City of Ketchum
Planning & Building

STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
MEETING OF JUNE 11, 2024

PROJECT:	Baldy Mountain House
FILE NUMBER:	P24-021
APPLICATION:	Pre-Application Design Review
PROPERTY OWNER:	Brian Barsotti, 3-Double-B LLC
ARCHITECT:	Daniel Hollis, Hollis Partners Architects
REQUEST:	Pre-Application Design Review for the development of a new 83,611-square-foot, five-story mixed-use development
LOCATION:	100 & 106 Picabo Street (Warm Springs Village Subdivision 2nd Addition Revised: Amended Lot 2 and Lot 14B)
ZONING:	Tourist (T) Zoning District
OVERLAY:	Warm Springs Base Area (WSBA) Overlay District, Floodplain Management Overlay District
REVIEWER:	Abby Rivin, AICP – Senior Planner
NOTICE:	A courtesy notice for the public meeting on the project was mailed to all property owners within 300 feet of the project site on May 22, 2024. The notice was published in the Idaho Mountain Express on May 22, 2024. A notice was posted on the project site on June 4, 2024 and the city's website on May 27, 2024.

EXECUTIVE SUMMARY

The applicant has submitted a Pre-Application Design Review for the Baldy Mountain House project, a new 83,611-square-foot, five-story mixed-use development, located at 100 and 106 Picabo Street (the "subject property", see Figure 1). The subject property is located within the city's Tourist (T) Zone, the Warm Springs Base Area Overlay (see Figure 2), and the Floodplain Management Overlay. The total area of the subject property is 39,985 square feet. The property located at 100 Picabo Street is

developed with the Hot Water Inn, which is proposed to be demolished to accommodate the proposed development. The property located at 106 Picabo Street is currently vacant.

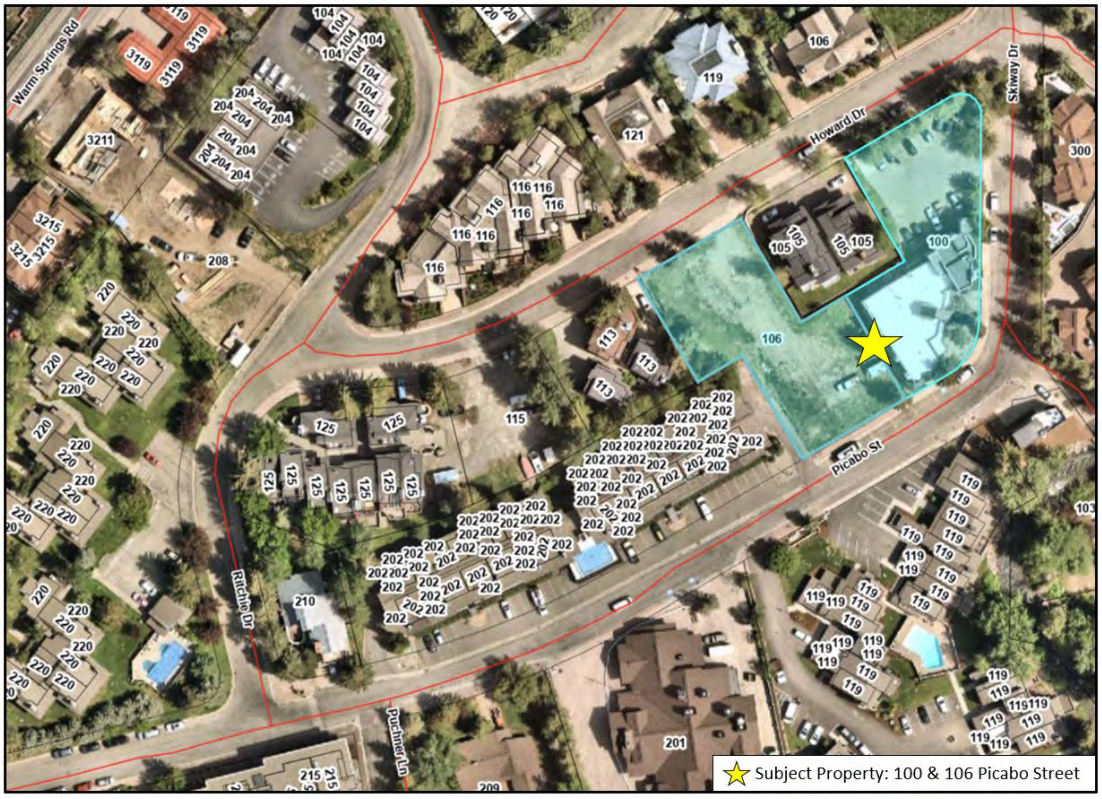


Figure 1: Subject Property Aerial Map

The Warm Springs Base Area Overlay District regulations specified in Chapter 17.100 of Ketchum Municipal Code (see Attachment B) provide certain incentives, including additional building height and mass, to encourage desired uses within the area. The Baldy Mountain House project (see Figure 3) has a Floor Area Ratio (FAR) of 2.1 and contains five floors extending to the maximum permitted building height of 65 feet. This mixed-use development includes an underground parking garage, meeting/conference space, restaurant/retail, lodging, multi-family

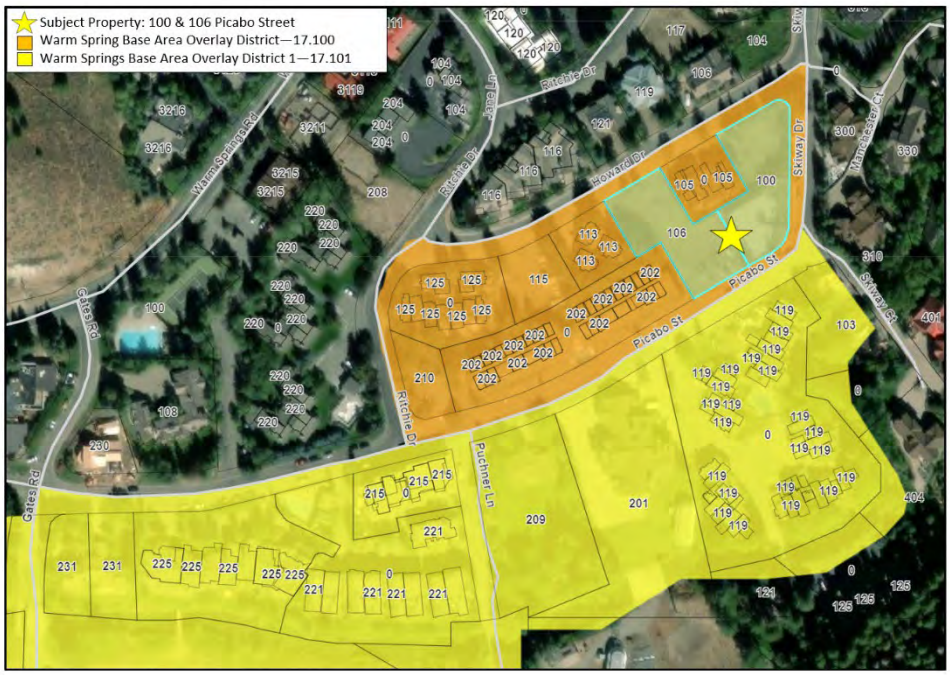


Figure 2: Warm Springs Base Area Overlay Map

residential units, and community housing units. The Pre-Application Design Review submittal for the Baldy Mountain House Project is included as Attachment A. The project plans are included as Attachment A2.

Figure 3: Baldy Mountain House

The project is subject to Pre-Application Design Review pursuant to Ketchum Municipal Code ("KMC") §17.96.010.D.1 as the property is greater than 11,000 square feet. Pre-Application Design Review is an opportunity for the Planning and Zoning Commission (the "Commission") to give the applicant feedback on the proposed project. This preliminary review allows the Commission to ask questions, identify code compliance issues or design concerns, and provide recommendations to the applicant. As this is a Pre-Application meeting, there is no formal staff recommendation and no motion or action for the Commission to take. Staff recommends the Commission provide feedback to the applicant after reviewing the Baldy Mountain House Pre-Application Design Review submittal included as Attachment A, the applicant's presentation, public comment, and staff's analysis. Public comment is included as Attachment D.

BACKGROUND

Warm Spring Base Area Overlay (KMC Chapter 17.100)

The Warm Springs Base Area (WSBA) Overlay District was established in November 2008 through the adoption of Ordinance No. 1039. At the time, the Warm Springs ski base area was characterized as underperforming and experiencing continued decline. The Warm Springs Base Area has historically been busy in the winter and slow in other seasons. Sun Valley Company improved the River Run Base Area in the 1990s by developing the lodge and enhancing lift access. The River Run Base Area improvements further exacerbated the variability and seasonality of activity at the Warm Springs Base Area. Skiers significantly shifted away from the Warm Springs to the River Run Base Area to access Bald Mountain. Ketchum's 2001 Comprehensive Plan noted that, "Since the River Run Day Lodge opened in 1996, skier days have shifted from about 20% of the total skier days at River Run in the late 1980s, to over 50% in 1997 and 1998" (page 64).

In the late 1990s, the city identified the need to revive and reinvigorate Warm Springs Base as an economically viable commercial area. Ketchum's 2001 Comprehensive Plan provided goals and policies to encourage more year-round activity in the Warm Springs Base Area. In 2007 and 2008, the City of Ketchum conducted several workshops and public meetings about how to foster year-round vitality through future development in the WSBA. The city hired a planning consultant, Winter & Company, to study the WSBA and draft new zoning code regulations and design guidelines to help revitalize the area and encourage economic growth. Winter & Company first examined existing conditions in the WSBA and developed a conceptual buildout plan with multiple massing scenarios illustrating greater building size and height allowances. This plan provided the basis for the WSBA Overly District regulations and design guidelines.

The WSBA Overlay District regulations provide certain incentives, including additional FAR allowances and building height, based on the inclusion of desired uses within a proposed development. The WSBA District Overlay regulations apply to projects that exceed the 0.5 base permitted FAR (KMC §17.100.020.B). Baldy Mountain House is the first development project proposing to take advantage of the WSBA incentives since the overlay district was established in 2008.

Process to Date

The Planning and Building Department received the Baldy Mountain House Pre-Application Design Review on March 21, 2024. The submittal was reviewed by all city departments and comments were provided to the applicant for review. Revisions in response to staff comments are not required for the Pre-Application process, and the applicant chose to proceed directly to meeting with the Commission without revising the project plans. All city department comments and feedback provided by the Commission will be addressed by the applicant upon submittal of the final Design Review application. Pursuant to KMC §17.96.010.D5, the applicant must file a complete Design Review application and pay all required fees within 180 calendars of the last Pre-Application Design Review meeting with the Commission, otherwise the Pre-Application will become null and void.

ANALYSIS

Pursuant to KMC §17.96.050.A, the Commission shall determine the following before granting Design Review approval:

1. The project does not jeopardize the health, safety or welfare of the public.
2. The project generally conforms with the goals, policies, and objectives of the adopted comprehensive plan.
3. 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.

Criteria 1 & Criteria 2: Public Health, Safety, and Welfare & Comprehensive Plan Conformance

As shown in Figure 4, the 2014 Comprehensive Plan ("2014 Plan") designates the subject property's future land use as *Commercial/Employment*. Appropriate primary uses in this future land use category include a variety of business, service, arts/culture, public, hotel, motel, and other types of visitor lodging, residential, office, and hospitality service uses (page 69). Appropriate secondary uses include limited retail for visitors and neighborhoods like convenience stores or boutique shops as well as multi-family housing (page 69). The 2014 Plan states that the intent of the Commercial/Employment future land use category is, "to allow for vertical or horizontal mix of uses on sites, including some high-density residential" (page 69). The

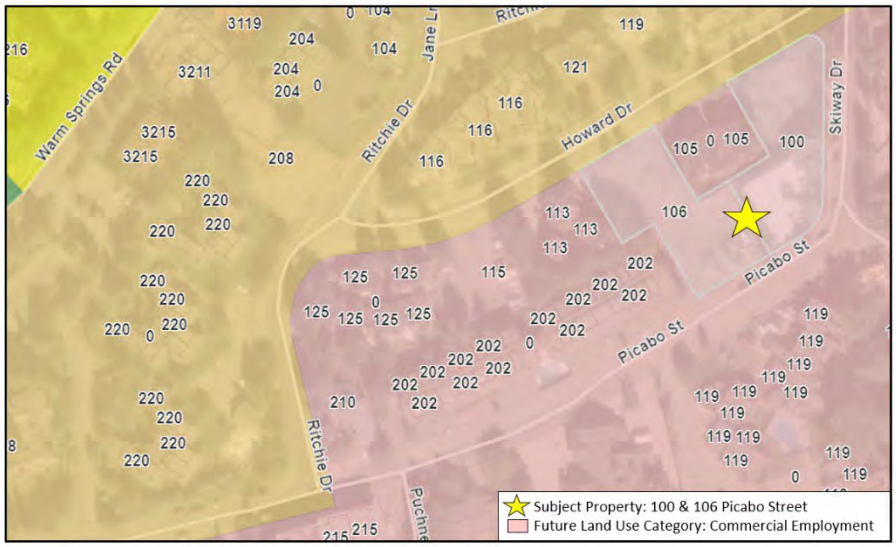


Figure 4: Future Land Use Map--WSBA Commercial Employment

proposed Baldy Mountain House mixed-use development includes meeting/conference space, restaurant/retail, lodging, and multi-family residential uses. Staff believes the proposed development meets the intent of the future land use designation as the project provides many of the primary uses identified as appropriate for the Commercial/Employment future land use category.

The 2014 Plan identifies the Warm Springs Base Area as one of Ketchum's activity centers. Activity centers are addressed in four key concepts of the Future Land Use Plan that are listed and summarized in Table 1.

Table 1: Future Land Use Plan Concepts	
Future Land Use Plan Concept	Concept Summary
A Focus on Downtown and Smaller Commercial Centers	The 2014 Plan identifies the Warm Springs activity center as appropriate for limited expansion of commercial uses outside of the downtown. The 2014 Plan envisions that, "The Warm Springs Activity Area provides the opportunity for a rejuvenated and lively ski area-focused place. This redeveloped center builds on the existing non-residential uses already provided at the ski lodge, and hosts a variety of retail and service options that are designed to serve day users, local neighborhoods and tourists" (page 64). In addition, Goal E-4 states that, "Ketchum will contain a balance of businesses that provide services and shopping for local residents' needs and for tourists" and elaborates that, "As the community grows, we aim to have a balance of both locally serving businesses and tourism shopping primarily in the Downtown and limited retail in Warm Springs and River Run Base activity areas" (page 17).
Infill and Redevelopment to Accommodate Growth	The 2014 Plan encourages adding residential density within activity centers and states that "One of the mainstays of the Plan is the overall concept of adding residential density within strategic locations near major transportation corridors, downtown and activity centers" (page 64). In addition, Policy M-1.3 encourages, "compact development, mixed uses, and additional housing density in the downtown and in high-activity areas" (page 42).
Land Use Linked with the Transportation System	The 2014 Plan promote better connections and efficient transit between neighborhoods and activity centers.
Opportunities for Commercial Development, Tourism, and Jobs	The 2014 Plan encourages balanced commercial development within activity centers stating that, "This plan strives for a greater overall balance of employment and retail opportunities and is focused around the community's centers—both the downtown and activity-focused areas like the Warm Springs and River Run Base Areas…..It also emphasizes infill and redevelopment within activity centers to promote more walkable environments and connections to nearby neighborhoods" (page 65).

Staff believes the Baldy Mountain House project complies with the vision for Warm Springs activity center as outlined in the 2014 Plan. The proposed mixed-use development includes 4,850 square feet of meeting/conference space, 4,626 square feet of restaurant/retail, 38 lodging units, 14 multi-family housing units, and 2 community housing units. This redevelopment and infill project provides a mixture of commercial and residential uses. The commercial uses will provide services, shopping, and dining for

local residents and tourists. The multi-family housing units support the 2014 Plan's goal of adding residential density in activity areas. Mountain Rides' blue route provides bus service to and from the WSBA that connects to the YMCA, downtown Ketchum, the Sun Valley Village, and Dollar Mountain.

Contextual Appropriateness, Complementary Character, and WSBA Design Guidelines

2014 Plan Policies & WSBA Design Guidelines

Policy CD-1.3 of the 2014 Plan states that "Infill and development projects should be contextually appropriate to the neighborhood and development in which they will occur. Context refers to the natural and manmade features adjoining a development site; it does not imply a certain style" (page 26). In addition, Policy CD-1.4 states that, "Each new project should be well-designed and attractive and should complement surrounding land uses and existing neighborhood character" (page 26). These 2014 Plan policies are also reflected in the WSBA Design Guidelines, which establish design principles and parameters intended to ensure that new development maintains and enhances Warm Springs' unique village character and connections to nature.

Pursuant to KMC §17.100.030.B2, additional FAR for preferred uses in the WSBA, "must also be found to be compatible with the context, using the Warm Springs village design guidelines." The WSBA Design Guidelines (see Attachment C) provide the following 8 key objectives for new development:

1. Promote a village character.
2. Provide a pedestrian-friendly environment.
3. Promote variety in the street level experience.
4. Provide an interconnected pedestrian circulation system.
5. Provide a mix of uses throughout the village.
6. Maintain a direct connection to the surrounding natural environment.
7. Maintain key public view corridors to the mountains and other natural features.
8. Minimize the perceived scale of large developments.

The WSBA Design Guidelines "do not dictate style, but they do require compatibility with the village character and its surrounding natural environment" (page 2).

WSBA Village: Existing Conditions & Character

The WSBA Village is one of two access points to the Bald Mountain Ski area. Bald Mountain is a significant natural landmark rising 3,400 feet from the base area, and the WSBA is characterized by public view corridors of the surrounding mountains. Warm Springs Creek runs along the base of Bald Mountain to the south of Picabo Street and provides a natural riparian buffer between existing development and the undeveloped ski base area. Characterized by its proximity to Bald Mountain, Warm Springs Creek, mature landscaping, and the narrow width of the valley, WSBA provides a distinct connection to nature.

While the WSBA has historically had a mixture of commercial and residential uses, low-density residential is the predominant use today. The WSBA contains a few existing commercial uses but many only operate seasonally. With few commercial activities that operate year-round, much of the area is unused and unoccupied during shoulder seasons. Existing development in the WSBA ranges from one to three stories. Many of the existing buildings are composed of natural exterior materials and colors like wood and stone. The village area is characterized by mature landscaping and open space. Much of the existing residential development is setback from the sidewalk along a landscaped street edge with mature vegetation and many existing developments are characterized by a high percentage of open space.

Baldy Mountain House

Staff believes that the Baldy Mountain House project meets many of the WSBA design objectives. The project provides a mixture of commercial and residential uses to stimulate year-round activity and promote vitality in the area. The first floor includes commercial uses like retail/restaurant space that will animate the streetscape and encourage pedestrian activity. The project includes ground-floor terraces and open spaces that provide public gathering space. While the Baldy Mountain House project meets many of the WSBA design objectives, staff believes certain design elements warrant further consideration and changes to comply with certain Design Guidelines and ensure compatibility with the village character. Please see the *Design Review Analysis* section below for further discussion on the design elements that staff believes warrant further consideration.

Criteria 3: Zoning and Design Review Standards

WSBA Zoning and Dimensional Standards Analysis

The WSBA District Overlay provides zoning and dimensional standards for desired uses and FAR (KMC §17.100.030), building massing and height standards (KMC §17.100.040), lot coverage (KMC §17.100.050), setback regulations (KMC §17.100.060), and transportation and parking regulations (KMC §17.100.070). Staff identified certain code compliance issues based on the information provided in the project plans. Certain standards were unable to be verified due to insufficient detail and information. All zoning and dimensional standards will be reviewed by staff again at the final Design Review stage to ensure the project complies with all WSBA requirements.

Desired Uses and FAR (KMC §17.100.030)

KMC §17.100.030 provides additional FAR allowances associated with certain preferred uses. Table 2 provides the additional FAR allowances for each of the desired uses provided within the Baldy Mountain House project.

Table 2: Baldy Mountain House: Proposed Additional FAR Allowances

Desired Use	Measure	Amount	FAR Increment	Total Provided	Additional FAR Earned	Max FAR Per Category	Absolute Max FAR
Inclusionary Housing	1 on site DU	1	0.2	2	0.4	No Cap	2.25
	1 off site DU	1	0.15	0			
Hotel/Lodging	Bedroom	1	0.015	38	0.57	1	
Meeting/ Conference	Square Feet	100	0.005	4,850 square feet	0.25	0.3	
Office	Square Feet	100	0.005	0		0.5	
Restaurant/Retail	Square Feet	100	0.025	4,626 square feet	1.1	1.1	

Ski Industry Related Nonprofit	Square Feet	100	0.005	0		0.5	
Ski Storage	Square Feet	100	0.015	0		0.2	
Total Additional FAR Earned					2.25		

The Warm Springs Base Area FAR system specified in KMC §17.100.030 provides an FAR increment of 0.015 for each bedroom of hotel/lodging use. The second and third floor plans show that 38 total lodging units are proposed on the second and third floors of the Baldy Mountain House development. The applicant has proposed that all lodging and residential units be individual condominiums designated for long-term, mid-term, and short-term occupancy. All lodging/residential units will be required to be rented when not occupied by the owners. The proposed model for the lodging units is further described in Attachment A5. The applicant states, "Baldy Mountain House is not a hotel, but a 100% condo development lodge with amenities on the first floor to achieve the goals of the WSOD. Still, the condos will be both long-term (local housing), mid-term (remote work housing), and short-term (tourist housing) designated, with the requirement that all types are rented when not occupied by the owners to prevent the dark street syndrome that exists throughout Warm Springs Village. A model for this type of hospitality can be found at the Sun Valley Lodge I Apartments."

In order to earn the additional FAR allowance, these lodging units must comply with one of the four permitted hotel/lodging uses permitted in the Tourist Zone, which include: (1) Hotel, (2) Lodging Establishment, (3) Tourist House, and (4) Tourist Housing Accommodation. The applicant's proposed lodging concept doesn't fit within one of the four hotel/lodging uses permitted in the Tourist Zone, however, a FAR allowance for lodging units is not required for the project. The two community housing units, meeting/conference, and restaurant/retail uses proposed within the Baldy Mountain House development earn the project an additional FAR allowance of 1.75 combined with the total 0.5 base FAR for a total maximum FAR of 2.25. The project has a total gross floor area of 83,611 square feet and the proposed FAR is 2.1.

Pursuant to KMC §17.100.030.C, "(1) All developments that achieve a FAR greater than 0.5 shall be required to enter into an agreement with the City addressing any future changes to preferred uses (uses that resulted in a greater overall FAR)." The required agreement addressing any future changes to preferred uses must be transmitted concurrently with the final Design Review application for the Planning and Zoning Commission's review.

Building Massing and Height Standards (KMC §17.100.040)
Pursuant to KMC §17.100.040, portions of buildings within 30 feet of Howard Drive may be three to four stories with a maximum height of 50 feet. All other portions of the building may contain five floors with a maximum height of 65 feet. KMC §17.100.040 specifies that, "The maximum height is for roof pitches of 5:12 and greater only, and as measured from existing, natural or finished grade to the top of the ridge or highest point, including architectural features." The proposed mining tower elements project above the maximum roof peak and extend above the 65-foot maximum height limitation. The mining tower elements must be contained within the 65-foot maximum height limit.

The maximum fifth-floor building footprint may not exceed 35% of the first-floor building footprint pursuant to KMC §17.100.040.B3. Based on the building footprint calculations provided on the project

plans, it appears that the fifth-floor footprint exceeds 35% of the first-floor footprint and will need to be reduced to comply with KMC §17.100.040.B3.

KMC §17.100.040.C sets a maximum wall plane length of 60 feet with a minimum offset of 10 feet by 15 feet. The applicant's narrative response to the WBSBA Design Guidelines (see Attachment A4) states, "As the building goes to the north along Picabo Street, the design contains a 10'X15' relief in the footprint to conform to the building maximum wall plane length of 60' and adds additional undulation as the entrance elevation steps-back to create a more human/pedestrian scale experience along Picabo Street and Skiway Drive" (page 7). Staff was unable to verify whether this WSBA dimensional standard was met as wall plane lengths were not specified on the project plans. The lengths of all wall planes and the dimensions of the associated offsets must be specified on the project plans submitted with the final Design Review application to verify compliance with KMC §17.100.040.C.

Pursuant to KMC §17.100.040.D1, "Maximum plate height within ten feet of the minimum setback line shall be 35 feet." Based on the dimensions provided, it appears that portions of the building within 10 feet of the minimum setback line exceed that maximum plate height of 35 feet. For example, the stairwell along Skiway Drive, is setback 5 feet from the property line and has a plate height of 47 feet, which exceeds the maximum plate height standards specified in KMC §17.100.040.D1. The project plans submitted with the final Design Review application must specify dimensions for the maximum wall plate height for portions of the building that are within ten feet of the minimum setback line to verify compliance with this standard.

Lot Coverage (KMC §17.100.050)
Pursuant to KMC §17.100.050, "Lot coverage shall be regulated by calculating the minimum usable open space on the site as determined by the definition found in chapter 17.08 of this tile." Page 9 of the applicant's narrative response to the WSBA Design Guidelines states, "Our design concept has 15,450 square feet of open space on the ground floor of the site." Most of this open space area is occupied by the raised terrace and only 5% of open site area may be used for decks, patios, or walkways, however KMC §17.100.050.B provides the following relief from the 35% open site area requirement: "The minimum open site area requirement may be reduced based on one or more of the following site criteria: (1) Size, layout, and/or shape of lot prohibits project from meeting open site requirements, (2) The project demonstrates water table issues that prohibit underground parking, (3) Project demonstrates clear benefits from reducing minimum open site requirements."

Setback Regulations (KMC §17.100.060)
Pursuant to KMC §17.100.060.A2, a minimum of 50% of linear dimension of the building front must be placed at the five-foot setback line. Staff was unable to verify compliance with this standard due to insufficient dimensions on the project plans, however a large portion of the façade fronting Picabo Street appears to be setback more than 5 feet from the front lot line. The project plans submitted with the final Design Review application must provide the total façade lengths for the building walls fronting Picabo Street and Skiway Drive and specify the linear dimension of the building front placed at the five-foot setback line to verify compliance with this standard.

Pursuant to KMC §17.100.060.A2, the building frontage may be setback a maximum of 30 feet from the front property line. Staff was unable to verify compliance with this standard due to insufficient dimensions on the project plans. The project plans submitted with the final Design Review application

must specify the setback dimensions from the front property line along Picabo Street to the elevator and the southwest corner of the retail/restaurant space.

The development parcel is a corner lot with frontage on Howard Drive to the north, Skiway Drive to the east, and Picabo Street to the south. The required setback from all street frontages is 5 feet. The interior portion of the north property line directly adjacent to Aspenwood condominiums that does not front Howard Drive must comply with the 15-foot minimum rear yard setback required by KMC §17.100.060.C. While the building complies with the 15-foot minimum rear yard setback, the terrace encroaches into the rear setback area. The terrace is ~5 feet above existing grade. Decks more than 30 inches in height from existing grade are subject to setbacks pursuant to KMC §17.128.020.I. The project plans must be revised to setback the raised terrace a minimum of 15 feet from the north interior property line fronting Aspenwood condominiums.

Transportation and Parking Regulations (KMC §17.100.070)
Pursuant to KMC §17.100.030.C4, "Any increase in FAR above 1.0 also shall trigger the requirement for a traffic and parking impact study and parking demand management plan as outlined in section 17.100.070 of this chapter. The City must determine that these impacts are adequately addressed in order to award the additional FAR above 0.5." The required traffic and parking impact study must be submitted concurrently with the final Design Review application. In addition, pursuant to KMC §17.100.070.E, "For projects with a FAR greater than 0.5, a transit demand management (TDM) plan shall be provided which demonstrates that alternative strategies will offset the demand for the parking reduction." The required TDM Plan must be submitted with the final Design Review application.

Pursuant to KMC §17.100.070, "Due to the limitations of Warm Springs Road, alternative travel modes and transit are necessary components of larger projects. To decrease single occupancy vehicle use, this section establishes maximum provisions for on site parking, coupled with transit demand management requirements." The Parking Requirements/Parking Demand table in KMC §17.100.070 specifies the maximum amount of parking that is permitted per use category.

Table 3 shows the parking demand calculations for the proposed uses within the Baldy Mountain House Project.

Table 3: Parking Demand (KMC §17.100.070)			
Proposed Use	Parking Demand	Proposed Amount	Parking Demand
Residential	1 space per 1,500 net square feet plus 1 guest space for every 4 residential units	21,349 square feet, 16 dwelling units	14 parking spaces for residential units & 4 guest parking spaces
Lodging	Accommodation: 0.75 space per rental/hotel room	38 lodging rooms	29 parking spaces
Restaurant/Retail	Retail Trade & Retail Service: 2.0 spaces per 1,000 gross square feet	4,626 square feet	9 parking spaces
Meeting/Conference	Place of Assembly: exempt in the Tourist Zone pursuant to KMC §17.125.040.C1d	4,850 square feet	Place of Assembly-exempt
Maximum Parking Permitted			56 parking spaces
Proposed Parking			75 parking spaces

A maximum of 56 parking spaces may be provided on site. 75 parking spaces are proposed within the lower-level and first-floor parking garages, which is 19 more than the maximum permitted.

Design Review Analysis

WSBA Design Guidelines: Applicability

The WSBA Design Guidelines states that, "Each project should comply with all relevant design guidelines to the greatest extent feasible. The degree to which each guideline can be met will vary, depending upon specific conditions of the property and the scope of work that is proposed" (page 2). The guidelines include: (a) village-level urban design principles to promote positive interaction between neighboring properties and enhance the area's village character, (b) site design parameters for elements including building orientation, building setbacks, open site areas, public amenity spaces, and landscaping, and (c) building design guidelines for height, mass, scale, roof design, façade character, and exterior materials.

WSBA Design Guidelines: Analysis

While Baldy Mountain House meets many of the WSBA design objectives, staff believes certain elements of the project warrant further consideration and changes to ensure compliance with the WSBA Design Guidelines.

The WSBA Village Design Guidelines emphasize providing a pedestrian-friendly environment and variety in the street-level stating that:

- "Streets should be pedestrian oriented with a large portion of buildings along the sidewalk edge,"
- "Cafes, shops, and other pedestrian serving uses should be located at the street level to encourage pedestrian activity and animate the area," and
- "New development should establish a close relationship with the street frontage" (page 5).

The WSBA Design Guidelines encourage varying façade alignment and building setbacks as these areas provide outdoor gathering spaces and opportunities for landscaping. The building frontages along Picabo Street and Skiway Drive modulate from the minimum required 5-foot setback to different depths of the subject property. These varied setbacks help define the public outdoor gathering space on the terraces. While building alignment should be varied, WSBA Design Guideline 6.2 states that alignment of the primary building façade should be maintained at the setback line and that, "locating an entire building front behind the established setback line is inappropriate"(page 16). Staff recommends siting more of the building frontage along Picabo Street closer to the 5-foot setback line. Moving the retail/restaurant space closer to Picabo Street would help connect these active uses to the public realm along the sidewalk and foster an engaging pedestrian experience.

Design Guideline 9.4 states that street front amenity space should be level with the sidewalk (page 20). The subject property has groundwater and the ground floor of Baldy Mountain House must be elevated to comply with floodplain requirements. The proposed elevation of the ground floor results in 5-foot-tall walls bordering Picabo Street and Skiway Drive. These walls diminish the quality of the streetscape and the public gathering space on the terrace. Public open spaces on private property are more welcoming when they are level with the sidewalk. Staff recommends the applicant consider lowering the terraces to be level with the sidewalk.

The WSBA Design Guidelines encourage distinction between the ground level and upper floors of the building to convey a human scale. Design Guideline 16.4 states, "Maintain the distinction between the street level and upper floors" (page 30). Design Guideline 17.3 states, "Express a distinction between street level and upper levels through architectural massing, detailing, fenestration patterns and roofscape design" (page 32). Staff recommends the applicant consider providing more differentiation between the ground level and the upper floors through exterior material differentiation, architectural detailing, and fenestration patterns.

The following WSBA Village Design Guidelines stress the importance of pedestrian connectivity, including pedestrian pass-throughs and mid-block walkway (See Figure 5):

- Design Guideline 4.1 states, "Locate a pedestrian pass-through to facilitate circulation between the mountain base and surrounding neighborhoods"(page 10).
- Design Guideline 9.5 states, "Design and locate a mid-block walkway to provide public access to the following: additional commercial space and frontage not on the primary building façade; uses located at the rear of a property; adjacent properties and streets; and adjacent public amenity spaces and circulation routes"(page 21).

Figure 5: WSBA Design Guidelines Mid-Block Pathways

As described and shown (see Figure 6) on page 4 of the applicant's narrative response to the WSBA Village Design Guidelines (see Attachment A4), multiple pedestrian pathways are proposed, however the raised terrace blocks access from the Aspenwood Condominiums through the site to Picabo Street and Warm Springs Lodge. Staff recommends the applicant consider providing a pedestrian pathway through the development from Aspenwood Condominiums directly to Picabo Street.

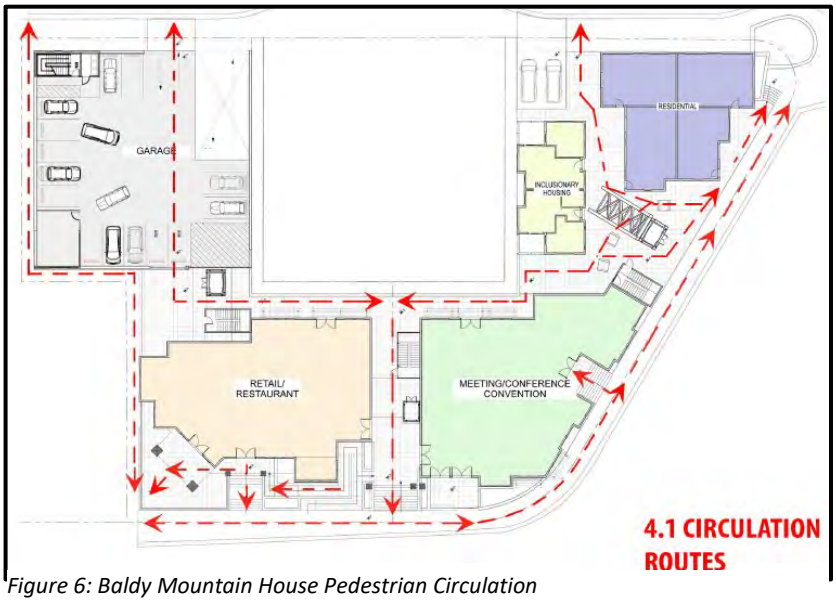


Figure 6: Baldy Mountain House Pedestrian Circulation

STAFF RECOMMENDATION

As this is a Pre-Application meeting, there is no recommendation from staff and no action by the Planning and Zoning Commission. Staff requests the Commission provide feedback to the applicant on the= design, the issues identified in the staff report, and any other items the Commission deems relevant to the proposed project.

