Authority (BCHA) community housing guidelines, and providing employee housing at a price point that is commensurate with its employees' ability to pay. The Applicant may enter into a master lease with the Hotel Operator for apartment units containing twenty-three (23) beds and thereby fulfill and satisfy the employee housing obligation of this Conditionally Granted Project consistent with KMC §17.124.050.
- 1.11.3 All leased apartment units must be subleased, assigned or otherwise made available to employees of the Hotel Operator on terms and conditions determined by it in the exercise of its discretion consistent with the goals of retaining a local workforce and adhering to the BCHA community housing guidelines.
- 1.11.4 Apartment leases and the management of this covenant of the developer to provide employee housing in the hotel are subject to annual recertification audits by the City and / or its designee. A fee established by resolution of the City may be charged for this service and associated compliance and monitoring activities.
- 1.12 **Condition No. 12 Hotel Operations:** The core feature of the Conditionally Granted Project is a hotel building operated at an industry acknowledged Four Star Hotel Operations Standard. Adherence to a Four-Star Hotel Operations Standard, particularly during Peak Travel Season, affects the sufficiency of on-site parking and traffic circulation in the immediate vicinity of the Conditionally Granted Project and is a requirement of the occupancy and use of the Developed Conditionally Granted Project.

- 1.13 **Condition No. 13 Lower Parking Demand and Traffic Impacts:** To assure that the Applicant and/or Hotel Operator provides guest shuttle, employee shuttle, car share program, transit passes, carpool program, alternative transportation (such as bike storage for employees), and strict monitoring and management of deliveries and garbage pick-up, as set forth in §4.13, the Applicant and/or Hotel Operator shall include in the irrevocable letter of credit a Lower Parking Demand and Traffic Impacts amount of fifty thousand dollars (\$50,000) for a period of not greater than five (5) years upon which the City Council may request a draw to cover the City's costs in the mitigation of lowering traffic impacts and/or parking demands associated with the Applicant and/or Hotel Operator's failure to comply.
- 1.14 **Condition No. 14 Parking & Loading:** The Applicant shall present a Conditionally Granted Project Parking Plan for review and consideration by the Commission as part of its full Design Review Submittal. Prior to Certificate of Occupancy, a Conditionally Granted Project Parking Plan verifying public use, validation processes for determining parking charges (if any) for the public and the thirteen (13) displaced public parking spaces, and other details at the discretion of the City, shall be provided and approved by Ketchum City Council for the Conditionally Granted Project Parking Garage. The Conditionally Granted Project is required to have a minimum of eighty-four (84) parking spaces in the underground parking garage. Of these spaces, 53 spaces are required for the Four-Star Hotel Operations Standard, 18 spaces are required for employee housing, and 13 are required for the public to mitigate displaced public parking spaces from River Street. Of this total, not less than:
- 1.14.1 Eighteen (18) stalls shall be allocated for employee housing, inclusive of at least one (1) car share vehicle; and
 - 1.14.2 Thirteen (13) underground parking stalls will be available to the general public at no charge to the public while visiting the property or using the conference center, spa, restaurant and bar. Subject to city final approval, a validation system may be employed by the Applicant and/or Hotel Operator with regard to the monitoring of public use of the thirteen, free-of-charge, underground public spaces located in the Conditionally Granted Project Parking Garage; and
 - 1.14.3 Guest shuttle, employee shuttle, car share program, transit passes, and bike storage shall be provided as a part of the Four-Star Hotel Operations Standard.
 - 1.14.4 During and upon completion of the construction of the Conditionally Granted Project, delivery vehicles associated with the Conditionally Granted Project shall not interfere with the regular flow of traffic surrounding the Conditionally Granted Project Site. Delivery vehicles

shall not block the regular flow of traffic along River Street. Accordingly, deliveries will be made (a) preferably with single-unit trucks, not large tractor-trailer trucks; (b) during off-peak hours; and, (c) with hand trucks from the designated on-street loading zone. The Applicant shall strictly monitor and manage deliveries and garbage pick-up to ensure these activities do not occur during peak traffic periods, and that they do not occur simultaneously.

- 1.15 **Condition No. 15 Local Option Tax:** The Conditionally Granted Project shall be subject to the provisions of KMC Section 3.12, relating to local option taxes.
- 1.15.1 **Beverage, Food & Retail Sales:** All retail, food and beverage sales on the Conditionally Granted Project Site and in the Conditionally Granted Project shall be subject to the local option tax.
 - 1.15.2 **Building Materials:** The Conditionally Granted Project and Conditionally Granted Project Site shall be subject to the local option tax on building materials.
 - 1.15.3 **Employee Housing:** The obligation to pay local option tax shall not apply to the rental of employee housing units.
 - 1.15.4 **Future Amendments to LOT Ordinance:** Any amendments to or repeal of Ketchum’s Local Option Tax Ordinance and/or Idaho law relating to such local option taxes shall also apply to and modify this Section to the extent of such amendment(s) and/or repeal.
 - 1.15.5 **Hotel Rooms:** All hotel rentals in the Conditionally Granted Project Four-Star Hotel Operations Standard shall be subject to the local option tax, regardless of who makes the reservation, including independent third-party travel agencies or other independent parties.
 - 1.15.6 **Short-term rentals:** All non-hotel rentals, if any, shall be subject to the local option tax on short-term rentals.
 - 1.15.7 **Marriott Rewards:** Reward stay bookings for any evening shall be assigned a room rate in accordance with the Idaho Administrative Procedures Act (IDAPA) and similar Idaho State Tax Commission rules and regulations. In all cases, subject reward stay booking shall be tracked as room revenue and charged the applicable local option tax rate. Local option taxes shall be remitted for all stays.
- 1.16 **Condition No. 16 Waivers:** Setbacks, FAR, and height for the Conditionally Granted Project shall comply with final Design Review for the Conditionally Granted Project as approved by the City. The final plans once approved and integrated into the Permit Conditions Acceptance Development Agreement by the Ketchum City Council illustrate areas where buildings may exceed height

and bulk limitations. As conditioned herein above, Ketchum acknowledges the zoning and subdivision waivers set forth in the PUD Findings.

- 1.17 **Condition No. 17 City Department Requirements:** All requirements of the Fire, Utility, Building, Planning and Public Works departments of the City of Ketchum shall be met. All public improvements shall meet the requirements of the Public Works Department.
- 1.18 **Condition No. 18 Compliance with the Applicable Laws and Ordinances:** All other provisions of Ketchum Municipal Code, Chapters 16 and 17 and all applicable ordinances rules and regulations of the City and other governmental entities having jurisdiction shall be complied with by the Conditionally Granted Project.
- 1.19 **Condition No. 19 Building Permit Requirements:** The building permit for the Conditionally Granted Project shall not be issued until:
 - 1.19.1 The Conditionally Granted Project is subject to completion assurances and a letter of credit, which shall be detailed by the City Attorney and Finance Director and approved by the Ketchum City Council as provided in the Permit Conditions Acceptance Development Agreement governing this Conditionally Granted Project; and
 - 1.19.2 The Conditionally Granted Project shall pay the plan check and building permit fees that are in effect at the time of plan check and building permit submittal and all fees required by law prior to and for the issuance of a building permit.
 - 1.19.3 Storm Water Management Pollution Prevention Plan (“SWPPP”) in accordance with local, state and federal laws and regulations is in place for the Conditionally Granted Project; and
 - 1.19.4 A detailed Conditionally Granted Project Construction Staging and Mitigation Plan which is consistent with the standards specified in Chapter 15.06 of KMC, including provisions for off-site parking for contractors, sub-contractors, and other trades associated with the construction of the Conditionally Granted Project, off-site storage of bulk materials, and required right of way encroachments during construction, shall be submitted and approved by the City Planning and Building Administrator prior to building permit approval.
 - 1.19.5 The Applicant has secured a will serve letter from Idaho, Clear Creek Disposal and other applicable public and private utility providers prior to issuance of a Building Permit.
 - 1.19.6 The River Street Encroachment Permit encroachment agreement shall be obtained.

1.19.7 The Applicant shall cause to be issued in irrevocable letter of credit for the aforementioned Public ROW Improvements affecting both the SH75 and River Street ROWs. The amount of the financial guarantee shall be at 150% of engineering estimates for the guaranteed improvements. Partial and/or full release(s) of the letter of credit may be made upon: (i) Acceptance of subject River Street ROW improvements by the City; (ii) formal commencement of work by ITD of the SH75 ROW improvements adjacent the Subject Real Property and/or upon complete installation of the SH75 ROW improvements adjacent the Property.

1.20 **Condition No. 20 Written Permit Conditions Agreement:** The City Council has approved and the Applicant has entered into a Permit Conditions Acceptance Development Agreement inclusive of all the conditions of approval but subject first to inclusion of conditions of the Planning and Zoning Commission's Design Review of Conditionally Approved Project and which Permit Conditions Acceptance Development Agreement is finalized and Approved by the City Council having completed its public hearing process regarding the same.

1.21 **Condition No. 21 Design Review:** At the time of Design Review the applicant shall be required to address venting of mechanicals that vent toward the western property line. Applicant shall be required to provide detail related to how they are preventing impact to the adjacent property owner.

Order No. 2 Not a Final Action: These Findings of Fact, Conclusions of Law and Order of Decision are not a final action of the City Council on this Planned Unit Development Conditional Use Permit and Waiver Application until the following conditions subsequent have occurred:

- 2.1 There is a final action by the City upon the Design Review of the PUDCUP; and
- 2.2 The City Council has taken final action upon the Permit Acceptance Agreement.

Adopted this 16TH day of February, 2021.

City Council of the City of Ketchum

By: _____
Neil Bradshaw, Mayor

Notice to Applicant

The subject Planned Unit Development/Conditional Use Permit and Waiver Application concerns a site-specific land use request and therefore this notice is provided to the applicant pursuant to I.C. § 67-6535 (3) of the applicant's right to request a regulatory taking analysis pursuant to section 67-8003, Idaho Code.

W:\Work\K\Ketchum, City of 24892\Gateway Hotel .015\AGENCY RECORD\FCO On Remand Drafts\2021-02-16 19-063 FCO by KCC PUD Findings on remand - lh 2-05-2021.docx

RICHARD C. CLOTFELTER
215 5TH AVE. SO.
UNIT C-202
KIRKLAND, WA 98033
ALSO
(151 So. Main St. Unit 503
Ketchum, ID 83340)
March 24, 2023

To: Suzanne Frick -Ketchum Planning
City of Ketchum P & Z
Mayor Neil Bradshaw, City of Ketchum
All City Council Members " " "
Fire Chief Bill McLaughlin " " "
Nathan Jerke, State of Idaho Dept. of Trans.

Subject: PEG/Marriott Tribute Hotel
River Street, Ketchum, ID.

Dear Mayor Bradshaw, P&Z Commissioners
Ketchum City Council Members,

Today I received a copy of the final report and recommendation from Ketchum City Planning to the P&Z Commissioners relative to the above referenced project.
This is a very lengthy document (218 pages including all exhibits). The focus is primarily on design, and meeting various city ordinances. There are copies of letters from Cox Business, Intermountain Gas, Idaho Power, Ketchum Water, etc., BUT NO letters from Ketchum Fire, and NO copies of the 2019 AECOM report done on the PEG project. WHY??

Both the Fire Department and the AECOM study deal with SAFETY. Design and Ordinance requirements are important, BUT, to the CITIZENS of Ketchum, SAFETY is the most important concern about any new project being proposed.

Why is the ABCOM study so important? The study was done in 2021. It has not been updated since. We are now in 2023-two + years later. In between, due to the Covid problem, the Mountain West, including Ketchum, have had to absorb high increases in people moving to the area, visiting the area, buying and working in the area, and thus substantial changes in the traffic congestion in and around the main entrance to the City. If you talk to your own Fire Department and the State Department of Highways, which I have done, and their concerns are covered in the accompanying documents to the letter, you will find a concern about fire, emergency, and access issues.

AN UPDATE ABCOM STUDY IS IMPERATIVE FOR THE SAFETY AND SECURITY OF THE CITIZENS OF KETCHUM!

In the report, I received today the following are inaccurate or inconsistent statement:

1. Page 4. The statement is made that access to State Highway 75 is not allowed. Please see the attached statement by Nathan Jerke of the State Dept of Transportation.

2. Design Review Improvements 17.96.050.A.1, states the project does NOT jeopardize the safety of the public. Note the comments of the Fire Chief and Mr. Jerke.
3. Design Review Improvements 17.96.060(G) (3) page 18, Traffic Flow Safety. All comments are based upon the Study done in February 2021.—NO update based upon City influx of new people see attached.
4. Same number above (G) (4) page 18 HAWK system does not allow curb cuts within 100'. This report states ABCOM recommendation of HAWK was adopted. How does this reconcile with approved plan with curb cuts on River Street being within 20'?
5. Same number above (G) (5) page 18, states that City Engineering, Fire etc., have been in discussion about access. In January 2023 and March 2023, there had been NO discussions with the Fire department relative to fire safety with congestion on River Street.
6. Sheet CO.3 of the site conditions shows clearly there is room for using a curb cut on highway 75 for truck delivery which (per attached) no one (including the developer and City Planning) has talked to Nathan Jerke at the State Depart. of highways about this possibility. There have been discussions about other subjects but not about this subject—see attached.

The City of Ketchum Planning Department is recommending approval of a project that its own traffic studies are out of date on, its own Fire Department has not been involved in and the SAFETY of the Cities Citizens and visitors are not being considered. Once again WHY?? Where is the much talked about process?

Please go back to the basics, and adjust to the important issues before moving this permit further.

Sincerely,



Dick Clotfelter

See Attached

RICHARD C. CLOTFELTER
151 SO. MAIN STREET
UNIT 503
KETCHUM, IDAHO 83340

CITY OF KETCHUM
Mayor Bradshaw
Planning & Zoning Commission
Ketchum City Council
191 5TH ST. WEST
KETCHUM, IDAHO 83340

Ref: PEG/Marriott Tribute Hotel

Dear Mayor Bradshaw and
P&Z Commissioners & City Council

I think you know who I am from previous correspondence. I have been in Commercial Real Estate for 60 years and commercial office, retail, and tech development for 45 of those years. I own a condo residence at the Limelight Hotel in Ketchum.

I have met with Mayor Bradshaw twice over the last 3 years and each time he had told me that he is focused on process.

If the process presently being experienced by the residents and property owners of the City of Ketchum relative to the PEG development at the corner of River Street and Highway 75 is an example of the "PROCESS" then the safety and security of the residents and owners IS NOT BEING PROTECTED.

I am going to explain specifically below what I mean.

To start, I have talked personally in August 2022 with Ketchum Planning Director Suzanne Frick, Fire Chief Bill McLaughlin, & Fire Marshall Seth Martin. I have also had direct communication with Nathan Jerke of the Idaho Department of Transportation. These discussions have been frank and very specific.

I recognize that City employees feel they have to be loyal and respectful of their leadership and I found real truths to come out of these discussions with the above mentioned people. I apologize to these folks for what I heard as their truthful thoughts, repeated now, is embarrassing to them.

I also found what appears to be a mandate within the City Leadership that has been pushed down to the various departments that the PEG project is to be approved as presented. This is a very unfortunate situation that has caused all facts and design possibilities to be buried. In effect, to many of us on the outside--a white wash, with little or no care as to the results to the City of Ketchum and its Citizens.

This is a complete failure of the "PROCESS" as I will point out further.

1

Prior to writing this letter, I received from the City both the first approved plan for the development, the present plan now being presented for approval, and a copy of the AECOM Traffic Impact Study prepared for the City in 2019. THIS IS NOW THREE YEARS OUT OF DATE!

I am going to focus on one very important area of the project that I have been focused on since the inception of the project: The congestion, safety & fire, & EMT emergencies that can occur if the plan presented is approved.

The first proposal for the project that was approved in late 2019 started out with a flat statement by the then City Planning Director and the Representative of the developer PEG, to a group of inquiring individuals, including myself, that the two existing curb cuts on State Highway 75 abutting the subject property were to be closed according to the State Dept of Transportation. This meant that all entry to the property for customer drop off, hotel parking, truck delivery, and garbage pickup had to occur off of River Street. This was ENTIRELY INCORRECT. My attorney talked to Nathan Jerke of the State Dept. of Transportation who stated that he did not recall any conversation with the City or the Developer at that time regarding the issue of eliminating those curb cuts.

When I started my review of the current proposal now on the table in August 2022 in a meeting with Suzanne Frick, I was told, and she followed up with a letter, that "the plan and configuration of River Street have not changed from what was received and approved by the City Council during the first round of project review and approval". She stated also that the Fire Dept did review the original plan. It was also stated that the Fire Dept. had NOT yet reviewed the new plan and that the new plan reflected the new highway configuration into four lanes instead of the two that existed in the first approval. Finally, I was told in August 2022 that the P&Z Commissioners had approved the design review permit and have yet to approve the finding of fact. The remaining approval at that time was the development agreement.

There is an inconsistency herein above. "The plan and configuration of River Street has not changed" yet there is now a 4-lane highway not a 2 lane highway. This is a major CHANGE and NO CURRENT AND RELIABLE TRAFFICE STUDY has been done to show how this affects River Street.

All the approvals to the August 2022 date had had NO FOCUS on the following:

1. The City of Ketchum, along with several other Mountain West Cities including, McCall, Bozeman & Billings, Montana, and Jackson Hole, Wyoming have had a tremendous surge in population moving into the areas and a large influx of contract, migrant, and other workers. This has caused an increase in traffic, increase in police and fire needs, and increased needs for safety. Ketchum Planning has relied on Traffic circulation studies done in 2019—three years ago and is assuming the fire department will automatically RE-Approve what was approved three years ago. How can this be??? In my discussions with the Fire Dept they expressed concerns about the congestion and their access to the property because of this. WHAT IS THE CITY STANDARD IN THIS REGARD? CAN A DEVELOPER USE A TRAFFICE IMPACT STUDY THIS IS FIVE YEARS OLD THAT IS LIKEWISE OUTDATED?
2. Another factor that has changed from three years ago related to congestion. Trucks that come to Ketchum have to come more frequently or use larger trucks to provide for the increased population, hotel occupancy and restaurant needs.

The attached exhibit "A" is an example of this as it relates to River Street. The River Street frontage of the PEG hotel is 123'. The new plan provides for a 67' area for truck unloading. On one end of the loading area is a 23' ingress and egress for the hotel entry, the garage entry & exit and garbage pickup. The other end has a 22' egress for hotel drop off. This leaves 9' to either side as buffer to highway 75 on the east end or to the adjoining property to the West.

3. My attached exhibit "A" shows a 69' truck unloading in the designated space on First Ave for the Limelight Hotel and a 60' truck unloading off of River St. for the Best Western Hotel with a person with a dolly moving goods from the Truck across River St to the Best Western. Now take a 69' truck and a 60' truck both delivering in front of the PEG Hotel. The two trucks totally BLOCK the entrance & exit to the hotel. Now what happens when a customer arrives at the same time or a garbage truck come to collect garbage, or fire breaks out in the dumpster, or someone has a heart attack? A MESS!!

What does planning say to this? "The hotel is required to manage the delivery of goods, garbage removal and guest arrival". What kind of a pipe dream is this? Trucks come from Twin Falls, Boise, and other areas to service the hotels and restaurants, and the Sun Valley Resort. They have tight schedules to meet and demands from various constituents. When the Limelight Hotel was permitted, Garage access in and out, truck deliveries and the hotel entrance were on two different streets.

At the PEG Hotel all of this is on River Street and in only 123' – not even the full block.

How is the PROCESS working here? It ISN'T!

There is an alternative!! PEG has told the City from the beginning that they DO NOT WANT an alternative. They have told the City what they have planned is what they want and have refused to listen and have, at this late date, told the City they do not want to change their plan as it is too expensive to do any redesign.

Every public entity that I have dealt with in three different States has always focused on SAFETY and has in every case I have dealt with sat down with other Government Agencies to find out the solution and then TOLD the developer, this is the way it is going to be. Why is the PROCESS in Ketchum different?

I was told by the Idaho Dept of Transportation (IDT) that when IDT and the City of Ketchum & PEG sat down together to work out an encroachment agreement for a 6' sidewalk along the highway side of the hotel and worked out a drainage encroachment for the highway to have drainage across the PEG property, there were NO QUESTIONS asked in these meetings by either PEG or the City of Ketchum about having a NEW CURB CUT in the to be widened Highway 75. In my talk with Mr. Jerke, we discussed the site distance needed in a 25 MPH speed zone, the right in and right out for access and Mr. Jerke did not have a problem discussing the situation with the City & PEG as HE TOO has expressed concern about the congestion at the Highway 75/River Street intersection.

ONCE again, PEG does NOT want such a discussion and City Planning is FOLLOWING instead of LEADING on this subject. Where is the PROCESS?

Yes, having delivery & garbage trucks come into the lower level of the PEG hotel site would cause some redesign of the employee area of the hotel, but if you look at the site there is plenty of room for redesign to accomplish both functions. So, it is a question once again, is the City of Ketchum interested in safety for its citizens or is it all for bending over backwards for a stubborn developer.

The Cities Traffic consultant AECOM, in their 2019 study done 3 YEARS AGO for the City has some interesting observations and recommendations that the City has ignored.

1. On page 4 of this 2019 study AECOM stated that it understood that the Idaho Dept of Transportation had requested a HAWK signal at River St & Highway 75 instead of an RRFB signal. The HAWK signal ties together with the existing signal system in Ketchum where the RRFB does not tie to the City signal system.
The HAWK systems are not recommended for installation within 100' of intersections or Driveways (MUTCD 2009 Section 4F.02 Paragraph 04). The HAWK system is more expensive than The RRFB system.
The HAWK system would cause the ELIMINATION of the easterly exit on River Street from the Hotel.
One would have to think PEG did not want this HAWK signal due to cost and the elimination of The hotel exit. The City, once again, WAS NOT CONCERNED ABOUT THE SAFETY to the Citizens of Ketchum, IT ONLY WANT TO PLEASE PEG and HURRY THE PROCESS THROUGH PERMITTING.

Note: The curb cut on Highway 75 is past the 100' limitation for a HAWK signal and would thus allow the signal system with the rest of Ketchum to be synchronized where the parking exit on River Street if it stayed would not allow the HAWK signal.

2. A further note relative to the 2019 AECOM report on page 3 under the Access to SH-75 section concludes that one driveway could fit within the Idaho Dept. of Transportation access spacing requirements. Based on this AECOM's review of the applicable code states such access would need to be a right in and right out access only. The CITY HAS IGNORED THIS OBSERVATION.
The City, has on file, an architectural drawing of how this would look.

It is very clear, the City Planning Department does not want to upset PEG. WHY?? It is also very clear, the Planning Department has not taken the lead in protecting the Citizens of Ketchum from a potential series of disasters.

The PROCESS that the Mayor desires has left out critical information the City has in its hands to make proper and complete review of the proposed PEG hotel project. AN OUTDATED TRAFFIC STUDY CAN NOT LEAD TO A COMPLETE AND PROPER REVIEW.

The City can sit down with the State Dept. of Transportation, as they did with the sidewalk and drainage encroachments, and work in the HAWK coordinated signal system, an access off of highway 75 to provide for delivery , garbage, and maybe some parking access. THE RESULT being, River Street will become the uncluttered hotel entry with a property the City Police, Fire, and EMT's can get to easily in an emergency. Yes, it will cost the developer some redesign, some costs associated with a HAWK signal system and more delay to the PROCESS.WHY not make this Hotel complex a COMPLIMENT to the entry of Ketchum rather than an utter congested mess?

2/

SUMMARY

1. The City of Ketchum has NOT followed its own directive of a complete PROCESS.
2. The City of Ketchum has the ability to work with the Idaho Dept of Transportation to effect an efficient intersection at River St. and Highway 75 with proper signaling easy access for truck delivery and garbage pick up off Highway 75.
3. The State and the Ketchum Fire Department & Police will feel comfortable that their concerns about fire, traffic, and police safety will have been listened to as opposed to being ignored.
4. When the City asks for an updated traffic study, THE CITY NEEDS TO ASK THE QUESTION OF AECOM: WHICH SOLUTION WILL ELIMINATE TRAFFICE CONGESTION AT RIVER STREET AND ALLOW EMERGENCY ACCESS TO THE PROPOSED HOTEL.
5. Finally, the Citizens of Ketchum will see that the Mayors's PROCESS will work to protect their safety and traffic movement within their city instead of seeing a totally developer oriented PROCESS that accomplished nothing but a mess or worse on River Street.

Subject to my Attorney's review, this entire letter will be printed in the newspaper if the PEG project is approved in its present form.

Sincerely,



Richard C. Clotfelter

Cc: Bill Mc Laughlin, Fire Chief—City of Ketchum
Seth Martin, Fire Marchal—City of Ketchum
Nathan Jerke, Idaho Department of Transportation
Gary Slette, Attorney, Twin Falls, Idaho.

FOLLOW UP TO MEETINGS OF AUGUST 22, 2022

On JANUARY 3, 2023, I again met with City of Ketchum Fire Chief Bill McLaughlin to inquire as had there been any discussion since August 22, 2022 with the PEG developer or the City of Ketchum Planning Department about the PEG project.

The Chief told me there had absolutely been NO discussion about the PEG project since, as he told me before, our August 22, meeting. In fact the Chief told me he thought the PEG project was nearly dead and gave it a less than 50% chance of continuing. Obviously from this statement, no questions to the Chief about his issues.

I then, on two separate occasions in January, called or emailed Suzanne Frick to see if the PEG project was ready yet to go to the P&Z. Her answer was the developer and the City were still working on the final Development Agreement that had to be completed before it could go to the P & Z. It was also indicated that this agreement was the only issue that needed to be completed. On the last email to Suzanne Frick, she indicated the goal was to have a P & Z meeting March 28, 2023.

Thus, here we are in March of 2023, with none of the issues stated herein above being reviewed and thus NO Change to what the Developer – PEG wanted from day one. WHY is this STILL HAPPENING.

There is NO PROCESS to correct what the Cities own traffic study, done by AECOM, had indicated as problems as noted on page 2 herein above. There has been NO discussion with the State Dept of Transportation who has indicated to also have concern about the congestion at the intersection of Highway 75 and River Street, plus the desire for the HAWK street light system vs the cheaper RRFB signal system.

Now, the almost four year old Traffic study that pointed out problems and NO INTERACTION with the Fire Department or the State Highway department about the issues mentioned herein. WHY??

Fundamentally, your City of Ketchum Planning Department has been rubber stamping everything the developer – PEG has wanted and not listened to its own consultants or the agencies most concerned about what has been proposed. Thus NO PROCESS HAS BEEN FOLLOWED to the detriment of the entire City of Ketchum.

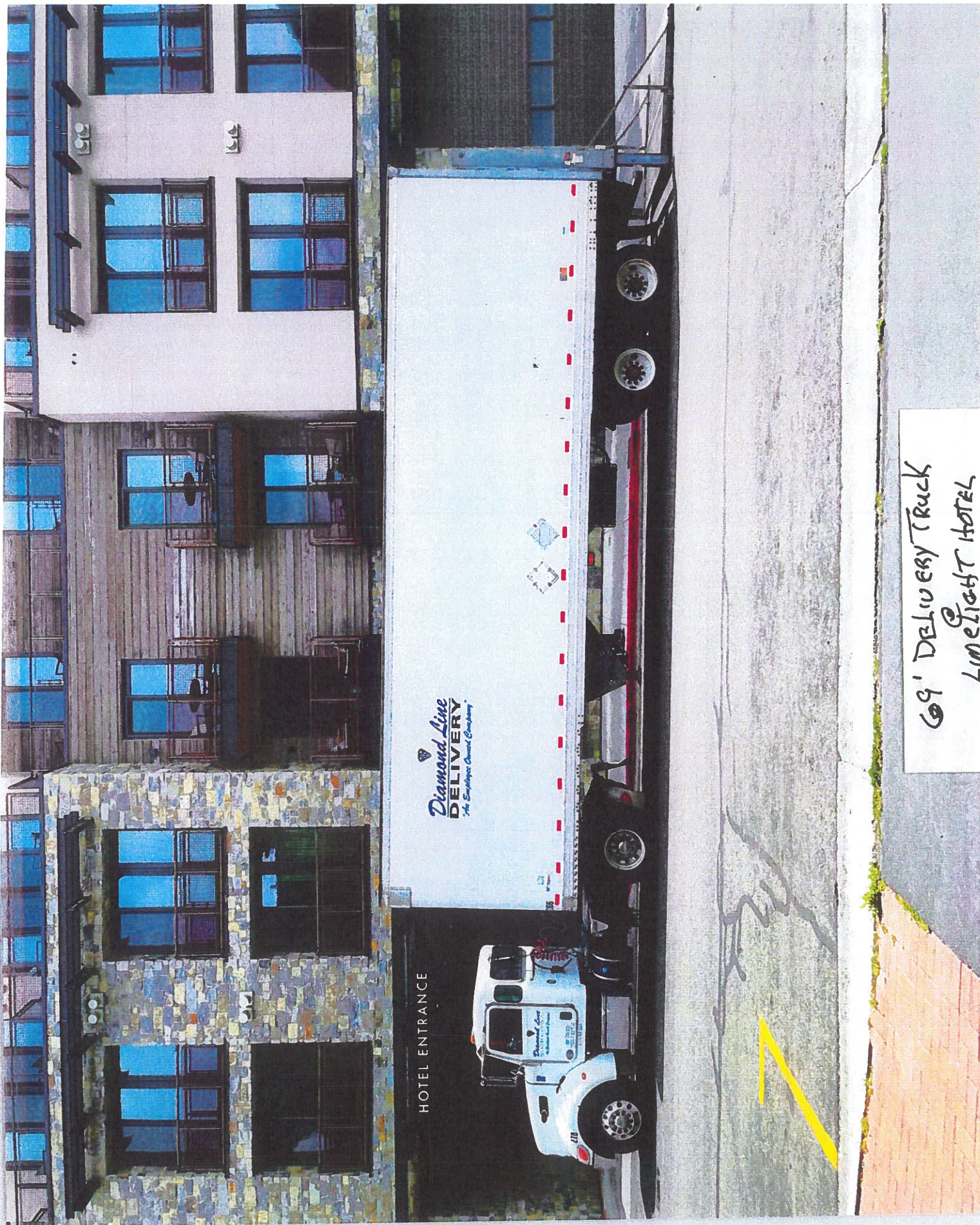
Sincerely,

Dick Clotfelter

6.

EXHIBIT "A"

A-1



HOTEL ENTRANCE

Diamond Line
DELIVERY
The Emerald Coast Company

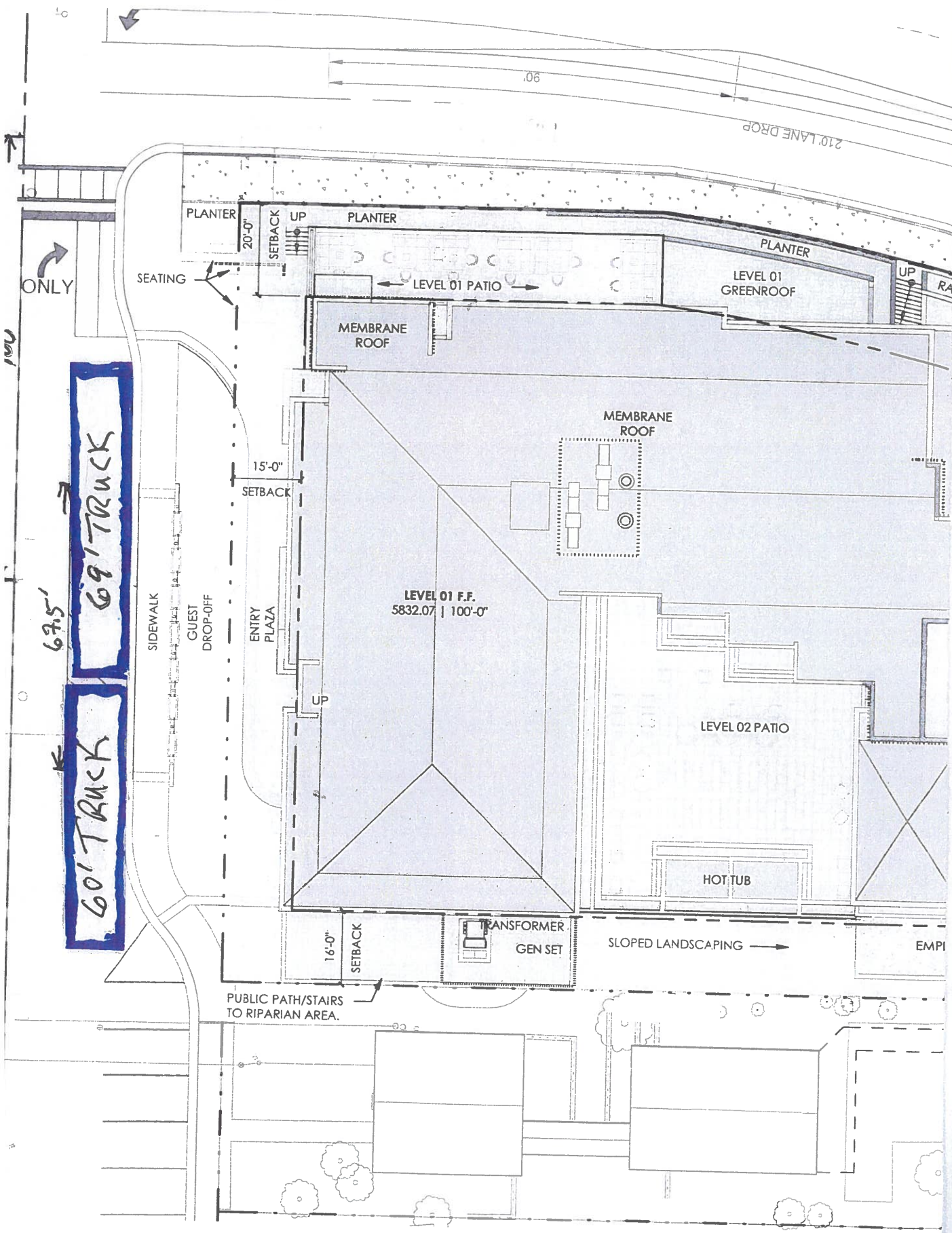
69' DELIVERY TRUCK
LIMELIGHT HOTEL

A-2



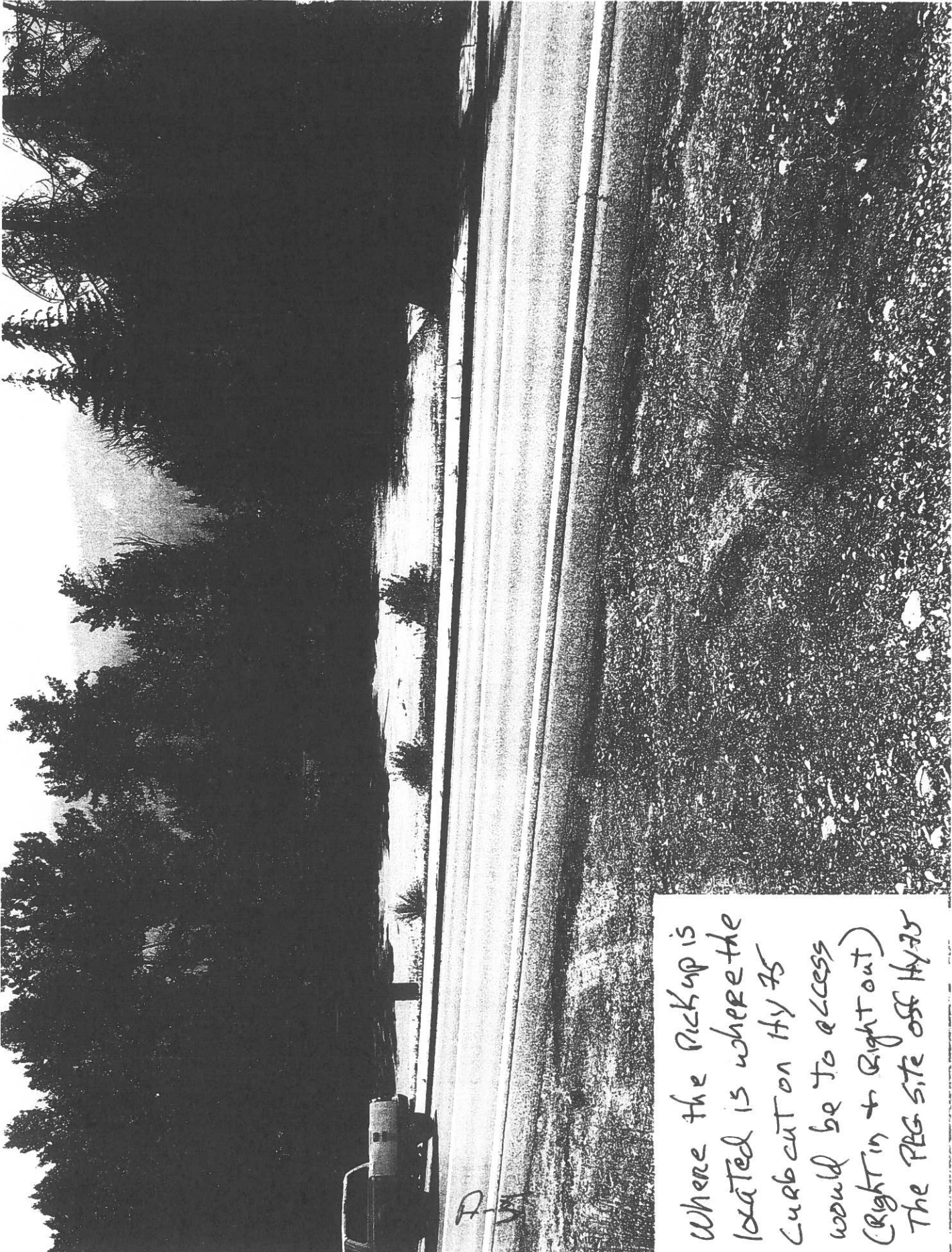
GO' DELIVERY TRUCK
BEST WESTERN

A-3



Showing Two (2) Trucks
 @ River St. Entrance

A-4



Where the pickup is located is where the curbcut on Hy 75 would be to access (Right in + Right out) The PEG site off Hy 75

120' TAPER

RAISED PLANTER

RAISED PLANTER

LEVEL 01 GREENROOF

COOLING TOWER

RAISED PLANTER

EMPLOYEE ENTRANCE

Additional Employee Housing

MEMBRANE ROOF

LEVEL 03 PATIO

LEVEL 03 GREENROOF

LEVEL 0 PATIO
113'-6"

EMPLOYEE PATIO

EMPLOYEE PATIO

EGRESS SIDEWALK

FIREMAN ACCESS EASEMENT

TRUCK LOADING & UNLOADING

Garbage Removal

Garbage Removal

EXISTING MANHOLE TO REMAIN

UTILITY EASEMENT

RIPARIAN CORRIDOR

FLOOD PLAIN LINE

TRAIL CREEK

PROPERTY LINE

Showing NEW Highway 95 CURB CUT

DELIVERY TRUCK & GARBAGE TRUCK PARKING

ARCHITECTURAL SITE PLAN

Shows Remodel of some Employee Housing

Replacement of Additional Housing



**City of Ketchum
Planning & Building**

**STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
REGULAR MEETING OF MARCH 28, 2023**

PROJECT: 400 East Ave Offices

FILE NUMBER: P22-069

APPLICANT: East Ave. Investment Properties, LLC (Owner)

PROPERTY OWNER: East Ave. Investment Properties, LLC

REQUEST: Conditional Use Permit to permit a 2,740 sq ft private office space on the ground floor in the CC-1 zone district.

LOCATION: 400 East Avenue (400 East Avenue Condo Unit 1 21% Commercial and Condo Unit 2 7% Commercial; Ketchum Townsite: Lot 1, Block 45)

ZONING: Community Core - Retail Core Subdistrict (CC-1)

REVIEWER: Adam Crutcher, Associate Planner

NOTICE: Notice was published in the Idaho Mountain Express and was mailed to properties within a 300-foot radius on March 8, 2023. Notice was posted at the subject location and on the city website on March 21, 2023.

EXECUTIVE SUMMARY

The Applicant is requesting a Conditional Use Permit (CUP) to establish a private office space in two of the ground floor units in the building located at 400 East Avenue (the “subject property”). The subject property sits at the corner of East Avenue & 4th Street with nearby businesses and locations including Atkinson’s Market, Town Square, coffee shops, restaurants, retail and clothing shops. The existing building received design review approval on November 13th, 2001 and was constructed in 2003. As originally approved and constructed, the building has two commercial and one residential unit on the ground floor, two residential units on the second floor, and one residential unit on the third floor for a total of two commercial units and four residential units. Today, the ground floor commercial spaces are vacant.



Figure 1. Subject property highlighted in blue

The subject property is zoned Community Core Subdistrict 1 – Retail Core (CC-1), which allows “Office, business” with ground floor street frontage only through the approval of a Conditional Use Permit. The Ketchum Municipal Code defines “Office, business” as:

“**Office, business:** An establishment wherein the primary use is the conduct of a business or profession including, but not limited to, accounting, design services, computer software, information systems, engineering, insurance, legal services, management and administration, organization and association offices, psychology, real estate, travel and medical offices. Medical care facilities and hospitals are not included in this definition.”

As outlined in the cover letter in Attachment B the proposed office space is intended to be a private office space. If approved, the proposed space would consist of multiple office space units, a shared conference/break area and a storage room.

Staff reviewed the application for conformance with the City of Ketchum’s zoning regulations including but not limited to uses permitted, parking, and dark skies. During department review, staff asked for additional information regarding the proposed uses to occur within the ground floor suites. The applicants response to the request for additional information is included as Attachment C. Staff also reviewed the application for conformance with the conditional use permit criteria outline in Section 17.116.030, including conformance with the 2014 Comprehensive Plan, of the Ketchum Municipal Code. Based on review of the proposed application, staff does not believe the proposed office space meets the conditional use permit criteria and does not recommend approval of the application. The application proposes a ground floor private office use that would not contribute towards the goals of the Comprehensive Plan regarding downtown vibrancy and creating a pedestrian friendly environment. Further analysis of the criteria are discussed below.

BACKGROUND

The subject property was issued a stop work order on 09/22/2022, for remodeling without a building permit. A building permit to perform the desired scope of work was submitted on 10/28/2022 where through the review process, staff notified the applicant that ground floor office space would require a Conditional Use Permit. The

City of Ketchum received the Conditional Use Permit application on December 8, 2022. Following the receipt of the application, staff routed the application materials to all city departments for review. The application was deemed complete on January 24th, 2023. As of the date of this letter, all departments' comments have been resolved, or identified in the staff report for the Commission to consider.

ANALYSIS

Staff has reviewed the Conditional Use Permit Application against the zoning regulations including but not limited to uses permitted, parking, and dark skies. Staff also reviewed the application for conformance with the conditional use permit criteria outlined in KMC 17.116.030.

Conformance with Zoning Regulations

The existing exterior lighting meets the dark sky requirements as listed in KMC 17.132. No new exterior lighting is proposed as part of the project. Parking for the first 5,500 sq ft of office space within the Community Core is exempt from providing parking. As the proposed office space is under the 5,500 sq ft threshold, no parking is required to be provided for the office. As the application is not requesting any changes to the exterior of the building, all dimensional standards are still met.

Conformance with Conditional Use Permit Criteria

Pursuant to KMC Section 17.116.030, conditional use permits can be granted if and only if all criteria listed below are met. Below is the stated criteria and staff's analysis of each:

- *Criteria 1* - The characteristics of the conditional use will not be unreasonably incompatible with the types of uses permitted in the applicable zoning district;
 - *Analysis:* The Community Core (CC) Zone District is divided into two subdistricts, Retail Core (CC-1) & Mixed Use (CC-2) Subdistricts. The Retail Core intends to be the community's primary shopping district and provide ground floor storefronts which create an active pedestrian-friendly environment. The Mixed-Use Subdistrict includes many of the same uses seen in the Retail Core but the two subdistricts differ when it comes to office space. While office space is permitted by right in all portions of a building in the Mixed-Use Subdistrict, the Retail Core requires a conditional use permit for office space that is on the ground floor and has street frontage. As further discussed in Criteria 5, office is identified as an appropriate use on upper floors of buildings within the Retail Core land use category. The proposed office space is located on the ground floor with frontage on East Avenue & 4th Street, both highly used pedestrian corridors within Ketchum's downtown. Frequently visited pedestrian uses in the immediate area include Atkinson's Market, Town Square, restaurants, coffee shops, and multiple retail and clothing stores making the area a very active pedestrian hub. Other uses which are permitted in the Retail Core include convenience stores, daycare centers, food service, instructional services (music, painting, educational tutoring facilities), personal services (beauty/barber shops, pet grooming, tailors, shoe repair), cultural facilities (museums, libraries, art galleries), medical care facilities, and more. These uses differ from retail but still attract frequent pedestrian activity which help to contribute to the overall pedestrian activity which defines the area. According to the applicant narrative (Attachment B), the proposed office space intends to be used for private business by two clients with few visitors each day. The lack of frequent visitors and private nature of the office makes the space not compatible with the surrounding businesses in the immediate area as it creates a gap in pedestrian activity on the block and decreases the connectivity of pedestrian activating uses.
- *Criteria 2* - The conditional use will not materially endanger the health, safety and welfare of the community;
 - *Analysis:* The building and fire department have reviewed the proposed plans for the space. All life safety and building code requirements are being met. Staff does not believe the request meets the policies in the Comprehensive Plan and therefor does not believe the application to

support the overall welfare of the downtown and the community. Further discussion regarding whether the request meets the policies of the comprehensive plan is reviewed later in Criteria 5.

- *Criteria 3* - The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood;

Analysis: The proposed use is in a portion of the community core that has fully connected sidewalks providing a pedestrian path from surrounding businesses, transportation stops, and parking areas. The proposed office space does not anticipate frequent visitors, therefore an increase pedestrian and vehicular traffic is not anticipated. Visitors and users of the office space will have access to on street parking or can walk, bike, or bus to the space depending on where they are coming from. Interim Ordinance 1234 exempts on-site parking requirements for the first 5,500 square feet of office space in the Community Core zoning district. The proposed office is space is less than 5,500 square feet and located within the Community Core zoning district, making the proposed use exempt from providing on-site parking.

