



**STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
MEETING OF JULY 16, 2026**

PROJECT:	Greyhawk Townhomes
FILE NUMBER:	P26-008
APPLICATION TYPE:	Preapplication Mountain Overlay Design Review
PROPERTY OWNER:	Andrew Seligson & Sarah Toral
ARCHITECT:	Mike Allaire, AIA, Michael Doty Associates Architects
REQUEST:	Preapplication Mountain Overlay Design Review for the construction of two three-story duplex buildings and associated site improvements
LOCATION:	Tax Lot 6866 (RPK4N170140730), on the north side of Warm Springs Road at the western edge of the Ketchum city limits
ZONING:	General Residential Low Density (GR-L)
OVERLAY:	Mountain Overlay and Avalanche Overlay Districts
REVIEWER:	Abby Rivin – Senior Planner
NOTICE:	A public hearing notice was mailed to all property owners within 300 feet of the project site on June 24, 2026. The notice was published in the Idaho Mountain Express on June 24, 2026. A notice was posted on the city's website on July 1, 2026 and on the project site on July 9, 2026.

EXECUTIVE SUMMARY

The applicant has submitted a Preapplication Mountain Overlay Design Review for the development of two three-story duplex buildings, each containing approximately 11,215 gross square feet, and associated site improvements (see Figure 1), located on Tax Lot 6866, an 8.41-acre property located on the north side of Warm Springs Road at the western edge of the Ketchum city limits (see Figure 2). The property is zoned General Residential Low Density (GR-L) and is located within both the Mountain Overlay (MO) and Avalanche Overlay Districts. Project plans and supporting materials are included in Attachment A.



Figure 1: Applicant Rendering Looking North from Warm Springs Road

The proposal redevelops a previously disturbed hillside site through a coordinated architectural, landscape, and site restoration strategy. In addition to providing four new residential ownership opportunities, the project includes several public improvements, including undergrounding existing overhead utilities and extending the existing public bike path along Warm Springs Road. The proposal also incorporates a comprehensive hillside restoration strategy intended to restore disturbed portions of the site and visually integrate the development into the surrounding hillside while reducing its visual impact.



Figure 2: Vicinity Map

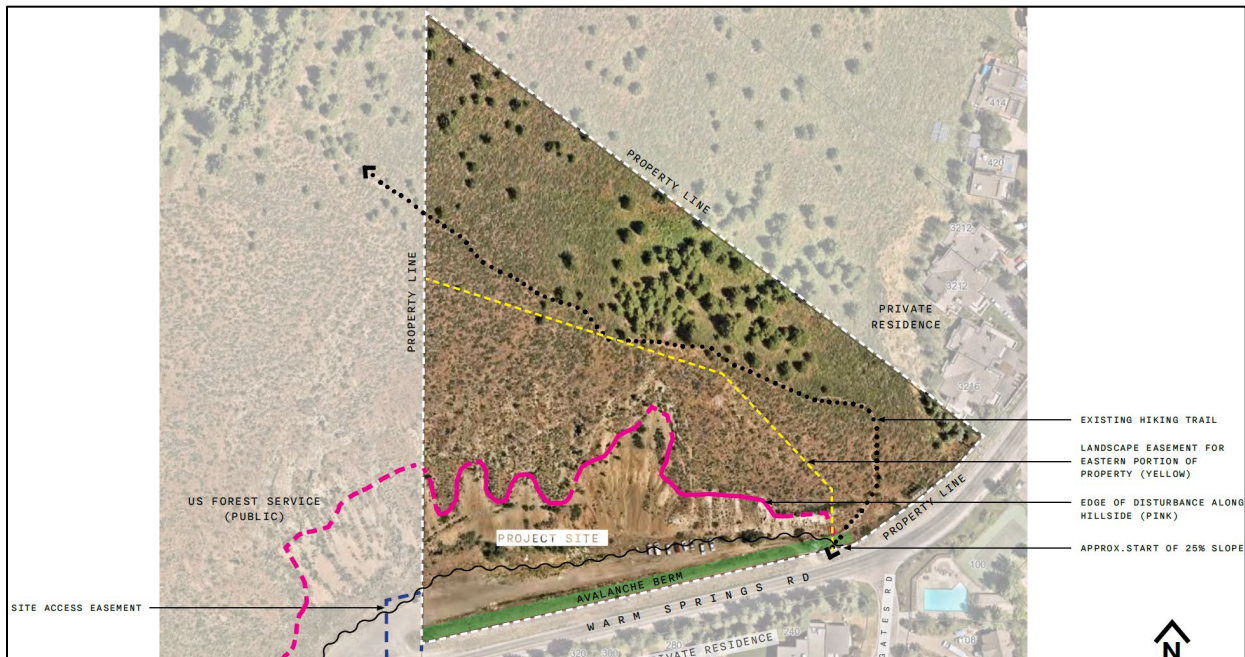


Figure 3: Existing Site Conditions and Constraints

The property is large with a total area of 367,515 square feet and almost 850 linear feet of frontage along Warm Springs Road. Although the property is relatively large, the developable area is constrained by several site features, including a landscape easement along the eastern portion of the property that encumbers 4 acres of the subject property, a 20-foot-wide avalanche berm easement along Warm Springs Road, and slopes exceeding 25 percent across the northern portion of the property (see Figure 3).

Despite these significant site constraints, the proposal accommodates four residential units while concentrating development within the most suitable portion of the property. The proposal also incorporates a comprehensive hillside restoration strategy utilizing native plant communities, harvested shale, terraced natural stone retaining walls, and screening vegetation intended to visually reconnect disturbed portions of the site with the surrounding hillside. However, portions of the proposed grading and retaining walls extend beyond the previously disturbed area into adjacent undisturbed hillside terrain.

The proposal includes subdivision of the existing parcel into two parent lots, followed by townhouse subdivision of each parent lot to create individual townhouse sublots. This approach is necessary because the GR-L Zone limits multifamily dwellings to a maximum of two dwelling units per lot. The associated subdivision applications will be reviewed concurrently with the final MO Design Review application.

The project also proposes a concrete avalanche protective wall that forms the rear wall of each duplex building and extends between the structures. Pursuant to §16.02.070.B.4.b of the Land Development Code (LDC), avalanche protective structures are permitted only through approval of a Conditional Use Permit (CUP). Accordingly, the applicant will be required to submit a CUP application for the avalanche protective wall concurrent with the final MO Design Review application.

Preapplication is required for this project as the total area of the subject property exceeds 11,000 square feet. The preapplication process provides an opportunity for the Planning and Zoning Commission to provide feedback on the project design, identify potential code compliance, and offer guidance prior to the submittal of the final MO Design Review application. No formal action is required at this stage.

Staff requests the Commission provide feedback to the applicant after reviewing the preapplication submittal (Attachment A), staff analysis, the applicant's presentation, and any public comment.

BACKGROUND

Process to Date

The Planning and Building Department received the Greyhawk Townhomes Preapplication on February 26, 2026. The application was circulated to all applicable City departments for review, and consolidated staff comments were provided to the applicant on April 7, 2026.

Revisions in response to departmental comments are not required at the preapplication stage, and the applicant elected to proceed directly to Planning and Zoning Commission review. The applicant must address all City department comments, as well as any direction and feedback provided by the

Planning and Zoning Commission during the preapplication review, as part of the Final Mountain Overlay Design Review application.

Pursuant to LDC §16.07.030.C.1.c(4)(C), the applicant must submit a complete final MO Design Review application, together with all required fees, within 180 calendar days of the Commission's preapplication meeting. Failure to do so will render the preapplication null and void.

ANALYSIS

Pursuant to LDC §16.07.030.C.2.d, the Planning and Zoning Commission must determine that the following criteria are met before approving a Design Review application:

1. The project does not jeopardize the health, safety, or welfare of the public.
2. The project generally conforms with the design-related goals, policies, and objectives of the adopted comprehensive plan.
3. The project conforms to all applicable standards and criteria as set forth in this section, and any other standards in this Code, including §16.04.080, Design Review, and where applicable, §16.02.060.D MO: Mountain Overlay District.

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

The **2025 Cohesive Ketchum Comprehensive Plan** establishes the City's long-range vision for growth and development. The Comprehensive Plan contains numerous goals and policies applicable to this proposal. The following themes are most directly relevant to the Commission's review:

- encouraging context-sensitive infill and redevelopment;
- reinforcing the distinctive character of Ketchum's neighborhoods;
- protecting hillsides, natural landforms, and community gateways;
- directing development to the lowest, least visible, and least environmentally sensitive portions of a site;
- minimizing grading and disturbance to natural topography;
- protecting wildlife habitat; and
- making efficient use of Ketchum's limited residential land supply while preserving neighborhood character.

Collectively, these policies support context-sensitive residential infill while recognizing Ketchum's undeveloped hillsides as one of the community's defining assets. The Comprehensive Plan encourages efficient residential development while emphasizing that projects on hillside properties must be carefully sited and designed to preserve natural landforms, scenic resources, wildlife habitat, and neighborhood character.

Future Land Use

The subject property is designated **Low-Density Residential (LDR)** and **Open Space (OS)** on the Future Land Use Map (see Figure 4) and is located within the Mountain Overlay District.

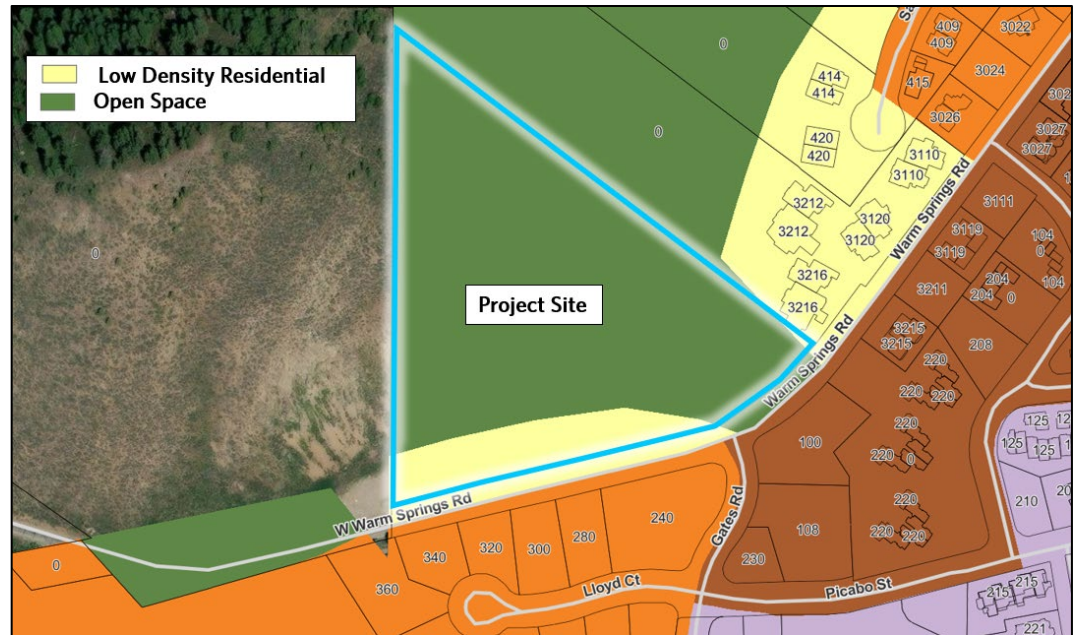


Figure 4: Future Land Use Map

The **Low-Density Residential (LDR)** designation is intended to accommodate primarily single-family homes and duplexes within established neighborhoods at generally one to five dwelling units per acre. The Comprehensive Plan identifies LDR-designated areas as important locations for future residential growth and encourages efficient use of residential land through context-sensitive infill, subdivision of large lots into smaller lots, accessory dwelling units, division of large existing homes into multiple units, and other neighborhood-scale housing opportunities.

However, the Plan also recognizes that environmental constraints may limit development potential. The accompanying Land Capacity Analysis identifies Mountain Overlay lands and slopes exceeding 25 percent as significant constraints that reduce the amount of land suitable for development.

The **Open Space** designation recognizes the ecological, scenic, recreational, and visual importance of undeveloped hillsides and natural landscapes. On the subject property, the area designated Open Space generally corresponds to the eastern portion of the site encumbered by the landscape easement and the steeper upper hillside where slopes exceed 25 percent. These areas contribute to wildlife habitat, environmental quality, recreation, community character, and Ketchum's identity as a mountain community. An informal hiking trail begins in the eastern portion of the property and continues north across the upper hillside, connecting to U.S. Forest Service lands. Although the trail is not currently protected by a recorded public access easement, preservation of the upper hillside through a conservation easement, public access easement, or similar permanent protection mechanism could further advance the Comprehensive Plan's objectives related to open space preservation, recreation, and protection of natural features. Together, the Low-Density Residential and Open Space designations encourage residential development while recognizing that environmentally sensitive hillside areas should remain largely undisturbed.

Neighborhood Character & Hillside Protection

The subject property is located within the **Warm Springs Base Area** neighborhood, which encompasses the Warm Springs ski base area and the surrounding residential development west of

Sage Road. The neighborhood contains a diverse mix of single-family homes, duplexes, and multifamily buildings generally ranging from one to three stories in height. Architectural styles vary considerably, reflecting different periods of development rather than a single prescribed architectural character. The neighborhood is distinguished by its relationship to Bald Mountain, Warm Springs Creek, mature vegetation, and the surrounding natural landscape.

Consistent with **Policies BNE-1.1 (Growth Management), BNE-1.2 (Neighborhood Characteristics), and BNE-1.5 (Context-Sensitive Development)**, new development should make efficient use of Ketchum's limited land supply while reinforcing the distinct character of the surrounding neighborhood. The Comprehensive Plan emphasizes that compatibility is achieved through thoughtful site planning rather than architectural imitation. Projects should respond to their context by considering building scale and massing, site design, relationships to adjacent development and public streets, preservation of views and natural features, transitions to neighboring properties, use of complementary materials, and protection of wildlife habitat where applicable. Importantly, the Plan states that "context" refers to the natural and built environment surrounding a site—not to a prescribed architectural style—and encourages creativity and innovation while ensuring that new development is responsive to its surroundings.

Protection of Ketchum's hillsides is a central objective of both the Comprehensive Plan and the Mountain Overlay District. The Plan repeatedly identifies undeveloped hillsides as one of the community's defining assets and recognizes their importance to scenic quality, wildlife habitat, environmental quality, recreation, tourism, and overall quality of life. Accordingly, development should minimize grading and vegetation disturbance, preserve visually prominent hillsides, protect wildlife habitat, and be concentrated within the most suitable portions of a site.

Staff Analysis

Staff finds that the proposal is **generally consistent** with the residential land use objectives of the Low-Density Residential Future Land Use designation. Duplexes are an anticipated residential use within the LDR category, and the proposed four-unit development remains well within the intended low-density development pattern for an approximately 8.4-acre site. The proposal also makes more efficient use of a large residential parcel than a single estate-scale residence, includes undergrounding of existing overhead utilities, and incorporates a comprehensive hillside restoration strategy utilizing native plant communities, harvested shale, terraced natural stone retaining walls, and screening vegetation intended to restore previously disturbed portions of the site and visually integrate the development into the surrounding hillside. Collectively, these design elements demonstrate a coordinated approach to hillside redevelopment that balances residential development with restoration of the site's natural character.

At the same time, the proposal presents several issues requiring additional refinement to better advance the Comprehensive Plan's goals for hillside preservation and context-sensitive development. Although the buildings are generally located within an existing disturbed area, portions of the proposed grading and retaining walls extend into adjacent undisturbed hillside terrain. In addition, the proposed building height, massing, and large expanses of glazing warrant further refinement to better respond to the site's natural setting, neighborhood context, and wildlife considerations.

Staff believes the proposal could better advance the goals and policies of the Comprehensive Plan by:

1. Reducing the building height to two stories or below the 30-foot threshold requiring aerial fire apparatus access, allowing the buildings to be sited lower on the property and reducing hillside disturbance.
2. Limiting grading, retaining walls, and site disturbance to previously disturbed portions of the site while avoiding encroachment into undisturbed hillside terrain.
3. Further reducing the perceived scale and bulk of the buildings through increased modulation, offsets, varied roof forms, and enhanced façade articulation.
4. Expanding native landscape restoration to stabilize disturbed areas, improve hillside integration, and enhance wildlife habitat.
5. Preserving the portion of the property designated Open Space as undeveloped natural hillside through a conservation easement, public access easement, or other permanent protection mechanism, where appropriate. Such an approach could further advance the Comprehensive Plan's objectives of protecting visually significant hillsides, preserving open space, and maintaining public access to natural areas.

Overall, staff finds the proposal is generally consistent with the Comprehensive Plan's vision for context-sensitive residential development. Staff also recognizes that the applicant has intentionally approached the project as a hillside restoration and redevelopment effort, concentrating development within an existing disturbed area while proposing extensive revegetation, underground utilities, and public frontage improvements that will improve the long-term appearance of the Warm Springs Road corridor. Staff finds that the proposal establishes a strong foundation for residential development on the site; however, additional refinement is warranted to fully realize the Comprehensive Plan's objectives for hillside preservation, neighborhood compatibility, and context-sensitive design. These issues are discussed in greater detail in the following sections.

Criteria 3: Applicable Standards and Criteria

Zoning Regulations & Dimensional Standards

Planning staff reviewed the preapplication submittal for compliance with the applicable zoning and dimensional standards, including permitted use, setbacks, building height, building coverage, parking, and other development regulations. Based on the information submitted, staff believes the proposal is generally consistent with the requirements of the General Residential Low Density (GR-L) Zone. Staff has identified several technical revisions, corrections, and supplemental calculations that will need to be incorporated into the final Mountain Overlay Design Review application to demonstrate full compliance with the Land Development Code.

The submitted building elevations (Sheets A-312 and A-322) indicate that building height has been measured to the top of the flat roof. However, pursuant to the definition of Building Height in LDC §16.08.020, building height must be measured from the lowest of natural, existing, or finished grade to the highest point of the structure, including parapets and other roof elements. Based on the submitted plans, staff cannot verify compliance because the rear avalanche protective wall appears to be the highest point of the structure but is not included in the building height calculation. Prior to final Mountain Overlay Design Review, the applicant should revise the building height calculations to measure to the highest point of each structure in accordance with LDC §16.08.020.

Sheet A-010 identifies total building coverage for the existing Tax Lot 6866 as 11,882 square feet, or 3.2 percent of the total lot area. However, staff cannot verify compliance with the building coverage

requirements because the Land Development Code excludes fire lanes and private driveway easements from lot area calculations, and it is unclear whether these areas have been excluded. In addition, because the proposal includes subdivision of Tax Lot 6866 into two parent lots followed by townhouse subdivisions, building coverage must ultimately be demonstrated for each proposed townhouse development. Pursuant to LDC §16.06.070.C.1, the maximum building coverage limitation applies to each collective townhouse development lot rather than the individual townhouse sublots. Prior to final Mountain Overlay Design Review, the applicant should revise the building coverage calculations to exclude all applicable fire lane and private driveway easement areas from the lot area and demonstrate compliance with the GR-L building coverage requirements for each proposed townhouse development.

Staff believes these issues are technical in nature and can be resolved through revisions to the plans and supporting calculations at the final MO Design Review stage.