ATTACHMENTS:

A. Baldy Mountain House Pre-Application Design Review Submittal
    1. Pre-Application Form & Cover Letter
    2. Project Plans
    3. Existing Site Pictures
    4. WSBA Design Guidelines: Narrative Response
    5. Baldy Mountain House: A Novel Lodging Concept for Ketchum
B. Ketchum Municipal Code: Chapter 17.100 Warm Springs Base Area Overlay District
C. WSBA Design Guidelines
D. Public Comment

Attachment A

Baldy Mountain House

Pre-Application Design Review Submittal

Attachment A1

Pre-Application Form

&

Cover Letter

City of Ketchum
Planning & Building

OFFICIAL USE ONLY	
File Number:	P24-021
Date Received:	3/21/24
By:	HLN
Pre-Application Fee Paid:	$3300
Design Review Fee Paid:	
By:	

Pre-Application Design Review

Submit completed application and documentation to planningandzoning@ketchumidaho.org. If you have questions, please contact the Planning and Building Department at (208) 726-7801. Design Review criteria, zoning regulations, and development standards are specified in Title 17 of Ketchum Municipal Code, which may be viewed by clicking the link here. You will be contacted and invoiced once your application package is complete.

APPLICANT INFORMATION			
Project Name: BALDY MOUNTAIN HOUSE (BMH)		Phone: 208.720.0507.	
Owner: BALD BASE CAMP, LLC & BRIAN BARSOTTI DOUBLE B.		Mailing Address: P.O. Box 370 KETCHUM, ID, 83340.	
Email: barsotti1@mindspring.com			
Architect/Representative: HOLLIS PARTNERS ARCHITECTS		Phone: 208.721.7160	
Email: daniel@hp-architects.com		Mailing Address: P.O. Box 1769, ~~KETCHUM~~ SUN VALLEY ID 83353	
Architect License Number: AR 985372			
Engineer of Record: N/A		Phone:	
Email:		Mailing Address:	
Engineer License Number:			
Primary Contact Name and Phone Number:			
PROJECT INFORMATION			
Legal Land Description: WARMSPRINGS VILLSUB 2nd REV AM		Street Address: 100/106 PICABO ST KETCHUM.	
Lot Area (Square Feet): 40,000 SF	Zoning District: TOURIST	RPK #: 05950010146/05950010020	
Overlay District: ☒Floodplain	☐ Avalanche	☐Mountain	☐None
Type of Construction: ☒New	☐Addition	☐Remodel	☐Other
Anticipated Use: HOUSING/PARKING/LODGING/RESTAURANT/CONFERENCE		Number of Residential Units: 51 + 2 UNITS.	

GROSS FLOOR AREA	**Proposed**	**Existing**
Basements	27,824 Sq. Ft.	Sq. Ft.
1st Floor	21,317 Sq. Ft.	Sq. Ft.
2nd Floor	21,542 Sq. Ft.	Sq. Ft.
3rd Floor	19,685 Sq. Ft.	Sq. Ft.
~~Mezzanine~~ 4th + 5th FLOOR	12,897/8169 Sq. Ft.	Sq. Ft.
Total	(ABOVE GRADE). 83,723. Sq. Ft.	Sq. Ft.

FLOOR AREA RATIO		
Community Core:	Tourist: (MAX 2.25) 2.09 PROPOSED	General Residential-High:

BUILDING COVERAGE/OPEN SPACE	
Percent of Building Coverage:	60.2%

DIMENSIONAL STANDARDS/PROPOSED SETBACKS			
Front: 5'-0" (PICABO & HOWARD)	Side: 5'-0"	Side: 5'-0"	~~Rear:~~ MIDDLE : 15'-0"
Building Height: 65'-0"			

OFF STREET PARKING				
Parking Spaces Provided: 76	Curb Cut: 60'	Sq. Ft. (665LF)	%	10%.

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.

Signature of Owner/Representative — Date: 3/12/24.

PRE-APPLICATION DESIGN REVIEW SUBMITTAL CHECKLIST

A Pre-Application Design Review submittal shall include the materials listed in the following table in digital format. Please fill out the checklist in the table below and include the sheet number(s) where the required submittal material may be found in the project plan set. The applicant may elect to provide more details, additional plan sheets, and other supplemental materials not listed in the checklist at their discretion.

PRE-APPLICATION DESIGN REVIEW SUBMITTAL CHECKLIST		
Submitted by Applicant	**Plan Sheet Number(s)**	**Pre-Application Required Materials**
☑	N/A	Project Narrative: A project narrative describing the approach and concept of the project and how the project meets the applicable design review criteria. *(narrative shall include a response to each applicable criteria)*
☑	SEE DESIGN GUIDELINES STATEMENT.	Conceptual Site Plan: A conceptual site plan showing proposed on and off-site improvements. Site plan shall include conceptual landscaping and public amenities. Detailed plant list not required.
☑	A1.0 - A3.3.	Conceptual Elevations and Floor Plans: Elevations and floor plans for all facades and all levels shall be provided. Elevations shall depict materiality, however, colored renderings not required.
☑	A0.8	Conceptual Materials and Color Palette: Materials and colors sample board shall be provided for all facades. Photos of materials, representative imagery, and other digital representation of concept is acceptable. Specifications of materials and colors are not required.
☑	A.0.4 A0.5 A0.6 A0.7 ~~A0.8~~	3D Perspectives: A minimum of two perspectives, one from a street view and one from bird's eye view, showing the massing of the proposed project within the context of the surrounding neighborhood. Adjacent properties and structures must be included. Full color renderings or photo-realistic perspectives are not required.

HollisRumpeltes architects
AIA LEED AP

PO Box 1769 [post]
Sun Valley, ID 83353
220 River Street, East
Ketchum, ID 83340
v 208.721.7160

14th March 2024

Abby Rivin / Morgan Landers
City of Ketchum – Design Review Committee
P.O. Box 2315
480 East Ave. N.
Ketchum, ID 83340

Dear Planners,

We are excited to submit to you for Pre-App Design review our new project ***Baldy Mountain House*** (BMH) located at 100/106 Picabo Street in Warm Springs, Ketchum. Our client, Brian Barsotti, has put together the introduction and history of the project and the Warm Springs area. The submittal includes the concept drawings showing key plans, elevations, sections and proposed massing and finishes for the project. We are also conducting **two** (2) **neighborhood workshops** at the **Hot Water Inn** (Warmsprings) over the next 6 -8 weeks to let the surrounding neighbors and residence of the Warmpsrings area review the current project design and listen to their feedback to incorporate into the Design Review presentation. We know that the direct neighbors are not going to be happy about a project of this size, but what we have designed is within all of the design guidelines of the Tourist zoning and Warmprings Base Village Design guidelines. Since our last meeting in December and consequential phone calls and emails we have modified the previous design so that the two major building elements on Picabo Street have been separated more to give a view corridor from Howard Street.

The programming of the project is as follows:

<u>Basement / Parking Level:</u>

- Parking access ramp to lower basement level.
- 62 Parking spaces
- Bike & Storage areas/lockers.
- Vertical access (Stairs/elevators)
- Mechanical / Utilities
- Trash Management areas.

<u>Ground Level:</u>

- Parking access ramp to lower basement level.
- Private / Penthouse Parking (14+ spaces & motorcycles – 6,780 sf)
- Equipment & Bike storage.
- 11’ - 12’-0” High Ceilings.
- Multiple Foyer/Entry Stairs for upper floors.
- Restaurant / Coffee / Liquor Bar / Commercial kitchen (approx. 4,626 sf)

- Conference / Auditorium / event space (Approx. 4,850 sf)
- **2** x “Local Housing” units (Approx. 648 sf each)
- **4** x Residential Units (Approx. 2,769 sf)
- Vertical access (Stairs / Elevators)
- Mechanical Space.

Second Level:

- Stair / elevator / Access Points to upper / lower floors
- **19** x Lodging Units (Ranging from 392 – 1,611 sf)
- Mechanical Space
- Exterior pool and hot tub area looking at Baldy.

Third Level:

- Stair / elevator /Access Points to Lodging Units
- **19** x Lodging Units (Ranging from 350 – 400 sf)
- Balconies and Terraces for Residential Units
- Mechanical

Fourth Level:

- Stair / elevator /Access Points to Lodging Units
- **6** x Market rate / Lodging Units (Ranging from 392 – 1,611 sf)
- Balconies and Terraces for Residential Units
- Mechanical

Fifth Level:

- Stair / elevator /Access Points to the Penthouse Units
- **3** x Penthouses (Approx. 2,080 – 2,600 sf)
- Balconies and Terraces for Residential Units
- Mechanical

Roof Level:

- Outdoor mechanical area set at least 12’ from any building edge.

We look forward to conversing more about the project at your earliest convenience, please feel free to ask any questions or for additional information that will assist in getting this project to the next level (Formal Design Review Submittal). We are excited to work with you on this project, and we look forward to starting the next phase of the design process.

Sincerely,

Daniel Hollis, Principal

CONTENTS:

Drawing List:

HR Architects, LLC
208 // 721 // 7160 o

‘Baldy Mountain House’
Development Potential

Legal – Lot 2/14B, Block 1, 100/106 Picabo Street, Ketchum Idaho

Zoning – T-Tourist

Parcel Size – 40,000 SF

Dimensions – Approx. 320' on Howard Street,
Approx. 390' on Picabo Street
Approx. 200’ depth of site (Picabo to Howard St)

Permissible Gross Density @ **2.25** Floor Area Ratio (FAR) = 90,000 SF

(T) Parking Requirement :
Dimensions: 9’W x 18’L with 24’ drive aisle
Residential – 0 parking spaces 0 – 750 sf
1 parking space 751 – 2,000 sf
2 parking spaces 2,001 sf +
Non-Residential –
1 parking space per 1,000 gross sf.

Presently the proposal is showing 62 parking spaces on the lower basement level with an additional 14 spaces on the ground floor.

Maximum Building Height
65 Feet (Proposed 65’-0” plus mech or elevator/stair tower elements)

Setbacks
Picabo & Howard Streets – 5 feet
Side - 5 feet
Interior Rear – 15 feet

How we achieve the 2.25 FAR;

There is a definition for lodging establishments, which are permitted in the Tourist zone.
Here it is: ***Lodging establishment***… P (LODGING ESTABLISHMENT: A building or group of buildings designed or used for short term occupancy which contains more than six (6) guestrooms offered for rent on a nightly basis with an on-site office with a person in charge twenty four (24) hours per day. Typical uses include, but are not limited to, motels, hotels and inns. A motel room which includes cooking facilities shall not be considered a dwelling unit for the purpose of density, area, bulk or parking regulations of this title.

Project includes:
Total of at least **51** **lodging** establishment units or **keys** each unit ("key") will be in the lodging pool and rented on a nightly, short-term, and/or long-term basis an on-site office with persons in charge 24 hours per day will be provided the ownership structure will be as follows: Which is further described in the “*Baldy Mountain House”* concept. includes impact investing, SV Lodge Apartments, local employers, etc each of the units will have a kitchen, bath, and a place for sleeping; exact bedroom configurations TBD but the project will include a mix of studio, 1-, 2- and 3-bedroom units ancillary meeting/**conference** area totaling 4,850 sf will be provided in the project as an accessory use to the lodging establishment

Total of at least 2 “Inclusionary housing” dwelling units (Ranging from 565 - 588 sf).
Total of 4,626 sf of **restaurant**, bar, and small retail area

The above items will help define entitlement road map, 2.25 FAR, etc. Currently this proposed design is 2.09 FAR.

FAR SYSTEM FOR WARMSPRINGS BASE AREA - PROPOSED BMH CALCS

Existing FAR Allowances			
		Max FAR per Cat.	Maximum FAR
Base FAR	40,000 sf Site	0.5	0.5
Inclusionary Housing		1.1	1.6
Prop. Add FAR Allowances			

	Measure	Amount	FAR Increment	Max FAR per Cat.	Absolute Max. FAR
Inclusionary Housing	1 on-site DU	1	0.2	No cap	
Proposed		2	0.2	0.4	
Lodging	Bedroom	1	0.015	1.00	
Proposed		52	0.015	0.78	
Meeting / Conference	Square feet	100	0.005	0.3	
Proposed		4,850	0.005	0.2425	
Restaurant / Retail	Square feet	100	0.025	0.5	
Proposed		4,626	0.025	1.2	
Total				**3.0790**	**2.25**

Total Sq. Footage allowed	Square feet	40,000 Site	**90,000**
Proposed	Square feet	Proposed FAR **2.09**	**83,723**

Attachment A2

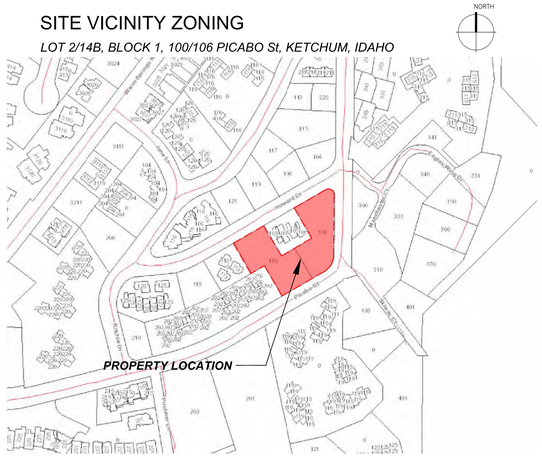
Project Plans

SITE VICINITY

LOT 2/14B, BLOCK 1, 100/106 PICABO St, KETCHUM, IDAHO

SITE VICINITY ZONING

LOT 2/14B, BLOCK 1, 100/106 PICABO St, KETCHUM, IDAHO



PROJECT DIRECTORY

CLIENT & OWNER-BUILDER
BALDY BASE CAMP, LLC, BRIAN BARSOTTI DOUBLE B, LLC
PO BOX 370 (mailing)
KETCHUM, ID 83340

CONTACT ARCHITECT FOR ALL CLIENT COMMUNICATIONS

ARCHITECT
HOLLIS PARTNERS ARCHITECTS, AIA
PO 1769 (POST)
SUN VALLEY, ID 83353
220 RIVER STREET (COURIER)
KETCHUM, ID 83340
P: 208.721.7160
E: daniel@hp-architects.com

CONTRACTOR

STRUCTURAL ENGINEER

GEOTECHNICAL ENGINEER
BUTLER ASSOCIATES, INC
BOX 1034,
KETCHUM, ID 83340
P: 208.720.6432
E: svgeotech@gmail.com

MECHANICAL, ELECTRICAL & PLUMBING ENGINEER

CIVIL / SURVEYORS
GALENA ENGINEERING, INC
317 N. RIVER STREET,
HAILEY, ID 83333
P: 208.788.1705
E: sflynn@galena-engineering.com

CODE COMPLIANCE

COM-CHECK

BUILDING ENVELOPE

PARKING & TRAFFIC

PROJECT DATA

LEGAL OWNER	BALD BASE CAMP, LLC BRIAN BARSOTTI DOUBLE B, LLC
OWNER'S ADDRESS	100 / 106 PICABO St KETCHUM, ID 83340
CODE	2018 IBC
ZONING	T TOURIST
SETBACKS	
FRONT YARD	5' (PICABO - HOWARD St)
SIDE YARD	5' INTERIOR
REAR YARD	15' (MIDDLE)
HT LIMITATION	65' (PROPOSED 65')
USE OCCUPANCY	ASSEMBLY: GROUP A-1,A-2 BUSINESS: GROUP B MERCANTILE: GROUP M RESIDENTIAL: GROUP R-1, R-2
CONST. TYPE	V-B (SPRINKLERED)
CODE COMPLIANCE:	IBC 2018 IRC 2018 IECC 2018 CMEC 2018 IPMC 2018 IFC 2018
FLOOR LIVE LOAD:	100 PSF, 40 PSF RESIDENTIAL
ROOF LIVE LOAD:	100 PSF (SNOW LOAD)
SEISMIC ZONE:	D
WIND LOADS:	115 MPH 3 SECOND GUST (ULT) CATEGORY II IMPORTANCE FACTOR = I

AREA CALCULATIONS

SITE AREA	40,000 SF
PROPOSED PARKING LEVEL	27,824 SF
PROPOSED 1st FLR AREA	14,537+ SF
PROPOSED 1st FLR PARKING AREA	6,780 SF
PROPOSED 2nd FLR AREA	21,542 SF
PROPOSED 3rd FLR AREA	19,685 SF
PROPOSED 4th FLR AREA	12,897 SF
PROPOSED 5th FLR AREA	8,169 SF
PROPOSED DECK / PATIO AREA	12,000+ SF
NET RESIDENTIAL AREA	55,113 SF
TOTAL GROSS BUILDING AREA (NOT INCLUDING BELOW GRADE PARKING)	83,723+ SF

DRAWING INDEX

FAR SYSTEM FOR WARMSPRINGS BASE AREA - PROPOSED BMH CALCS

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Proposed		4,626	0.025	1.2	
Total				**3.0790**	**2.25**
Total Sq. Footage allowed	Square feet	40,000 Site			**90,000**

GENERAL NOTES

1. THE WORK INCLUDED UNDER THIS CONTRACT CONSISTS OF ALL LABOR, MATERIALS, TRANSPORTATION, TOOLS & EQUIPMENT NECESSARY FOR THE CONSTRUCTION OF THE PROJECT LEAVING ALL WORK READY FOR USE.
2. THESE DRAWINGS, TOGETHER WITH THE SPECIFICATION, AIA GENERAL CONDITIONS DOCUMENT A-201, 1988 EDITION, REPRESENT THE CONTRACT DOCUMENTS.
3. THE PLANS INDICATE THE GENERAL EXTENT OF NEW CONSTRUCTION NECESSARY FOR THE WORK, BUT ARE NOT INTENDED TO BE ALL-INCLUSIVE. ALL NEW WORK NECESSARY TO ALLOW FOR A FINISHED JOB IN ACCORDANCE WITH THE INTENTION OF THE DRAWINGS IS INCLUDED REGARDLESS OF WHETHER SHOWN ON THE DRAWINGS OR MENTIONED IN THE NOTES.
4. ANY ERRORS, OMISSIONS, OR CONFLICTS FOUND IN THE VARIOUS PARTS OF THE CONSTRUCTION DOCUMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT AND THE CLIENT FOR CLARIFICATION BEFORE PROCEEDING WITH THE WORK.
5. THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT & COMPLETE SET OF CONSTRUCTION DOCUMENTS ON THE JOB SITE DURING ALL PHASES OF CONSTRUCTION FOR USE BY ALL TRADES & SHALL PROVIDE ALL SUBCONTRACTORS WITH CURRENT CONSTRUCTION DOCUMENTS AS REQUIRED.
6. THE GENERAL CONTRACTOR SHALL VERIFY & ASSUME RESPONSIBILITY FOR ALL DIMENSIONS & SITE CONDITIONS. THE GENERAL CONTRACTOR SHALL INSPECT THE EXISTING PREMISES & TAKE NOTE OF EXISTING CONDITIONS PRIOR TO SUBMITTING PRICES. NO CLAIM SHALL BE ALLOWED FOR DIFFICULTIES ENCOUNTERED WHICH COULD HAVE BEEN REASONABLY INFERRED FROM SUCH EXAMINATION.
7. WRITTEN DIMENSIONS TAKE PRECEDENCE. ***DO NOT SCALE DRAWINGS***.
8. ALL DIMENSIONS WHEN SHOWN IN PLAN ARE TO FACE OF EXTERIOR WALL SHEATHING, FACE OF CMU, OR FACE OF INTERIOR STUD, U.N.O.
9. ALL DIMENSIONS ARE TO TOP OF FINISHED FLOOR IN SECTION OR ELEVATION, U.N.O.
10. THE GENERAL CONTRACTOR SHALL REVIEW ALL BUILDING DIMENSIONS FOR ACCURACY PRIOR TO LAYING OUT ANY PORTION OF BUILDING ON SITE, & SHALL NOTIFY THE ARCHITECT WELL IN ADVANCE OF ANY DISCREPANCIES OR ERRORS.
11. THE GENERAL CONTRACTOR SHALL COORDINATE ALL WORK WITH EXISTING CONDITIONS, INCLUDING BUY NOT LIMITED TO IRRIGATION SYSTEMS, ELECTRICAL CONDUIT, WATER LINES, SEWER & STORMWATER LINES, GAS LINES, ETC.
12. ALL STAIRS WITH MORE THAN 3 RISERS SHALL HAVE ONE (1) 1-1/4"-2" DIA. HANDRAIL w/ 1 1/2" CLEARANCE FROM THE WALL. ALL RAILS SHALL BE BETWEEN 34" & 38" ABOVE NOSING OF THE TREAD & BE CONTINUOUS FROM THE TOP OF THE RISER TO THE BOTTOM RISER - 2018 IBC SEC. 1012.
13. THE GENERAL CONTRACTOR SHALL PROTECT ALL EXISTING SITE CONDITIONS TO REMAIN, INCLUDING TREES & SHRUBS, PAVING, FENCES, WALLS, ETC.
14. DETAILS SHOWN ARE TYPICAL. SIMILAR DETAILS APPLY IN SIMILAR CONDITIONS.
15. VERIFY ALL ARCHITECTURAL DETAILS WITH THE STRUCTURAL DRAWINGS PRIOR TO THE ORDERING OF, OR INSTALLTION OF ANY ITEM OF WORK.
16. INSTALL ALL EQUIPMENT & MATERIALS PER MANUFACTURER'S RECOMMENDATIONS.
17. VERIFY CLEARANCES FOR FLUES, VENTS, CHASES, SOFFITS, FIXTURES, ETC. PRIOR TO ANY CONSTRUCTION, ORDERING OF, OR INSTALLATION OF ANY ITEM OF WORK.
18. SEALANT, CAULKING & FLASHING, ETC. LOCATIONS SHOWN ON DRAWINGS ARE NOT INTENDED TO BE INCLUSIVE. FOLLOW MANUFACTURER'S INSTALLTION RECOMMENDATIONS & STANDARD INDUSTRY & BUILDING PRACTICES.
19. THE GENERAL CONTRACTOR SHALL REMOVE ALL RUBBISH, DEBRIS, & WASTE MATERIALS ON A REGULAR BASIS OF ALL SUBCONTRACTORS & TRADES, & SHALL EXERCISE STRICT CONTROL OVER JOB CLEANING TO PREVENT ANY DIRT, DEBRIS, OR DUST FROM AFFECTING, IN ANY WAY, FINISHED AREAS INSIDE OR OUTSIDE THE JOB SITE.
20. THE GENERAL CONTRACTOR SHALL PROVIDE SOLID BLOCKING AS REQUIRED FOR THE INSTALLATION OF ALL EQUIPMENT, CASEWORK, CABINETS, WOOD TRIM, ACCESSORIES, HANDRAILS, ETC.
21. FOR ALL FINISHES AT FLOORS, WALLS, & CEILINGS, REFER TO CLIENT OR INTERIORS.
22. DRIVEWAY ORIENTATION, HARDSCAPE, & LANDSCAPE ARE DESIGN/BUILD UNDER THE DIRECT SUPERVISION OF THE GENERAL CONTRACTOR INCLUDED UNDER THIS CONTRACT. FOLLOW LANDSCAPE & ARCHITECTURAL DRAWINGS WHERE APPROPRIATE FOR DESIGN INTENT.
23. THE GENERAL CONTRACTOR SHALL ADHERE TO ALL APPLICABLE BUILDING CODES, AS WELL AS CITY, COUNTY, & STATE BUILDING REGULATIONS.
24. GUARDRAILS SHALL BE A MINIMUM OF 42" IN HEIGHT AND DESIGNED IN SUCH THAT A 4" SPHERE CANNOT PASS THROUGH ANY OPENING - 2018 IBC SEC. 1013.
25. FIREBLOCKING & DRAFTSTOPPING SHALL BE PROVIDED IN ALL LOCATIONS IN ACCORDANCE w/ 2018 IBC SEC. 717.
26. HEARTHS SHALL EXTEND 20" IN FRONT AND 12" BEYOND EACH SIDE OF FIREPLACE OPENING.
27. FIREPLACE SHALL HAVE OUTSIDE AIR INTAKE WITH DAMPER AND CONTROL.
28. ALL GLAZING SUBJECT TO HUMAN IMPACT SHALL BE TEMPERED.

A		D		G		N		(S CONT.)	
A.B.	ANCHOR BOLT	DET./DTL	DETAIL	GA.	GAUGE	N	NORTH	STL	STEEL
ABV.	ABOVE	DEMO.	DEMOLISH, -TION	GALV.	GALVANIZED	N.I.C.	NOT IN CONTRACT	STD	STANDARD
AC	AIR CONDITIONER, -ING	Ø, DIA.	DIAMETER	G.C.	GENERAL CONTRACTOR	NO. #	NUMBER	STOR.	STORAGE
A.D.	AREA DRAIN	DIAG.	DIAGONAL	GEN.	GENERAL	NOM.	NOMINAL	STRUCT.	STRUCTURE, -URAL
ADJ.	ADJUSTABLE	DIM.	DIMENSION	G.I.	GALVANIZED IRON	N.R.C.	NOISE REDUCTION	SUSP.	SUSPEND(ED)
A.F.F.	ABOVE FINISHED FLOOR	DKG	DECKING	GL.	GLASS		COEFFICIENT	SVCE	SERVICE
ALUM.	ALUMINUM	DN	DOWN	GLZG	GLAZING	N.T.S.	NOT TO SCALE	SYM.	SYMMETRICAL
&, +	AND	D.O.	DOOR OPENING	GR.	GRADE			T	
<	ANGLE	DR	DOOR	GSM	GALVANIZED SHEET METAL	O		TBD	TO BE DETERMINED
ANOD.	ANODIZED	D.S.	DOWN SPOUT	G.F.I.	GROUND FAULT INTERRUPTED	O.C.	ON CENTER	TEL.	TELEPHONE
A.P.	ACCESS PANEL	DWG	DRAWING	GWB	GYPSUM WALL BOARD	O.D.	OUTSIDE DIAMETER	TEMP.	TEMPERED
ARCH.	ARCHITECT, -URAL					O.H.	OVERHANG	T&G	TONGUE & GROOVE
B		E		H		OPNG	OPENING	THK	THICKNESS
BATT.	BATTERY	E	EAST	HDR	HEADER	OPP.	OPPOSITE	THRU	THROUGH
B.O.	BOTTOM OF	(e)	EXISTING	HDWD	HARDWOOD	OVHD	OVERHEAD	T.O.S.	TOP OF SLAB
BD	BOARD	EA.	EACH	H.M.	HOLLOW METAL			T.O.W.	TOP OF WALL
BITUM.	BITUMINOUS	EL, ELEV.	ELEVATION	HORIZ.	HORIZONTAL	P		TYP.	TYPICAL
BLDG	BUILDING	ELEC.	ELECTRIC, -AL, -IAN	H.P.	HIGH POINT	PERF.	PERFORATE(D)		
BLKG	BLOCKING	EMER.	EMERGENCY	HR	HOUR	PERM.	PERIMETER	U	
BLW	BELOW	ENCL.	ENCLOSE(D), - URE	H, HT	HIGH, HEIGHT	PL.	PLATE	U.N.O.	UNLESS NOTED OTHERWISE
BOT.	BOTTOM	ENG.	ENGINEER	HTG, HTR	HEATING, HEATER	PLAS.	PLASTIC		
BRK	BRICK	ENT.	ENTRY, -ANCE	HVAC	HEATING VENTILATION & AIR CONDITIONING	PLAS. LAM.	PLASTIC LAMINATE	V	
B.S.	BOTH SIDES	EQ.	EQUAL			PLUMB.	PLUMBING	VENT.	VENTILATION
BSMNT	BASEMENT	EQUIP.	EQUIPMENT	I		PLYWD	PLYWOOD	VERT.	VERTICAL
		EXIST/ EXIST	EXISTING	I.D.	INSIDE DIAMETER	PNL	PANEL	VEST.	VESTIBULE
C		EXH.	EXHAUST	IN.	INCHES	POL.	POLISH(ED)	V.C.T.	VINYL COMPOSITE TILE
℄	CENTER LINE	EXP.	EXPANSION	INSUL.	INSULATION	PR	PAIR	V.P.	VENEER PLASTER
CAB.	CABINET	E.J.	EXPANSION JOINT	INV.	INVERT			V.T.R.	VENT THRU ROOF
CAP.	CAPACITY	EXT.	EXTERIOR			R		W	
CEM.	CEMENT, -IOUS			J		R	RISER	W, WD	WIDE, WIDTH
CER.	CERAMIC	F		JT	JOINT	RAD.	RADIUS	W/	WITH
C.F.	CUBIC FEET	F.A.I.	FRESH AIR INTAKE			R.A.	RETURN AIR	WC	WATER CLOSET
C.F.M.	CUBIC FEET PER MINUTE	FNDTN	FOUNDATION	L		R.D.	ROOF DRAIN	WD	WOOD
C.I.P.	CAST IN PLACE CONCRETE	FIBERGL.	FIBERGLASS	LIN. DIFF.	LINEAR DIFFUSER	REF.	REFER TO, REFERENCE	W.H.	WATER HEATER
C.J.	CONTROL JOINT	FIN.	FINISH(ED)	L, LG	LONG, LENGTH	REFER	REFRIGERATOR	WDW	WINDOW
CLNG	CEILING	F.F.	FINISH(ED) FLOOR	LAM.	LAMINATE	REINF.	REINFORCE(D)	W.P.	WATERPROOFING
CLOS.	CLOSET	F.C.	FINISH(ED) CEILING	LAV	LAVATORY	REV.	REVISE(D), REVISION	WT	WEIGHT
CMU	CONCRETE MASONRY UNIT	FIN. GR.	FINISH(ED) GRADE	LB	POUND	RM	ROOM		
CONC.	CONCRETE	FLR	FLOOR	L.C.	LAUNDRY CHUTE	R.H.	ROBE HOOK		
CNTR	COUNTER	FLUOR.	FLUORESCENT	L.D.	LANDSCAPE DRAWINGS	R.O.	ROUGH OPENING		
C.O.	CLEANOUT	F.O.	FACE OF	L.P.	LOW POINT				
COL.	COLUMN	F.O.I.C.	FURNISHED BY OWNER INSTALLED BY CONTRACTOR	LT, LTG	LIGHT, LIGHTING	S			
COMM.	COMMUNICATION			LVR	LOUVER	S	SOUTH		
CONST.	CONSTRUCTION	F.P.	FIREPROOFING			SCHED.	SCHEDULE		
CONT.	CONTINUOUS	FR.	FRAME	M		SCRN	SCREEN		
CORR.	CORRIDOR	FRTD	FIRE RETARDANT TREATED	MACH.	MACHINE	SECT.	SECTION		
C.P.	CONTROL POINT	FRZR	FREEZER	MAX.	MAXIMUM	S.C.D.	SEE CIVIL DRAWINGS		
CPT	CARPET	F.S.	FULL SIZE	MECH.	MECHANICAL	S.E.D.	SEE ELECTRICAL DRAWINGS		
CRS	COURSE(S)	FT	FOOT, FEET	MEMB.	MEMBRANE	S.L.D.	SEE LANDSCAPE DRAWINGS		
C.S.A.	CRAWLSPACE ACCESS	FTG	FOOTING	MEZZ.	MEZZANINE	SHT	SHEET		
C.T.	CERAMIC TILE	FXTR	FIXTURE	MFR	MANUFACTURER	SIM.	SIMILAR		
CTR	CENTER			MIN.	MINIMUM	S.J.	SCORED JOINT		
				MISC.	MISCELLANEOUS	SPKLR	SPRINKLER		
				M.O.	MASONRY OPENING	SPKR	SPEAKER		
				MTD	MOUNTED	SQ.FT, S.F.	SQUARE FOOT, FEET		
				MTNG	MEETING	SQ.	SQUARE		
				MTL	METAL	S.S.	STAINLESS STEEL		
						S.S.D.	SEE STRUCTURAL DRAWINGS		

SYMBOLS LEGEND

- 1 / A — GRID NO.
- XX — WALL TYPE
- D / XX — DOOR NO.
- GWB—1 — FIN. CLNG MAT.
- W / XX — WINDOW NO.
- WOOD — FIN. FLR MAT.
- SD — INTERCONNECTED, HARDWIRED, BATT. BACKUP SMOKE ALARM / DETECTOR
- EF — CEILING MOUNTED EXHAUST FAN
- XX / A.XX — ELEV. KEY
- 101/A5.X — ROOM NO. / ENLARGED PLAN & INT. ELEVATION SHEET NO.
- XX / A.XX — SECT. KEY
- A / D XX A.XX B / C — INT. ELEV. KEY
- ELEVATION MARKER

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DANIEL PETER HOLLIS
STATE OF IDAHO

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REVISION DATE

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CHECKED BY	DPH	
DATE	09/29/20	
JOB NO.	1021	

BALDY
MTN HOUSE

LOT 100/106, PICABO ST.
KETCHUM, IDAHO

PROJECT DATA
GENERAL NOTES

A — CATEGORY
0.0 — SEQUENCE

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	D.REVIEW.
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ISSUE/DATE	CITY REV.
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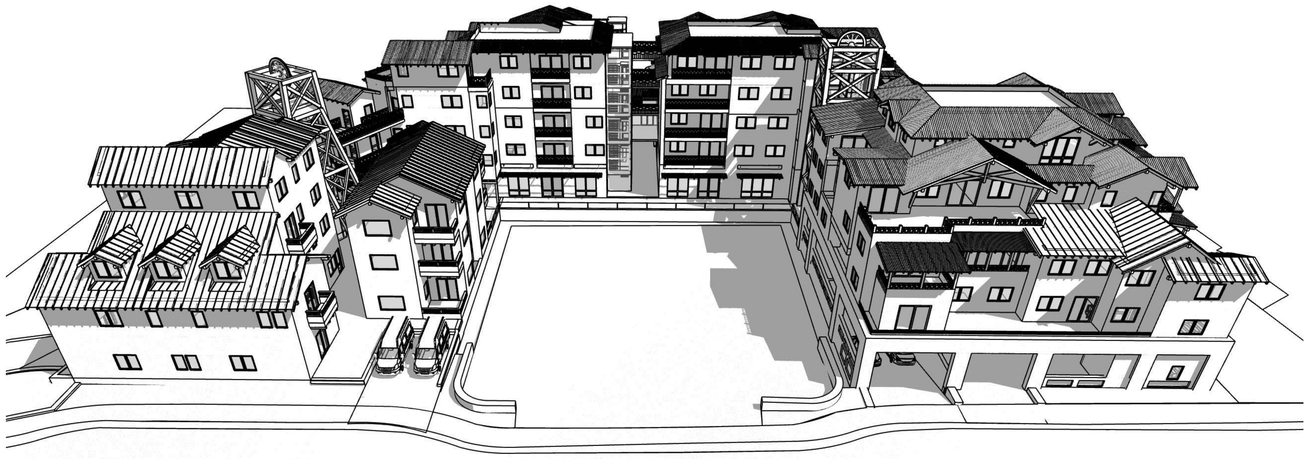
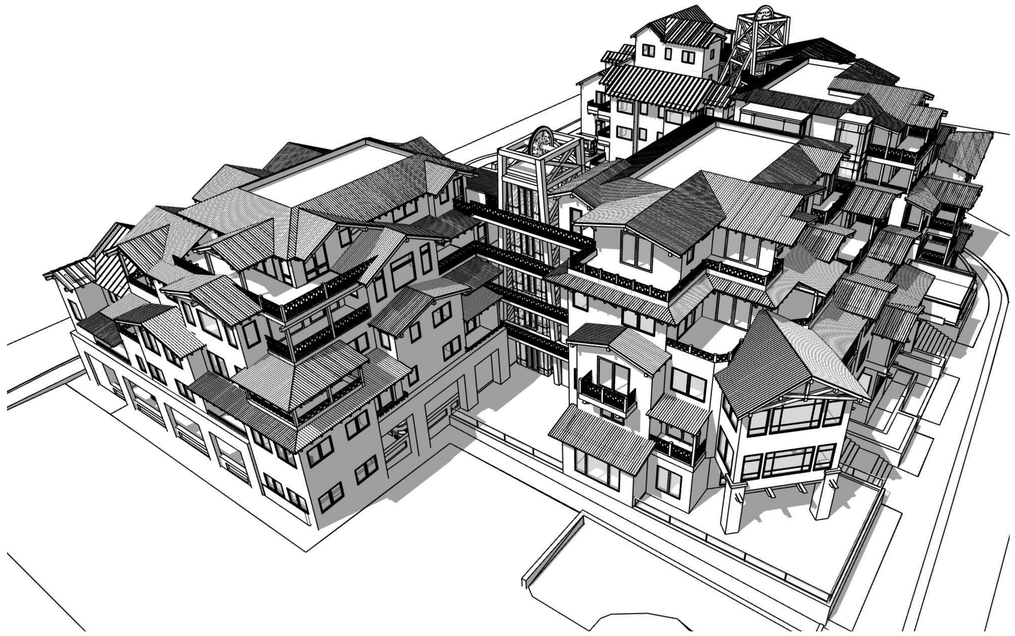
LOT 100/106, PICABO ST.
KETCHUM, IDAHO