- *Criteria 4* - The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area, or conditions can be established to mitigate adverse impacts; and
 - *Analysis:* As mentioned above, all departments have reviewed the proposed use including streets, fire, water, wastewater, building and engineering. Additionally, the proposed use is within a commercial building currently served by all other utilities necessary to service the use including electricity, gas, and garbage service with no increase in service levels anticipated with the proposed use.
- *Criteria 5* - The conditional use is not in conflict with the policies of the comprehensive plan or the basic purposes of this chapter.
 - *Analysis:* See Table 1 below.

Table 1. Comprehensive Plan Analysis

<p>Land Use Category: <i>Retail Core</i></p> <p>Purpose <i>The community’s primary shopping district is the Retail Core. The Retail Core provides a variety of mixed-use buildings that have ground-floor storefronts. Specialty shops, restaurants, and outdoor seating areas line the sidewalks, creating an active pedestrian-friendly environment. Convenient shopping and dining is served by sidewalks, parking, and bike access. Upper floors include a mix of residential uses and offices.</i></p>
<p>Analysis: The comprehensive plan identifies office as an appropriate use within the retail core but notes that offices should be located on the upper floor of buildings. As outlined in the application narrative (Attachment B), the proposed office space expects to see one to three regular users with few visitors per day. The proposed office space being a private use with a few visitors per day does not achieve the Retail Core’s purpose of creating an active pedestrian-friendly environment. The subject property is located along the 4th Street Heritage Corridor and adjacent to active pedestrian uses such as Atkinson’s Market and Town Square. The 4th Street Heritage Corridor was embarked upon by the City with assistance from the Ketchum Community Development Corporation (KCDC) in 2007. In a newsletter published by the KCDC in April of 2007 the intent of the 4th Street Heritage Corridor was to be, “the pedestrian-priority spine of the city center” and would aid in making “the Downtown core an exciting place to BE, to walk, to meet, and to shop” (KCDC, April 2007). As seen in the floor plans for the proposed office space (Attachment X), portions of the space fronting East Avenue will be used for storage. Locating a storage room in a portion of the building with street frontage reduces the pedestrian activation of the proposed space even further than a private office suite. The proposed office space’s lack of pedestrian activity and private nature does not contribute towards the Retail Core’s goal of creating an active pedestrian-friendly environment.</p>
<p>Comprehensive Plan Value: Vibrant Downtown <i>Our downtown core is critical to the economic health and well-being of Ketchum. It functions as both an economic engine and the symbolic “heart and soul” of the City. We will preserve this vibrant commercial area as a place where</i></p>

local businesses can thrive and where people can congregate. Downtown must be a place that people can reach easily by foot, bike, and transit. We will continue to reinforce the downtown as the City's primary business district, retail core, and key gathering place for residents and visitors for shopping, dining, and entertainment. Enhancements and efforts to support events, the arts, and Ketchum's history and culture will make downtown an even greater community asset.

Analysis: The proposed use does not support the city's value of creating a vibrant downtown as it would be a private office space and anticipates few visitors per day to the site. Additionally, Ketchum's downtown should be a "key gathering place for residents and visitors for shopping, dining, and entertainment". Instead of using the space to further the goal of downtown being a key gathering space for residents and visitors for shopping, dining, and entertainment, the proposal instead occupies a building with frontage on both 4th Street & East Avenue with two private office suites and storage room which expects very few visitors to visit the site per day. Staff believes the proposal does not reinforce the downtown as the City's primary retail core, due to the lack of pedestrian activity which would result from a private office space being located on the ground floor as discussed previously.

Policy E-1(b)

Downtown as a Major Community Asset and Tourism Attraction

The community will strive to maintain a single concentrated commercial and retail core. The City will reinforce the downtown core's role as a major asset and visitor attraction by encouraging businesses that fit the downtown character and by developing policies, programs, investment strategies, and organizations that help retain downtown businesses.

Analysis: While the proposed office space may be appropriate in the Mixed Use Subdistrict where pedestrian activated street fronts aren't as vital to the purpose of that zoning district, allowing a ground floor private office space in the Retail Core detracts from the pedestrian activation that the area intends to provide. The proposal for a ground floor private office space does not fit the downtown character, particularly the character of the East Avenue & 4th Street intersection. This intersection is a key pedestrian visited area with Atkinson's Market located across the street and Town Square kitty corner from the subject property. These two sites, including many other businesses around the subject property, help to reinforce the downtown as a vibrant and engaging space where both residents and visitors come to visit and shop. As the subject property is within such an area, any proposed ground floor use should contribute to the downtown being a key provider of commercial & retail space. The proposal of a ground floor private office space, with a storage room having street frontage, does not contribute towards the downtown being a major community asset and tourism attraction.

STAFF RECOMMENDATION

Staff believes the proposed project does not meet the criteria for conditional use permits as the proposal reduces pedestrian activity in a key location of Ketchum's downtown. Staff recommends denial of the application.

Recommended Motion

"I move to deny the 400 East Avenue Office Space Conditional Use Permit and direct staff to return with findings of fact"

ATTACHMENTS:

- A. Application Materials – CUP Application and Supporting Materials
- B. Application Materials – CUP Plan Set
- C. Applicant Response to Additional Information

Attachment A:
400 East Ave CUP Application



City of Ketchum
Planning & Building

OFFICIAL USE ONLY
File Number:
Date Received:
By:
Fee Paid:
Approved Date:
Denied Date:
By:

Conditional Use Permit Application

Submit completed application and payment to the Planning and Building Department, PO Box 2315, Ketchum, ID 83340 or hand deliver to Ketchum City Hall, 191 5th St. West, Ketchum. 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.

OWNER INFORMATION	
Project Name: 400 E Office Suites	
Name of Owner of Record: East Ave. Investment Properties, LLC	
Physical Address: 400 E. Ave. N, Ketchum, ID 83340, Suites 101 & 102	
Property Legal Description: 400 EAST AVENUE CONDO UNIT 1 21% COMMERCIAL AND 2 7% COMMERCIAL	
Property Zoning District: CC-1	
Contact Phone: 208-284-2999	Contact Email: rich@pointarchitects.com
PROJECT INFORMATION	
Description of Proposed Conditional Use: Private Office Suites	
Description of Proposed and Existing Exterior Lighting: Existing to remain	
ADDITIONAL COMMENTS	
See attached narrative.	
ACCOMPANYING SUPPORTING INFORMATION REQUIRED	
<ul style="list-style-type: none"> Existing Site Plan Proposed Site Plan Landscape Plan Grading and Drainage Plan Exterior Lighting Plan and Specifications Other plans and studies related to the social, economic, fiscal, environmental, traffic, and other effects of the proposed conditional use, as required by the Administrator 	

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 tortious 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.


MANAGER
12-7-2022

Applicant Signature Date

Attachment B:
400 East Ave CUP Plans

December 5, 2022

Application: Conditional Use

Property: 400 East Ave N, Units 101 (400 EAST AVENUE CONDO UNIT 1) and 102 (400 EAST AVENUE CONDO UNIT 2), Ketchum, ID 83340

Proposed Use:

The new Owners of 400 East, Units One (400 EAST AVENUE CONDO UNIT 1) and Two (400 EAST AVENUE CONDO UNIT 2), propose to use these spaces as their business office suites. They will typically be occupied during the business day and occasionally in the evening for later meetings or international calls. Each suite may expect one to three regular users with few visitors per day. Occasional group meetings may take place as required. The suites include two designated office work areas. Those areas have restrooms and share a break/meeting room, multi-use/fitness room and storage room. The proposed interior tenant improvements do not enlarge the existing building or change the exterior of the existing building or the existing site in any way.

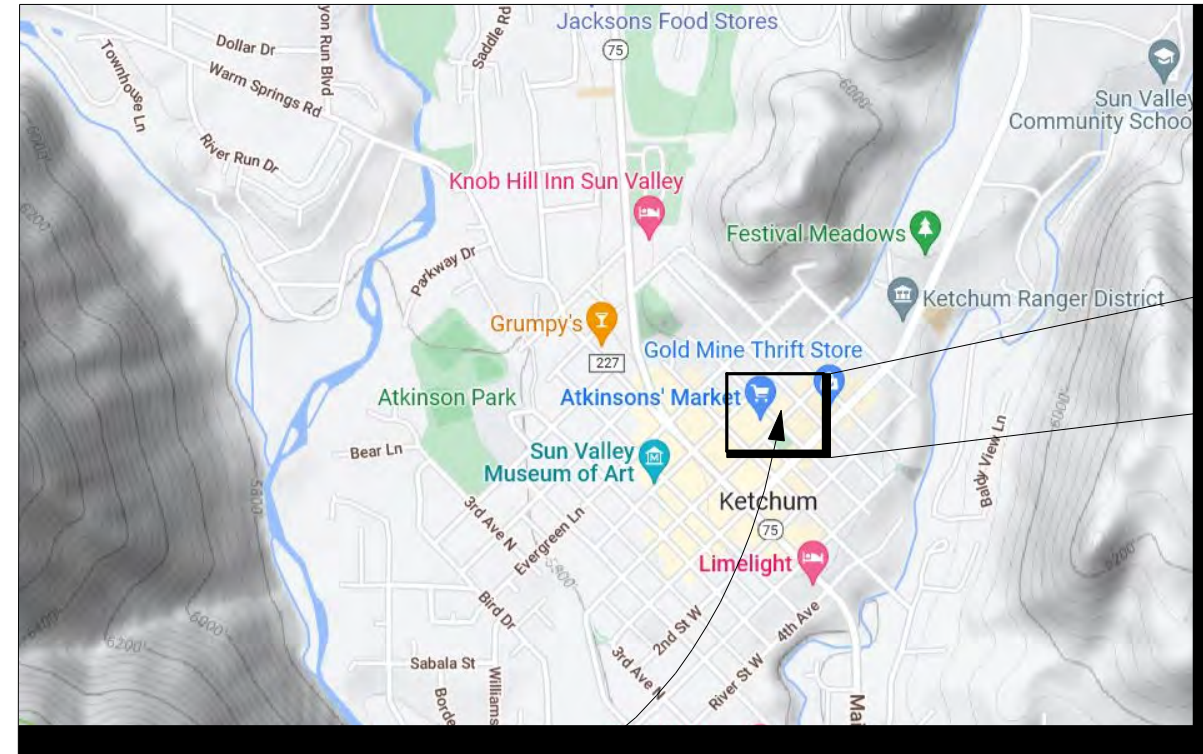
17.116.030 - Conditional use permit criteria response:

- A. General office use is allowed in this district, and as a consequence, this office use will be compatible with other office uses in the district. The use of building space as an office is identical whether it be a public or a private office. The owners of the building conduct multiple private business endeavors and operate at least two charitable philanthropic entities. This office space provides the owners of the building with a convenient location when they are in residence in the Valley.
- B. Nothing will be done within the private offices that would endanger the health, safety or welfare of the community. The fact that other types of offices are allowed in this district is an indicator that office use in general does not present a danger to the community. When considering a CUP under Chapter 17.116.010 of the Ketchum Zoning Code, the Commission is to “determine whether or not the use would cause any public health, safety or welfare concerns”. If not, the Code states that a conditional use shall be allowed upon the Commission’s approval.
- C. Pedestrian and vehicular traffic to serve these private offices will be *de minimis*, and the traffic generated by such land use can be expected to be less than a commercial office in the same neighborhood. As a consequence, parking requirements are expected to be significantly less than that required for a commercial business office of similar size.
- D. The building in which these private offices would be located is currently served by adequate public facilities and services, and such private office use will not affect or change the availability of public services to the surrounding area.
- E. While the Comprehensive Plan encourages business and retail development in the community core, the Plan also recognizes the use and value of private property. Additionally, the Plan expressly states that it is not a legally binding regulatory document and that it is intend to serve only as a guide. There is nothing in the Plan to suggest that private office use is incompatible with other types of office use in the core area, or that such use should not be allowed in the core.

400 BUILDING FIRST FLOOR OFFICES

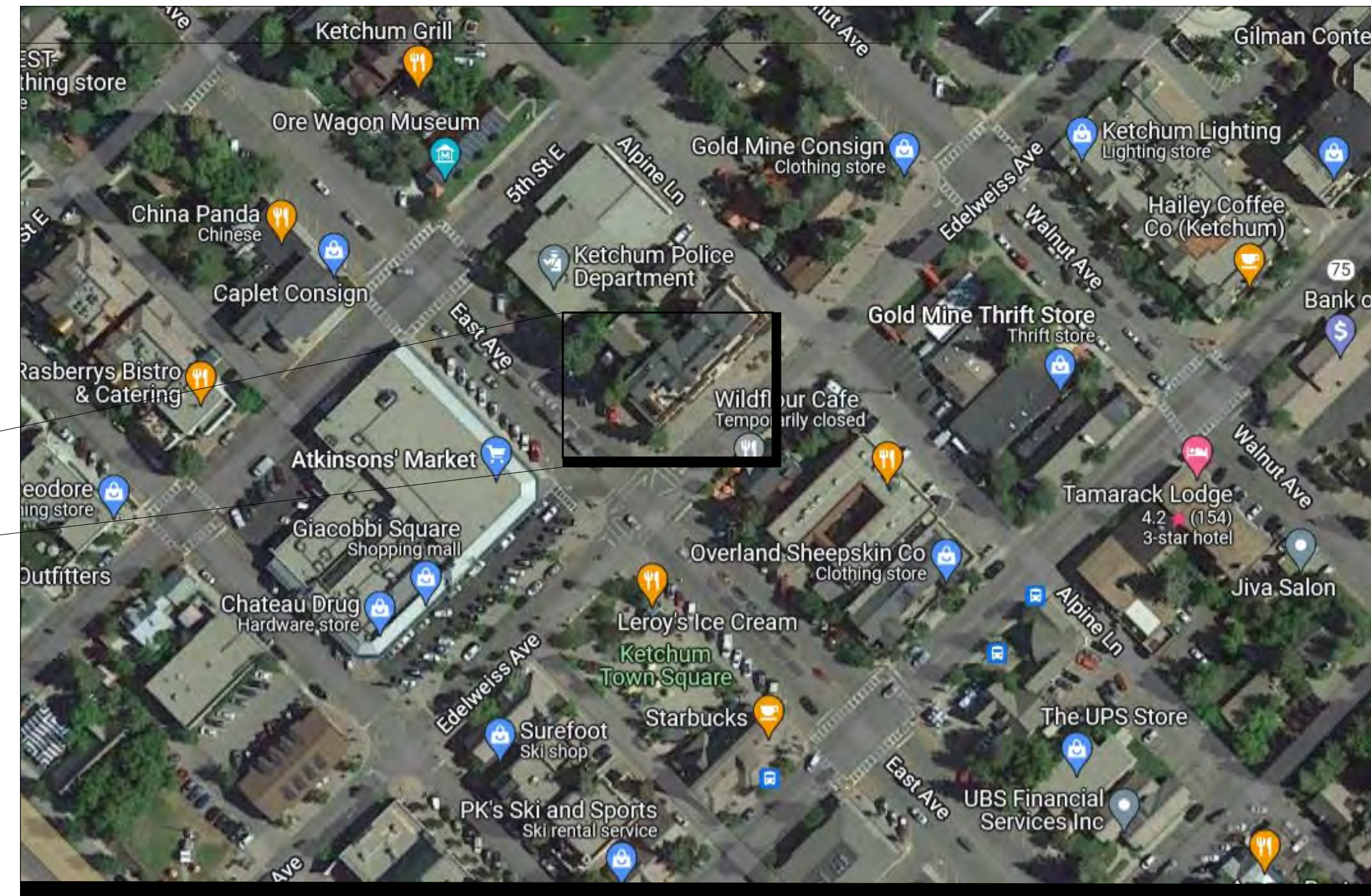
PROJECT LOCATION:

400 E Ave N
Ketchum, ID 83340
Suites 101 & 102



PROJECT SITE

LOCAL MAP



GENERAL CONTRACTOR:

ELIAS CONSTRUCTION

ADAM ELIAS
P.O. Box 6272
Ketchum, ID 83340
p. 208-309-0132
aelias@eliasconstruction.com

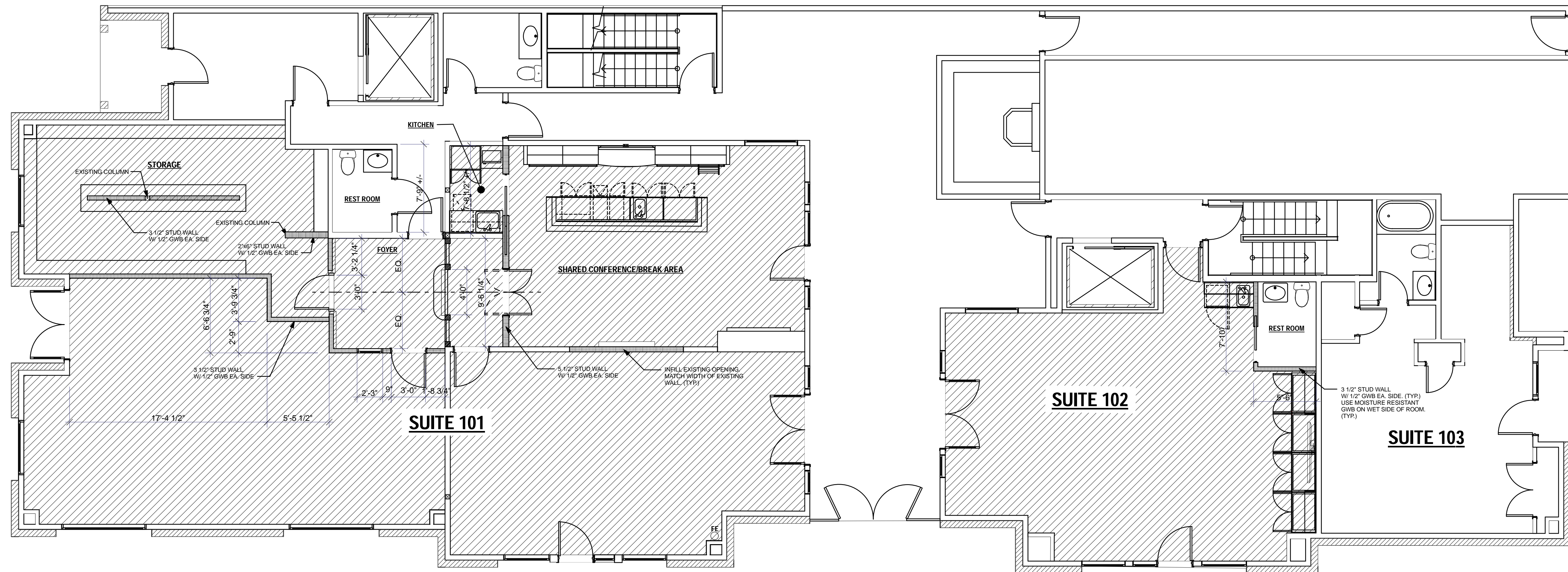
ARCHITECT:

POINT ARCHITECTS :: www.pointarchitects.com

RICHARD CHILDRESS
209 E. 35th Street
Garden City, ID 83714
p. 208-284-2999
rich@pointarchitects.com

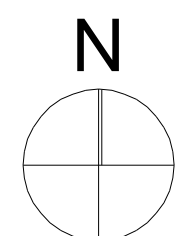
SHEET INDEX:

- A0.0 GROUND LEVEL FLOOR PLAN - REMODEL
- CC1.0 CODE COMPLIANCE PLAN - GROUND FLOOR



GROUND LEVEL FLOOR PLAN - REMODEL

3/16" = 1'-0"



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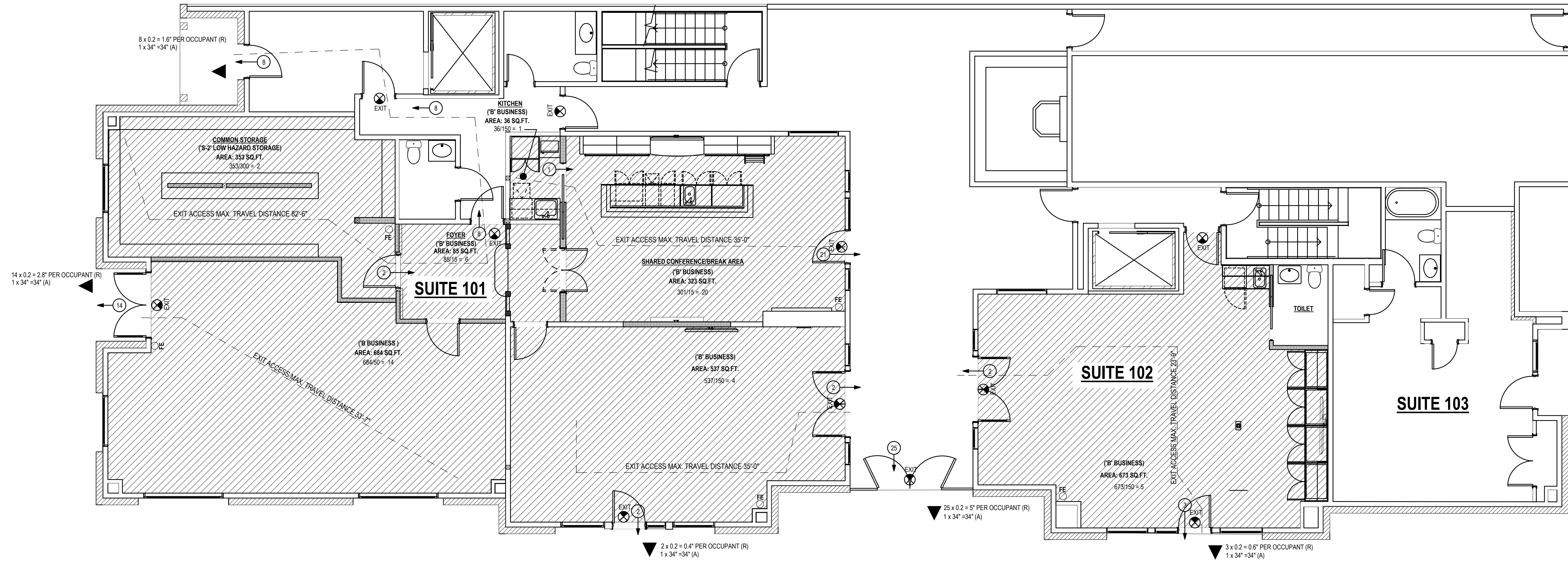
LICENSED ARCHITECT AR-2694
10/7/22
RICHARD H. CHILDRESS
STATE OF IDAHO

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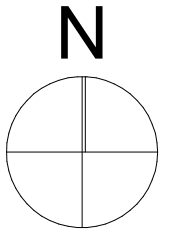
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DATE 11/14/2022
SCALE 400E Ave N.pln
BY JRH

A0.0



CODE COMPLIANCE PLAN - GROUND FLOOR
3/16" = 1'-0"



I. ZONING INFORMATION:

- A. ZONING DISTRICT: (CC) COMMUNITY CORE (SD-1) SUB-DISTRICT-1
 - B. DISTRICT USE: (B) BUSINESS
 - C. PARKING REQUIREMENTS: PER SECTION 17.125.050 - COMMUNITY CORE DISTRICT OFF STREET PARKING AND LOADING CALCULATIONS -
 - 1. EXISTING RESIDENTIAL USE = (5) REQUIRED SPACES.
 - 2. PROPOSED OFFICE USE = 2,740 SQ.FT./1,000 = (3) TOTAL PARKING
- TOTAL REQUIRED OFF STREET PARKING SPACES = 8
TOTAL PROVIDED OFF STREET PARKING SPACES = 9

II. BUILDING CODES:

INTERNATIONAL BUILDING CODE	2018
NATIONAL ELECTRIC CODE	2020
INTERNATIONAL PLUMBING CODE	2021
INTERNATIONAL MECHANICAL CODE	2021
INTERNATIONAL FIRE CODE	2018
INTERNATIONAL EXISTING BUILDING CODE	2018
AMERICANS WITH DISABILITIES ACT AND GUIDELINES PER SECTION 1007 & CHAPTER 11	
NFPA 13	
ICC A117.1-2017 - ACCESSIBILITY CODE	

A. PROJECT CONSTRUCTION PURPOSE

THE PROPOSED PROJECT IS A GROUND FLOOR REMODEL OF (2) EXISTING TENANT SUITES WITHIN AN EXISTING BUILDING FOR USE AS PERSONAL SERVICE, STUDIO OR OFFICE SPACE.

B. REASON FOR SUBMITTAL:

BUILDING INSPECTION REQUIREMENT FOR NEW BUILDING CONSTRUCTION AND REMODEL.

C. IDAHO FIRE PREVENTION CODE

Idaho State Statute; 41-259

D. FUTURE ADDITIONS AND REMODELS:

NO FURTHER ADDITIONS OR REMODELS ARE PLANNED AT THIS TIME.

E. FACILITY NAME:

400 1ST FLOOR OFFICES
400 EAST AVENUE
KETCHUM, IDAHO 83340

F. LOCAL FIRE DEPARTMENT

KETCHUM FIRE DEPARTMENT
107 SADDLE ROAD
KETCHUM, IDAHO 83340
(208) 726-7805

G. LOCAL BUILDING INSPECTION DEPARTMENT

KETCHUM PLANNING & BUILDING DEPARTMENT
191 5TH STREET WEST
KETCHUM, IDAHO 83340
(208) 726-7801

H. WATER SUPPLY:

KETCHUM UTILITIES DEPARTMENT
110 RIVER RANCH ROAD
KETCHUM, IDAHO 83340
(208) 284-2999

III. PROJECT CERTIFICATION:

A. ARCHITECT: POINT ARCHITECTS
209 EAST 35TH STREET
GARDEN CITY, IDAHO 83714
(208) 284-2999

IV. ACCESSIBILITY PROVISIONS:

A. WALKS, INGRESS, EGRESS, PUBLIC TOILETS AND ALL MAIN FUNCTION AREAS.

V. OCCUPANCY / AREA / CONSTRUCTION:

OCCUPANCY: GROUP 'B' BUSINESS

OCCUPANCY: GROUP 'S-2' LOW-HAZARD STORAGE

OCCUPANCY GROUP 'R-2' RESIDENTIAL GROUP (2ND FLOOR CONDO'S & PENTHOUSE)

OCCUPANCY SEPARATION: NON-SEPARATED OCCUPANCY PER THE REQUIREMENTS IN SECTION 508.3 AND PER THE MOST RESTRICTIVE REQUIREMENTS OF SECTION 903.

TYPE OF CONSTRUCTION: TYPE V-B

THE EXISTING BUILDING IS A THREE STORY MIXED USE BUILDING OVER A BELOW GRADE PARKING GARAGE. THE PROPOSED PROJECT IS A REMODEL TO TWO OF THE THREE EXISTING TENANT SPACES ON THE GROUND FLOOR. THE EXISTING FLOOR STRUCTURE IS CONCRETE ON FORM DECK OVER STEEL WIDE FLANGE SECTIONS.

THE EXISTING EXTERIOR WALLS ARE COMPRISED OF 2"x6" WOOD STUD FRAMING WITH 1/2" PLYWOOD AND 1/2" GYPSUM SHEATHING. THE EXTERIOR WALLS APPEAR TO BE INSULATED WITH SPRAY FOAM INSULATION AND ARE COVERED WITH 5/8" TYPE 'X' GYPSUM WALL BOARD. THE PROPOSED THE INTERIOR WALLS WILL BE CONSTRUCTED OF GYPSUM WALL BOARD OVER 2x4 OR 2x6 WOOD STUD FRAMING WITH ACOUSTICAL BATT. INSULATION.

THE FLOOR CEILING ASSEMBLY SEPARATING THE EXISTING GROUND LEVEL TENANT SUITES FROM THE CONDOMINIUM/TOWNHOUSE ABOVE IS COMPRISED OF 1-1/2" FINISH FLOORING, 2" LIGHT WEIGHT CONCRETE, 5/16" SOUND BOARD, 11-7/8" TJI'S AND 5/8" GYPSUM WALL BOARD.

THE REQUIRED RATING OF THE EXISTING FLOOR CEILING ASSEMBLY IS 1 HOUR.

OCCUPANCY REQUIREMENTS:

OCCUPANCY:
GROUP 'B' - BUSINESS

GROUP 'S-2' LOW HAZARD STORAGE

BASIC ALLOWABLE FLOOR AREA:

OCCUPANCY: 'B' / TYPE V-B (STUDIO/SERVICE/OFFICE)
BASIC ALLOWABLE FLOOR AREA: 27,000 SF (TABLE 506.2 2018 IBC)

ALLOWABLE AREA INCREASE: (SPRINKLER: 300%)

NOT APPLICABLE

TOTAL ALLOWABLE AREA: 27,000 SF

ACTUAL AREA: 2,387 SF

ALLOWABLE STORIES / ACTUAL STORIES: 3 / 3 (TABLE 504.4)

ALLOWABLE HEIGHT / ACTUAL HEIGHT: 60' / 40'-0" (TABLE 504.3)

TOTAL OCCUPANT LOAD: 50 OCCUPANTS

OCCUPANCY: 'S-2' / LOW HAZARD STORAGE

BASIC ALLOWABLE FLOOR AREA: 40,500 SF (TABLE 506.2 2018 IBC)

ALLOWABLE AREA INCREASE: (SPRINKLER: 300%)

NOT APPLICABLE

TOTAL ALLOWABLE AREA: 27,000 SF

ACTUAL AREA: 353 SF

ALLOWABLE STORIES / ACTUAL STORIES: 3 / 3 (TABLE 504.4)

ALLOWABLE HEIGHT / ACTUAL HEIGHT: 60' / 40'-0" (TABLE 504.3)

TOTAL OCCUPANT LOAD: 2 OCCUPANTS

TOTAL OCCUPANT LOAD OF TENANT IMPROVEMENT: 52 OCCUPANTS

VI. TABLE 601- FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS:

STRUCTURAL FIRE RATING FOR TYPE V-B CONSTRUCTION (ALLOWABLE)
STRUCTURAL FRAME - 0 HR
EXTERIOR LOAD BEARING WALLS - 1 HR
INTERIOR LOAD BEARING WALLS - 0 HR
EXTERIOR NON-BEARING WALLS - 0 HR
INTERIOR NON-BEARING WALLS - 0 HR
SHAFT ENCLOSURES - 1 HR
FLOOR CEILING ASSEMBLY - 1 HR
ROOFS - 0 HR
EXTERIOR OPENINGS - 0 HR

VII. BUILDING FIRE PROTECTION:

NFPA 13 FIRE SPRINKLER SYSTEM - REQUIRED / PROVIDED

FIRE EXTINGUISHERS: PROVIDED IN ACCORDANCE WITH 906.1

SMOKE DETECTORS: - NOT REQUIRED / NOT PROVIDED

EXIT LIGHTS: YES (W/ BATTERY BACKUP) - REQUIRED / PROVIDED

EMERGENCY LIGHTS: YES (W/ BATTERY BACKUP)

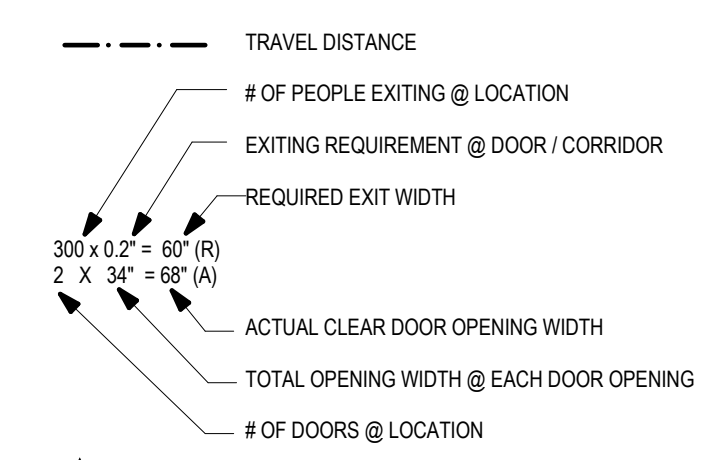
VIII. PASSIVE FIRE SAFETY FEATURES:

COMMON PATH PER (IBC 1006.2.1): 100'-0" ('B' and S-2 OCCUPANCY)

EXIT TRAVEL DISTANCE PER (IBC TABLE 1017.2): 300'-0"
FOR BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM.

DEAD END LIMIT PER (IBC 1018.4): 50'-0"
FOR BUILDINGS EQUIPPED THROUGHOUT WITH AN AUTOMATIC SPRINKLER SYSTEM.

LEGEND



DESIGNATED EXITS
PORTABLE FIRE EXTINGUISHER LOCATIONS
HATCH INDICATES TENANT SUITES UNDER REMODEL.
"AREAS NOT HATCHED INDICATE NO WORK IN THAT AREA"

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www.pointarchitects.com

DATE	REV.
10/10/22	
SCALE	400EAveN.pln
BY	JRH

CONSTRUCTION ACTIVITY PLAN
400 Building Offices

KETCHUM, IDAHO

Updated 10/27/2022



A. General Information and Schedule:

The 400 Bldg. is located at 400 N East Ave. in Ketchum, Idaho. The proposed project is a remodel of the first floor office space. The total area of the remodel building is proposed to be approximately 2,740 square feet.

Our work schedule is Monday through Saturday 7:30am to 7:00pm.

1. All subcontractors will receive the Construction Activity Plan as a contract document. Elias Construction takes responsibility for all subcontractors and all aspects of the construction activity permit.
2. Elias Construction will deliver all adjacent property owners a letter that details scope of work, schedule of construction, and contact information, if required.

Anticipated Project Milestone Schedule

12/5/2022	Demolition
12/19/2022	Rough-in Utilities
01/16/2023	Drywall
02/10/2023	Finishes
04/20/2023	Project completion

B. Excavation:

There is no excavation needed for this project.

C. Vehicle Parking and Traffic Control:

1. Due to the limited contractor parking on site. All contractors, subcontractors, inspectors, supervisors, deliveries, caterers, and any other person associated with the project will be given signage for their vehicles and made aware that they are not allowed to park in public parking areas within 1,500 feet of the job site. If they do, they are at risk of receiving tickets.
2. Given City Ordinance, 15.06.030, contractor will monitor vehicle count, if vehicle count exceeds 15, overflow parking will be located at River Run with shuttle service to and from job site.
3. Traffic control will be conducted per plan and flaggers will be used as necessary for materials delivery, moving equipment, hauling and as needed. In special cases where the task at hand must be completed outside the gate, proper noticing, flagging, and traffic control will be scheduled. Material loading and unloading will not take place East Ave.

D. Material Storage/Deliveries:

1. Material storage is depicted on the **Construction Activity Site Plan**. All locations are with-in the interior of building

2. Delivery truck routes are depicted on the **Construction Activity Plan Map** in red. Trucks will enter Ketchum from the south on Highway 75, turn right on Sun Valley Rd. left on Spruce Ave., left on 4th St. E, and then left on Alpine Lane, and right on Sun Valley Rd. to exit town. They will utilize Alpine Ln. and 4th street to access the Material Staging.
3. Loading and Unloading will take place on Alpine Lane and 4th street with flaggers in place as necessary.

E. Temporary Restrooms, Job Shacks, Dumpsters:

1. All debris will be removed daily from the jobsite. No dumpster is needed. Restrooms will be located on private property utilizing existing restrooms within the building.
2. All permits will be obtained by Elias Construction if it is necessary to use the city right of way for staging, material storage, or dumpster location as needed.
3. This job does not require a job shack.

F. Screening:

1. This job does not require a temporary construction fence or any screening.
2. Material Staging & Stockpile will be inside the building and is noted on the **Construction Activity Plan Map**.

G. Use of Rights of Way:

1. All right of way uses permits will be obtained prior to use.
2. Elias Construction will document the city right of way with photographs and a site visit with the street department personnel and will repair any damage that occurs during the construction process.
3. Elias Construction understands that manholes may not be obstructed at any time and will maintain a minimum of three feet (3') clearance on back and sides of fire hydrants, and a minimum fifteen feet (15') clearance on the front, street side of fire hydrants.
4. Travel lanes will be open at all times except for deliveries as needed.

H. Noticing:

1. Elias Construction will deliver all adjacent property owners a letter that details scope of work, schedule of construction, and contact information, if required.

I. Site Clean Up:

1. Elias Construction will maintain a clean and orderly job site on a daily basis. Daily clean up is also a condition of the subcontractors' contracts. The job site and materials shall be kept in a clean and orderly condition.

- Restroom Inside (existing)
- Contractor Parking
- Material Storage
- Trucking Route

Pedestrian and vehicle traffic on East Ave. and Edelweiss Ave. (4th Street) will not be impacted during the course of construction.

Trucking route will be along 4th street, with trucks approaching from the east or west, trucks will be directed to use Walnut Ave if they need to move north or south.

Construction debris will be removed daily, at the end of each work day. Therefore there is no need for a dumpster on site.



Construction Activity Site Plan

SCALE: 1" = 20'

ALL CONTENT HEREIN IS PROTECTED UNDER FEDERAL COPYRIGHT LAWS AND IS EXCLUSIVELY THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE IS PROHIBITED BY LAW.

POINT ARCHITECTS

209 E 35th Street
Garden City, ID
83714
p. 208.284.2999

P.O. Box 1001
Cody, Wyoming
82418
p. 307.272.4006
www.pointarchitects.com

DATE REV.



DATE 10/26/22
SCALE Site Plan.pln
BY JRH













Attachment C:
Applicant Response to Additional
Information

Robertson & Slette, p.l.l.c.

J. EVAN ROBERTSON
GARY D. SLETTE

Cassie Chapman – Legal Assistant
cchapman@rsidaholaw.com

ATTORNEYS AT LAW
134 Third Avenue East
P.O. BOX 1906
TWIN FALLS, IDAHO 83303-1906
TELEPHONE (208) 933-0700
FAX (208) 933-0701



GARY D. SLETTE
gslette@rsidaholaw.com

January 13, 2023

Adam Crutcher, Associate Planner
Ketchum Department of Planning and Building
P.O. Box 2315
Ketchum, Idaho 83340
acrutcher@ketchumidaho.org

RE: **400 East Avenue Office**

Dear Adam,

I am in receipt of your letter dated January 11, 2023, in which you stated that my clients' application has been "deemed incomplete". When the application was submitted, we provided all of the required information, plus we voluntarily furnished a narrative of additional information to assist the City in understanding and processing the application. I fail to understand the authority or the code language upon which you rely to say that our application is incomplete. That having been said, I will address your enumerated concerns as follows:

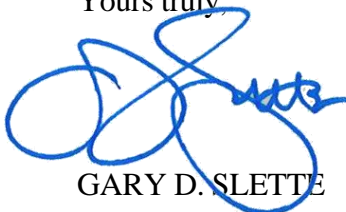
1. The office space is planned to accommodate two (2) individuals, both of whom are engaged in the conduct of their private business affairs. As you noted, a "business office" includes, **but is not limited to**, certain types of enumerated activities, but my clients' plan is simply to conduct their own private business affairs within the confines of these two office suites. For privacy reasons, they intend to keep the nature of their individual businesses to themselves, but most assuredly, they conduct legitimate worldwide business while maintaining their privacy.
2. The multi-use/fitness room is located in an area facing the street and is depicted on the submitted drawing. Equipment such as a treadmill, stationary bike and other similar work-out equipment is contemplated to be utilized in that room by the occupants of the office suites.
3. The private storage area is contemplated to be used for office supplies, record storage and other similar types of uses. The owners also intend to utilize a part of the storage area for their own private wine collection and certain personal effects. There will be no storage of hazardous or flammable materials.

4. The shared break/meeting room will predominantly be used as a break/lounge area for the owners or their guests when they conduct meetings. The room will not be divided, but rather, its entirety will be available for use by either of the owners as their needs dictate.
5. The term “hours of operation” can be defined as a regular schedule of days and hours when a business organization operates, or when services are offered. There are no contemplated hours or days of operation because no public business or service is contemplated to be operated within the confines of the office suites. As owners of the two office suites, my clients plan to come and go as the dictates of their private businesses require.
6. The exterior lighting on the building has been modified to be dark sky compliant. The fixtures have been retrofitted with LED lights and the light source is fully shielded.
7. No right-of-way use will be affected during the remodel, and as such, no traffic control plan is required. While the alley may not be deemed the best place for contractor parking, it is a public thoroughfare available for use by my clients and their contractors, as well as the street in front of the building where contractor parking can likewise take place. The alley is 30 ft wide, so if there is an eight-foot width shown for vehicular parking, there is still 22 feet of clear travel lane emergency vehicle access.

Please consider the foregoing a full and complete response to your inquiries. I would be curious to see if the City delves into the usage of private office space for other members of the community such as that which is taking place with regard to this proposal. The right of privacy afforded to people when they conduct their own private business affairs needs to be respected by the government at all levels. As long as the conduct of such private business does not involve immoral, illegal or hazardous activities, my clients have a right to conduct their business affairs in private and without governmental intrusion.

Please place this application on the agenda for the Commission as soon as possible in order for us to move the project forward without undue delay.

Yours truly



GARY D. SLETTE

cc: clients
Josh Shetler
Matt Johnson, City Attorney



City of Ketchum
Planning & Building

STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
REGULAR MEETING OF MARCH 28, 2023

PROJECT: Leadville Trading

FILE NUMBERS: P22-066 and P22-066A

APPLICATION TYPE: Final Design Review and Conditional Use Permit (CUP)

APPLICANT: Lucas Winter – The Jarvis Group Architects (architect)

PROPERTY OWNER: Acquire Realty, LLC

REQUEST: Design Review application for the development of a new 6,039 square foot two story commercial development and Conditional Use Permit for three on-site parking spaces.

LOCATION: 211 N Leadville Avenue - Ketchum Townsite: Block 3: Lot 5

ZONING: Community Core – Subdistrict 2 – Mixed Use (CC-2)

REVIEWER: Morgan R. Landers, AICP – Director of Planning and Building

NOTICE: A public hearing notice for the project was mailed to all owners of property within 300 feet of the project site and all political subdivisions on March 8, 2023. The public hearing notice was published in the Idaho Mountain Express on March 8, 2023. A notice was posted on the project site and the city’s website on March 21, 2023, and March 13, 2023 respectively. Story poles were verified on the subject property on March 21, 2023.

I. EXECUTIVE SUMMARY:

The Applicant is proposing an 6,039 square foot two-story commercial development known as Leadville Trading (the “project”), located at 222 N Leadville Avenue (the “subject property”). The subject property is a vacant corner lot zoned Community Core -Subdistrict 2 - Mixed Use (CC-2) just southeast of Vintage Restaurant and the McCann Daech Fenton Realtors office, across from the Kneadery and another vacant lot on the opposite corner. As proposed, the project includes a 3,088 square foot basement with circulation and storage, 2,591 net square feet of restaurant space on the ground floor, 2,575 net square feet of office on the second floor. A rendering of the proposed building can be seen in Figure 1 below.

Figure 1: Rendering of Proposed Project



Based on the size and use of the units, no parking spaces are required for the project. The applicant has requested a conditional use permit to allow for the creation of three on-site parking spaces in the rear of the building accessed from the alley. The project proposes two two-car garages. Attachment A includes the application and supporting documentation, Attachment B includes the design review plan set with site plans and floor plans of each floor and corresponding square footage calculations.

The project proposes to take advantage of the Floor Area Ratio (FAR) bonus in exchange for community housing, mitigating the additional floor area by making a community housing in-lieu payment of \$40,950. The total FAR for the project is 1.1, where 1.0 is permitted by right. See Attachment C for the FAR calculations and community housing calculations for the project.

The project will construct improvements to the right-of-way per the City of Ketchum improvement standards including, streetlights, asphalt alley, curb and gutter, and 8-foot sidewalks. The project proposes a paver sidewalk and to snowmelt the sidewalks adjacent to the project. The city engineer and streets department has conducted a preliminary review of all improvements and believes the improvements to meet the city's standards. Final review of all improvements to the right-of-way will be conducted by the City Engineer and Streets Department prior to issuance of a building permit. An encroachment permit approved by the City Council will be required for the sidewalk pavers and snow melt system.

Staff believes the project conforms to most of the zoning and dimensional standard requirements and most of the design review criteria. During the final review of the application materials, staff overlooked revisions to the rooftop mechanical equipment that were made as earlier plan sets were code compliant. The proposed rooftop mechanical equipment does not meet city setback requirements; however, the applicant has been notified and corrections will be made to bring the project into conformance. Regarding the design review standards, staff believes discussion is warranted regarding the north façade wall adjacent to Vintage Restaurant. Staff recommends the Commission review the application and provide feedback to the applicant. Staff supports the application for a conditional use permit for on-site parking. Below is an analysis of the items mentioned above. A full review of zoning and dimensional standards and design review criteria can be found in Attachments C and D respectively.

II. BACKGROUND:

The City of Ketchum received the application for Final Design Review and Conditional Use Permit on November 28, 2022. The Final Design and CUP applications have been reviewed concurrently and were deemed complete on December 30, 2022. Department comments were provided to the applicant on December 30, 2022,

outlining code compliance issues and feedback on design review criteria. Staff received revised submittals from the applicant in January 2023 and providing another set of comments on January 26, 2023. As of the date of this report, all comments have been resolved except for the rooftop mechanical setbacks and treatment of the north façade wall.

III. CONFORMANCE WITH ZONING AND DESIGN REVIEW STANDARDS:

Per Ketchum Municipal Code (KMC) §17.96.010.A – *Applicability*, design review is required for all new mixed-use buildings. Before granting Design Review approval, the Commission must determine that the application meets two criteria: (1) the project doesn't jeopardize the health, safety, or welfare of the public, and (2) the project conforms to all Design Review standards and zoning regulations (KMC §17.96.050.A).

Criteria #1: Health, Safety, and Welfare of the Public

The 2014 Comprehensive Plan outlines 10 core values that drive our vision for the future including a strong and diverse economy, vibrant downtown, community character, and a variety of housing options. The built environment within the downtown plays a key role in materializing these values to achieve the city's vision. The 2014 Comprehensive Plan designates the future land use for the subject property as "mixed-use commercial" where, according to the plan, "New structures in existing mixed-use areas should be oriented to streets and sidewalks and contain a mix of activities. Mixed-use development should contain common public space features that provide relief to the density and contribute to the quality of the street." Primary uses include offices, medical facilities, health/wellness-related services, recreation, government, residential, and services.

Policy CD-1.3 of Chapter 4 of the comprehensive plan states that "Infill and redevelopment projects should be contextually appropriate to the neighborhood and development in which they occur. Context refers to the natural and manmade features adjoining a development site; it does not imply a certain style." The transition between buildings is a key design element and has the potential to impact the perceived cohesiveness of the downtown and can impact the way residents and visitors experience a place.