Design Review Standards

Exterior Materials & Colors

The proposed architectural design is generally appropriate for the site and responds thoughtfully to both the surrounding residential context and the natural hillside setting. The proposed materials—including thermally modified wood siding, rustic stone veneer, board-formed concrete, and weathered metal accents—reinforce the site's mountain character while complementing the established residential character of the Warm Springs neighborhood. Likewise, the muted earth-toned color palette is compatible with the surrounding shale hillside and is intended to reduce visual contrast between the development and the natural landscape, particularly when viewed from Warm Springs Road (see Figure 5). Together with the proposed hillside restoration strategy—including native plant communities, harvested shale, terraced natural stone retaining walls, and screening vegetation—these architectural elements should help visually integrate the development into the hillside and reduce its prominence from the public realm. Overall, the proposed architectural and landscape design generally advances the Mountain Overlay District's objective of minimizing the visual impact of development on the hillside through the use of context-sensitive materials, colors, and site restoration.



Figure 5: Proposed Materials and Hillside Integration

At the same time, the proposed design includes large expanses of glazing on the front façades relative to surrounding residential development. The large expanses of glass increase the perceived scale of the buildings and reduce opportunities for façade articulation and human-scaled detailing.

Consistent with LDC §16.04.080.C.4.a, which requires building materials and colors to be complementary to the surrounding neighborhood, staff finds the proposed material and color palette to be generally appropriate. However, staff recommends reducing the extent of glazing on the primary façades and incorporating additional architectural detailing—including lintels, muntins, mullions, and other human-scaled elements—to provide greater façade articulation, break down the perceived building mass, strengthen compatibility with the surrounding residential context, and further reduce the visual prominence of the buildings within the hillside setting.

Building Massing and Articulation

The proposed building design incorporates several features that reduce the apparent scale of the duplex buildings, including recessed garage doors, projecting balconies, changes in exterior materials, and some variation in wall planes. These elements begin to break down the overall mass of the structures and provide architectural interest.

The proposed mountain modern design is characterized by flat roof forms, minimal ornamentation, extensive glazing, and limited variation in wall planes. Collectively, these design elements create a clean, contemporary architectural expression; however, the combination of flat roof forms, large expanses of glazing, and relatively limited façade modulation causes the buildings to read as larger and more monolithic than much of the surrounding residential development.

While the proposal incorporates some modulation, the level of horizontal and vertical articulation does not sufficiently reduce the perceived bulk of the structures or provide the visual relief intended by the Design Review standards. The façades lack sufficient depth, variation, and architectural detailing to effectively break down the overall scale of the buildings when viewed from Warm Springs Road.

Consistent with LDC §16.04.080.C.5, which requires buildings to be clearly defined by architectural features and building walls to incorporate undulation that reduces the appearance of bulk and flatness, staff recommends the applicant:

1. Increase horizontal and vertical modulation through more pronounced step-backs and offsets.
2. Introduce greater variation in façade planes, roof forms, and building heights.
3. Offset individual units within each duplex and consider shifting the duplex buildings relative to one another to reduce the appearance of continuous building mass.
4. Build upon the proposed natural material palette by incorporating additional architectural detailing and variation that reinforces human-scaled design while maintaining the project's contemporary mountain architectural character.

Building Orientation & Site Planning

Overall, the proposed site layout successfully concentrates development within the lower, previously disturbed portion of the property while taking advantage of existing topography to tuck the buildings into the hillside. This approach avoids creating a large, elevated building pad and preserves the natural character of much of the upper hillside. The proposed orientation also

preserves much of the upper hillside as undeveloped open space and allows the project's comprehensive hillside restoration strategy to reconnect previously disturbed portions of the site with the surrounding natural terrain.

Additional opportunities remain to improve the relationship between the buildings, Warm Springs Road, and the surrounding hillside through adjustments to building orientation, spacing, and site planning. Additional variation in the placement of the duplex buildings and individual units would reduce the perception of repetitive building forms while better responding to the site's natural topography.

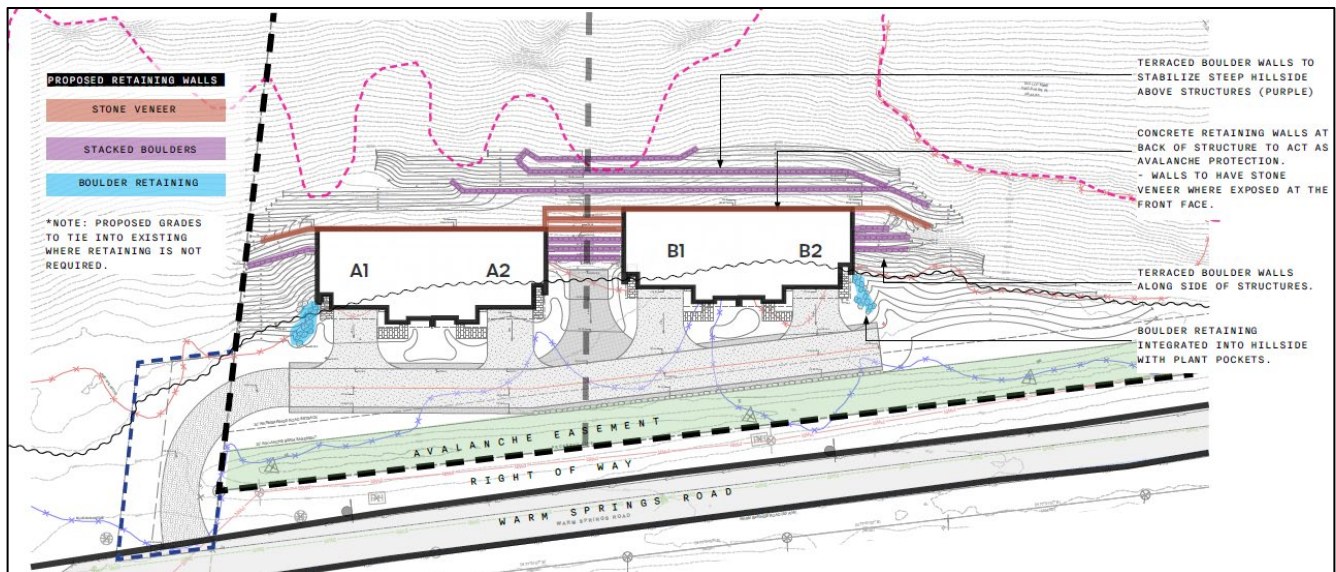


Figure 6: Proposed Building Orientation and Hillside Site Design

The proposed site design demonstrates a thoughtful response to the site's natural topography by concentrating the principal development within an existing disturbed area and stepping the buildings into the hillside to minimize the need for extensive grading. The proposed hillside restoration strategy, terraced natural stone retaining walls, underground utilities, and earth-toned materials work together as an integrated design response intended to reduce the project's visual prominence and better incorporate the development into its mountain setting. While the proposal generally advances the Comprehensive Plan's and Mountain Overlay District's objectives of context-sensitive hillside development, portions of the proposed grading, retaining walls, and associated site improvements extend beyond the previously disturbed area into adjacent undisturbed hillside terrain. Staff recommends that the Final Mountain Overlay Design Review application further refine these improvements, where feasible, to minimize disturbance to natural landforms and better preserve the character of the hillside.

Access, Circulation, and Frontage Improvements

The proposed driveway accesses the property across U.S. Forest Service land and generally appears to provide a feasible means of serving both duplex buildings while consolidating vehicular access into a single driveway, thereby avoiding multiple curb cuts along Warm Springs Road. However, because the proposed access crosses U.S. Forest Service land, several items require additional documentation before compliance with the Design Review and subdivision standards can be verified.

The applicant states that access has been approved by the U.S. Forest Service; however, documentation of that approval has not been provided. Prior to final Mountain Overlay Design Review, the applicant should provide documentation of the U.S. Forest Service authorization (e.g., a Special Use Permit or other authorization, as applicable), depict the location and dimensions of the proposed access easement on the subdivision plats, and demonstrate compliant legal access to each proposed parent lot, including the required access easement serving the eastern parent lot.

The project qualifies as a substantial improvement and is therefore required to construct frontage improvements consistent with the Design Review standards. The existing bike path currently terminates west of Gates Road and does not extend along the subject property's frontage. As part of the proposed development, the applicant will be required to extend the bike path along the project frontage, providing a continuous pedestrian and bicycle connection along Warm Springs Road. Together with the proposed undergrounding of overhead utilities, these frontage improvements represent a lasting public investment that will improve the visual character, safety, and multimodal connectivity of the Warm Springs Road corridor.

Mountain Overlay District Standards

Hillside Disturbance

LDC §16.02.070.D.5.i requires that cuts and fills associated with roadways be minimized and concealed with landscaping, revegetation, and/or natural stone materials. LDC §16.02.070.D.5.n further requires that excavations, fills, and vegetation disturbance on hillsides not associated with building construction be minimized. In addition, LDC §16.02.070.D.5.j requires that development be located on the most suitable portion of the parcel to carry out the purposes of the Mountain Overlay District, which include minimizing disturbance to natural topography, protecting natural landforms and wildlife habitat, preserving visually prominent hillsides, and directing development away from higher elevations.

Overall, the proposal demonstrates a thoughtful and comprehensive approach to hillside redevelopment by concentrating development within a previously disturbed portion of the site while pairing new construction with an equally significant hillside restoration strategy. The proposed buildings are generally concentrated within the lower, previously disturbed portion of the property rather than extending development into the largely undisturbed hillside above. The project also incorporates a comprehensive hillside restoration strategy intended to visually reintegrate disturbed areas with the surrounding slope. As shown on the grading and landscape plans, the proposal utilizes native plant communities, harvested shale, terraced natural stone retaining walls, and screening vegetation to stabilize disturbed slopes, soften the appearance of retaining structures, and visually reconnect previously disturbed portions of the hillside with the surrounding natural landscape.

While these design strategies substantially reduce the visual effects of hillside disturbance, the grading and retaining plans (Sheet L3.3) indicate that portions of the proposed retaining walls, grading, and associated disturbance extend beyond the previously disturbed area and into the undisturbed hillside. Staff finds that further concentrating development within the previously disturbed portion of the site would better advance the purposes of the Mountain Overlay District by minimizing impacts to existing landforms and native vegetation.

Although the proposed buildings generally avoid the steepest portions of the property, the development does extend slightly into areas exceeding 25 percent slope. The applicant explains that the constrained width of the developable area, combined with emergency access requirements, limits available building locations. Specifically, the applicant notes that the combination of the 20-foot avalanche berm easement, the required 26-foot-wide aerial fire apparatus access road, and the required 15-foot separation between the aerial apparatus access road and buildings leaves a limited building envelope between Warm Springs Road and the toe of the hillside. The applicant further explains that the proposed excavation primarily affects loose shale associated with previous disturbance rather than undisturbed native hillside.

Staff finds this explanation reasonable and acknowledges that the current building placement is influenced by life-safety requirements rather than solely by site design preferences. Nevertheless, opportunities appear to exist to further reduce hillside disturbance while maintaining the project's overall design intent.

One such opportunity relates to building height. Because the proposed buildings exceed 30 feet in height above grade, the International Fire Code requires aerial fire apparatus access, resulting in a wider access drive and increased setback from the structures. If the buildings were redesigned to remain below the 30-foot threshold, the aerial apparatus access requirement would no longer apply. This could allow the buildings to shift closer to Warm Springs Road, reduce the length and width of the access drive, decrease the extent of grading and retaining walls, and better contain development within the previously disturbed portion of the site.

In addition, the City Engineer has noted that the required 28-foot turning radius shown on Sheet L2.11 may have flexibility to shift closer to the avalanche easement. Refinement of the access drive geometry, together with corresponding adjustments to the placement of Building A while maintaining required fire separation distances, may further reduce encroachment into the hillside.

Overall, staff finds that the proposal successfully concentrates development within the lower portion of the property and incorporates meaningful restoration measures that substantially reduce the visual effects of hillside disturbance. Additional refinement of building height, access geometry, and building placement would further minimize grading and retaining walls, better preserve undisturbed hillside areas, and more fully achieve the objectives of the Mountain Overlay District.

Recommended Design Refinements

- Evaluate reducing the building height to less than 30 feet above grade to eliminate the aerial fire apparatus access requirement and allow the buildings to be sited lower on the property.
- Evaluate relocating the required 28-foot turning radius closer to the avalanche easement, consistent with the City Engineer's comments.
- Adjust the placement of Building A, where feasible, to further concentrate development within the previously disturbed area and reduce disturbance to undisturbed hillside terrain.

Visual Impacts

LDC §16.02.070.D.5.a and 5.b require that development avoid material visual impacts on significant skylines and minimize the visual effects of building construction, grading, excavation, filling, and vegetation disturbance as viewed from public vantage points entering or within the City.

Historically, public vantage points have been interpreted to include primary public corridors such as Highway 75, Warm Springs Road, and Sun Valley Road, as well as prominent public gathering places including Town Square and Forest Service Park. Visibility from Bald Mountain or from isolated viewpoints within residential neighborhoods has generally not been considered the basis for evaluating compliance with these standards.

The subject property occupies a highly visible location along Warm Springs Road at the western gateway into Ketchum. The proposed duplex buildings are set into the hillside rather than placed on a ridgeline or knoll and therefore do not interrupt the skyline or create a significant skyline silhouette when viewed from public corridors. The buildings are visually contained by the existing hillside backdrop and are primarily visible from Warm Springs Road immediately adjacent to the site.

The proposal incorporates several complementary design strategies that work together to reduce visual impacts. Buildings utilize a muted palette of natural materials and earth-tone colors intended to blend with the surrounding landscape. Existing overhead utility lines along the property frontage are proposed to be undergrounded, representing a significant visual enhancement along this segment of Warm Springs Road. In addition, the landscape plan incorporates the same comprehensive hillside restoration strategy through native plant communities, harvested shale, terraced natural stone retaining walls, and screening vegetation that will soften retaining structures and reduce the visual contrast between the development and the surrounding hillside over time.

Although these design strategies substantially reduce visual impacts, staff finds that additional refinements to building massing and façade composition could further reduce the perceived scale of the development from Warm Springs Road. As discussed elsewhere in this report, lowering the overall building height and reducing the extent of hillside disturbance would further lessen the project's visual prominence while preserving the overall architectural concept.

Light Trespass, Glazing, and Wildlife

Preserving Ketchum's dark night skies is an important community-wide objective implemented through the City's Dark Sky regulations. In addition, protection of wildlife habitat is a primary purpose of the Mountain Overlay District. Survey Note 7 identifies the subject property as being located within the Blaine County Elk Winter Range Zone.

The proposed architecture incorporates extensive glazing that successfully capture daylight and views toward Bald Mountain while maintaining the project's contemporary mountain character. While the glazing enhances daylight, views, and the overall architectural character of the project, large expanses of glass also have the potential to increase light trespass from interior building illumination during nighttime hours. Although the City's Dark Sky standards regulate exterior lighting and do not directly regulate interior lighting visible through windows, the Planning and Zoning Commission has consistently recognized that excessive light emanating from within buildings is contrary to the spirit and intent of the City's Dark Sky regulations and can contribute to visual impacts along Ketchum's hillsides and community gateways. Increased nighttime illumination may also affect adjacent wildlife habitat within the Elk Winter Range.

The applicant will be required to demonstrate compliance with all applicable Dark Sky standards as part of the final Mountain Overlay Design Review application. Beyond those minimum code

requirements, staff believes the proposal could better advance the purposes of the Mountain Overlay District and further support the City's Dark Sky objectives by reducing the potential for interior light trespass.

Potential design refinements include reducing the extent of front façade glazing where feasible, incorporating glazing with lower visible light transmittance, utilizing window films or other glazing treatments that reduce nighttime light transmission while maintaining daylight and views, and considering additional architectural shading elements where appropriate. These measures would complement the project's thoughtfully selected natural material palette, native landscape restoration strategy, and hillside-sensitive site design by further reducing the visual prominence of the buildings after dark while minimizing potential impacts on adjacent wildlife habitat.

STAFF RECOMMENDATION

As a Preapplication Mountain Overlay Design Review, no formal action is required or requested.

Overall, staff recognizes several significant strengths of the proposal. The project concentrates development within the previously disturbed portion of the site, incorporates a comprehensive hillside restoration strategy utilizing native vegetation and natural materials to visually reconnect disturbed areas with the surrounding landscape, proposes undergrounding of existing overhead utilities, and extends the public bike path along Warm Springs Road. Collectively, these elements represent meaningful public and environmental benefits that advance the purposes of the Comprehensive Plan, Design Review standards, and Mountain Overlay District.

At the same time, staff believes additional refinement of building siting, massing, glazing, and hillside disturbance would further advance the City's design objectives. Staff requests that the Commission provide feedback on the proposed design, the issues identified in this report, and any additional items the Commission deems relevant for consideration during preparation of the final Mountain Overlay Design Review application. In particular, staff requests Commission feedback regarding building height, building massing, façade articulation, hillside disturbance, and long-term protection of the Open Space portion of the property.

ATTACHMENTS:

- A. Greyhawk Townhomes Preapplication MO Design Review Submittal

■ ARCHITECT'S MEMO

To: City of Ketchum Planning and Building Department

Date: February 19, 2026

Re: Greyhawk Townhomes Design Narrative

We are pleased to present the Mountain Overlay Pre-Application Design Review Submittal for the Greyhawk Townhomes, located on Tax Lot 6866, Warm Springs Road, Ketchum, Idaho.

The Greyhawk Townhomes is a set of twin three-story duplex buildings, each consisting of approximately 11,215 gross square feet, located on an 8.41 acre property at the western edge of Ketchum's city limits on Warm Springs Road. The design vernacular is of a rustic mountain style with exposed beams, stone, and architectural concrete, and clad in light brown and grey thermally modified wood siding. Though quite large, the site has a limited buildable area wedged between a landscape easement to the east, an avalanche easement benefiting the development opposite Warm Springs Road to the south, and a steep (25% plus) slope to the north. Building siting is a balance of minimizing cut into the hillside while also minimizing visual proximity to the Warm Springs Frontage and providing the minimum required space for emergency vehicle aerial apparatus access.

Avalanche Easement:

The southern edge of the property, from the southwest corner continuous to the landscape easement on the east side is encumbered by a 20' wide avalanche berm easement (Instrument No. 275593). This easement effectively cuts off all access to and from the buildable area of the property and does not allow for any modification to the ± 5 -foot-tall berm serving the Greyhawk II subdivision as an avalanche barrier. As a result, the driveway and emergency vehicle access lane, beginning at the edge of the avalanche easement, must be a minimum of 20 feet from the Warm Springs Road frontage. Access to and from the site is via an easement through the public land to the west granted to the applicant by the US Forest Service.

Emergency Vehicle Access:

As adopted by the City of Ketchum, Appendix D of the 2018 International Fire Code regulates the requirements for fire apparatus access roads. Accessing the property from the USFS easement to the west of the property results in a driveway longer than 150-feet, which in turn requires a turnaround proposed to be provided between the two buildings. As the proposed height of the buildings is greater than 30 feet an aerial apparatus access road is required. This road must be 26-feet wide and located not less than 15-feet, nor greater than 30-feet from the buildings. This is a major driver in building siting as the 26-foot-wide road begins at the interior line of the avalanche easement described above, and the buildings must fall within a set distance range from the edge of the road. In essence, the closest any portion of either building can be from the property line is 61 feet (20-foot easement+26-foot road+15-foot space) from the property line at Warm Springs Road.

