



City of Ketchum

June 1, 2020

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Approve a New Driveway at 150 Spur Lane.

Recommendation and Summary

Staff recommends Council approve a new driveway exceeding a 10% grade and adopt the following motion:

"I move to approve the driveway concept exceeding a 10% grade at 150 Spur Lane."

The reasons for the recommendation are as follows:

- Municipal Code section 12.04.030 requires Council approval for private driveways with grades over 10%, regardless of length.
- The Fire Department, Planning Department and City Engineer all support the proposed request.

Introduction and History

The City has adopted standards for approval and design, construction, cutting and repair of private driveways or roads and streets, public and private. Any person designing, constructing, cutting or repairing any private driveway, road or street, public or private, in the city, or establishing streets within subdivisions or other developments within the city of Ketchum are required to follow the standards as set forth in Chapter 12.04 of the City's Municipal Code.

Analysis

The applicant is proposing a driveway slope ranging from 9.7% to 16.8% and a skew angle of approximately 60°. City code permits a skew angle between 60° to 120°, though 90° is generally preferable. The driveway is proposed to be snowmelted.

Per the City code all applications for private driveways shall be reviewed and acted upon considering the following: Hillside impact; Preservation of rock outcrops; Historical significance of affected properties; Extent of cuts and/or fills; Impact on or through slopes of twenty five percent (25%) or greater; Ketchum comprehensive plan; Aesthetic impacts; Rock removal; Visibility; Exposure to sun; Curves; Number of homes served; Drainage; and/or other applicable ordinances.

Staff can review driveway proposals for private driveways up to 7% regardless of length and private driveways up to 10% grades where the furthest point of the structure is less than 150' from the street.

The Council is to act on private driveways, with input from city staff and any other sources deemed necessary when the following is proposed by the applicant:

- Private driveways with grades from seven percent (7%) up to and including ten percent (10%) where the distance between the furthest point of the structure is greater than one hundred fifty feet (150')

from the street, or, more specifically, from the closest point that fire and emergency apparatus can reach with satisfactory turnaround or egress from the site;

- Private driveways with grades over ten percent (10%), regardless of length; and
- Private driveways of any grade and regardless of length that traverse slope(s) of twenty five percent (25%) or greater and that require extensive cuts and/or fills to construct.

Financial Impact

There is no financial impact to the City.

Attachments:

Concept Driveway Drawing

Design Exception Request

PRELIMINARY PLAN
MOTT RESIDENCE
SADDLE VIEW 2, LOT 20

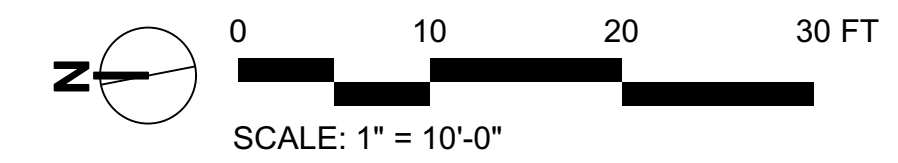
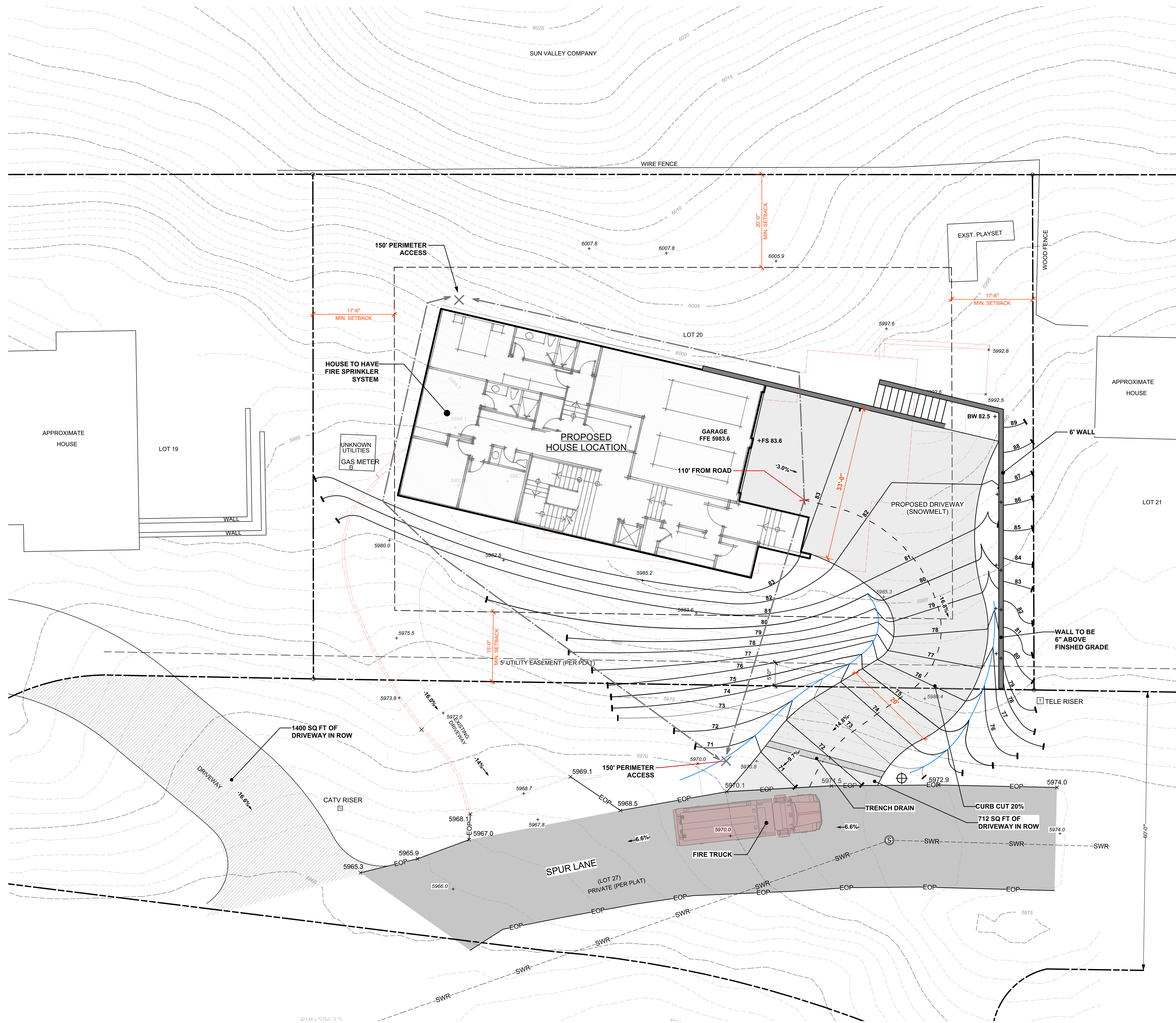
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PROJECT MANAGER: XX
DRAWN BY: XX
ISSUE DATE: 05.12.2020
PLOT DATE: 5/12/20 3:11:10