Staff believes the project meets many of the goals and policies of the plan. The project proposes ground floor restaurant space and a second-floor office space, both highly sought after uses in the Community Core. The total height of the building is just under 32 feet (two stories) on the N Leadville Ave side of the building which is a balance between the single story buildings adjacent to the subject property and the two and three story buildings within a one block radius of the subject property. In February of this year, the Commission approved a three-story building across the street to the east of the subject property.

One area of concern is the interface between the proposed project and the building to the north, Vintage Restaurant. The building that Vintage occupies is listed as an Historic Building with the City of Ketchum. Properties listed as Historic with the city of Ketchum can redevelop, however, retention of the historic structure is highly preferred. As shown on Sheet A3.1 of Attachment B, the wall that faces the Vintage Restaurant is 30 feet tall adjacent to the restaurant and 32 feet at the street. The applicant has represented that they are working with the restaurant owners and local artists for an art installation on the wall that will enhance the outdoor seating of the restaurant in the summer months and reduce the perceived flatness of the building. The Vintage Restaurant building is set back toward the rear of the property with surface parking in the front portion of the property. Staff believes the north façade of the building is a good opportunity for a mural placement that supports and enhances the history of the adjacent property and the successful restaurant.

Criteria #2: Applicable Standards and Criteria

Conformance with Zoning Regulations

During department review, city staff reviewed the project for conformance with all applicable zoning code requirements including uses, dimensional limitations, signage, parking, development standards, and dark skies.

The proposed development is subject to the requirements of Interim Ordinance 1234 as the application was filed after the effective date of the ordinance. Please see Attachment C for a full review of dimensional standards and Interim Ordinance 1234 requirements.

The proposed project meets all the requirements of the zoning regulations except for setbacks of mechanical equipment from building facades. Per KMC 17.12.040, non-habitable structures, fixed amenities, solar and mechanical equipment affixed to a roof must be set back 10 feet from all building facades. As shown on the roof plan (Sheet A2.3), there are two areas designated for mechanical equipment that will be screened with metal paneling at a max height of 5 feet. The mechanical areas proposed vary in setback from 5-10 feet depending on the façade. The applicant has been notified of this issue and fully intends to comply with the code requirements. Staff recommends the applicant revise the roof plan prior to approval of the findings of fact should the project move forward.

Conformance with Design Review Improvements and Standards

During department review, city staff review the application for conformance with design review requirements outlined in KMC 17.96.070 – *Improvements and Standards* and KMC 17.96.070 – *Community Core (CC) projects*. A full review of all design review criteria can be found in Attachment D. In general, staff believes the majority of the standards have been met with the proposed project except for the flatness of the north façade wall.

Design review criteria F.5 states that “Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness”. As shown on Sheet A3.2, the building provides undulation and relief in multiple areas. The most prominent being the staggering of the building façade on the Leadville Ave side of the building. The north end of the façade is set back 4.5 feet where the south end of the façade (towards the corner) is set back 15 feet. This is further accentuated by the inclusion of a cantilevered balcony on the Leadville Ave side. On the 2nd Street side, the building is set back a consistent 5 feet, however, there is a recessed entrance to the building that provides relief at the ground level. Additionally, the west end of the second floor is set back significantly to accommodate a second level balcony. Due to the size of the setback, this portion of the building feels much like a one-story building from the pedestrian level.

The north façade is one portion of the building is an area of discussion. As shown on the south elevation of the building on Sheet A3.1, the north façade of the building has a zero-foot setback and contains some relief provided by recessed brick elements and horizontal banding. The elevation also shows the outline of the adjacent building, Vintage Restaurant. The corner is more prominent as the proposed material wrapping the corner is brick, however, the materials quickly shift to bronze metal paneling for the remainder of the facade. This surface appears very flat and much of the building is exposed due to the size of the adjacent historic structure. As noted above, the height of the building is 30 feet in the rear and 32 feet at N Leadville Ave.

As shown in Figure 2, Vintage is set back towards the rear of the property with surface parking in the front portion of the property. The applicant has represented that they are working with the restaurant owners and local artists for an art installation on the wall that will reduce the perceived flatness of the building.

Figure 2: Adjacent Property to the North (Vintage Restaurant)



One of the characteristics of Vintage is that it is small and tucked away. The proposed building could create a unique opportunity to enhance the “tucked away” feeling of the building with a mural that draws the attention of pedestrians into a unique sense of place. Staff believes the north façade of the building is a good opportunity for a mural placement that supports and enhances the history of the adjacent property and the successful restaurant.

IV. CONDITIONAL USE PERMIT CRITERIA

Per Section 12 of the interim ordinance, applicants can request relief from interim ordinance requirements by applying for a conditional use permit. As such, the applicant has requested a conditional use permit to allow for the construction of three on-site parking spaces. Section 11.d of the interim ordinance prohibits the construction of on-street parking spaces above and beyond what is required by code, except for community housing parking. As outlined in Attachment C, the proposed project requires no on-site parking and does not include community housing. Therefore, a conditional use permit must be granted for the three on-site parking spaces.

Pursuant to KMC Section 17.116.030, conditional use permits can be granted if and only if all criteria listed below are met. Below is the stated criteria and staff's analysis of each:

- *Criteria 1* - The characteristics of the conditional use will not be unreasonably incompatible with the types of uses permitted in the applicable zoning district;
 - *Analysis:* Until the adoption of Interim Ordinance 1234, parking was required for office uses in the community core subdistricts. Additionally, the preferred location of on-site parking is off the alley. All recent developments on single Ketchum townsite lots in the community core has provided alley loaded on-site parking spaces perpendicular to the alley for ease of access. The project proposes to locate the requested parking off the alley in a perpendicular fashion consistent with other development within the community core. Finally, the proposed parking is set back 3 feet from the property line which ensures that vehicles will not stick out into the alley and obstruct alley uses. Staff believes the allowance of the on-site parking spaces is compatible with other uses permitted in the zone district as the location and orientation are consistent with that of other similar projects.
- *Criteria 2* - The conditional use will not materially endanger the health, safety and welfare of the community;
 - *Analysis:* As the spaces are set back from the property line, vehicles parked in the spaces will not obstruct the use of the alley nor will it inhibit the safe use of nearby pedestrian corridors. Staff does not believe the on-site parking will endanger the health, safety and welfare of the community.
- *Criteria 3* - The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood;
 - *Analysis:* As noted above, the spaces are located in the rear of the building accessed from the alley. The set back of the parking spaces ensures that vehicles will not obstruct free and clear use of the alley. Additionally, the parking spaces can be accessed from the sidewalk through a door on the 2nd Street side of the building and the building contains a rear entrance near the parking with a designated route. Both of these features ensure that pedestrian come from or to the parking area can access the vehicles safely without having to walk through the alley. Staff believes that the location and accessibility of the proposed parking ensures that the use is not hazardous and does not conflict with existing and anticipated traffic.
- *Criteria 4* - The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area, or conditions can be established to mitigate adverse impacts; and
 - *Analysis:* No public facilities are required for the proposed on-site parking. As noted above, the location of the parking spaces ensures no obstructions to free and clear use of the alley by emergency vehicles or other necessary public services.
- *Criteria 5* - The conditional use is not in conflict with the policies of the comprehensive plan or the basic purposes of this chapter.

- *Analysis:* The intent of Section 11.D was to support the goals of the comprehensive plan in creating a vibrant downtown and diverse economy by not over-committing valuable ground floor commercial space to parking or luxury residential amenities like personal storage. Staff believes the proposed uses in the project positively contribute to the vibrancy of the downtown with the ground floor restaurant as the community has seen a decrease in restaurants in the past couple of years. In addition, 78% of the ground floor is dedicated to commercial uses. This percentage demonstrates that the project is designed to prioritize commercial uses. Additionally, the comprehensive plan encourages parking reductions to incentivize development of desired uses but acknowledges that parking in the community core may become challenging in the future. Overall, staff believes the on-site parking spaces does not conflict with the policies of the comprehensive plan as the proposed project still significantly contributes to the vibrancy of downtown and diverse economy with the uses proposed.

Staff supports the applicant's request for a conditional use permit for on-site parking as all five criteria are met.

V. STAFF RECOMMENDATION

Staff recommends the Commission review the application and provide feedback on the comments outlined by staff.

ATTACHMENTS:

- A. Application Materials and supporting documents (Design Review and CUP)
- B. Design Review Plan Set
- C. Zoning and Dimensional Standards Analysis
- D. Design Review Standards Analysis



City of Ketchum

Attachment A: Application Materials and supporting documents (Design Review and CUP)



City of Ketchum
Planning & Building

OFFICIAL USE ONLY	
Project Number:	P22-066
Design Review Date:	11/23/22
Case:	HN
Permit Application Fee Type:	
Design Review Fee:	\$2321.80
Approved Date:	11/28/22
Case:	HN
APPROVED BY:	<input type="checkbox"/> <input type="checkbox"/>

Design Review Application

APPLICANT INFORMATION				
Project Name: Leadville Trading		Phone:		
Owner: Acquire Realty LLC		Mailing Address:		
Email:		401 E. City Ave., Ste 220, Bala Cynwyd, PA 19004		
Architect/Representative: The Jarvis Group Architects		Phone: 208-726-4031		
Email: lucas@jarvis-group.com		Mailing Address:		
Architect License Number: AR-1233		PO Box 4657 Ketchum, ID 83340		
Engineer of Record:		Phone:		
Email:		Mailing Address:		
Engineer License Number:				
<i>All design review plans and drawings for public commercial projects, residential buildings containing more than four (4) dwelling units and development projects containing more than four (4) dwelling units shall be prepared by an Idaho licensed architect or an Idaho licensed engineer.</i>				
PROJECT INFORMATION				
Legal Land Description: Lot 5, Block 3, Ketchum Townsite RPK00000030050, 211 Leadville Ave				
Street Address: NONE				
Lot Area (Square Feet): 5,504 SF				
Zoning District: CC-2				
Overlay District: <input type="checkbox"/> Floodplain <input type="checkbox"/> Avalanche <input type="checkbox"/> Mountain				
Type of Construction: <input checked="" type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Remodel <input type="checkbox"/> Other				
Anticipated Use: Office/Commercial		Number of Residential Units: 0		
TOTAL FLOOR AREA				
	Proposed		Existing	
Basements	2,008	Sq. Ft.	0	Sq. Ft.
1 st Floor	3,126	Sq. Ft.	0	Sq. Ft.
2 nd Floor	2,834	Sq. Ft.	0	Sq. Ft.
3 rd Floor		Sq. Ft.	0	Sq. Ft.
Mezzanine		Sq. Ft.		Sq. Ft.
Total	7,968	Sq. Ft.	0	Sq. Ft.
FLOOR AREA RATIO				
Community Core: 1.08		Tourist:		
		General Residential-High:		
BUILDING COVERAGE/OPEN SPACE				
Percent of Building Coverage: 56.8%				
DIMENSIONAL STANDARDS/PROPOSED SETBACKS				
Front: 4'-6 1/2" Leadville		Side: 4'-6' 2nd Street		
		Side: 0		
		Rear: 3'-0" Alley		
Building Height: 31'-0"				
OFF STREET PARKING				
Parking Spaces Provided: (3) Three				
Curb Cut: 0 Sq. Ft. 0 %				
WATER SYSTEM				
<input checked="" type="checkbox"/> Municipal Service		<input type="checkbox"/> Ketchum Spring Water		

The Applicant agrees in the event of a dispute concerning the interpretation or enforcement of the Design Review Application in which the city of Ketchum is the prevailing party, to pay the reasonable attorney fees, including attorney fees on appeal and expenses of the city of Ketchum. I, the undersigned, certify that all information submitted with and upon this application form is true and accurate to the best of my knowledge and belief.

 - Lucas Winter, Project Architect
Signature of Owner/Representative

11.22.2022
Date

Once your application has been received, we will review it and contact you with next steps.
No further action is required at this time.

DESIGN REVIEW EVALUATION STANDARDS (May not apply to Administrative Design Review):

17.96.060: IMPROVEMENTS AND STANDARDS FOR ALL PROJECTS

A. Streets:

1. The applicant shall be responsible for all costs associated with providing a connection from an existing city streets to their development.
2. All streets designs shall be in conformance with the right-of-way standards and approved by the Public Works Director.

B. Sidewalks:

1. All projects under 17.96.010(A) that qualify as a "Substantial Improvement" shall install sidewalks in conformance with the right-of-way standards. Sidewalk improvements may be waived for projects that qualify as a "Substantial Improvement" which comprise additions of less than 250 square feet of conditioned space.
2. The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
3. New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.
4. The city may approve and accept voluntary cash contributions in-lieu of the above described improvements, which contributions must be segregated by the city and not used for any purpose other than the provision of these improvements. The contribution amount shall be one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the Public Works Director. Any approved in-lieu contribution shall be paid before the city issues a certificate of occupancy.

C. Drainage:

1. All storm water shall be retained on site.
2. Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
3. The Public Works Director may require additional drainage improvements as necessary, depending on the unique characteristics of a site.

November 16, 2022



ACQUIRE REALTY LLC C/O DC
401 E CITY AVE STE 220
BALA CYNWYD, PA 19004

To whom it may concern,

Thank you for your inquiry about electrical service at 211 LEADVILLE AVE
KETCHUM, ID 83340

The property is located within Idaho Power's service area in the state of Idaho

Idaho Power will provide electrical service to this location once any required easement or right of way are obtained by Idaho Power and/or the Customer, and in compliance with the statutes of the State of Idaho/Oregon and the Idaho Power tariffs on file with our regulators. Tariffs include the General Rules and Regulations that covers new service attachments and distribution line installations or alterations.

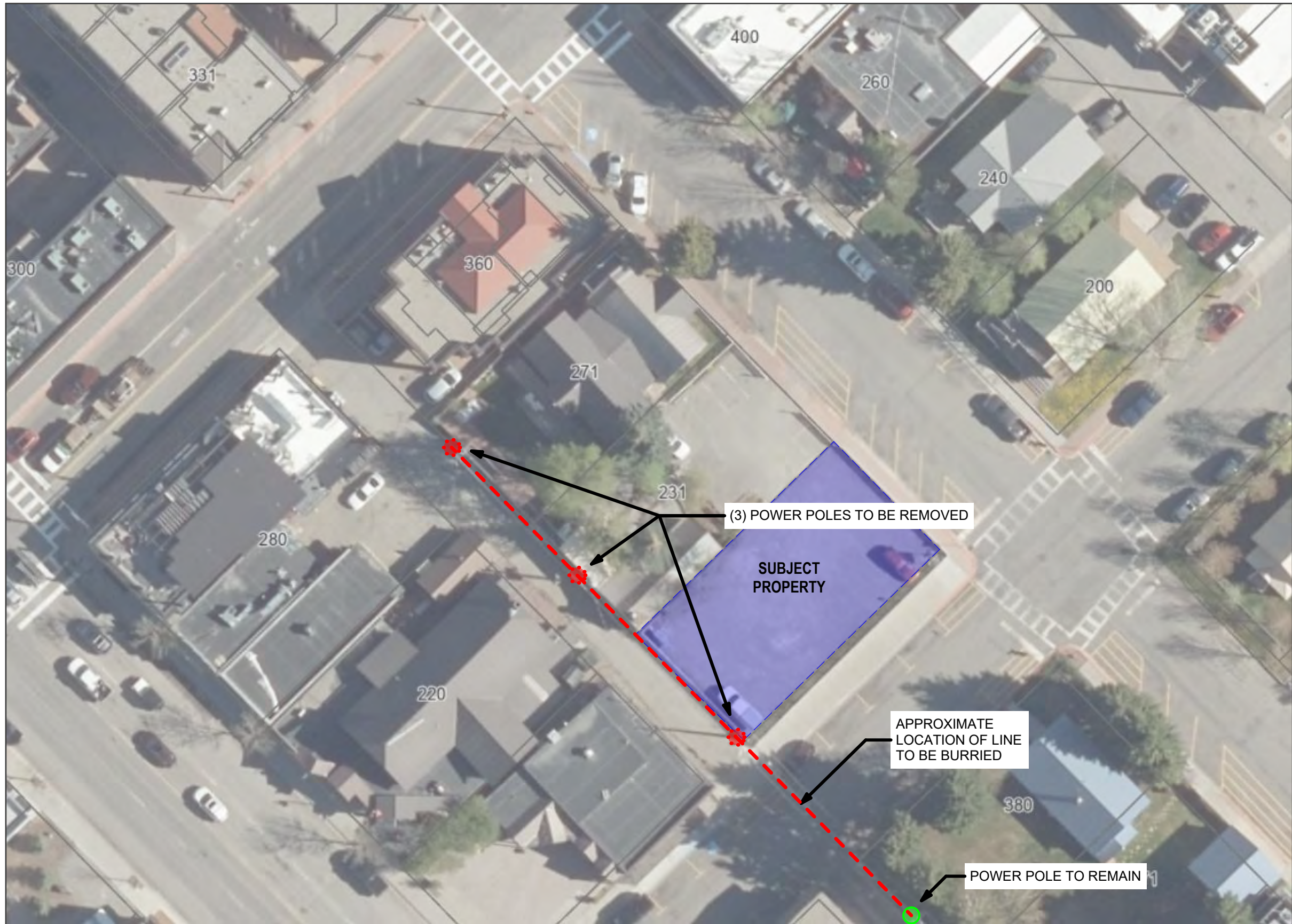
Idaho Power Company has reviewed the site plan for the Leadville Trading Building at the above address. The service size and voltage have not been provided to date. A three phase sector and single phase transformer dimensions have been sized, with required clearances, to sit on property at 211 Leadville adjacent to the alley as shown on site plan provided by The Jarvis Group, Sheet SD-023R Power Equipment Location.

This representation does meet Idaho Power specifications.

Sincerely,

Cyndi Bradshaw

Cyndi Bradshaw
PO Box 3909
Hailey ID 83333



Lucas Winter

Subject: FW: Leadville Trading - Undergrounding Communications

From: Lister, Brandon (CCI-Central Region) <Brandon.Lister@cox.com>

Sent: Thursday, February 2, 2023 1:41 PM

To: Lucas Winter <lucas@jarvis-group.com>

Subject: RE: Leadville Trading - Undergrounding Communications

Lucas,

We do not have a participation letter but, we will participate in the relocation of the aerial to underground and any Joint Trench involved within this project. The aerial to underground portion will require a financial reimbursement before we will be able to proceed with that portion of the project. Let me know if you have any questions.

Thanks,

Brandon Lister

Construction Planner III

Outside Plant Construction

340 Lewis St, Ketchum, ID 83340

Cell 208.727.7329

Office 208.928.7904



Lucas Winter

Subject: FW: 211 Leadville, Ketchum - Overhead Line Relocation

From: McNew, Bradley <Bradley.McNew@lumen.com>
Sent: Thursday, February 2, 2023 12:45 PM
To: 'Bradshaw, Cyndi' <CBradshaw@idahopower.com>
Cc: Lucas Winter <lucas@jarvis-group.com>

Subject: RE: 211 Leadville, Ketchum - Overhead Line Relocation

Cyndi,

We are on the poles in there and once you have a design we can follow and go joint trench.

Any questions let me know.

LUMEN

Brad McNew

Program Manager

tele: 208-646-3599

mobile: 208-731-0239

From: Bradshaw, Cyndi <CBradshaw@idahopower.com>

Sent: Friday, January 27, 2023 12:48 PM

To: Bodsford, Benjamin <Benjamin.Bodsford@lumen.com>; McNew, Bradley <Bradley.McNew@lumen.com>

Cc: Lucas Winter <lucas@jarvis-group.com>

Subject: 211 Leadville, Ketchum - Overhead Line Relocation

Hi there – I'm working with this group on new construction at the above address, and the relocation of the overhead power poles/line to underground. Please let us know what your plant is in this area and how or what you would need if anything for this relocation.

Thank you,

Cyndi Bradshaw

SR. DISTRIBUTION DESIGNER

Idaho Power Company | Distribution Design

11831 Highway 75 | Hailey, ID | 83333

PO Box 3909 | Hailey, ID | 83333

Work: 208-788-8002

Mobile: 208-309-2614

Email: cbradshaw@idahopower.com

C L E A R C R E E K D I S P O S A L

PO Box 130 • Ketchum, ID 83340 • Phone 208.726.9600 • www.ccdisposal.com

January 16, 2023

City of Ketchum
Planning Department
P O box 2315
Ketchum, ID 83340

Re: Leadville Trading

To Whom it May Concern,

Please allow this letter to serve that Mark Deagle of the Jarvis Group Architects AIA PLLC has engaged in conversations with me, regarding a building mentioned above and the attached PDF. The conversations have been to the following:

This site will provide space for garbage dumpster. There is enough space and access to service the dumpster adequately, utilizing a "Garbage Glider" as indicated on the enclosed plan. This scenario will only work with a mechanized mode of transporting the dumpsters to alley for servicing, (Snow, Ice, Weight). *The enclosure will not be covered and will need maintenance of snow and the removal of snow and ice. This is an ongoing task and both the City and the Owner shall be aware of this extra effort and expense. As well as snow is not permitted to be placed in the alley.*

This site when finished as per the plans will satisfy all concerns for the safe and efficient removal of garbage service. I would like to mention that this is an example of high-quality planning that will benefit the owners of this site and the City. If I may be of further assistance during this process or in the future, please call.

Sincerely,

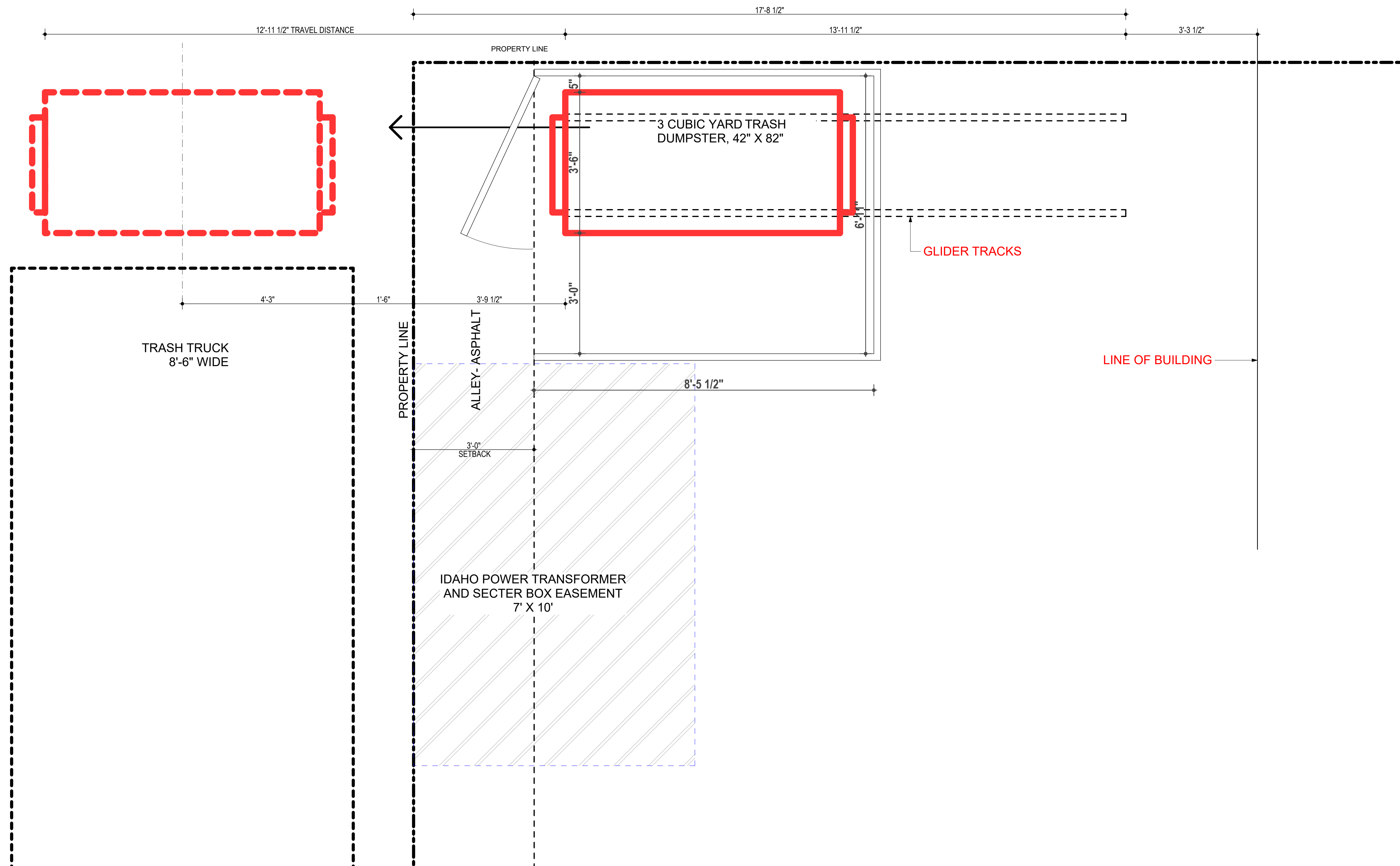


Mike Goitiandia
Clear Creek Disposal

CC. Mark Deagle

.Leadville Trading -- 1







City of Ketchum
Planning & Building

OFFICIAL USE ONLY
P22-066A
11/23/22
HN
\$1100
11/28/22
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Conditional Use Permit Application

Submit completed application and payment to the Planning and Building Department, PO Box 2315, Ketchum, ID 83340 or hand deliver to Ketchum City Hall, 191 5th St. West, Ketchum. 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.

OWNER INFORMATION	
Project Name: Leadville Trading	
Name of Owner of Record: Acquire Realty LLC	
Physical Address: Lot 5, Block 3, Ketchum Townsite RPK00000030050, 211 Leadville Ave	
Property Legal Description: Lot 5, Block 3, Ketchum Townsite	
Property Zoning District: CC-2	
Contact Phone: 208-726-4031	Contact Email: lucas@jarvis-group.com
PROJECT INFORMATION	
Description of Proposed Conditional Use: Provide three on site parking spaces accessed from alley.	
Description of Proposed and Existing Exterior Lighting: Recessed LED can lighting in soffits, wall mount downlight LED sconces.	
ADDITIONAL COMMENTS	
ACCOMPANYING SUPPORTING INFORMATION REQUIRED	
<ul style="list-style-type: none"> Existing Site Plan Proposed Site Plan Landscape Plan Grading and Drainage Plan Exterior Lighting Plan and Specifications Other plans and studies related to the social, economic, fiscal, environmental, traffic, and other effects of the proposed conditional use, as required by the Administrator 	

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 tortious 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.

 Lucas Winter, Project Architect

11.22.2022

Applicant Signature

Date



City of Ketchum

Attachment B: Design Review Plan Set

LEADVILLE TRADING



PROJECT TEAM

ARCHITECT:

THE JARVIS GROUP ARCHITECTS, AIA, PLLC
511 SUN VALLEY ROAD, SUITE 202
P.O. BOX 626
PHONE: 208.726.4031

SURVEYOR/CIVIL:

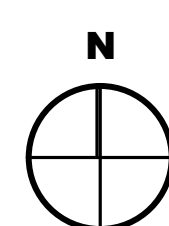
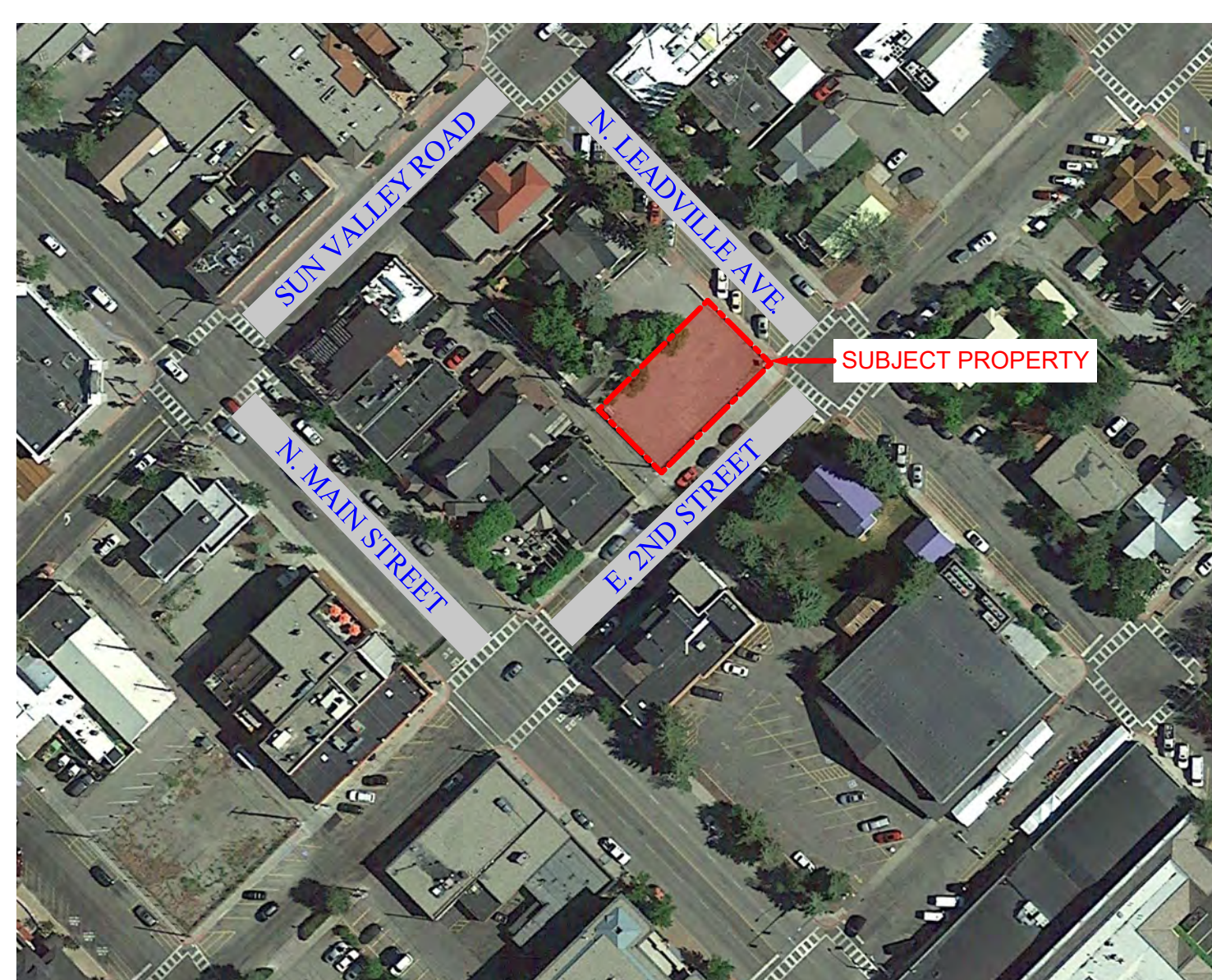
GALENA ENGINEERING INC.
CIVIL ENGINEERS AND LAND SURVEYORS
317 NORTHRIVER STREET
HAILEY, ID 83333
PHONE: 208.788.1705

PROJECT TABULATION

PROJECT TABULATIONS	
FIRST FLOOR AREA (GROSS):	3,303 SF
SECOND FLOOR AREA (GROSS):	2,736 SF
TOTAL GROSS FLOOR AREA:	6,039 SF
BASEMENT:	3,088 SF
TOTAL NET AREA:	9,127 SF

FLOOR AREA CALCULATIONS	
SITE AREA:	5,504 SF
TOTAL GROSS FLOOR AREA:	6039 SF
FLOOR AREA RATIO:	1.10%
FLOOR AREA - ABOVE 1.0	535 SF

VICINITY MAP



GENERAL NOTES

- THIS PROJECT SHALL COMPLY WITH THE 2018 INTERNATIONAL BUILDING CODE.
- CONTRACTOR SHALL COORDINATE ALL REQUIRED INSPECTIONS BY KETCHUM BUILDING AND FIRE DEPARTMENTS, STATE ELECTRICAL INSPECTOR OR OTHER GOVERNING AUTHORITIES, AS NECESSARY.
- CONTRACTOR SHALL OBTAIN AND PAY FOR ALL TEMPORARY UTILITIES, INCLUDING ELECTRICITY NECESSARY FOR CONSTRUCTION.
- ALL CONSTRUCTION DEBRIS IS TO BE STOCKPILED NEATLY ON SITE UNTIL DISPOSAL, WHICH SHALL BE DONE AT THE COUNTY LANDFILL OR RECYCLING FACILITY ONLY.
- EXCEPT AT INTERIOR ELEVATIONS, AND UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE GIVEN TO FACE OF ROUGH FRAMING, CENTERLINE OF COLUMNS, OR FACE OF CONCRETE AND C.M.U. WALL. GIVEN DIMENSIONS TAKE PRECEDENCE OVER SCALE. CONTRACTOR SHALL TAKE EXTRA CAUTION TO COORDINATE DIMENSIONS OF STRUCTURAL DRAWINGS WITH ARCHITECTURAL DRAWINGS PRIOR TO CONSTRUCTION. VERIFY ANY DISCREPANCIES WITH ARCHITECT.
- CONTRACTOR SHALL PROVIDE STORAGE FOR ALL BUILDING MATERIALS IN ACCORDANCE WITH MANUFACTURERS' RECOMMENDATIONS.
- ALL SUBSTITUTIONS ARE TO BE APPROVED BY ARCHITECT. ALONG WITH WRITTEN REQUESTS, CONTRACTOR SHALL PROVIDE ALL INFORMATION REGARDING THE SUBSTITUTION IN QUESTION, INCLUDING AVAILABILITY AND REASON FOR SUBSTITUTION.
- SOLID WOOD BLOCKING, INSULATION OR OTHER FIRE STOP MATERIAL IS TO BE PROVIDED BETWEEN STORIES, BETWEEN TOP STORY AND ROOF SPACE, BETWEEN STAIR STRINGERS AT TOP AND BOTTOM, BETWEEN STUDS ALONG STAIR RUNS AND AT ALL OTHER PLACES THAT COULD AFFORD THE PASSAGE OF FLAME. FIRE STOPS BETWEEN CHIMNEY AND WOOD FRAME SHALL BE NON-COMBUSTIBLE.
- CONTRACTOR SHALL PROVIDE SAMPLES OF ALL FINISHES AND STAIN COLORS FOR APPROVAL BY OWNER / ARCHITECT. THIS INCLUDES INTERIOR AND EXTERIOR STAINS, INTERIOR PAINT, SHEETROCK TEXTURES, CHEMICALLY APPLIED METAL PATINAS, ETC.
- CONTRACTOR SHALL PROVIDE RADON MITIGATION
- ALL UTILITIES SHALL BE UNDERGROUND.
- SMOKE DETECTORS MUST BE INTERCONNECTED WITH A POWER SOURCE FROM THE BUILDING WIRING, AND SHALL BE EQUIPPED WITH BATTERY BACKUP
- ALL EXTERIOR LIGHTING SHALL BE DARK SKY COMPLIANT
- THE BUILDING WILL BE EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM.

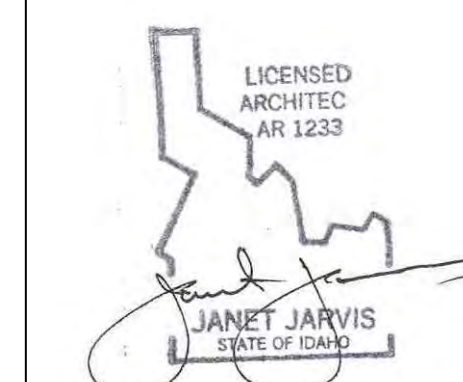
LEGAL DESCRIPTION

LOT 5, BLOCK 3, KETCHUM TOWNSITE

SHEET INDEX

A0.0	COVER SHEET
A1.0	SITE/LANDSCAPE PLAN
A1.1	STAKING PLAN
A1.2	SETBACKS/ FLOOR AREA
A1.3	SITE SURVEY
A2.0	FIRST FLOOR PLAN
A2.1	SECOND FLOOR PLAN
A2.2	BASEMENT PLAN
A2.3	ROOF PLAN
A3.0	ELEVATIONS
A3.1	ELEVATIONS
A3.2	RENDERING
A3.3	EXTERIOR MATERIALS
E1.0	EXTERIOR LIGHTING PLAN
C0.10	CIVIL COVER SHEET
C1.00	CIVIL PLAN
C2.00	CIVIL DETAILS
C2.10	CIVIL DETAILS
C2.20	CIVIL DETAILS

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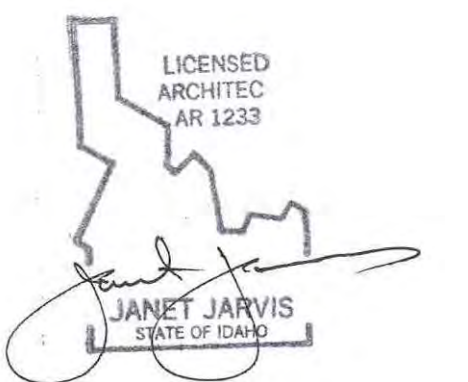
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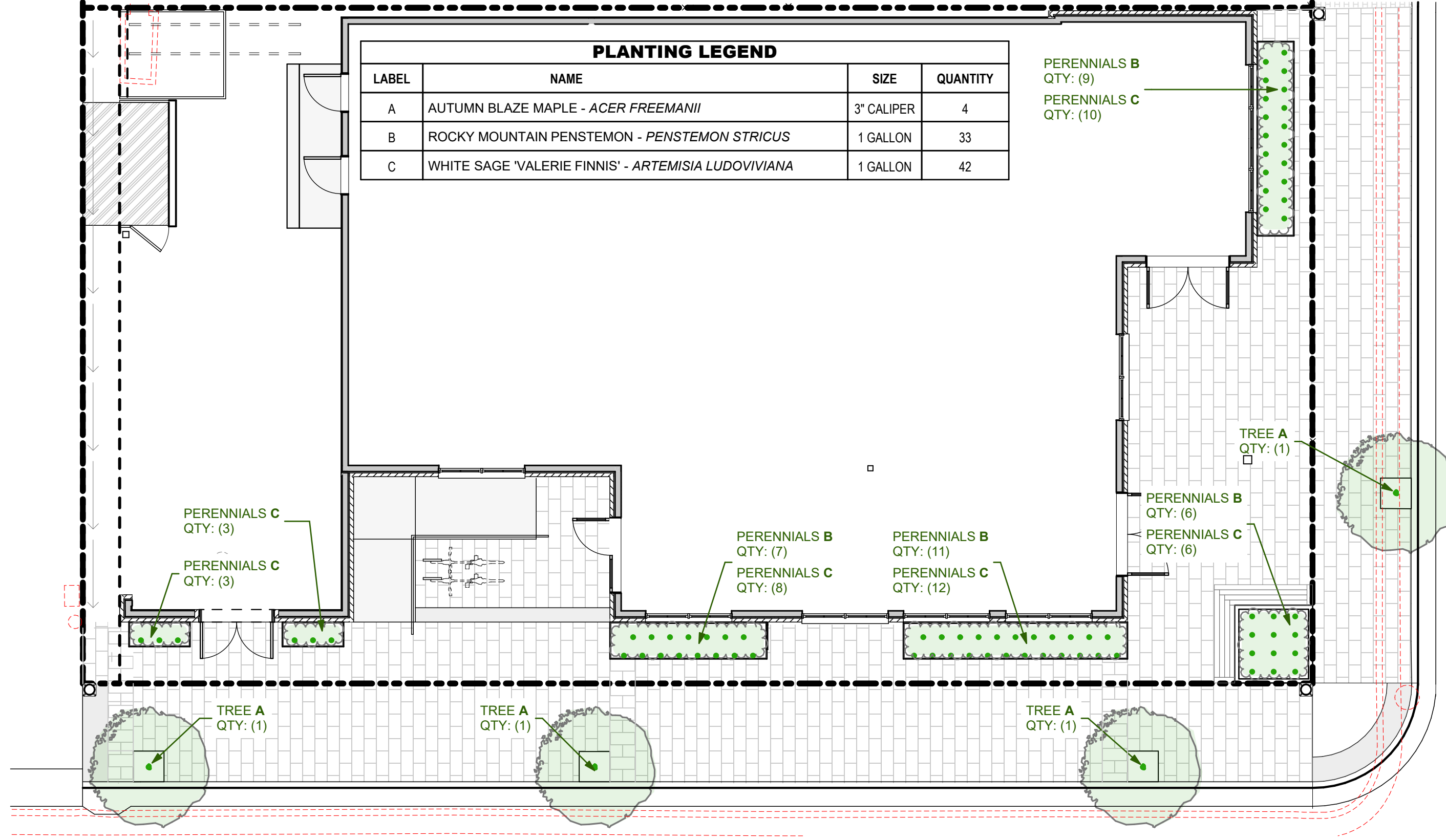
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COVERSHEET

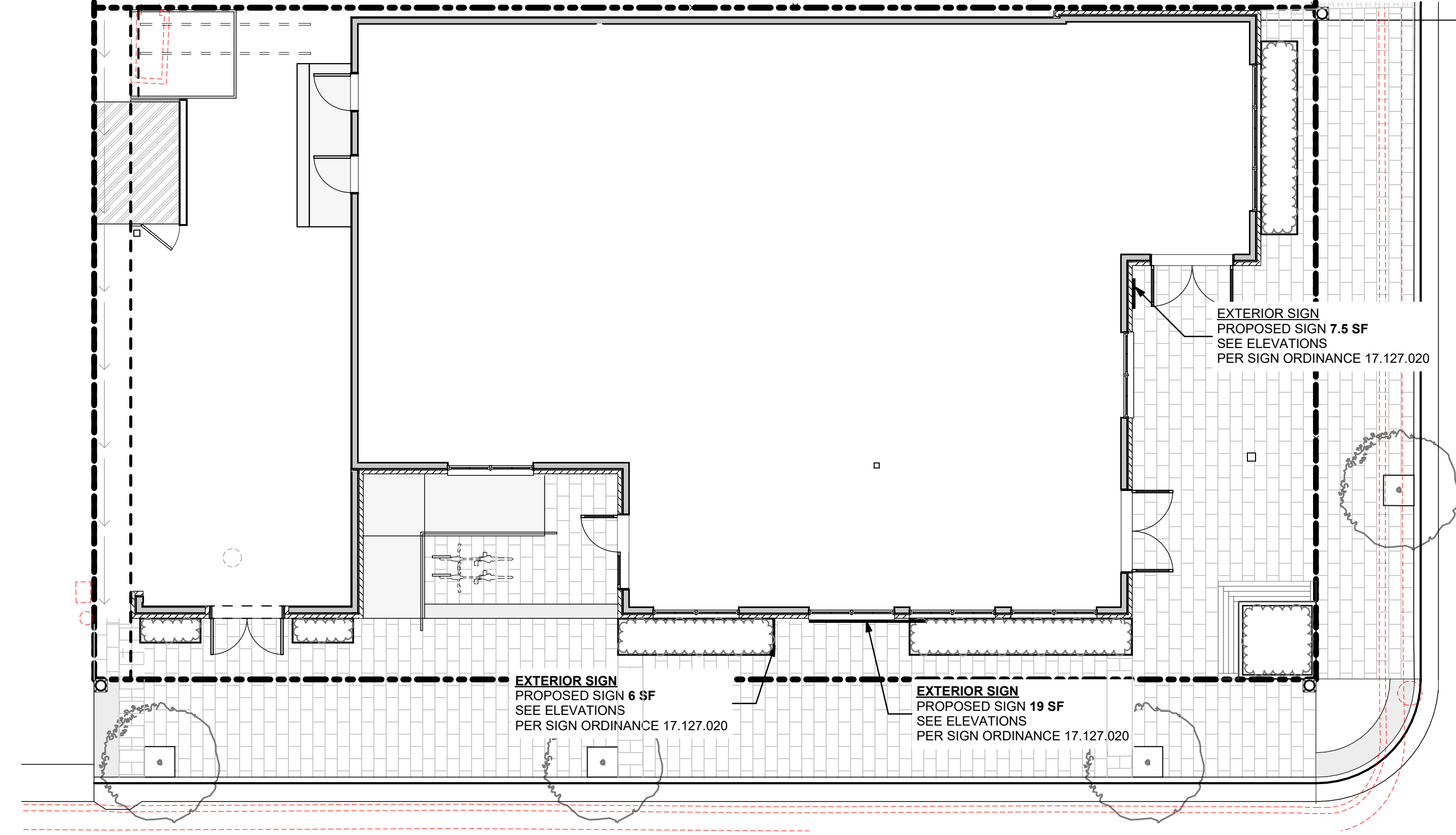
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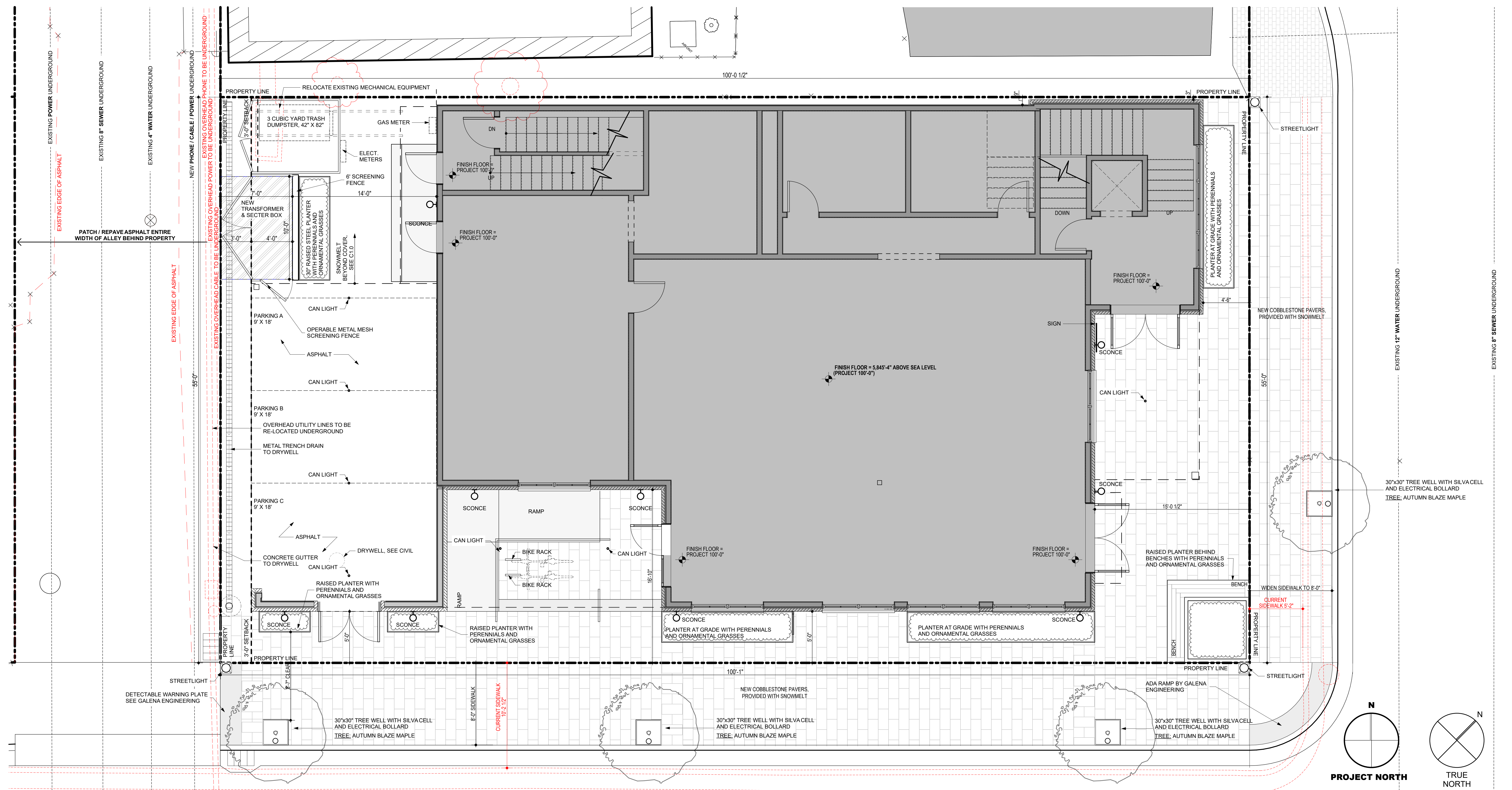
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1 PLAN: PLANTING PLAN
SCALE: 1/8" = 1'-0"