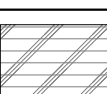
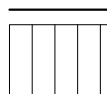
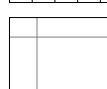
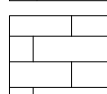
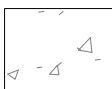
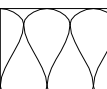
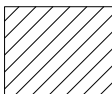
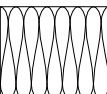
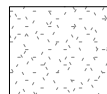
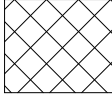
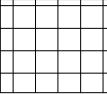
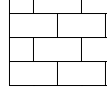
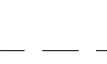
25% Slope:

The applicant is proposing to sub-divide the property to allow for the development of (2) duplex buildings. This subdivision requires the establishment of a building envelope in compliance with Section 16.06.050.B of the Ketchum Municipal Code, which requires an exception in order to build within 25 % or greater slope zones. An exception may be considered "for parcels that are entirely within slopes of 25% or greater to create a reasonable building envelope..." Although, not entirely within a 25% slope, this lot presents a hardship in that the average distance from property line to the toe of 25% slope is approximately 68'-11". Taken with the 61-foot offset required to provide emergency vehicle access, a flat, buildable area of just under 8 feet is left. These buildings are sited to minimize the encroachment into the 25% slope zone by placement as close to Warm Springs Road as life safety requirements allow. The portion of the hillside that will be excavated to construct the buildings is loose shale left over from a previous disturbance. Not only do these buildings provide an attractive and protective avalanche barrier for Warm Springs Road and the Greyhawk II subdivision, they also greatly improve the visual scarring of the existing hillside.

Thank you for your time and consideration.



MATERIAL SYMBOLS

PLAN AND SECTION		ELEVATION			
	EARTH / TOP SOIL		PLYWOOD		SIDING - WOOD
	WASHED ROCK		FINISH WOOD		SIDING - FIBER CEMENT PANEL/PHENOLIC CORE PANEL
	ASPHALT PAVING / ROADBED MATL.		SAND, PLASTER, GYPSUM BOARD		BRICK
	CONCRETE		BATT INSULATION		CONCRETE
	BRICK		BIBS INULATION		STUCCO
	CONCRETE MASONRY UNIT		RIGID INSULATION		GLASS
	CUT STONE		SPRAY FOAM INSULATION		CONCRETE MASONRY UNIT
	STEEL		WALL - NEW CONSTRUCTION		
	ALUMINUM		WALL - EXISTING TO REMAIN		
			WALL - TO BE DEMOLISHED		

PROJECT TEAM

OWNER:	Andrew Seligson; Sarah Toral 87 Upper Tayan Drive Kentfield, California 94904 oseligson@gmail.com
ARCHITECT:	Michael Doty Associates, Architects, PC PO Box 2792 371 Washington Avenue North Ketchum, Idaho 83340 (208) 726-4228 mike@mado-arc.com
GENERAL CONTRACTOR:	TBD Name Address Address 2 Phone email
STRUCTURAL ENGINEER:	Maxwell Structural Design Studio Craig Maxwell, PE PO Box 1911, Sun Valley, Idaho, 83353 105 Lewis Street, Ketchum, Idaho 83340 (208) 721-2171 craig@maxwellsds.com
LANDSCAPE ARCHITECT:	FORMstudio Tim Bowler, ASLA 151 Sun Valley Road Ketchum, Idaho 83340 (208) 731-9478 tim@formstudioev.com

PROJECT DATA

LEGAL DESCRIPTION:	PARCEL NUMBER: RPK4NT0140730 KETCHUM FR NW1/4 SEC 14 4N 17E
ZONING:	GR-L: GENERAL RESIDENTIAL, LOW DENSITY
CONSTRUCTION TYPE:	V-B
OCCUPANCY:	R-3
BUILDING AREA (GROSS):	11,196 SF (EA. BLDG.); 22,392 SF (TOTAL DEVELOPMENT)
FIRE SPRINKLER SYSTEM:	NFPA 13-R
SITE AREA:	±367,237 SQ. FT. (±8.43 ACRES)
CODES:	2018 INTERNATIONAL RESIDENTIAL CODE (2018 IRC) AS ADOPTED AND AMMENDED BY CITY OF KETCHUM BUILDING DEPT.
JURISDICTIONS:	KETCHUM PLANNING AND BUILDING DEPARTMENT KETCHUM FIRE DEPARTMENT

SHEET INDEX

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L0.1	SITE LOCATOR	A-212	BUILDING A - SECOND FLOOR PLAN
L0.2	SITE + NEIGHBORING RESIDENCE	A-213	BUILDING A - THIRD FLOOR PLAN
L0.3	EXISTING CONDITIONS	A-214	BUILDING A - ROOF PLAN
L1.0	SITING + CONSIDERATIONS	A-221	BUILDING B - GROUND FLOOR PLAN
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L1.3	SITE + 25% SLOPE	A-224	BUILDING B - ROOF PLAN
L1.4	SITE + RED AVALANCHE	A-301	EXTERIOR MATERIALS
L1.5	SITE + BLUE AVALANCHE	A-311	BUILDING A - EXTERIOR ELEVATIONS
L2.0	ACCESS CONSIDERATIONS + LIMITATIONS	A-312	BUILDING A - EXTERIOR ELEVATIONS
L2.1	PROJECT SITE	A-321	BUILDING B - EXTERIOR ELEVATIONS
L2.2	SITE - RIGHT OF WAY	A-322	BUILDING B - EXTERIOR ELEVATIONS
L2.3	SITE - AVALANCHE EASEMENT	A-411	UNIT A1 - SECTIONS
L2.4	FIRE DEPARTMENT ACCESS REQUIREMENTS	A-501	EXTERIOR RENDERINGS
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L2.7	ACCESS + FIRE DEPT	V1.0	VISUALS KEY
L2.8	ACCESS + FIRE DEPT	V1.1	EXISTING CONDITIONS - A
L2.9	ACCESS + FIRE DEPT	V1.2	CONCEPT VISUAL - A
L2.10	BUILDABLE AREA	V2.0	VISUALS KEY
L2.11	ACCESS + FIRE DEPT	V2.1	EXISTING CONDITIONS - B
L2.12	FIRE DEPT. APPROVED LAYOUT	V2.2	CONCEPT VISUAL - B
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L3.0	LANDSCAPE DESIGN + CONSIDERATIONS	V3.1	EXISTING CONDITIONS - C
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L3.2	LANDSCAPE - RETAINING + PLANTING	V4.0	VISUALS KEY
L3.3	RETAINING + GRADING	V4.1	EXISTING CONDITIONS - D
L3.4	LANDSCAPE - DESIGN OVERVIEW	V4.2	CONCEPT VISUAL - D
L3.5	SNOW STORAGE + LIGHTING	V5.0	VISUALS KEY
Landscape: 30		V5.1	EXISTING CONDITIONS - E
		V5.2	CONCEPT VISUAL - E
		V6.0	VISUALS KEY
		V6.1	EXISTING CONDITIONS - F
		V6.2	CONCEPT VISUAL - F
		Site Visuals: 18	
		Total Sheets: 67	

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026

LO.0 TABLE OF CONTENTS

L0.0 - L0.3 SITE LOCATION + CONTEXT

L1.0 - L1.5 SITING + HILLSIDE CONSIDERATIONS

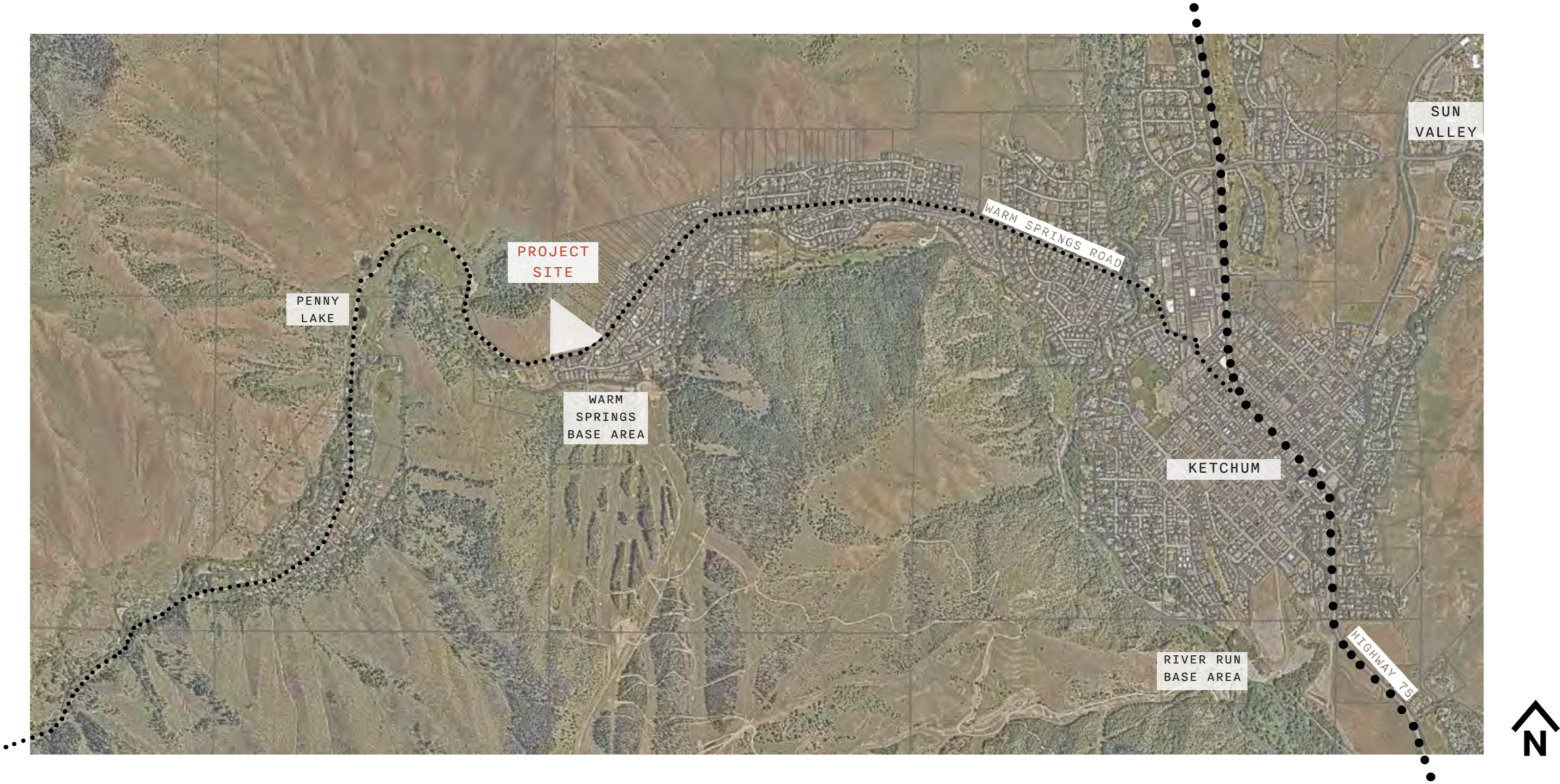
L2.0 - L2.11 SITE ACCESS CONSIDERATIONS + LIMITATIONS

L3.0 - L3.5 LANDSCAPE DESIGN APPROACH



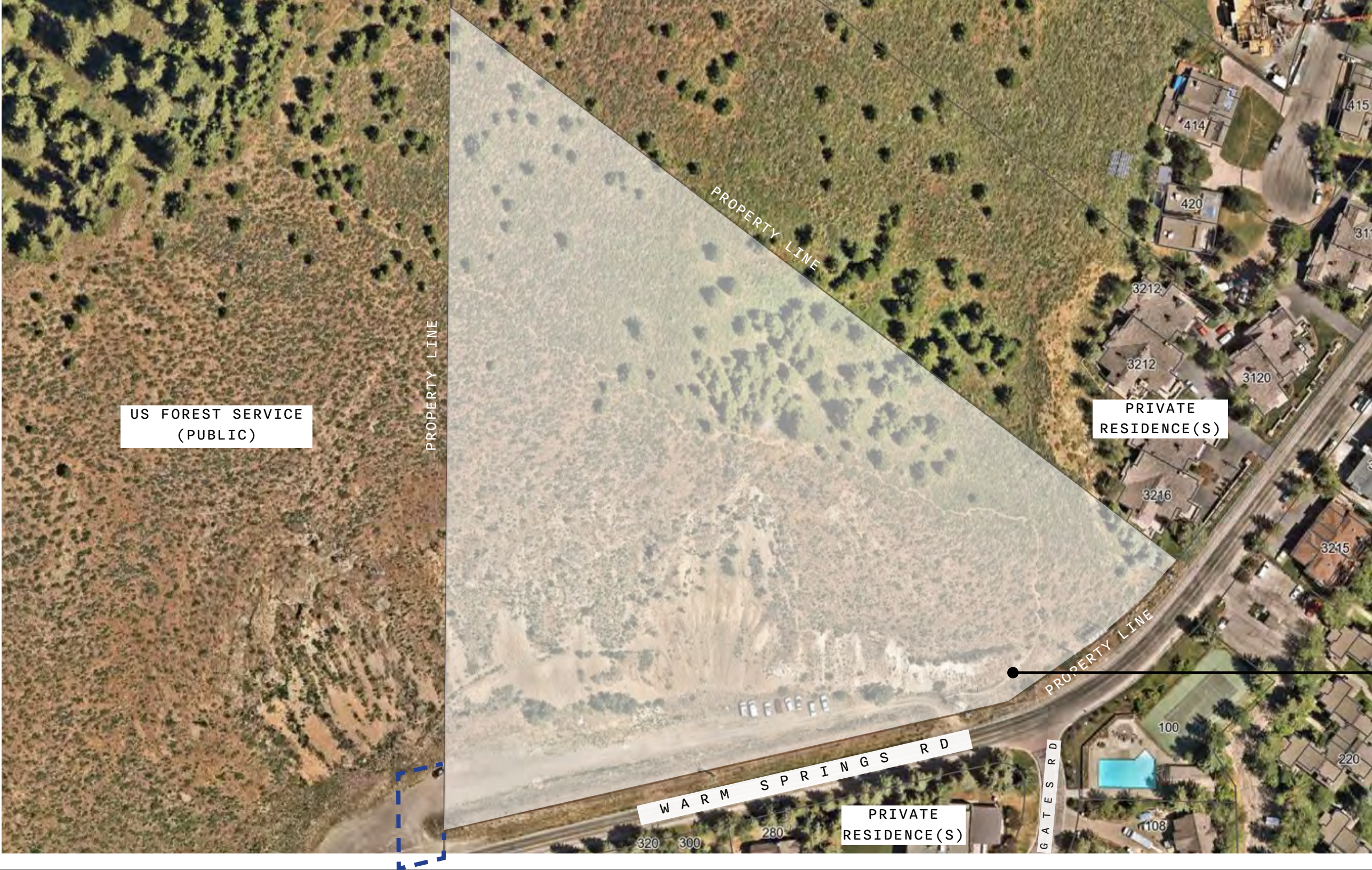
L0.1 SITE LOCATOR

***SHEET DESCRIPTION:**
PLAN INDICATES PROJECT LOCATION AND ITS
PROXIMITY TO THE CITY OF KETCHUM AND
OTHER SURROUNDING WAY POINTS



L0.2 SITE + NEIGHBORING RESIDENCE

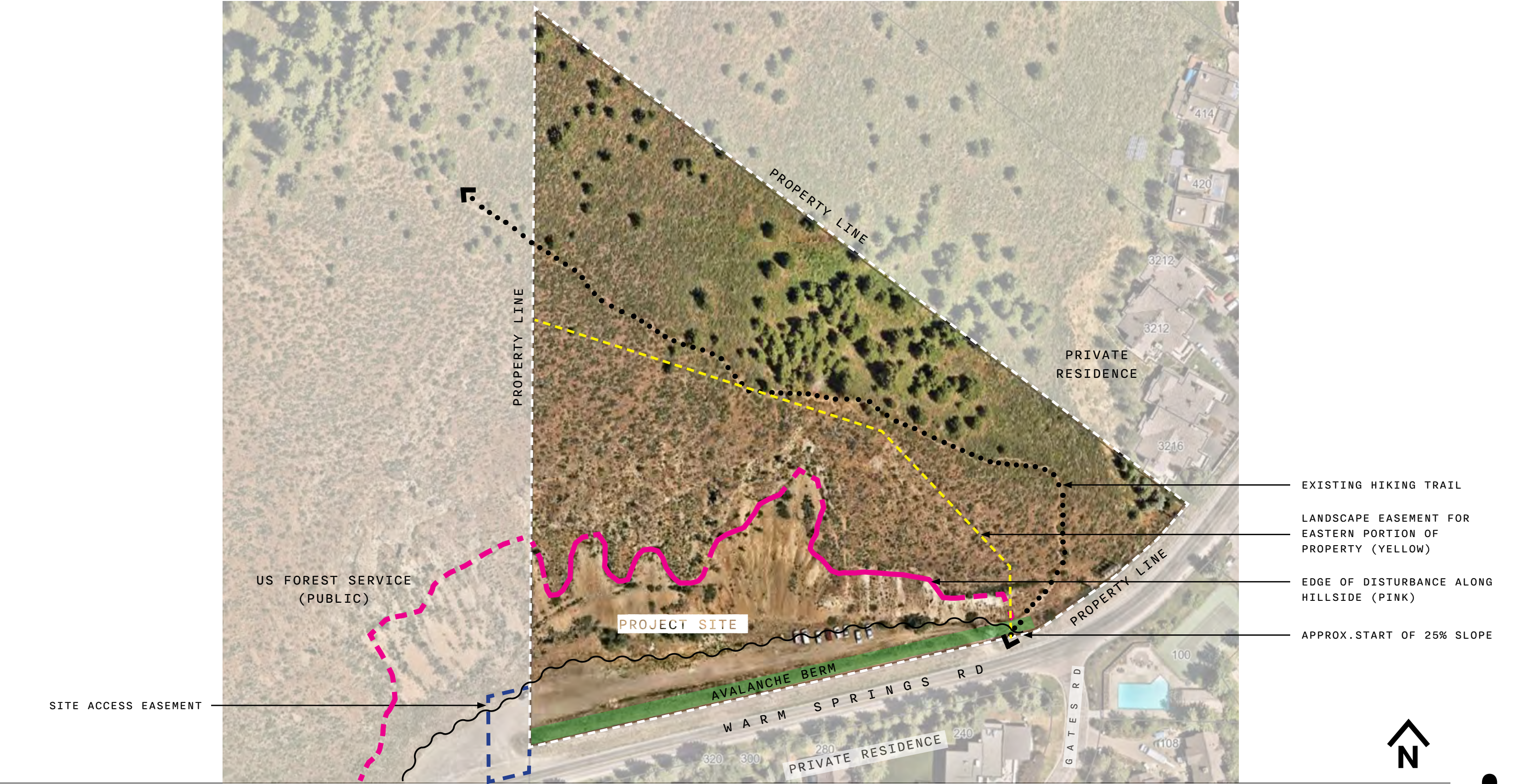
***SHEET DESCRIPTION:**
PLAN INDICATES EXISTING PROPERTY
LOCATION IN RELATION TO NEIGHBORING
PROPERTIES & EXISTING CONDITIONS.