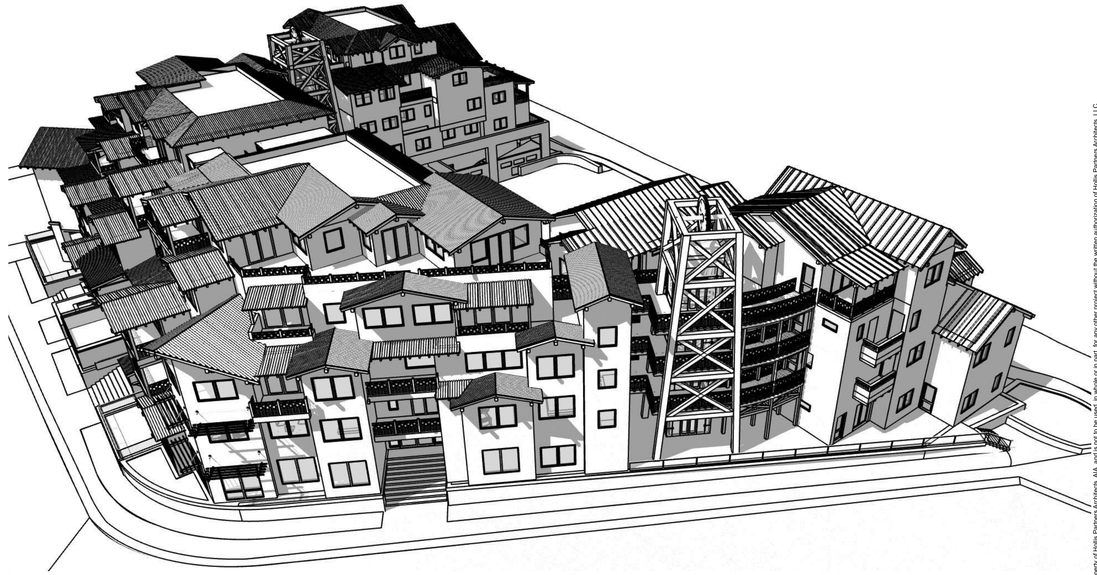
CONCEPT MASSING

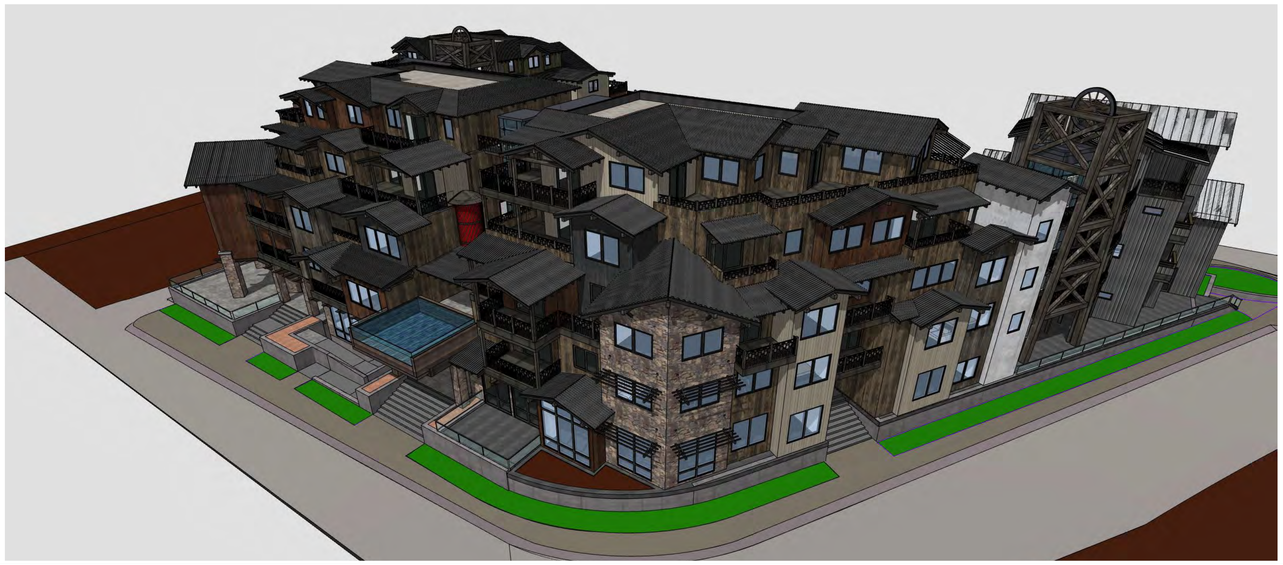
A-0.4

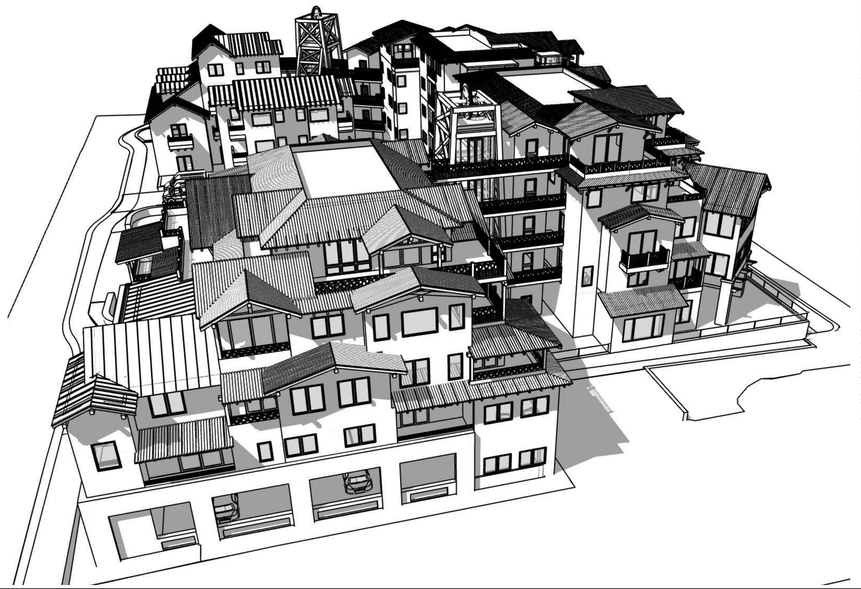
CATEGORY	SEQUENCE











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LOT 100/106, PICABO ST.
KETCHUM, IDAHO

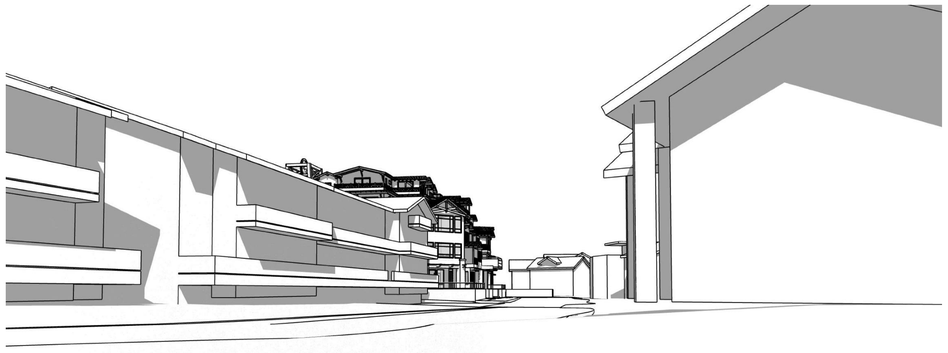
AERIALS

A-0.5

CATEGORY	SEQUENCE

PICABO STREET & PUCHNER LANE LOOKING EAST

SKIWAY DRIVE LOOKING SOUTWEST



PICABO STREET LOOKING EAST

HOWARD DRIVE LOOKING WEST

PICABO STREET LANE LOOKING NORTH

HOWARD DRIVE LOOKING EAST

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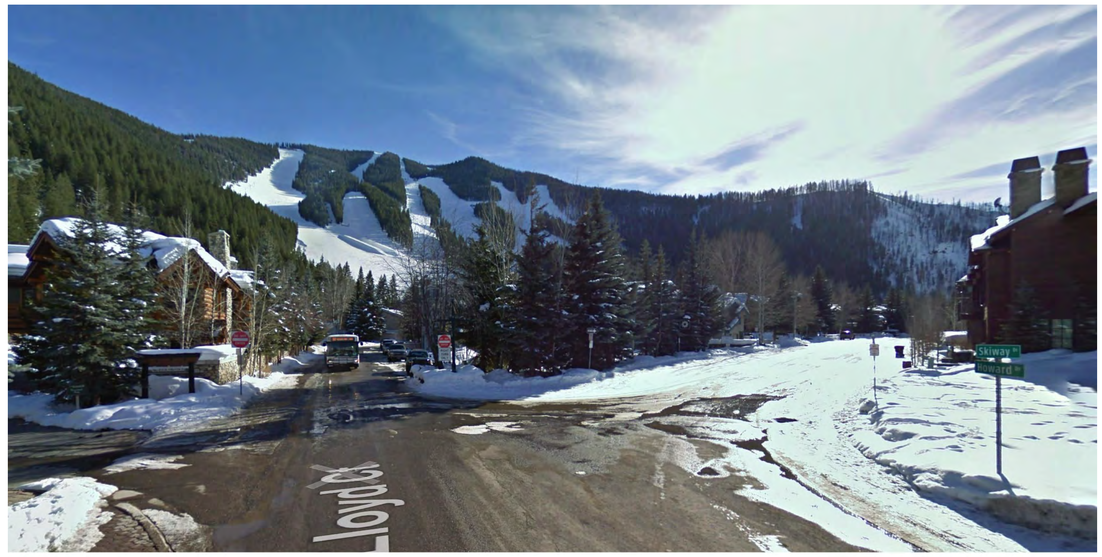
LOT 100/106, PICABO ST.
KETCHUM, IDAHO

NEIGHBORHOOD
MASSING

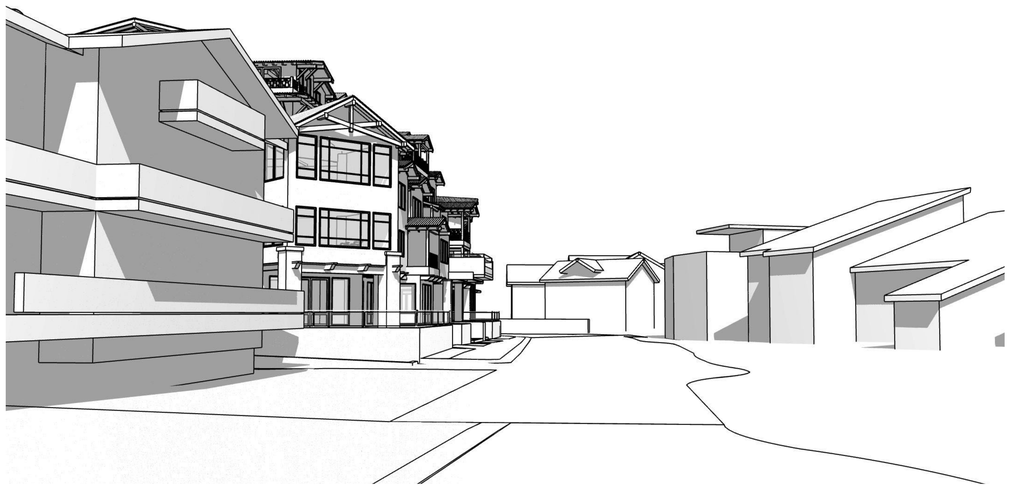
A-0.6

CATEGORY	SEQUENCE

PICABO STREET LOOKING EAST



LLOYD COURT LOOKING SOUTHWEST



HOWARD DRIVE LOOKING NORTH EAST

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LOT 100/106, PICABO ST.
KETCHUM, IDAHO

SIMULATED IN CONTEXT

A-0.7

CATEGORY SEQUENCE

GREY CEDAR SIDING
RANDOM UNITS

DARK NATURAL SIDING
RANDOM UNITS

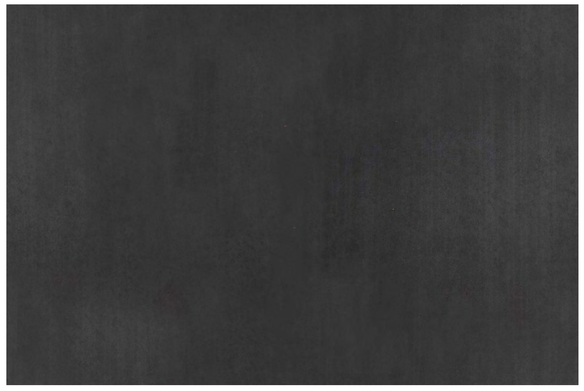
WEATHERED SIDING 4
RANDOM UNITS

WEATHERED NATURAL WOOD
ALL EXPOSED POST, BEAM, RAFTER AND TRIM DETAILS

WEATHERED SIDING 1
RANDOM UNITS

WEATHERED SIDING 2
RANDOM UNITS

WEATHERED SIDING 3
RANDOM UNITS

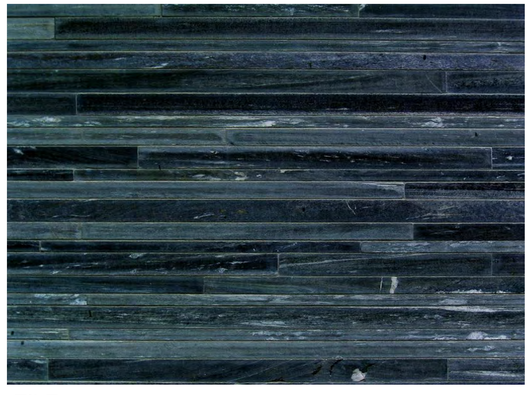


ZINC EXPOSED METAL, ROOFING, CLADDDING, RAILINGS, ETC

CORRUGATED SIDING/CLADDING - RANDOM UNITS

COR-TEN STEEL TRIM DETAILS - RANDOM

BASALTIC/LAVA STONE ALL MASONRY SURFACES



TILE AT POOL

CONCRETE ALL EXPOSED RETAINING AND CONCERET SURFACES

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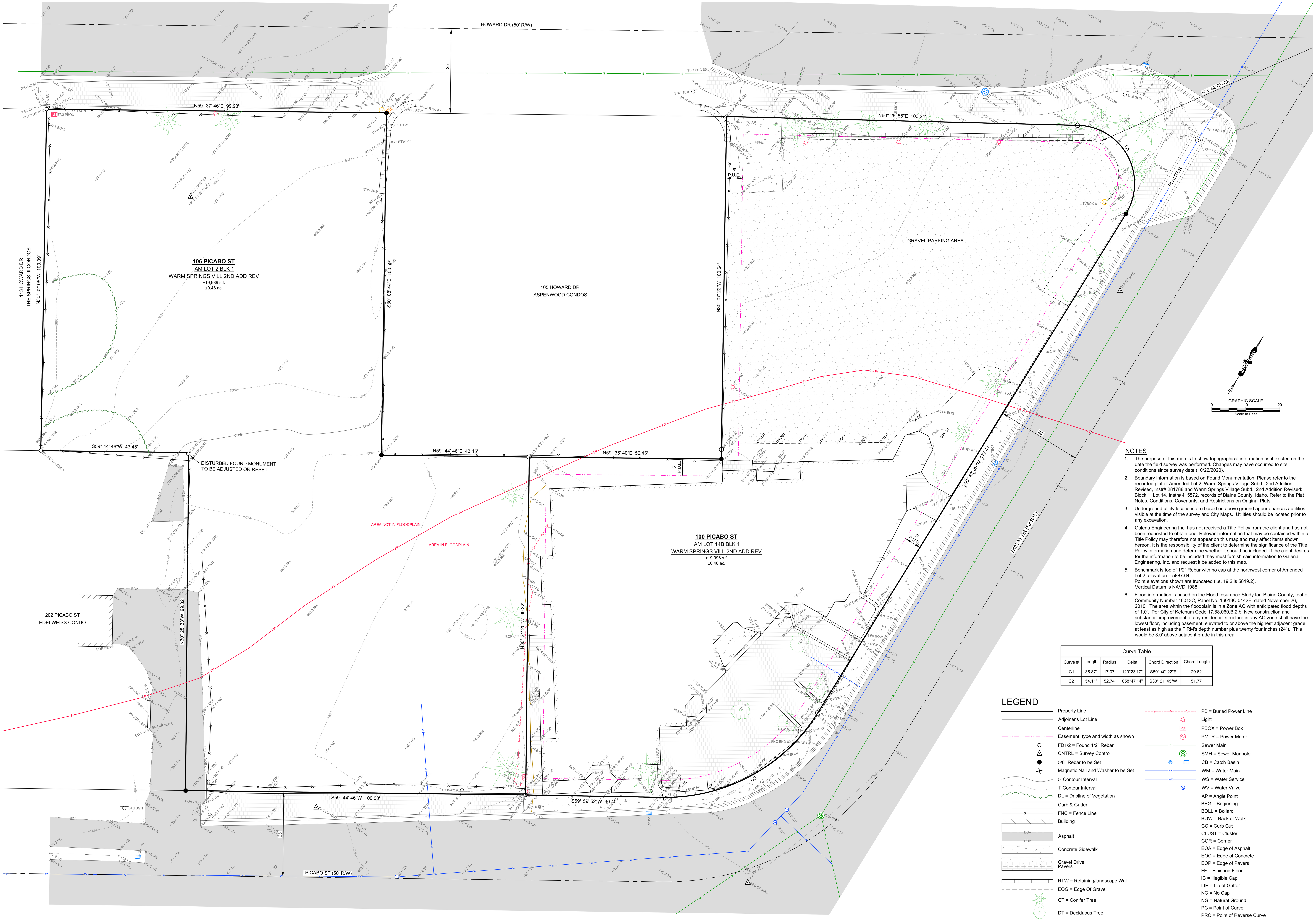
LOT 100/106, PICABO ST.
KETCHUM, IDAHO

MATERIALS

A-0.8

CATEGORY SEQUENCE



NOTES

1. The purpose of this map is to show topographical information as it existed on the date the field survey was performed. Changes may have occurred to site conditions since survey date (10/22/2020).
2. Boundary information is based on Found Monumentation. Please refer to the recorded plat of Amended Lot 2, Warm Springs Village Subd., 2nd Addition Revised, Instr# 281788 and Warm Springs Village Subd., 2nd Addition Revised: Block 1: Lot 14, Instr# 415572, records of Blaine County, Idaho. Refer to the Plat Notes, Conditions, Covenants, and Restrictions on Original Plats.
3. Underground utility locations are based on above ground appurtenances / utilities visible at the time of the survey and City Maps. Utilities should be located prior to any excavation.
4. Galena Engineering Inc. has not received a Title Policy from the client and has not been requested to obtain one. Relevant information that may be contained within a Title Policy may therefore not appear on this map and may affect items shown hereon. It is the responsibility of the client to determine the significance of the Title Policy information and determine whether it should be included. If the client desires for the information to be included they must furnish said information to Galena Engineering, Inc. and request it be added to this map.
5. Benchmark is top of 1/2" Rebar with no cap at the northwest corner of Amended Lot 2, elevation = 5887.64.
   Point elevations shown are truncated (i.e. 19.2 is 5819.2).
   Vertical Datum is NAVD 1988.
6. Flood information is based on the Flood Insurance Study for: Blaine County, Idaho, Community Number 16013C, Panel No. 16013C 0442E, dated November 26, 2010. The area within the floodplain is in a Zone AO with anticipated flood depths of 1.0'. Per City of Ketchum Code 17.88.060.B.2.b: New construction and substantial improvement of any residential structure in any AO zone shall have the lowest floor, including basement, elevated to or above the highest adjacent grade at least as high as the FIRM's depth number plus twenty four inches (24"). This would be 3.0' above adjacent grade in this area.

Curve Table

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	35.87'	17.07'	120°23'17"	S59° 40' 22"E	29.62'
C2	54.11'	52.74'	058°47'14"	S30° 21' 45"W	51.77'

LEGEND

- Property Line
- Adjoiner's Lot Line
- Centerline
- Easement, type and width as shown
- FD1/2 = Found 1/2" Rebar
- CNTRL = Survey Control
- 5/8" Rebar to be Set
- Magnetic Nail and Washer to be Set
- 5' Contour Interval
- 1' Contour Interval
- DL = Dripline of Vegetation
- Curb & Gutter
- FNC = Fence Line
- Building
- Asphalt
- Concrete Sidewalk
- Gravel Drive Pavers
- RTW = Retaining/landscape Wall
- EOG = Edge Of Gravel
- CT = Conifer Tree
- DT = Deciduous Tree
- SGN = Sign
- Flood Plain
- GM = Gas Main
- TVBOX = Cable TV Riser
- PHBOX = Telephone Riser
- PB = Buried Power Line
- Light
- PBOX = Power Box
- PMTR = Power Meter
- Sewer Main
- SMH = Sewer Manhole
- CB = Catch Basin
- WM = Water Main
- WS = Water Service
- WV = Water Valve
- AP = Angle Point
- BEG = Beginning
- BOLL = Bollard
- BOW = Back of Walk
- CC = Curb Cut
- CLUST = Cluster
- COR = Corner
- EOA = Edge of Asphalt
- EOC = Edge of Concrete
- EOP = Edge of Pavers
- FF = Finished Floor
- IC = Illegible Cap
- LIP = Lip of Gutter
- NC = No Cap
- NG = Natural Ground
- PC = Point of Curve
- PRC = Point of Reverse Curve
- PT = Point of Tangent
- P.U.E. = Public Utility Easement
- RP = Reference Point
- TA = Top of Asphalt

A TOPOGRAPHIC MAP SHOWING LOTS 2A & 14B, WARM SPRINGS VILLAGE SUB. 2ND ADD. REVISED 100 AND 106 PICABO ST

LOCATED WITHIN SECTION 14, T.4 N., R.17 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR BRIAN BARSOTTI

PROJECT INFORMATION
P:\sdskproj\8009\dwg\Topo\8009_topo.dwg 12/02/20 2:29:34 PM

PROFESSIONAL LAND SURVEYOR
LICENSED
16670
12/02/20
STATE OF IDAHO
MARK E. PHILLIPS

DESIGNED BY
CT
DRAWN BY
SMF
CHECKED BY

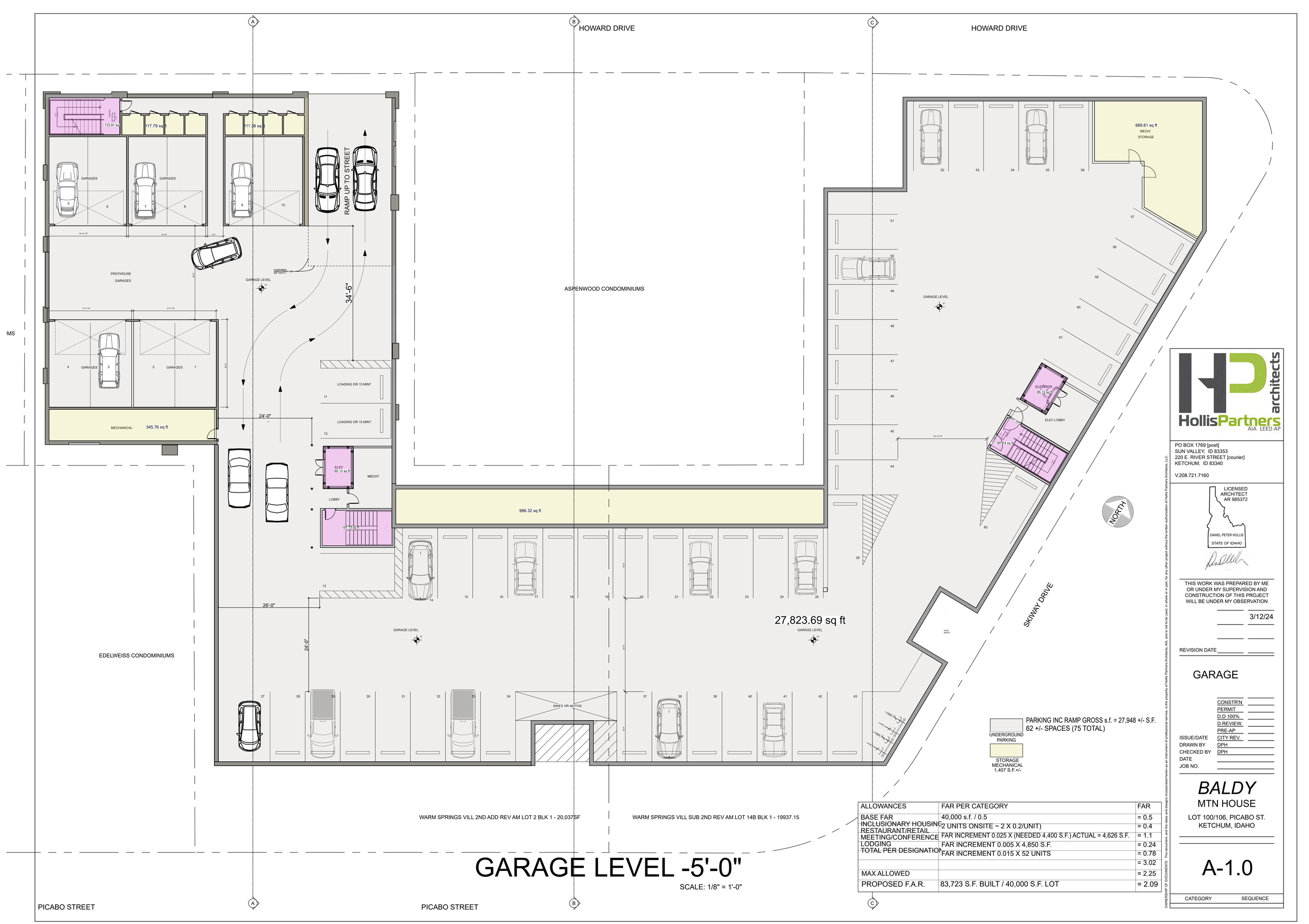
GALENA
ENGINEERING, INC.
Civil Engineers & Land Surveyors
317 N. River Street
Hailey, Idaho 83333
(208) 788-1705
email galena@galena-engineering.com

REVISIONS

NO	DATE	BY

PURPOSE:

TOPO



PARKING INC RAMP GROSS s.f. = 27,948 +/- S.F.
62 +/- SPACES (75 TOTAL)

UNDERGROUND PARKING

STORAGE MECHANICAL 1,407 S.F.+/-

ALLOWANCES	FAR PER CATEGORY	FAR
BASE FAR	40,000 s.f. / 0.5	= 0.5
INCLUSIONARY HOUSING	2 UNITS ONSITE ~ 2 X 0.2/UNIT)	= 0.4
RESTAURANT/RETAIL		
MEETING/CONFERENCE	FAR INCREMENT 0.025 X (NEEDED 4,400 S.F.) ACTUAL = 4,626 S.F.	= 1.1
LODGING	FAR INCREMENT 0.005 X 4,850 S.F.	= 0.24
TOTAL PER DESIGNATION	FAR INCREMENT 0.015 X 52 UNITS	= 0.78
		= 3.02
MAX ALLOWED		= 2.25
PROPOSED F.A.R.	83,723 S.F. BUILT / 40,000 S.F. LOT	= 2.09

GARAGE LEVEL -5'-0"

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

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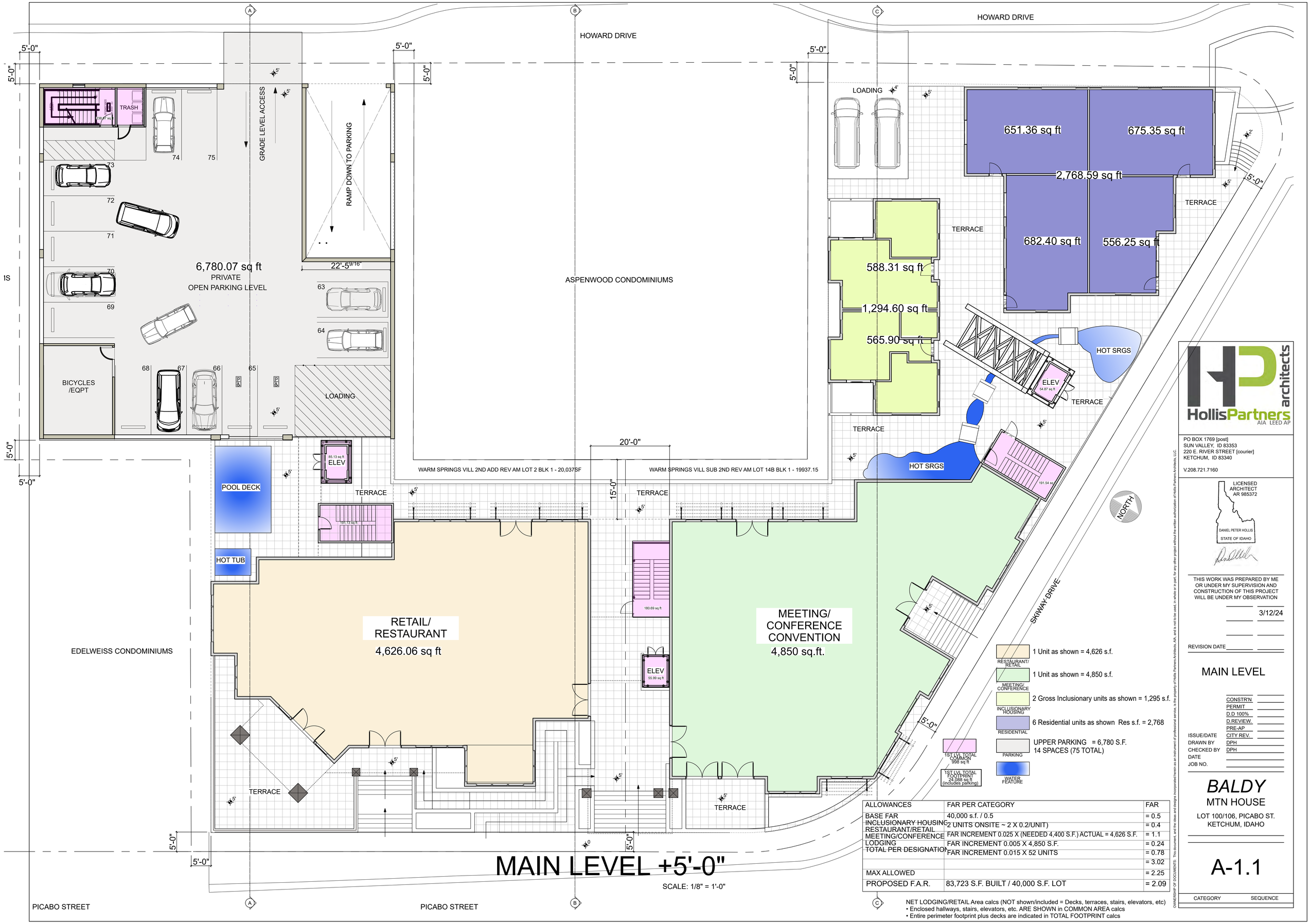
LOT 100/106, PICABO ST.
KETCHUM, IDAHO

A-1.0

CATEGORY SEQUENCE



1 Unit as shown = 4,626 s.f. (RESTAURANT/ RETAIL)

1 Unit as shown = 4,850 s.f. (MEETING/ CONFERENCE)

2 Gross Inclusionary units as shown = 1,295 s.f. (INCLUSIONARY HOUSING)

6 Residential units as shown Res s.f. = 2,768 (RESIDENTIAL)

UPPER PARKING = 6,780 S.F.
14 SPACES (75 TOTAL) (PARKING)

WATER FEATURE

ALLOWANCES	FAR PER CATEGORY	FAR
BASE FAR	40,000 s.f. / 0.5	= 0.5
INCLUSIONARY HOUSING	2 UNITS ONSITE ~ 2 X 0.2/UNIT)	= 0.4
RESTAURANT/RETAIL	FAR INCREMENT 0.025 X (NEEDED 4,400 S.F.) ACTUAL = 4,626 S.F.	= 1.1
MEETING/CONFERENCE	FAR INCREMENT 0.005 X 4,850 S.F.	= 0.24
LODGING	FAR INCREMENT 0.015 X 52 UNITS	= 0.78
TOTAL PER DESIGNATION		= 3.02
MAX ALLOWED		= 2.25
PROPOSED F.A.R.	83,723 S.F. BUILT / 40,000 S.F. LOT	= 2.09

NET LODGING/RETAIL Area calcs (NOT shown/included = Decks, terraces, stairs, elevators, etc)
• Enclosed hallways, stairs, elevators, etc. ARE SHOWN in COMMON AREA calcs
• Entire perimeter footprint plus decks are indicated in TOTAL FOOTPRINT calcs

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MAIN LEVEL

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BALDY
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LOT 100/106, PICABO ST.
KETCHUM, IDAHO

A-1.1

CATEGORY SEQUENCE

SECOND LEVEL +19'-0"

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

ALLOWANCES	FAR PER CATEGORY	FAR
BASE FAR	40,000 s.f. / 0.5	= 0.5
INCLUSIONARY HOUSING	2 UNITS ONSITE ~ 2 X 0.2/UNIT)	= 0.4
RESTAURANT/RETAIL	FAR INCREMENT 0.025 X (NEEDED 4,400 S.F.) ACTUAL = 4,626 S.F.	= 1.1
MEETING/CONFERENCE	FAR INCREMENT 0.005 X 4,850 S.F.	= 0.24
LODGING	FAR INCREMENT 0.015 X 52 UNITS	= 0.78
TOTAL PER DESIGNATION		= 3.02
MAX ALLOWED		= 2.25
PROPOSED F.A.R.	83,723 S.F. BUILT / 40,000 S.F. LOT	= 2.09