2 SIGNAGE PLAN
SCALE: 1/8" = 1'-0"

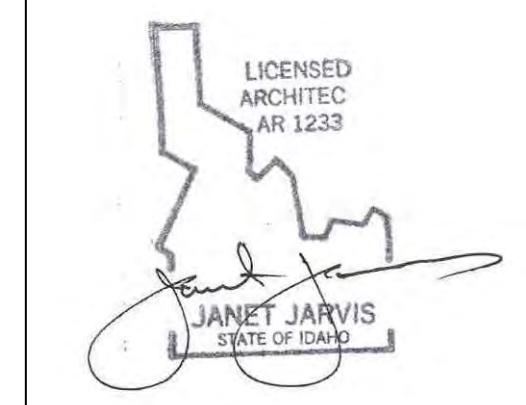


3 PLAN: SITE PLAN
SCALE: 1/4" = 1'-0"

SITE/LANDSCAPE PLAN

LEADVILLE TRADING
LOT 5, BLOCK 3 KETCHUM TOWNSITE
IDAHO
KETCHUM

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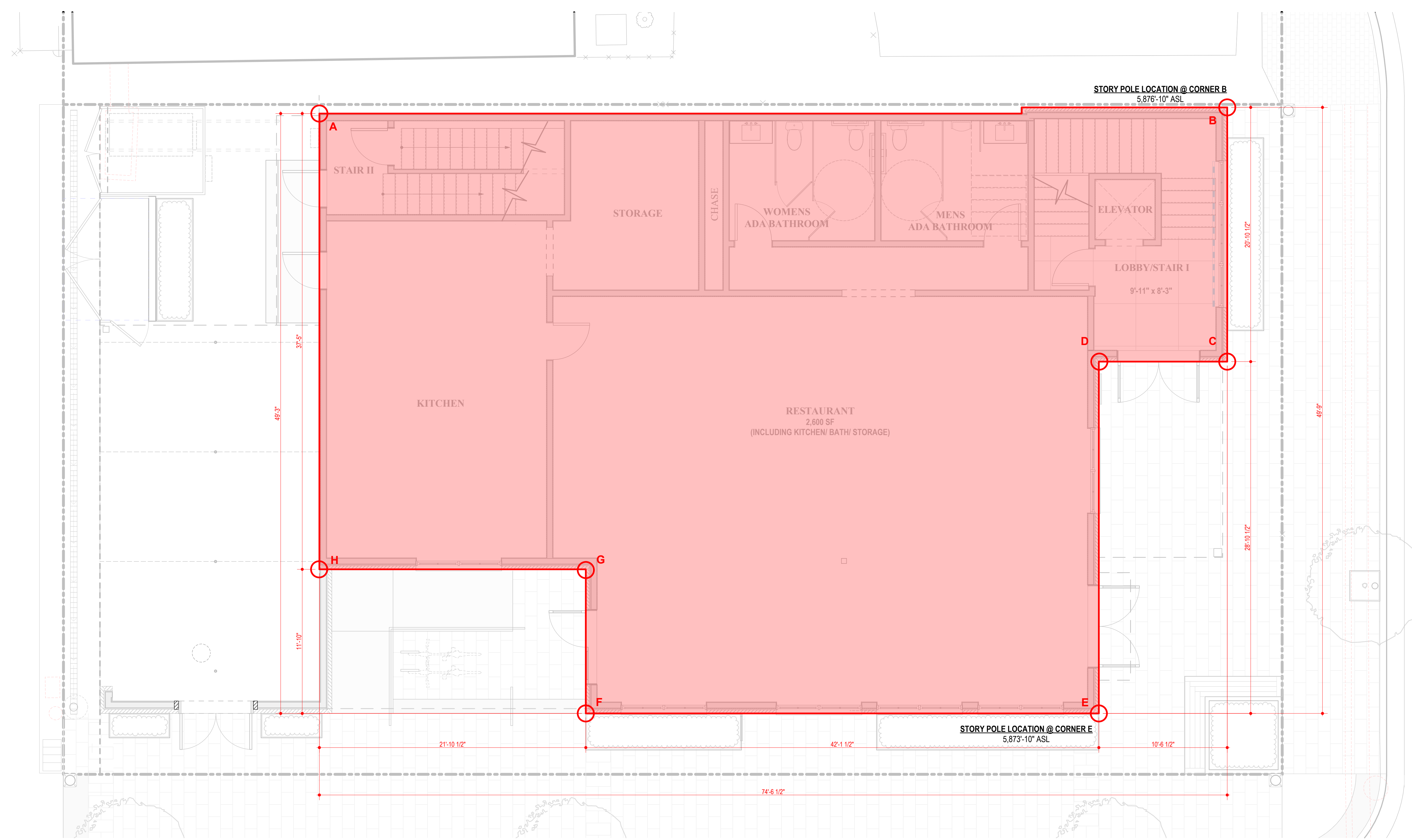
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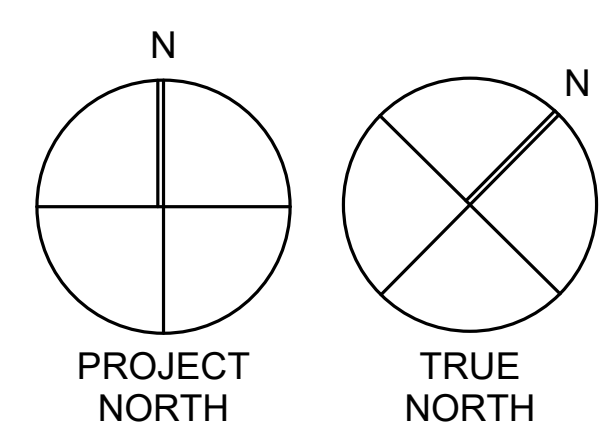
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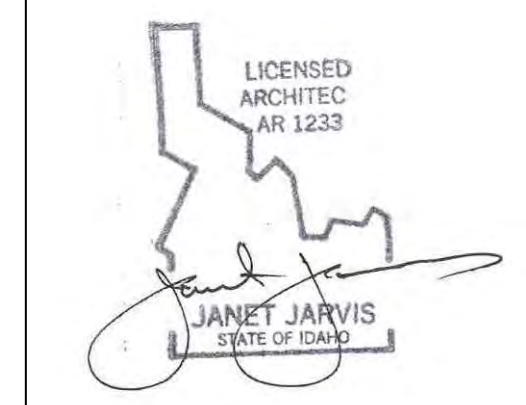
1 PLAN: STAKING PLAN
SCALE: 1/4" = 1'-0"



STAKING PLAN

LEADVILLE TRADING
LOT 5, BLOCK 3 KETCHUM TOWNSITE
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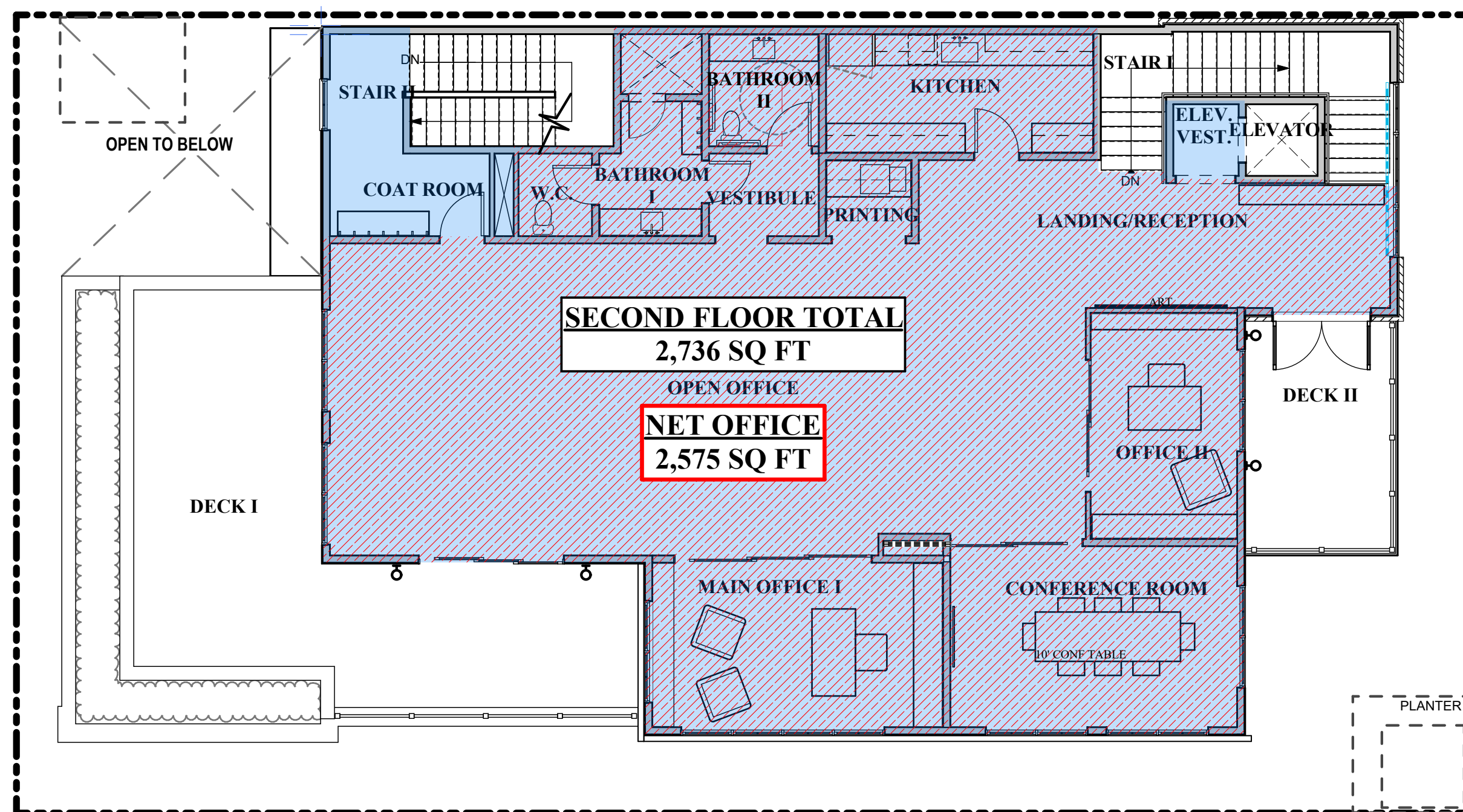
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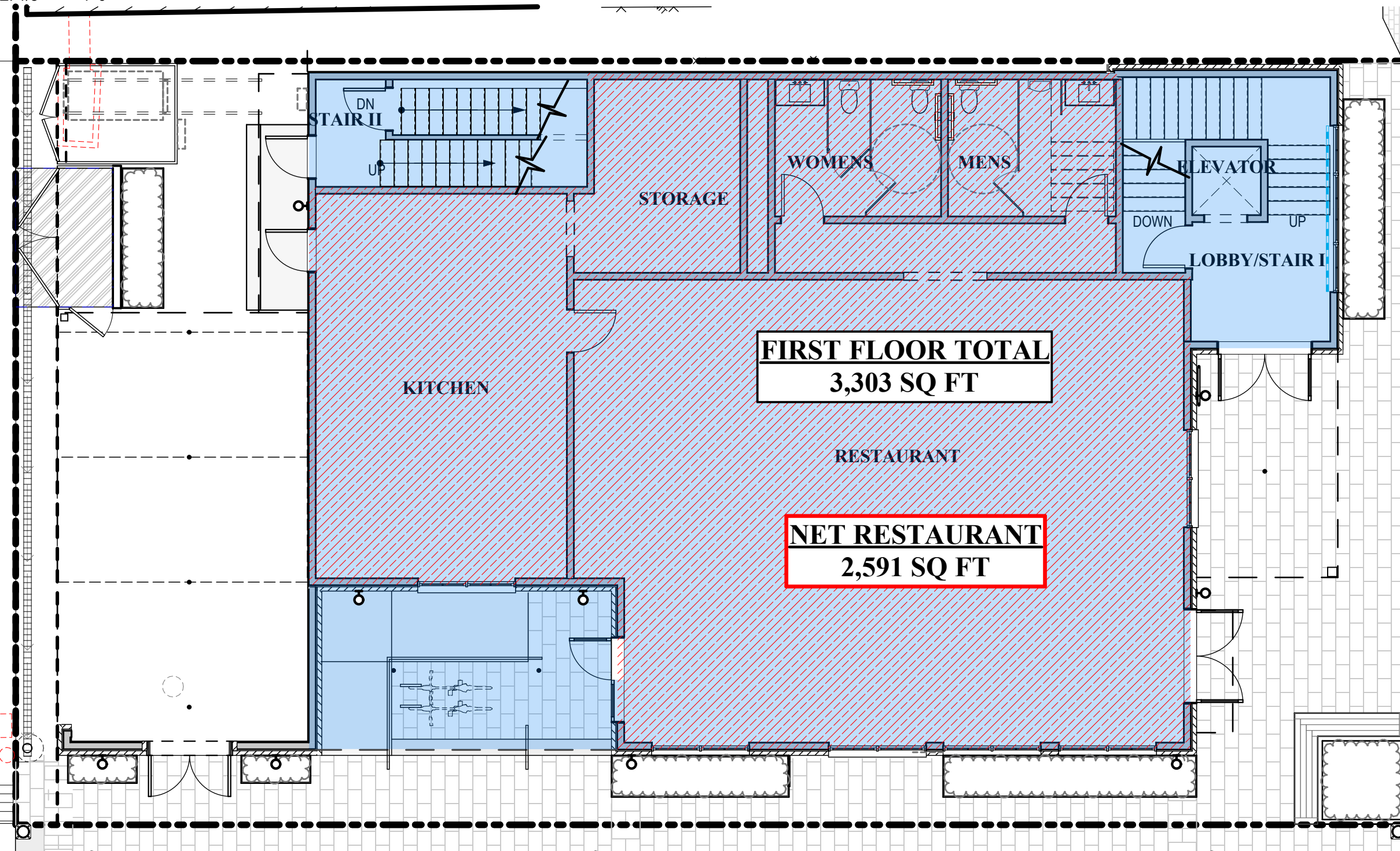
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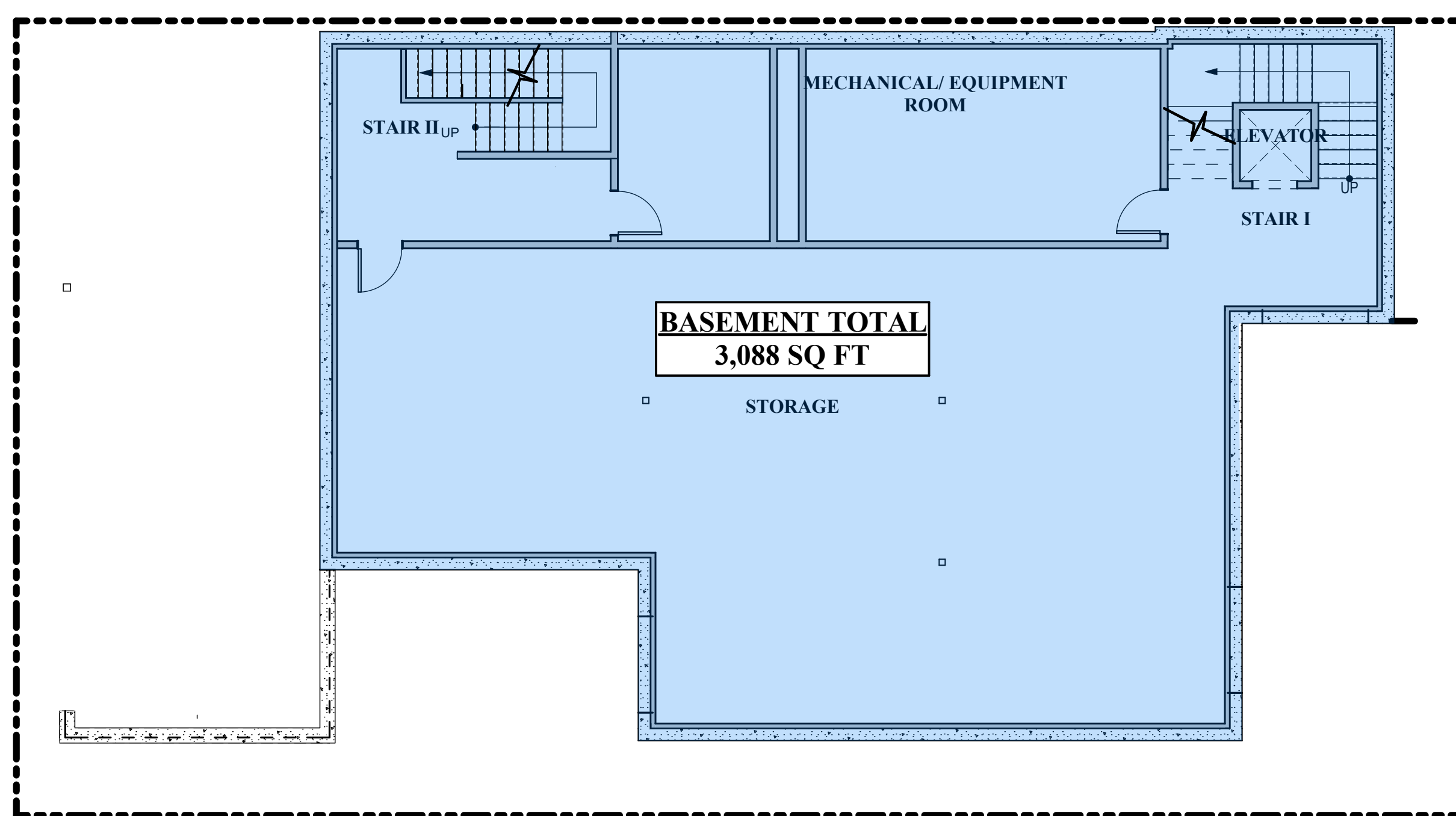
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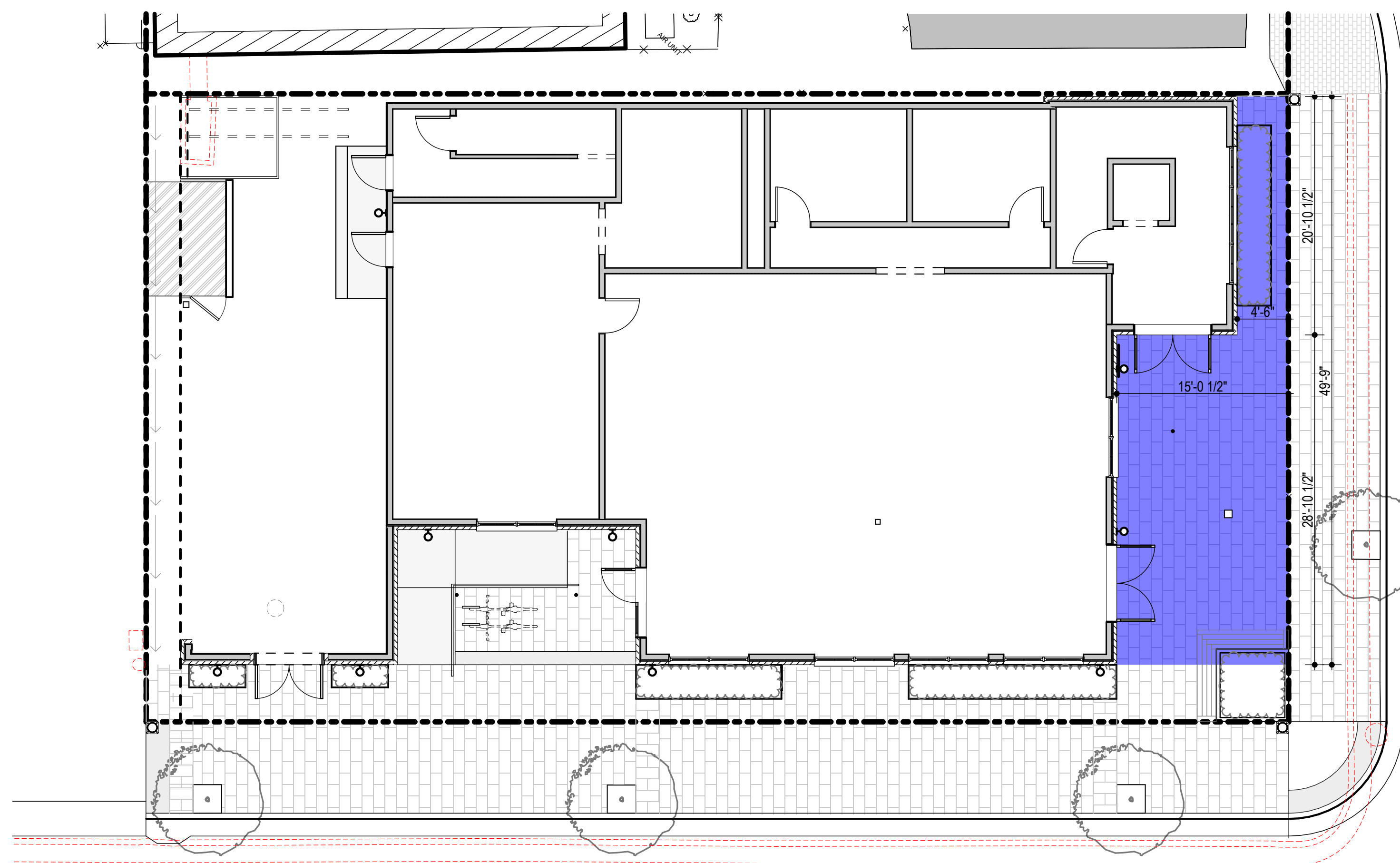
1 PLAN: SECOND FLOOR AREA
SCALE: 1/8" = 1'-0"



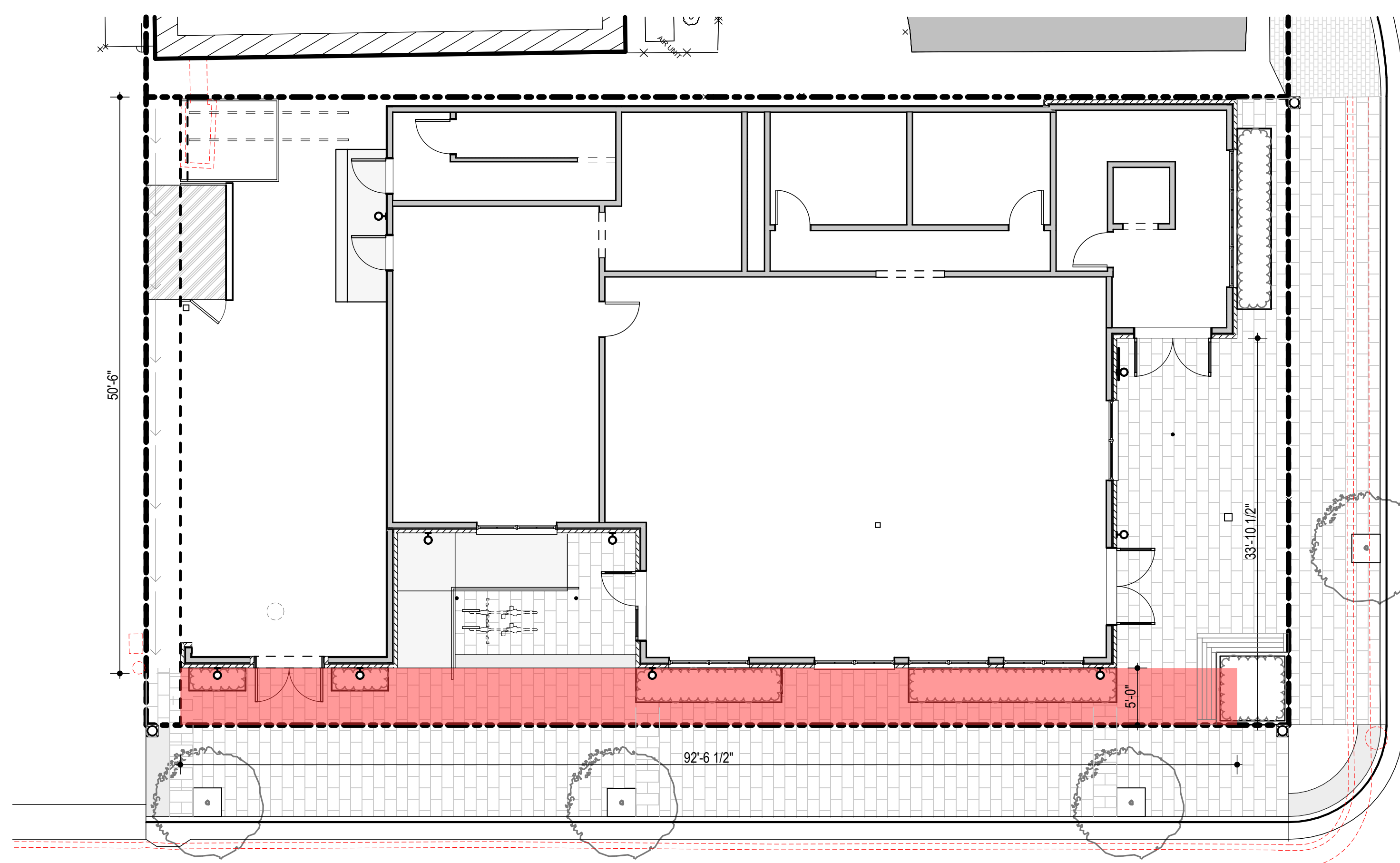
2 PLAN: FIRST FLOOR AREA
SCALE: 1/8" = 1'-0"



3 PLAN: BASEMENT FLOOR AREA
SCALE: 1/8" = 1'-0"



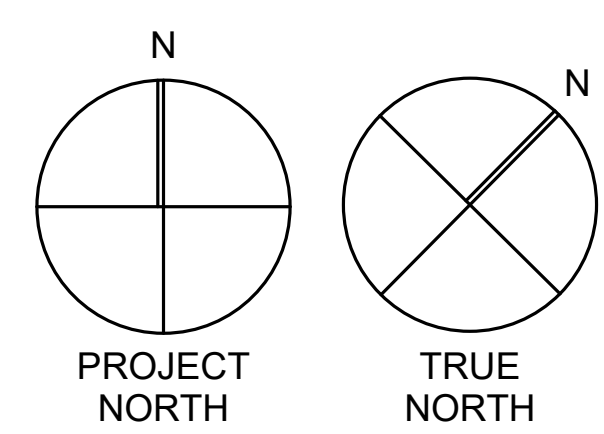
4 PLAN: 5' AVERAGE SIDE SETBACK PLAN
SCALE: 1/8" = 1'-0"



5 PLAN: 5' AVERAGE FRONT SETBACK PLAN
SCALE: 1/8" = 1'-0"

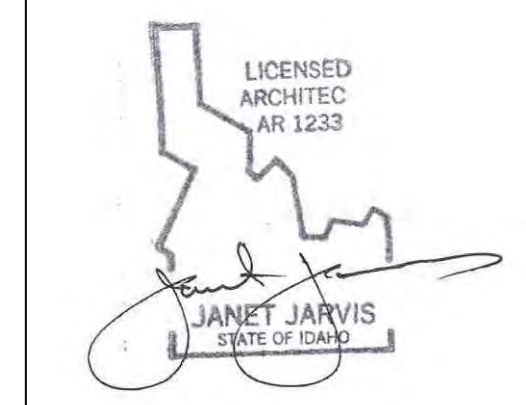
AVERAGE LEADVILLE SETBACK
28'-10 1/2" @ 15'-0 1/2" = 434.3 SQ FT
20'-10 1/2" @ 4'-6" = 94.0 SQ FT
528 SQ FT TOTAL
528 SQ FT / 49'-9" = 10'-7 3/8" AVERAGE

AVERAGE SECOND ST SETBACK
92'-6 1/2" @ 5'-0" = 462.8 SQ FT TOTAL
462.8 SQ FT / 92'-6 1/2" = 5'-0" AVERAGE



LEADVILLE TRADING
LOT 5, BLOCK 3 KETCHUM TOWNSITE
IDAHO
KETCHUM

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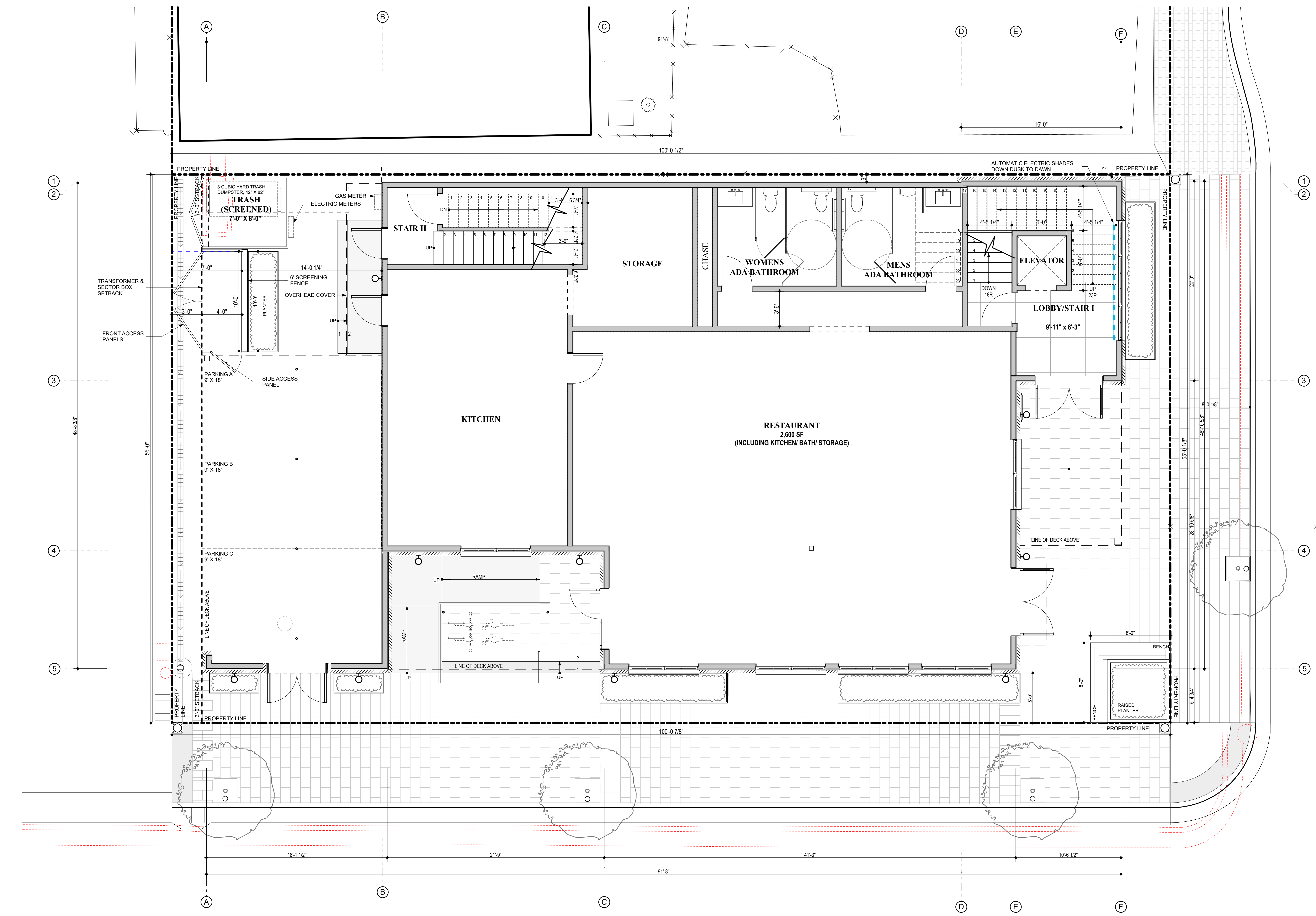
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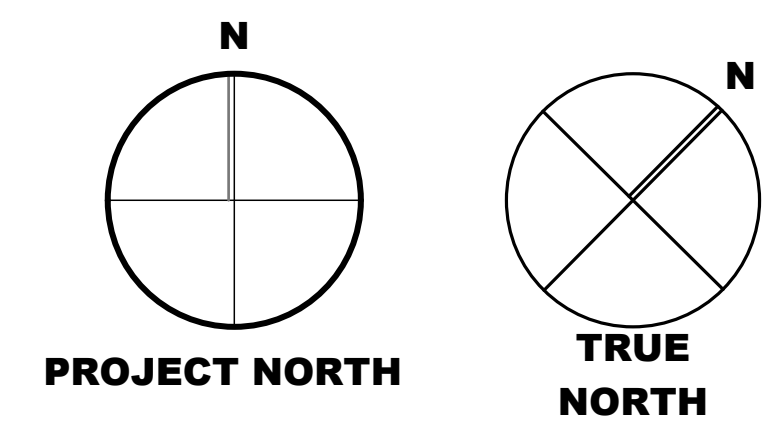
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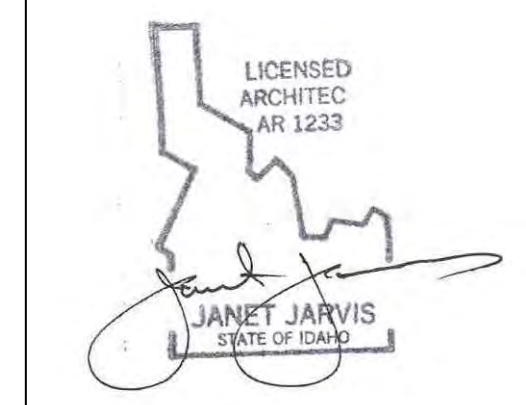
1 PLAN: FIRST FLOOR
SCALE: 1/4" = 1'-0"



FIRST FLOOR PLAN

LEADVILLE TRADING
LOT 5, BLOCK 3 KETCHUM TOWNSITE
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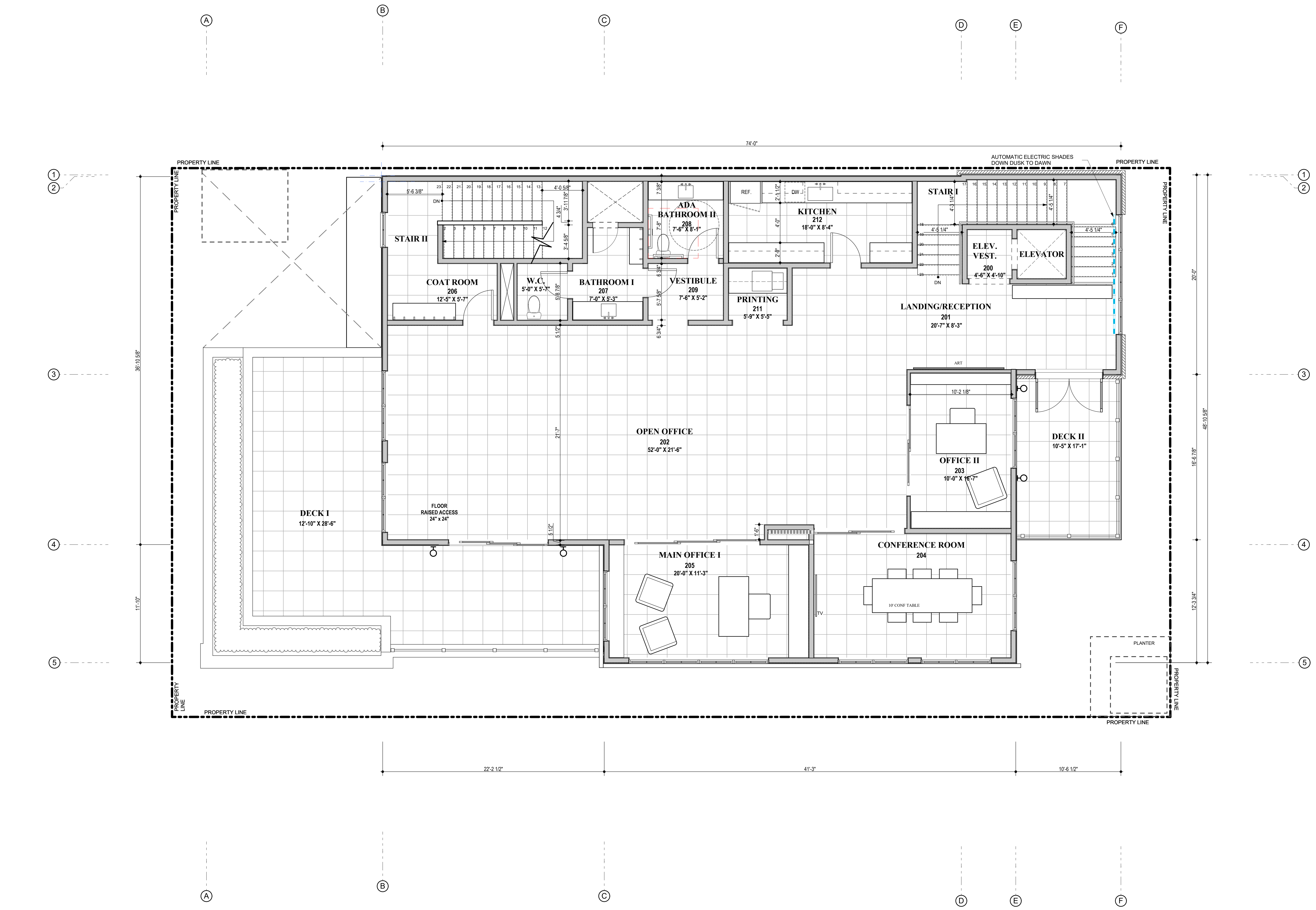
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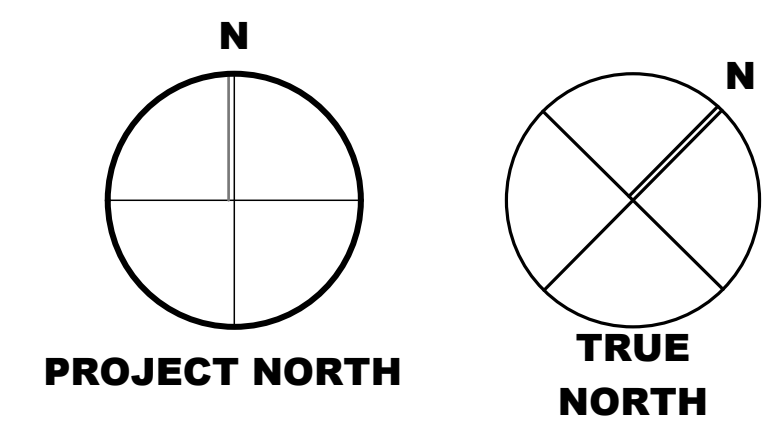
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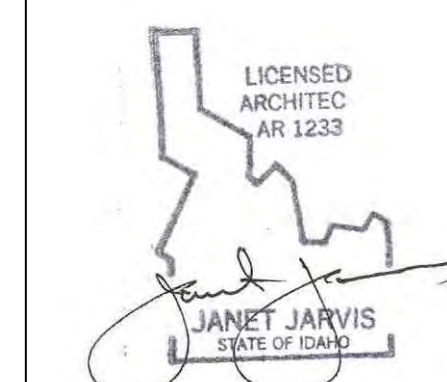
1 PLAN: SECOND FLOOR
SCALE: 1/4" = 1'-0"



SECOND FLOOR PLAN

LEADVILLE TRADING
LOT 5, BLOCK 3 KETCHUM TOWNSITE
KETCHUM
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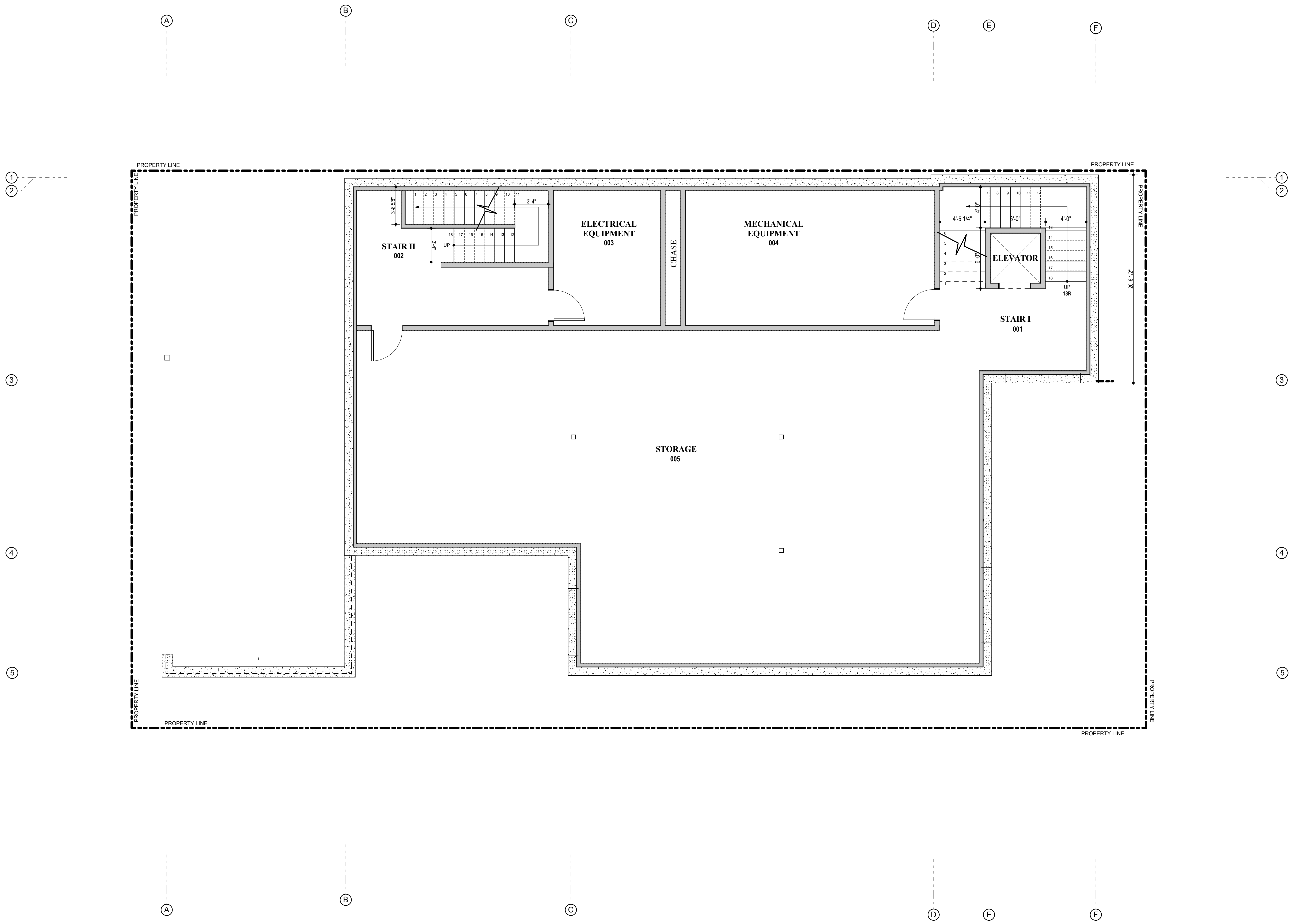
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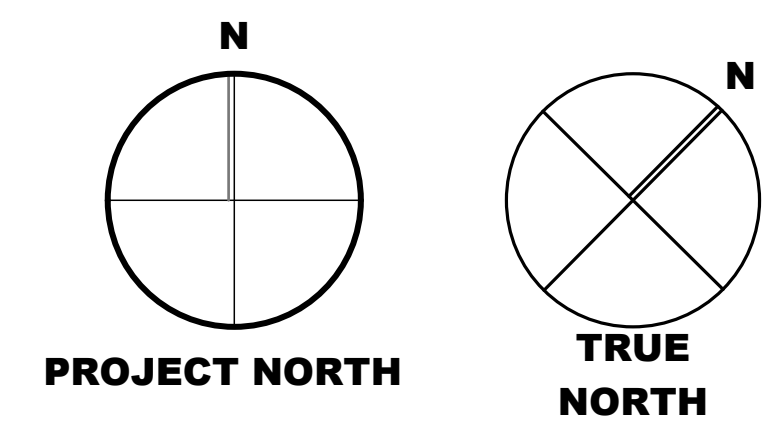
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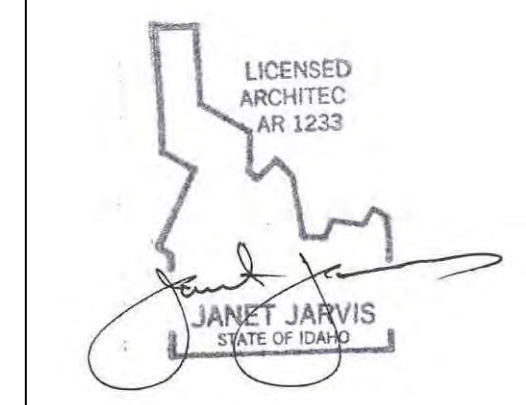
1 PLAN: BASEMENT
SCALE: 1/4" = 1'-0"