SEE SHEET L1.1 FOR
PROJECT SITE &
OVERLAY

L0.3 EXISTING CONDITIONS

***SHEET DESCRIPTION:**
PLAN SHOWS EXISTING CONDITIONS AND
LIMITATIONS OF SITE.



L1.0 SITING + CONSIDERATIONS

*SHEET DESCRIPTION:
AERIAL IMAGE OF EXISTING SITE CONDITIONS

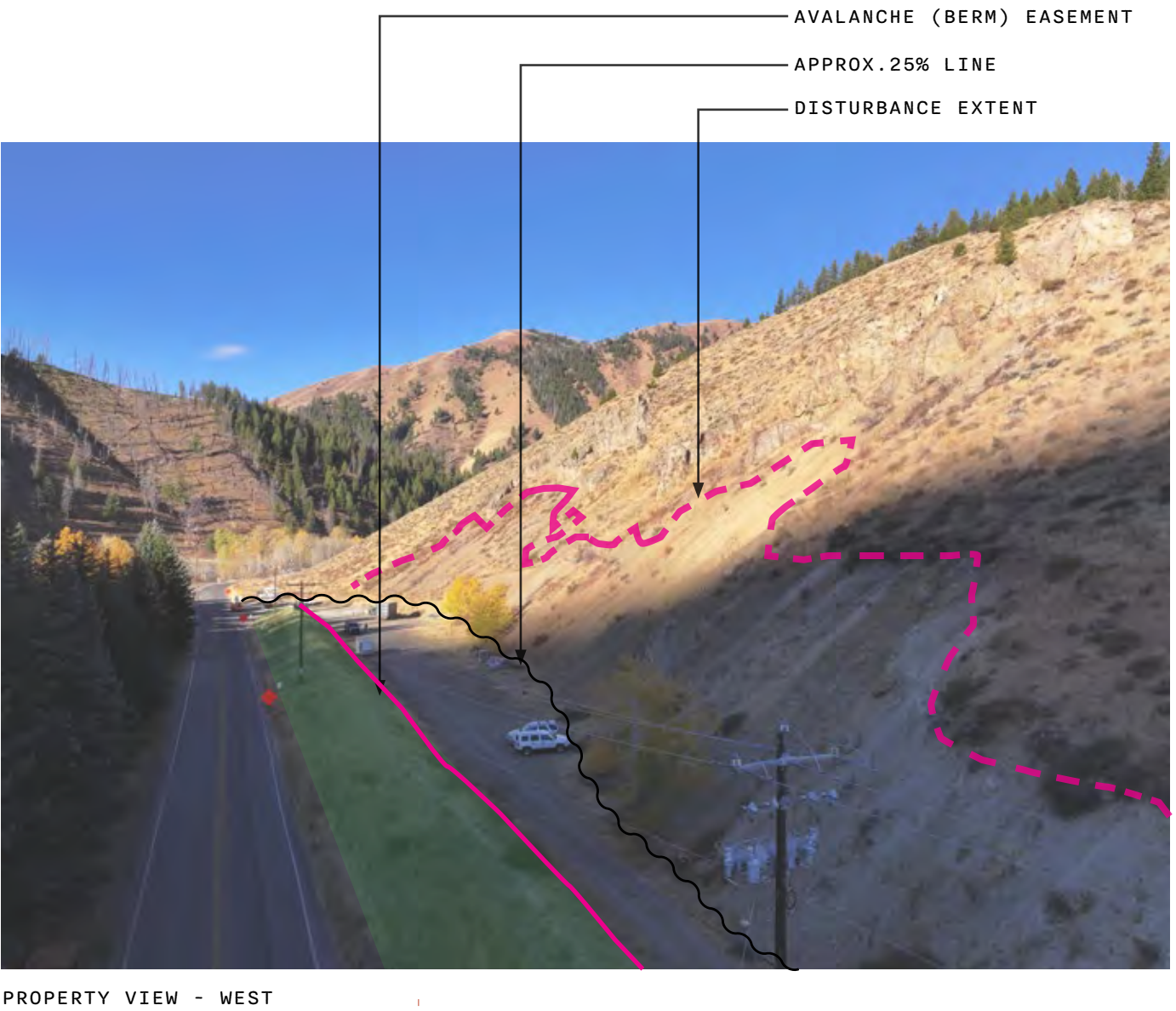
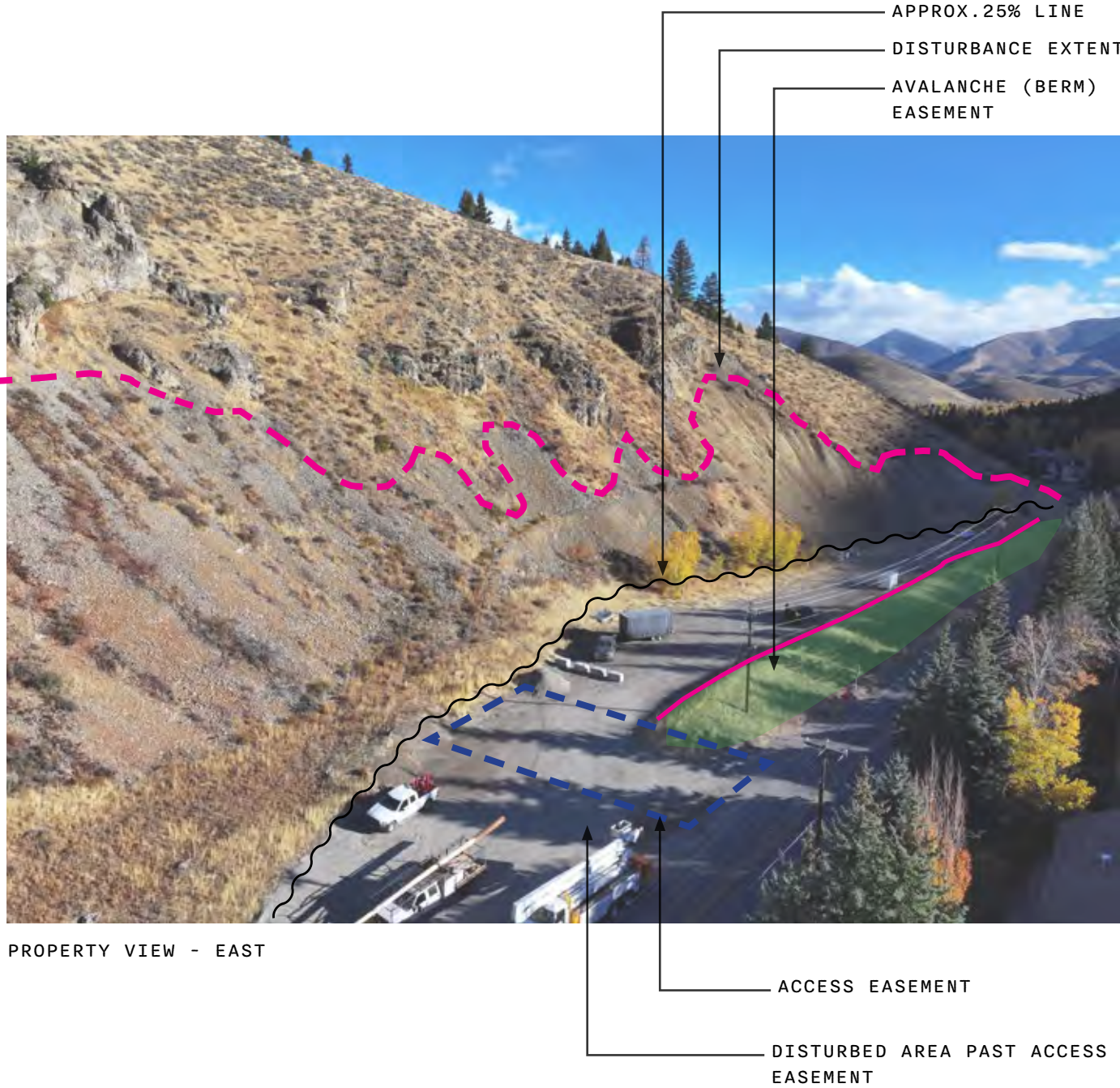
STRUCTURE SITING + DESIGN FACTORS:

- 1. MINIMIZING DISTURBANCE: PROPOSED PROJECT WILL UTILIZE THE PREVIOUSLY DISTURBED HILLSIDE AREA OF SITE WITH STRUCTURES BEING PARTIALLY LOCATED WHERE FLAT PARKING ZONE EXISTS.
- 2. BALANCE: THE STRUCTURE PLACEMENT WILL NEED TO UTILIZE THE HILLSIDE AS AN ANCHOR BUT ALSO SIT AS FAR OUT OF THE 25% SLOPE AS POSSIBLE. PROPERTY IS LOCATED ENTIRELY IN MOUNTAIN OVERLAY DISTRICT AND 25% SLOPE STARTS ADJACENT TO PARKING AREA AT TOE OF SLOPE.
- 3. PROJECT APPEARENCE: DESIGN APPROACH WILL UTILIZE EARTH TONE MATERIALS AND LANDSCAPE TO HELP VISUALLY SOFTEN AND BUFFER PRESENCE OF STRUCTURES.



L1.1 HILLSIDE CONSIDERATIONS

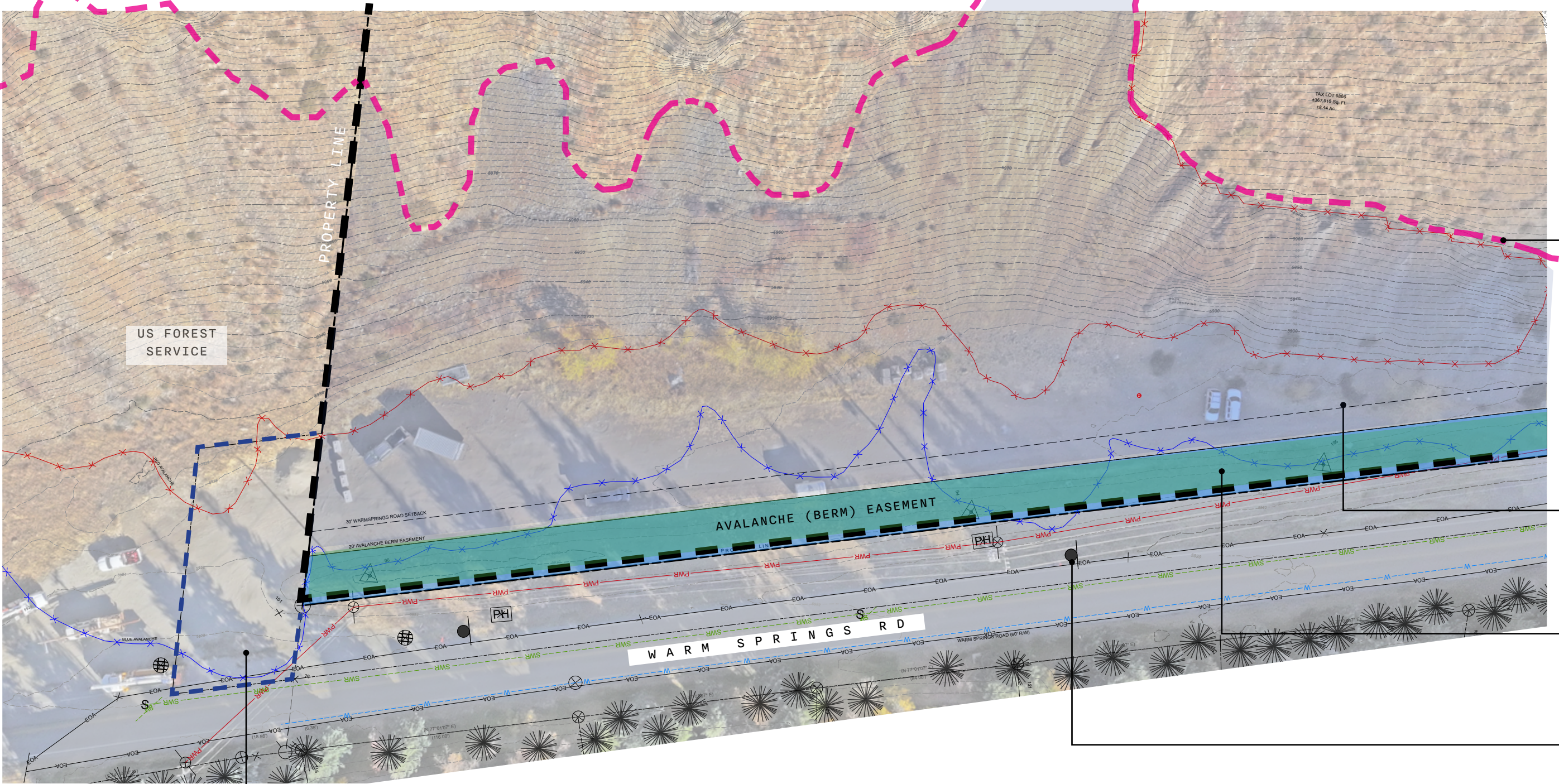
***SHEET DESCRIPTION:**
AERIAL IMAGES OF EXISTING SITE CONDITIONS SHOWN.



L1.2 PROJECT SITE

*SHEET DESCRIPTION:

PLAN SHOWS ENLARGEMENT OF PROJECT SITE AND INCLUDES AN OVERLAY OF JURISDICTIONAL LINE WORK ASSOCIATED WITH PROPERTY CONDITIONS.



EDGE OF PREVIOUSLY DISTURBED HILLSIDE AREA

PREVIOUSLY DISTURBED AREA USED BY CONSTRUCTION CREWS FOR STORAGE AN STAGING

20' WIDE AVALANCHE BERM EASEMENT CONTROLLED BY NEIGHBORING HOA

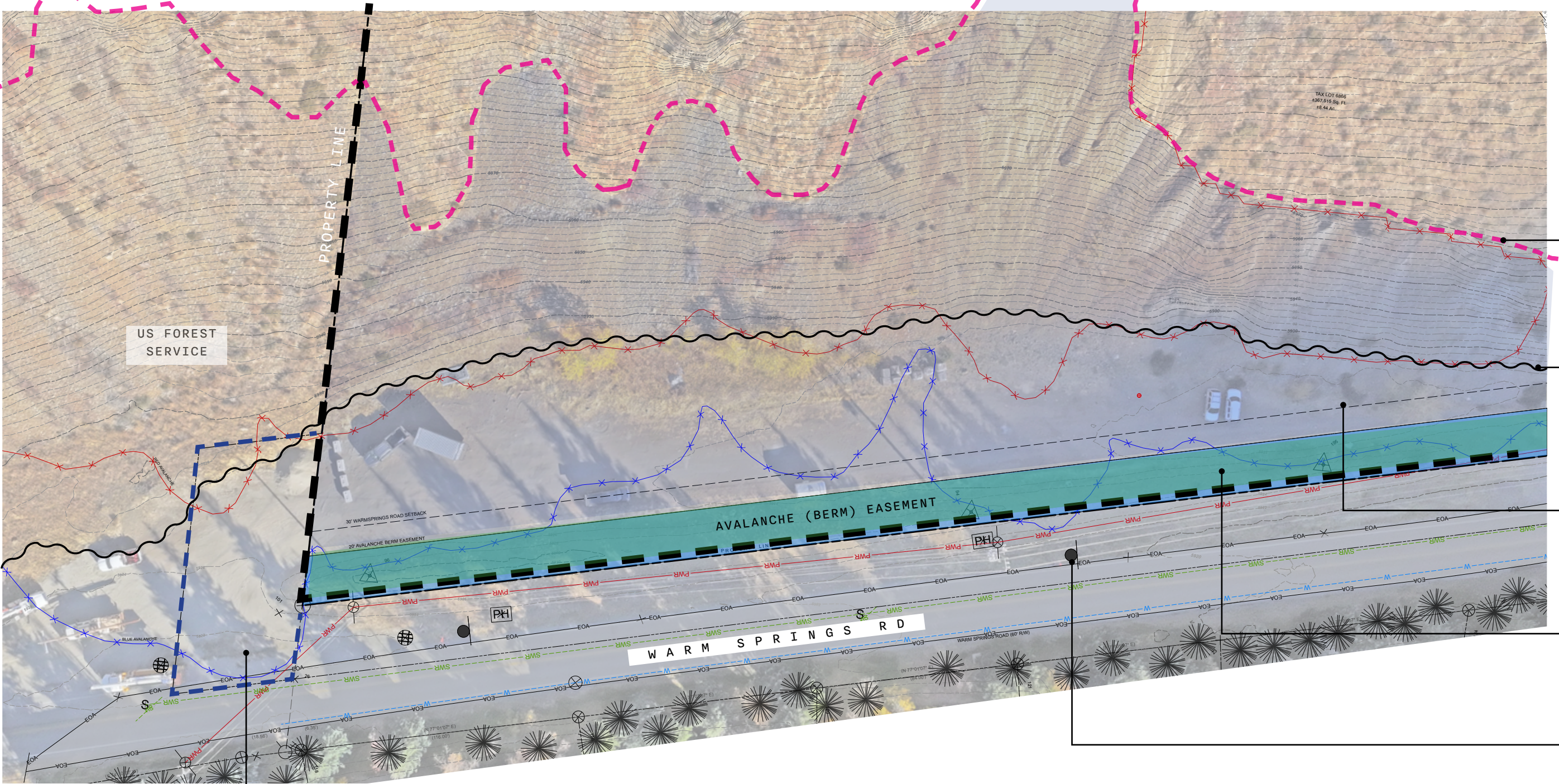
EXISTING OVERHEAD POWER TO BE BURIED AS PART OF PROJECT IMPROVEMENTS

- CURRENT ACCESS INTO PROPERTY OFF OF WARM SPRINGS ROAD.
- ACCESS EASEMENT INTO PROPERTY HAS BEEN APPROVED BY FOREST SERVICE FOR PROPOSED PROJECT.
- AREA WAS PREVIOUSLY DISTURBED.

L1.3 SITE + 25% SLOPE

***SHEET DESCRIPTION:**

PLAN SHOWS ENLARGEMENT OF PROJECT SITE AND INCLUDES AN OVERLAY OF JURISDICTIONAL LINE WORK ASSOCIATED WITH PROPERTY CONDITIONS.

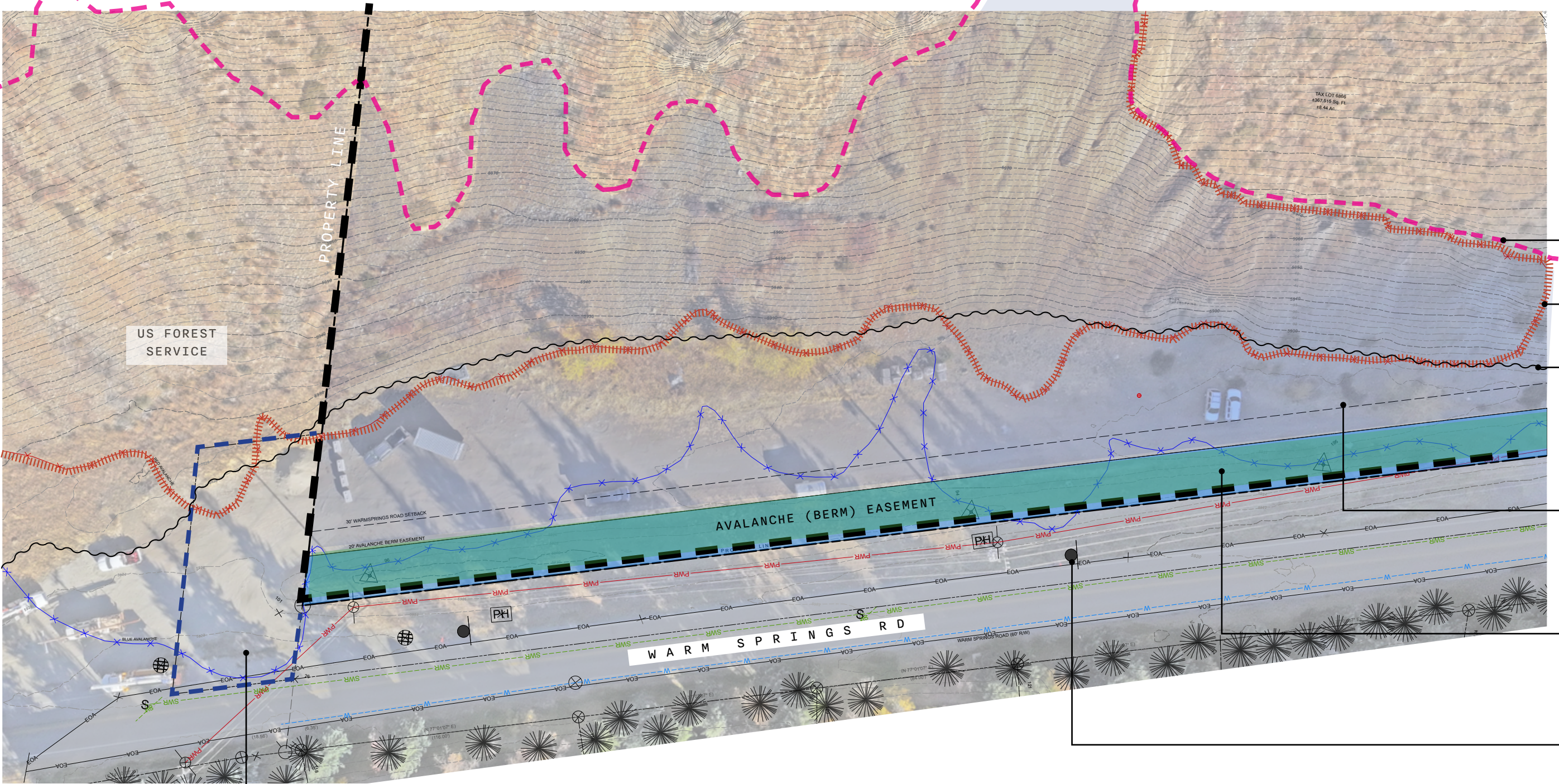


- CURRENT ACCESS INTO PROPERTY OFF OF WARM SPRINGS ROAD.
- ACCESS EASEMENT INTO PROPERTY HAS BEEN APPROVED BY FOREST SERVICE FOR PROPOSED PROJECT.
- AREA WAS PREVIOUSLY DISTURBED.