NET LODGING Area calcs (NOT shown/included = Decks, terraces, stairs, elevators, etc)
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SECOND LEVEL

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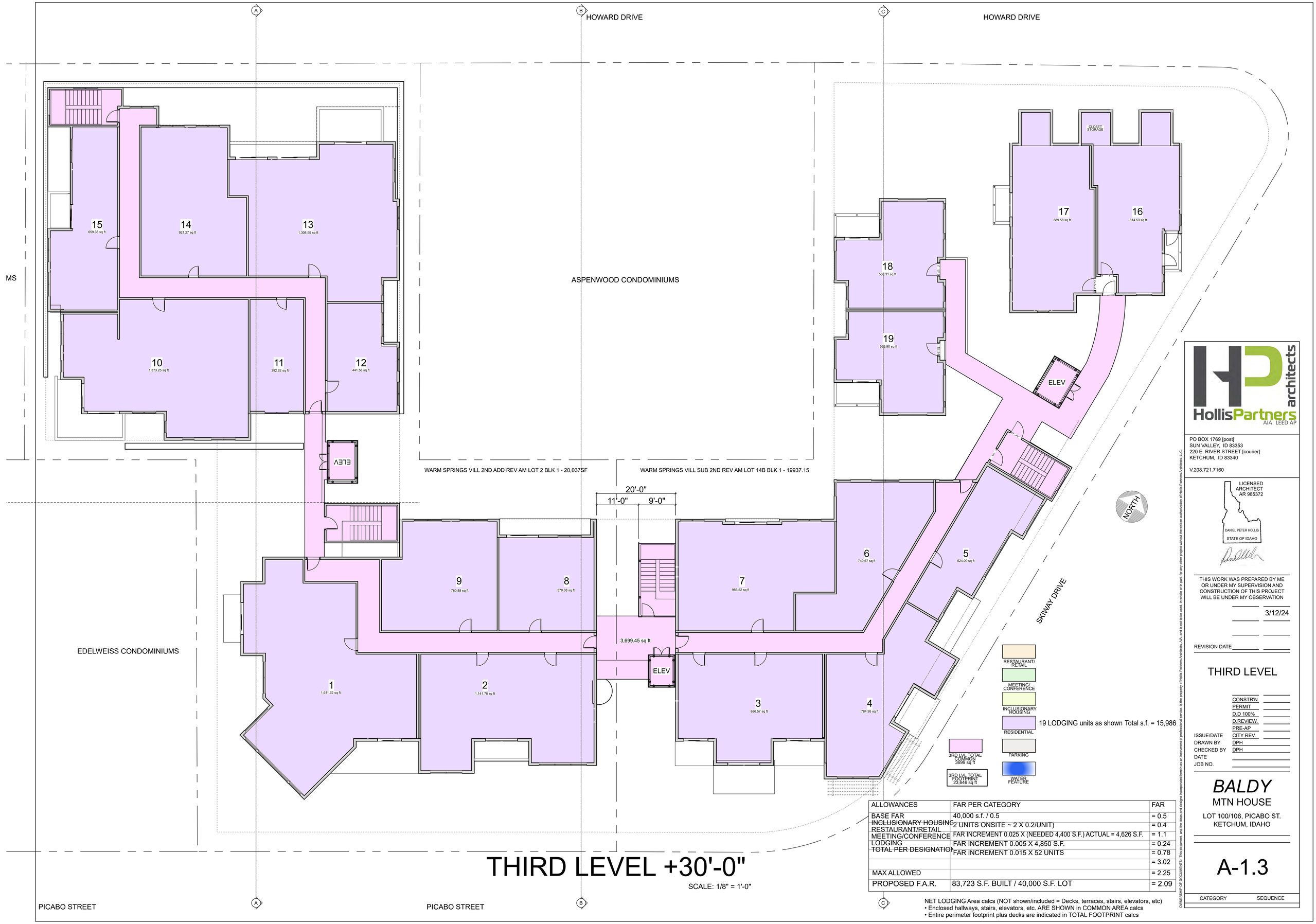
A-1.2

CATEGORY	SEQUENCE



THIRD LEVEL +30'-0"

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

ALLOWANCES	FAR PER CATEGORY	FAR
BASE FAR	40,000 s.f. / 0.5	= 0.5
INCLUSIONARY HOUSING	2 UNITS ONSITE ~ 2 X 0.2/UNIT)	= 0.4
RESTAURANT/RETAIL		
MEETING/CONFERENCE	FAR INCREMENT 0.025 X (NEEDED 4,400 S.F.) ACTUAL = 4,626 S.F.	= 1.1
LODGING	FAR INCREMENT 0.005 X 4,850 S.F.	= 0.24
TOTAL PER DESIGNATION	FAR INCREMENT 0.015 X 52 UNITS	= 0.78
		= 3.02
MAX ALLOWED		= 2.25
PROPOSED F.A.R.	83,723 S.F. BUILT / 40,000 S.F. LOT	= 2.09

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- Enclosed hallways, stairs, elevators, etc. ARE SHOWN in COMMON AREA calcs
- Entire perimeter footprint plus decks are indicated in TOTAL FOOTPRINT calcs

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KETCHUM, ID 83340

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THIRD LEVEL

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	D.REVIEW
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ISSUE/DATE	CITY REV.
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JOB NO.	

BALDY
MTN HOUSE

LOT 100/106, PICABO ST.
KETCHUM, IDAHO

A-1.3

CATEGORY	SEQUENCE

HOWARD DRIVE

HOWARD DRIVE

ASPENWOOD CONDOMINIUMS

EDELWEISS CONDOMINIUMS

WARM SPRINGS VILL 2ND ADD REV AM LOT 2 BLK 1 - 20,037SF

WARM SPRINGS VILL SUB 2ND REV AM LOT 14B BLK 1 - 19937.15

PICABO STREET

PICABO STREET

SKIWAY DRIVE

NORTH

5'-0"
25'-0"
30'-0"
58'-8 9/16"
11'-7 3/4"
5'-0"
30'-0"
14'-5 7/16"
30'-0"
15'-0"
15'-0"
37'-3 3/8"
32'-0"
32'-1 11/16"
28'-0"
14'-6"
8'-6"
5'-0"
1,270.12 sq ft
1,614.99 sq ft
ELEV
ELEV
ELEV

1 1,560.41 sq ft
2 1,585.63 sq ft
3 1,495.90 sq ft
4 1,461.04 sq ft
5 1,075 sq ft
6 1,115.17 sq ft
7 2,220.58 sq ft

RESTAURANT/ RETAIL
MEETING/ CONFERENCE
INCLUSIONARY HOUSING
RESIDENTIAL
7 MARKET RATE units as shown
Total s.f. = 10,012 S.F.
4TH LVL TOTAL COMMON 2,885 sq ft
PARKING
4TH LVL TOTAL FOOTPRINT 16,339 sq ft
WATER FEATURE

FOURTH LEVEL +41'-0"

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

ALLOWANCES	FAR PER CATEGORY	FAR
BASE FAR	40,000 s.f. / 0.5	= 0.5
INCLUSIONARY HOUSING	2 UNITS ONSITE ~ 2 X 0.2/UNIT)	= 0.4
RESTAURANT/RETAIL	FAR INCREMENT 0.025 X (NEEDED 4,400 S.F.) ACTUAL = 4,626 S.F.	= 1.1
MEETING/CONFERENCE	FAR INCREMENT 0.005 X 4,850 S.F.	= 0.24
LODGING	FAR INCREMENT 0.015 X 52 UNITS	= 0.78
TOTAL PER DESIGNATION		= 3.02
MAX ALLOWED		= 2.25
PROPOSED F.A.R.	83,723 S.F. BUILT / 40,000 S.F. LOT	= 2.09

NET LODGING Area calcs (NOT shown/included = Decks, terraces, stairs, elevators, etc)
- Enclosed hallways, stairs, elevators, etc. ARE SHOWN in COMMON AREA calcs
- Entire perimeter footprint plus decks are indicated in TOTAL FOOTPRINT calcs

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FOURTH LEVEL

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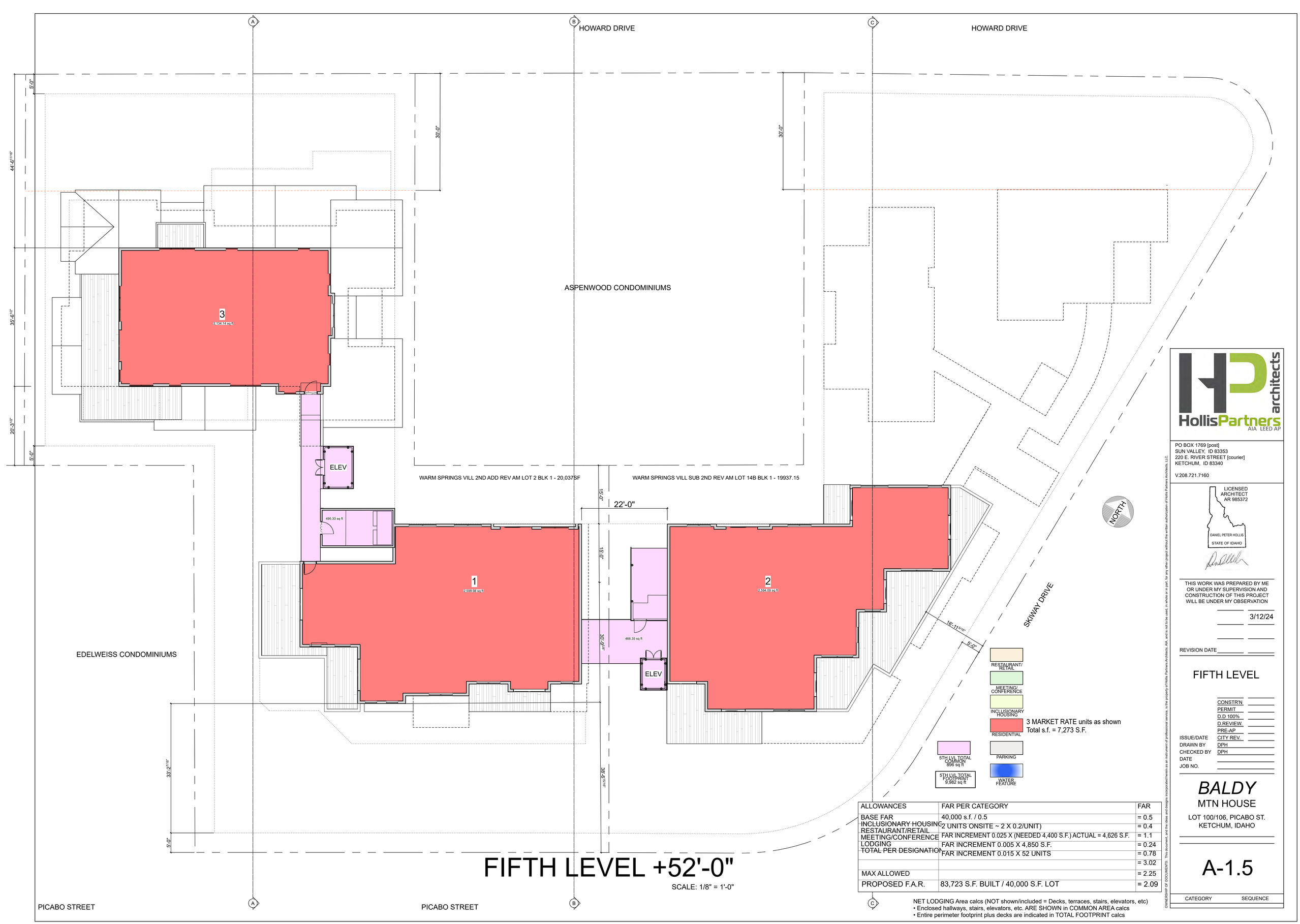
A-1.4

CATEGORY SEQUENCE



FIFTH LEVEL +52'-0"

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

ALLOWANCES	FAR PER CATEGORY	FAR
BASE FAR	40,000 s.f. / 0.5	= 0.5
INCLUSIONARY HOUSING	2 UNITS ONSITE ~ 2 X 0.2/UNIT)	= 0.4
RESTAURANT/RETAIL	FAR INCREMENT 0.025 X (NEEDED 4,400 S.F.) ACTUAL = 4,626 S.F.	= 1.1
MEETING/CONFERENCE	FAR INCREMENT 0.005 X 4,850 S.F.	= 0.24
LODGING	FAR INCREMENT 0.015 X 52 UNITS	= 0.78
TOTAL PER DESIGNATION		= 3.02
MAX ALLOWED		= 2.25
PROPOSED F.A.R.	83,723 S.F. BUILT / 40,000 S.F. LOT	= 2.09

NET LODGING Area calcs (NOT shown/included = Decks, terraces, stairs, elevators, etc)
- Enclosed hallways, stairs, elevators, etc. ARE SHOWN in COMMON AREA calcs
- Entire perimeter footprint plus decks are indicated in TOTAL FOOTPRINT calcs

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FIFTH LEVEL

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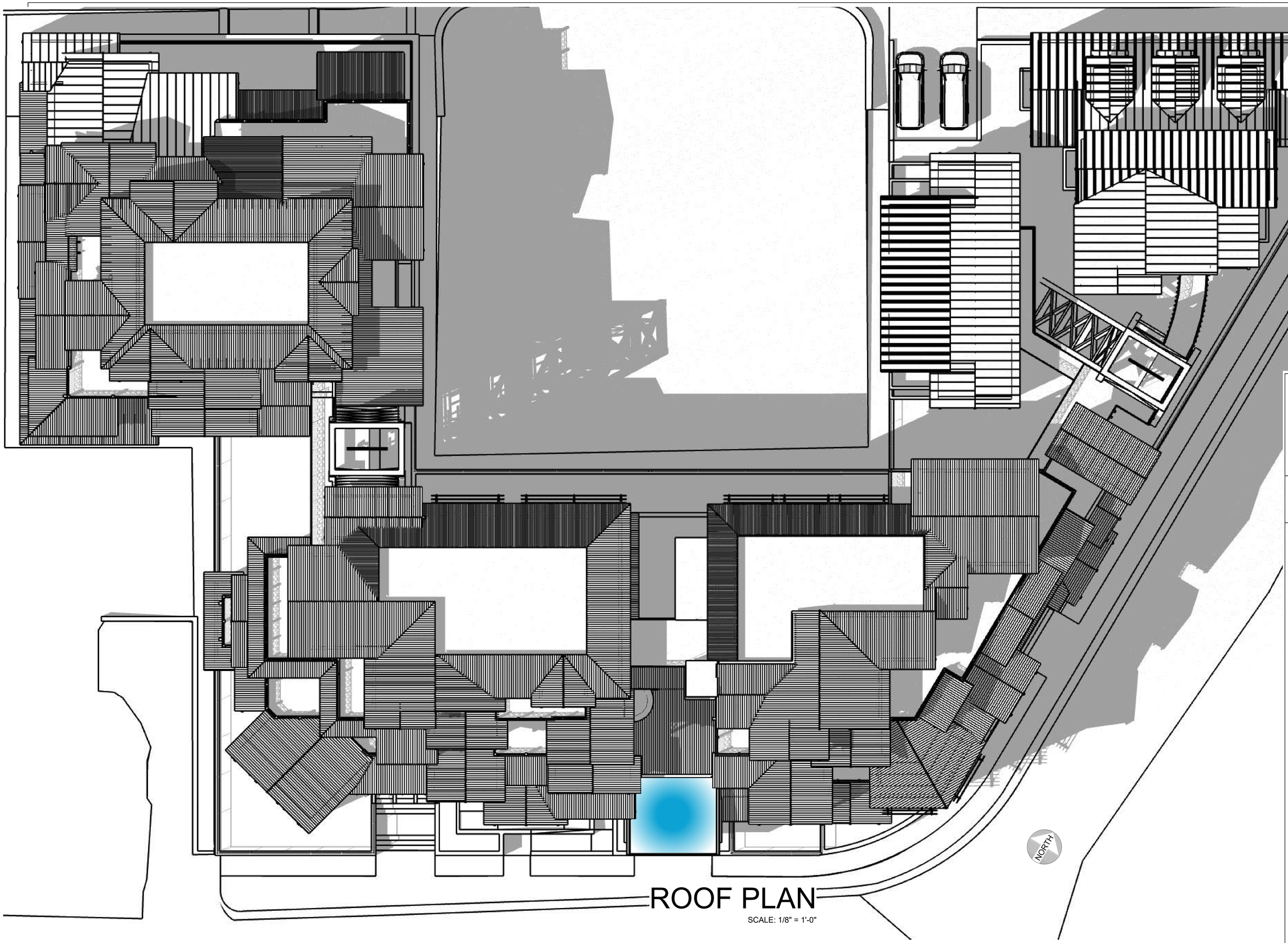
A-1.5

CATEGORY SEQUENCE



ROOF PLAN

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

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ROOF PLAN

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MTN HOUSE
LOT 100/106, PICABO ST.
KETCHUM, IDAHO

A-1.6

CATEGORY SEQUENCE

SOUTH ELEVATION
SCALE : 1" = 10'-0"

EAST ELEVATION
SCALE : 1" = 10'-0"

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LOT 100/106, PICABO ST.
KETCHUM, IDAHO

EXT. ELEVATIONS

A-2.0

CATEGORY	SEQUENCE

WEST ELEVATION
SCALE : 1" = 10'-0"

NORTH ELEVATION
SCALE : 1" = 10'-0"

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LOT 100/106, PICABO ST.
KETCHUM, IDAHO

EXT. ELEVATIONS

A-2.1

CATEGORY	SEQUENCE

SOUTH ELEVATION
SCALE : 1" = 10'-0"

EAST ELEVATION
SCALE : 1" = 10'-0"

SOUTH EAST ELEVATION
SCALE : 1" = 10'-0"

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MTN HOUSE

LOT 100/106, PICABO ST.
KETCHUM, IDAHO

EXT. ELEV COLOR

A-2.2

CATEGORY	SEQUENCE

WEST ELEVATION
SCALE : 1" = 10'-0"

NORTH ELEVATION
SCALE : 1" = 10'-0"

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LOT 100/106, PICABO ST.
KETCHUM, IDAHO

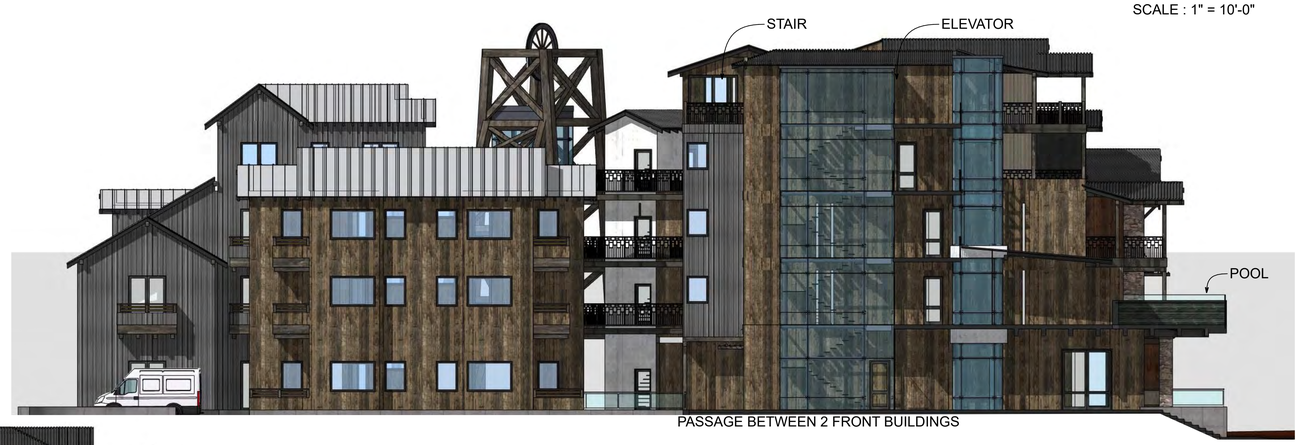
EXT. ELEV COLOR

A-2.3

CATEGORY SEQUENCE

NORTH ELEVATION
SCALE : 1" = 10'-0"

NORTH ELEVATION + NEIGHBOR CONTEXT
SCALE : 1" = 10'-0"



PASSAGE BETWEEN 2 FRONT BUILDINGS

WEST ELEVATION (EAST BUILDING)
SCALE : 1" = 10'-0"

PASSAGE BETWEEN 2 FRONT BUILDINGS

EAST ELEVATION (WEST BUILDING)
SCALE : 1" = 10'-0"

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LOT 100/106, PICABO ST.
KETCHUM, IDAHO

EXT. ELEV IN CONTEXT

A-2.4

CATEGORY	SEQUENCE

SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

WEST ELEVATION

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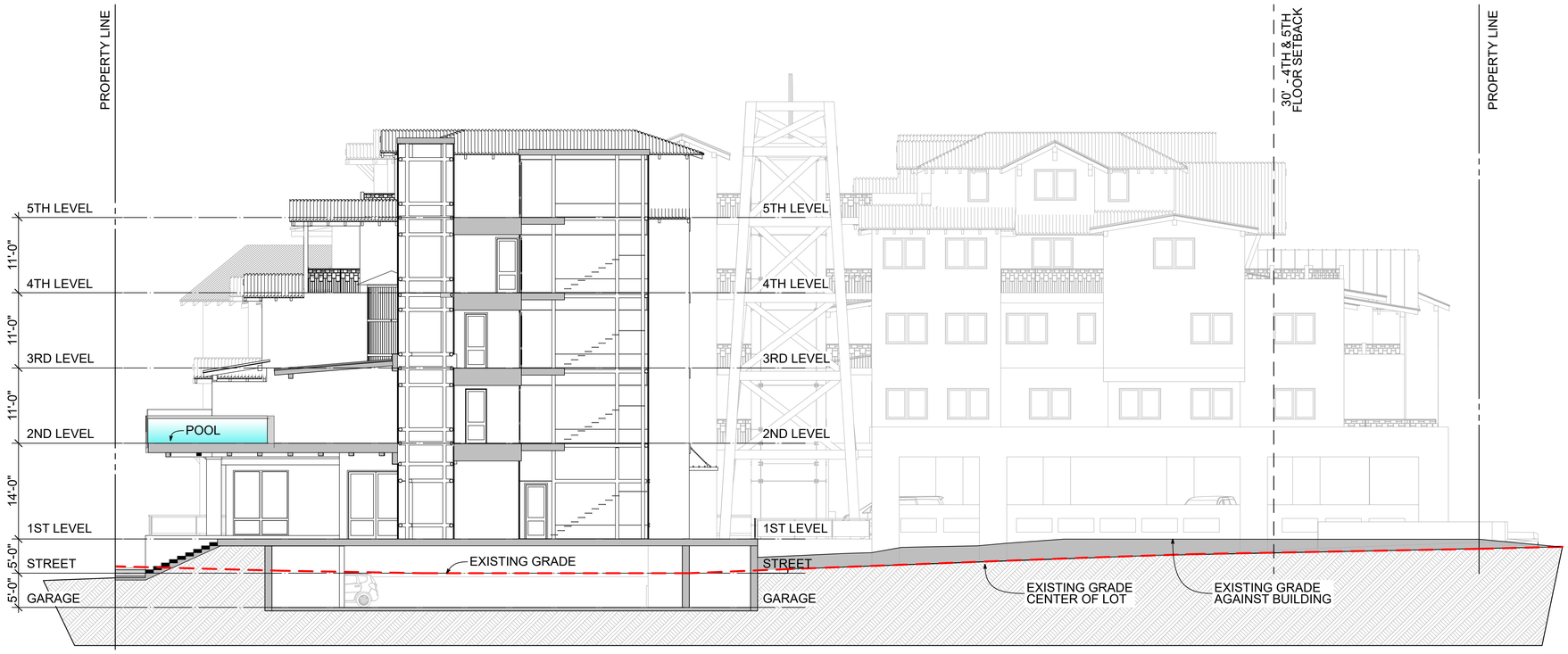
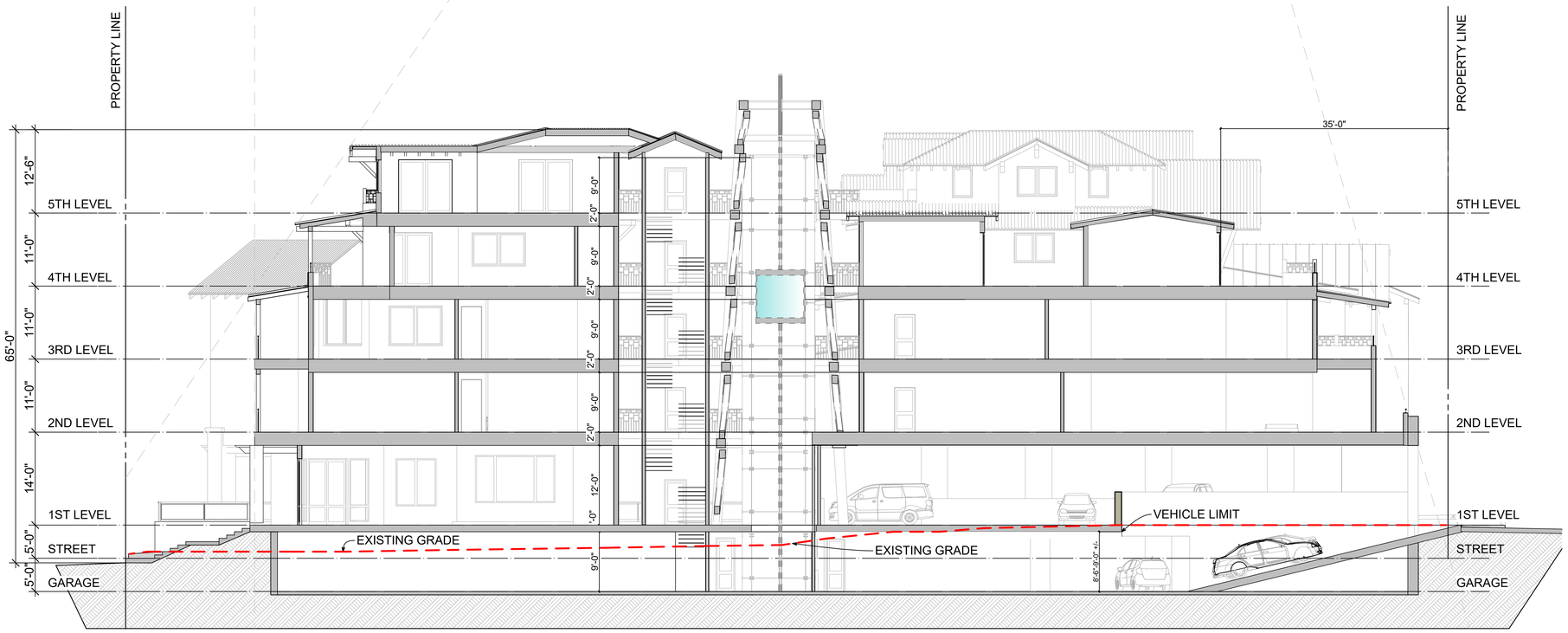
EXT. ELEVATIONS + LANDSCAPE

A-2.5

CATEGORY	SEQUENCE



BUILDING SECTION N/S CENTRAL ENTRY



BUILDING SECTION N/S WEST ENTRY THRU REAR RAMP

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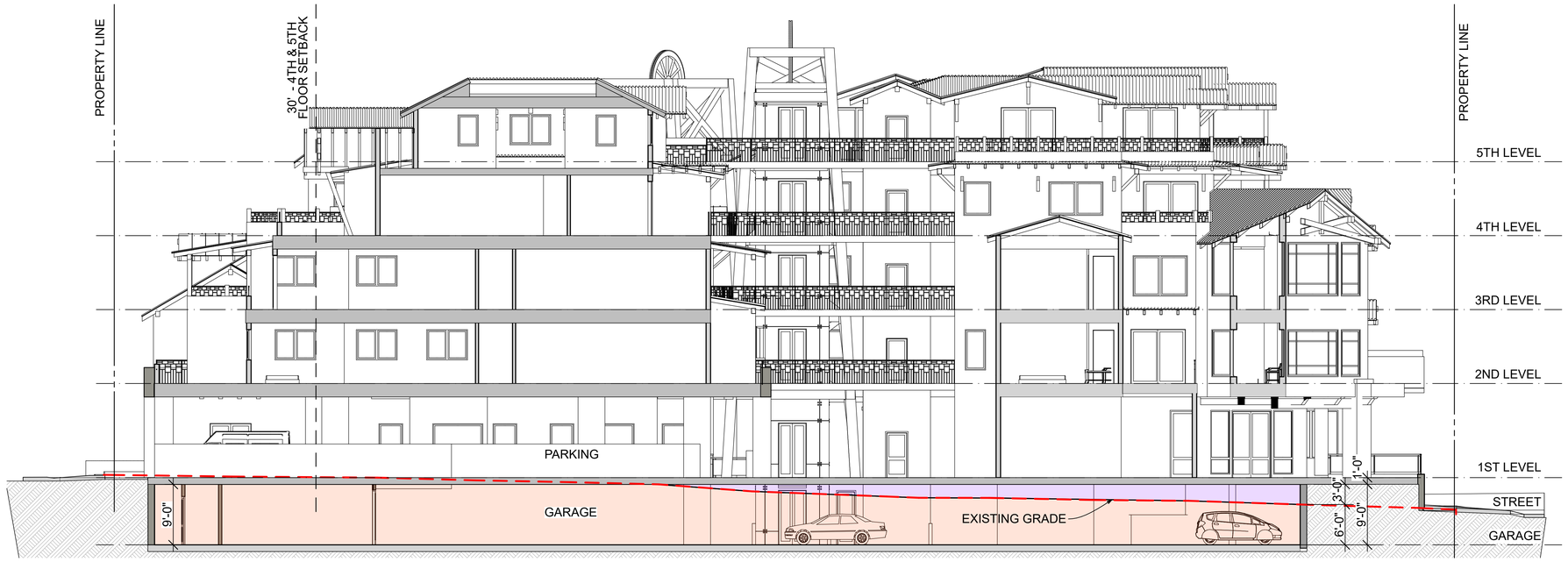
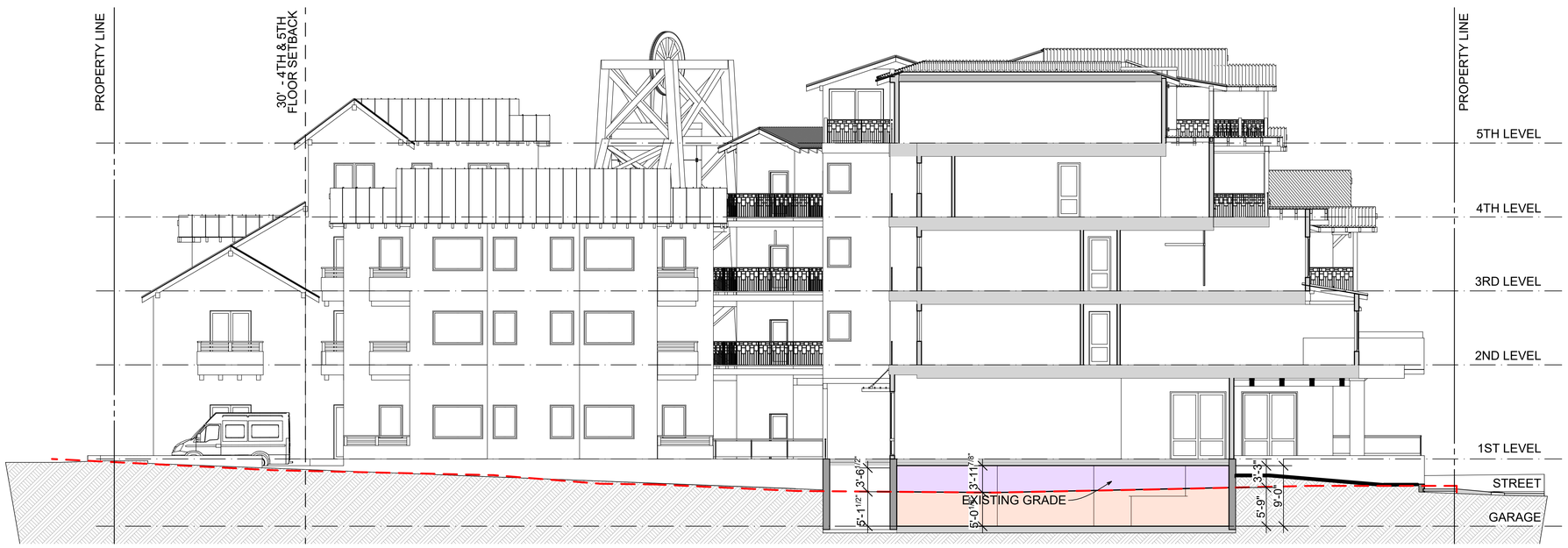
BUILDING SECTIONS

A-3.1

CATEGORY SEQUENCE



BUILDING SECTION A



BUILDING SECTION B

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SITE SECTIONS

A-3.2

CATEGORY SEQUENCE

BUILDING SECTION C

NOTE: NO PART OF THE UNDERGROUND PARKING GARAGE CEILING PROJECTS PAST THE 4'-0" INVISIBLE HEIGHT PLANE

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A-3.3

CATEGORY	SEQUENCE

Attachment A3

Existing Site Pictures

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220 River Street, East
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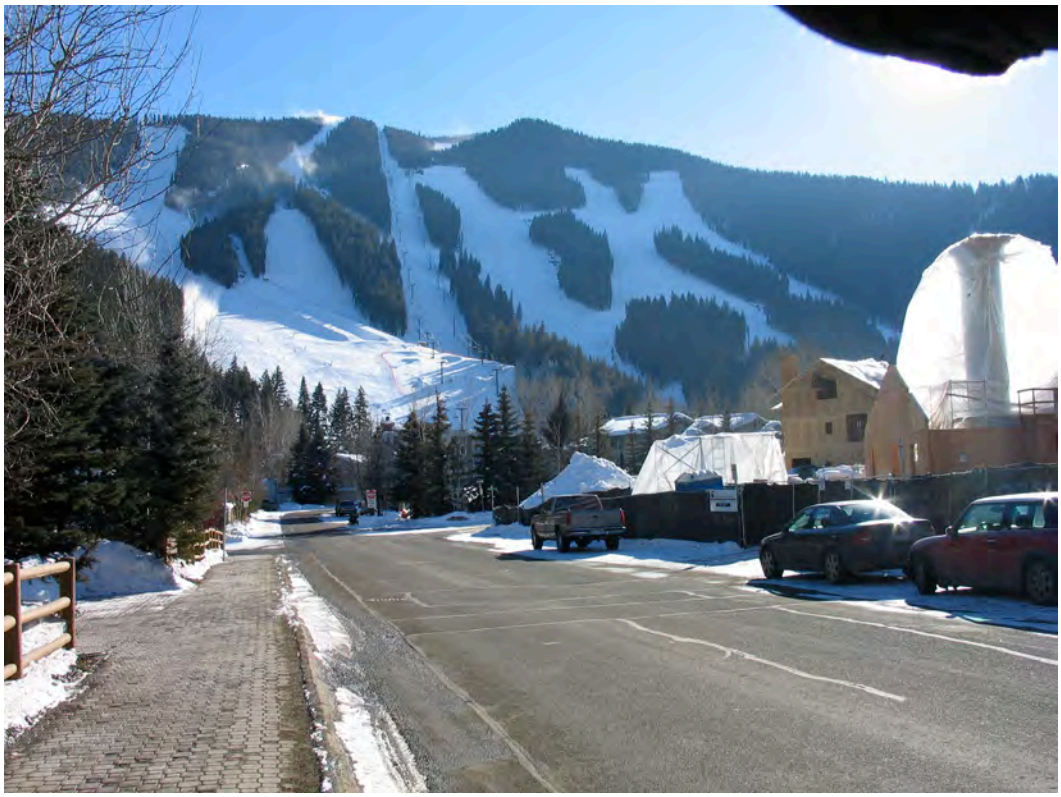
Existing site photographs

Birds eye view from West corner

Birds eye view from Picabo street

Birds eye view from intersection of Picabo & Skiway



View down Skiway towards Baldy Mountain,
Project location

View from Warm Springs Lodge looking NE down Picabo Street towards what was previously known as Baldy Basecamp

Attachment A4

WSBA Design Guidelines: Narrative Response

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Ketchum, ID 83340
v 208.721.7160

14th March 2024

City of Ketchum – Planners
P.O Box 2315
480 East Ave. N.
Ketchum, ID 83340

Dear City of Ketchum Planners,

This is HRA's statement on how the design concept/ project meets the Warm Springs Area Base Village design guidelines. The following response reacts to the document produced by the City of Ketchum in March 2008. III. Village Level Design Guidelines, IV. Site Design Guidelines and V. Building Design Guidelines.