BASEMENT PLAN

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LOT 5, BLOCK 3 KETCHUM TOWNSITE
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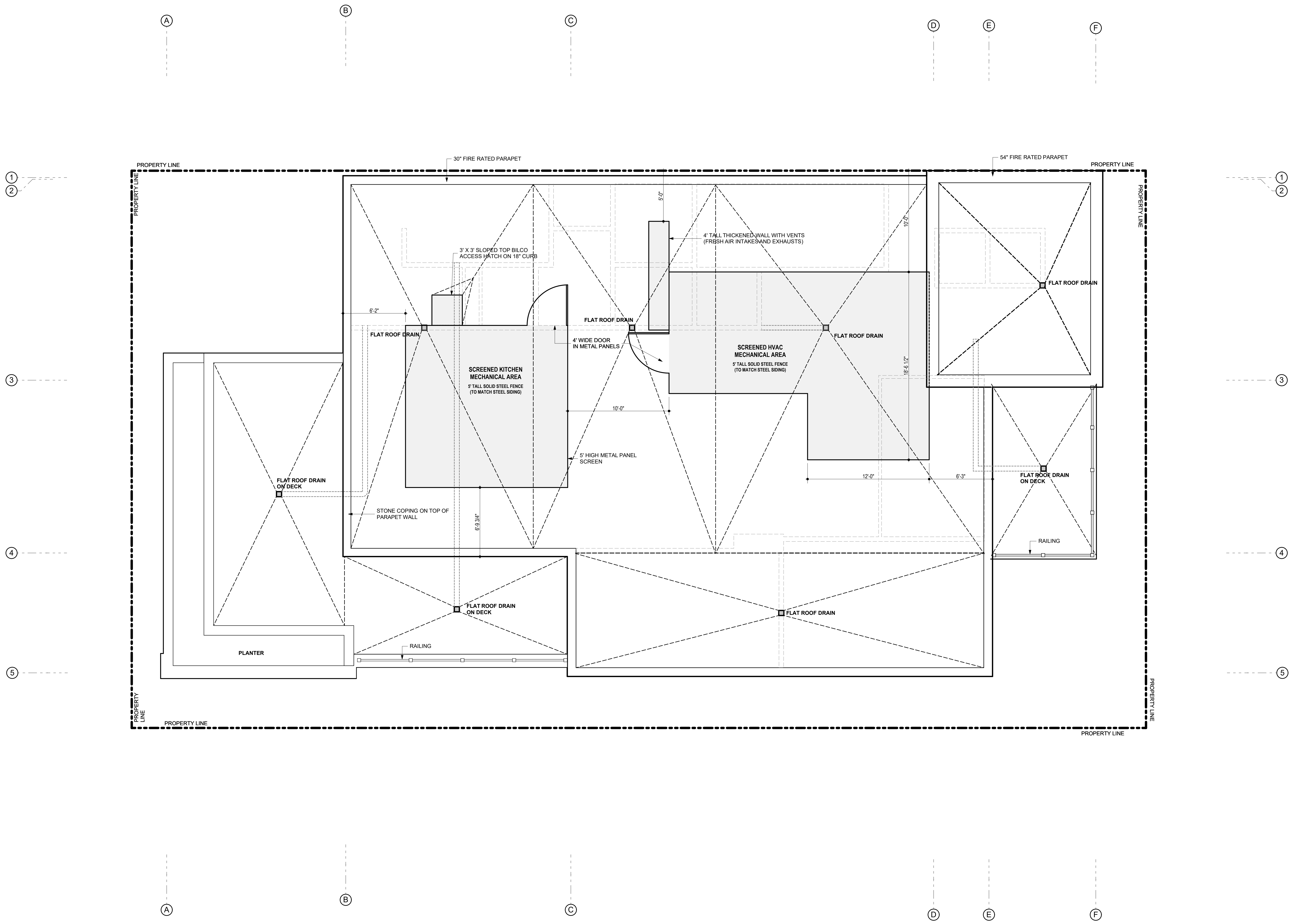
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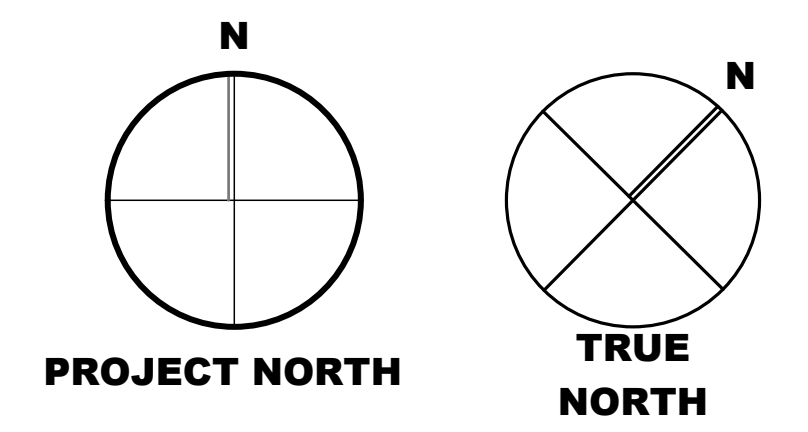
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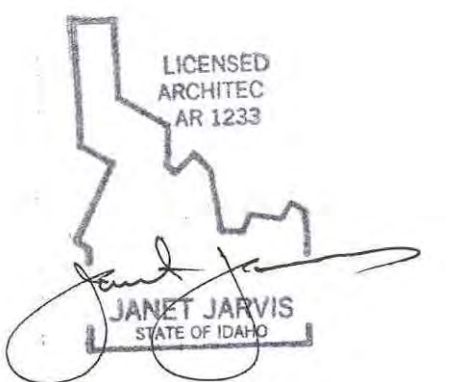


1 PLAN: ROOF
SCALE: 1/4" = 1'-0"



ROOF PLAN

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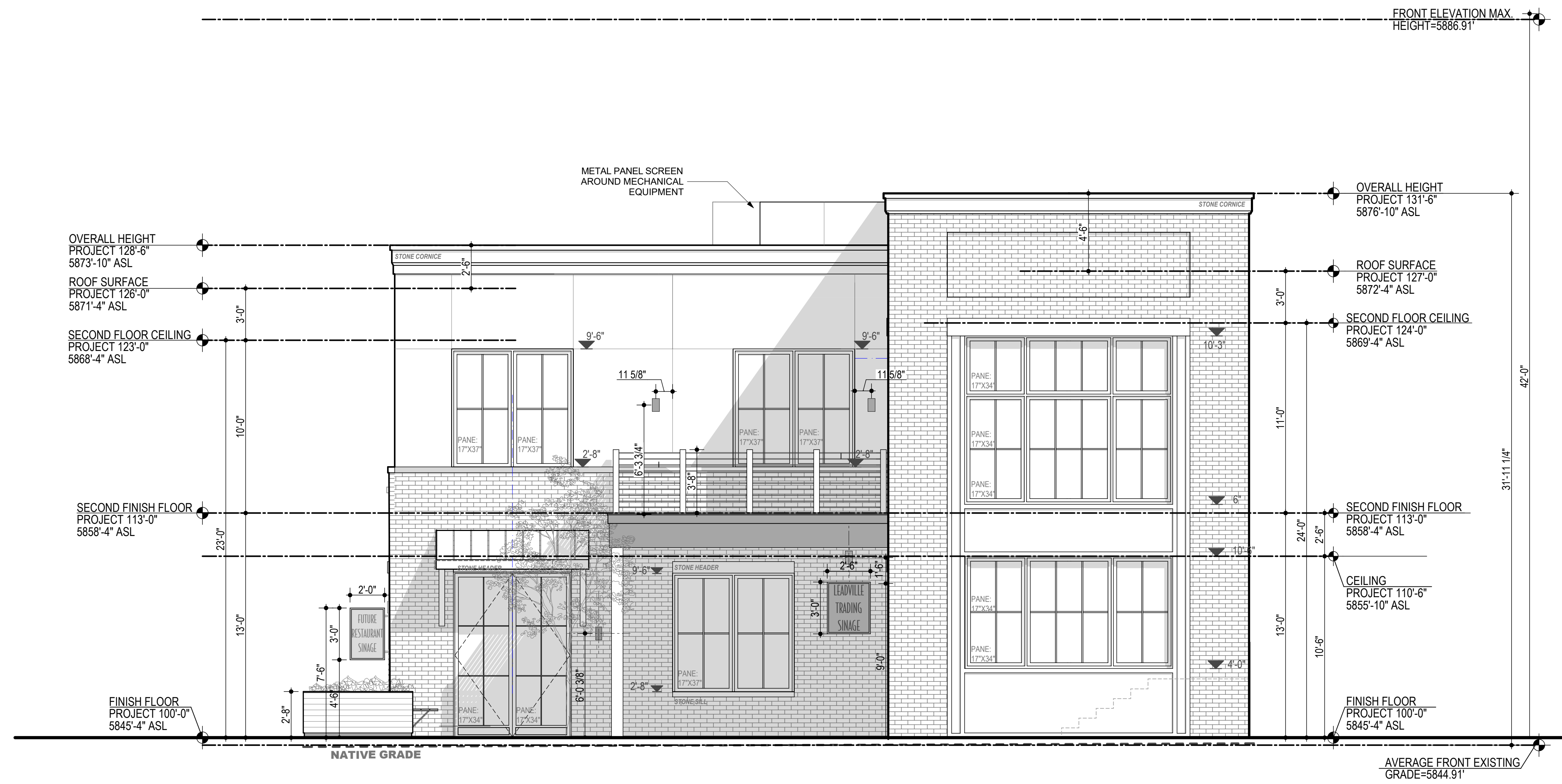
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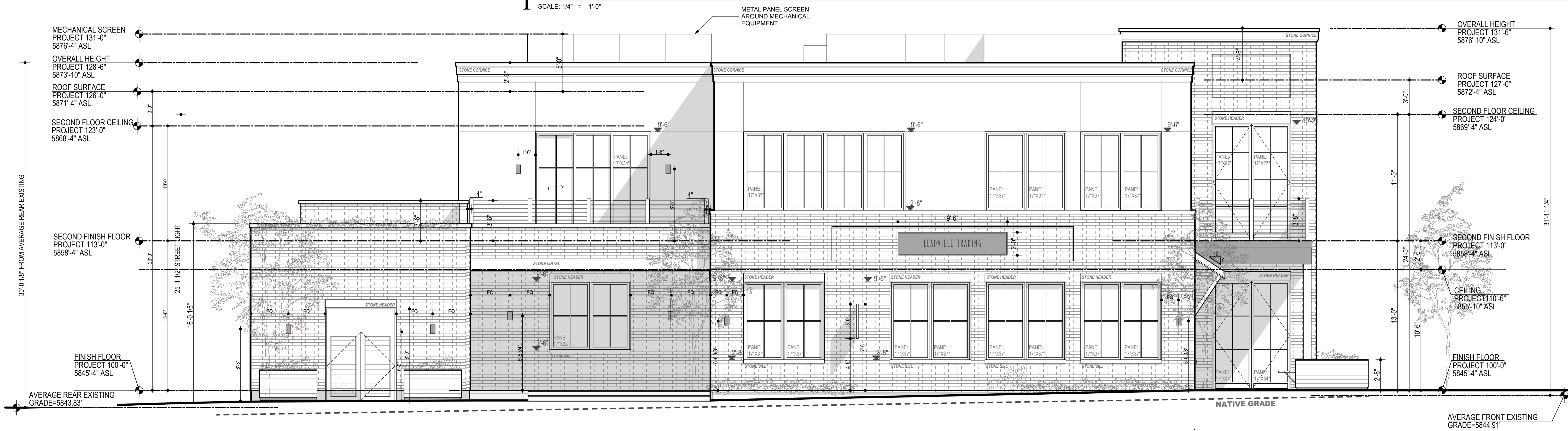
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1 ELEVATION: EAST
SCALE: 1/4" = 1'-0"

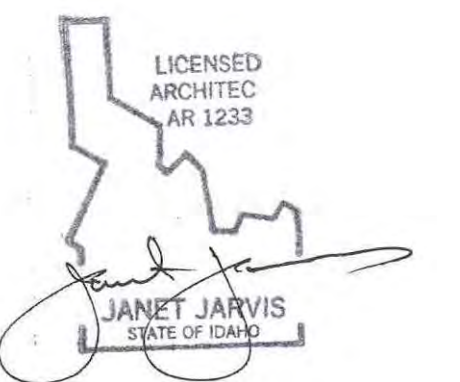


2 ELEVATION: SOUTH
SCALE: 1/4" = 1'-0"



3 ELEVATION: SOUTH (WITH NEIGHBORING BUILDING)
SCALE: 1/8" = 1'-0"

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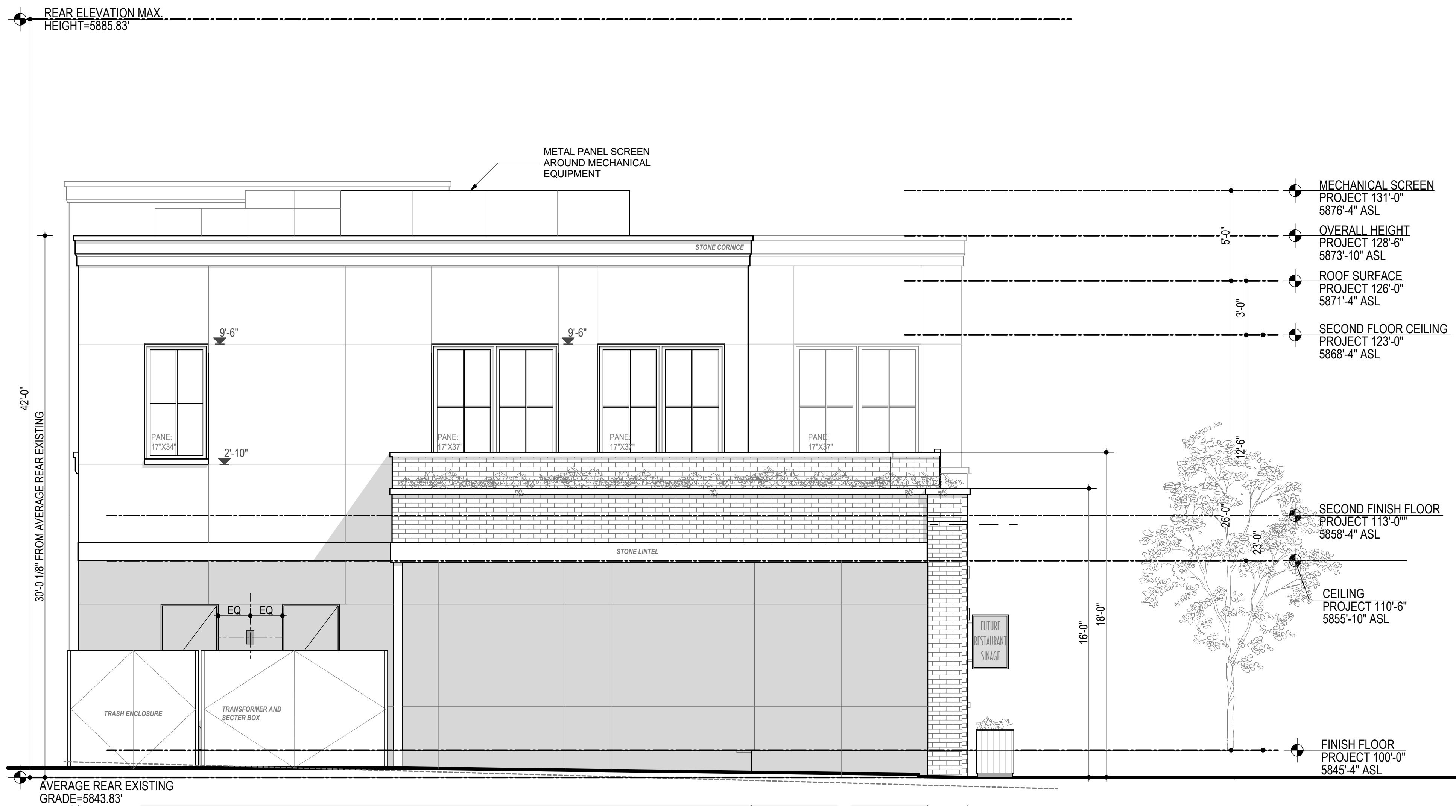
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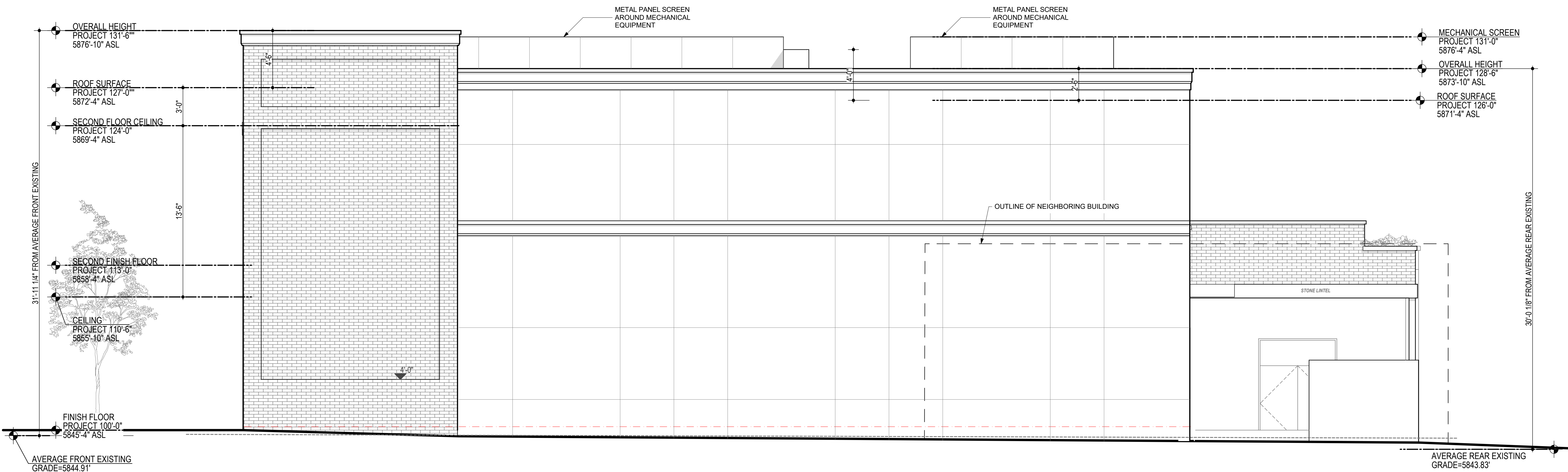
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PHOTO: TRANSFORMER COVER EXAMPLE



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



2 ELEVATION: NORTH
SCALE: 1/4" = 1'-0"



3 ELEVATION: EAST (WITH NEIGHBORING BUILDING)
SCALE: 1/8" = 1'-0"



LEADVILLE TRADING
LOT 5, BLOCK 3 KETCHUM TOWNSITE
KETCHUM
IDAHO

ARCHITECT
LICENSED ARCHITECT
AR 1233
JANET JARVIS
STATE OF IDAHO

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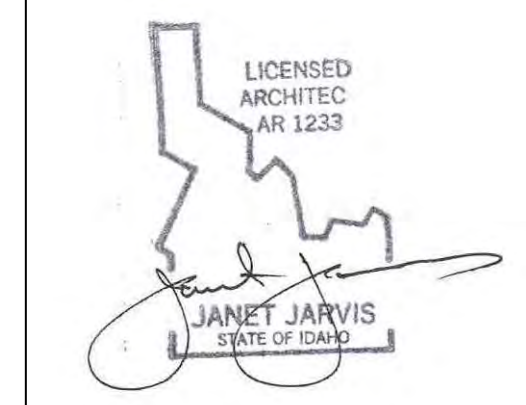
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LEADVILLE TRADING
LOT 5, BLOCK 3 KETCHUM TOWNSITE
IDAHO
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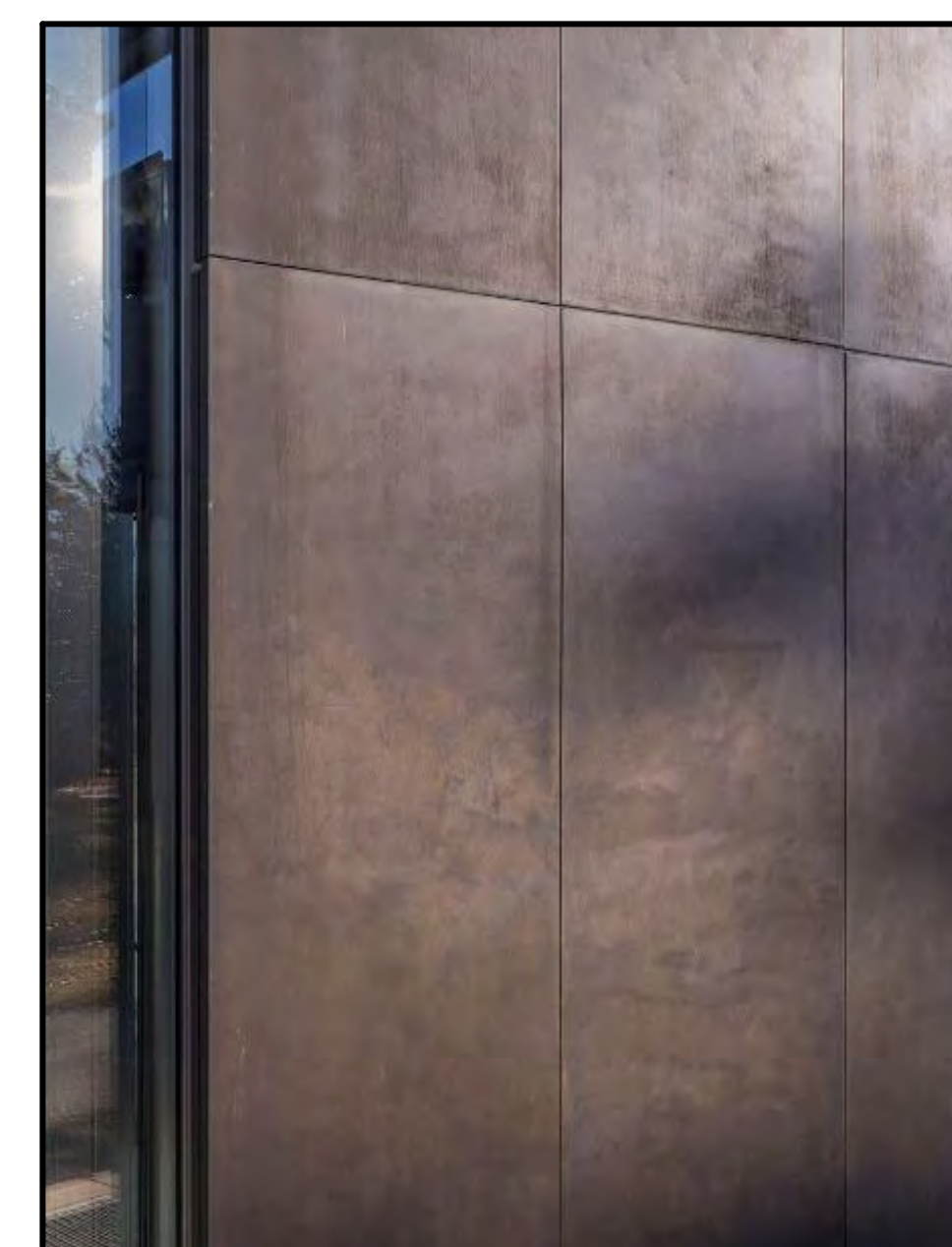
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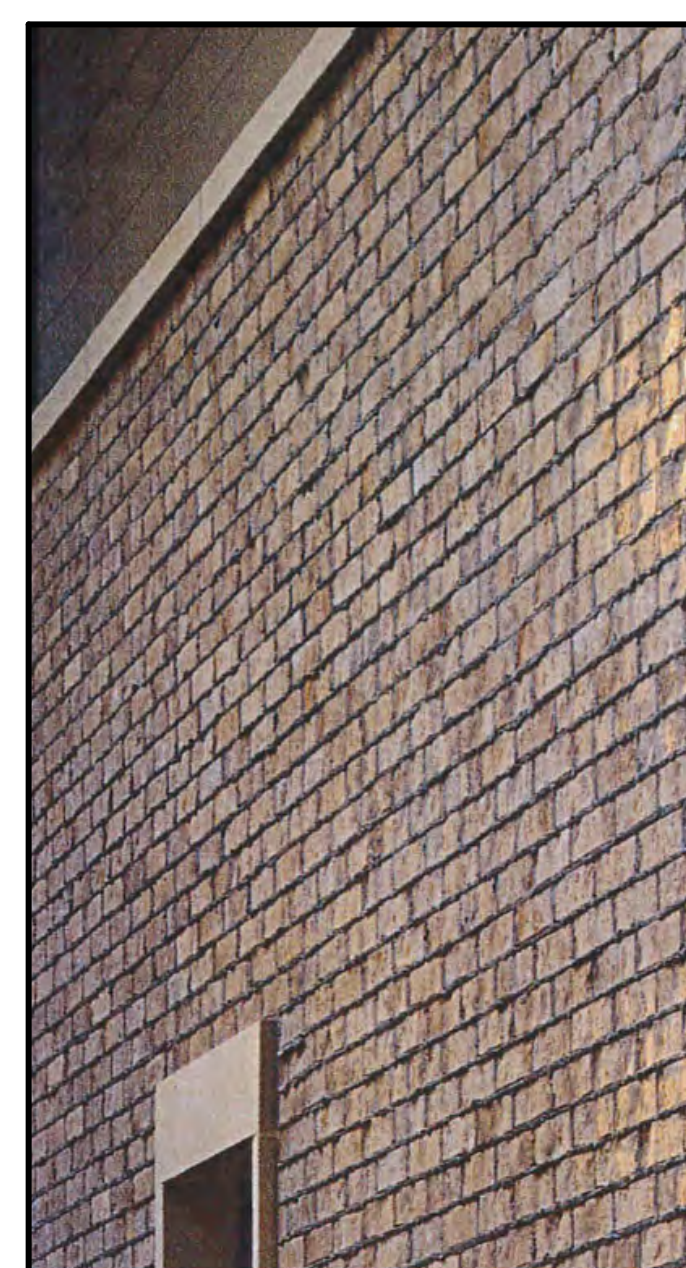
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EXTERIOR METAL
DARK-BRONZE PATINAD METAL.
MINIMAL EXPOSED FASTENING



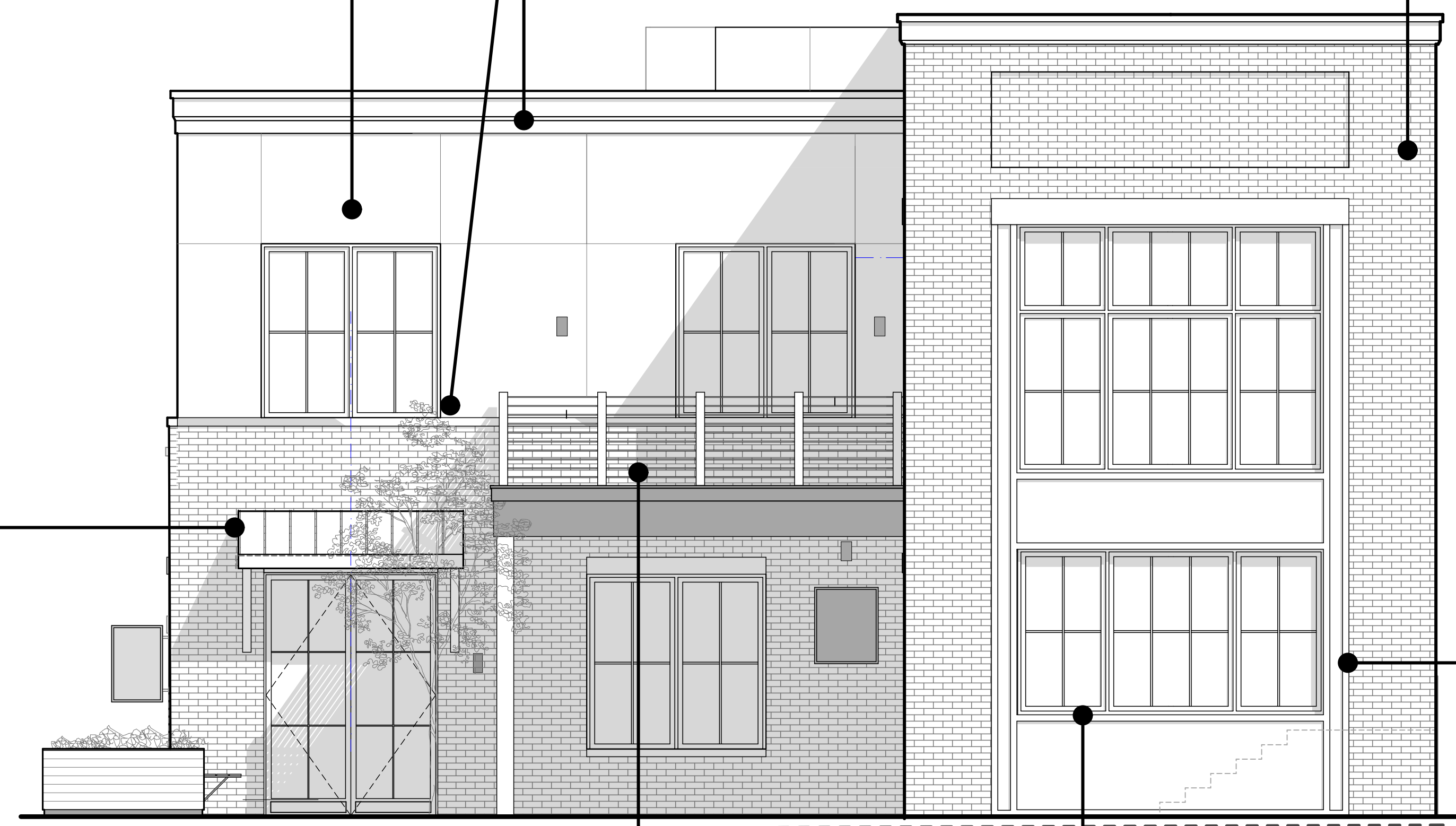
CORRICE AND HEADER DETAILS
CUT LIMESTONE, LIGHT TONED



EXTERIOR BRICK:
RECLAIMED BRICK, EARTH TONES,
GROUT AS SHOWN



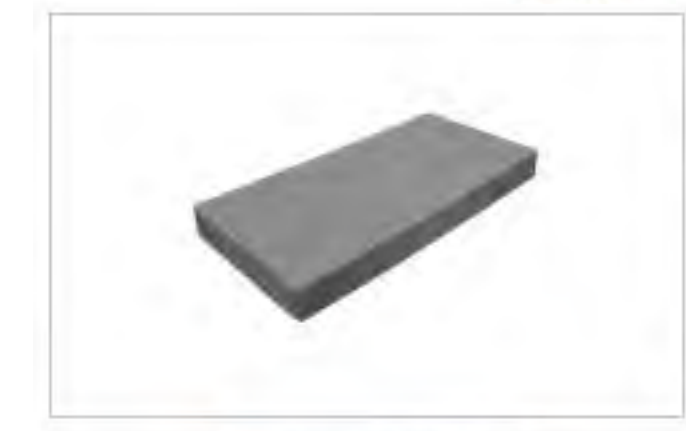
EXTERIOR METAL ROOF
BLACK-ZINC MATTE
WESTERN STATES METAL ROOFING



STAIR TOWER WINDOW DETAILING
SEMI-TRANSPARENT DARK STAINED
ARCHITECTURAL CASEWORK

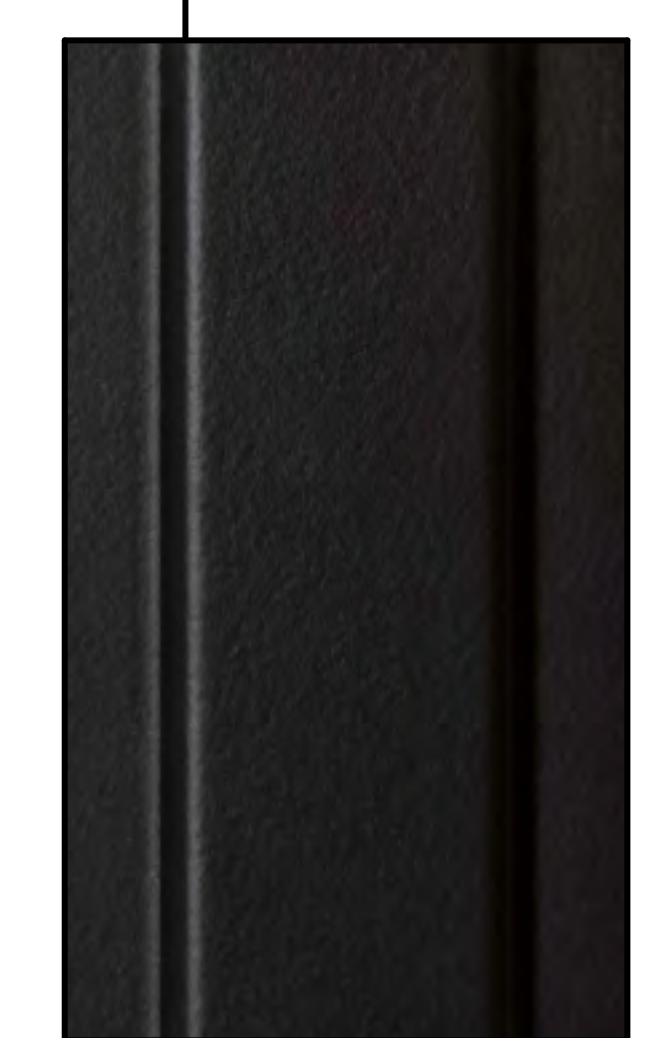


EXTERIOR PAVER
BELGARD CONCRETE PRODUCTS
PLAZA PAVER
12" x 24" x 2 3/8" RUNNING BOND
COLOR: SCANDINA GREY

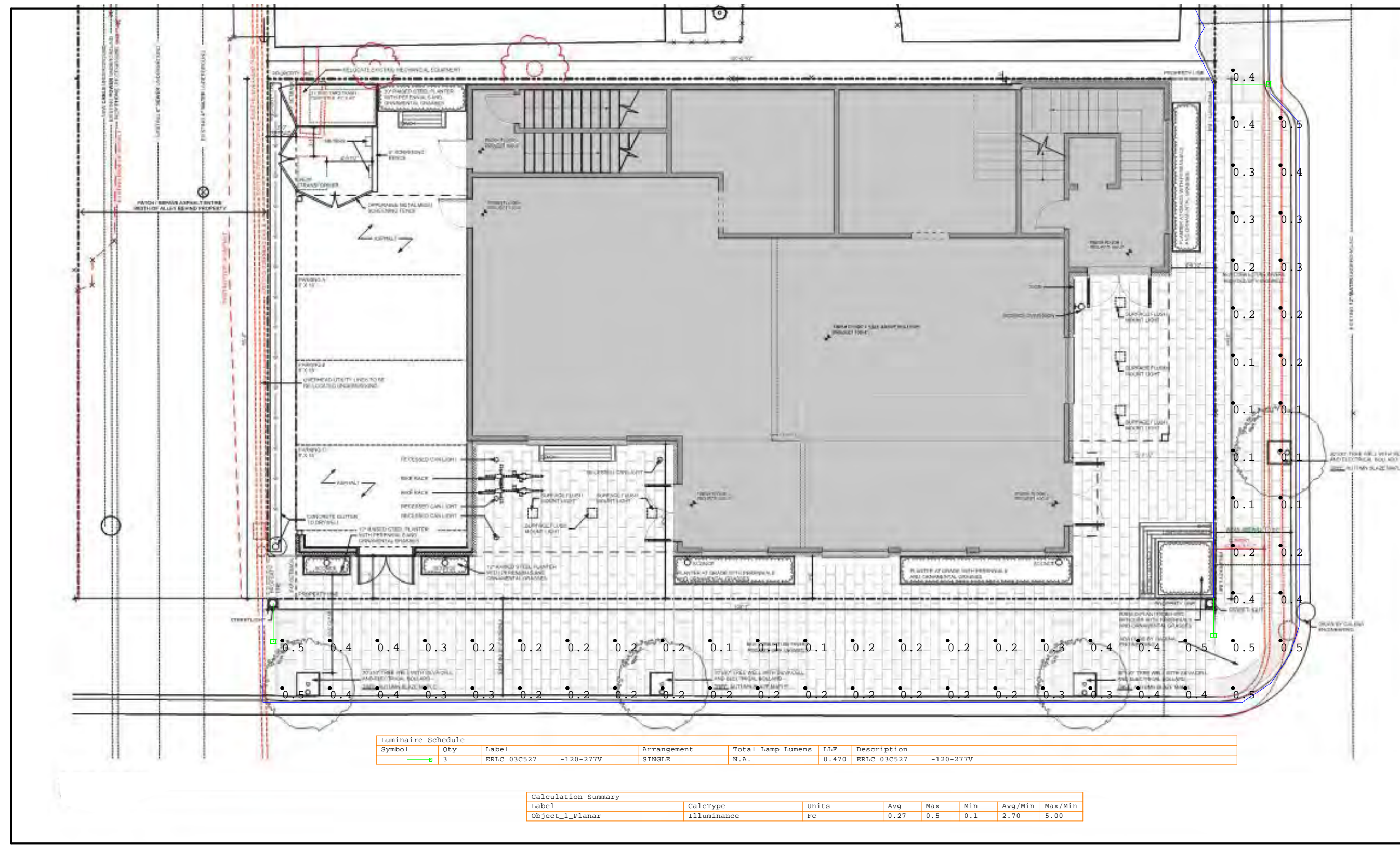


Dimensions Slab
12 x 24 x 2 3/8

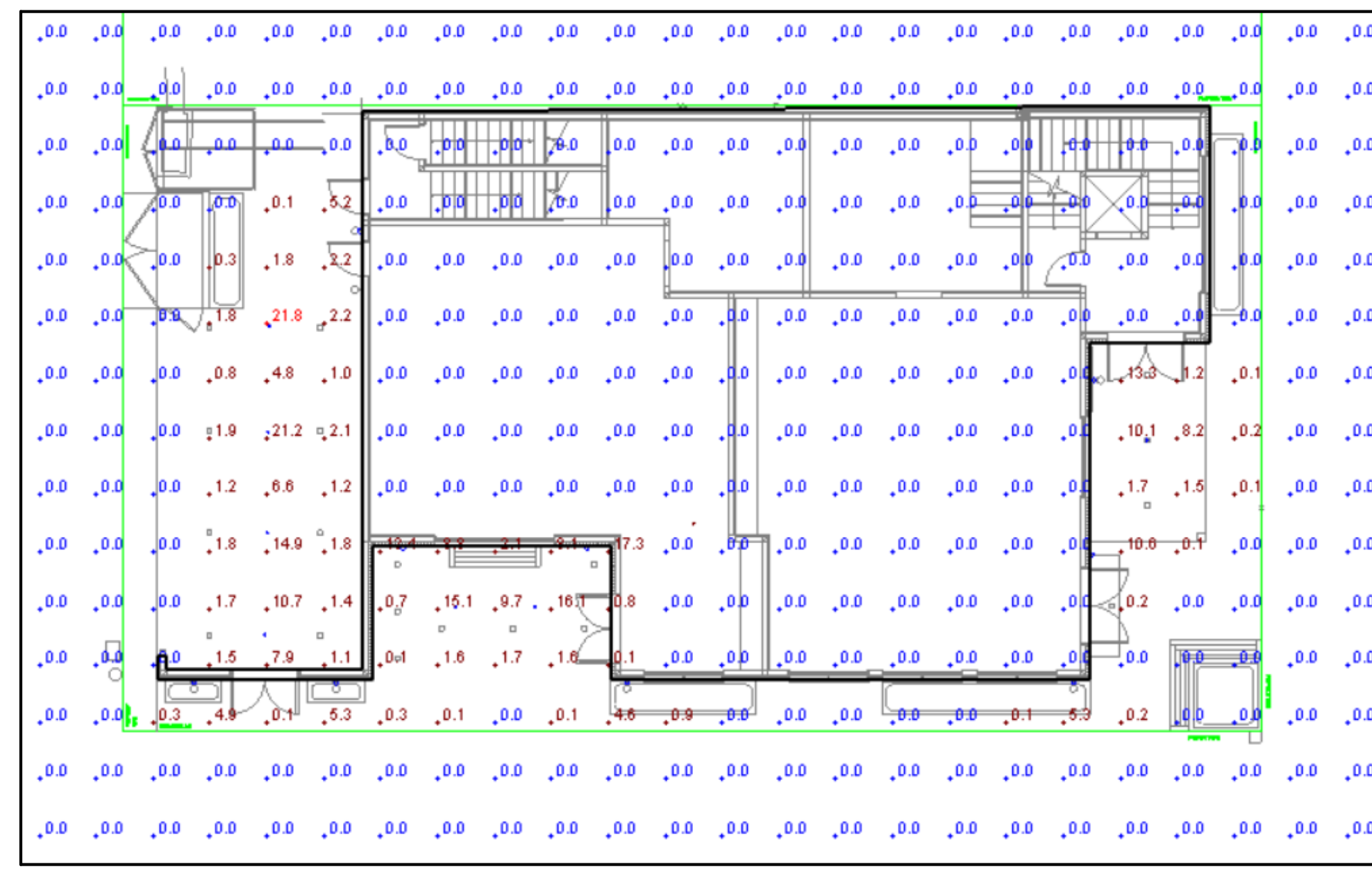
GUARDRAILS:
STEEL NEWEL POSTS &
HORIZONTAL STEEL FLAT
BAR WITH DARK BRONZE
FINISH



METAL CLAD WINDOWS AND DOORS:
BURNISHED BLACK OR APPROVED EQUAL



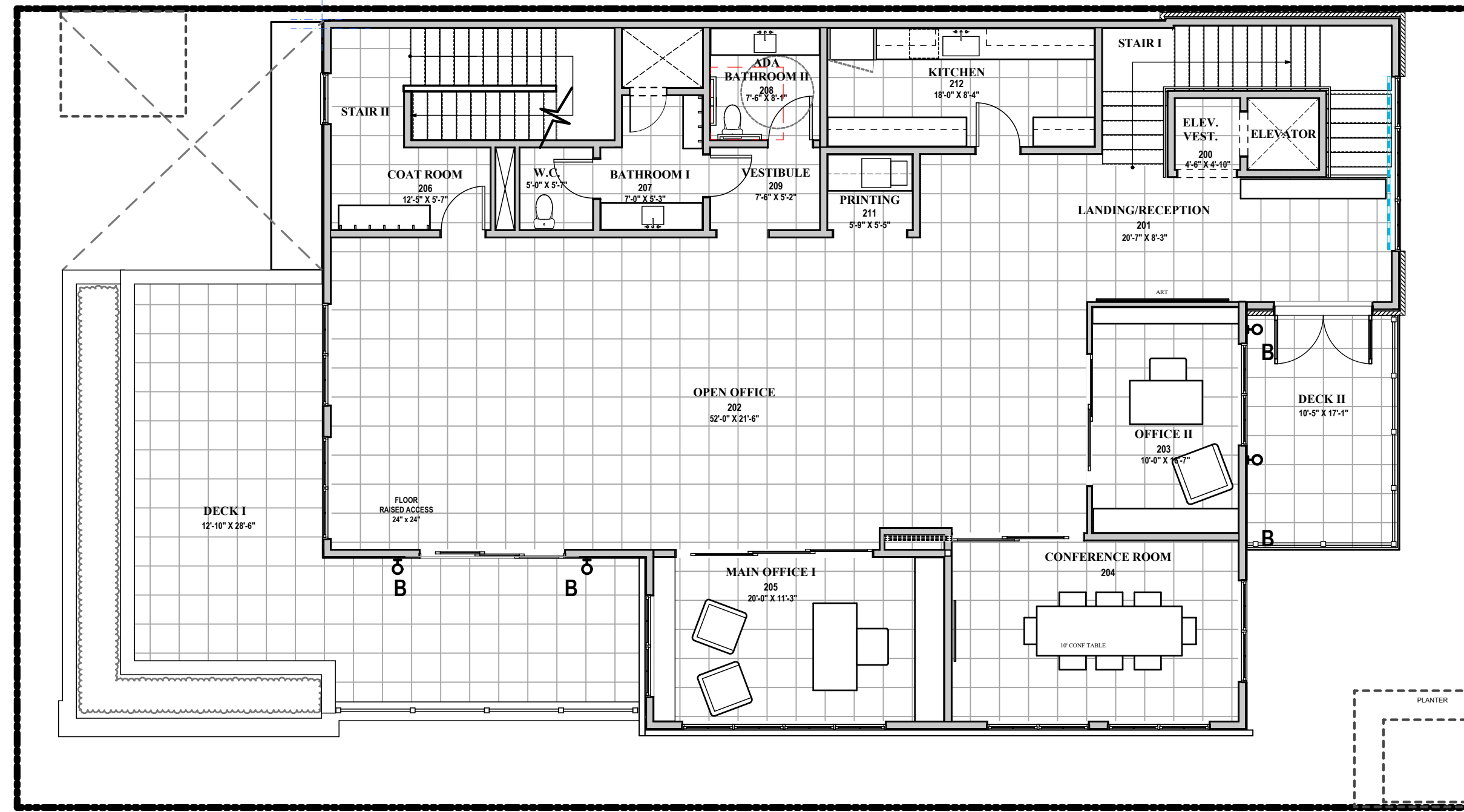
STREELIGHT PHOTOMETRICS
BY: THE MH COMPANY
NOT TO SCALE



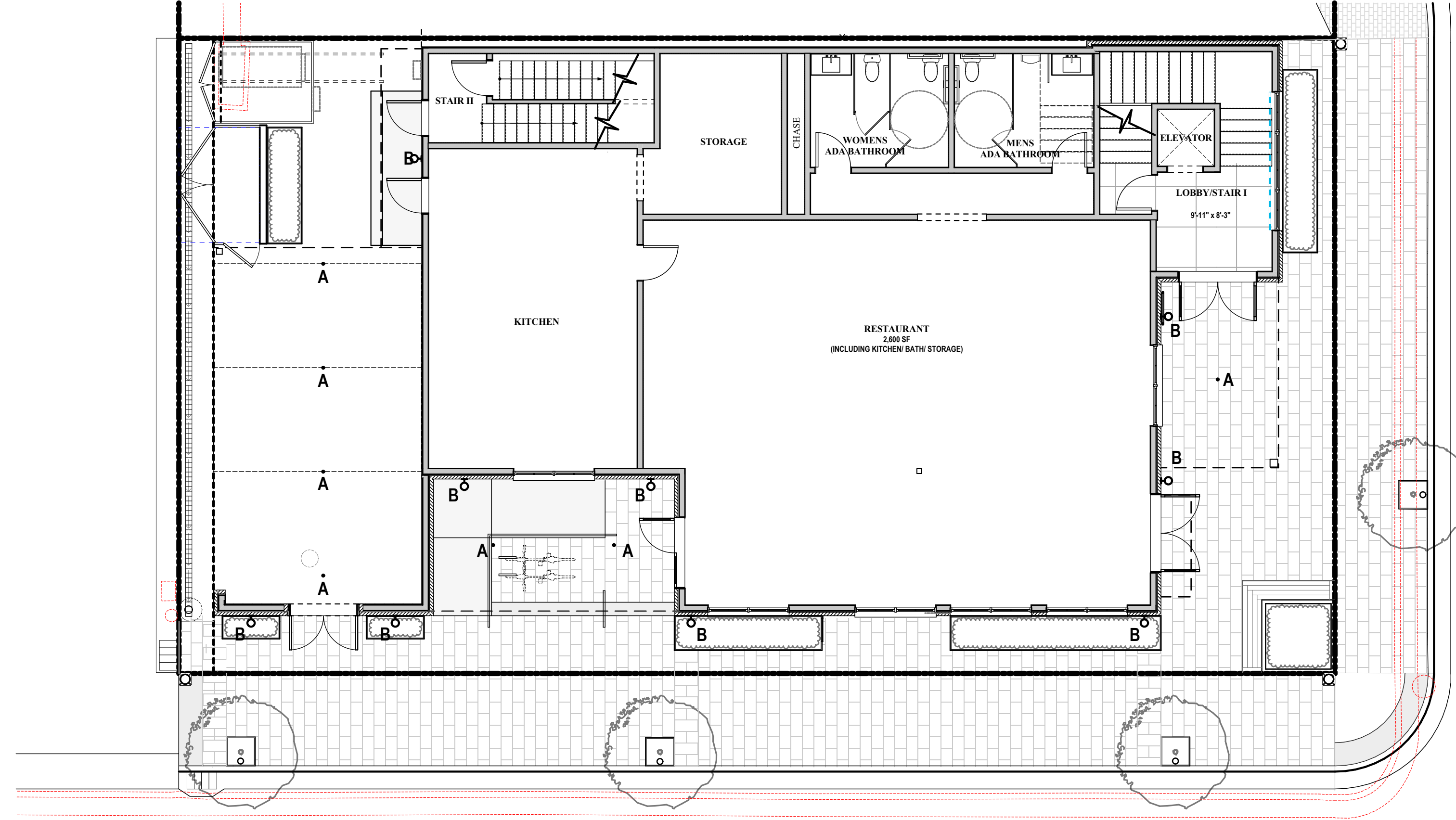
SITE LIGHTING PHOTOMETRICS - FIRST FLOOR
BY: HELIUS LIGHTING
NOT TO SCALE



SITE LIGHTING PHOTOMETRICS - SECOND FLOOR
BY: HELIUS LIGHTING
NOT TO SCALE



1 PLAN: SECOND FLOOR EXTERIOR LIGHTING
SCALE: 1/8" = 1'-0"



2 PLAN: FIRST FLOOR EXTERIOR LIGHTING
SCALE: 1/8" = 1'-0"

TYPE A

Juno
G1 10.429
2" IC 600 AND 1000 LUMENS LED ROUND DOWNLIGHT CONE
2LEDTRIM G2 DC

ORDERING INFORMATION (OVER AND TRIM EACH ORDERED SEPARATELY)

Series	Color	Finish	Trim	Notes
2000V8	3000K	White	Standard	8" Round, 8" Depth
2000V8	3000K	White	Standard	10" Round, 8" Depth

TRIM

Series	Color	Finish	Notes
2000V8	3000K	White	Standard
2000V8	3000K	White	Standard
2000V8	3000K	White	Standard

Category No. Description

- 2000V8 Trim, Construction Mounting Frame with 2x4" 3 bar hangers
- 2000V8 2" New Construction Housing for spray foam installation
- 2000V8 2" LED Strip, 2x4" Casing Adapter
- 2000V8 2x4" Casing Adapter for 1.5" 1x4" Recessed Ceiling
- 2000V8 18" Spot Optic
- 2000V8 2.4" Recessed Flood Optic
- 2000V8 40" Flood Optic

TYPE B

BEGA
Wall luminaires with directed light in one direction

Housing: One Piece, die cast aluminum housing with a one piece, die cast aluminum mounting plate. The mounting plate is supplied with a flat plate that mounts directly to a standard, recessed 4" octagonal ceiling box. One casting is marine grade, copper free 0.3% copper content A300 D aluminum alloy.