L1.4 SITE + RED AVALANCHE

***SHEET DESCRIPTION:**

PLAN SHOWS ENLARGEMENT OF PROJECT SITE AND INCLUDES AN OVERLAY OF JURISDICTIONAL LINE WORK ASSOCIATED WITH PROPERTY CONDITIONS.



EDGE OF PREVIOUSLY DISTURBED HILLSIDE AREA

RED AVALANCHE

APPROX. 25% SLOPE LINE

PREVIOUSLY DISTURBED AREA USED BY CONSTRUCTION CREWS FOR STORAGE AND STAGING

20' WIDE AVALANCHE BERM EASEMENT CONTROLLED BY NEIGHBORING HOA

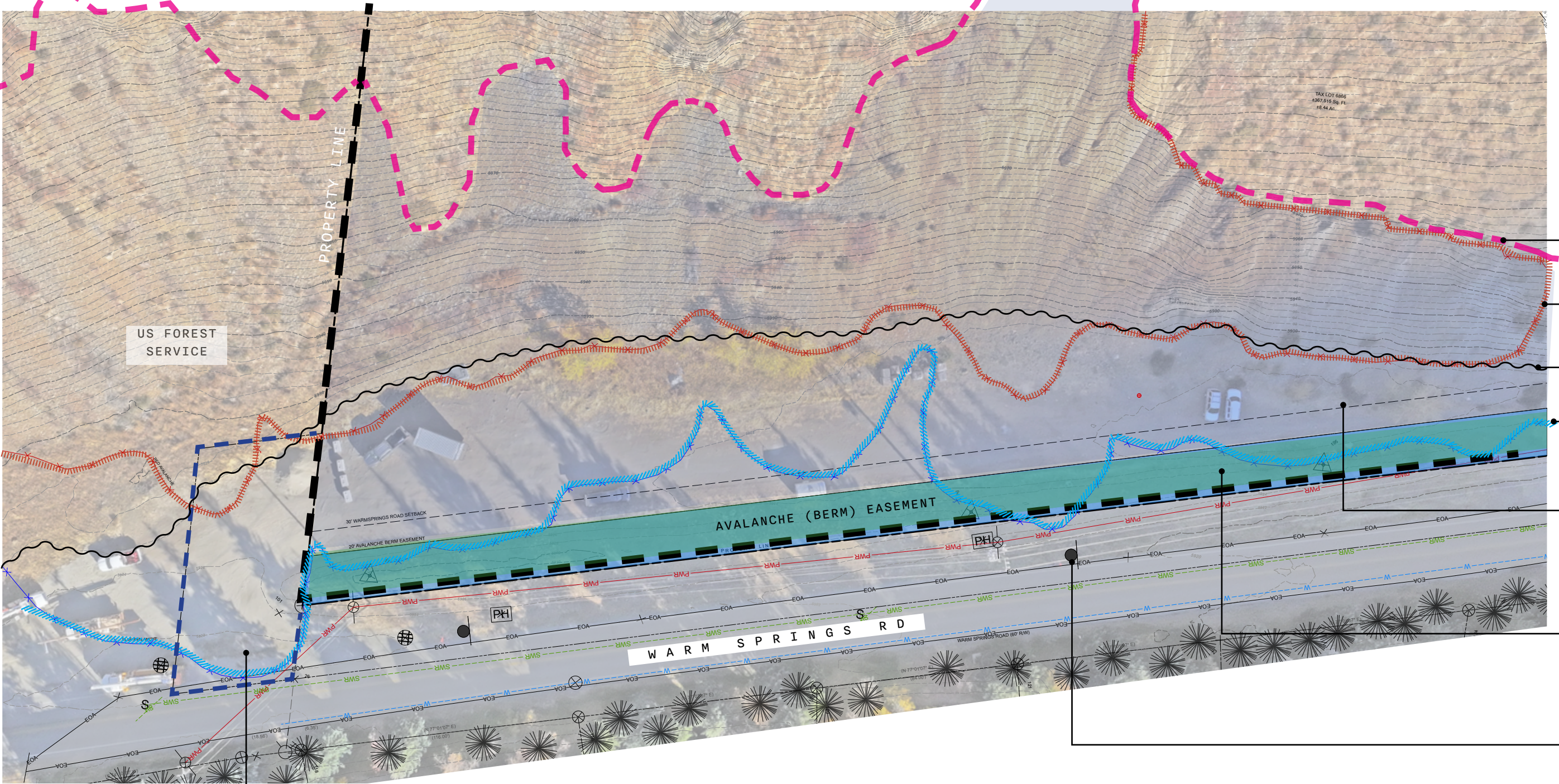
EXISTING OVERHEAD POWER TO BE BURIED AS PART OF PROJECT IMPROVEMENTS

- CURRENT ACCESS INTO PROPERTY OFF OF WARM SPRINGS ROAD.
- ACCESS EASEMENT INTO PROPERTY HAS BEEN APPROVED BY FOREST SERVICE FOR PROPOSED PROJECT.
- AREA WAS PREVIOUSLY DISTURBED.

L1.5 SITE + BLUE AVALANCHE

***SHEET DESCRIPTION:**

PLAN SHOWS ENLARGEMENT OF PROJECT SITE AND INCLUDES AN OVERLAY OF JURISDICTIONAL LINE WORK ASSOCIATED WITH PROPERTY CONDITIONS.



EDGE OF
PREVIOUSLY
DISTURBED
HILLSIDE AREA

RED
AVALANCHE

APPROX. 25%
SLOPE LINE

BLUE
AVALANCHE

PREVIOUSLY
DISTURBED
AREA USED BY
CONSTRUCTION
CREWS FOR STORAGE
AND STAGING

20' WIDE
AVALANCHE
BERM EASEMENT
CONTROLLED BY
NEIGHBORING HOA

EXISTING OVERHEAD
POWER TO BE
BURIED AS PART
OF PROJECT
IMPROVEMENTS

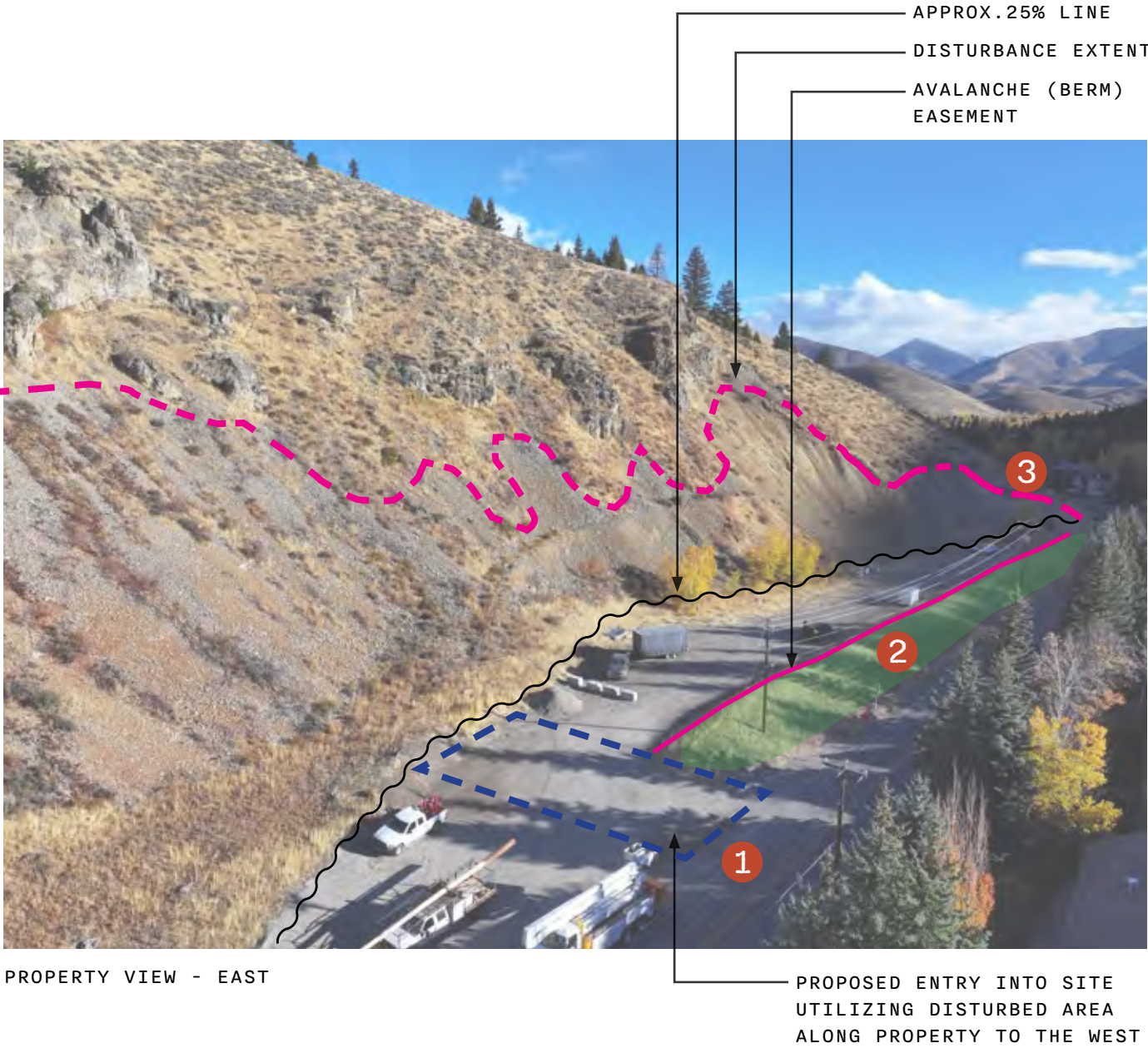
- CURRENT ACCESS INTO PROPERTY OFF OF WARM SPRINGS ROAD.
- ACCESS EASEMENT INTO PROPERTY HAS BEEN APPROVED BY FOREST SERVICE FOR PROPOSED PROJECT.
- AREA WAS PREVIOUSLY DISTURBED.

L2.0 ACCESS CONSIDERATIONS + LIMITATIONS

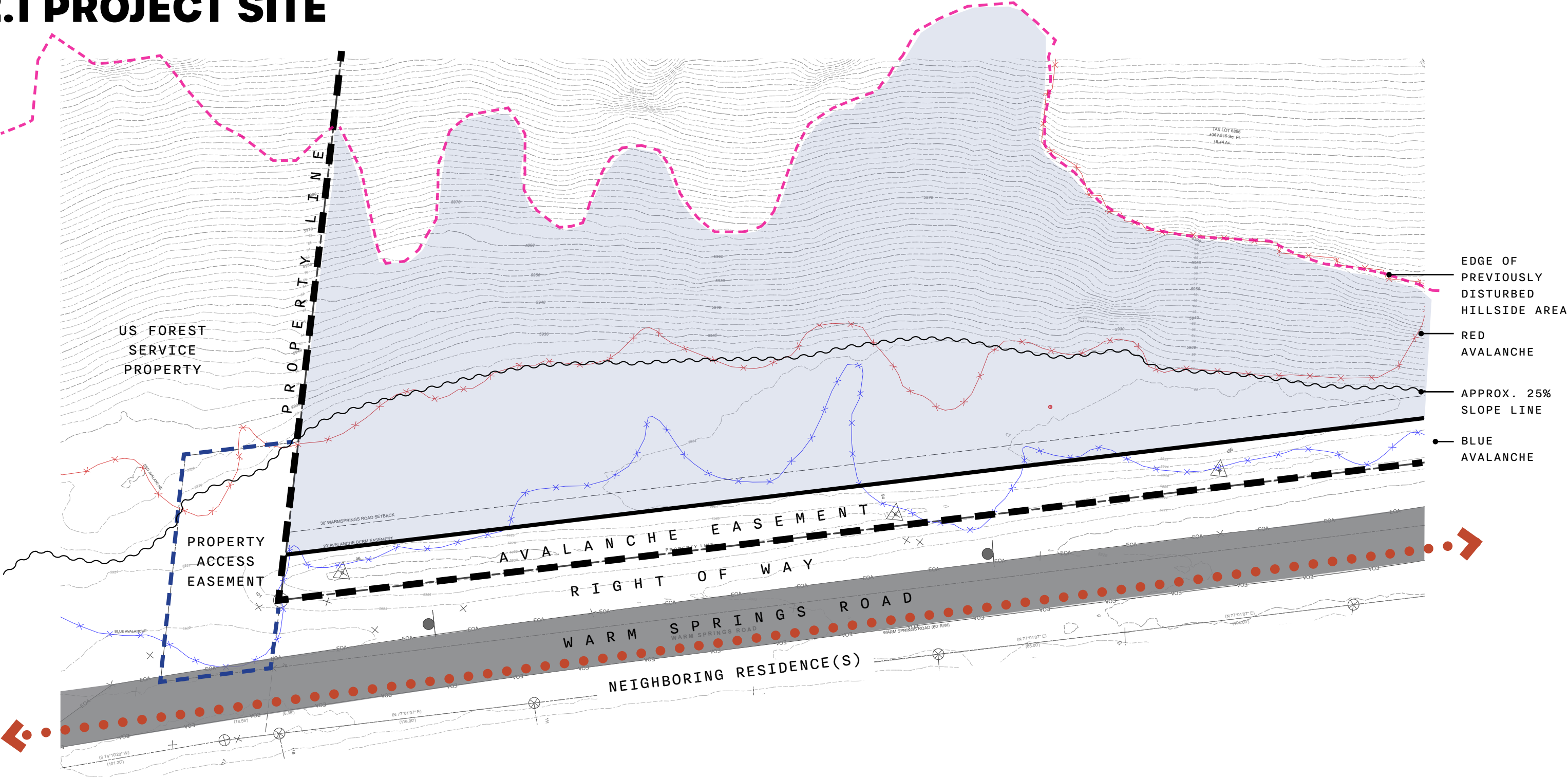
SITE ACCESS:

- 1. ENTRY INTO THE SITE MUST TAKE PLACE THROUGH AN ACCESS EASEMENT AT SOUTH WEST SIDE OF PROPERTY.
- 2. AN EXISTING AVALANCHE EASEMENT ALONG THE SOUTHERN PROPERTY LINE EXISTS WHICH BLOCKS ACCESS INTO THE PROPERTY AS IT IS CONTROLLED BY A NEIGHBORING SUBDIVISION.
- 3. PROPERTY TO THE EAST OF THE AVALANCHE EASEMENT IS LOCATED WITHIN A LANDSCAPE EASEMENT WHICH RESTRICTS ACCESS TO PROJECT SITE.

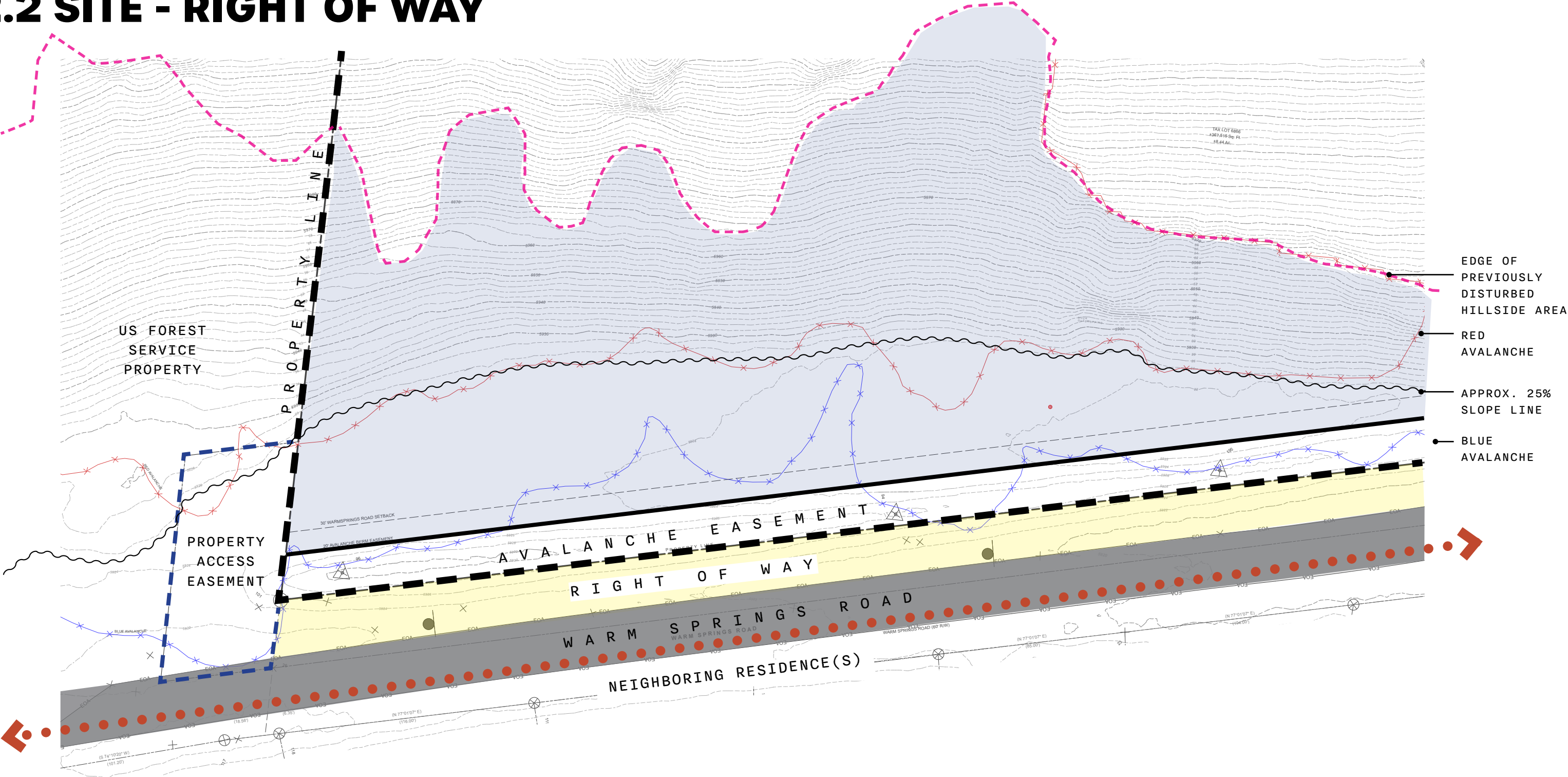
*NOTE: FOREST SERVICE ACCEPTED EASEMENT REQUEST TO ALLOW ACCESS INTO PROPERTY AFTER ACCESS THROUGH AVALANCHE BERM EASEMENT WAS DENIED BY NEIGHBORING SUBDIVISION.