View from Baldy Mtn towards "Baldy Mtn House" project

The following are key design objectives for development In the Warm Springs Base Area Village. These objectives are based, in part, on information provided in the Warm Springs Base Area Village Framework Plan. They are intended to ensure that development will encourage vitality in the area while maintaining and enhancing the village's unique character and its connections with nature. All new projects within the village shall help to meet these objectives.

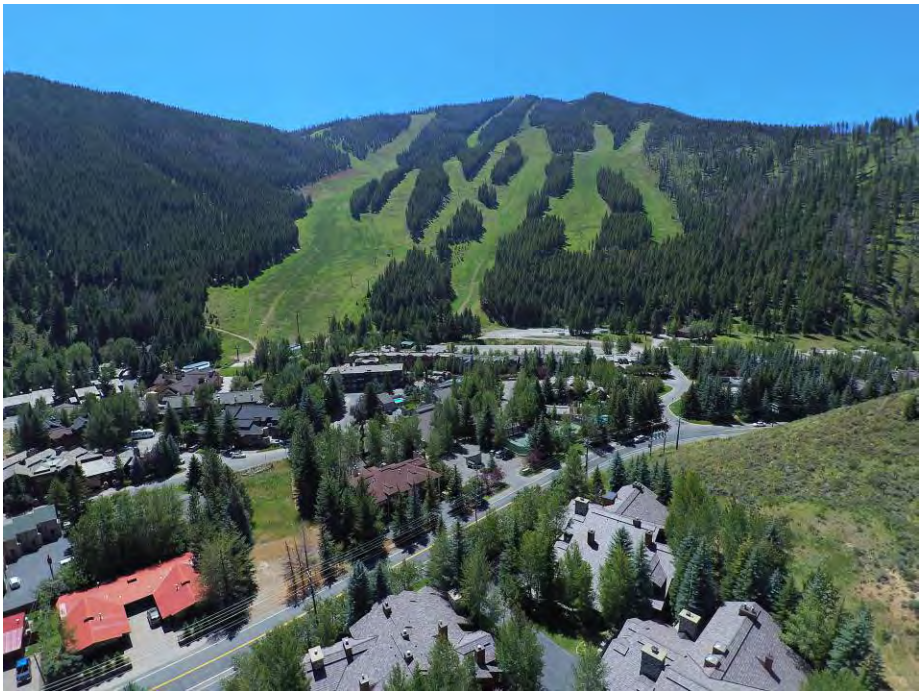
1. ***Promote a village character.***
2. ***Provide a pedestrian-friendly environment.***
3. ***Promote variety in the street level experience.***
4. ***Provide an interconnected pedestrian circulation system.***
5. ***Provide a mix of uses throughout the village.***
6. ***Maintain a direct connection to the surrounding natural environment.***
7. ***Maintain key public view corridors to the mountains and other natural features.***
8. ***Minimize the perceived scale of large developments.***

III. Village Level Design Guidelines

1.0 Public View Corridors

1.1 Maintain key views from public rights-of-way to significant natural features and landmarks.

The design concept of the Baldy Mountain House (BMH) project encompasses a number of elements to preserve and maintain views from the public ROW and spaces to Bald Mountain. Rather than one massive building design, the BMH design features several independent buildings (pods) to frame the existing view corridors through creative building mass, undulating floor plans and building step back (wedding cake design).



Aerial view towards Bald Mountain in Warm Springs.

2.0 Natural Features and Resources

2.1 Incorporate natural site features as amenities within open site areas.

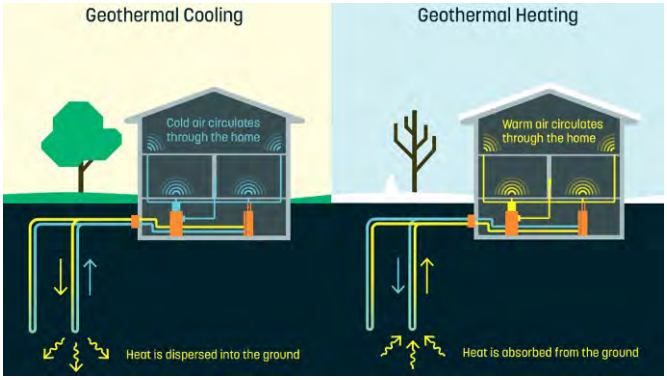
Within the open areas (which is approximately 15,500' sq. of site footprint) we propose to use vegetation, rock outcroppings and drainage ways. One of the main motifs of the design concept is based on our local mining history. In the North quadrant of the site we would like to incorporate a meandering drainage way, layered with natural rocks coming from the stair / elevator tower element designed to look like an old mining lift, located on the Picabo Street aspect.

2.2 Design site drainage to blend with the natural landscape.

The existing topography of this site has gentle grade to the SE towards Warm Springs Creek. Also, this site is located in a floodplain area. One of our reasons for elevating the ground floor of the project will help mitigate any potential flood damage.

2.3 Utilize the area's geothermal resources.

The plan for the project is to attempt to locate geothermal resources which exist in the Warm Springs area for green/renewable purposes such as snowmelt, radiant heating and hot water systems. Geothermal resource, if possible, will be utilized for a heated pool on the roof at level five and/or street level. We have a proposed a heated pool on the roof at level five which will utilize the geothermal resource. The client group has obtained a drilling permit from the Idaho Department of Water Resources to drill to determine if geothermal resources are available under the property.



Images of Hot Spring & Cooling/Heating process

3.0 Topography

3.1 Design a building on a sloping site to reflect the natural topography.

As mentioned above there is a gentle slope from Howard Drive towards Picabo Street, with the Howard Drive curb existing at 30-34" above the SW corner of Picabo Street. Overall, the site is relatively flat compared to sites along Warm Springs Road.

Birds eye view looking at SW corner of project lot, gentle slope from Howard Drive to Picabo.

4.0 Trail and Walkway Systems

4.1 Provide connections to neighborhoods and regional pedestrian and bicycle ways.

One of the main objectives of this project is to return Warm Springs to the vibrant, robust village of the 1980's & 1990's. An active neighborhood project comprised of numerous and varied uses while encouraging easy pedestrian/skier access to the natural and manmade features of Bald Mountain. Within the site we propose a number of walkways, pedestrian paths and connectors from Howard Drive to Picabo Street. We will maintain the current pathway along Picabo Street to the north which will be a major circulation path for the project. From this pedestrian footpath you will be able to access our site at different locations through the use of stairs and ramps.

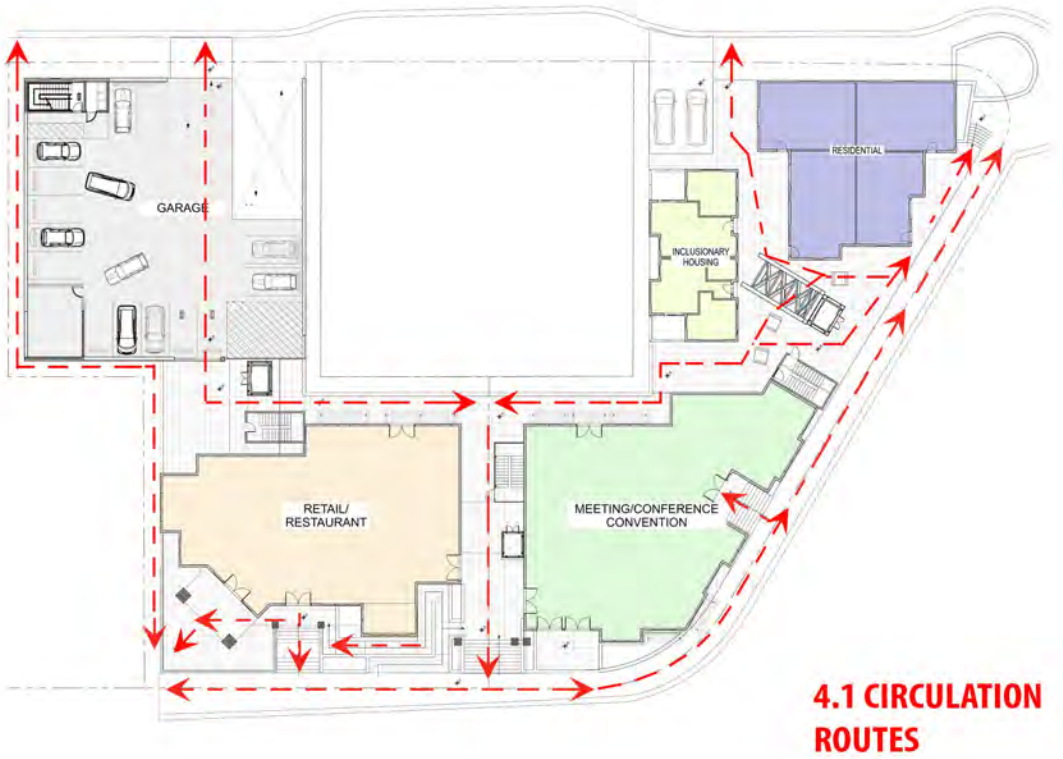


Diagram showing the interconnection from Picabo street thru to Howard street through the project.

4.2 Position a walkway to encourage pedestrian use.

As above.

4.3 Use paving materials that will encourage pedestrian use.

We propose concrete pavers within the site, with a high traction coefficient together with integrated snow melt system. The paver system will allow for utility runs below the walkway.

Pavers with radiant snowmelt system integrated.

5.0 Public Streetscape

5.1 Coordinate improvements within the public right-of-way.

The project incorporates city standard street furniture (seating, bike racks, etc.) to maintain a sense of continuity between streetscapes throughout the village.

Images of possible street furniture to incorporate into project.

5.2 Establish pedestrian friendly character within the streetscape.

Warm Springs Village is the original major access point for skiing, hiking and mountain biking on Bald Mountain and creates significant pedestrian/skier activity. Our project is intended to encourage pedestrian/skier activity through independent building pods to facilitate pedestrian use and create a

vibrant addition to the village. Through the use of decorative sidewalks, street furniture along Picabo Street, and clear way-finding, we will be able to achieve this goal. We propose Picabo Street is used primarily for skier drop-offs and pickups and provide significate on-site parking to alleviate parking congestion. Trees and landscaping will be proposed around the perimeter of the site to maintain clear site lines for safety as well as softening the building edges.

5.3 Urban street edges

BMH will provide public amenity spaces within the building footprint undulating back from the setback lines and incorporating easy access to the site via stairs and ramps.

5.4 Landscaped street edges

The project shall incorporate landscaping around and within the site to enhance the experience of the user and the surrounding neighbors. Landscaping shall soften building edges and site lines. Safety shall be maintained by proper placement of trees along the edges of the property. Lower landscaped beds will be provided in the front and side setbacks of the project.

Project proposes to line the major streets (Howard & Picabo) with an assortment of deciduous trees. These will help create shade in the summer and then color to the project in the fall.

IV. Site Design Guidelines

6.0 Building Setbacks

6.1 Vary building facade alignment.

The building footprint undulates and breaks up along each of the street facades. Also, the building facade will step back as the building elevation gets higher to create a more pedestrian scale. The image on page 15 of the WSBAV Design Guidelines document shows an image of the project site

with a simulated building on it. The Guidelines simulated building is much denser and the BMH concept.

The primary building façade will maintain alignment with Picabo Street.

6.2 Maintain the alignment of primary building façades at the setback line.

Our concept design reflects the building setbacks set forth by the WSBA (City of Ketchum) ie, **5'** for side yard and street frontages and then **15'** for rear yard setbacks. The site is defined by Picabo Street, Howard Drive and Skiway Drive. Picabo Street curves into Skiway Drive at the midpoint of the site. As this is the major edge of the site, the building footprint follows this edge with the SW edge of the building stepping back to incorporate a large exterior patio. As the building goes to the north along Picabo Street, the design contains a **10'x15'** relief in the footprint to conform to the building maximum wall plane length of **60**' and adds additional undulation as the entrance elevation step-backs to create a more human/pedestrian scale and experience along Picabo Street and Skiway Drive.

6.3 Locate public amenity spaces and open areas to create active accent features within setbacks and where building mass steps back from a setback line.

The concept design incorporates public amenity spaces along Picabo Street where the building facade undulates. These public and open spaces contain active accent features such as street furniture, bike racks and planter beds. Instead of creating one large building mass on the ground floor, our design breaks up the building along Picabo Street and Skiway Drive to provide walkways/ramps and natural light / ventilation to enter the site and neighboring properties.

7.0 Corner and Through Lots

7.1 On a corner or through lot both street façades shall be treated as a primary building frontage.

This site includes a corner lot at the far south end of Picabo Street. Intersecting with Skiway Drive and Howard Drive. We show multiple entry points into the site. Several different commercial uses are located on the ground floor (restaurant / bar, conference / auditorium / event space, long-term local's housing, retail, conference / zoom rooms and upper floor entry points). To access commercial spaces, the project has multiple access points into the site through walkways and ramps. Picabo Street is the sole access to the Warm Springs Base Area. Picabo Street is one way, turning into Skiway Drive which turns into a two-way street as it meets Howard Drive at the NE property corner.

7.2 Special features that highlight prominent corners should be considered.

Towards the midpoint of the site on Picabo Street, we are proposing a historic mining tower element rises from the ground floor to create a major vertical circulation element for the project. The selection of a different material palette and color scheme, highlights the tower element as a focal point of the project. As the you move to the west along Skiway Drive, the project reveals a second tower element in the form of an old mining lift. This vertical lift element stands alone and connects to the upper floors by bridges and/or walkway connectors.

Image of an old mining lift, motif adopted within project concept.

8.0 Building Orientation

8.1 Orient a primary building façade to be parallel to the street.

The primary building facade runs parallel to Picabo Street and is separate from the stand alone building on the corner of Howard Drive and Skiway Drive. With Picabo Street merging into Skiway Drive, the design follows the curve of Picabo Street to Skiway Drive for part way and then creates a building setback on the corner of Skiway and Howard Drives.

8.2 Orient a primary entrance toward the street or a public plaza adjacent to the street.

On the SW corner of the site, we have a raised exterior patio which is accessed by steps and a ramp to the main entry point of the building. Stepping this space back off the property line 30-35' allows a space for the pedestrians/skiers to congregate on the exterior patio or enter the building.

9.0 Open Site Areas and Public Amenity Spaces

9.1 Design open site areas and public amenity spaces to achieve the following objectives:

- *Create an active and interesting streetscape through the promotion of public gathering space.*
- *Maintain a well-defined street edge such that a public space is an accent within the streetscape.*
- *Permit views between buildings to public spaces or natural features.*
- *Be usable year-round.*

In the late 1970's and 1980's, Warm Springs Village was après ski heaven with Creekside, Barsotti & Benz and Barsotti's. The arrival of quad ski lifts and Sun Valley Company shifting it's emphasis to River Run started the decline of Warm Springs. This project will invigorate Warm Springs Village, for locals and tourists, the main purpose of creation of the Warm Springs Overlay Zone. Our design concept has 15,450 sf of open space on the ground floor of the site. Within this area we are proposing a large landscaped exterior patio that faces the mountain. The ground floor will contain a restaurant/bar, conference/entertainment auditorium, commercial and amenity spaces. The building footprint has been recessed from the setback to allow for more site lines to the mountain from the neighboring properties. These areas will be usable all year round, as they will have snowmelt for the winter conditions and then shaded by landscape and umbrellas or retractable shades for the summer solar protection.

Diagram shows the roughly 15,000sf of open spaces in and around the ground floor footprint.

9.2 Plan for environmental conditions in the design and location of open site area and public amenity spaces.

The project's ground floor plate has around 27% of the overall area designated to open space and public thoroughfares in the form of walkways, patios, street furniture, landscaping (beds / trees) and building alcoves or recesses. The Warm Springs Base Lodge faces South & West up to the mountain. This project will take advantage of those views and draw people to the site with open patios and commercial uses.

9.3 Design a public amenity space to be pedestrian-friendly.

The outdoor spaces will be designed for year round use through the design of appropriate landscaping and shade devices. The project will include "local housing" for year round housing. Site furnishings, public art and landscape features such as garden beds and water ways provide engaging outdoor spaces for use of locals and tourists. Programming within the building's conference/entertainment auditorium will draw people to and from the site throughout the peak winter/summer months as well as during slack months. With local housing as well as tourist housing, the site will be a 24-hour site, (i.e.) people will be active and onsite 24 hours a day creating a sense of community and belonging in Warm Springs Village.

Corner patio on the ground floor might have a similar look to this image

9.4 Design a street front amenity space to:

- *Integrate into the design of both the site and the streetscape.*
- *Maintain an active, pedestrian-friendly street front.*
- *Be level with the sidewalk.*
- *Be open to the sky.*
- *Be paved or otherwise landscaped.*
- *Be directly accessible from the public right-of-way. Where a space does not directly abut the sidewalk, it should be clearly visible and accessible from the street front.*

The project is open to the sky, paved and landscaped and directly accessible to the public right-of-way. The building is located in the flood plain. Therefore, we propose the buildings sit up out of the Flood plain 5' above these sidewalks to address groundwater and flooding issues. We propose to

have multiple step and ramp entry points into the site. The underground parking will be approximately 5' below sidewalk condition.

9.5 Design and locate a mid-block walkway to provide public access

The project will have three major passageways from Picabo Street, Skiway Drive and Howard Drive necessitated by the different uses within the project. Tourist housing, short-term housing, long-term local's housing, restaurant, auditorium, parking and retail spaces on the ground floor shall have easy access to the site.

9.6 Establish a human scale in walkways.

Human scale is an an essential factor in the Warm Springs Overlay due to the significant amount of walking skier traffic to the Warm Springs Life Base Area. Human / pedestrian scale will be achieved by undulating the building footprint and stepping the building facade back (Wedding cake) as the building gets higher. Also, the use of building overhangs sporadically along the Picabo Street and Howard Drive on the first floor will allow the pedestrian a place of refuge in different weather conditions. Human comfort will also be achieved through the use of landscaping to soften the building edges.

9.7 Design an open site area to:

- *Coordinate with those on adjacent properties.*
- *Integrate natural site features.*
- *Permit views between buildings to public spaces or natural features.*
- *Maintain key public view corridors and solar access through a site.*

The existing 4-plex on Howard Drive, contiguous to the west side of the site, was built **after** the Baldy Base Camp and Lift Haven Inn were existent and therefore this 4-plex **never** had direct views to Bald Mountain. Baldy Base Camp was demolished to make way for a hotel development creating current views. The new design concept maintains view corridors from the major roads and thoroughfares around the Warm Springs Village.

10.0 Landscaping

10.1 Landscapes should have the following characteristics:

- Enhance the street scene;
- Integrate a development with its setting;
- Utilize natural site features;
- Minimize the use of impervious surface treatments; and
- Avoid adverse impacts to key public view corridors.

The existing street landscape is very random. The BMH landscape team will create a landscape scheme that includes the above characteristics by lining the street edges with a mix of trees and landscape beds. A mix of deciduous and evergreen trees will give the project color, shade, soften the building edges with an ongoing seasonal evolution. See the next page showing proposed plant species.

The diagram shows proposed tree and water feature locations. Planter beds will also be prevalent throughout the project as well.

10.2 Landscape enhancements should integrate with pedestrian circulation routes and open spaces.

Tree clusters and planter beds will be used as a wayfinding device for entry points into the development.

Open spaces between the buildings could take a similar look to these images.

10.3 Use water-conserving, native and indigenous plant species to the extent feasible.

Careful consideration of using plant and tree species that help with water conservation are pertinent for this size of project.

10.4 Incorporate landscape buffers and open areas between adjacent properties.

Landscape buffers are proposed for the adjacent properties on the west and north boundaries. The Swedish Aspen, which is a deciduous varietal that grows tall and thin, could be a favorable buffer.

10.5 Maintain a sense of open space between sites when fencing is used.

At this point of the design concept, we are not planning on adding any additional fencing along the adjacent properties as there are existing transparent fences similar to what the guidelines state.

Deschampia ("Northern Lights")

Calamagrostic Acutiflora "Karl Forester")
Perovskia Atriplicolia ("Russian Sage")

Helictorichon ("Blue Oat Grass")

Fesctanca ("Elijah Blue")

Matteuccia Struthiopteris (“Ostrich Fern”)

Parthenocissus (“Virginia Creeper”)

Variegated Hosta

Ashley Spirea (“Little Princess”)

Populas Tremulus Erecta
("Swedish aspen")

Malus
("Crabapple Tree")

11.0 Lighting

11.1 Minimize the visual impacts of lighting.

All proposed lighting will be “Dark Sky” compliant. We understand a large project may have a major impact on surrounding neighbors. All street lights will conform the city of Ketchum standards. Lighting in and around the building will be on timers and major entries will be by motion. The upper floor private outdoor decks will have time restrictions placed on use.

11.2 Provide lighting that creates safety and security without excessive glare or visual impact.

With proposed development being elevated above street level, we are proposing on using step or side wall lighting to highlight major walkways and pathways through and around the site. A series of bollard lights will line interior pathways and planter beds. Our lighting engineers will provide a photometric survey of all the lighting specified for the site that will minimize unwanted light spread (pollution). It is necessary to create a safe and secure environment for all user groups of the development after hours.

Example of proposed step/wall lights.

12.0 Snow Shedding and Storage

12.1 Minimize the impacts of snow storage and shedding on adjacent properties, pedestrian plazas and circulation paths.

Roof design will shed most snow onto lower decks above the first floor. Snow retention bars will be used throughout the project to prevent snow shedding onto walk way or public area.

Example of snow retention bars proposed for upper roof system.

12.2 Locate snow storage so that it does not impact key public views.

All hardscape will have snowmelt capabilities. We are exploring whether there is usable natural geothermal resource under the site for use in the project, All boiler flues will be concealed in chimneys that exit the upper roofs. This will assist in the covering unsightly boiler flues that exit the sides of buildings.

Example of the snowmelt tubing under pavers or in concrete slabs.

13.0 Driveways and Surface Parking

13.1 Minimize the visual impacts of a parking area.

The concept design shows that we are parking underground and enclosed on the ground floor. Parking will be accessed from Howard Drive to help reduce impacts on the busy one-way Picabo Street. Currently we show 62 parking spaces on the below grade parking area as well as 14 additional on the ground floor as well as additional spaces for motorbikes and bicycles. Residents in this project will have outdoor toys (kayaks, bikes, etc.) and we are planning for additional storage accordingly.

13.2 Minimize interruptions in the streetscape.

The project has two curb cuts that are within the allowed 35% of street frontage on the Howard Drive facade. We have located the access point into the garage as far away from the Skiway Drive and Howard Drive intersection to limit interaction with vehicles and pedestrians for safety reasons. The driveway material will be concrete to the street. Brushed finish.

Image above shows the two access and egress points for car traffic for the project on/from Howard Street.

13.3 Set back and screen parking areas from sensitive open space areas.

The upper parking level will be screened, but still allow natural light into the area, as shown below, to not require the use artificial lighting during the day.

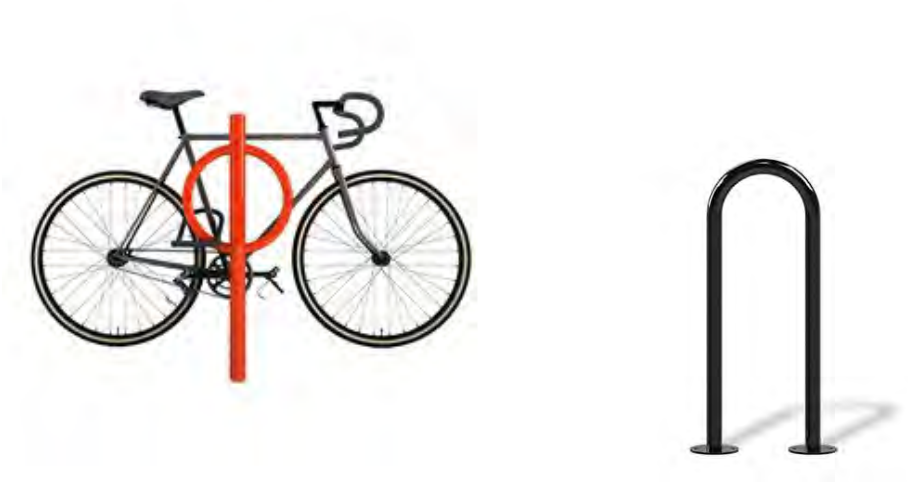
Example of screening material of ground level parking garage.

13.4 In sloped areas consider terracing parking areas.

Not applicable, as site is flat.

13.5 Provide access to alternative transit modes for projects with large parking and traffic demands.

As stipulated in chapter 17.100 WSBA Overlay district guidelines, the project will have a Transit Demand Management (TDM) plan which will demonstrate that all alternative strategies will offset the demand for parking reduction. Bicycle amenities such as bike racks & bike lockers will be incorporated into the design.



Proposed Bike Rack alternatives

14.0 Structured Parking

14.1 Minimize the visual impacts of a parking structure.

See Section 13 response above.

14.2 Provide an active and pedestrian-friendly street front.

See Section 13 response above.

14.3 Minimize negative impacts of parking structure access to the character of the streetscape.

See Section 13 response above.

Potential perforated metal screening of garage at ground level.

15. Service Areas

15.1 Screen a service area from view of a pedestrian route, public way or adjacent property.

All utility and service areas will be screened or placed below grade where possible.

15.2 Locate a service area internally to the site.

We will work closely with MEP Engineers, local gas and electrical companies and waste management provider to locate all service activities within building footprint. Where needed there will be use of such screening devices as called out above.

15.3 Service areas should be appropriately scaled for the size of the development.

Similar response above 15.2.

V. Building Design Guidelines

16.0 Building Height

16.1 Provide variety in building heights across all façades.

The the 3D model images, demonstrate the varying building heights as well as building mass. The tower element at the main entry point off of Skiway Drive will serve as landmark for the site as well as the old mining lift surround one of the other stair/elevator components.

16.2 Step down building facade height and scale toward setbacks.

The 3D model images, show a “wedding cake” structure. The “wedding cake” design approach was promoted in Ketchum in the 1990’s from recommendations by consultants Norie Winter and Tom Hudson. This helps break down the building mass as well as allowing light, air and views for all the structures and open areas of the project. The building elements along Picabo Street will also have awnings and decks above to break up the facade to create spaces of refuge and convey human scale for the pedestrian.

SE elevation along Picabo Street showing building step backs

East Elevation along Skiway Drive showing building step back

16.3 Locate taller portions of a building:

The highest part of the project is the tower element on the west, mentioned above @ 65' above grade. It is setback from Picabo Street by 30-35. It is recessed into the building footprint away from corners. The recess and tower will be the major way-finder into the entry of the project.

3D concept model shows taller tower element setback and in the middle of the site

16.4 Maintain the distinction between the street level and upper floors.

This will be done with fenestration and material choice. The concepts are showing stone and storefront type windows. Proposed 13' floor to floor height for ground floor and then 11' floor to floor on the upper levels.

17.0 Building Mass and Scale

17.1 Design building massing to support green building strategies.

It is every project's desire to design a building that optimizes energy efficiency. The project faces predominately West and South. The "wedding cake" design of the facades provides natural solar gain to outside spaces located on the upper floors.

17.2 Arrange building masses to provide weather protection.

The predominant winds at this particular site are from the west in the morning and then reversed from the east in the afternoons. The building layout limits any negative effects caused by potential wind tunnels. The street facade along Picabo Street utilizes awnings for points of refuge for winter or warm summer solar access. We are hopeful all pedestrian areas will have snowmelt capabilities to tap into the natural geothermal resource found on this site.

17.3 Articulate a building's mass to create visual interest, reflect human scale and reduce the overall perceived mass.

The building mass undulates in both plan and elevation. The use of awnings along the street, together with possible street level or roof top hot tub and landscape elements, create a more pedestrian / human scale to the project. This building design avoids the single mass hulking as seen in the Limelight and other proposed new buildings on Main Street. Building materials and roof lines will also help with visual interest. We are proposing a mixture of common gabled roof shapes as well as flat roof areas for open decks, mechanical and entertainment areas like the 2nd level pool and hot tub.

Awnings located along Picabo street will create places of refuge from different weather conditions as well as human scale for the pedestrian.

17.4 Design building massing to have a horizontal emphasis with vertical accents.

The first three floors of the project accounts for around 58,000 sf of the overall project total. The ‘wedding cake” massing prevents significant mass on the upper floors.

18.0 Facade Character

18.1 Articulate a building façade to minimize the perceived scale of the overall mass.

As the design progresses from the ground floor, the building facade will be designed to minimize perception of overall building scale and mass. Building materials and color will be detailed to break up the form visually. Decks and patios protruding from the building on upper levels do the same. Window fenestration will assist in breaking up the form. The design concept shows the mass undulating above the ground floor, such undulation results in more costly construction, but breaks up the building mass.

18.2 Incorporate material detailing to create a sense of human scale.

Human scale on all floors is a significant aspect of a large project. Upper floor deck and patio elements like handrails and window trim details provide human scale to the user. The roof fascia will have multiple layers of finish so the mass of the roof will seem smaller. Soffit finish will be timber siding (2x6) instead of large panels. Variations in materials like natural stone (Basalt), wood siding (Montana Timber product) and glazing will be used as well.

18.3 Provide a pedestrian-friendly character on a street level building façade where it fronts a street or pedestrian circulation route.

The combination of storefront windows and display windows for the restaurant and retails components will be employed. The use of awnings at street level will also assist in providing human scale at the street level. As mentioned previously, the project needs to have a strong landscape presence at the ground level to soften the building edges. The integration of planter boxes along street facades will provide a pedestrian friendly aspect to the project.

18.4 Locate a primary entrance to be clearly visible and accessible from the street.

The main pedestrian entrances are located off of Picabo Street and Skiway Drive. Vehicle access will be from Howard Drive. A restaurant patio will be located on the south west corner of the site. The main building entrance shall have an entry trellis design for refuge before entering the building. This trellis combined with the tower element of the stair and elevator core this will clearly designate the entry point.

19.0 Roofscape Design

19.1 Design a roofscape with the same attention as the secondary elevations of the building.

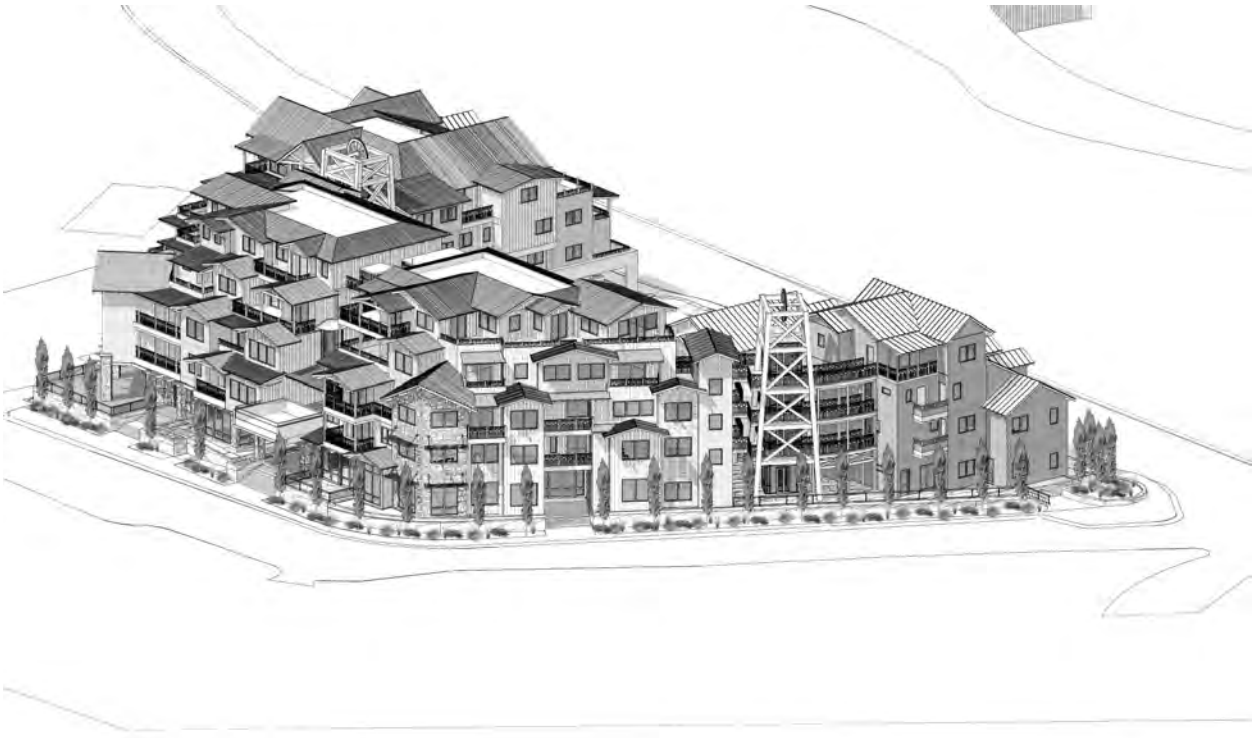
The roofscape is a combination of gabled roofs, common to cold weather locations; shed roofs to open up to the extensive views and flat roof areas used for upper roof decks/patios and mechanical areas. There will be an opportunity for great southern solar access for potential solar collectors across the project. Sloped roof finish has not been established yet but will be in the realm of a class A shingle or standing seam finish. Flat areas will be a pedestal paver system or ballast.