Enduser: Clear tempered glass offset Prismatic reflector made of pure anodized aluminum. Housing is secured to the mounting plate with two (2) mechanically fastened stainless steel set screws.

Electrical: 7.5W LED luminaire, 10.3 total system watts, -30°C start temperature. Integral 120V through ZETZ electronic LED driver. 120VAC, EMI 0-10V dimming, LED modules are available from factory for easy replacement. Standard LED color temperature is 3000K with an RFL CRI. Available in 4000K, 3000K, and 2700K (80 CRI), sold with 64 to 200.

Note: Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Finish: All BEGA standard finishes are polyester powder coat with minimum 3 mil thickness. Available in four standard BEGA colors: Black (BK), White (WT), Bronze (BRZ), Silver (SV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

CSA: Certified to U.S. and Canadian standards, suitable for wet locations. Protection class BEGA.

Weight: 5.3 lbs.

Luminaire Lumens: 747

Part #
33-581-K27

DRAWN

DATE DESIGN REVIEW 11.22.22

FILE

REVISIONS

NO.	DATE	DESCRIPTION
1	1/9/2023	UPDATED DR
2	1/27/2023	UPDATED DR
3	2/24/2023	UPDATED DR

LEADVILLE TRADING

KETCHUM, IDAHO

JANUARY 2023

CONSTRUCTION NOTES

- ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE "IDAHO REGULATIONS FOR PUBLIC DRINKING WATER SYSTEMS," THE CURRENT EDITION OF THE "IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (ISPMC), AND CITY OF KETCHUM STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND KEEPING A COPY OF THE ISPMC ON SITE DURING CONSTRUCTION.
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS IN AN APPROXIMATE WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING UTILITIES PRIOR TO COMMENCING AND DURING THE CONSTRUCTION. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH RESULT FROM HIS FAILURE TO ACCURATELY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL CALL DIGLINE (1-800-342-1585) TO LOCATE ALL EXISTING UNDERGROUND UTILITIES.
- THE CONTRACTOR SHALL CLEAN UP THE SITE AFTER CONSTRUCTION SO THAT IT IS IN A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, EPA'S NPDES CONSTRUCTION GENERAL PERMIT.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
- CONSTRUCTION OF WATER MAINS AND ALL OTHER RELATED APPURTENANCES SHALL BE IN ACCORDANCE WITH THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPMC), IDAPA 58.01.08, IDAHO RULES FOR PUBLIC DRINKING WATER SYSTEMS AND THE CITY OF KETCHUM UTILITIES DEPARTMENT STANDARDS.
- CONTRACTOR SHALL PRESSURE TEST, DISINFECT, AND CONDUCT BIOLOGICAL TESTING IN ACCORDANCE WITH THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPMC), AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS, AND THE PRESSURE TESTING, DISINFECTION, AND MICROBIOLOGICAL TESTING PROCEDURES.
- ALL WATER SUPPLY FIXTURES, FITTINGS, PIPING, AND ALL RELATED APPURTENANCES SHALL BE ANS/NSF STD. 61 COMPLIANT.
- ALL WATER SUPPLY FIXTURES, FITTINGS, PIPING, AND ALL RELATED APPURTENANCES SHALL COMPLY WITH THE LOW LEAD ACT REQUIRING ALL MATERIALS TO HAVE A LEAD CONTENT EQUAL TO OR LESS THAN 0.25%.
- THE CONTRACTOR SHALL USE ANS/NSF STANDARD 60 CHEMICALS AND COMPOUNDS DURING INSTALLATION & DISINFECTION OF POTABLE WATER MAIN.
- CONTRACTOR SHALL COORDINATE LOCATIONS OF DRY UTILITY FACILITIES (POWER, CABLE, PHONE, TV) NOT SHOWN ON THE DRAWING WITH IDAHO POWER.
- ALL CLEARING & GRUBBING SHALL CONFORM TO ISPMC SECTION 201.
- ALL EXCAVATION & EMBANKMENT SHALL CONFORM TO ISPMC SECTION 202. EXCAVATED SUBGRADE SHALL BE COMPACTED AND ALL UNSUITABLE SECTIONS REMOVED AND REPLACED WITH STRUCTURAL FILL AS DETERMINED BY THE ENGINEER. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR ITD T-91.
- ALL 2" MINUS GRAVEL SHALL CONFORM TO ISPMC 802, TYPE II (ITD STANDARD 703.04, 2"). SHALL BE PLACED IN CONFORMANCE WITH ISPMC SECTION 801 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 90% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99.
- ALL 3/4" MINUS CRUSHED GRAVEL SHALL CONFORM TO ISPMC 802, TYPE I (ITD STANDARD 703.04, 3/4" B), SHALL BE PLACED IN CONFORMANCE WITH ISPMC SECTION 802 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR ITD T-91.
- ALL ASPHALTIC CONCRETE PAVEMENT WORK SHALL CONFORM TO ISPMC SECTION(S) 805, 810, AND 811 FOR CLASS II PAVEMENT. ASPHALT AGGREGATE SHALL BE 1/2" (13MM) NOMINAL SIZE CONFORMING TO TABLE 803B IN ISPMC SECTION 803. ASPHALT BINDER SHALL BE PG 58-28 CONFORMING TO TABLE A-1 IN ISPMC SECTION 805.
- ALL EDGES OF EXISTING ASPHALT PAVING SHALL BE SAW CUT 24" TO PROVIDE A CLEAN PAVEMENT EDGE FOR MATCHING. NO WHEEL CUTTING SHALL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL PER THE CURRENT EDITION OF THE US DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- ALL CONCRETE FORM WORK SHALL CONFORM TO ISPMC SECTION 701 AND 703. ALL CONCRETE SHALL BE 3,000 PSI MINIMUM, 28 DAY, AS DEFINED IN ISPMC SECTION 703, TABLE 1.C.
- ALL TRENCHING SHALL CONFORM TO ISPMC STANDARD DRAWING SD-301. TRENCHES SHALL BE BACKFILLED AND COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.
- TOPOGRAPHIC, SITE, AND BOUNDARY SURVEYS SHOWN HEREON WERE CONDUCTED BY GALENA ENGINEERING, INC., 10/21/2021. REFER TO TOPOGRAPHIC MAP FOR NOTES.
- PER IDAHO CODE § 55-1613, THE CONTRACTOR SHALL RETAIN AND PROTECT ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS; ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS THAT ARE LOST OR DISTURBED BY CONSTRUCTION SHALL BE REESTABLISHED AND RE-MONUMENTED, AT THE EXPENSE OF THE AGENCY OR PERSON CAUSING THEIR LOSS OR DISTURBANCE AT THEIR ORIGINAL LOCATION OR BY SETTING OF A WITNESS CORNER OR REFERENCE POINT OR A REPLACEMENT BENCHMARK OR CONTROL POINT, BY OR UNDER THE DIRECTION OF A PROFESSIONAL LAND SURVEYOR.



VICINITY MAP
N.T.S.

SHEET INDEX

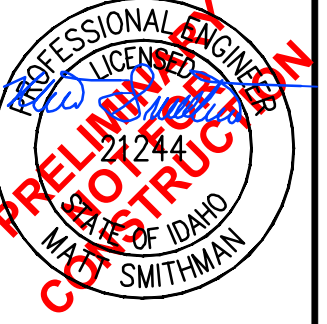
SHEET#	DESCRIPTION
C0.10	COVER SHEET
C1.00	SITE GRADING, DRAINAGE, AND UTILITY PLAN
C2.00	DETAIL SHEET
C2.10	DETAIL SHEET
C2.20	DETAIL SHEET

REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used on any project or extensions of this project except by agreement in writing with Galena Engineering, Inc.

SITE IMPROVEMENT PLAN
LEADVILLE TRADING

LOCATED WITHIN SECTION 18, T.4 N., R. 18 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR: THE JARVIS GROUP ARCHITECTS, AIA PLLC

PROJECT INFORMATION
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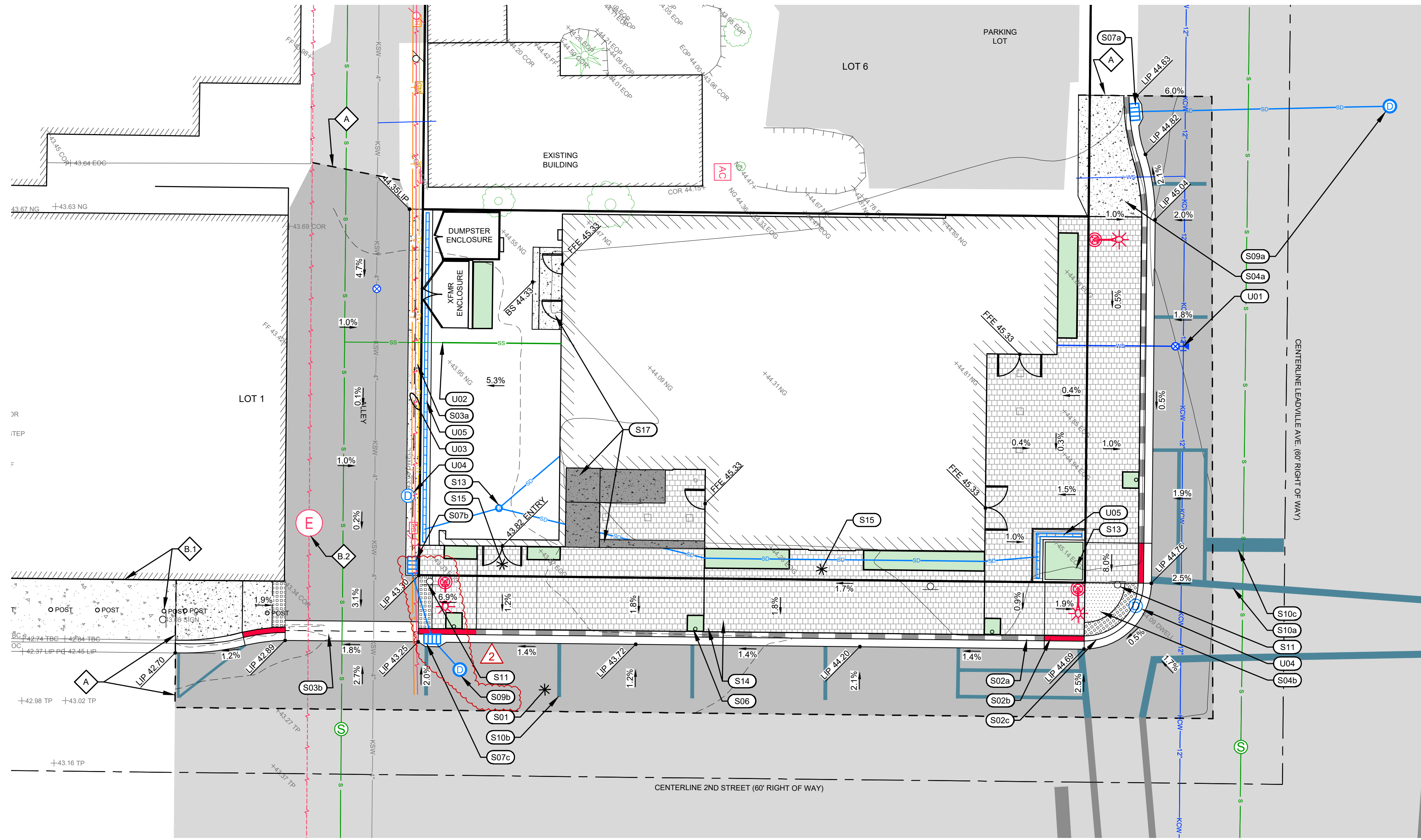
MS DESIGNED BY
MS DRAWN BY
JL CHECKED BY

GALENA
ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83433
email: galena@galena-engineering.com

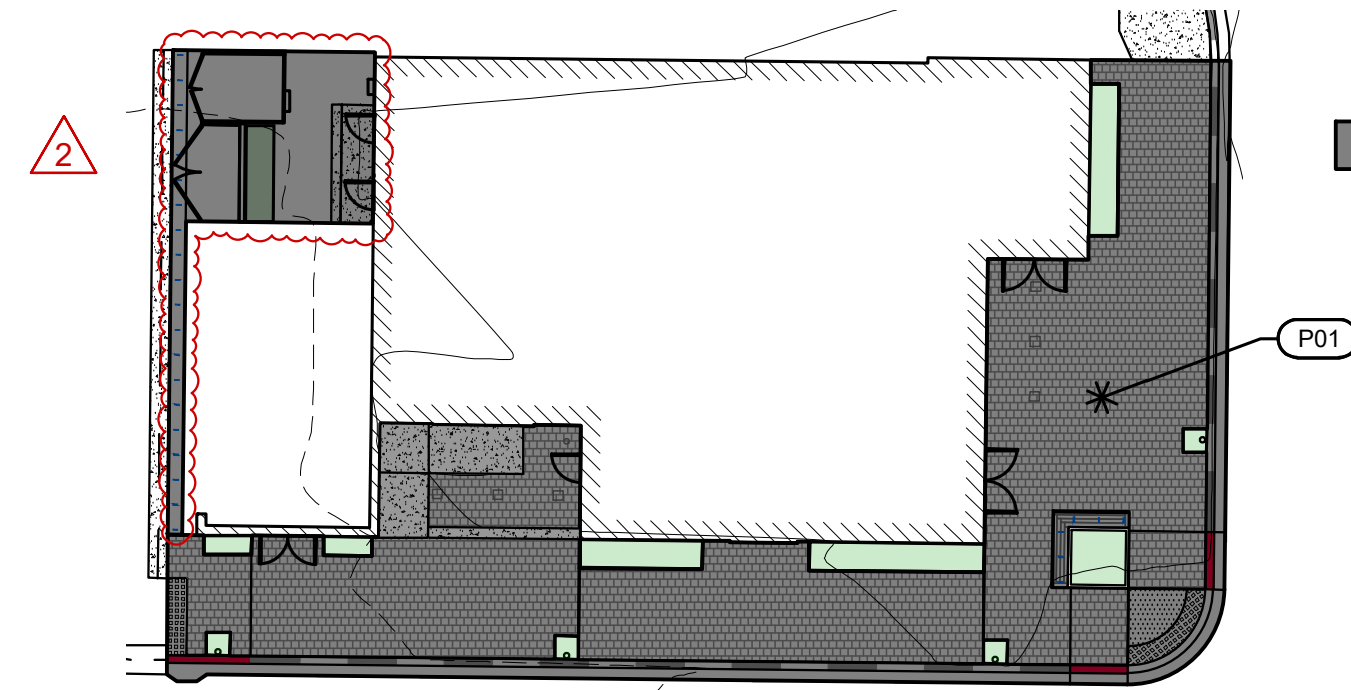
NO.	DATE	BY	REVISIONS
1	01/05/23	MS	Updates Per 12272022 City Engineering Review

C0.10

REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used on any project or extension of this project except by agreement in writing with Galena Engineering, Inc.



SNOWMELT SYSTEM LAYOUT PLAN
SCALE: 1" = 20'



SNOWMELT SYSTEM NOTES

- (P01) INSTALL SNOWMELT SUBBASE TO THE EXTENTS SHOWN PER DETAIL 7 / C2.00. HEATED SNOWMELT SUBBASE SHALL EXTEND TO ADJACENT CURB AND GUTTER AS INDICATED. A ROW ENCROACHMENT PERMIT MUST BE OBTAINED PRIOR TO THE CONSTRUCTION OF SNOWMELT SYSTEM WITHIN THE ROW.

- SITE IMPROVEMENT KEY NOTES**
- (S01) CONSTRUCT ASPHALT ROADWAY / ASPHALT REPAIR. SEE DETAIL 1 / C2.00.
 - (S02) CONSTRUCT CONCRETE CURB AND GUTTER
 - a. 6" ROLLED C&G PER DETAIL 2 / C2.00.
 - b. CURB TRANSITION PER DETAIL 3 / C2.00.
 - c. ZERO REVEAL CURB AND GUTTER PER DETAIL 3 / C2.00.
 - (S03) CONSTRUCT CONCRETE VALLEY GUTTER
 - a. 24" WIDE PER DETAIL 4 / C2.00.
 - b. 36" WIDE PER DETAIL 5 / C2.00.
 - (S04) CONSTRUCT CONCRETE SIDEWALK. WIDTH AS SHOWN HEREON. SEE DETAIL 6 / C2.00.
 - a. FLAT WORK
 - b. ADA COMPLIANT RAMPS / LANDING.
 - (S05) INSTALL CITY OF KETCHUM APPROVED CAST IRON TRUNCATED DOME DETECTABLE WARNING INSERT. SEE DETAIL 9 / C2.00.
 - (S06) INSTALL TREE AND TREE WELL AS SHOWN HEREON. SEE DETAIL 4 / C2.10.
 - (S07) INSTALL CATCH BASIN WITH MINIMUM SUMP DEPTH OF 12".
 - 30" DIAMETER CATCH BASIN.** SEE DETAIL 2 / C2.10.
 - a. RIM = 5844.57 I.E.(OUT) = 5841.57
 - b. RIM = 5843.08 I.E.(OUT) = 5840.08
 - c. RIM = 5843.16 I.E.(IN) = 5839.88 I.E.(OUT) = 5839.78
 - (S08) INSTALL 12" ADS N-12 STORM DRAIN PIPE WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 2 / C2.20 FOR POTABLE AND NON-POTABLE WATER LINE SEPARATION AND DETAIL 1 / C2.20 FOR TRENCHING.
 - (S09) DRYWELLS.
 - a. INSTALL NEW DRYWELL SEE DETAIL 3 / C2.10. RIM = 5845.69 (APPROX. MATCH EX. ASPHALT) I.E.(IN) = 5840.81
 - b. INSTALL NEW DRYWELL SEE DETAIL 3 / C2.10. RIM = 5843.32 I.E.(IN) = 5839.66
 - (S10) INSTALL ROAD STRIPING / PAINT
 - a. WHITE CROSSWALK STRIPING (12" WIDE).
 - b. YELLOW ASPHALT PARKING STRIPING (4" WIDE). MATCH CITY PATTERNS.
 - c. WHITE CROSSWALK / STOP BAR STRIPING (24" WIDE).
 - (S11) RELOCATE SIGNS. SEE DETAIL 8 / C2.00 FOR SIGN BASE DETAIL.
 - a. STOP & STREET SIGN
 - b. REGULATORY PARKING
 - (S13) INSTALL LANDSCAPE DRYWELL. CONNECT TRENCH DRAINS & ROOF DRAINS TO DRYWELL. SEE DETAIL 5 / C2.10.
 - (S14) CONSTRUCT HEATED PAVER SIDEWALK. SEE DETAIL 7 / C2.00 & SNOWMELT SYSTEM LAYOUT PLAN (THIS SHEET) FOR EXTENTS OF SNOWMELT SUBBASE.
 - (S15) GRADE TO DRAIN TO PLANTER AREAS.
 - (S16) INSTALL STREETLIGHTS. SEE DETAIL 4 / C2.20.
 - (S17) REFERENCE ARCHITECTURAL PLANS FOR STEP, STAIR, AND RAMP DETAILS.
- MATCH EXISTING LINES AND GRADES.** COORDINATE WITH PROPERTY OWNER TO DETERMINE EXACT LIMITS OF CONSTRUCTION.
- RETAIN AND PROTECT**
- EXISTING STRUCTURE
 - UTILITY STRUCTURE AND RISERS

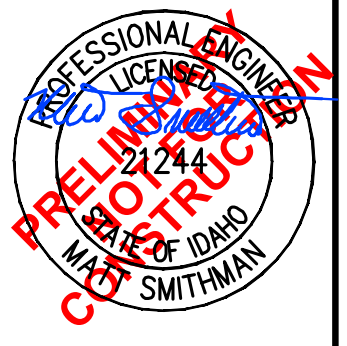
- UTILITY IMPROVEMENT KEY NOTES**
- (U01) INSTALL (") WATER SERVICE LINE STAINLESS STEEL TAPPING SADDLE GATE VALVE W/ THRUST BLOCKS SEE DETAILS 1 / C2.20 FOR TRENCHING, & 3 / C2.20 FOR THRUST BLOCKING. COORDINATE ACTIVITY WITH THE KETCHUM WATER DEPARTMENT.
 - (U02) UTILIZE EXISTING 4" SEWER SERVICE. TIE-IN TO EXISTING SERVICE AND INSTALL NEW 4" GRAVITY PVC LINE TO BUILDING.
 - (U03) RELOCATE OVERHEAD UTILITIES UNDERGROUND. COORDINATE RELOCATION WITH DRY UTILITY FRANCHISES ACCORDINGLY.
 - (U04) ABANDON EXISTING DRYWELLS IN PLACE.
 - (U05) INSTALL TRENCH DRAIN. SEE DETAIL 1 / C2.10

ABBREVIATIONS:

- BS = BOTTOM OF STAIR
- FF = FINISHED FLOOR
- FEE = FINISHED FLOOR AT ENTRY
- FG = FINISHED GRADE
- HP = HIGH POINT
- I.E. = INVERT ELEVATION
- LF = LINEAL FEET
- LP = LOW POINT
- MAX = MAXIMUM
- MIN = MINIMUM
- PC = POINT OF CURVATURE
- PRC = POINT OF REVERSE CURB
- PT = POINT OF TANGENT
- TBW = TOP BACK OF WALK
- TFC = TOP FACE OF CURB
- TS = TOP OF STAIR
- TYP = TYPICAL

GRADING, DRAINAGE & UTILITY PLAN
LEADVILLE TRADING

LOCATED WITHIN SECTION 18, T.4 N., R. 18 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR: THE JARVIS GROUP ARCHITECTS, AIA PLLC



GALENA ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Halley, Idaho 83333
(208) 768-1705
email: galena@galena-engineering.com

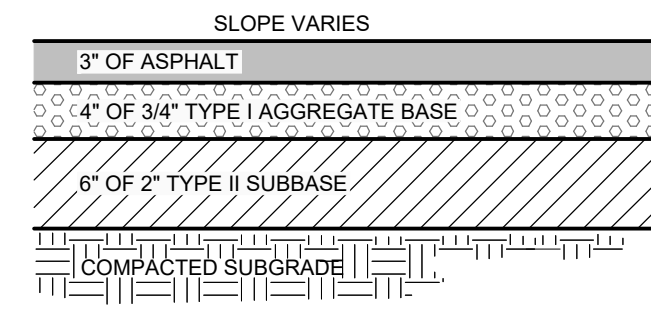
MS DESIGNED BY
MS DRAWN BY
JL CHECKED BY

NO.	DATE	BY	REVISIONS
A	07/05/23	MS	Updates Per 12272022 City Review & Architectural Changes
A	07/27/23	MS	Streetlight, Snowmelt & Drainage Modifications

PURPOSE: ISSUE FOR DESIGN REVIEW

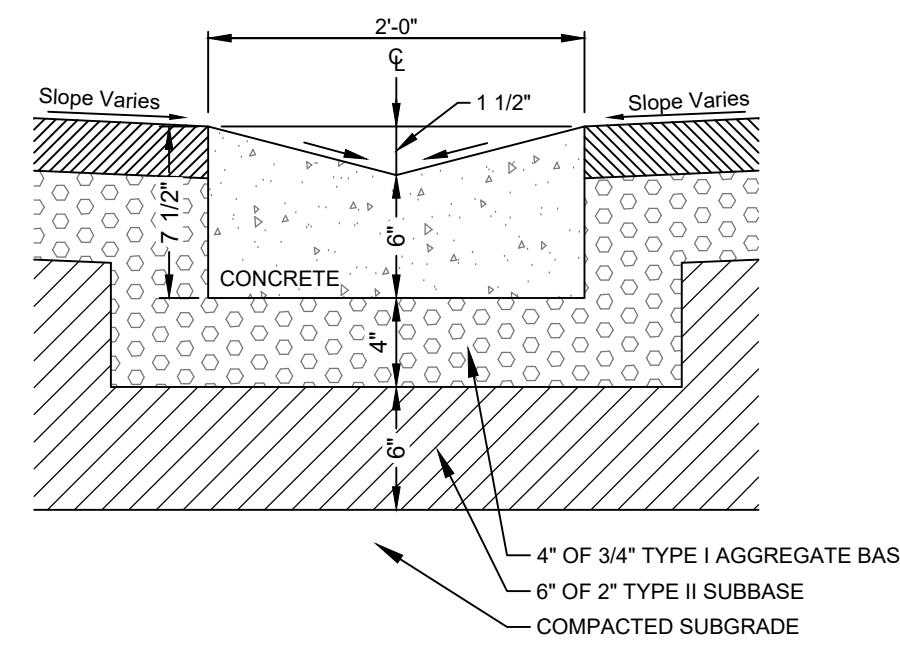
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PROJECT INFORMATION
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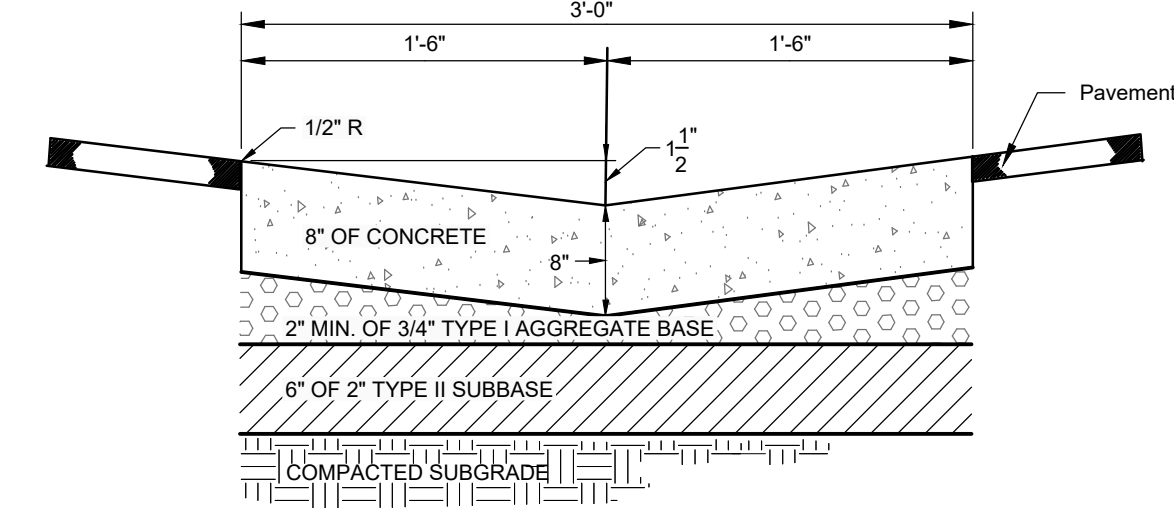
- NOTES:**
- SUBBASE CAN BE 2" TYPE II OR 1/2" TYPE I CRUSHED AGGREGATE BASE COURSE.
 - MATERIALS SHALL CONFORM WITH CURRENT ISPC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
 - PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.

1
C2.00 **TYPICAL ASPHALT SECTION**
N.T.S.



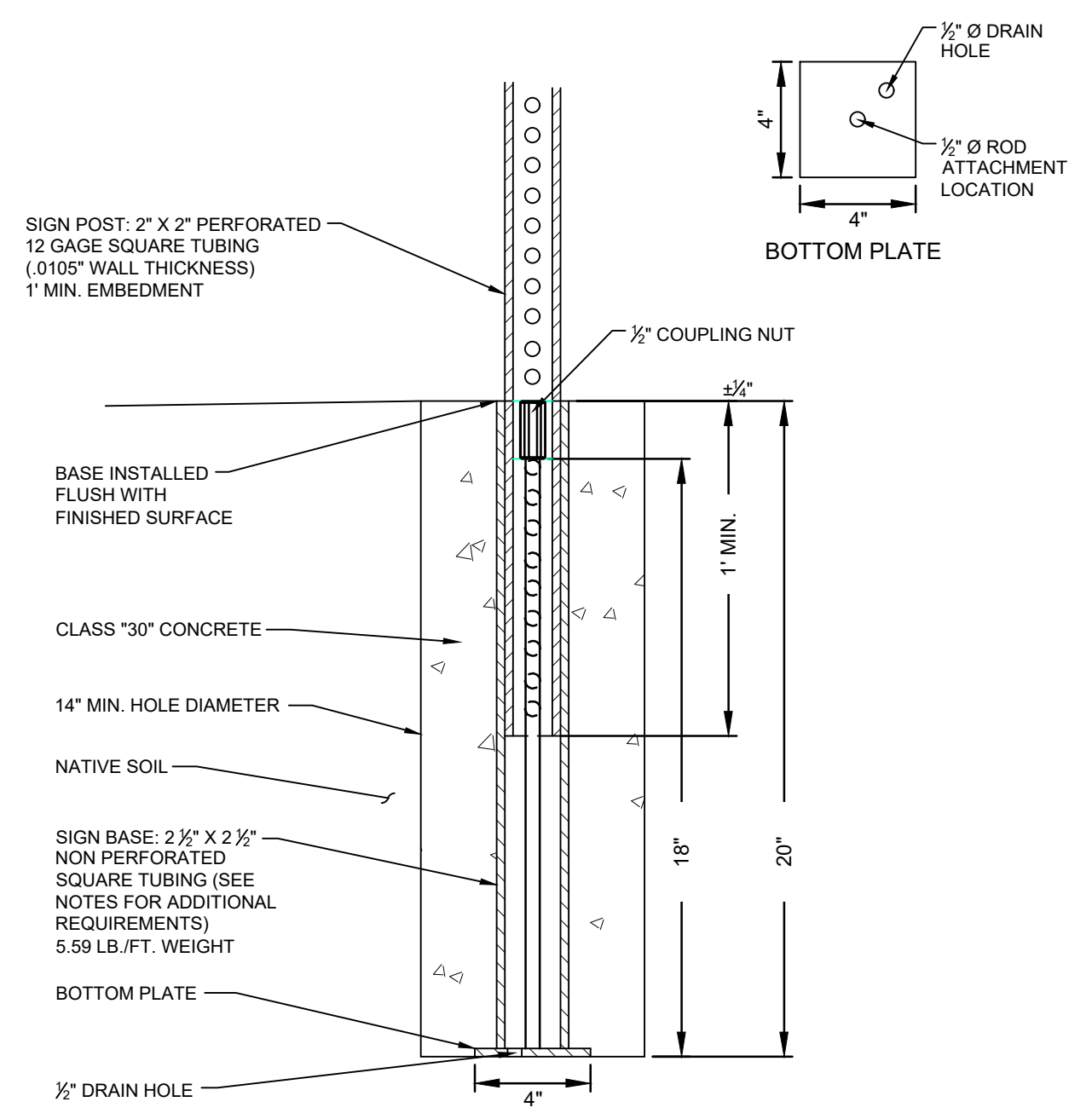
- NOTES:**
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 - MATERIALS SHALL CONFORM WITH CURRENT ISPC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
 - PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
 - 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADI.
 - CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET WISIDEWALK).

4
C2.00 **24" WIDE CONCRETE VALLEY GUTTER**
N.T.S.



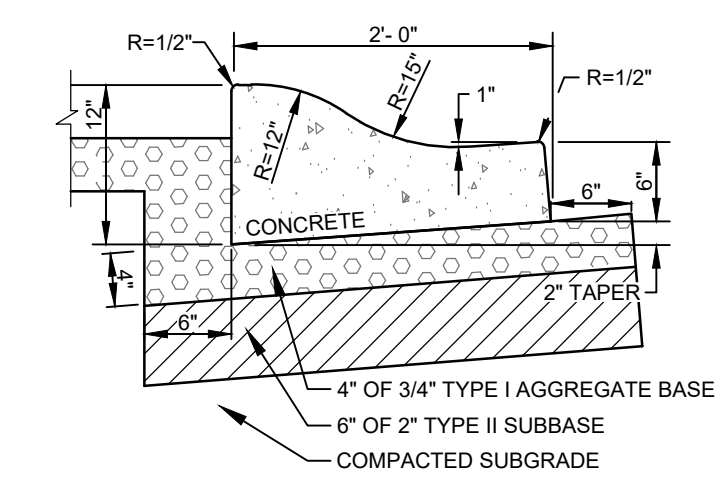
- NOTES:**
- SUBBASE CAN BE 2" TYPE II OR 1/2" TYPE I CRUSHED AGGREGATE BASE COURSE.
 - MATERIALS SHALL CONFORM WITH CURRENT ISPC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
 - PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
 - 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADI.
 - CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING.

5
C2.00 **36" CONCRETE VALLEY GUTTER**
N.T.S.



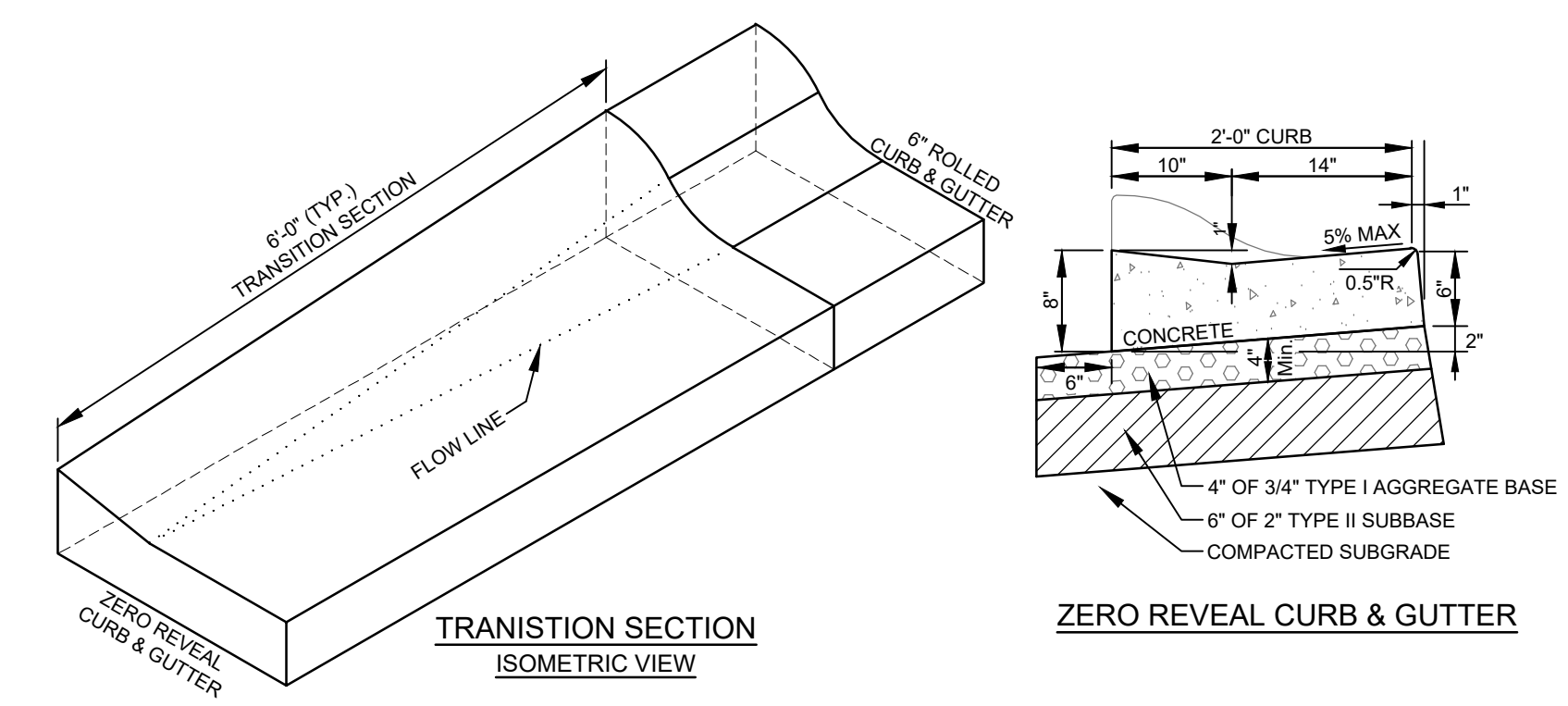
- NOTES:**
- BASES SHALL BE INSTALLED TO BE FLUSH WITH SURFACE.
 - ALL INSTALLATIONS SHALL HAVE 14" Ø MINIMUM FOUNDATION OR GROUTED INTO SOLID ROCK.
 - ALL STREET SIGNS SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE MUTCD.
 - SIGN PLACEMENT SHALL BE APPROVED BY THE CITY OF KETCHUM.
 - CITY TO PROVIDE BASES.
- SIGN BASE MATERIAL & DIMENSION REQUIREMENTS**
 2 1/2" OUTSIDE TUBE STEEL (20" LENGTH)
 2 1/2" INSIDE TUBE STEEL
 3/16" THICK
INTERNAL ROD MATERIAL & DIMENSION REQUIREMENTS
 1/2" COLD ROLLED ROD (18" LENGTH)
 1/2" COUPLING NUTS
BOTTOM PLATE MATERIAL & DIMENSION REQUIREMENTS
 4" X 4" X 1/2" STEEL STRAP

8
C2.00 **TYPICAL SIGN BASE**
N.T.S.



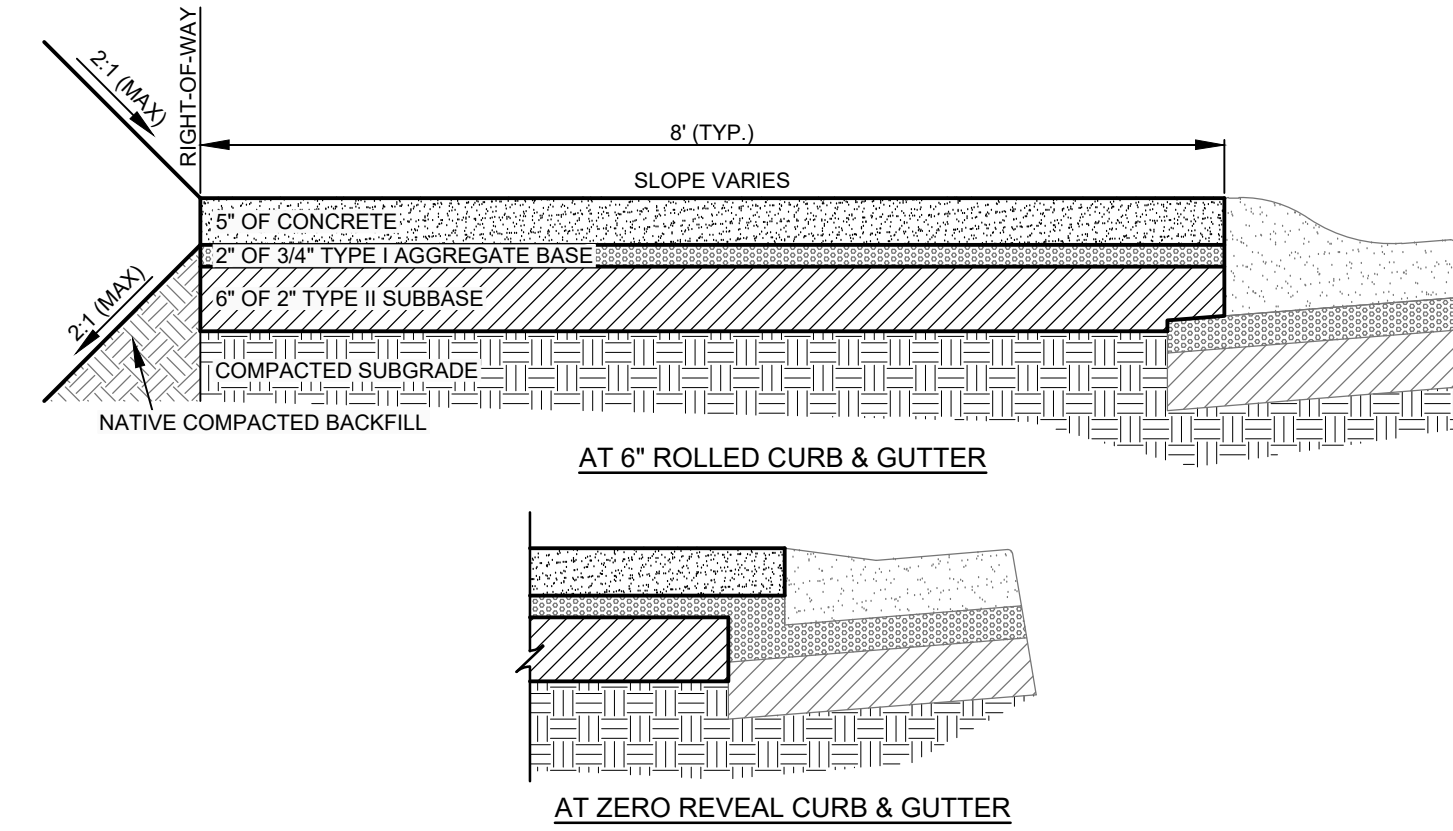
- NOTES:**
- SUBBASE CAN BE 2" TYPE II OR 1/2" TYPE I CRUSHED AGGREGATE BASE COURSE.
 - MATERIALS SHALL CONFORM WITH CURRENT ISPC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
 - PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
 - 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADI.
 - CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET WISIDEWALK).