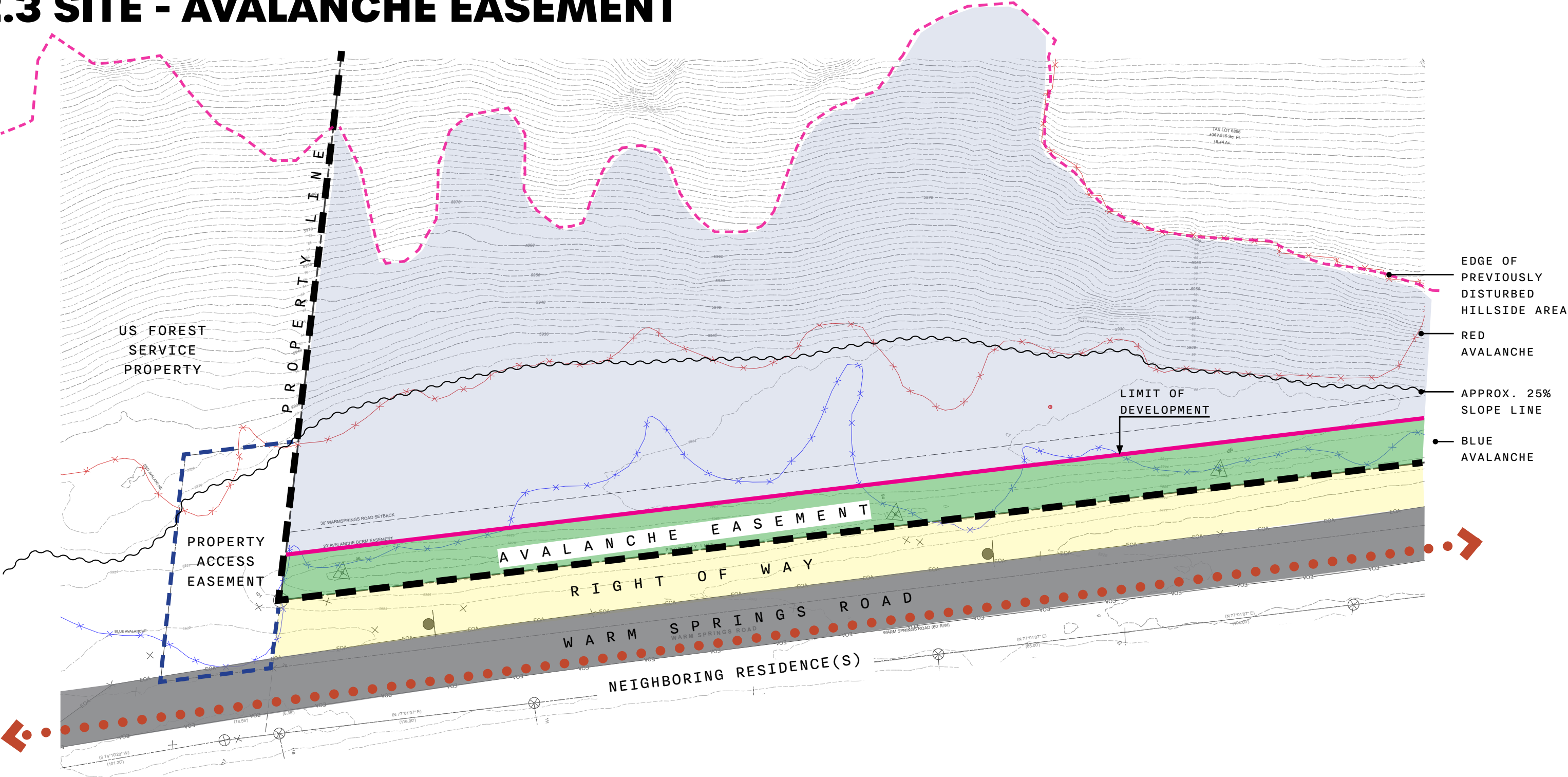
L2.1 PROJECT SITE



L2.2 SITE - RIGHT OF WAY



L2.3 SITE - AVALANCHE EASEMENT



L2.4 FIRE DEPT ACCESS REQUIREMENTS

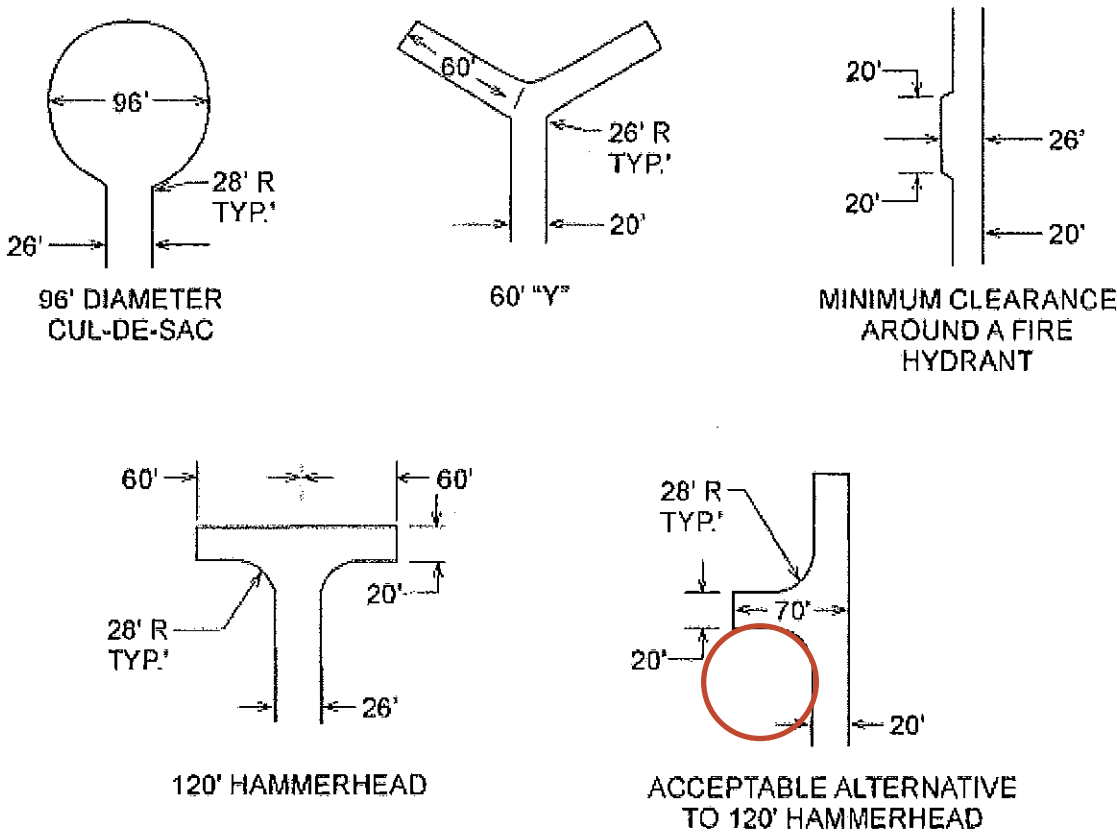
FIRE DEPARTMENT ACCESS DESIGN CRITERIA

BASED ON CITY OF KETCHUM FIRE DEPTARTMENT REQUIREMENTS THE PROPOSED DEVELOPMENT MUST ADHERE TO THE FOLLOWING DESIGN CRITERIA.

- 1. ROAD WIDTH AT ENTRY MUST BE (20'0) MIN.
- 2. ADDITIONAL WIDTH NEEDED FOR OUTRIGGERS ON FIRE ENGINE BASED ON HEIGHT OF PROPOSED STRUCTURES. A (26') WIDE ROAD IS NEEDED ADJACENT TO STRUCTURES.
- 3. HAMMER HEAD REQUIRED BASED ON FIRE APPARATUS ACCESS NEEDS. ACCEPTABLE ALTERNATIVE TO 120' HAMMERHEAD USED IN DESIGN.
- 4. PROXIMITY TO BUILDING - ACCESS MUST BE WITHIN A MINIMUM OF 15' AND A MAX. OF 30' TO BUILDING.
- 5. ADDITION OF FIRE HYDRANT AT END OF DRIVE.

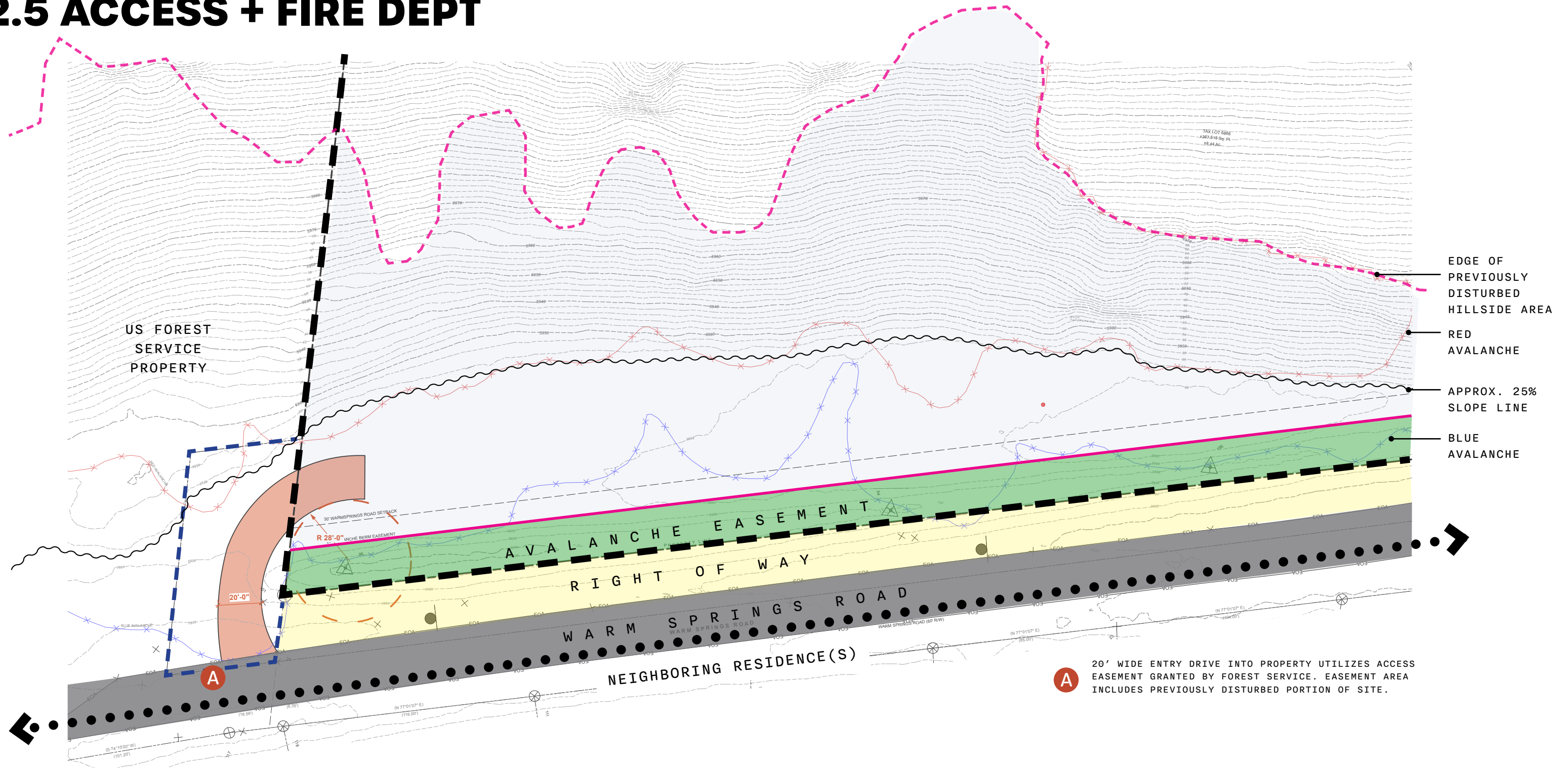
*NOTE: PROPOSED DRIVE LAYOUT HAS BEEN REVIEWED AND TENTATIVELY APPROVED BY CITY OF KETCHUM FIRE DEPARTMENT.