19.2 Minimize the use of flat roofs.

The use of flat roof areas will break up building mass. For the most part, flat roofs are for decks/patios or mechanical areas necessary for all large projects. The 3D model images shows a roof system that is not monolithic.

19.3 Provide a variety of roof planes.

As above.



3D Concept model shows a variety of roof planes, roof decks and patios

19.4 On larger roofs use dormers to help break up the mass and provide a sense of scale.

On the upper floors, dormers are being used for shade and refuge areas for the users. See the 3D images.

19.5 Design roof slopes, overhangs and setbacks to minimize impacts of snow shedding.

For the most part, roofs will shed snow onto to upper decks and where we needed snow retention bars will be specified for safety. All decks/patios on the ground and upper floor will have snowmelt capabilities.

20.0 Building Materials

20.1 Building materials should have the following features:

- *Reduce the perceived scale of the building;*
- *Enhance the visual interest of the façade;*
- *Be predominantly natural materials, such as wood and stone;*
- *Be of high quality and have proven durability and weathering characteristics within the local climate; and*
- *Facilitate low levels of energy use for the building.*

We have considered several building materials: natural stone (Basalt), timber siding, Stonewood products (which gives the impression of real wood without the extensive maintenance) and some areas of stucco. All of these products can be seen in the Warm Springs Village area.

20.2 Use sustainable materials to the maximum extent feasible.

Potential Material list:
Stonewood is a phenolic resin product, recycled plastic with a wood veneer on the outside that is impregnated with a UV coat. Scratch resistant, this material does not need constant maintenance like real wood.
Montana Timber products have been kiln dried and last up to 15 years without any maintenance.
Natural Stone (***Basalt)*** is mined in the Snake River area and known to be durable and long lasting.

20.3 Applications of materials should support sustainable building systems and functionality.

The products mentioned above can all be applied through the use of a rainscreen detail, which allows the building to breathe and mitigate any mold potential. Natural Stone products have the characteristic of enabling walls to have thermal mass storage. The project will have an energy consultant on board throughout design and construction schedule. This consultant will facilitate all necessary specifications for a sustainable and energy efficient project.

20.4 Use building materials that help establish a human scale.

The careful integration and detailing of materials will define human scale. Scale, texture and color will create a visually sensitive project. The materials and proposed finishes on the ground floor will facilitate a human scale to pedestrians/skiers. On the upper floors, we might propose using a panelized look in limited areas.

20.5 Use building materials which convey a sense of belonging in the village's natural setting.

The building products mentioned above are all present in the Warm Springs Village except for Stonewood. Stonewood is found on most larger scale projects like The Onyx, The Lofts @ 660, 780 1st ave, The IDA building (760 N Washington Ave) in Ketchum. The Advocates phase 1 & 2 and the Mrytle mixed use project in Hailey.

All materials are consistent with the local fabric in terms of colors, directions of finishes and massing.

We hope this answers any questions you have about the concept design and how we have used the WSBA design guidelines to influence the proposed project. Please let us know if you have additional questions and we can answer them during the design review meeting.

Thank you.

Sincerely,

Daniel Hollis, Principal

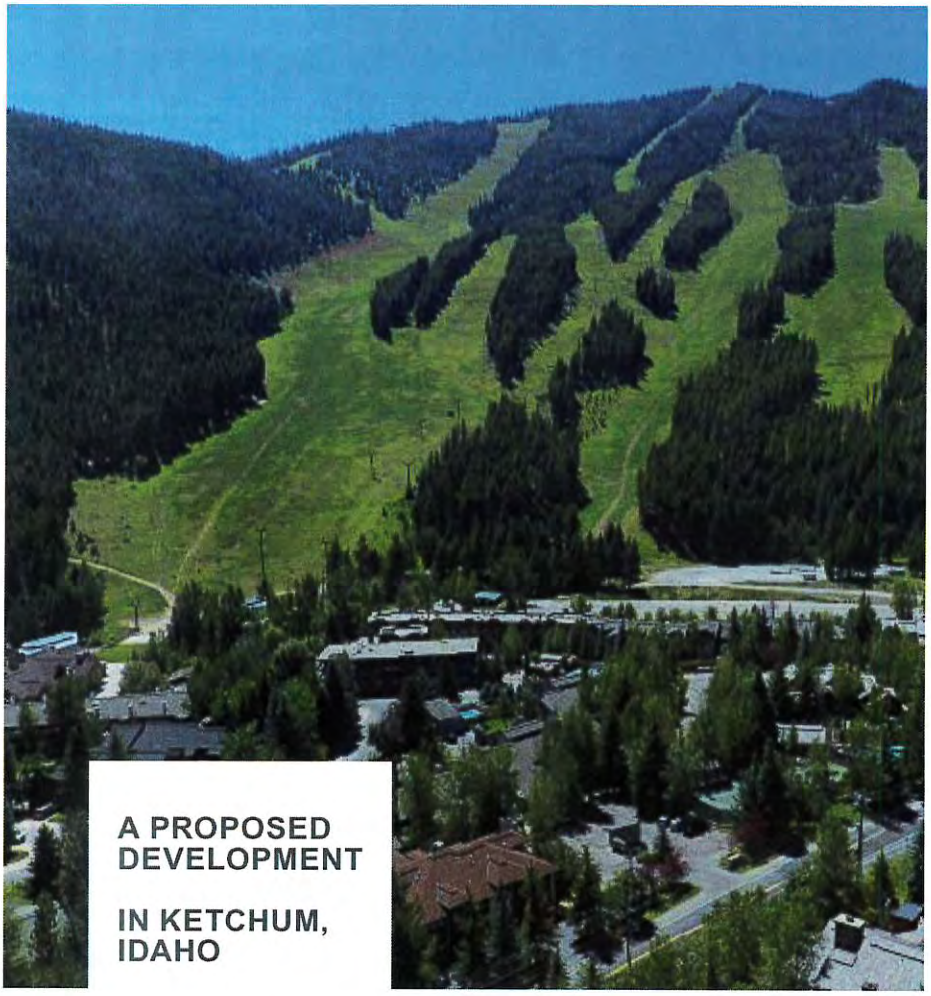
Attachment A5

Baldy Mountain House:
A Novel Lodging Concept
for Ketchum

MARCH 2024

BALDY MOUNTAIN HOUSE

A NOVEL LODGING CONCEPT FOR KETCHUM



A PROPOSED DEVELOPMENT

IN KETCHUM, IDAHO

PROPOSAL DOCUMENTS

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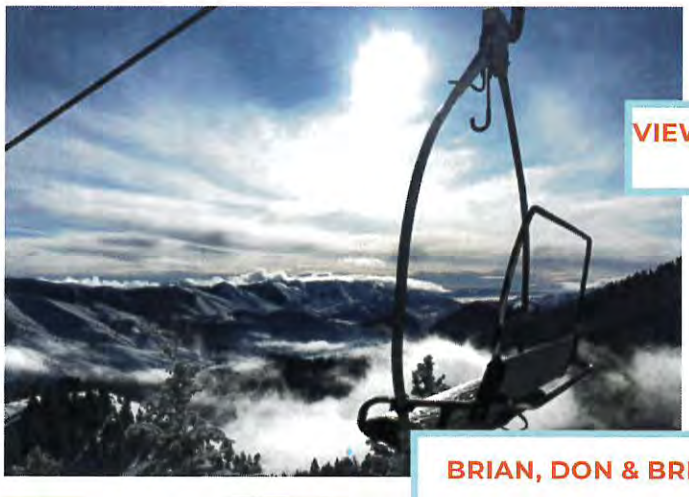
WORK WHERE YOU **LIVE**
LIVE WHERE YOU **PLAY**

BALDY MOUNTAIN HOUSE CONCEPT

INTRODUCTION TO KETCHUM

Hand-picked specifically to become America's first ski resort, Ketchum's Bald Mountain, plus the abundant backcountry of south central Idaho, offer arguably the finest snow sport and recreational experience in North America. (Ski Magazine named Sun Valley the Number One Ski Resort in the West, 2021 and 2022). Ketchum has drawn acolytes and adventurers for generations, many who seek to make this place their home. Sun Valley Company (SVC) designed and operated America's first chairlift in 1936 on Rudd Mountain in Sun Valley, Idaho. SVC now operates two separate ski hills, Dollar Mountain and Bald Mountain. Dollar is the beginner's mountain as well as home to a world-class terrain park in the City of Sun Valley. Bald Mountain in the City of Ketchum, aka Baldy, is the main mountain and accessed by the two base facilities of River Run and Warm Springs Village. All the property at the base of River Run is owned and controlled by Sun Valley Company. Conversely, Warm Springs Village contains a mix of privately owned single family residences, duplexes, condominiums and very limited commercial businesses. Sun Valley Company's new Challenger and Squirrel lifts together with expanded terrain on Lower Squirrel and Little Scorpian only confirms the skiing superiority of Warm Springs versus River Run. Additionally Warm Springs Village will be the epicenter of the 2025 Apline World Cup Finals to be held March 16-24, 2025. The time for Warm Springs renaissance is now! The Baldy Mountain House will be the first mixed use condominium/commercial project built in Warm Springs Village since 1987.



VIEW FROM THE TOP OF BALDY

BRIAN, DON & BRENT

WARM SPRINGS VILLAGE:
PRE-DEVELOPMENT & QUAD LIFT

WARM SPRINGS HISTORICAL PERSPECTIVE

In the 70s and 80s, downhill ski life on Ketchum's Bald Mountain centered around Warm Springs Village – the "locals" side of the mountain. At that time, you reached the top of Baldy by two double chairlifts: Warm Springs and Limelight lift (or side trip to the Squirrel lift). Reaching the top took 30+ minutes on the slow doubles, on top of standing in lift lines for up to 20 minutes. To make the most of their time on the mountain, skiers skied from morning 'til closing.... then stayed around to après. Warm Springs was après ski heaven. The Creekside offered daily Joe Cannon comedy shows and music events, such as the Varnettes. Pub-crawling the "ABCs" – Apples, Barsotti's and Creekside – became a daily routine from 3-6pm.

The après scene started to change with the arrival of the Warm Springs and other quad chairlifts in 1989. Now skiers accessed the top of Baldy by the single Warm Springs quad carrying four instead of two. Lift lines disappeared and with quads also at River Run, Christmas and Seattle Ridge, skiers spent much more time on the snow than on lifts and in lift lines. High-speed access combined with 3,000 feet of vertical meant skiers could maximize their snow time and hit their limit much earlier in the day. The quads, the demolition of Creekside to be replaced by residential homes and Sun Valley Company's corporate decision to move the epicenter of skiing activity from Warm Springs to the River Run side of the mountain all contributed to the demise of commercial activity in Warm Springs.

In the early '00s, a planning consultant was hired to create a Warm Springs Overlay District (WSOD) for the City of Ketchum in an attempt to reinvigorate Warm Springs. The WSOD anticipated much more than our single property (see attached article).

The Baldy Mountain House will be constructed on an aggregated 40,000 square feet with 20,000 square feet on the former Baldy Base Camp site and 20,000 square feet of 100 Picabo, home to former lodging of Eagle Crest, Bald Mountain Inn, Community School Dorm and Hot Water Inn. Inclusion of local housing and commercial activity in the Baldy Mountain House will allow a height increase from 36 feet to 65 feet and density from 0.5 FAR (Floor-area-ratio) to 2.25 FAR. With bonuses under the WSOD through affordable housing and certain commercial activity, maximums increase to 2.25 FAR, 65 feet height and an allowable density of 90,000 square feet. The Baldy Mountain House is currently 83,723 square feet or 2.09 FAR. The Baldy Mountain House is the first project to attempt to reinvigorate Warm Springs Village under the WSOD.

PROPOSED HOTEL DESIGN, 2007

BALDY MOUNTAIN HOUSE CONCEPT

BALDY MOUNTAIN HOUSE CONCEPT

THE VISION (AND PROOF):
COMBINING TOURIST BOOKINGS & LOCAL RENTALS

Our condominium/lodging concept symbiotically addresses the needs of tourists, remote workers and locals seeking a seasonal home base. This model, by design, will encourage interaction, foster a sense of community and provide a place for liquor, food, fun and merriment while addressing the urgent tourist/lodging needs and creating a new commercial condominium opportunity in Ketchum's Warm Springs Village.

Options available to local property owners or absentee second-homeowners via services like Airbnb, Vrbo, etc., offer flexibility and a revenue stream that further encroach upon the availability of long-term affordable housing. Reduced-price access to lift tickets with the latest Epic, Ikon and Sun & Snow passes is one thing...but where can people live or lodge affordably in mountain towns? The severe workforce housing shortage creates challenges for employers and for younger folk hoping to make their home here. These are the people who have found a home in the case studies below.

CASE STUDY 1: HOT WATER INN

The Hot Water Inn modeled a live music/ event venue, short-term hostel (via Air Bnb and Hotels.com) and long-term rental project. The 15-room property offered studios, double bed apartments, bunk rooms, a commercial kitchen and retail space. The venture confirmed the obvious demand for creative, well designed affordable long-term and short-term rentals. Hot Water Inn's winter occupancy rates averaged north of 50% with virtually no marketing, with summer occupancy rising even higher. Undercapitalized and understaffed, the Hot Water Inn substantiated needs of tourists as well as locals, creating positive energy and an attractive community vibe that generated respectable traffic. During their two-year tenure there were 11 long-term rentals, 4 short term occupancy nights during ski season, together with concerts and events ranging from local fundraisers and film screenings to ski patrol parties and stand-up comedy nights.

CASE STUDY 2: SHIFT TO LONG-TERM

The Hot Water Inn property shifted away from events and short-term rentals to solely long-term rentals. Since late 2019, the 15-room property has had over 75% rental occupancy and 100% since in-house management took over in 2020. Through market trials, it was determined that six-month leases best serve the younger demographic in our area. While the music venue remains quiet, a community continues to create a vibe with personal training classes, swing dancing, movie screenings for the tenants and family dinners in the common area. A snapshot of the tenants that contribute to the vibrancy of our town:

- Local startup business owner who imports and remodels sleeper/recreation vans
- Remote tech worker from Seattle who moved here for the winter (and stayed)
- Long-time local and licensed property trader and Ketchum City Councilman
- Adaptive sports coordinator for Higher Ground
- Ketchum classic: ski patroller during winter and river guide in summer, from Hailey

BALDY MOUNTAIN HOUSE CONCEPT

CONCEPT: REMOTE/WORK/LIVE
RESHAPING OF WORKPLACE

The widespread work-from-home experiment forced by the novel coronavirus not only provides insight on how employees work, but also the prospect of altered behaviors, restructured priorities and relocations in the aftermath of the pandemic. The demand for remote work housing is rapidly increasing in resort communities where one can work with instant access to the outdoors.

"The perk of workplace flexibility stands to become even more valuable in recruiting and retaining talent in a post-COVID-19 world," says Bill Bennett, an adjunct lecturer at the Kellogg School of Management and founder of shared office provider Novel Coworking. "We'll see office buildings migrate to look more like an apartment complex does, with shorter-term leases, more of them, and more flexibility for users," he says.

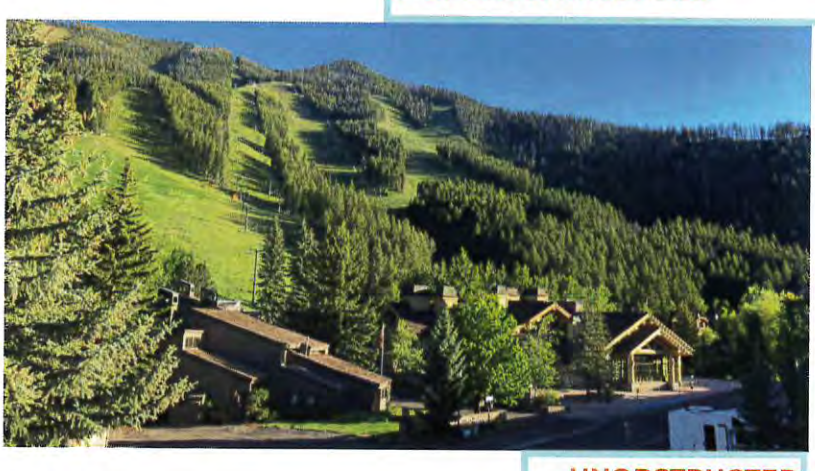
The digital landscape and other technologies have reshaped the traditional workforce for large and small employers alike. The reality of working anywhere with an internet signal has created digital nomads in a gig economy. Even before the COVID-19 crisis, growing numbers of urban dwellers began fleeing the high cost of living, congestion and stress to seek flexible work-play lifestyle arrangements. Baldy Mountain House is a creative lodging solution to address this changing market.

Baldy Mountain House provides hybrid housing that merges condominium ownership with rental cash flow from tourists and remote workers visiting the resort area, whether for a few days or for several months. The resort short term tourist and remote workers will share the Baldy Mountain House facility with long term local workforce renters.

NOVEL HOSPITALITY WITHIN BALDY MOUNTAIN HOUSE

As discussed, multiple short-term/vacation online rental services have disrupted the traditional hotel hospitality model. Baldy Mountain House is not a hotel, but a 100% condo development lodge with amenities on the first floor to achieve the goals of the WSOD. Still, the condos will be both long-term (local housing) mid-term and (remote work housing) and short-term (tourist housing) designated, with the requirement that all types are rented when not occupied by the owners to prevent the dark street syndrome that exists throughout Warm Springs Village. A model for this type of hospitality can be found at the Sun Valley Lodge I Apartments. In the 1960s, the Lodge Apartments were built to be individually owned by third parties, but operated and managed by Sun Valley Company. Ownership use is restricted; owners have no maintenance obligations or association dues, but receive income from the rental activity on their Units by Sun Valley Company. The Baldy Mountain House Conditions, Covenants and Restrictions (CC&R's) will provide each unit be managed by a building management company and rented when not occupied by the owners. Mid-term housing are units rented for a few days to a few months presenting a new type of remote work lodging opportunity that offers a relaxed place to live, co-work and socilaize while wiring you into the Ketchum mountain scene with across the street access to skiing or mountain biking up Baldy before or between ZOOM calls.

BALDY MOUNTAIN HOUSE SITE STEPS FROM THE BASE



UNOBSTRUCTED MOUNTAIN VIEWS

IDAHO MOUNTAIN
EXPRESS
Friday, March 7, 2007

Citizens weigh in on Warm Springs? future

Hotels, amenities among topics at packed meeting

By REBECCA MEANY
Express Staff Writer

Two popular topics of conversation in Ketchum cropped up again Thursday night at a meeting about rejuvenating Warm Springs Village: parking and hotels.

Those issues are certainly going to be part of the larger discussion on a master plan for the area at the Warm Springs base of Bald Mountain—an area that has seen its fortunes wax and wane, then wane some more, over the decades.

Sun Valley Co. hopes to increase yearly skier-day counts from approximately 400,000 to 600,000.

"All that increase cannot happen at River Run," said Ketchum Planning Director Harold Moniz. "Some of that has to happen at Warm Springs."

"We're not a world-class resort here," he added. "We can do better as a community. That's our challenge."

Approximately 170 people attended a town hall meeting Wednesday, Feb. 28, at Warm Springs Lodge.

Tom Hudson, executive director of the Ketchum Community Development Corporation, speaks to a crowd at the Warm Springs Lodge Wednesday evening. The city is soliciting public input on a master plan for the economically depressed Warm Springs Village at the base of Bald Mountain. *Photo by David N. Seelig*

Presented to them were photos of the village's heyday—with food and drink vendors, locals and visitors mixing it up in the streets après ski, and general revelry for no reason other than life was good. Then, attendees were treated to a slide show of the current Warm Springs Village: one-way streets, "do not enter" and "no parking" signs, and lack of direction and lack of sense of place for outsiders.

"This is a very hard place to get around," said meeting facilitator Tom Hudson, executive director of the Ketchum Community Development Corporation. "It's very difficult to see this place as a whole. It's like this is your own private fishing hole.

"It may be one of the most underdeveloped ski bases in the United States—maybe in the Western world."

Shaking the dust off the village will help bring back the old atmosphere, he said.

"There was a vibrancy that was here," Hudson said. "We have tremendous latent capacity. It's critical to consider. What are the opportunities?"

The city has ideas for a new Warm Springs, and it has reached preliminary agreements with Sun Valley Co., the Sun Valley Ski Education Foundation, and The Water Co., to move forward on some of them.

The Ciminos, a local philanthropic family, are on board for development of geothermal resources on their property. Geothermal energy could be tapped for a hot springs spa, snowmelting on sidewalks, fountains and other uses.

"The first thing I ask as an outsider is, 'Where is the warm springs?'" said Hudson, who hails from Moscow, Idaho. "I think locals stopped asking that a long time ago."

The Ski Education Foundation hopes to expand its operations by creating a nationally recognized winter sports education and training institute on Sun Valley Co. property.

The work will focus on Picabo Street and Sun Valley Co. land on the south side of Warm Springs Creek.

Other ideas include a track and field arena, which could be flooded in the winter to make an ice rink, space for ultimate Frisbee, year-round dorms for students, youth or elder hostels for low-cost visitor accommodations, enhanced retail space, a plaza and a river walk.

While the notion of an expanded ski education institute was exciting to many, others said that shouldn't be the only focus.

"What we need is amenities," said Ketchum real estate agent Jed Gray. He proposed alpine slides or a year-round luge run. "Not everybody who comes here is a jock. We need to get people started on their recreation."

With more amenities come more visitors, the theory goes. More visitors create demand for hotels, which in turn create more vibrancy.

"The only people who live in Ketchum are in this room," said business owner Michel Rudigoz. "The reality is we have no (hotel) beds in this town."

Hudson estimated that only 10 percent of Warm Springs Village residences are occupied year-round.

City staff wrote down people's ideas. Then participants were given sticky dots to place next to their top few priorities for the village.

High on the list were promoting youth activities, tapping into geothermal and other "green" resources, night skiing and hotel development.

Participants were also given the chance to view a computer graphic rendering of a conceptual five-story hotel on Picabo Street and Skiway Drive.

After scrutinizing the hotel from multiple sides, attendees were asked to give the thumbs-up, thumbs-sideways or thumbs-down to the idea of such a building.

The overwhelming majority of participants gave a thumbs-up, while only a few people expressed uncertainty or disapproval of the building's height.

Five-story hotels have been a major source of consternation for city officials.

A segment of the population has come out swinging against the city, saying their claim to be "open for business" has been overshadowed by recent decisions. The City Council last week approved a transfer of development rights system that precludes five-story hotels on Main Street between Rivers and Sixth streets. Developers such as Steve Burnstead have said five floors are necessary for an economically viable hotel project.

Other residents, however, are opposed to any building higher than three floors. City officials, meanwhile, say they are trying to find balance.

"We have to be very careful," Councilman Baird Gourlay told the crowd. "Hotels are a huge priority for us. Don't let one man (Burnstead) divide us."

According to an unscientific online poll conducted by the Idaho Mountain Express, 62.4 percent of 237 respondents said the city should not allow a five-story hotel on Ketchum's Main Street. The other 37.6 percent said it should.

Wednesday's meeting attendees, however, indicated a different attitude toward development at Warm Springs, where Ketchum attorney and developer Brian Barsotti is hoping to build a hotel at Picabo Street and Skiway Drive.

Attachment B

Ketchum Municipal Code: Chapter 17.100

Warm Springs Base Area Overlay District

CHAPTER 17.100 - WARM SPRINGS BASE AREA OVERLAY DISTRICT (WSBA)

17.100.010 - Purpose.

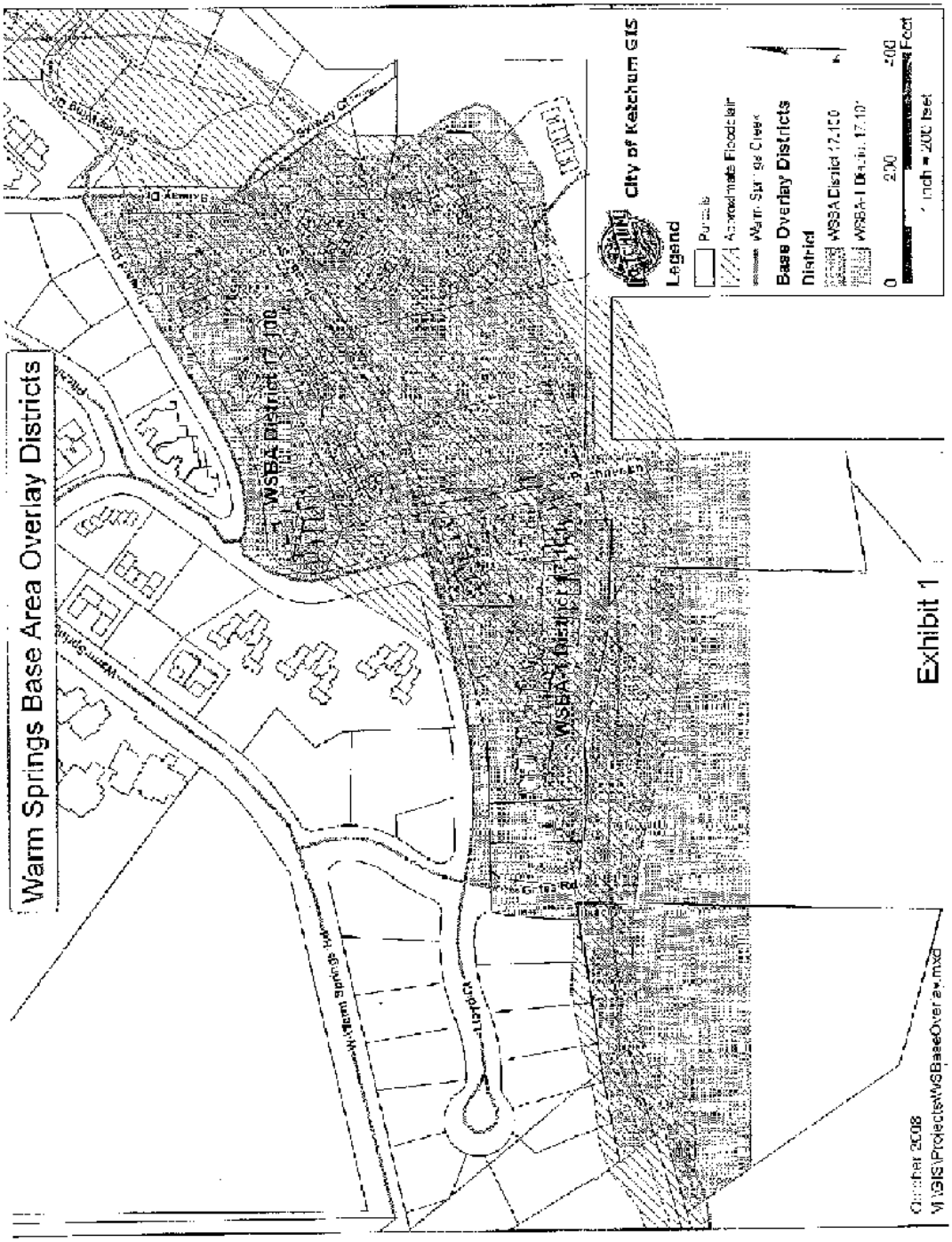
The Warm Springs base area, as one of only two access points to skiing on Bald Mountain, is a key hub for tourist and recreational activities in the City. Due to the unique nature of skier base areas, and their importance to the tourism economy in Ketchum, an overlay zoning district is found to be an appropriate tool to encourage desired uses in the base area. The intent of this zoning district and each of its regulations is to:

A. Provide a unique experience based on the specific geography and community characteristics of the Warm Springs base area.
B. Build on the existing village character.
C. Expand the variety of uses and users.
D. Stimulate year round activity.
E. Enhance connectivity between uses.
F. Maintain key public views.
G. Promote open space and connections to nature.

(Ord. 1135, 2015)

17.100.020 - General application.

A. *Projects under a 0.5 floor area ratio (FAR).* Projects under a 0.5 FAR are not subject to the additional requirements of this chapter, and are governed by the underlying zoning district.
B. *Projects over a 0.5 FAR.* The Warm Springs Base Area Overlay Zoning District (WSBA) shall be an "overlay district" and the additional requirements of said overlay district shall apply to the uses and structures otherwise permitted in the underlying zoning district, if the project is at a FAR of greater than 0.5. All uses and structures allowed in the district with which the WSBA overlay zoning district combines shall be subject to the additional restrictions of the WSBA overlay zoning district. If any of the regulations specified in this chapter differ from corresponding regulations specified for a district with which the WSBA overlay zoning district is combined, the regulations contained in this chapter shall apply and govern. If additional height and bulk are allowed for certain uses in this chapter, the regulations of this chapter shall govern for those uses, so long as all conditions outlined herein have been met. All other regulations of the zoning district with which the WSBA overlay zoning district is combined shall remain in full force and effect.
C. *Boundaries of WSBA Overlay District.* The requirements of the WSBA overlay district shall apply to improvements to any property within the portion of Warm Springs as defined on the boundary marked on the WSBA overlay district map, exhibit 1 of this section.



(Ord. 1135, 2015)

17.100.030 - Desired uses and floor area ratio (FAR) table.

A. *Approach.* The purpose of this section is to encourage certain uses by allowing additional floor area for these uses. The following standards apply when preferred uses are included, as indicated in the floor area ratio table that is provided below. Projects up to and including a FAR of 0.5 are not subject to the regulations of this section. Note that, other than the different standards

presented in this section, any other standards that presently exist for the tourist zone district would continue to apply. (For example, landscape requirements would continue as currently established.)

Figure 1: FAR Table

FAR System For Warm Springs Base Area					
Existing FAR Allowances				Maximum FAR Per Category	Maximum FAR
Base FAR				0.5	0.5
Inclusionary housing				1.1	1.6
Proposed Additional FAR Allowances					
	Measure [1]	Amount [2]	FAR Increment [3]	Maximum FAR Per Category	Absolute Maximum FAR [4]

Inclusionary housing	1 on site DU	1	0.2	No cap	2.25
	1 off site DU	1	0.15		
Hotel/lodging	Bedroom	1	0.015	1.0	
Meeting/ conference	Square feet	100	0.005	0.3	
Office	Square feet	100	0.005	0.5	
Restaurant/retail	Square feet	100	0.025	1.1	
Ski industry related nonprofit	Square feet	100	0.005	0.5	
Ski storage [5]	Square feet	100	0.015	0.2	

Notes:

1. The "measure" is the type of measurement for the designated use.
2. The "amount" is the unit of measurement for which a designated amount of additional FAR is allowed.
3. The "FAR increment" is the amount of additional FAR earned per amount of a designated use provided.
4. The absolute maximum FAR may not be exceeded. It is the total potential to be earned with a combination of the FAR incentives.
5. Ski storage that is incorporated with retail space shall be subject to the retail FAR increment. Ski storage that is not incorporated with retail shall be subject to the ski storage FAR increment.

B. *Maximum floor area ratio (FAR).*

1. *By right maximum FAR.* The maximum "by right" FAR is 0.5.
2. *Preferred uses maximum FAR.* The maximum may be increased up to 2.25, when certain preferred uses and amenities are included, based on the table in figure 1 of this section. The additional FAR must also be found to be compatible with the context, using the Warm Springs

village design guidelines, on file with the City Clerk.

C. *Change in use.*

1. All developments that achieve a FAR greater than 0.5 shall be required to enter into an agreement with the City addressing any future changes to preferred uses (uses that resulted in a greater overall FAR).
2. Said agreement shall include stipulations for changes in preferred uses and shall outline specific requirements for changes to preferred uses. For example, the agreement could require that 25 percent of the uses remain as community housing or retail.
3. The Commission shall review the agreement during design review and make recommendations to the City Council. The agreement shall be approved by the City Council prior to building permit approval.
4. Any increase in FAR above 1.0 also shall trigger the requirement for a traffic and parking impact study and parking demand management plan as outlined in section 17.100.070 of this chapter. The City must determine that these impacts are adequately addressed in order to award the additional FAR above 0.5.

(Ord. 1135, 2015)

17.100.040 - Building massing standards and building height.

A. *Approach.* The following massing and height regulations are intended to permit taller building portions, but limit taller building portions to sites that have been determined to be able to accommodate the increased height without compromising other goals and objectives for the Warm Springs base area. Taller building portions are more compatible when a substantial portion of the development is at a lower scale. Having two story elements at the street edge is particularly important. The following regulations encourage stepped building forms, create an active street edge, and promote views and open space. These standards would influence the perceived mass of a building by setting certain limits on massing, which would result in "sculpting" the building form.

B. *Building height.*

1. *Maximum building height.* Heights in the WSBA overlay district are governed by this section.
   a. WSBA overlay district shall have a maximum height of three to five stories, including the limitations of subsections B.2. and B.3. of this section.
2. *Maximum building height for uses.* Maximum building height for uses in section 17.100.030, figure 1 of this chapter are as follows:

Figure 2: Building Height

Stories	Maximum Height[1]
For portions of buildings within 30 feet of Howard Drive: 3-4	50 feet (subject to plate heights at minimum setback - subsection D of this section, and to all fourth floor elements being contained within the roof)
5	65 feet

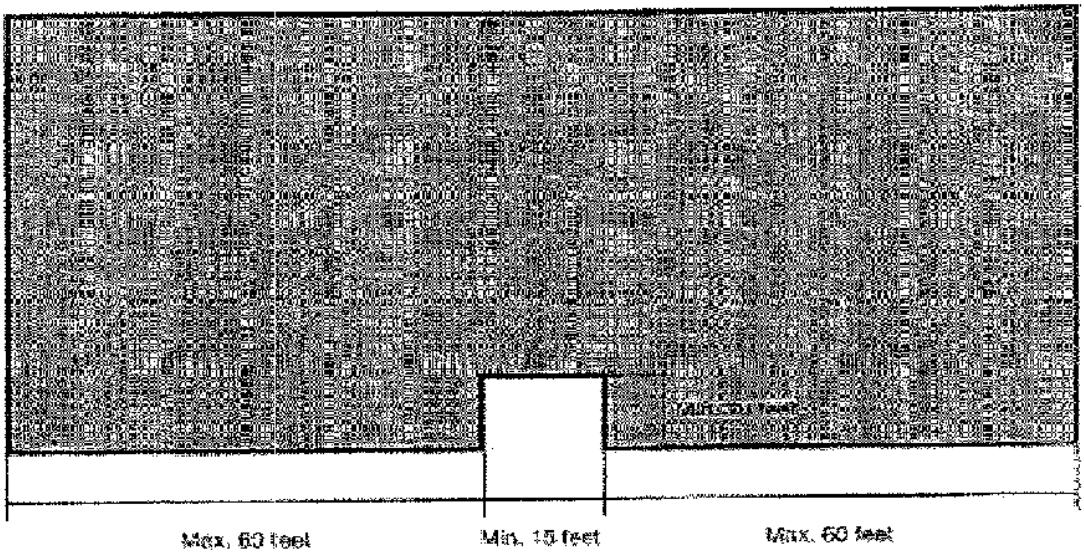
Note:

[1] The maximum height is for roof pitches of 5:12 and greater only, and as measured from existing, natural or finished grade to the top of the ridge or highest point, including architectural features.

3. *Upper floor footprints.*
   a. Maximum fifth floor footprint: 35 percent of the first floor building footprint.