2
C2.00 **6" CONCRETE ROLLED CURB & GUTTER**
N.T.S.



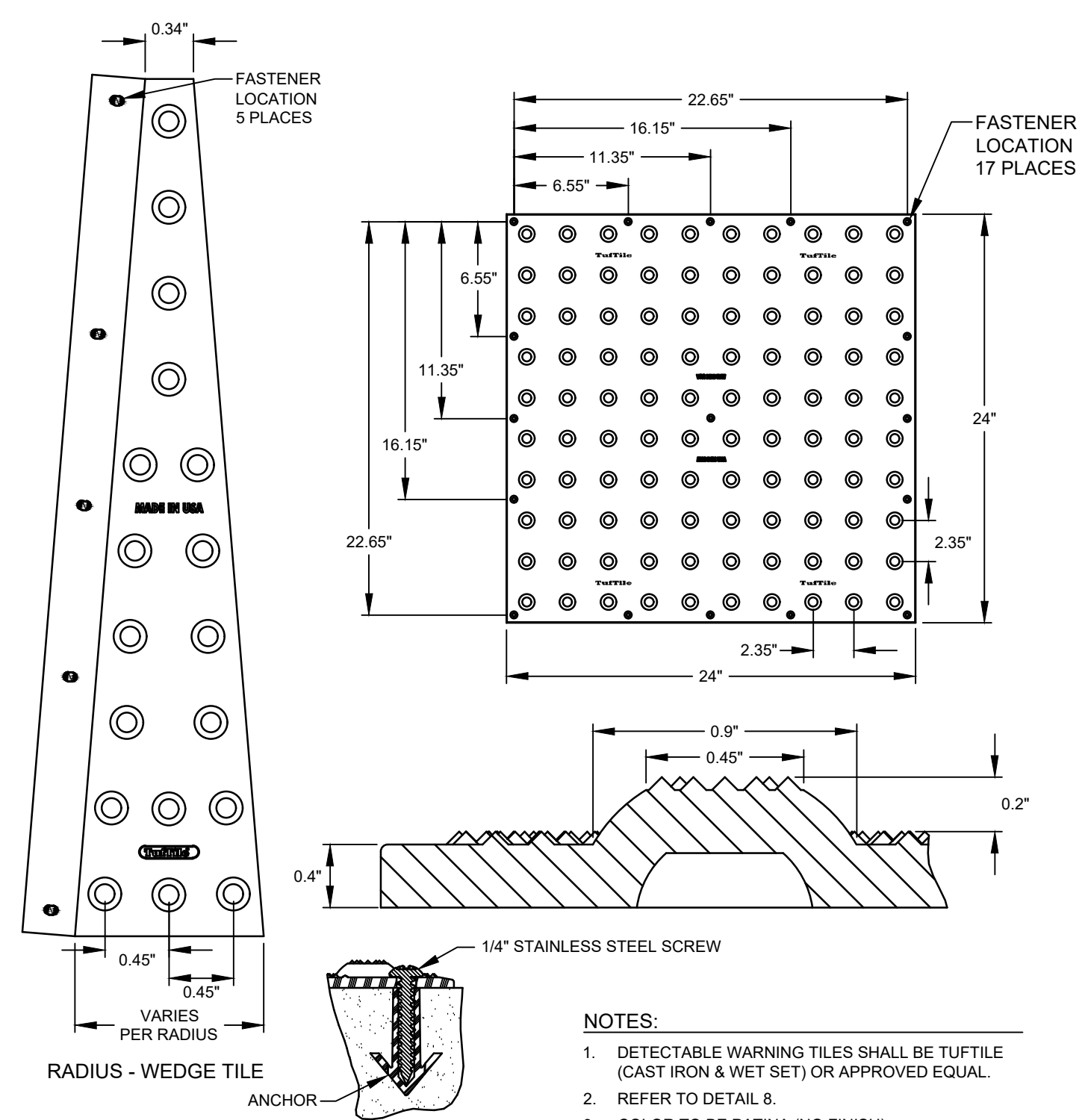
- NOTES:**
- SUBBASE CAN BE 2" TYPE II OR 1/2" TYPE I CRUSHED AGGREGATE BASE COURSE.
 - MATERIALS SHALL CONFORM WITH CURRENT ISPC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
 - PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
 - 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADI.
 - CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET WISIDEWALK).

3
C2.00 **TYPICAL CURB TRANSITION DETAIL**
N.T.S.



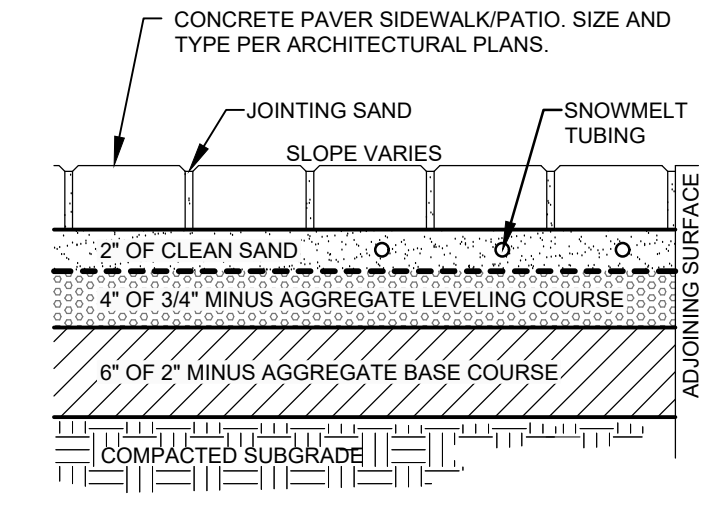
- NOTES:**
- SUBBASE CAN BE 2" TYPE II OR 1/2" TYPE I CRUSHED AGGREGATE BASE COURSE.
 - MATERIALS SHALL CONFORM WITH CURRENT ISPC STANDARDS, DIVISION 800 AGGREGATES AND ASPHALT.
 - PAVEMENT SECTION MAY BE MODIFIED IF A PROJECT SPECIFIC GEOTECHNICAL REPORT, STAMPED BY A LICENSED ENGINEER, IS PROVIDED.
 - 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADI.
 - CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS 10-FEET MAXIMUM SPACING (8-FEET WISIDEWALK).

6
C2.00 **TYPICAL CONCRETE SIDEWALK SECTION**
N.T.S.



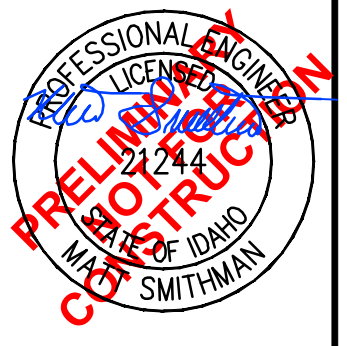
- NOTES:**
- DETECTABLE WARNING TILES SHALL BE TUFTILE (CAST IRON & WET SET) OR APPROVED EQUAL.
 - REFER TO DETAIL 8.
 - COLOR TO BE PATINA (NO FINISH).

9
C2.00 **DETECTABLE WARNING PLATE**
N.T.S.



7
C2.00 **HEATED PAVER DETAIL**
N.T.S.

DETAIL SHEET
LEADVILLE TRADING
 LOCATED WITHIN SECTION 18, T.4 N., R.18 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
 PREPARED FOR: THE JARVIS GROUP ARCHITECTS, AIA PLLC
 PROJECT INFORMATION
 P:\ssb\proj\7881-102\dwg\Construction\7881-02-ENG-2024-01-05.dwg 01/05/24 1:21:08 PM



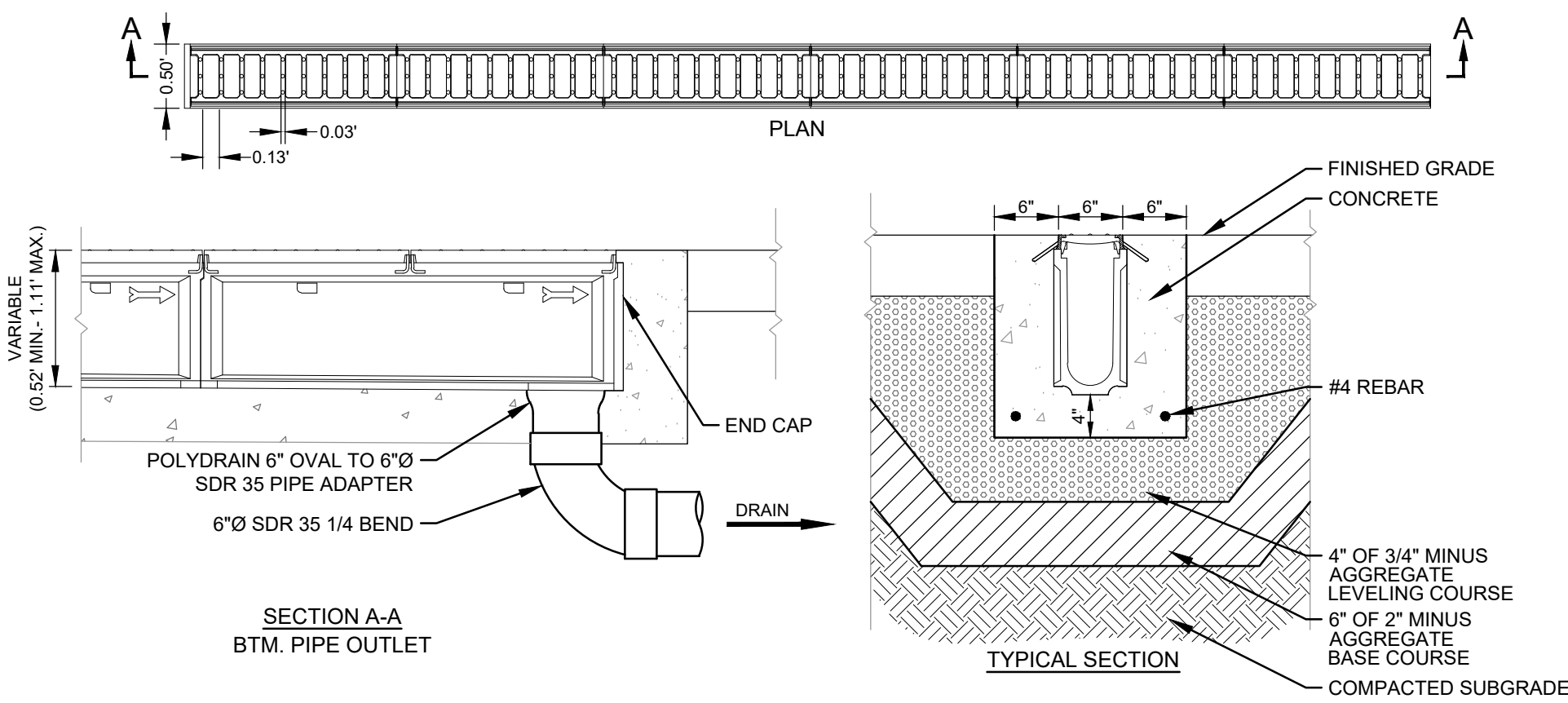
MS DESIGNED BY
 MS DRAWN BY
 JL CHECKED BY

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 317 N. River Street
 Halley, Idaho 83333
 email: galena@galena-engineering.com
 (208) 788-1705

NO.	DATE	BY	REVISIONS
1	01/05/23	MS	Updates Per 12/27/2022 City Engineering Review

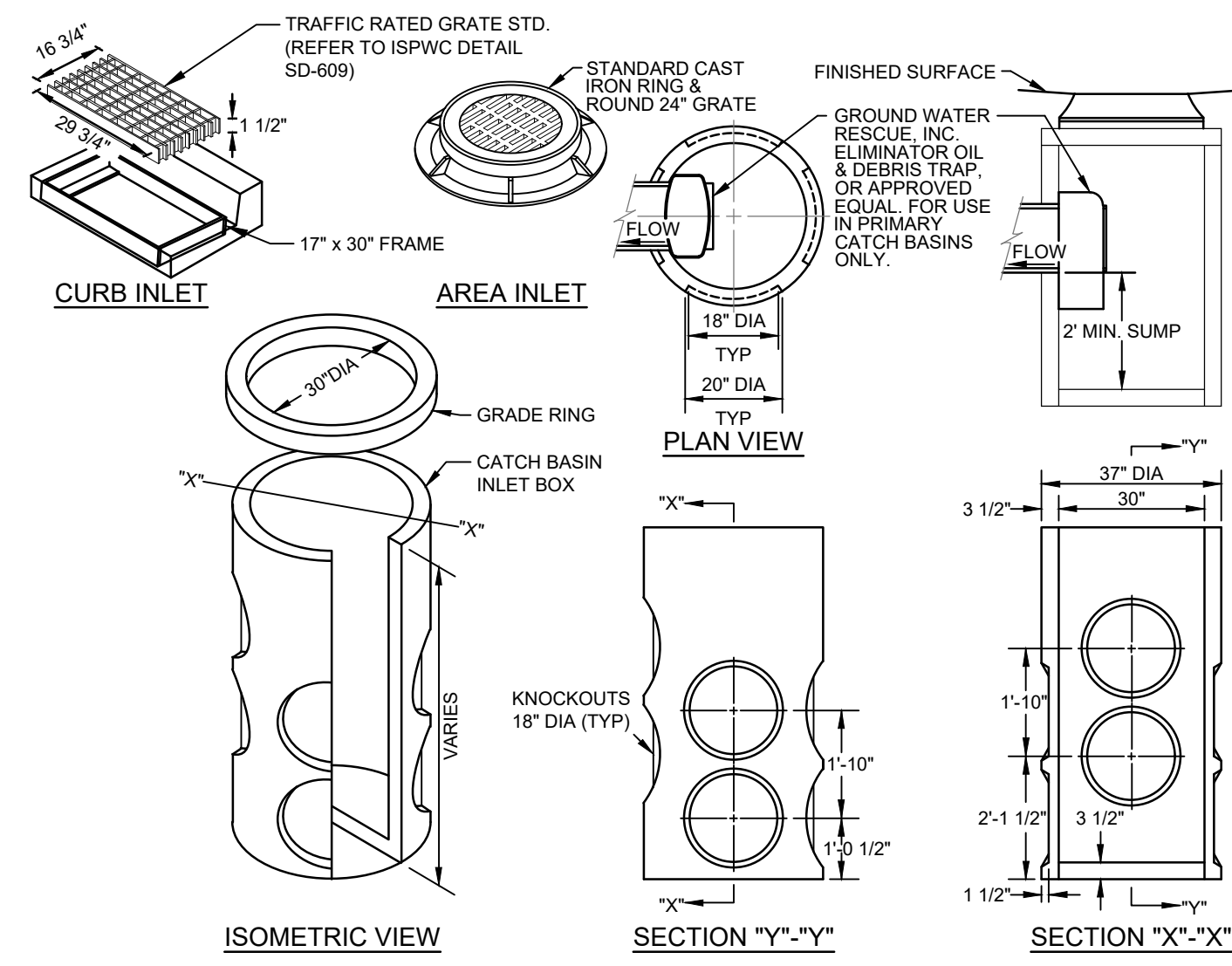
C2.00

REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used on any project or extension of this Project except by agreement in writing with Galena Engineering, Inc.



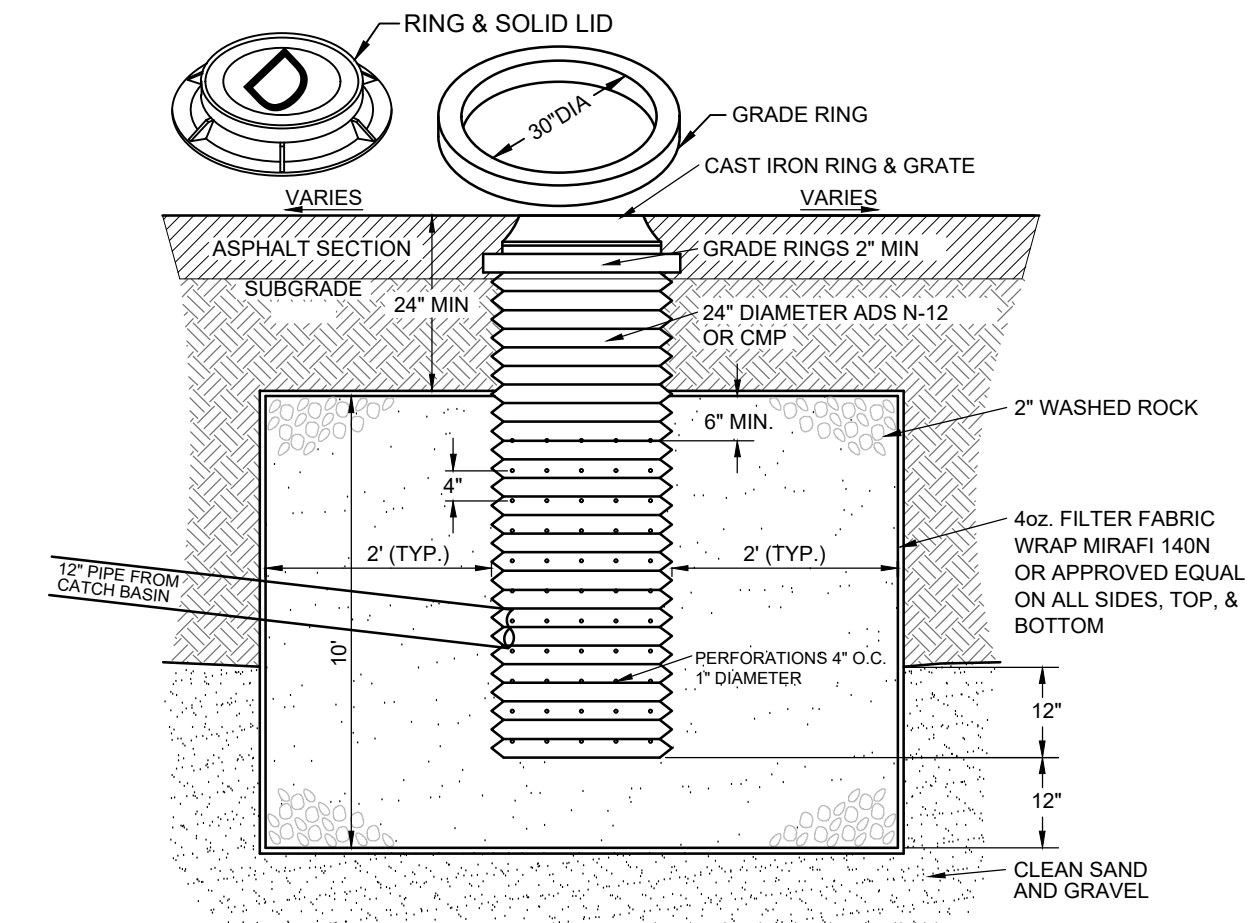
- NOTES:**
1. LINE DRAIN IS SUITABLE FOR APPLICATIONS FOR CONTROLLING SPREAD IN GUTTER FLOW CONDITIONS OR TO INTERCEPT SHEET FLOW. TYPICAL APPLICATION IS AT THE STREET CURB OR BARRIER.
 2. THE FRAME AND GRATE IS SUITABLE FOR PEDESTRIAN AND BICYCLE TRAFFIC AND RATED FOR H-25 AND HS-25 LOADS.
 3. CONCRETE THICKNESS, TYPE, AND AMOUNT OF REINFORCEMENT TO BE SAME AS ADJACENT PAVEMENT OR GREATER. PERFORM STRUCTURAL ANALYSIS TO DETERMINE REQUIREMENTS FOR APPLICATION.
 4. TOP OF GRATE TO BE INSTALLED FLUSH TO 1/8 IN BELOW FINISHED GRADE. BEVEL CONCRETE TO TOP OF GRATE IF BELOW FLUSH.

1
C2.10 **TRENCH DRAIN DETAIL**
(ABT INTERCEPTOR LINE DRAIN OR APPROVED EQUAL)
N.T.S.



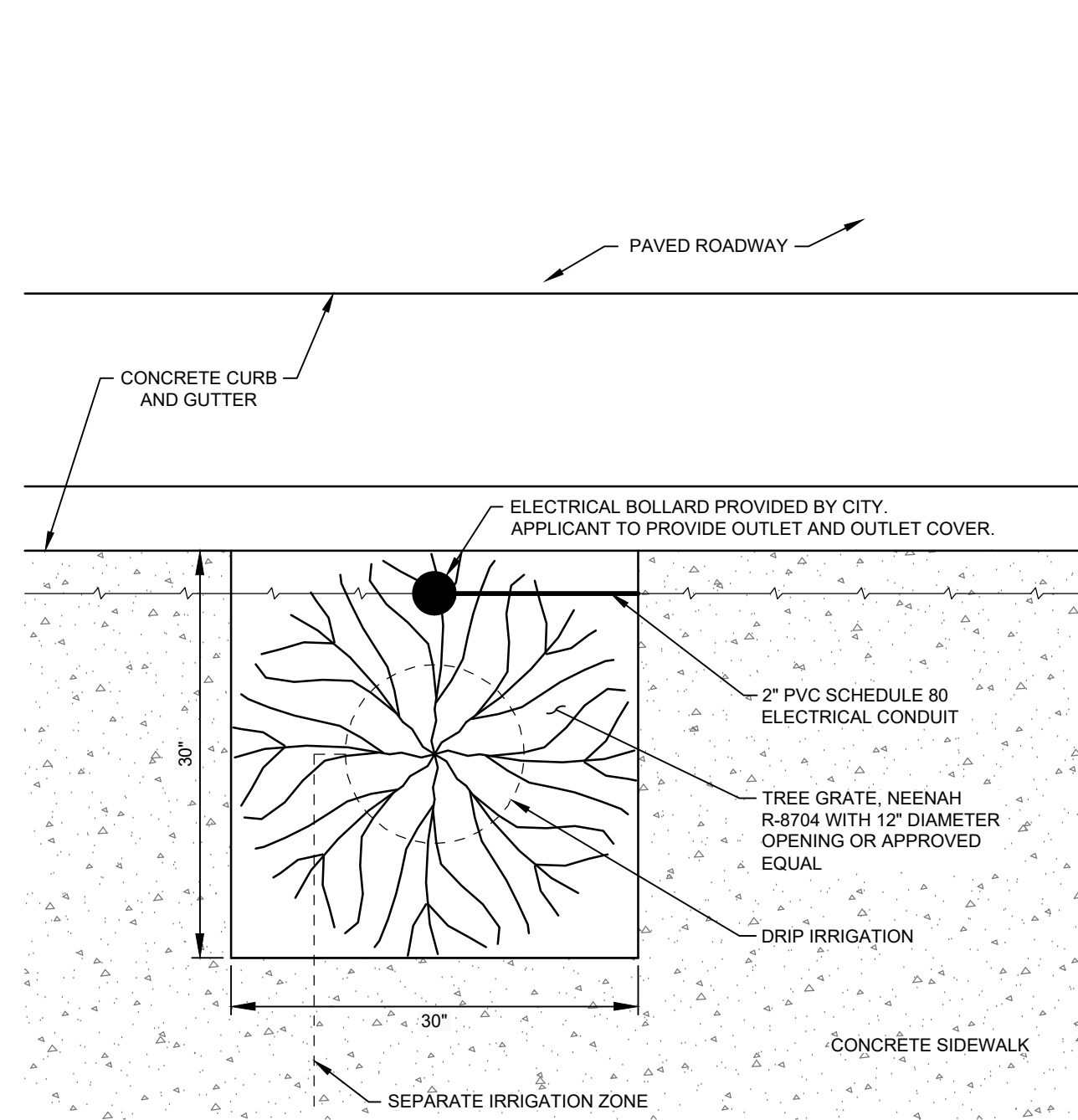
- CATCH BASIN INSTALLATION NOTES:**
1. A PRIMARY CATCH BASIN IS DEFINED AS THE FIRST STORM STRUCTURE UPSTREAM OF A DRYWELL. A SATELLITE CATCH BASIN IS DEFINED AS THE STORM STRUCTURE UPSTREAM OF THE PRIMARY CATCH BASIN.
 2. THE OIL & DEBRIS TRAP SHALL BE INSTALLED ON THE OUTLET OF THE PRIMARY CATCH BASIN ONLY, NOT ON SATELLITE CATCH BASINS.
 3. PLACE A MINIMUM OF 4" OF COMPACTED BEDDING ON PREPARED SUBGRADE AS SPECIFIED IN ISPPWC SECTION 305 - PIPE BEDDING. EXTEND BEDDING EITHER TO THE LIMITS OF THE EXCAVATION OR AT LEAST 12" OUTSIDE THE LIMITS OF THE BASE SECTION.
 4. FILL THE BALANCE OF THE EXCAVATED AREA WITH SELECT MATERIAL COMPACTED LEVEL TO THE TOP OF THE BEDDING.
 5. PROVIDE A SMOOTH AND LEVEL BEARING SURFACE ON THE BEDDING SURFACE.

2
C2.10 **30" DIAMETER CATCH BASIN**
N.T.S.



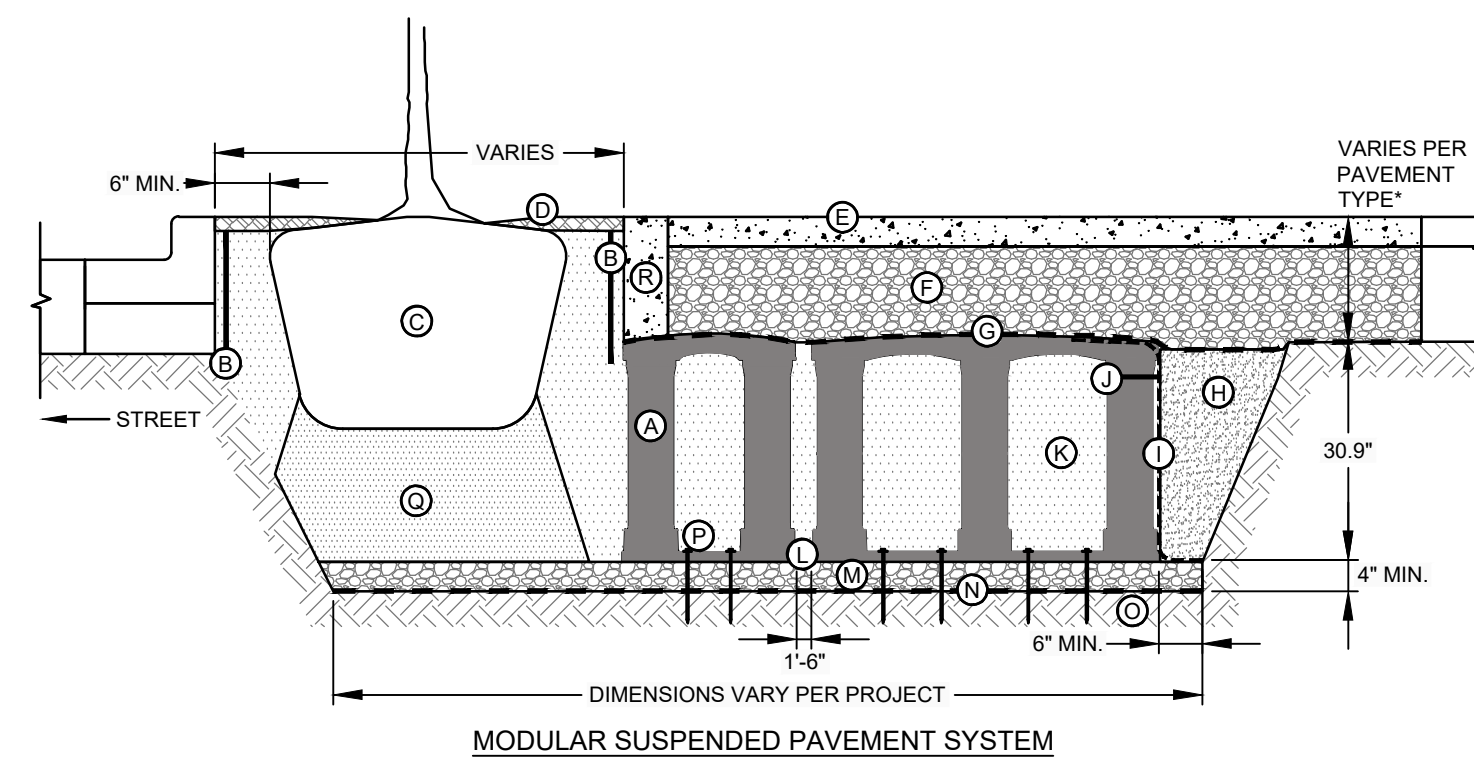
- NOTES:**
1. THE BED SHALL BE EXCAVATED A MINIMUM OF 24" INTO CLEAN SAND AND GRAVEL.
 2. MAXIMUM DEPTH SHALL NOT EXCEED 12 FEET.
 3. IF CLEAN SAND AND GRAVEL IS NOT ENCOUNTERED WITHIN 12 FEET, THE CONTRACTOR SHALL CONTACT THE DESIGN ENGINEER.
 4. GRATE OR SOLID LID AS APPROVED BY CITY OF KETCHUM.

3
C2.10 **DRYWELL DETAIL (6\"/>N.T.S.**



- NOTES:**
1. TREE TO BE 3" MINIMUM CALIPER AUTUMN BLAZE MAPLE OR APPROVED EQUAL.
 2. CITY OF KETCHUM REQUIRES DRIP IRRIGATION TO BE ON A SEPARATE ZONE WITH HUNTER-RAINWISE SMART CLOCK, OR APPROVED EQUAL, FOR REMOTE ACCESS BY CITY.
 3. APPLICANT TO CONNECT AND PROVIDE CONDUITS, WIRING, AND SEPARATE CIRCUIT, OR TIE TO A CITY CIRCUIT FOR POWER.
 4. NO DIRECT BURIAL WIRE PERMITTED.
 5. TREE INSTALLATION TO BE MODULAR SUSPENDED PAVEMENT SYSTEM. SEE TREE WELL SECTION VIEW, DETAIL 2.

PLAN VIEW

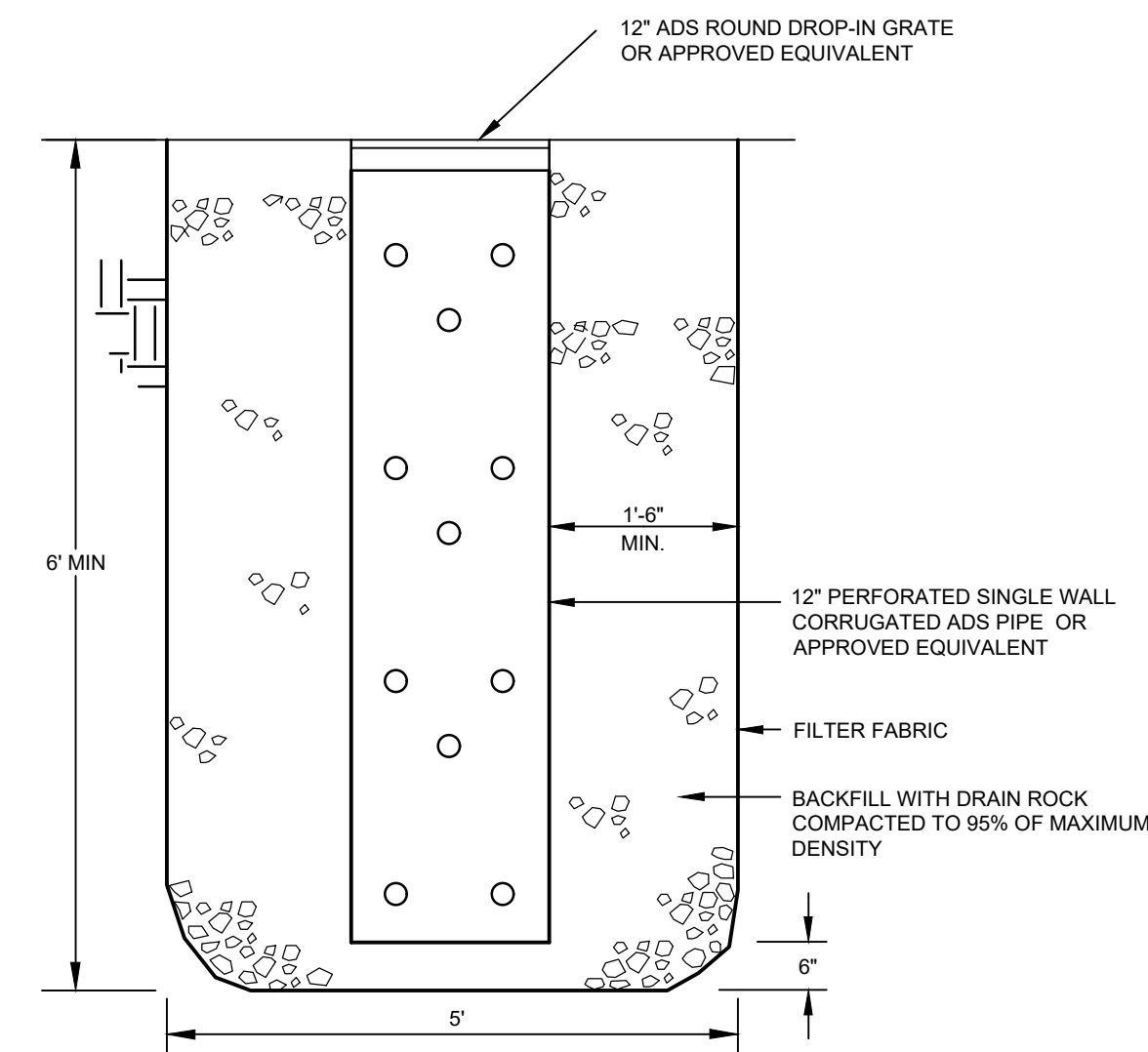


- KEY PLAN:**
- SILVA CELL SYSTEM (DECK, BASE, AND POSTS) OR APPROVED EQUAL.
 - DEEPROOT ROOT BARRIER, 12" OR 18", DEPTH DETERMINED BY THICKNESS OF PAVEMENT SECTION. INSTALL DIRECTLY ADJACENT TO CONCRETE EDGE RESTRAINT. PREVENTS ROOTS FROM DISTURBING PAVEMENT.
 - TREE ROOT PACKAGE, SIZE VARIES
 - TREE OPENING TREATMENT, PER PROJECT SPECIFICATIONS
 - SURFACE TREATMENT, PER PROJECT
 - AGGREGATE BASE COURSE, DEPTH VARIES PER PROJECT
 - GEOTEXTILE TO KEEP AGGREGATE FROM MIGRATING DOWN THROUGH CELL DECK
 - BACKFILL, PER PROJECT SPECIFICATIONS
 - GEOTEXTILE TO PROVIDE VERTICAL SEPARATION BETWEEN PLANTING SOILS AND BACKFILL WHILE ALLOWING ROOT PENETRATION INTO ADJACENT SOILS. 6" (150 mm) TOE (OUTWARD FROM BASE) AND 12" (305 mm) EXCESS (OVER TOP OF DECK).
 - CABLE TIE, ATTACHING GEOTEXTILE TO SILVA CELL AT BASE OF UPPER POST FLARE
 - PLANTING SOIL, PER PROJECT SPECIFICATIONS, COMPACTED TO 70-80% PROCTOR
 - SILVA CELL BASE SLOPE, 10% MAX
 - 4" (100 mm) MIN AGGREGATE SUB BASE, COMPACTED TO 95% PROCTOR
 - GEOTEXTILE, TO PROVIDE SEPARATION BETWEEN SUBGRADE AND AGGREGATE BASE
 - SUBGRADE, COMPACTED TO 95% PROCTOR
 - PIN, PER SILVA CELL SPECIFICATIONS, TO KEEP CELLS IN PLACE DURING CONSTRUCTION
 - PLANTING SOIL BELOW TREE ROOT PACKAGE, COMPACTED TO 85-90% PROCTOR
 - CONCRETE EDGE RESTRAINT TO STABILIZE EDGE AND PREVENT AGGREGATE MIGRATION INTO TREE OPENING.

- NOTES:**
1. EXCAVATION SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE HEALTH AND SAFETY REGULATIONS.
 2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 3. A PROJECT SPECIFIC DETAIL WILL NEED TO BE PROVIDED TO CITY FOR REVIEW AND APPROVAL.

SECTION VIEW

4
C2.10 **TREE WELL DETAILS**
N.T.S.



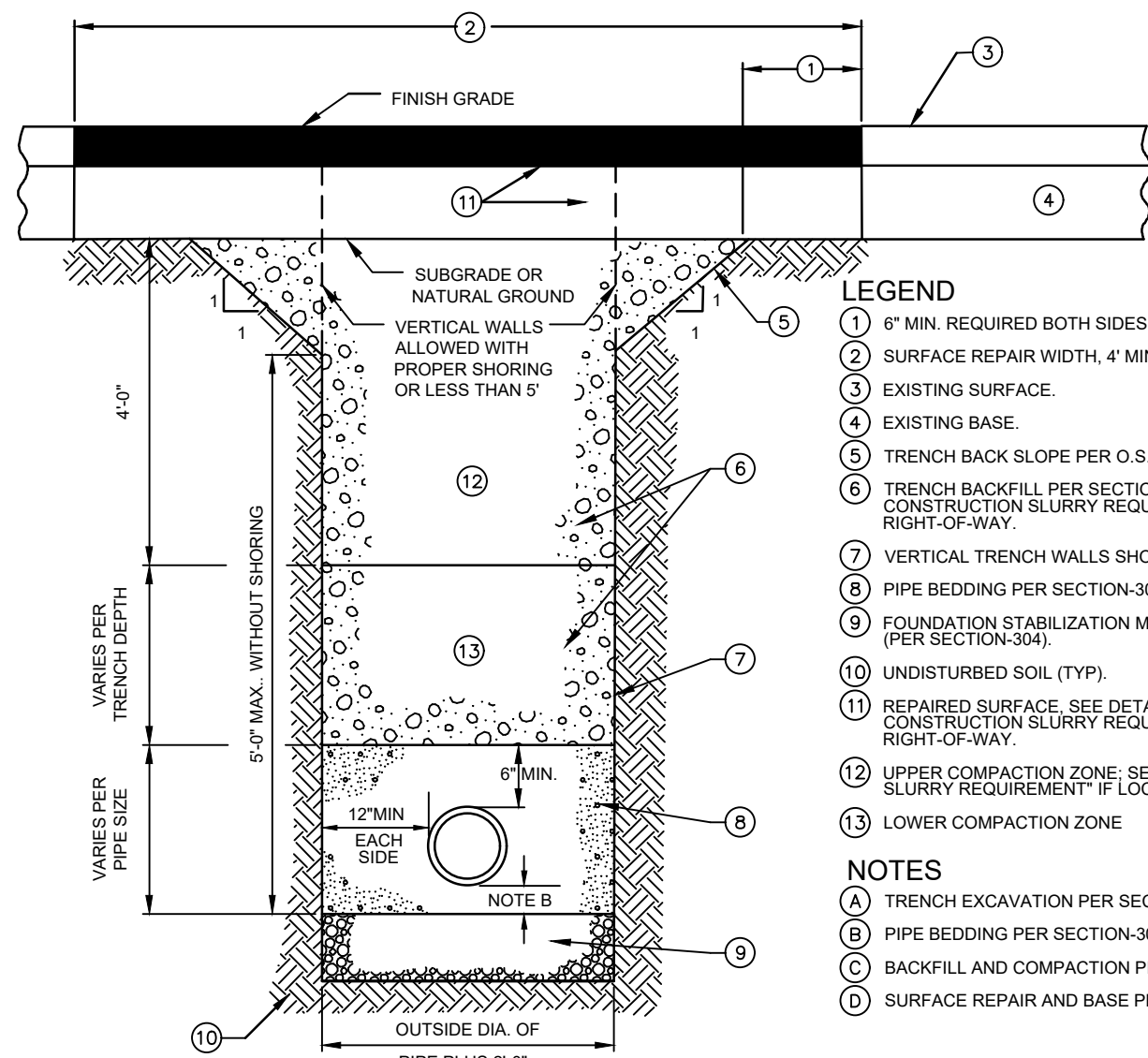
5
C2.10 **LANDSCAPE DRYWELL**
N.T.S.



MS DESIGNED BY
MS DRAWN BY
JL CHECKED BY

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email: galena@galena-engineering.com

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- LEGEND**
- 6" MIN. REQUIRED BOTH SIDES. SAWCUT REQUIRED.
 - SURFACE REPAIR WIDTH, 4" MINIMUM.
 - EXISTING SURFACE.
 - TRENCH BACK SLOPE PER O.S.H.A. OR SUITABLE SHORING.
 - TRENCH BACKFILL PER SECTION-306, OR SEE "KETCHUM PUBLIC CONSTRUCTION SLURRY REQUIREMENT" IF LOCATED WITHIN PUBLIC RIGHT-OF-WAY.
 - VERTICAL TRENCH WALLS SHORING PER O.S.H.A.
 - PIPE BEDDING PER SECTION-305 (SEE SD-302).
 - FOUNDATION STABILIZATION MAY VARY PER SOIL TYPE AND STABILITY (PER SECTION-304).
 - UNDISTURBED SOIL (TYP).
 - REPAIRED SURFACE. SEE DETAILS 1 AND 2. SEE "KETCHUM PUBLIC CONSTRUCTION SLURRY REQUIREMENT" IF LOCATED WITHIN PUBLIC RIGHT-OF-WAY.
 - UPPER COMPACTION ZONE. SEE "KETCHUM PUBLIC CONSTRUCTION SLURRY REQUIREMENT" IF LOCATED WITHIN PUBLIC RIGHT-OF-WAY.
 - LOWER COMPACTION ZONE.
- NOTES**
- TRENCH EXCAVATION PER SECTION-301.
 - PIPE BEDDING PER SECTION-305.
 - BACKFILL AND COMPACTION PER SECTION-306.
 - SURFACE REPAIR AND BASE PER DETAIL 3C20.

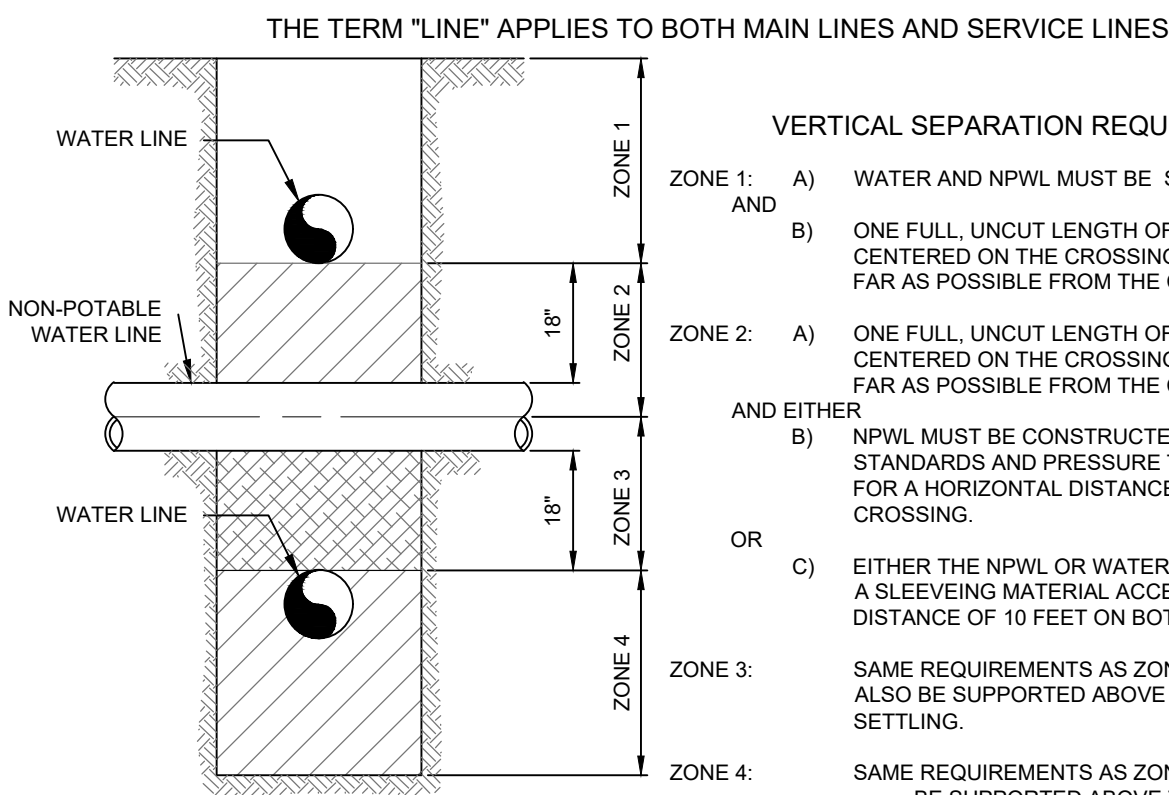
KETCHUM PUBLIC CONSTRUCTION SLURRY REQUIREMENT
 IN AREAS WHERE IT IS NECESSARY TO CUT THE ASPHALT PAVEMENT AND DIG A TRENCH FOR BURIAL OF CONDUIT CABLE OR OTHER CITY UTILITY, THE TRENCH SHALL BE BACKFILLED WITH A LEAN CONCRETE MIX TO THE BOTTOM OF FINISH SURFACE MATERIAL, WITH THE FOLLOWING PROPORTIONS OF MATERIALS:

COARSE AGGREGATE (¾" MINUS)	2,000 LBS.
SAND	800 LBS.
PORTLAND CEMENT	94 LBS.
WATER	11 GAL. (MAX.)