FIRE APPARATUS ACCESS ROAD TURNAROUND

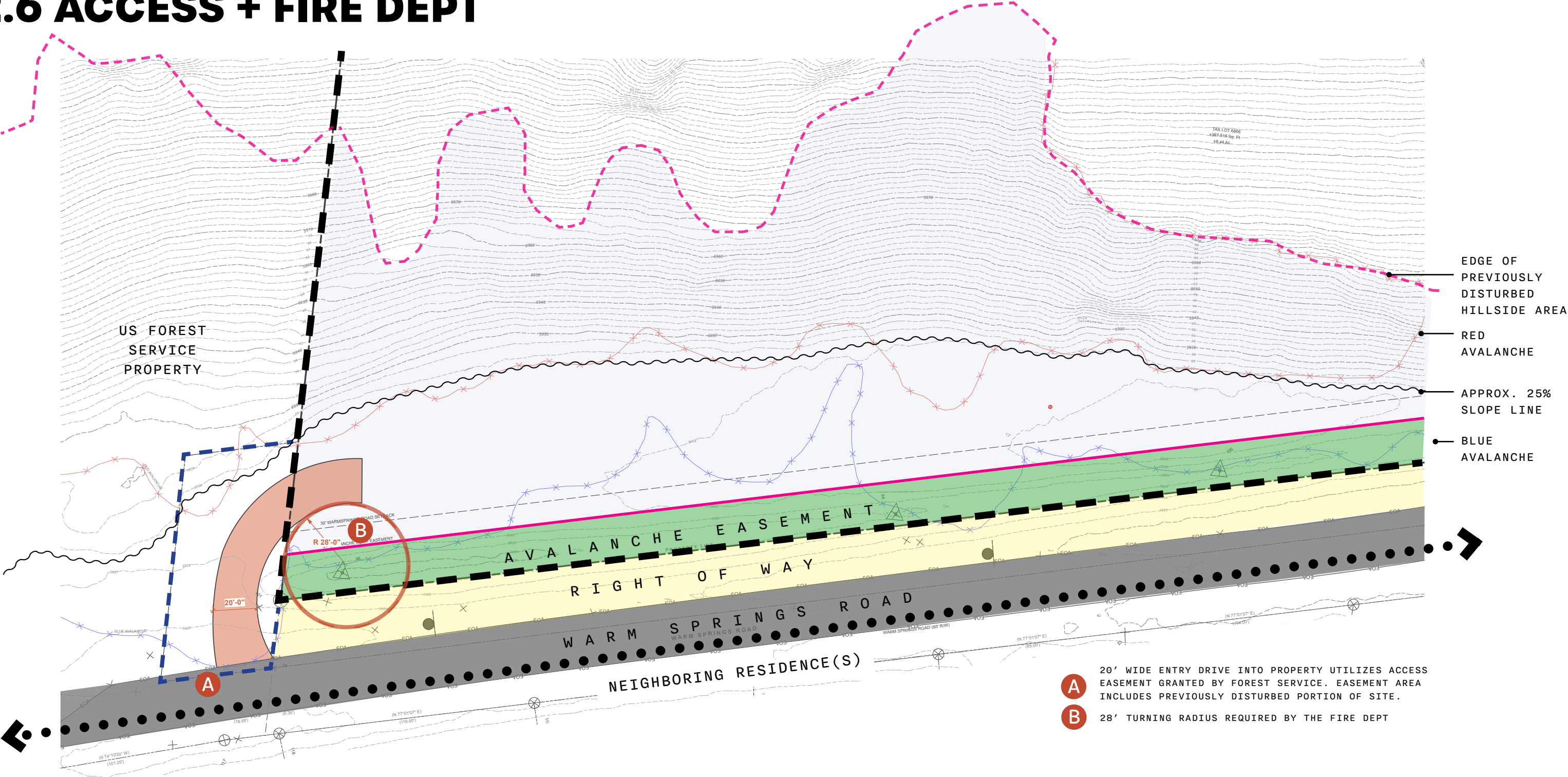


D105.2 Width.
Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

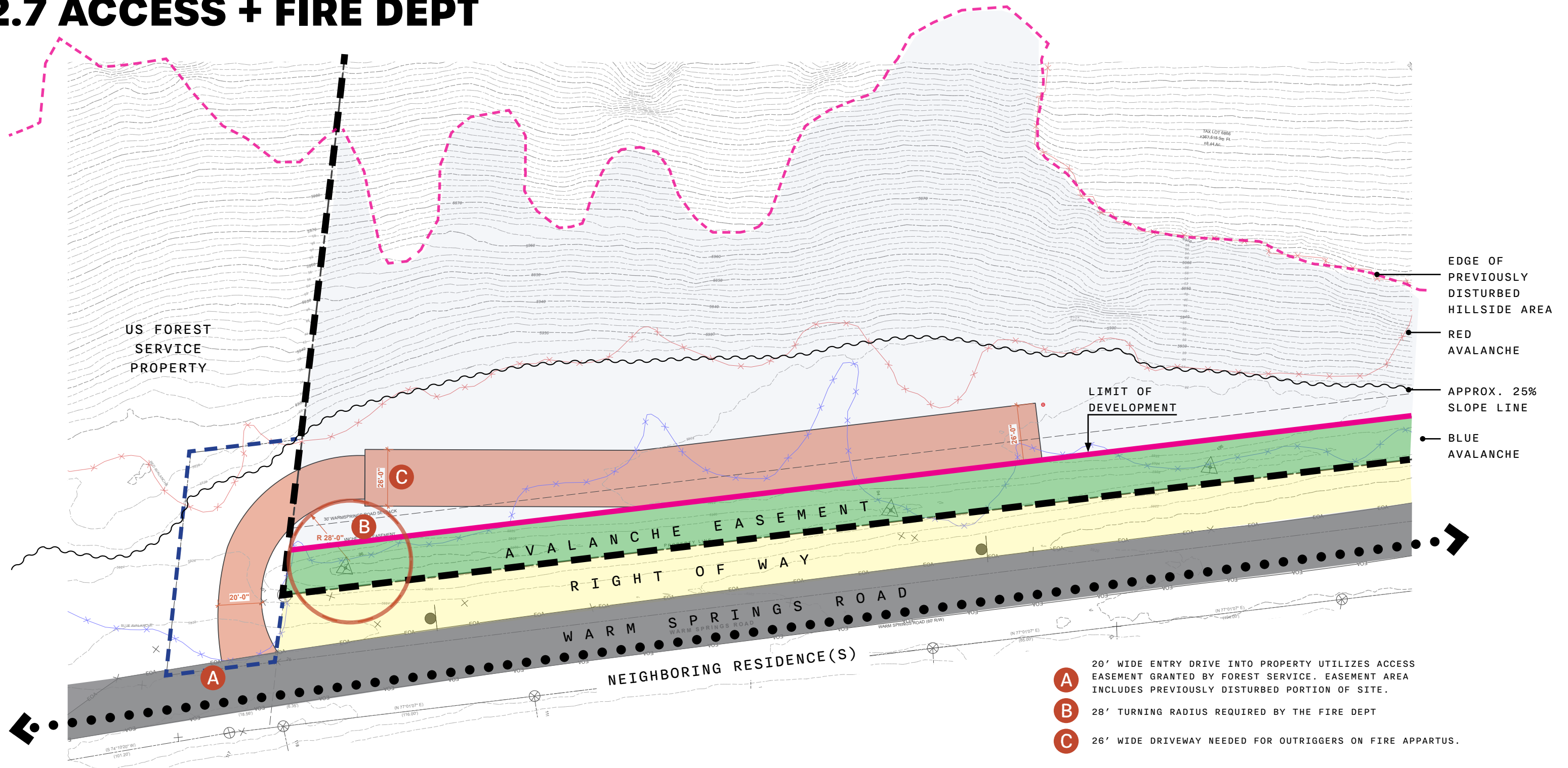
L2.5 ACCESS + FIRE DEPT



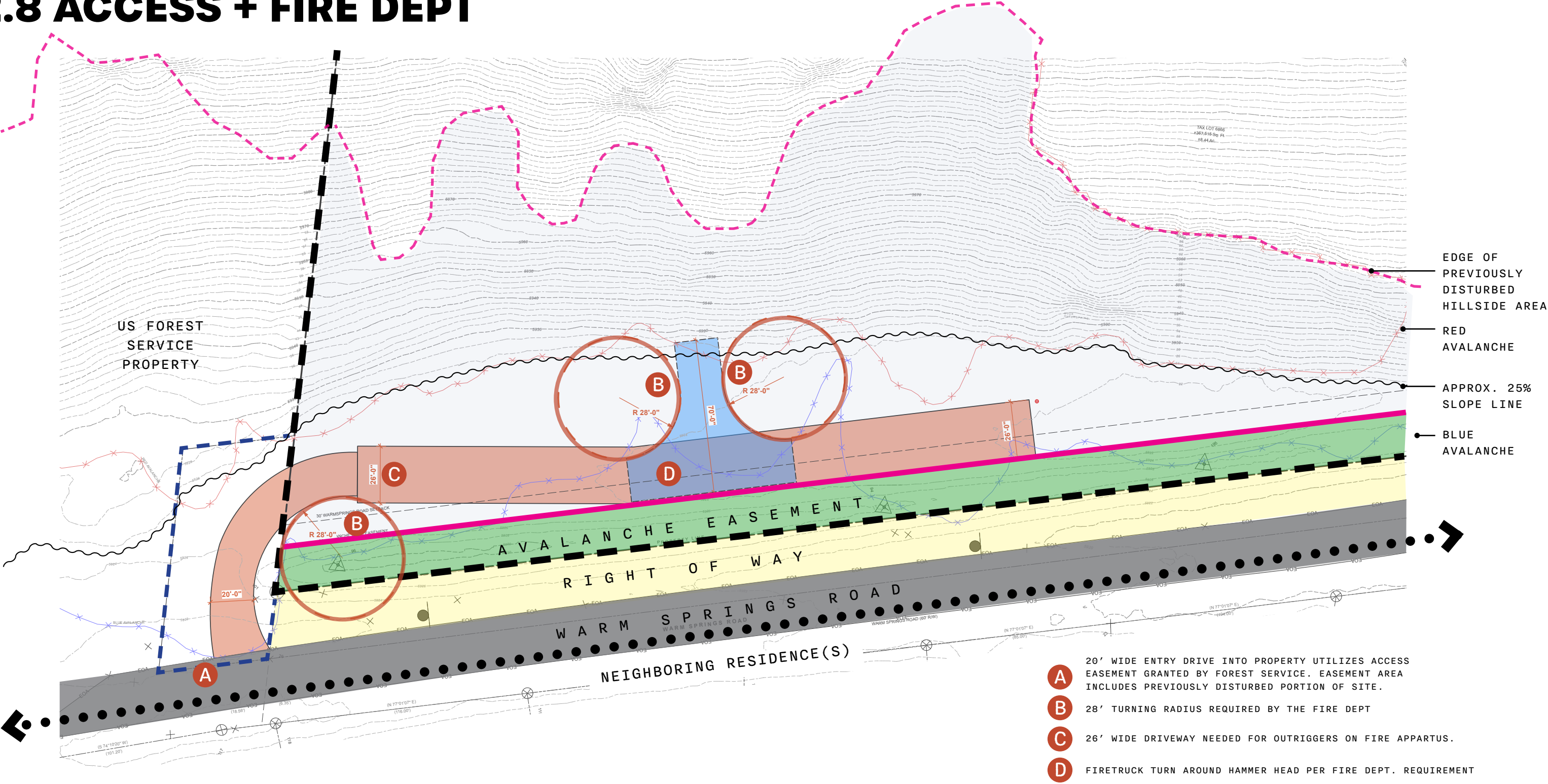
L2.6 ACCESS + FIRE DEPT



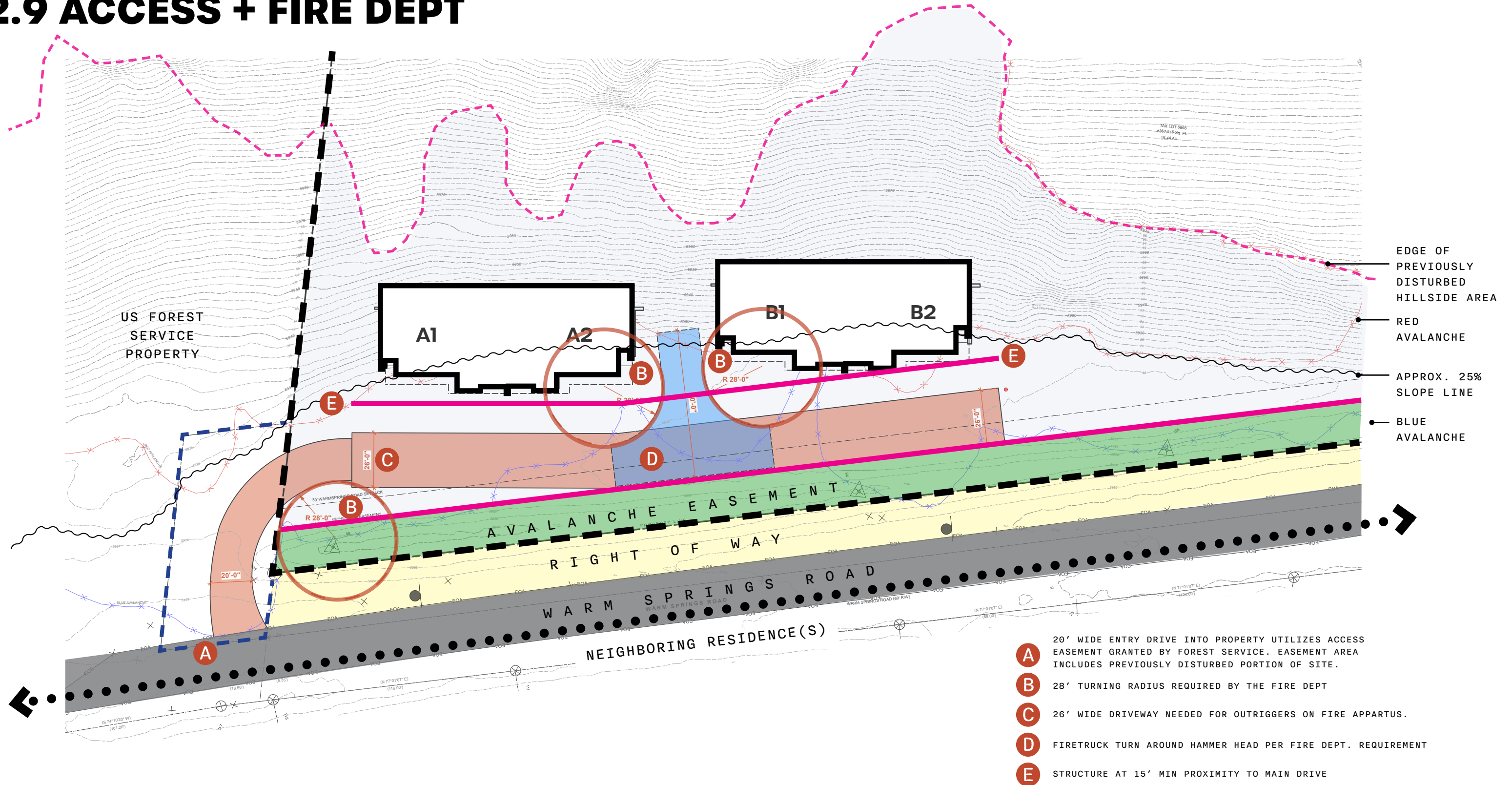
L2.7 ACCESS + FIRE DEPT



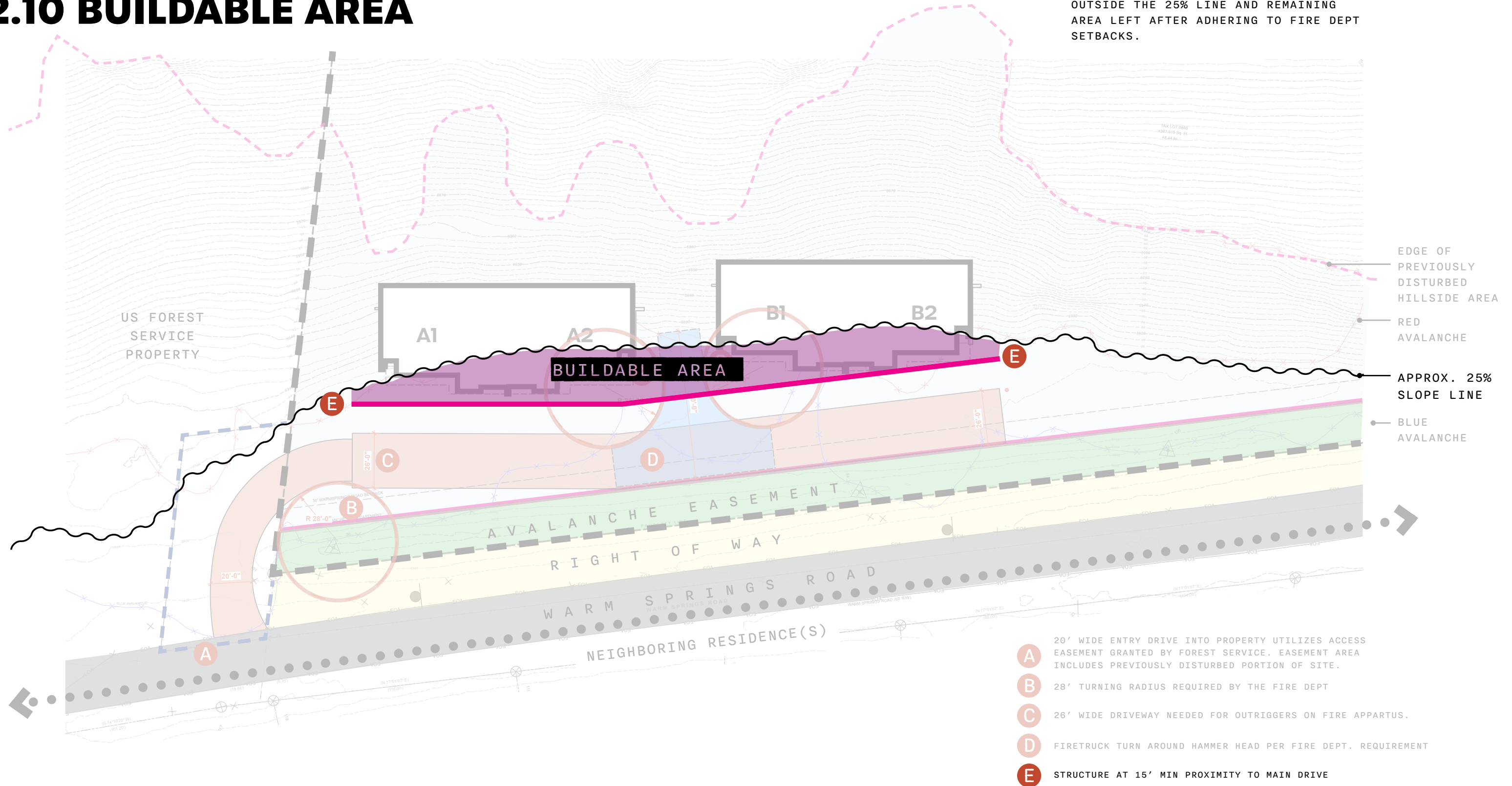
L2.8 ACCESS + FIRE DEPT



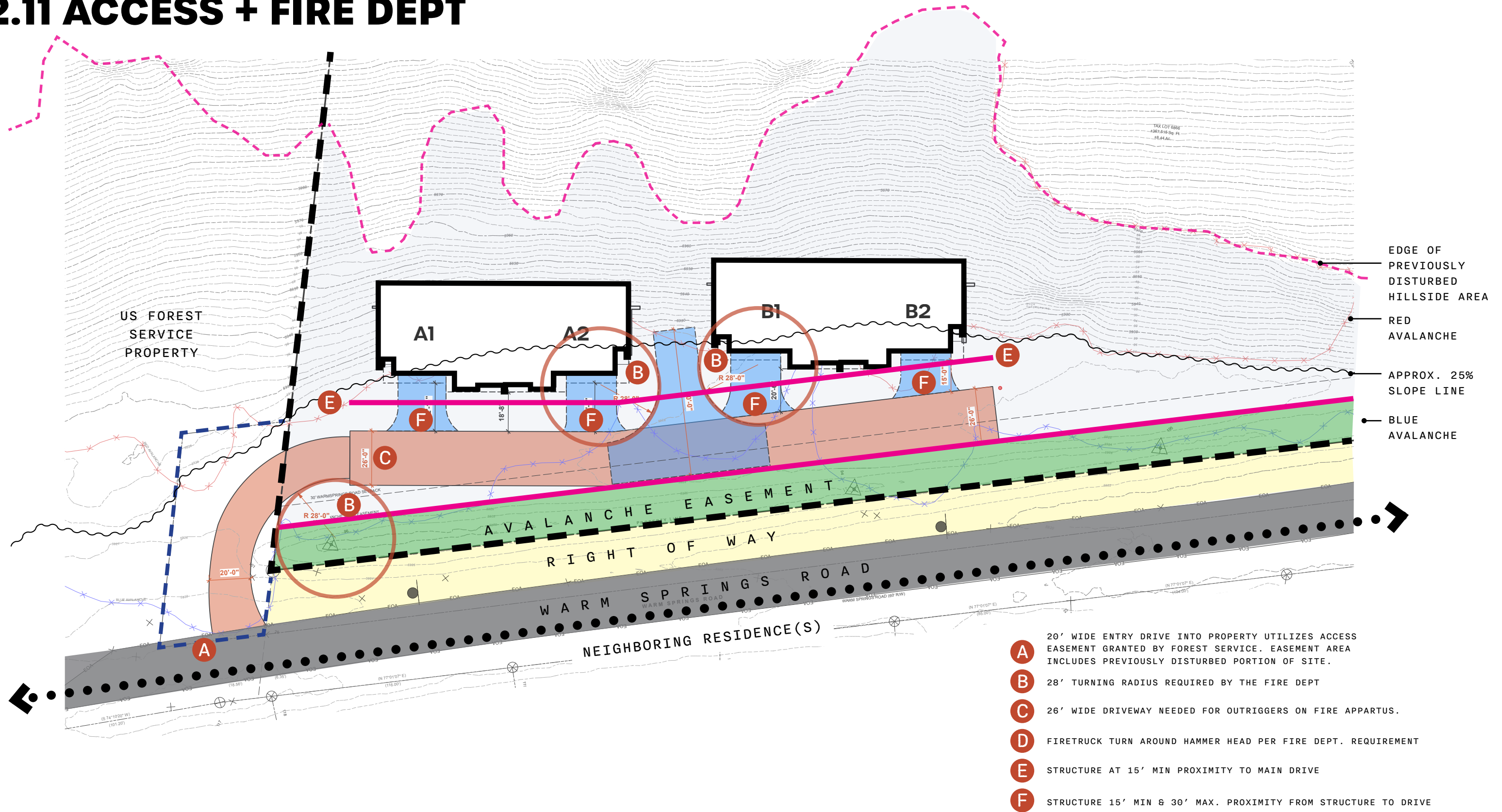
L2.9 ACCESS + FIRE DEPT



PLAN SHOWS APPROXIMATE AREA THAT
WOULD BE AVAILABLE FOR BUILDING
OUTSIDE THE 25% LINE AND REMAINING
AREA LEFT AFTER ADHERING TO FIRE DEPT
SETBACKS.