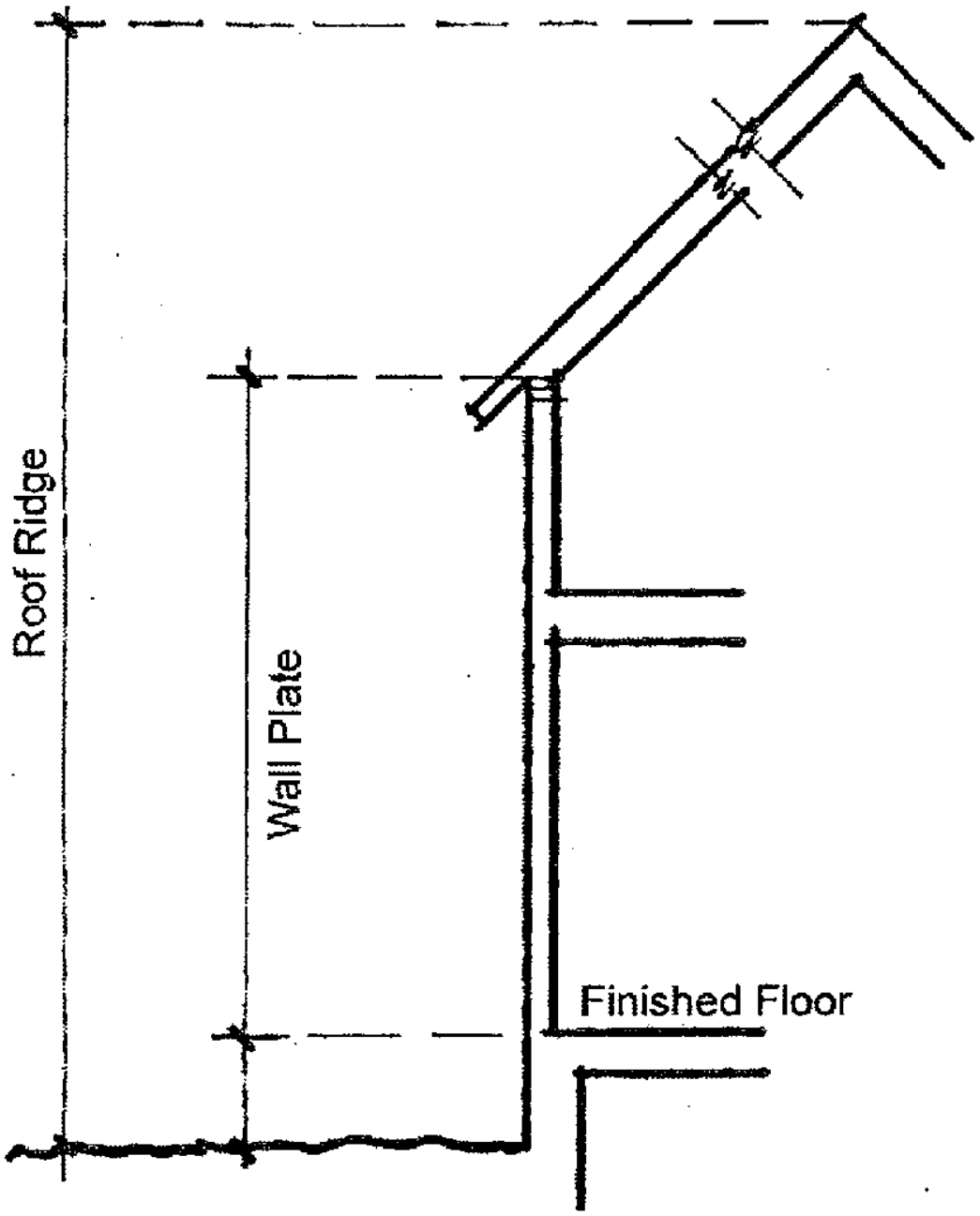
C. *Wall plane length.*

1. Maximum wall plane length: 60 feet.
2. Minimum offset: Ten feet by 15 feet (see figure 3 of this section). [6]



D. *Plate height at minimum setback.*

1. Maximum plate height within ten feet of the minimum setback line shall be 35 feet (see figure 4 of this section).



(Ord. 1135, 2015)

Footnotes:
*--- (**6**) ---*
This may be varied in design review, if compatible massing is demonstrated.

17.100.050 - Lot coverage.

A. *Approach.* Lot coverage shall be regulated by calculating the minimum usable open space on the site as determined by the definition found in chapter 17.08 of this title.

B. The minimum open site area requirement may be reduced based on one or more of the following site criteria:

1. Size, layout, and/or shape of lot prohibits project from meeting open site requirements.
2. The project demonstrates water table issues that prohibit underground parking.
3. Project demonstrates clear benefits from reducing minimum open site requirements.

(Ord. 1135, 2015)

17.100.060 - Setback regulations.

A. *Front yard setbacks.*

1. When a property extends through to two streets, both streets shall be subject to front yard setback regulations.

Note: Front yard setback requirement for one street frontage may be modified based on the nature of the surrounding streets and location of the lot.

2. Front yard setbacks shall be as follows:

Street face	5 foot setback	Maximum setback
All streets	50 percent minimum [1]	30 feet [2]

Notes:

1. The minimum percentage of the linear dimension of the building front that must be placed at the five-foot setback line.
2. The maximum that any portion of the front of the building may be set back from the front property line. This area must be public open space that allows for pedestrian circulation. Parking in this area is not permitted, except for loading and unloading areas for accommodations facilities.

   (Possible exception for property west of Day Lodge and for flexibility through design review.)

B. *Side yard setbacks.* Five feet.

C. *Rear yard setbacks.* Fifteen feet.

(Ord. 1135, 2015)

17.100.070 - Transportation and parking regulations.

Due to the limitations of Warm Springs Road, alternative travel modes and transit are necessary components of larger projects. To decrease single occupancy vehicle use, this section establishes maximum provisions for on site parking, coupled with transit demand management requirements.

A. *Projects up to and including a FAR of 0.5.* Parking requirements shall be regulated per section 17.125.040 of this title.

B. *Projects with a FAR greater than 0.5.* Parking shall be regulated by the following chart. For all other parking requirements not outlined in this section, refer to section 17.125.040 of this title.

Parking Requirements/Parking Demand	
Residential	1.0 space per 1,500 net square feet plus 1 guest space for every 4 residential units
Accommodation	0.75 space per rental/hotel room
Retail trade and retail service	2.0 spaces per 1,000 gross square feet
Professional service/office space	2.0 spaces per 1,000 gross square feet
Government	1.0 space per 1,000 gross square feet

Note: For all other uses not itemized in this chart and all other off street parking regulations, refer to the off street parking requirements of section 17.125.040 of this title.

C. Four on street parking spaces per 5,500 square feet of lot area may be counted toward the required parking requirement.

D. Up to one-eighth of the overall parking requirement may be met via an in lieu payment. Said in lieu fee shall be based on the parking in lieu fee requirements of section 17.125.100 of this title.

1. All in lieu funds received under this subsection shall be placed into a special and separate Transportation Improvement and Acquisition Fund to be used primarily for transit improvements and parking management programs, such as paid parking, that address the demand for physical parking on site in the WSBA and WSBA-1 Overlay Districts; and secondarily for the purchase, construction and improvement of public parking facilities.

E. For projects with a FAR greater than 0.5, a transit demand management (TDM) plan shall be provided which demonstrates that alternative strategies will offset the demand for the parking reduction. TDM plans should consider providing the following strategies:

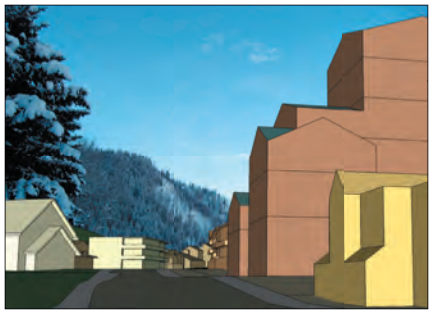
1. Bicycle amenities such as standard racks, bicycle lockers, and/or shower facilities.
2. Provision of a public transit stop, or demonstration of proximate access to an existing transit stop.
3. Reserved preferential parking spaces for high occupancy vehicles.
4. Shared parking within mixed use developments.
5. Publicly accessible permanent display area for information on TDM strategies and options for alternative transit modes.
6. Shuttle service.
7. Contribution to public transit or alternative modes fund.
8. Employee programs such as:
    a. Car/van pool coordination and incentive program;
    b. Shuttle program;
    c. Guaranteed emergency ride home program; or
    d. Public transit passes.

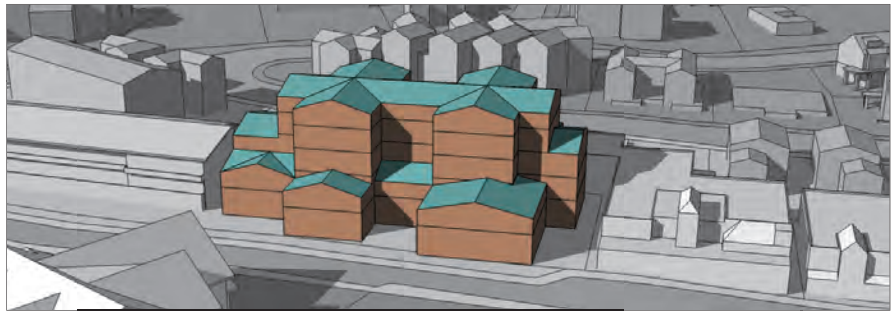
(Ord. 1135, 2015)

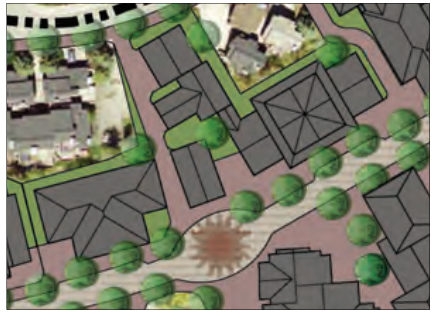
Attachment C

WSBA Design Guidelines

Warm Springs Base Area Village Design Guidelines







Credits

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Table of Contents

I. Introduction

This document presents Design Guidelines for the City of Ketchum's Warm Springs Base Area Village. The guidelines provide direction for good design in future development projects. This section presents a general overview of the Design Guidelines framework, including a description of how to use the document and understand the format of the guidelines.

What are Design Guidelines?

Design guidelines convey general policies about new construction, site work, and design within Warm Springs Base Area Village. The Design Guidelines define a range of appropriate responses to a variety of specific design issues. The Warm Springs Base Area Village Design Guidelines are based, in part, on massing studies, framework concepts, design principles and other findings from the Warm Springs Base Area Village Framework Plan.

Why have Design Guidelines?

Guidelines help establish a common understanding of design principles and standards and provide a basis for making decisions about the appropriateness of new development. They also serve as a tool for property owners and design professionals who seek to make improvements within the village. While the guidelines are written such that they can be used by the layman to plan improvements, property owners are strongly encouraged to enlist the assistance of qualified design and planning professionals, including architects and other development and design consultants.

Where do the Design Guidelines apply?

The Design Guidelines apply to properties within the Warm Springs Base Area Overlay District. The boundaries of the village are shown on the map at the right.

The boundaries of the Warm Springs Base Area Overlay District.

The Design Guidelines do not dictate style, but they do require compatibility with the village character and its surrounding natural environment.

Who uses the Design Guidelines?

These Design Guidelines are primarily for use by property owners considering development projects and by the City's review authority. Property owners are encouraged to review the guidelines when making decisions about proposed new construction projects to assure that the work contemplated will contribute positively to the village character. Owners must comply with the policies, criteria and design guidelines prior to securing a building permit.

Do Design Guidelines dictate taste?

The guidelines reflect basic approaches to design that will help preserve the unique character of Warm Springs Base Area Village. They do not dictate style, but they do require compatibility with the village character and its surrounding natural environment.

How is appropriateness determined?

Each project should comply with all relevant design guidelines to the greatest extent feasible. The degree to which each guideline can be met will vary, depending upon specific conditions of the property and the scope of work that is proposed. All of the material in this document may be used in the decision-making process. The interaction of different design variables that are associated with a project, as well as the related guidelines, will be evaluated by city staff or the appropriate design review body on a case-by-case basis. The overall impact on the village area will be considered as well. Staff or the design review body must determine that all of the relevant guidelines have been adequately met in order to approve a project proposal.

Relation to Zoning Code

In addition to the design objectives and guidelines presented here, any improvements within the district must also comply with the standards set forth in the Zoning Code. If a conflict is identified, the more restrictive standard or guideline shall apply.

Structure of the Design Guidelines

The chapters containing the design guidelines are organized in a format that provides background information as well as specific regulatory language. Each design guideline presented includes several components that constitute the criteria upon which design review decisions will be made.

Design Element

The guidelines are grouped into pertinent design element categories (e.g., building setbacks, building materials, topography and natural features and resources).

Policy Statement

Each design element category has a policy statement that explains the City of Ketchum's basic approach to the treatment of that topic. In cases where the detailed design guidelines do not appear to address a situation, the general policy statement shall serve as the basis for determining appropriateness.

Design Guidelines

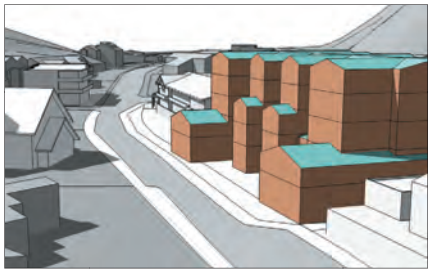
Specific design guidelines are numbered in order to reference them during the design review process. The guidelines are not numbered in order of importance.

Additional Information

Supplementary information is listed as bullet (•) statements, and may include additional requirements, or an expanded explanation of the guideline.

Illustrations

Design Guidelines may be accompanied by a photograph and/or illustration that supports the guideline language. Illustrations are not included for all guidelines. Images included may be from areas within the City of Ketchum or other areas outside the official application of these guidelines. These images are intended to illustrate principles addressed by the design guidelines, but may not meet all of the design standards and guidelines for Warm Spring Base Area Village.



The primary front façade of a building should be oriented to the street.

Design Element →

Policy Statement →

Design Guideline ↘

Additional Information ↘

Illustration ↖

Building Orientation

The orientation of a building on its site is important to the character of the streetscape. A primary building façade should be oriented parallel to the street, with any variation occurring as an accent within the overall street façade. A building should also be orientated for solar access and frame public view corridors.

8.1 Orient a primary building façade to be parallel to the street.

- The primary front façade of a building should be oriented to the street.
- A secondary façade may be offset for improved views and/or solar access.

Structure of the Design Guidelines.

II. Design Objectives

The following are key design objectives for development in the Warm Springs Base Area Village. These objectives are based, in part, on information provided in the Warm Springs Base Area Village Framework Plan. They are intended to ensure that development will encourage vitality in the area while maintaining and enhancing the village's unique character and its connections with nature. All new projects within the village shall help to meet these objectives.

1. Promote a village character.

Development should help to establish and maintain a village character that consists of individual buildings within a natural setting. Individual projects should convey a human scale and be connected with plazas, walkways and open spaces that are designed for outdoor activity. "Tower elements" and other prominent features should be located to mark gateways into the village. Streets should be pedestrian oriented with a large portion of buildings along the sidewalk edge. Primary streetscapes, such as Picabo Street, should be enhanced with street trees, decorative pavers and other amenities.

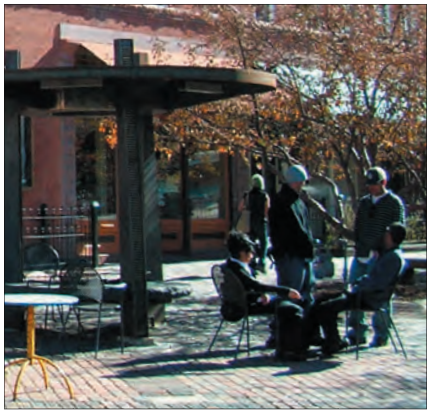
2. Provide a pedestrian-friendly environment.

Development should address the street edge and provide pedestrian-oriented street fronts and walkways. Cafes, shops and other pedestrian serving uses should be located at the street level to help encourage pedestrian activity and animate the area. Streetscape enhancements which support the pedestrian environment should also be provided.

3. Promote variety in the street level experience.

New development should establish a close relationship with the street frontage. Development should enhance street vitality through a combination of the form and design of building frontages, a walkable street network and associated areas of public gathering space. All public areas of a building should be clearly and conveniently accessible from the street front. Any development or public space should contribute to a positive experience in the streetscape.

Development should help to establish and maintain a village character



Development should enhance street vitality through a combination of the form and design of building frontages and areas of public gathering space.

4. Provide an interconnected pedestrian circulation system.
New development should provide access through and among sites. Pedestrian connections and service ways between Howard Drive and Picabo Street should be provided to facilitate pedestrian flow. Additional public access to the base area and public trails should be integrated throughout the village.

5. Provide a mix of uses throughout the village.
In order to promote vitality in the area it is important to have a mix of uses which are active throughout the year. Buildings should be designed to support a variety of uses and users, and reinforce the pedestrian orientation of the street level and enhance its pedestrian appeal and accessibility.

6. Maintain a direct connection to the surrounding natural environment.
The mountains, Warm Springs Creek, mature landscapes and the enclosed nature of the valley help to define the character of the village area and provide a distinct connection with nature. The design of a building should recognize this and be integrated into its setting. Where areas of slope occur, development should step in height in accordance with the natural topography. Visual access through and between sites is important to maintaining direct visual and physical connection with the village's natural setting. Small scale retail and mixed use buildings should be located adjacent to, and oriented towards, the creek. Landscaped outdoor public spaces can also provide important connections with the natural environment and should be incorporated into new developments.

The area surrounding the village is also rich in geothermal resources. Development should incorporate connections to this natural amenity. Opportunities include space heating, hot water and snow melting. It may also be used in spas and similar amenities.

7. Maintain key public view corridors to the mountains and other natural features.
Locate buildings to maximize view opportunities from the public way through and between properties. Orient development to take advantage of views to the mountains, the creek and other natural features. Key public views should be framed by varying building massing and height within a development.

8. Minimize the perceived scale of large developments.
A building should provide significant variety in massing, height and façade articulation to promote a human scale and minimize its overall perceived size. Varied roof forms are particularly important; upper floors should be stepped back and be placed within the roof form where feasible. Areas of taller building massing should be limited and be located only on appropriate sites.

Maintain key public view corridors to the mountains and other natural features.

III. Village Level Design Guidelines

The guidelines in this chapter focus on coordinating a development with adjacent properties and on incorporating urban design principles that help to build a sense of village character and visual continuity throughout the area. In this sense, the guidelines are 'outward-reaching' and promote positive interaction between neighboring properties that will be beneficial to individual property owners, the village and the community at large.

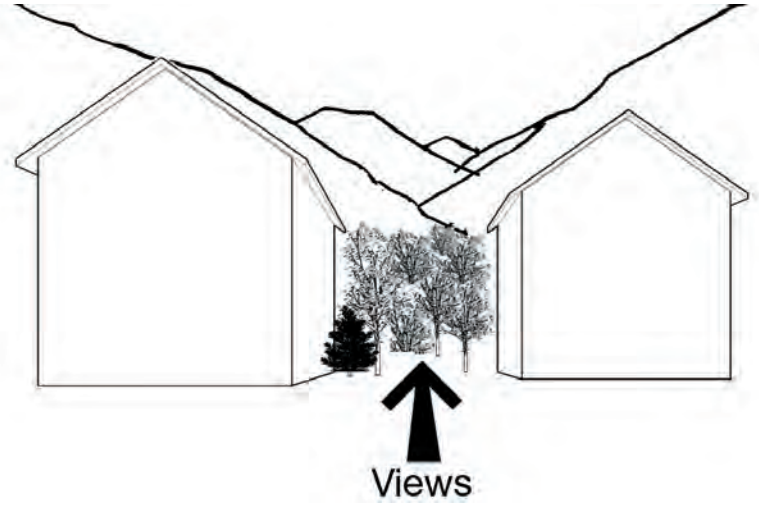
1.0 Public View Corridors

Warm Springs Base Area Village has several public areas with dramatic views to the surrounding mountains. These views are key defining features of the village character. Development should maintain key view corridors from the public way to surrounding natural features and landmarks.

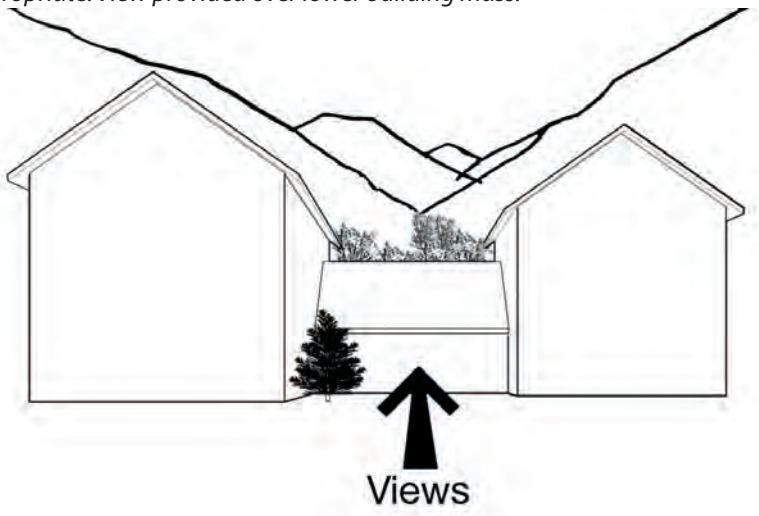
1.1 Maintain key views from public rights-of-way to significant natural features and landmarks.

- Preserve key views from public rights-of-way to Bald Mountain.
- Maintain views toward the creek and other significant natural features, such as concentrations of mature natural vegetation.
- Where views from public spaces through a site are important to maintain, vary the building mass to frame the view.

Appropriate: View provided between buildings.



Appropriate: View provided over lower building mass.



Where views from public spaces through a site are important to maintain, vary the building mass to frame the view.

2.0 Natural Features and Resources

Natural features of the local landscape are important character-defining elements in Warms Springs Base Area Village. Within such a setting a building is most successful when it is integrated as closely as possible with its site and context. Significant natural features, such as distinctive rock formations, established watercourses and stands of trees, should be retained where possible. Renewable natural resources such as geothermal springs and wells should be integrated into building system designs. Site drainage also should be developed as an amenity that enhances the quality of the built environment.

2.1 Incorporate natural site features as amenities within open site areas.

- Design buildings and open site areas to frame and protect natural site features such as areas of established vegetation, rock outcroppings and drainage ways.
- Preserve mature vegetation that contributes significantly to the village character.
- Locate buildings and paved areas to avoid negative impacts to significant natural features on site or on abutting properties.

2.2 Design site drainage to blend with the natural landscape.

- Incorporate established drainage ways into site drainage design.
- Use open drainage swales with natural linings, local rocks or other local natural materials.
- Use native plantings in and around drainage swales. This is especially important where a property is adjacent to the creek.
- Where there are opportunities to do so, site drainage designs should be coordinated with adjacent properties.

2.3 Utilize the area's geothermal resources.

- Integrate geothermal resources into building systems to provide services such as space heating, hot water, and snow melting.
- Utilize geothermal resources as a natural amenity. A hot spring spa is one example of such a use.

Existing mature trees and shrub masses should be preserved, especially where they contribute significantly to the village character.

Use open drainage swales with natural linings, native rocks and other local materials.

3.0 Topography

Most of the village has a low slope, but this increases closer to the mountain base. Some lots on the southern side of Warm Springs Creek may have areas of high slopes. When on a sloped site, a building should be designed to reflect the change in the elevation of the site through stepped and articulated sections of the mass.

3.1 Design a building on a sloping site to reflect the natural topography. This should be achieved in the following ways:

- Vary the wall plane and height of a façade to express the slope of the site.
- Use stepped foundations to reduce the amount of exposed building wall.

When on a sloped site, a building should reflect the change in the elevation of the site through stepped and articulated sections of the building massing.

4.0 Trail and Walkway Systems

A key to the success of the village area is to provide clarity of access to, and ease of circulation for, pedestrians and bicycles. It is also important that visitors in downtown Ketchum be aware of Warm Springs Base Area Village, with access routes that are well marked. Accessible pedestrian connections that are linked as a system are important to help maintain a cohesive and pedestrian-friendly community. Within the village area a series of pedestrian connections from Picabo Street to the mountain base already exists. These provide both physical and visual access to the mountain and should be enhanced. Connections between sites and to nearby trail systems should be established throughout the village. Clear circulation and convenient access to adjacent uses should also be provided.

Locate a pedestrian pass through between blocks to facilitate pedestrian circulation between the mountain base and the surrounding neighborhoods.

Use paving materials that will encourage use of a walkway by pedestrians.

4.1 Provide connections to neighborhoods and regional pedestrian and bicycle ways.

- Locate a pedestrian pass-through to facilitate circulation between the mountain base and surrounding neighborhoods.
- Coordinate with adjacent properties where appropriate to maintain connections with pedestrian circulation routes.
- Place and enhance a continuous pedestrian corridor along the southern edge of the creek.
- Provide access to outdoor plazas, courtyards and open space along these routes.

4.2 Position a walkway to encourage pedestrian use.

- Locate a walkway such that key destination points, including building entries and public plazas, are clearly visible.
- Site a path in an area that will remain visible from active gathering spaces.
- Consider micro-climatic conditions when designing a walkway: avoid locating it where users will be subjected to harsh glare from adjacent surfaces, or where snow and ice conditions may persist in winter months.

4.3 Use paving materials that will encourage pedestrian use.

- Employ materials that provide traction and facilitate general maintenance and snow removal.
- Minimize pedestrian and auto conflicts by differentiating these routes with contrasting paving materials.

5.0 Public Streetscape

The public streetscape is a combination of the quality of, and relationships between sidewalk, landscaping, streetfront building façades, design details, materials and pedestrian amenities. It contributes to the visual vitality and interest necessary to maintain the high quality pedestrian environment desirable throughout the village. Within Warm Springs Base Area Village there are two main streetscape types, an urban street edge and a landscaped street edge. The character for these two types differs, but each should establish a quality pedestrian-friendly street edge.

5.1 Coordinate improvements within the public right-of-way.

- Provide a sense of continuity between streetscapes throughout the village.
- The right-of-way should be perceived as one unit which connects multiple developments.
- Connect public rights-of-way with local pedestrian and bicycle routes.

5.2 Establish a pedestrian friendly character within the streetscape.

- Provide decorative paving along sidewalks on urban street edges, within streetfront plazas and in key intersections to enhance the pedestrian experience.
- Provide trees and landscaping along street edges.
- Provide street furniture, signage and other pedestrian amenities which convey a sense of scale and activity.
- Locate parking areas away from the streetfront and minimize interruptions to the streetscape for access areas.

Establish a pedestrian friendly character through the use of decorative paving, street furniture, and other pedestrian amenities.

Urban streetscapes have several buildings built to the street edge and should include improvements such as wide, decoratively paved sidewalks.

Urban streetscapes should include improvements such as wide, decoratively paved sidewalks, street furniture, landscaping and other amenities which encourage pedestrian interest and activity.

Urban Street Edge

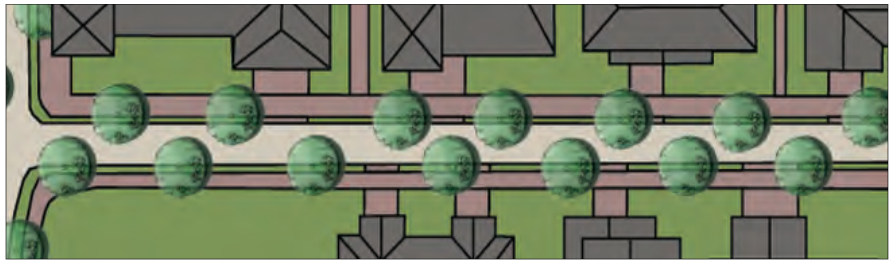
This streetscape type presents a more urban character, with several developments built to the sidewalk edge. This streetscape type should occur along the main pedestrian streets throughout the village. The proportion of a building at the sidewalk edge is established in the zoning overlay for the village. Where buildings are setback from the sidewalk, landscaping and public amenity space should be provided. Urban streetscapes should include improvements such as wide, decoratively paved sidewalks, street furniture and other amenities which encourage pedestrian interest and activity.

5.3 Urban street edges should have the following characteristics:

- Complement and enhance the street scene.
- Integrate development with the streetscape.
- Utilize landscaping and street furniture to create a buffer between the street and the sidewalk.
- Integrate streetfront amenity spaces and mid-block walkways with the pedestrian streetscape.
- Provide public amenity spaces where buildings are setback from the street edge.
- Utilize high quality, durable materials which compliment and enhance the character of the streetscape.

Landscaped Street Edge

This streetscape type presents a green street edge with buildings setback from the sidewalk line. Landscaped street edges currently exist adjacent to much of the residential development in the village area and should be maintained to buffer residences from village traffic. Additional landscaped street edges should be provided along peripheral streets and access routes through residential areas to provide a visually pleasing, landscaped entry into the village.



Buildings are setback from the sidewalk line along a landscaped street edge.

5.4 Landscaped street edges should have the following characteristics:

- Complement and enhance the street scene.
- Integrate the streetscape with the natural context of the site.
- Buffer sidewalks from the street edge with landscaping where higher traffic volumes occur.
- Provide additional landscaping within front and side setbacks.
- Utilize high quality, durable materials which compliment and enhance the character of the streetscape.

Landscaped street edges currently exists adjacent to much of the residential development in the village area.

IV. Site Design Guidelines

This section focuses on the design elements within an individual development site. It reflects objectives to maintain the village character of buildings set within active outdoor spaces and that relate to the natural setting. Each site should be planned such that the apparent mass of a building is minimized and the edges of the property are compatible with neighbors. A site design also should support green design strategies. Natural qualities of the environment, including the topography and established vegetation, should to be respected and incorporated into the design of open areas on site.

The site design guidelines in this section reflect objectives to maintain the village character of buildings set within active outdoor spaces.

6.0 Building Setbacks

The areas within setbacks and where buildings are stepped back from the setback line provide important spaces for active outdoor use and landscaping which help to express the character of the village. Site design for such areas should assure that landscaped open space exists between buildings, views to the sky and access to light and air are maintained and that key public view corridors are kept open. Building alignment along front setbacks should be varied, but provide sufficient building frontage at the sidewalk along urban street edges to support an active pedestrian environment. Public plazas and active open spaces should be located where buildings are set back from the sidewalk. The design of side setback areas should provide landscaping and secondary access ways, such as mid-block walkways when appropriate, which convey a sense of green open space and permeability between sites. Rear setback areas should create the opportunity for access to light and air and provide landscaped open areas on site.

6.1 Vary building façade alignment.

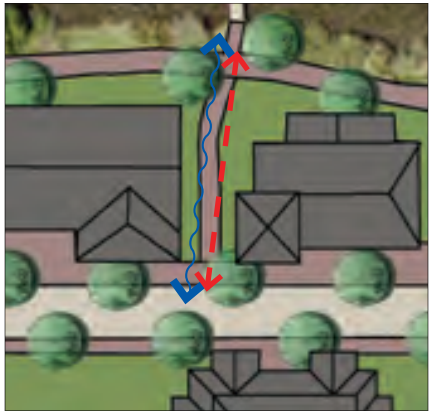
- Vary wall plane setbacks of different building components along all building faces.
- Aligning an entire building façade at the established setback line is inappropriate.

6.2 Maintain the alignment of primary building façades at the setback line.

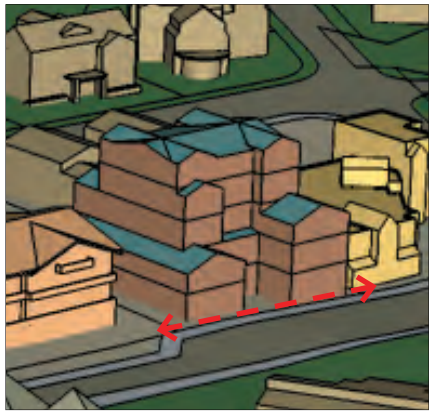
- Conform to the setback standards set forth in the Warm Spring Base Area District overlay.
- Locating an entire building front behind the established setback line is inappropriate.
- The portions of a building façade at the front setback shall be pedestrian oriented and provide for an active streetscape.

6.3 Locate public amenity spaces and open areas to create active accent features within setbacks and where building mass steps back from a setback line.

- Accent spaces within building setbacks should support and interact with an active well-defined streetfront.
- Design walkways, landscaped areas and mid-block passages located within setback areas to provide solar access, natural ventilation and access to secondary portions of structures and neighboring properties.



Walkways, landscaped areas and mid-block passages should be used with setbacks to provide solar access, natural ventilation and access to secondary portions of structures and neighboring properties



Maintain the alignment of primary building façades at the sidewalk's edge

7.0 Corner and Through Lots

Street corners are important elements within the streetscape and often frame key views which characterize the village area. A through lot presents a unique opportunity to provide both visual and physical connections between streets in the village. Development on a corner or through lot should address both street fronts and respond to the special nature of such a site. Corner lot buildings should exhibit special features that add accents to the streetscape, frame important public views and, where appropriate, provide village gateway features.

7.1 On a corner or through lot both street façades shall be treated as a primary building frontage.

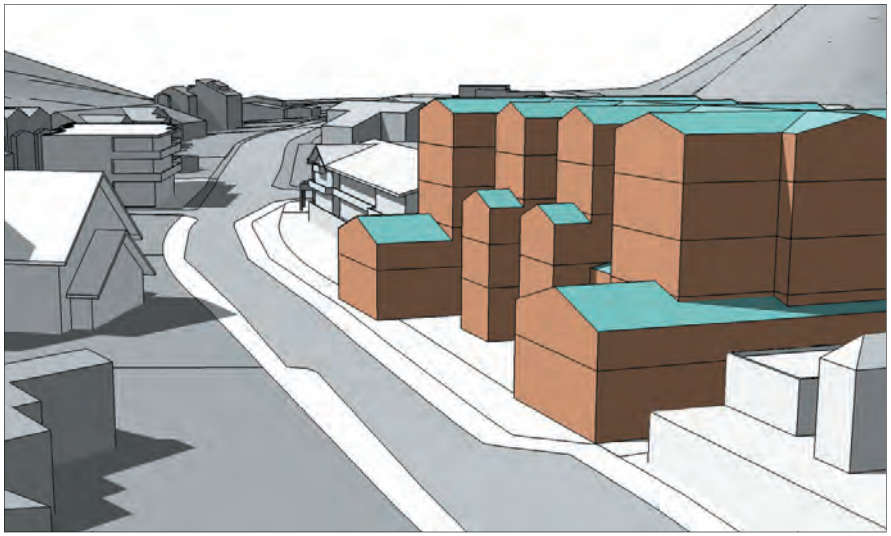
- Develop both street elevations to provide visual interest to pedestrians.
- See Sections 5.0 Public Streetscape and 18.0 Façade Character, for additional guidelines.