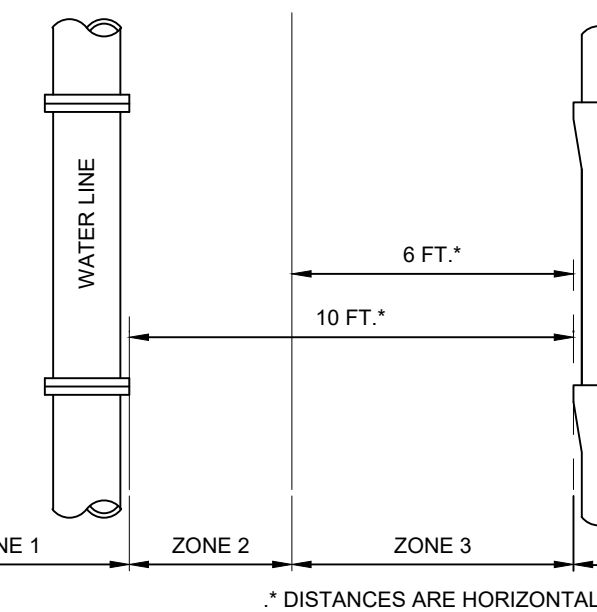
WATER CONTENT IS MAXIMUM AND MAY BE REDUCING DOWNWARD. CARES SHALL BE TAKEN TO ASSURE THAT EXCESS WATER IS NOT PRESENT IN THE MIXING DRUM PRIOR TO CHARGING THE MIXER WITH MATERIALS. THOROUGH MIXING WILL BE REQUIRED PRIOR TO DISCHARGE.

NO COMPACTION, VIBRATION OR FINISHING IS REQUIRED. THE LEAN CONCRETE MIX SHALL BE STRUCK OFF AT OR BELOW THE ELEVATION OF THE PLANT MIX SURFACING WITH A SQUARE-NOSE SHOVEL OR SIMILAR HAND TOOL. THE BACKFILL MIX SHALL BE ALLOWED TO SET FOR A MINIMUM OF 2 HOURS BEFORE THE PERMANENT PLANT MIX SURFACING IS PLACED TO COMPLETE THE TRENCH REPAIR. TEMPORARY PLACEMENT OF ASPHALT COLD MIX SURFACING MAY BE NECESSARY TO ACCOMMODATE TRAFFIC WITHIN THE FIRST 2 HOURS OF BACKFILL PLACEMENT PRIOR TO COMPLETING THE PERMANENT REPAIR.

1
C2.20 TYPICAL TRENCH SECTION
N.T.S.



- THE TERM "LINE" APPLIES TO BOTH MAIN LINES AND SERVICE LINES
- VERTICAL SEPARATION REQUIREMENTS**
- ZONE 1: A) WATER AND NPWL MUST BE SEPARATED BY AT LEAST 18" AND B) ONE FULL, UNCUT LENGTH OF BOTH PWL AND NPWL PIPE MUST BE CENTERED ON THE CROSSING SO THAT THE JOINTS ARE AS FAR AS POSSIBLE FROM THE CROSSING.
- ZONE 2: A) ONE FULL, UNCUT LENGTH OF BOTH PWL AND NPWL PIPE MUST BE CENTERED ON THE CROSSING SO THAT THE JOINTS ARE AS FAR AS POSSIBLE FROM THE CROSSING. AND EITHER B) NPWL MUST BE CONSTRUCTED TO WATER MAIN STANDARDS AND PRESSURE TESTED FOR WATER TIGHTNESS FOR A HORIZONTAL DISTANCE OF 10 FEET ON BOTH SIDES OF CROSSING. OR C) EITHER THE NPWL OR WATER LINE OR BOTH MUST BE ENCASED WITH A SLEEVEING MATERIAL ACCEPTABLE TO DEQ FOR A HORIZONTAL DISTANCE OF 10 FEET ON BOTH SIDES OF THE CROSSING.
- ZONE 3: SAME REQUIREMENTS AS ZONE 2 EXCEPT THE NPWL MUST ALSO BE SUPPORTED ABOVE THE CROSSING TO PREVENT SETTLING.
- ZONE 4: SAME REQUIREMENTS AS ZONE 1 EXCEPT THE THE NPWL MUST ALSO BE SUPPORTED ABOVE THE CROSSING TO PREVENT SETTLING.



- HORIZONTAL SEPARATION REQUIREMENTS**
- ZONE 1: A) NO SPECIAL REQUIREMENTS.
- ZONE 2: A) NO SPECIAL REQUIREMENTS FOR POTABLE OR NON-POTABLE SERVICES B) WATER AND NPWL SEPARATED BY AT LEAST 6 FEET AT OUTSIDE WALLS. C) WATER AT LEAST 18 INCHES HIGHER IN ELEVATION THAN THE NPWL. AND EITHER D) NPWL CONSTRUCTED TO POTABLE WATER MAIN STANDARDS AND PRESSURE TESTED FOR WATER TIGHTNESS. OR E) SITE SPECIFIC REQUIREMENTS APPROVED BY DEQ.
- ZONE 3: NOT ALLOWED WITHOUT DEQ WAIVER.
- NOTE: SANITARY SEWER FORCE MAINS MUST HAVE MIN. 10' HORIZONTAL SEPARATION AND 18" VERTICAL SEPARATION. ZONE 2 AND ZONE 3 PLACEMENTS ARE NOT ALLOWED WITHOUT A WAIVER GRANTED BY DEQ.

2
C2.20 POTABLE AND NON-POTABLE WATER LINE (NPWL) SEPARATION
N.T.S.

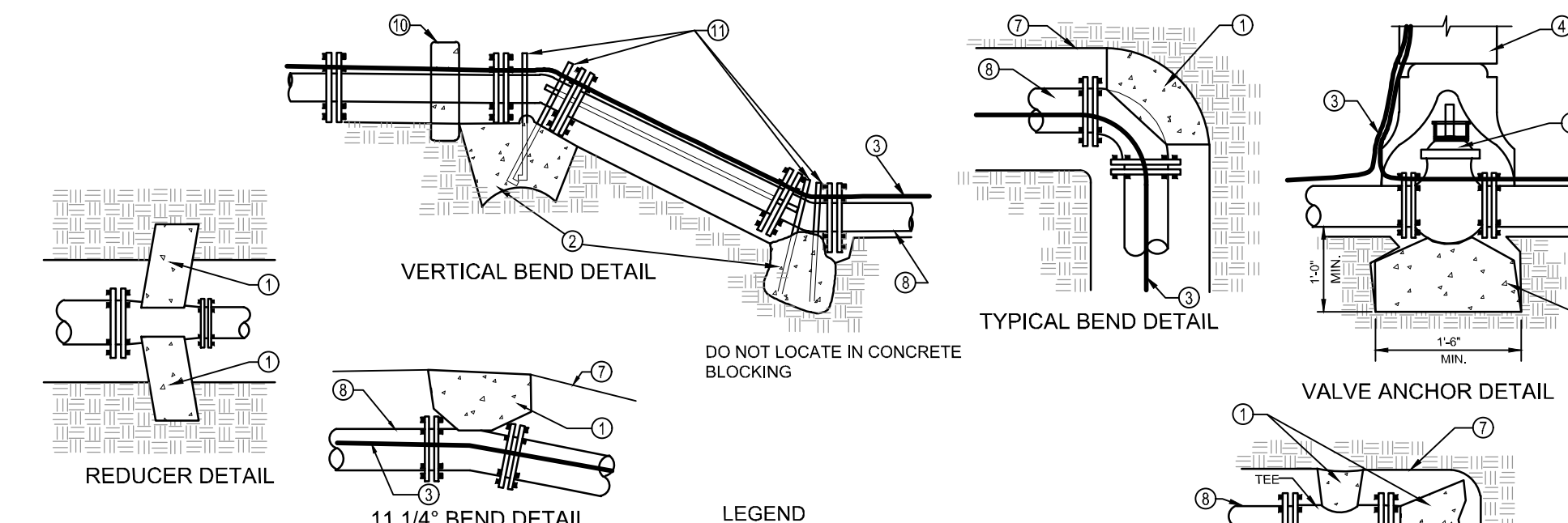
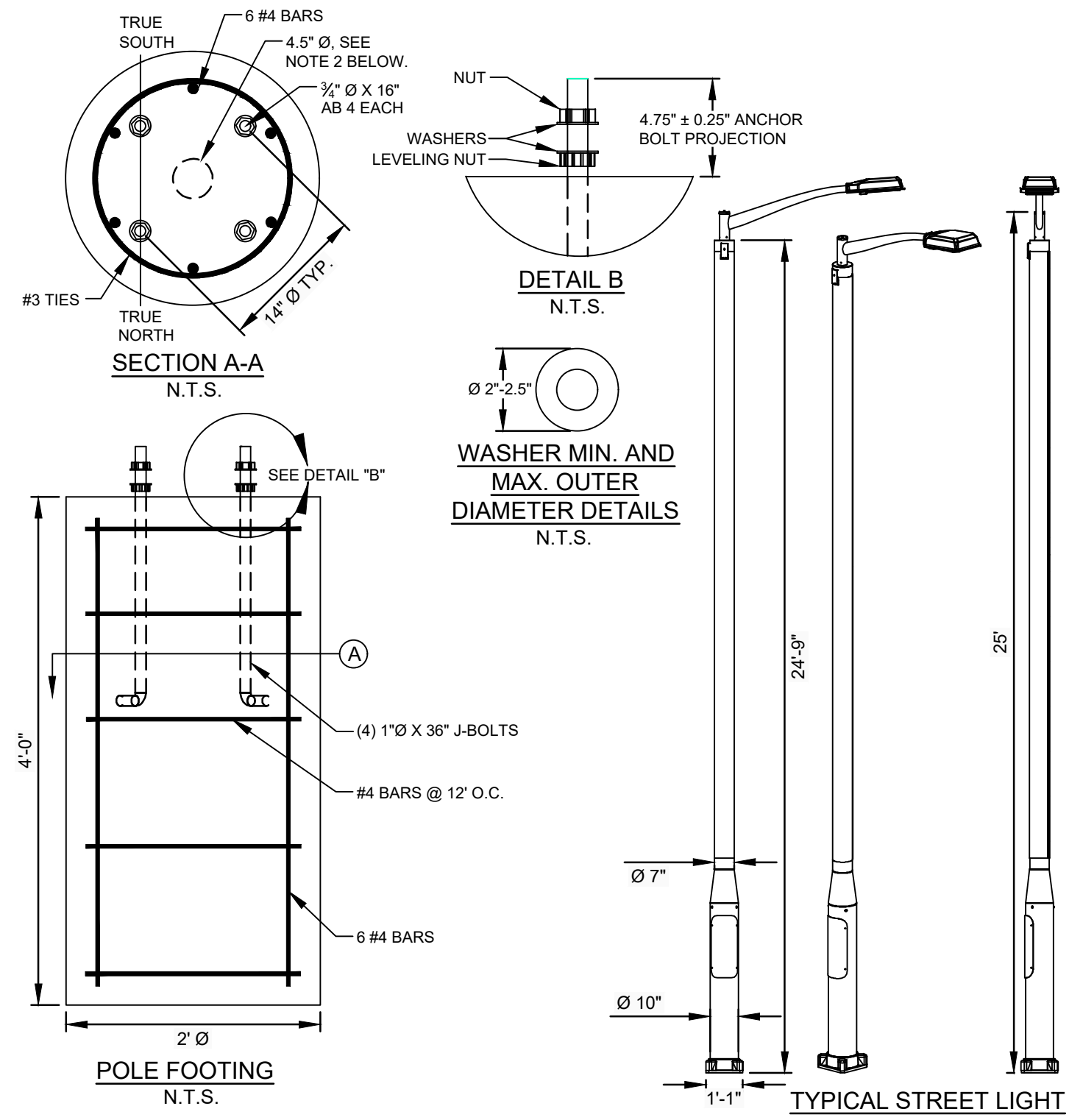


TABLE 1
THRUST AREA FOR HORIZONTAL BENDS**

PIPE SIZE	MINIMUM SQUARE FEET OF THRUST AREA ONTO UNDISTURBED EARTH*		
	TEE, PLUG OF VALVE	90° BEND	45° BENDS OR REDUCER
3"	0.8	1.1	0.8
4"	1.4	2.0	1.1
6"	3.2	4.5	2.4
8"	5.7	8.0	4.3
10"	8.8	12.5	6.8
12"	12.7	18.0	9.7
14"	17.3	24.5	13.3
16"	22.6	32.0	17.3
18"	28.6	40.5	21.9

* MUST BE INCREASED BASED ON DIFFERENT CONDITIONS (HIGHER WORKING PRESSURE OR LOWER SOIL BEARING STRENGTH) OR TEE ACTING AS A 90° BEND
 ** THRUST BLOCK DEPTH TO BE A MINIMUM PF 12" FOR PIPE SIZES 3"-8" AND 18" FOR PIPE SIZES 10"-18" OR THE SQUARE ROOT OF THE REQUIRED BEARING AREA, WHICHEVER IS GREATER.

3
C2.20 THRUST BLOCK AND ANCHOR DETAILS
N.T.S.



- NOTES:**
- STREET LIGHT IS SOLARONE RFS DESIGN 158 LFP OR APPROVED EQUAL.
 - ANY CONDUITS AND/OR GROUNDING WIRES MUST BE HARDWIRED AND CONTAINED WITHIN A 4.5" Ø CIRCLE CENTERED ON THE FOUNDATION. GROUNDING ELECTRODE WIRE AND AC SUPPLY WIRE (IF REQUIRED) ARE 5" MIN. ABOVE THE BASE.
 - ANCHOR BOLT ORIENTATION TO TRUE NORTH/SOUTH IS ONLY RELEVANT FOR OFF-GRID SOLAR POLES. DISREGARD FOR GRID-TIED POLES.
 - GROUNDING WIRE MUST BE 60" FROM BASE SO IT CAN REACH THE GROUNDING LUG INSIDE THE POLE.
 - STREET LIGHT SHALL BE 25' IN HEIGHT OR AS APPROVED BY CITY OF KETCHUM.

4
C2.20 TYPICAL STREET LIGHT
N.T.S.

**DETAIL SHEET
LEADVILLE TRADING**

LOCATED WITHIN SECTION 18, T.4 N., R.18 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
 PREPARED FOR: THE JARVIS GROUP ARCHITECTS, AIA PLLC



MS DESIGNED BY
 MS DRAWN BY
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City of Ketchum

Attachment C: Zoning and Dimensional Standards Analysis

PROJECT NAME: Leadville Trading
DESIGN REVIEW FILE NUMBER: P22-066
ADDRESS: RPK00000030050
ZONE DISTRICT: CC-2

Zoning and Dimensional Standards Analysis				
Compliant			Ketchum Municipal Code Standards and Staff Comments	
Yes	No	N/A	KMC §	Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Minimum Lot Area
			Staff Comments	<p>Permitted: 5,500 square feet</p> <p>Proposed: 5,504 square feet per site survey dated 6/18/2020</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	FAR or Lot Coverage
			Staff Comments	<p>Permitted FAR: 1.0</p> <p>Permitted FAR with Community Housing: 2.25</p> <p>Floor Area, Gross: The sum of the horizontal area of the building measured along the outside walls of each floor of a building or portion of a building, including stair towers and elevators on the ground floor only, and 50 percent of atriums over 18 feet plate height, but not including basements, underground parking areas or open unenclosed decks. Parking areas covered by a roof or portion of the building and enclosed on three or more sides by building walls are included. Four parking stalls for developments on single Ketchum Town Site lots of 5,600 square feet in size or less are not included in the gross floor area calculation.</p> <p>Proposed: Gross Square Footage – 6,039 SF (Per Sheet A0.0) Total Lot Area – 5,504 SF FAR – 1.1</p> <p>Community Housing Mitigation Calculation: Permitted Gross Square Feet (1.0 FAR): 5,504 SF Proposed Gross Square Feet: 6,039 SF</p>

				<p>Increase Above Permitted FAR: 535 SF 20% of Increase: 107 SF Net Livable (15% Reduction): 91 SF *The applicant is proposing to pay the fee-in-lieu for a total of \$40,950</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	<p>Minimum Building Setbacks</p> <p>Staff Comments</p> <p>Permitted: Front (N Leadville Ave/east): 5 feet average Side (Interior/north): 0 feet Side (Street Side/south): 5 feet average as this frontage is considered “street side” Rear (Alley/west): 3 feet</p> <p>The calculated the average setback for front and street sides, the length of the façade at each level is measured and multiplied by five to determine the minimum required square footage of setback for the façade at that level. To calculate compliance with the minimum requirement, the total square footage of proposed setback for the same facade is measured.</p> <p>0 feet - Cantilevered decks and overhangs</p> <p>10 feet - Non-habitable structures, fixed amenities, solar and mechanical equipment affixed to a roof from all building facades for all projects except for projects where 100% of the residential units are community or workforce housing.</p> <p>Proposed: Per sheet A1.2, the setbacks are as follows. Front (N Leadville Ave/west): 10 feet 7 inches Side (Interior/north): 0 feet Side (Street Side/south): 5 feet Rear (Alley/east): 3 feet</p> <p>There is a cantilevered deck on the Leadville Ave side that is set back 4.5 feet from the property line. As shown on Sheet A2.3 there are no non-habitable structures, fixed amenities, or solar proposed on the roof.</p>

				Sheet A2.3 shows two areas for the placement of mechanical equipment that does not conform to the setback requirements. Staff recommends a condition of approval that requires the rooftop mechanical systems be revised to meet the code required 10 foot setback from all building facades. This will be required for review and approval prior to building permit issuance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Building Height
			Staff Comments	<p>Permitted: 42 feet</p> <p>Height of building/CC District: The greatest vertical distance of a building in the community core district measured by determining the average elevation of the front property line and rear property line. Draw a line from the average front or rear elevation up to the maximum building height allowed, and then draw a line at that height parallel to the front or rear property line. The resulting line establishes the highest elevation of the front or rear facade. The front or rear facade shall not extend above this line. Side facades may be stepped up or down to transition from the highest elevation of the front facade height to the highest elevation of the rear facade. One or multiple steps along the side facades are allowed, except no step shall occur within 40 feet of the front elevation or within 35 feet of the rear facade. The City shall establish the elevation points used to calculate the average elevation of the front and rear property lines (see illustration A on file in the office of the City Clerk).</p> <p>Cantilevered decks and overhangs: 8 feet above walking surface Non-habitable structures located on building roof tops: 10 feet max Perimeter walls enclosing roof top deck and structures: 4 feet above roof surface height Roof top solar and mechanical equipment above roof surface: 5 feet</p> <p>Proposed:</p> <p>As shown on Sheets A3.0 and A3.1, the total building height in the rear (alley) is 30 feet. The total building height in the front (Leadville side) is 32 feet.</p> <p>Cantilevered decks and overhangs: The cantilevered deck on the Leadville Ave side is 10.5 feet from the walking surface. Non-habitable structures located on building roof tops: n/a – there are no structures on building rooftops proposed for the project. Perimeter walls enclosing roof top deck and structures: n/a - there are no roof top deck or structures</p>

				Roof top solar and mechanical equipment above roof surface: The mechanical equipment proposed on the roof is surrounded by a metal screen with a total height of 5 feet from the roof surface.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.125.030H	<p>Curb Cut</p> <p>Staff Comments</p> <p>Permitted: A maximum of thirty five percent (35%) of the linear footage of any street frontage may be devoted to access off street parking.</p> <p>Proposed: The subject property has two street frontages, one along N Leadville Ave and the other along 2nd Street. All access to proposed off street parking is being accessed from an alley and therefore no street frontage is devoted to access off street parking.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.125.040	<p>Parking Spaces</p> <p>Staff Comments</p> <p>Permitted: Restaurant spaces are exempt from parking requirements in the Community Core. Up to 5,500 square feet of office space is exempt from parking in the CC.</p> <p>The project proposes a total of 1 restaurant space on the ground flood and one office suite on the second floor: Total SF of restaurant – 2,600 (exempt) Total SF of office – 2,575 SF (exempt)</p> <p>A total of 0 off-street parking spaces are required for the project.</p> <p>Bicycle parking: zero required</p> <p>Proposed: The project proposes 3 off-street parking spaces and has submitted a Conditional Use Permit application to allow for the creation of more parking than is required by code per Interim Ordinance 1234. One bicycle rack is proposed on 2nd Street which accommodate a total of 2 bicycles.</p>

CONFORMANCE WITH INTERIM ORDINANCE 1234

The application is subject to the requirements of Interim Ordinance 1234 as the application was filed after the effective date. Below is a review of the project's conformance with the requirements.

- **Minimum Residential Densities (Section 4):** The application is subject to the minimum density requirements as the development exceeds the base permitted FAR of 1.0:
 - The proposed development has a gross floor area of 6,039 SF with 5,166 SF of restaurant and office space. This equates to 86% of the development dedicated to commercial space.
 - Based on the percent of commercial space, the development is not required to provide residential dwelling units.
- **Consolidation of Lots (Section 5):** The applicant is not requesting a consolidation of lots therefore these requirements do not apply.
- **No Net Loss of Units (Section 6):** The subject property is currently vacant, therefore this criterion does not apply.
- **Parking for Retail (Section 7):** The proposed development does not include any retail space, therefore this provision does not apply.
- **Parking for Office (Section 8):** The proposed development proposes a total of 2,575 SF of office space, which is less than the 5,500 SF threshold for parking requirements. This development benefits from this provision, however, a conditional use permit is requested to provide three on-site parking spaces for the office.
- **Development Standards within the CC-2 (Section 11):**
 - **% of gross floor area for commercial (Section 11.a)** – the development is not mixed-use and therefore this requirement does not apply. As point of reference, 78% of the ground floor is commercial with the remaining areas dedicated to circulation/common areas.
 - **Community Housing in basement (Section 11.B)** – the proposed development does not propose on-site community housing; therefore, this standard is not applicable.
 - **Size of residential units (Section 11.C)** – The proposed development does not include any residential therefore this requirement does not apply.
 - **Parking Maximums (Section 11.D)** – The applicant is proposing three parking spaces above and beyond what is required. A conditional use permit application has been filed, per Section 12 of the interim ordinance, to permit the additional parking spaces.
- **Comprehensive Plan Conformance (Section 13):**

- Staff provided feedback in the staff report as to the proposed uses and placement of those uses within the project. Staff believes that the project does conform with the goals and objectives of the comprehensive plan.



City of Ketchum

Attachment D: Design Review Standards Analysis

211 LEADVILLE - DESIGN REVIEW STANDARDS

17.96.060.A.1 - Streets	Conformance
<i>The applicant shall be responsible for all costs associated with providing a connection from an existing City street to their development.</i>	YES
<p>Finding: The development is at the corner of N Leadville Ave and 2nd Street, two existing public rights-of-way. The development proposes to bring both rights-of-way up to city standards by replacing the existing nonconforming sidewalks, provide curb and gutter, and improve the alley to meet standards and provide for adequate drainage. The development proposes walkways the full length of the building from the property line to ensure direct pedestrian access from all building entrances to the sidewalks. All improvements to the right-of-way and walkways are at the expense of the applicant.</p>	

17.96.060.A.2 - Streets	Conformance
<i>All street designs shall be approved by the City Engineer.</i>	YES
<p>Finding: No new streets are proposed for the project, however, all improvements to the right-of-way as shown on the project plans has been reviewed by the City Engineer. Final review of all improvements to the right-of-way will be completed prior to issuance of a building permit.</p>	

17.96.060.B.1 - Sidewalks	Conformance
<i>All projects under subsection 17.96.010.A of this chapter that qualify as a "substantial improvement" shall install sidewalks as required by the Public Works Department.</i>	YES
<p>Finding: As the development is new construction, it is qualified as a substantial improvement. KMC 17.124.140 outlines the zone districts where sidewalks are required when substantial improvements are made, which include the CC, all tourist zone districts, and all light industrial districts. As the project is within the CC-2 zone district, sidewalks are required and proposed.</p>	

17.96.060.B.2 - Sidewalks	Conformance
<i>Sidewalk width shall conform to the City's right-of-way standards, however the City Engineer may reduce or increase the sidewalk width and design standard requirements at their discretion.</i>	YES
<p>Finding: The project plans provided the details of the sidewalks for review by the City Engineer. Preliminary review of the project plans indicates that all city right-of-way standards for width and construction are met with no waivers requested or granted. Final review of all improvements to the right-of-way will be completed prior to issuance of a building permit.</p>	

17.96.060.B.3 - Sidewalks	Conformance
<i>Sidewalks may be waived if one of the following criteria is met:</i>	N/A
<p>a) <i>The project comprises an addition of less than 250 square feet of conditioned space.</i></p>	

<p>b) <i>The City Engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.</i></p>	
<p>Finding: The applicant has not requested, nor has the City Engineer granted a waiver to the sidewalk requirement for the project.</p>	

17.96.060.B.4 - Sidewalks	Conformance
<p><i>The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.</i></p>	<p>YES</p>
<p>Finding: As shown on the project plans, the project proposes new sidewalks to be placed the full length of the subject property along N Leadville Ave and 2nd Street.</p>	

17.96.060.B.5 – Sidewalks	Conformance
<p><i>New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.</i></p>	<p>YES</p>
<p>Finding: There are existing sidewalks along the subject property connecting to existing sidewalks to the north and east. The development proposes to replace the existing nonconforming 5-foot sidewalks on both N Leadville Ave and 2nd Street. The new sidewalks will taper and connect to the existing sidewalks to the north and west. There will be direct pedestrian access from the entrances and exits to the building to the new sidewalks as shown in the project plans.</p>	

17.96.060.B.6 - Sidewalks	Conformance
<p><i>The City may approve and accept voluntary cash contributions in lieu of the above described improvements, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be 110 percent of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in lieu contribution shall be paid before the City issues a certificate of occupancy.</i></p>	<p>N/A</p>
<p>Finding: The applicant has not requested relief from the requirement to construct sidewalks nor has the city granted any such request.</p>	

17.96.060.C.1 - Drainage	Conformance
<i>All stormwater shall be retained on site.</i>	YES
Finding: The project proposes a series of roof drains, drywells, and catch basins to manage onsite stormwater. Per the project plans, as reviewed by the City Engineer, all stormwater is being retained on site.	

17.96.060.C.2 - Drainage	Conformance
<i>Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.</i>	YES
Finding: As shown on the project plans, all stormwater is retained on-site. The project proposes to construct right-of-way improvements the length of the subject property, including curb and gutter and other drainage infrastructure, along N Leadville Ave and 2 nd Street. The project also proposes drainage infrastructure in the alley behind the subject property for the full length of the subject property. Final design of drainage infrastructure will be reviewed and approved by the City Engineer prior to building permit issuance.	

17.96.060.C.3 - Drainage	Conformance
<i>The City Engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.</i>	N/A
Finding: The City Engineer did not identify any additional drainage improvements necessary during department review. The characteristics of the site do not warrant additional drainage improvements.	

17.96.060.C.4 - Drainage	Conformance
<i>Drainage facilities shall be constructed per City standards.</i>	YES
Finding: Based on review of the project plans by the City Engineer during department review, all drainage facilities meet city standards. Final design of drainage facilities will be reviewed and approved by the city engineer prior to issuance of a building permit.	

17.96.060.D.1 - Utilities	Conformance
<i>All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.</i>	YES
Finding: All project costs associated with the development, including installation of utilities, are the responsibility of the applicant. The applicant has not made requests for funding to the City, and no funds have been provided by the city for the project. The subject property is served by an above ground power and phones line located on poles within the alley. At the owner's expense, the above ground poles will be removed, and power and phone lines will be placed underground within the alley as shown in the project plans.	

17.96.060.D.2 - Utilities	Conformance
<i>Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.</i>	YES
<p>Finding: Per the project plans, all necessary utilities are underground. As shown on Sheet A1.0, the transformer and sector boxes are located off the alley toward the north end of the property. As illustrated on Sheet A3.1, the utility area will be screened with a metal screening which is accessible by Idaho Power per the will serve letter dated November 16, 2022.</p>	

17.96.060.D.3 - Utilities	Conformance
<i>When extension of utilities is necessary all developers will be required to pay for and install two-inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with City of Ketchum standards and at the discretion of the City Engineer.</i>	N/A
<p>Finding: The location of the subject property is already served by fiber optical and therefore no conduit is required in this location.</p>	

17.96.060.E.1 – Compatibility of Design	Conformance
<i>The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.</i>	YES
<p>Finding: The surrounding neighbors and adjoining structures have a wide variety of materials and colors. Most of the structures adjacent to the subject property, or directly across the street, are one-story single-family residence type buildings with pitched roofs and white or lightly colored horizontal siding. However, further north along N Leadville Ave on the same block, the materials and color palette shift to brick, darker accent colors such as red or green, and flat roofs such as the building with the Cellar Pub. The building at the corner of N Leadville and Sun Valley Rd has brick, light colored stucco, and red accents. Finally, the Windermere Real Estate building at the corner of Main Street and 2nd Street has a similar materials palette with brick on the ground floor and metal panels on the second floor. Although the proposed development does not mimic the light-colored horizontal materials of immediately adjacent properties, the proposed materials of warmer brick, metal panels, and dark accents on windows/doors/balconies are complementary to the buildings on N Leadville Ave and west towards Main Street.</p>	

17.96.060.E.2 – Compatibility of Design	Conformance
<i>Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.</i>	N/A
<p>Finding: The subject property is vacant therefore this standard does not apply.</p>	

17.96.060.E.3 – Compatibility of Design	Conformance
<i>Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.</i>	N/A
Finding: The subject property is vacant therefore this standard does not apply.	

17.96.060.F.1 – Architectural	Conformance
<i>Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.</i>	YES
Finding: The project includes primary entrances to the restaurant and office spaces on N Leadville Ave at the ground floor. Additionally, there is a secondary accessible entrance to the restaurant on the 2 nd Street side of the building. All entrances have direct access to the sidewalk. All entrances are identifiable with signage and large prominent entry doors and windows facing the street.	

17.96.060.F.2 – Architectural	Conformance
<i>The building character shall be clearly defined by use of architectural features.</i>	YES
Finding: The building character is of a modern architecture with clean/firm lines, flat roofs, and varied materials of metal and brick. Prominent architectural features include trimming around the parapet wall at the roof, a circulation tower at the corner that is slightly higher than the remaining structure, cantilevered decks and second floor patios.	

17.96.060.F.3 – Architectural	Conformance
<i>There shall be continuity of materials, colors and signing within the project.</i>	YES
Finding: As shown on Sheet A3.3, the project proposes a consistent set of materials including brick, bronze metal panels, and dark trim for windows and doors. The project also proposes dark metal trim for the cantilevered deck on the Leadville side of the building. The signage for the project is minimal and does not deter from the architectural characteristics of the building. Signage is primarily wall mounted signage on both Leadville and 2 nd Street with one blade sign proposed on the 2 nd Street side of the building for the restaurant.	

17.96.060.F.4 – Architectural	Conformance
<i>Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.</i>	YES
Finding: The proposed balcony on Leadville Ave and the railings for the balcony and second floor deck is of a material that contrasts but compliments the brick and metal paneling on the facades of the building. Landscape planters are proposed to be a lighter wood treatment that contracts but compliments the primary façade materials.	

17.96.060.F.5 – Architectural	Conformance
<i>Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.</i>	NO

Finding: As shown on Sheet A3.2, the building provides undulation and relief in multiple areas. The most prominent being the staggering of the building façade on the Leadville Ave side of the building. The north end of the façade is set back 4.5 feet where the south end of the façade (towards the corner) is set back 15 feet. This is further accentuated by the inclusion of a cantilevered balcony on the Leadville Ave side. On the 2nd Street side, the building is set back a consistent 5 feet, however, there is a recessed entrance to the building that provides relief at the ground level. Additionally, the west end of the second floor is set back significantly to accommodate a second level balcony. Due to the size of the setback, this portion of the building feels much like a one story building from the pedestrian level. The north façade is one portion of the building that staff has concerns. As shown on the south elevation of Sheet A3.1, the north façade of the building has a zero-foot setback and contains minimal relief. The corner is more prominent as the proposed material wrapping the corner is brick, however, the materials quickly shift to bronze metal paneling. This surface appears very flat and much of the building is exposed due to the size of the adjacent historic structure. The elevation on Sheet A3.1 shows the outline of the adjacent building, Vintage Restaurant.

17.96.060.F.6 – Architectural	Conformance
<i>Building(s) shall orient toward their primary street frontage.</i>	YES

Finding: The subject properties’ primary street frontage is N Leadville Ave, however, as a corner lot, the building should orient to both N Leadville and 2nd Street. The development orients to N Leadville Ave very effectively with cantilevered balconies, main entrances to the restaurant and office spaces, and increased setback of the building at the corner. Additionally, the ground floor space includes storefront windows along both facades that invite pedestrians to interact with the uses.

17.96.060.F.7 – Architectural	Conformance
<i>Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.</i>	YES

Finding: As shown on the project plans, the garbage area is in the rear of the building off the alley on the north end of the property. This area will include all garbage and refuse needs of all uses. The space is enclosed and not visible by the public.

17.96.060.F.8 – Architectural	Conformance
<i>Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.</i>	YES

Finding: As shown on the project plans, the roof plan for the project includes flat roofs at an angle that causes water to drain toward a series of roof drains along the interior of the roof. Cantilevered decks integrate with roof drain systems for any water or snow accumulation. Based on the design of drainage facilities and roof design, no water or snow will enter onto adjacent properties.

17.96.060.G.1 – Circulation Design	Conformance
<i>Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.</i>	YES
Finding: The project is fully connected by crosswalks with the existing sidewalk system. There are no regional trails, other anticipated easements, or pathways other than the sidewalk system.	

17.96.060.G.2 – Circulation Design	Conformance
<i>Awnings extending over public sidewalks shall extend five feet or more across the public sidewalk but shall not extend within two feet of parking or travel lanes within the right-of-way.</i>	N/A
Finding: The development does not propose any awnings over public sidewalks.	

17.96.060.G.3 – Circulation Design	Conformance
<i>Traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. Consideration shall be given to adequate sight distances and proper signage.</i>	YES
Finding: Vehicle traffic accesses the site from the alley between N Leadville Ave and Main Street. Following required improvements to the alley, the access will be adequate to enter or exit the project safely. Bicycle and pedestrian circulation will primarily be in and out of the front of the project along 2 nd Street and N Leadville Ave.	

17.96.060.G.4 – Circulation Design	Conformance
<i>Curb cuts and driveway entrances shall be no closer than 20 feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right-of-way. Due to site conditions or current/projected traffic levels or speed, the City Engineer may increase the minimum distance requirements.</i>	N/A
Finding: The subject property is a corner lot, however, alley access points for parking in the Community Core are not considered curb cuts or driveways, therefore this standard does not apply.	

17.96.060.G.5 – Circulation Design	Conformance
<i>Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.</i>	YES
Finding: With the right-of-way improvements proposed, access for emergency vehicles, snowplows, and garbage trucks will be enhanced as access to the property will be achievable from all sides. Additionally, the removal of the overhead power and phone lines will remove existing obstructions to and through the alley. The transformer,	

garbage handling area, and parking stalls are set back 3 feet from the property line and will not overhang into the alley. There is direct access to the building from the alley, N Leadville Ave, and 2nd Street in case of emergencies.

17.96.060.H.1 – Snow Storage	Conformance
<i>Snow storage areas shall not be less than 30 percent of the improved parking and pedestrian circulation areas.</i>	N/A
Finding: The project proposes heated pavers for the pedestrian areas between the building, parking, and pedestrian sidewalks per the project plans, therefore, no on-site snow storage is required.	

17.96.060.H.2 – Snow Storage	Conformance
<i>Snow storage areas shall be provided on site.</i>	N/A
Finding: As discussed above, no on-site snow storage is required as snowmelt is proposed.	

17.96.060.H.3 – Snow Storage	Conformance
<i>A designated snow storage area shall not have any dimension less than five feet and shall be a minimum of 25 square feet.</i>	N/A
Finding: As discussed above, no on-site snow storage is required as snowmelt is proposed.	

17.96.060.H.4 – Snow Storage	Conformance
<i>In lieu of providing snow storage areas, snowmelt and hauling of snow may be allowed.</i>	N/A
Finding: As discussed above, no on-site snow storage is required as snowmelt is proposed.	

17.96.060.I.1 – Landscaping	Conformance
<i>Landscaping is required for all projects.</i>	YES
Finding: The development proposes landscaping for the project as shown on the project plans including landscape planter beds on both street sides and street trees.	

17.96.060.I.2 – Landscaping	Conformance
<i>Landscape materials and vegetation types specified shall be readily adaptable to a site's microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the neighborhood and townscape.</i>	YES
Finding: Per the planting plan on Sheet A1.0, all proposed plantings are found throughout the community core and will enhance the neighborhood. No landscaping exists on the property today as it is a vacant lot used for parking.	

17.96.060.I.3 – Landscaping	Conformance
<i>All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.</i>	YES
Finding: All proposed plantings are drought tolerant and common for the area.	

17.96.060.I.4 – Landscaping	Conformance
<i>Landscaping shall provide a substantial buffer between land uses, including, but not limited to, structures, streets and parking lots. The development of landscaped public courtyards, including trees and shrubs where appropriate, shall be encouraged.</i>	YES
Finding: The proposed land uses are complimentary to the surrounding area, therefore substantial buffer between the proposed development and surrounding properties is not encouraged. The development does not include any surface parking lots that need screening with vegetation. The building is setback on both street sides, expanding the public real beyond the 8 foot sidewalks. The area between the public sidewalks and the building are landscaped with ground level planter beds and a raised planter box with seating at the corner of N Leadville Ave and 2 nd Street.	

17.96.060.J.1 – Public Amenities	Conformance
<i>Where sidewalks are required, pedestrian amenities shall be installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, restrooms, fountains, art, etc. All public amenities shall receive approval from the Public Works Department prior to design review approval from the Commission.</i>	YES
Finding: The development proposes street trees which have been approved by the Public Works Director. Benches and a bike rack is proposed on the subject property, not within the right-of-way.	

17.96.060.K.1 – Underground Encroachments	Conformance
<i>Encroachments of below grade structures into required setbacks are subject to subsection 17.128.020.K of this title and shall not conflict with any applicable easements, existing underground structures, sensitive ecological areas, soil stability, drainage, other sections of this Code or other regulating codes such as adopted International Code Council Codes, or other site features concerning health, safety, and welfare.</i>	N/A
Finding: The development does not propose any below grade structures.	

17.96.060.K.2 – Underground Encroachments	Conformance
<i>No below grade structure shall be permitted to encroach into the riparian setback.</i>	N/A

Finding: The subject property is not adjacent to any bodies of water; therefore, no riparian setback exists for the property. Additionally, the project does not propose any below grade structures.

FINDINGS REGARDING DESIGN REVIEW STANDARDS – COMMUNITY CORE

17.96.070.A.1 – Streets	Conformance
<i>Street trees, streetlights, street furnishings, and all other street improvements shall be installed or constructed as determined by the Public Works Department.</i>	YES

Finding: The development includes benches and bike racks on the subject property. Within the right-of-way, the development proposes street trees along N Leadville Ave and 2nd Street, snowmelt sidewalks, a new fire hydrant, and streetlights. The City Engineer and Streets Department has reviewed the proposed improvements and is supportive of the proposed plans. Final review and approval of all right-of-way improvements will be conducted at the time of building permit review.

17.96.070.A.2 – Streets	Conformance
<i>Street trees with a minimum caliper size of three inches, shall be placed in tree grates.</i>	YES

Finding: As shown in the project plans, street trees proposed are 3” caliper, include tree grates, and will be installed using Silva Cell installation requirements.

17.96.070.A.3 – Streets	Conformance
<i>Due to site constraints, the requirements of this subsection A may be modified by the Public Works Department.</i>	YES

Finding: No modifications to these requirements have been made. The Public Works Department has provided directions as to the location of improvements in the right-of-way.

17.96.070.B.1 - Architectural	Conformance
<i>Facades facing a street or alley or located more than five feet from an interior side property line shall be designed with both solid surfaces and window openings to avoid the creation of blank walls and employ similar architectural elements, materials, and colors as the front facade.</i>	YES

Finding: As outlined above, the development employs a variety of architectural materials and features to avoid the creation of blank walls and reduce bulk and mass. The only wall with limited undulation and material variation is the north façade which is located on an interior lot line and not set back more than 5 feet. The development proposes horizontal banding with varied materials colors to lessen the perceived height of the building and break up the blank wall.

17.96.070.B.2 - Architectural	Conformance
<i>For nonresidential portions of buildings, front building facades and facades fronting a pedestrian walkway shall be designed with ground floor storefront windows and doors with clear transparent glass. Landscaping planters shall be incorporated into facades fronting pedestrian walkways.</i>	YES
<p>Finding: The development includes a ground floor restaurant that fronts N Leadville Ave and 2nd Street. The building includes storefront type windows with landscape planters along both street frontages. The windows are sized to support the use as a restaurant with seating anticipated adjacent to the windows. Additionally, tall floor-to-ceiling doors are proposed on the Leadville Ave side of the building for the entrances to the restaurant and office spaces.</p>	

17.96.070.B.3 - Architectural	Conformance
<i>For nonresidential portions of buildings, front facades shall be designed to not obscure views into windows.</i>	YES
<p>Finding: The development does not include features that would obscure views into windows. The landscape planters include low lying perennials as an accent to the windows rather than an obstruction.</p>	

17.96.070.B.4 - Architectural	Conformance
<i>Roofing forms and materials shall be compatible with the overall style and character of the structure. Reflective materials are prohibited.</i>	YES
<p>Finding: The roof form and material is like that of the rest of the building. The roof form is flat, compatible with the horizontal cantilevered decks. No reflective materials are proposed.</p>	

17.96.070.B.5 - Architectural	Conformance
<i>All pitched roofs shall be designed to sufficiently hold all snow with snow clips, gutters, and downspouts.</i>	N/A
<p>Finding: The project does not include pitched roofs.</p>	

17.96.070.B.6 - Architectural	Conformance
<i>Roof overhangs shall not extend more than three feet over a public sidewalk. Roof overhangs that extend over the public sidewalk shall be approved by the Public Works Department.</i>	N/A
<p>Finding: Roof overhangs are not proposed to encroach into the public right-of-way or over the sidewalk.</p>	

17.96.070.B.7 - Architectural	Conformance
<i>Front porches and stoops shall not be enclosed on the ground floor by permanent or temporary walls, windows, window screens, or plastic or fabric materials.</i>	N/A
Finding: The building does not have a traditional front porch or stoops as no residential uses are proposed.	

17.96.070.C.1 – Service Areas and Mechanical/Electrical Equipment	Conformance
<i>Trash disposal areas and shipping and receiving areas shall be located within parking garages or to the rear of buildings. Trash disposal areas shall not be located within the public right-of-way and shall be screened from public views.</i>	YES
Finding: The trash disposal area for the project is in the rear of the building accessed from the alley and fully enclosed. The dumpster is located on an automatic roller which enters the alley during trash servicing and retracts to its original location within the enclosure once the servicing is complete. The enclosure is located 3 feet from the rear property line to ensure no obstructions of necessary alley uses.	

17.96.070.C.2 – Service Areas and Mechanical/Electrical Equipment	Conformance
<i>Roof and ground mounted mechanical and electrical equipment shall be fully screened from public view. Screening shall be compatible with the overall building design.</i>	YES
Finding: Mechanical equipment on the roof will be screened with a 5-foot max metal screen. The proposed locations of the rooftop mechanical equipment do not meet the city’s setback requirements and will need to be revised prior to building permit approval. The transformer and sector box for power are in the rear of the building along the alley and are fully screened from view. The metal panel screen is compatible with the other building materials as it is anticipated to be a bronze metal panel similar to the color of the metal panel on the façade walls.	

17.96.070.D.1 - Landscaping	Conformance
<i>When a healthy and mature tree is removed from a site, it shall be replaced with a new tree. Replacement trees may occur on or off site.</i>	YES
Finding: No trees exist on the subject property, however, there are two trees on the adjacent property to the north that will need to be removed as part of the construction. The project proposes four street trees along N Leadville Ave and 2 nd Street that do not exist today. These trees are considered off-site replacement trees.	

17.96.070.D.2 - Landscaping	Conformance
<i>Trees that are placed within a courtyard, plaza, or pedestrian walkway shall be placed within tree wells that are covered by tree grates.</i>	YES
Finding: All street trees proposed are within tree grates and must be installed using Silva Cell installation requirements.	

17.96.070.D.3 - Landscaping	Conformance
<i>The City arborist shall approve all parking lot and replacement trees.</i>	YES
Finding: The replacement trees have been reviewed and approved as part of the department review for the proposed project.	

17.96.070.E.1 – Surface Parking Lots	Conformance
<i>Surface parking lots shall be accessed from off the alley and shall be fully screened from the street.</i>	N/A
Finding: The development does not propose surface parking lots therefore this standard does not apply.	

17.96.070.E.2 – Surface Parking Lots	Conformance
<i>Surface parking lots shall incorporate at least one tree and one additional tree per ten on site parking spaces. Trees shall be planted in landscaped planters, tree wells and/or diamond shaped planter boxes located between parking rows. Planter boxes shall be designed so as not to impair vision or site distance of the traveling public.</i>	N/A
Finding: The development does not propose surface parking lots therefore this standard does not apply.	

17.96.070.E.3 – Surface Parking Lots	Conformance
<i>Ground cover, low lying shrubs, and trees shall be planted within the planters and planter boxes. Tree grates or landscaping may be used in tree wells located within pedestrian walkways.</i>	N/A
Finding: The development does not propose surface parking lots therefore this standard does not apply.	

17.96.070.F.1 – Bicycle Parking	Conformance
<i>One bicycle rack, able to accommodate at least two bicycles, shall be provided for every four parking spaces as required by the proposed use. At a minimum, one bicycle rack shall be required per development.</i>	YES
Finding: As shown on the project plans, one bicycle rack is proposed between the entrance to the basement residential unit and the main entrance to the building on 2 nd Street.	

17.96.070.F.2 – Bicycle Parking	Conformance
<i>When the calculation of the required number of bicycle racks called for in this section results in a fractional number, a fraction equal to or greater than one-half shall be adjusted to the next highest whole number.</i>	YES
Finding: The development requires zero parking spaces, therefore no bicycle rack is required. One bicycle rack is provided within the recessed building entrance on the 2 nd Street side of the building.	

17.96.070.F.3 – Bicycle Parking	Conformance
<p><i>Bicycle racks shall be clearly visible from the building entrance they serve and not mounted less than 50 feet from said entrance or as close as the nearest non-ADA parking space, whichever is closest. Bicycle racks shall be located to achieve unobstructed access from the public right-of-way and not in areas requiring access via stairways or other major obstacles.</i></p>	<p>YES</p>
<p>Finding: The required bicycle rack is provided in the recessed entrance to the building on 2nd Street, less than 50 feet from the entrance. The bicycle rack is adjacent to the public sidewalk with no obstructions.</p>	