SITE PLAN

SHEET NO.

L1.0

SHEET LEGEND	
SYMBOL	DESCRIPTION
---	Property Line
-BE-	Building Envelope
-SE-	Setbacks / Easements
-E5990-	Existing Contours
-E5990-	Proposed Contours
-TP-	Proposed Contours
-W-	Existing Utility
-GAS-	Existing Utility
-SWR-	Existing Utility
-PWR-	Existing Utility
[Hatched Box]	Proposed Driveway
[Solid Box]	Retaining Wall



DIM=5962.5

CITY OF KETCHUM
ROW DESIGN STANDARD EXCEPTION REQUEST

City Engineer
City of Ketchum
480 East Ave. N.
Ketchum, ID 83340

RE: 150 Spur Lane

The following is a request for design standard exception

Describe Request: [Briefly describe the nature of the request]

We are requesting approval for a new driveway that exceeds the allowable 10% slope per city code. Currently, an existing residence sits on property that will be demolished upon obtaining a building permit. The current driveway on the property is non conforming in that it has an average slope of 18%, is only in 12' in width, and forces traffic to back out onto Spur Lane as there isn't enough room to turn around at the garage level.

Reason(s): [Explain why the standard can't be met or should be modified]

The city standard can't be met due to the steep topography of the site and the existing slope on Spur Lane. In order to meet the standard, mass excavation would need to take place, rendering the project financially unachievable.

Public Safety: [Describe the effect of the proposed modification on public safety]

With the current driveway configuration, we feel there aren't any effects on public safety.

Performance: [Describe the effect of the proposed modification on the performance of the roadway]

The current design has a skew angle approach on the public roadway that exceeds the city code; however, it allows for a lesser overall driveway slope and a better approach from the exiting grades on Spur Lane.

Financial Effect: [Describe the additional cost meeting the standard would demand]

The financial implications that would be presented on the applicant to make this project meet the city standard would not allow the project to be built due to the immense cost of excavation and concrete needed.

Other comments: [Provide any additional relevant information]

We have reviewed this project with the Ketchum Fire Chief and he is willing to approve the driveway at our proposed grades as we plan to install fire sprinklers and the standard hose length of 150' around the house is met.

Exhibits of data, calculations, drawings, etc.: [Provide explanation of any attached exhibits]

See attached drawing of site and proposed driveway.

Name: Chase Gouley_____

Applicant/Firm BYLA Landscape Architect_____

Please submit the completed request electronically to:

Brian Christiansen - bchristiansen@ketchumidaho.org
Sherri Newland - snewland@sandcassociates.com

For City use only

Request is:

Approved Approved with conditions (see below) Denied

City decision/conditions

Signature Date

City Engineer's