7.2 Special features that highlight prominent corners should be considered.

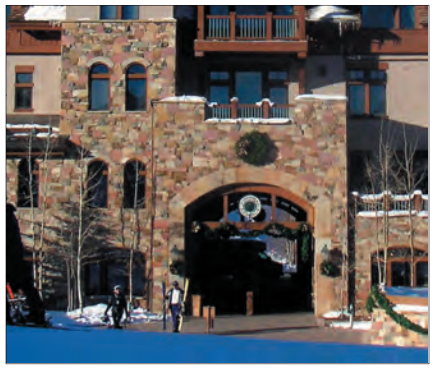
- Visually distinguish corners to improve wayfinding within the village area.
- Provide gateway elements such as towers or other prominent features, at corner locations where appropriate.

On a corner or through lot both street façades shall be treated as a primary building frontage.

Provide gateway elements, such as towers or other prominent features, at corner locations where appropriate.



The primary front façade of a building should be oriented to the street.



Buildings should have a clearly defined primary entrance on the primary building façade

A secondary façade may be offset for improved views and/or solar access.

8.0 Building Orientation

The orientation of a building on its site is important to the character of the streetscape. A primary building façade should be oriented parallel to the street, with any variation occurring as an accent within the overall street façade. A building should also be orientated for solar access and frame public view corridors.

8.1 Orient a primary building façade to be parallel to the street.

- The primary front façade of a building should be oriented to the street.
- A secondary façade may be offset for improved views and/or solar access.

8.2 Orient a primary entrance toward the street or a public plaza adjacent to the street.

- Buildings should have a clearly defined primary entrance on the primary building façade.
- Do not orient a primary entrance to an interior court.
- Secondary public entrances to commercial spaces are encouraged for larger buildings. These may open onto courtyards, mid-block walkways, or other pedestrian circulation routes.

9.0 Open Site Areas and Public Amenity Spaces

Providing a sense of open space is important to maintaining village character and strengthening connections to natural features. As required by the municipal code, a minimum percentage of a site in the village must be maintained as open area. This open area may include setbacks and special public amenity spaces which meet the zoning criteria and the following guidelines. Within the village it is important to ensure adequate permeability and connections between adjacent streets, open spaces, public trails and the mountain base. Public space should be integrated with the village streetscape and provide access to views, open areas and primary pedestrian circulation routes. The form, orientation, quality and use of such spaces are also important.

These spaces should take the form of:

- Public street front amenity space;
- Mid-block walkways; or
- Open site area.

For each of these types, the following general guidelines apply.

9.1 Design open site areas and public amenity spaces to achieve the following objectives:

- Create an active and interesting streetscape through the promotion of public gathering space.
- Maintain a well-defined street edge such that a public space is an accent within the streetscape.
- Permit views between buildings to public spaces or natural features.
- Be usable year-round.

9.2 Plan for environmental conditions in the design and location of open site area and public amenity spaces.

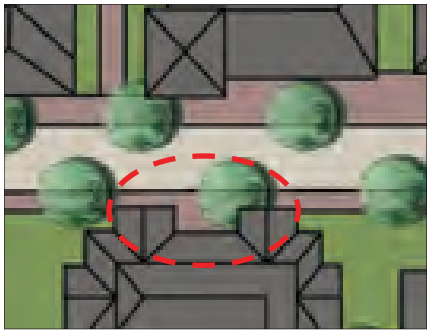
- Position a public amenity space or open site area to maximize solar access and facilitate its use throughout the year.
- Locate a public amenity space or open site area where it will provide access to light and air for multiple properties.
- Locate open site area to maintain public views and solar access through a site.
- Locate landscape elements to both provide for wind protection and allow for natural ventilation.
- Locate deciduous trees and plants to provide summer shade where desirable, while also allowing for winter solar access.

9.3 Design a public amenity space to be pedestrian-friendly.

- Provide site furnishings, such as benches, shelters and public art as well as landscape features to add interest when feasible.
- Create a sense of enclosure, this can be achieved by positioning buildings to frame the space or through definition with landscape features.
- Locate a public amenity space adjacent to, and directly visible from, the sidewalk or other pedestrian route.
- Provide a clear connection between a public amenity space, pedestrian circulation routes and building entrances.

Locate open site area to maintain public views and solar access through a site.

Provide site furnishings, such as benches, shelters and landscape features to add interest when feasible.



A street front public amenity space shall serve as an active accent feature where buildings are set back from the street edge.

Design a street front amenity space to integrate into the design of both the site and the streetscape.

Street Front Amenity Space

Active outdoor spaces that are available to the public are desirable throughout the village. One type is that which is located adjacent to the street and which enhances the street vitality. This space should be integrated with the design of both its site and the adjacent streetscape and provide an accent feature within an otherwise well defined street wall. A street front amenity space should be oriented to provide physical and visual access to views, light, air and primary pedestrian circulation routes.

9.4 Design a street front amenity space to:

- Integrate into the design of both the site and the streetscape.
- Maintain an active, pedestrian-friendly streetfront.
- Be level with the sidewalk.
- Be open to the sky.
- Be paved or otherwise landscaped.
- Be directly accessible from the public right-of-way. Where a space does not directly abut the sidewalk it should be clearly visible and accessible from the street front.
- See Section 5.0 Public Streetscape, for additional guidelines.

Mid-Block Walkway Amenity Space

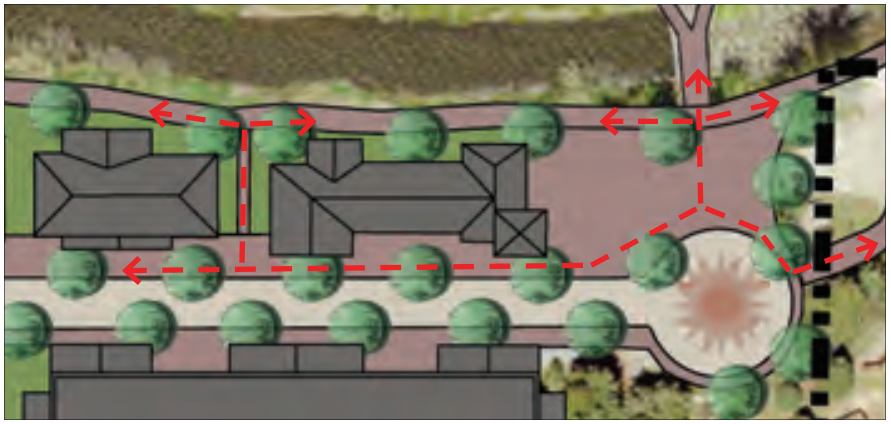
Public circulation patterns, pedestrian character and walkability are important aspects of the village. Providing open spaces and walkways which link the street network, public trails and the mountain base is therefore important. Such links may be within or at the boundary of a site.

9.5 Design and locate a mid-block walkway to provide public access to the following:

- Additional commercial space and frontage not on the primary building façade;
- Uses located at the rear of a property;
- Adjacent properties and streets; and
- Adjacent public amenity spaces and circulation routes.

9.6 Establish a human scale in walkways. Use the following methods:

- The proportion of building wall height to the width of the walkway should be one that maintains views to the sky.
- Use stepped and articulated massing where a building abuts a mid-block walkway.
- Provide visually interesting wall treatments and other finish materials



Link mid-block walkways, adjacent uses, outdoor spaces and circulation routes.

Visually interesting wall treatments and other finish materials should be used to establish human scale in walkways.

Design and locate a mid-block walkway to provide public access to adjacent properties, streets, public amenity spaces and circulation routes.

Coordinate open site areas with those on adjacent properties.

Design and orient an outdoor use area to permit views between buildings to public spaces or natural features.

Open Site Area Amenity Space

Open site area amenity spaces should provide landscaped natural areas within and between developments. These areas should enhance the village character and provide links with surrounding natural features.

9.7 Design an open site area to:

- Coordinate with those on adjacent properties.
- Integrate natural site features.
- Permit views between buildings to public spaces or natural features.
- Maintain key public view corridors and solar access through a site.
- See Section 10.0 Landscaping, for additional guidelines.

10.0 Landscaping

Mature landscaping helps to create a welcoming and attractive character in the village while also providing a connection to the surrounding natural environment. Landscape buffers should be used along the edges of properties to reinforce the sense of open space and minimize visual impacts of building mass and scale. Landscape designs should incorporate decorative paving, trees and shrubs as enhancements to the streetscape and to integrate a building with its setting.

10.1 Landscapes should have the following characteristics:

- Enhance the street scene;
- Integrate a development with its setting;
- Utilize natural site features;
- Minimize the use of impervious surface treatments; and
- Avoid adverse impacts to key public view corridors.

10.2 Landscape enhancements should integrate with pedestrian circulation routes and open spaces.

- Provide clear visual links to the sidewalk and nearby open areas and trails.
- Design paving adjacent to sidewalks to integrate with public right-of-way and sidewalk improvements.
- Use deciduous landscaping which provides for summer shade and winter sun in combination with non-deciduous landscaping to provide year-round vegetation.

10.3 Use water-conserving, native and indigenous plant species to the extent feasible.

- Incorporate plant materials that are indigenous and which complement those established in the natural surroundings.
- Limit the use of exotic plants to areas of potted accent features, such as at a building entrance.

10.4 Incorporate landscape buffers and open areas between adjacent properties.

- Use planting and materials that blend with those of adjacent properties to strengthen the sense of continuity in open space.

10.5 Maintain a sense of open space between sites when fencing is used.

- Fencing is discouraged except where it is necessary to screen service areas.
- Solid fencing materials should not be used except to screen small areas which do not front the street.
- Fencing height should remain low to facilitate views through a site.
- Fencing should be constructed of predominantly natural materials such as wood and stone.

Use deciduous landscaping which provides for summer shade and winter sun in combination with non-deciduous landscaping to provide year-round vegetation.

Maintain a sense of open space between sites when fencing is used.

Lighting should be designed to highlight elements on the site and minimize light directed toward the sky and neighboring properties.

Use shielded light fixtures to focus light onto target surfaces and prevent glare or light scatter.

11.0 Lighting

Maintaining a sense of “dark skies” is an important objective in the village, and minimizing the effects of glare upon the public way and adjacent properties is also important. Therefore, lighting should be designed to highlight elements on the site and minimize light directed toward the sky and neighboring properties. All lighting shall conform with standards set forth in the Ketchum dark sky ordinance.

11.1 Minimize the visual impacts of lighting.

- Use shielded light fixtures to focus light onto target surfaces and prevent glare or light scatter.
- Place exterior lights at low heights to minimize light spread.
- Uplighting of building features, trees and other site features is inappropriate.
- Lighting for parking areas, walkways and buildings shall be designed to prevent off-site glare.
- Position lighting to minimize visual impacts as seen from lower viewpoints on adjacent properties.

11.2 Provide lighting that creates safety and security without excessive glare or visual impact.

- Provide lighting for pedestrian ways that is low scaled for walking.
- Outdoor lighting on a building should be planned to provide for safe circulation and access, while maintaining a sense of dark skies in the community.

12.0 Snow Shedding and Storage

Snow shedding and storage is a key consideration of building and site design in Warm Springs. It is important to plan for snow storage in a site design as large snow deposits can adversely affect pedestrian ways, streets and open space. Snow storage areas should serve as open site areas or public amenity spaces during other seasons. Roof slopes and building spacing should be coordinated to manage snow shedding to avoid negative effects on abutting properties, circulation routes and outdoor use areas.

12.1 Minimize the impacts of snow storage and shedding on adjacent properties, pedestrian plazas and circulation paths.

- Locate snow storage areas such that they do not impact primary public amenity spaces.
- Design a building to avoid shedding snow onto primary pedestrian walkways.
- Locate buildings such that they will not shed onto adjoining properties.
- Design sloping roofs to shed onto other roof forms or onto snow storage areas on site.

12.2 Locate snow storage so that it does not impact key public views.

- Avoid locating snow storage areas along key public view corridors.

Large snow deposits can adversely affect pedestrian ways.

Design sloping roofs to shed onto other roof forms or onto snow storage areas on site.

13.0 Driveways and Surface Parking

A large area of visible surface parking would negatively impact the village character and should be avoided. Surface parking should be placed away from the street, within the site and effectively buffered and landscaped. In order to maintain a sense of vegetated open site area, the paved surface area of driveways and parking access should be minimized. Such drives should be located to maintain attractive, pedestrian-friendly street edges, open spaces and pedestrian ways.

13.1 Minimize the visual impacts of a parking area.

- Minimize the footprint of a parking area and its access.
- Parking should be placed underground or partially underground where feasible.
- Where surface parking must be provided, it shall be located to the rear or the interior of the property, behind the structure.
- Locating a parking lot along the street front of a property, or other public way, is inappropriate.
- A parking area should be visually subordinate to any primary structure on the site and properly screened from view of major pedestrian ways and abutting properties.

13.2 Minimize interruptions in the streetscape.

- Minimize the number and width of driveways.
- Use secondary streets for access where feasible.
- Coordinate access with adjoining properties.
- Position a driveway to minimize crossing conflicts with pedestrian and bicycle ways.
- Use a visually unobtrusive paving material.

13.3 Set back and screen parking areas from sensitive open space areas.

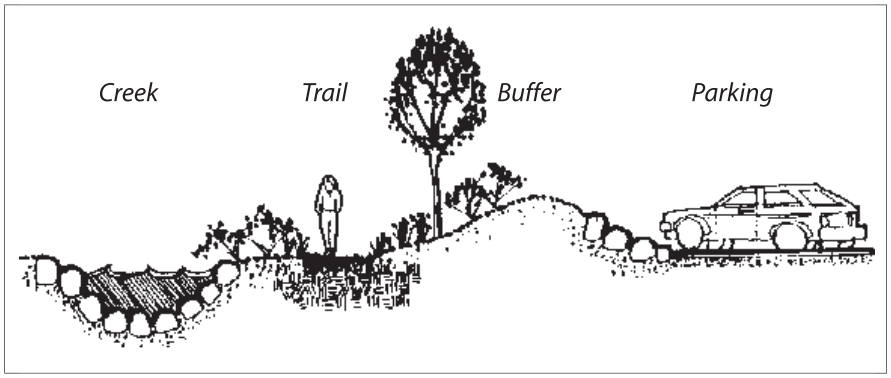
- Maintain or exceed recommended setbacks from sensitive open space areas such as Warm Springs Creek.

13.4 In sloped areas consider terracing parking areas.

- Terrace parking lots on steep slopes following the natural topography.

13.5 Provide access to alternative transit modes for projects with large parking and traffic demands.

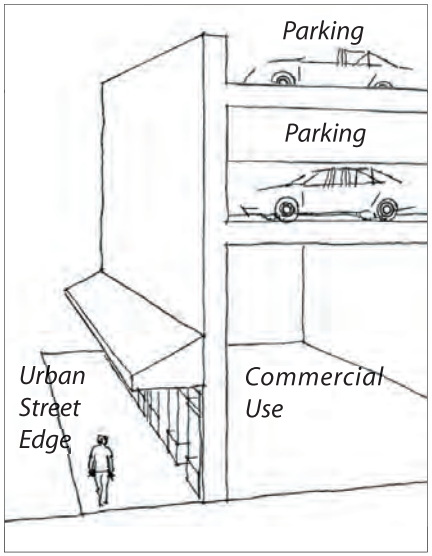
- Provide bicycle racks on site at these locations.
- Connect pedestrian and bicycles paths on site to local trails and other non-motorized circulation routes.



Set back and screen parking areas from sensitive open space areas.

14.0 Structured Parking

Whenever possible, parking should be placed underground or partially below grade. Providing parking in enclosed garages is encouraged to make open site area available for landscaping and outdoor uses. A parking structure should maintain a pedestrian oriented streetfront by providing a "wrap" of commercial, lodge and/or office use at the street level.



Structured parking should be placed behind or above a 'wrap' of commercial, lodge, or office uses at the street level.

14.1 Minimize the visual impacts of a parking structure.

- Parking should be concealed from view of public rights-of-way to the maximum extent feasible.
- Locate a parking structure underground or partially below grade where feasible.
- Where a portion of a below-grade parking structure is exposed, provide architectural and landscape treatments that will establish a sense of scale and convey visual interest to pedestrians.

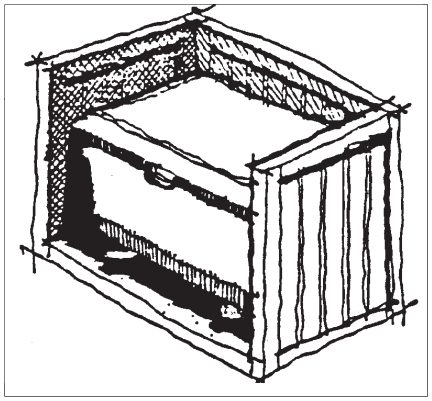
14.2 Provide an active and pedestrian-friendly streetfront.

- Place parking areas behind or above a 'wrap' of commercial, lodge or office uses at the street level.
- Utilize storefronts, display cases, architectural detailing, landscaping, public art or similar strategy to provide pedestrian interest and scale.

14.3 Minimize negative impacts of parking structure access to the character of the streetscape.

- Minimize the exposure of auto entry areas.
- Locate access from a secondary street when feasible.
- Integrate structure access into the building design.

The use of shared service areas is encouraged. This example of a shared service area also combines a shared driveway and parking area for the adjacent developments.



Screen a service area from view.

15. Service Areas

Service areas should have a minimal visual impact on public ways, including pedestrian and bicycle routes. The use of shared service areas is encouraged.

15.1 Screen a service area from view of a pedestrian route, public way or adjacent property.

- Appropriate screening devices include fences, walls and landscaping.

15.2 Locate a service area internally to the site.

- Locating a service area such that it abuts an adjoining parcel is inappropriate, except where shared service area exist.

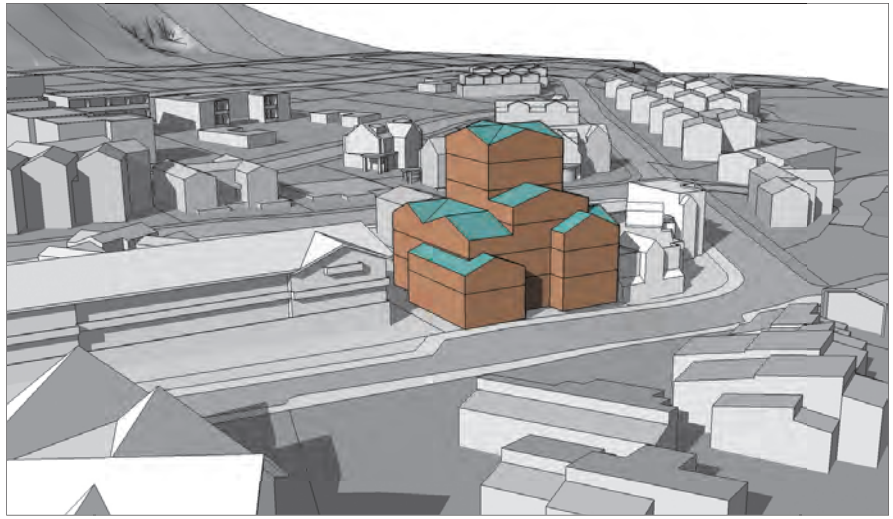
15.3 Service areas should be appropriately scaled for the size of the development.

- Use of a large service area should be reserved for a large building or where shared service areas exist.

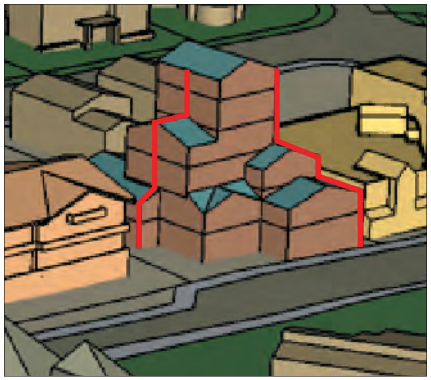
V. Building Design Guidelines

This section provides guidelines which promote buildings that convey a human scale and contribute to the village character. At the same time, they anticipate a variety of building styles and design solutions. The intent is to accommodate diversity in design while maintaining the village character.

The unique character of the village area is based upon its direct connections with the natural surroundings, an intimate human scale, and a variation in building height, massing, design, architectural detail and materials. It is important that a new building be designed to reflect these characteristics. Creative designs that make use of natural materials and varied massing are encouraged. New development should be modulated and articulated to vary building profiles. This variety is particularly important on large sites. Building designs should also convey a sense of human scale through the use of details that have a substantial depth, cast clear shadow lines and provide visual interest. Because buildings are also viewed from the mountain slopes, enhancing the roofscape to reinforce the rhythm and scale of a building is also important.



New development should be modulated and articulated to vary building profiles and enhance the village character.



Step down building façade height and scale toward setbacks

Use varied heights of building masses to reduce the perceived building mass and create visual interest in the building form.

16.0 Building Height

The height of building masses should be varied to create a sense of human scale and reduce the overall perceived mass of a building. The distinction between the first floor and the upper floors of a building plays a key role in conveying a sense of human scale. Building designs should respect the character of the first floor, and its visual role as the tallest floor of the building.

16.1 Provide variety in building heights across all façades.

- Use varied heights of building masses to reduce the overall perceived building mass and create visual interest in the building form.

16.2 Step down building façade height and scale toward setbacks.

- Step down buildings to allow access to light, air and views along setbacks.
- Buildings should also step down where they are adjacent to low scale residential development.
- Building height at all setbacks should convey a human scale.

16.3 Locate taller portions of a building to:

- Be set back toward the center of the overall building mass, on prominent corners or backing to the mountainside;
- Maintain key public views; and
- Allow for access to light and air for itself and adjoining properties.

16.4 Maintain the distinction between the street level and upper floors.

- The floor-to-floor height of an upper floor shall not be taller than that of the first floor.

17.0 Building Mass and Scale

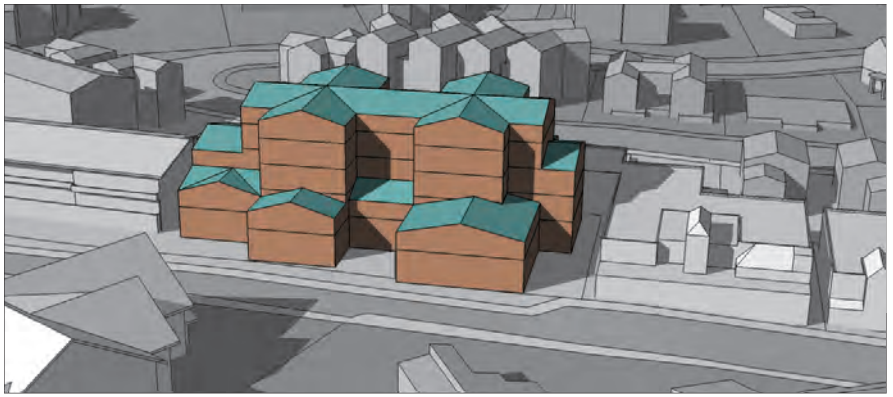
A building should be designed to provide massing variety which maintains key public view corridors, creates visual interest, and enhances the village character. The majority of a building mass should appear relatively low or horizontal in form, with any taller, vertical elements serving as accents. Varied massing and changes in wall planes should be used to reduce the overall perceived mass and scale of a building. The arrangement, proportion and orientation of a building's mass plays a critical role in how a project relates to the environment. Building massing should take advantage of solar access for both passive and active strategies of day lighting and solar energy collection. Setbacks, step backs and open site areas should be used to blend the building with its site, adjacent developments and the natural environment.

17.1 Design building massing to support green building strategies.

- Arrange building massing to optimize energy efficiency, allowing for both passive and active strategies.
- Maximize massing areas with southern exposures.
- Minimize or prevent shading on south-facing façades of adjacent buildings during winter months.
- Arrange building massing to maximize solar access for all portions of the building.
- The width of a building mass should be sized to allow natural daylight to reach the maximum amount of actively used, interior spaces feasible.

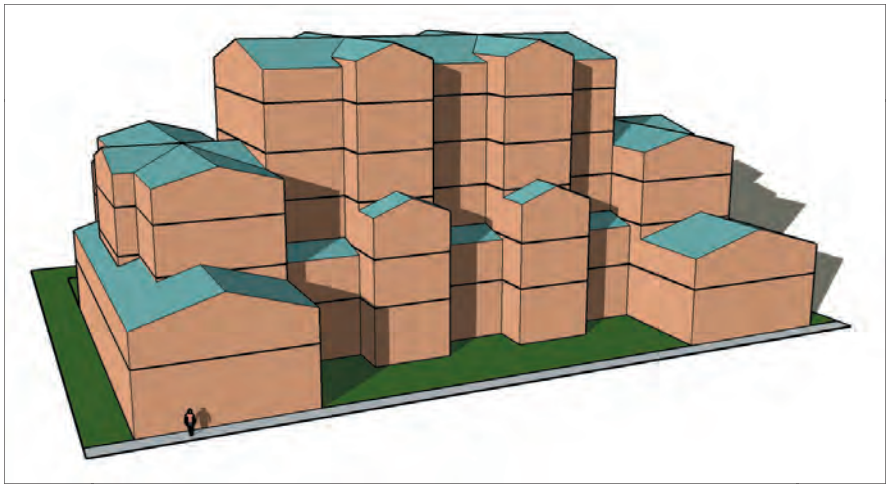
17.2 Arrange building masses to provide weather protection.

- Avoid massing that creates wind tunnel effects.
- Articulate massing to help protect pedestrian areas from adverse weather effects.
- Minimize winter shading of sidewalks and open spaces to prevent ice over.



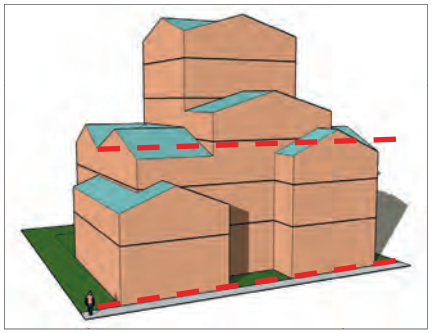
Design building massing to minimize or prevent shading on south-facing façades of adjacent buildings during winter months.

Maximize massing areas with southern exposures.



Express massing variation across the entire structure, including its roof, such that the composition appears to be a collection of smaller building masses

Place top floors within the roof form to reduce the perceived height of a building.



A building should have a horizontal emphasis with the majority of the building mass in the first three floors.

17.3 Articulate a building's mass to create visual interest, reflect human scale and reduce the overall perceived mass.

- Use variations in wall plane setbacks and heights to break up the mass of a building across all façades.
- Express a distinction between street level and upper levels through architectural massing, detailing, materials, fenestration patterns and roofscape design.
- Express massing variation across the entire structure, including its roof, such that the composition appears to be a collection of smaller building masses.
- Place top floors within the roof form to reduce the perceived height of a building.

17.4 Design building massing to have a horizontal emphasis with vertical accents.

- Locate the majority of the building mass in the first three floors.
- Limit the mass of upper floors.

18.0 Façade Character

Building façade composition, fenestration pattern, texture and detailing are essential to the creation of light and shadow and the character of the building façade. The character of a street level façade, including its relationship between building entrance and sidewalk, architectural embellishment and detail and the quality of materials, help to establish a high quality pedestrian streetscape. The vertical and horizontal articulation of the street façade is also important in the composition of a human scale building and streetscape. Building façades should be articulated or otherwise designed to reduce the overall perceived scale of building and integrate it more successfully within the village context. The design of a street level building façade should provide clear access, encourage pedestrian activity, and provide visual interest along walkways and streets.

18.1 Articulate a building façade to minimize the perceived scale of the overall mass.

- Vary architectural detailing to distinguish wall planes and building mass. Changes in façade material, window design, façade height or decorative details are examples of techniques that should be used.
- Avoid using repetitive elements along a building wall as this begins to read as a single mass rather than an articulated façade.

18.2 Incorporate material detailing to create a sense of human scale.

- Use eave overhangs and trim elements with substantial depth to help establish scale and visual interest.
- Variations in materials, texture and color should also be employed.
- An area of featureless wall is inappropriate.
- Highly reflective or darkly tinted glass also is inappropriate.

18.3 Provide a pedestrian-friendly character on a street level building façade where it fronts a street or pedestrian circulation route.

- Use architectural features which convey a sense of human scale and create visual interest. Storefronts and display windows, as well as variations in architectural detailing, materials and textures are examples.

18.4 Locate a primary entrance to be clearly visible and accessible from the street.

- The primary entrance for a building should be clearly visible from a public way.
- Clearly identify the entrance with a sheltering element such as a porch, arcade, portico or other distinctive element to signify the primary entrance.
- Elevated or sunken entrances are not appropriate.

Buildings located adjacent to public streets should have a pedestrian-friendly character at the street level

Variations in wall planes and architectural detailing help to minimize the perceived scale of the building.

19.0 Roofscape Design

Due to high levels of visibility from nearby buildings and mountain slopes, specific attention should be paid to creating a varied and interesting roofscape. The form seen from above should reinforce the rhythm and scale of the building massing and façade articulation. On a sloping site use a series of roof profiles that reflect the natural topography of the setting.

19.1 Design a roofscape with the same attention as the secondary elevations of the building.

- Design roofscapes to reflect the modulation of the building and its site.
- Design roofscapes to frame key public views.
- Use materials which complement the design of the building façades.
- Orient roofs to support solar collectors and/or natural day lighting strategies.
- Group and screen mechanical units from view.

19.2 Minimize the use of flat roofs.

- A sloping roof, such as hip, gable and shed forms, should be the dominant roof shape.
- A flat roof may be used as an accent to break up the perceived mass of the overall building.
- Provide substantial eave overhangs, to help establish a sense of scale and provide visual interest.
- Roof slopes that repeat the slope of the hillside are encouraged.

19.3 Provide a variety of roof planes.

- Variation in roof profile should be reflected in both the width and the depth of the roofscape of the building(s).
- Building roofs should be broken up to give the appearance of a collection of smaller structures.

19.4 On larger roofs use dormers to help break up the mass and provide a sense of scale.

- Provide a pattern and rhythm of dormers along the roof plane.
- Simple dormer forms are encouraged to help break up the roof mass.

19.5 Design roof slopes, overhangs and setbacks to minimize impacts of snow shedding.

- See Section 12.0 Snow Shedding and Storage, for additional guidelines.

Due to its visibility from nearby buildings and mountain slopes, careful attention should be paid to creating a varied and interesting roofscape.

Group and screen mechanical units from view.

A flat roof may be used as an accent to break up the perceived mass of the overall building

20.0 Building Materials

Building materials should establish a sense of human scale and convey a connection with the natural features of the village. The palette of materials used for all building façades should reflect, complement and enhance the village character. A range of façade materials should be used to reduce the apparent scale of a larger building. Materials and their applications should support sustainable building systems.

20.1 Building materials should have the following features:

- Reduce the perceived scale of the building;
- Enhance the visual interest of the façade;
- Be predominantly natural materials, such as wood and stone;
- Be of high quality and have proven durability and weathering characteristics within the local climate; and
- Facilitate low levels of energy use for the building.

20.2 Use sustainable materials to the maximum extent feasible.

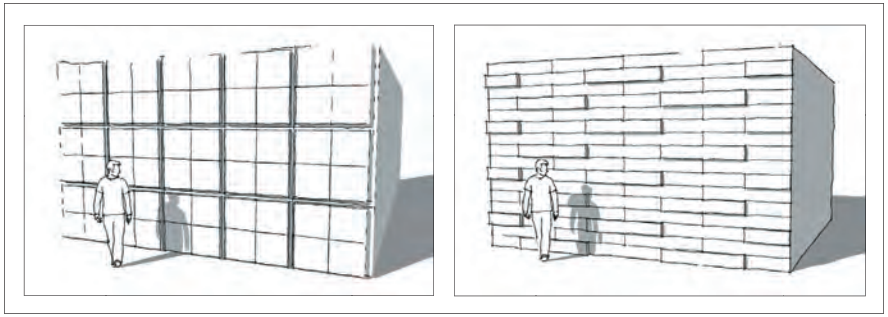
- Use materials which have long life spans and require minimal maintenance.
- Use regional, reclaimed, recycled, recyclable and rapidly renewable materials.
- Avoid toxic or otherwise hazardous materials.

20.3 Applications of materials should support sustainable building systems and functionality.

- Use materials and components with high thermal insulation values or appropriate rates of thermal lag.
- Use walls with thermal mass storage where possible.
- Use operable windows to allow for natural ventilation.
- Use low infiltration fenestration products.
- Use high efficiency lamps and fixtures.
- Use lighting fixtures with minimal light pollution to night skies and adjacent sites.
- Avoid thermal bridges at joints and structural components.

20.4 Use building materials that help establish a human scale.

- For example, use modular masonry units, horizontal and vertical wood siding, native stone and heavy timber materials to express human scale.
- Changes in color, texture and materials can also help to define human scale and should be incorporated in building designs.
- Large panelized products and extensive featureless surfaces are inappropriate.



Modular materials can be used to help convey human scale.

Use building materials which convey a sense of belonging in the village's natural setting.

Predominant exterior materials should include: wood or heavy timber, tinted or textured concrete, sandstone or other local stone.

20.5 Use building materials which convey a sense of belonging in the village's natural setting.

- Use natural materials and colors that blend into the surroundings.
- Use indigenous and traditional building materials for primary wall surfaces.
- Predominant exterior materials should include: wood or heavy timber, tinted or textured concrete, sandstone or other local stone.

Attachment D

Public Comment

Rebecca Wargo

> President

> Aspenwood HOA

June 1, 2024

Ketchum Planning and Zoning Committee
CITY HALL
P.O. Box 2315191 5th Street West
Ketchum, ID 83340

Dear Members of the Ketchum Planning and Zoning Committee:

This letter is submitted in reference to the condo/hotel development proposed by Mr. Brian Barsotti at the base of Warm Springs.

My family and I own a unit at 105 Howard Drive. I am writing on behalf of myself and also of the owners of 105 Howard Drive Units B, C and D, known as Aspenwood Condos. It is our homes that will be most directly and adversely affected by this project which will completely engulf our homes on three sides.

Our townhouses are three stories tall (approximately 34 feet) and were built in 1986, long before the 2008 city ordinance that apparently allows for 6 story development along Picabo Street. Our units were built with almost all windows facing the mountain, which is where the living areas are located. Only two small windows on each unit face the street. Consequently, almost all of the light and sunshine currently present in our homes will be completely blocked by the proposed five-story development (approximately 77 feet). Further, this development wraps around the sides of our complex, so any light and sun afforded by our side windows will suffer the same fate as the rest. The flyover presented by Mr. Barsotti gives a good indication of the complete obstruction of our complex. (SENT VIA EMAIL TO participate@ketchumidaho.org)

Clearly, approving this project will not only negatively affect the enjoyment of our homes with the loss of the view and light, but also greatly diminish the value of our properties. For any of us to recoup the light, sunshine and views that we would lose if this project is approved, we would have to add a fourth story to our townhouses. Adding a fourth story to almost 40 year old wood frame townhouses would be a complex and probably prohibitively expensive project, no doubt resulting in an uncomfortable, awkward layout. We find it hard to believe that the city would want us to be in that situation.

We ask that you take into consideration the negative impact this project will have on homeowners and not approve it.

Thank you for your time.

Sincerely,

Rebecca Wargo

105 Howard Drive, Unit A
Ketchum, ID 83340

(408) 836-7418
rhwargo@gmail.com