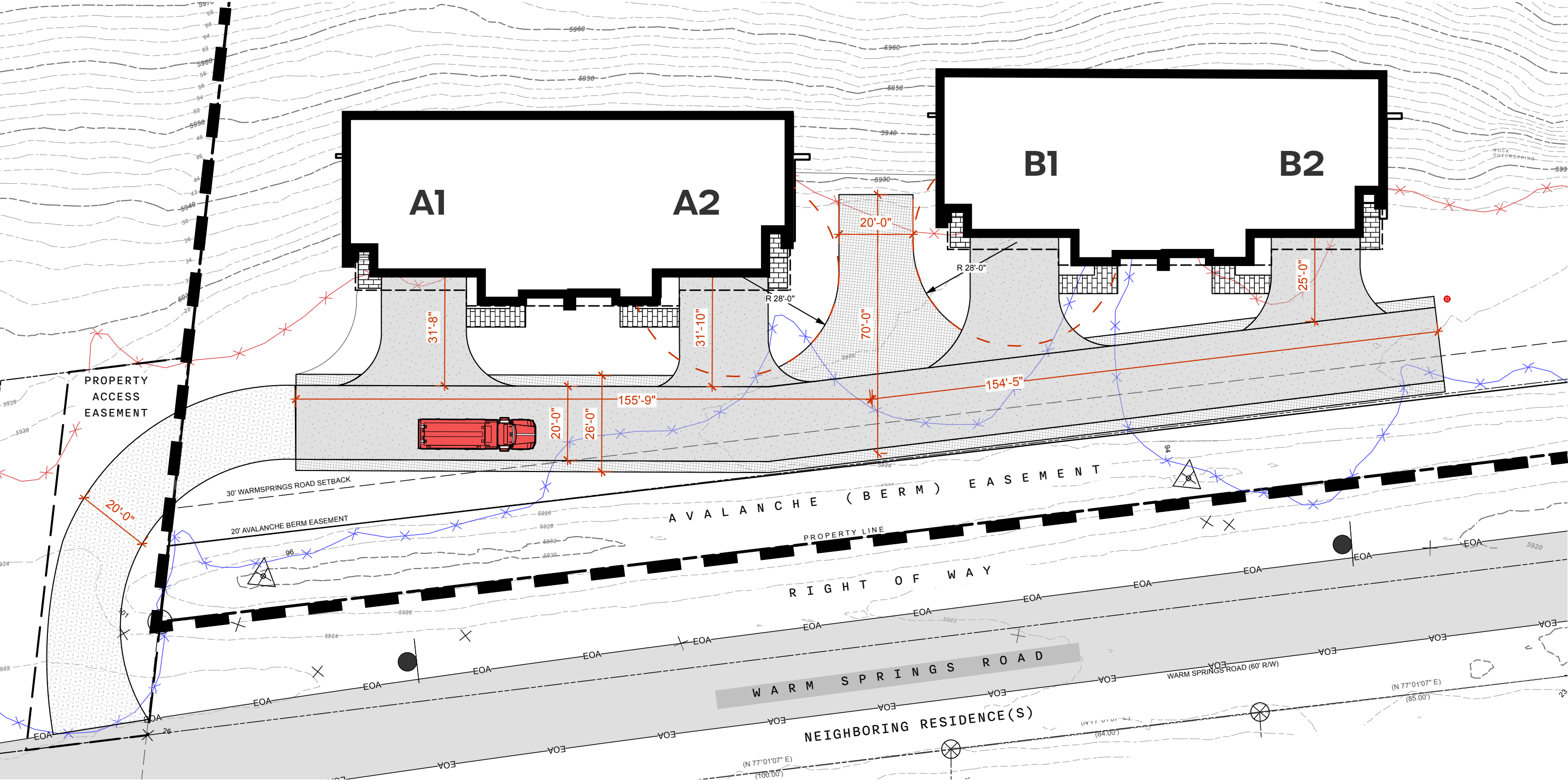


L2.11 ACCESS + FIRE DEPT

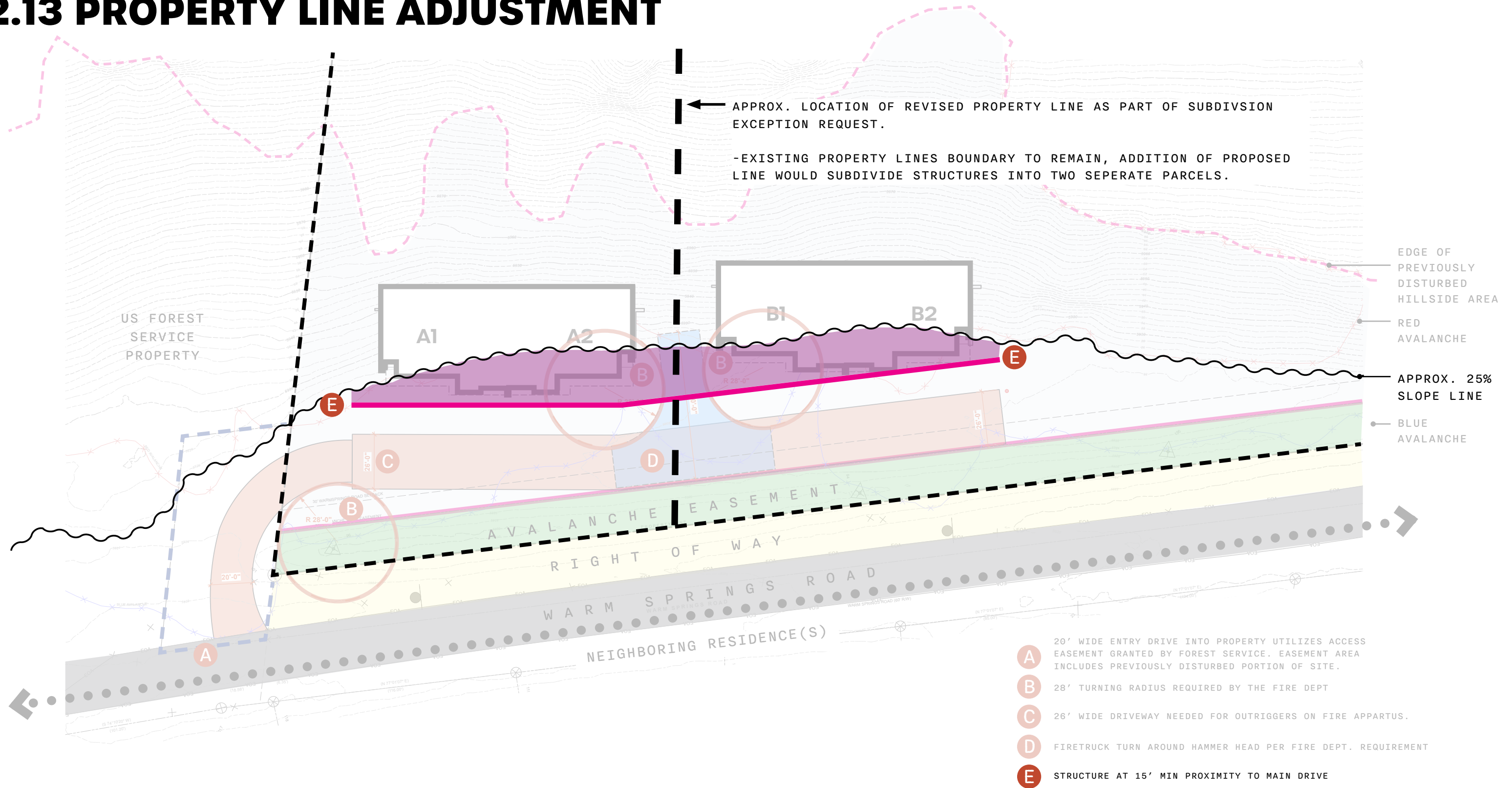


L2.12 FIRE DEPT. APPROVED LAYOUT

***SHEET DESCRIPTION:**
PLAN SHOWS LAYOUT OF DRIVEWAY AND
STRUCTURE LOCATIONS APPROVED BY FIRE
DEPT.



L2.13 PROPERTY LINE ADJUSTMENT



L3.0 LANDSCAPE DESIGN + CONSIDERTATIONS

DESIGN APPROACH: EXISTING SITE AND HILLSIDE CONDITIONS INCLUDE ROCKY SHALE AND VARIETY OF NATIVE GRASSES AND SHRUBS. THE PROPOSED LANDSCAPE DESIGN WILL KNIT THE DISTURBED AREAS POST CONSTRUCTION BACK TO A LIKE NATIVE STATE.

LANDSCAPE DESIGN STRATEGY

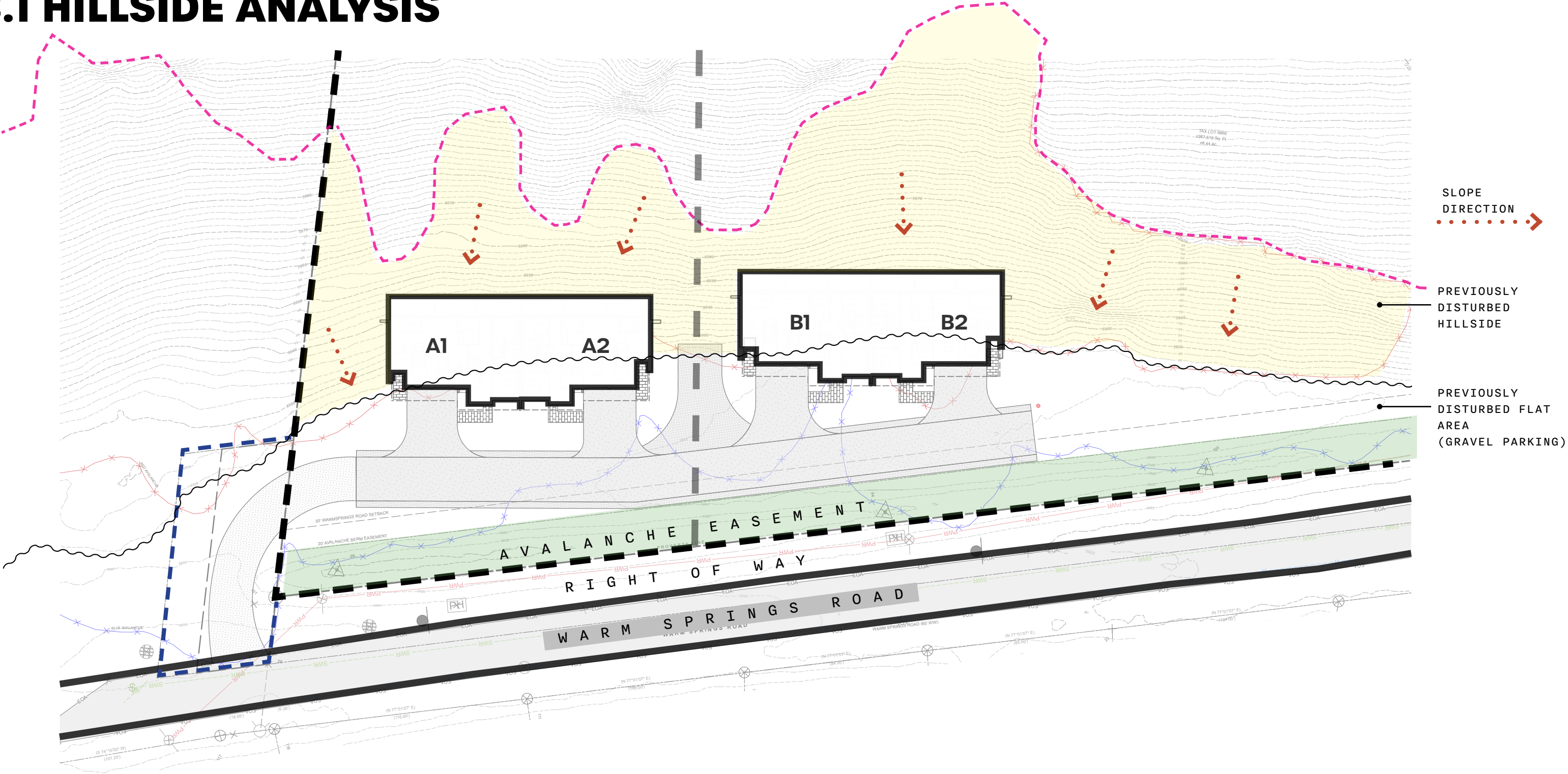
- 1. TERRACED RETAINING TO REDUCE HEIGHT OF WALLS.
- 2. THE USE OF NATIVE SHALE HARVESTED FROM PRIOR TO CONSTRUCTION
- 3. STONE AND BOULDER SPECIES TO MIMIC COLOR OF EXISTING MATERIAL
- 4. NATIVE TO SITE PLANT SPECIES TO BE USED FOR RE-ESTABLISHMENT WITH TARGET TREE LOCATIONS TO BUFFER STRUCTURES.

NATIVE PLANT MATERIAL
COMPRISED OF MOSTLY NATIVE
GRASSES AND SHRUBS

EXISTING HILLSIDE CONDITION
WITH ROCKY SHALE FROM
PREVIOUS DISTURBANCE



L3.1 HILLSIDE ANALYSIS



L3.2 LANDSCAPE | RETAINING + PLANTING

TERRACED RETAINING: BOULDERS + STONE VENEER WALLS

CONSIDERATIONS HAD TO BE MADE FOR RETAINING ALONG THE HILLSIDE WHERE THE STRUCTURES ARE PROPOSED TO HELP MITIGATE STEEP GRADE CONDITIONS. IN AREAS WHERE IT IS TOO STEEP TO RETURN THE HILLSIDE TO A NATIVE SLOPE, BOULDER AND STONE VENEER WALLS ARE PROPOSED.

THE PROPOSED BOULDER WALL MATERIAL WILL BE A SIMILAR COLOR TO THE EXISTING HILLSIDE “SCREE” TO HELP KNIT THE WALLS BACK INTO THE NATIVE STATE.



TERRACED STONE WALLS



DRYSTACK BOULDER WALLS

PLANTING + REHAB

- PLANTING APPROACH ALONG HILLSIDE TO “EMBRACE” THE EXISTING NATIVE PLANT PALLETTE.
- DISTURBED AREA ABOVE AND ALONG THE SIDES TO BE BROUGHT BACK TO A NATIVE STATE.
- TREES AND SHRUBS TO BE THICKER AT DOWNHILL SIDE TO HELP SCREEN/ BUFFER HOMES FROM WARM SPRINGS ROAD.



NATIVE MEADOW

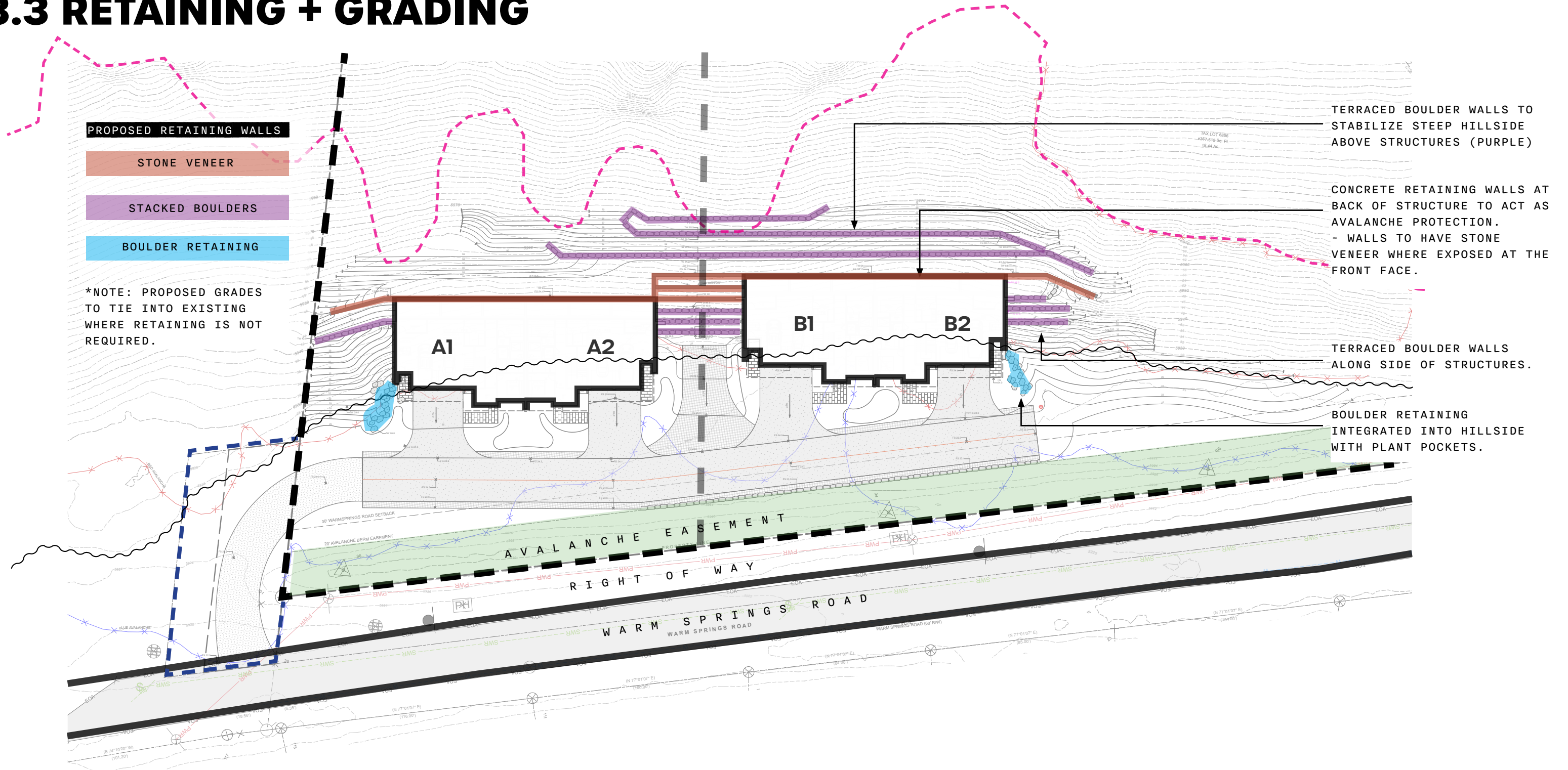


ASPENS + EVERGREENS + HILLSIDE SCREE (PALETTE)



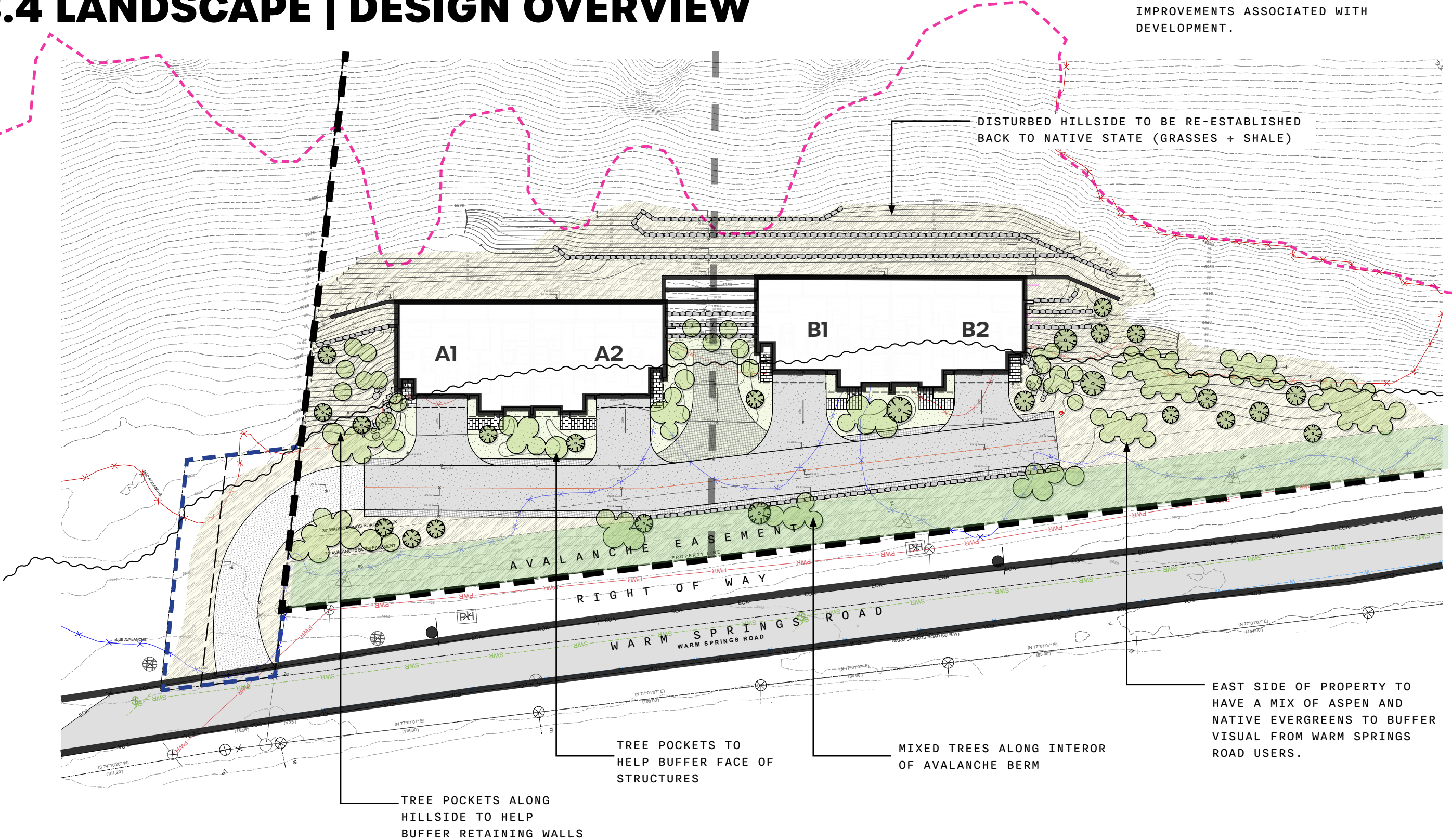
NATIVE PERENNIALS + HILLSIDE

L3.3 RETAINING + GRADING



L3.4 LANDSCAPE | DESIGN OVERVIEW

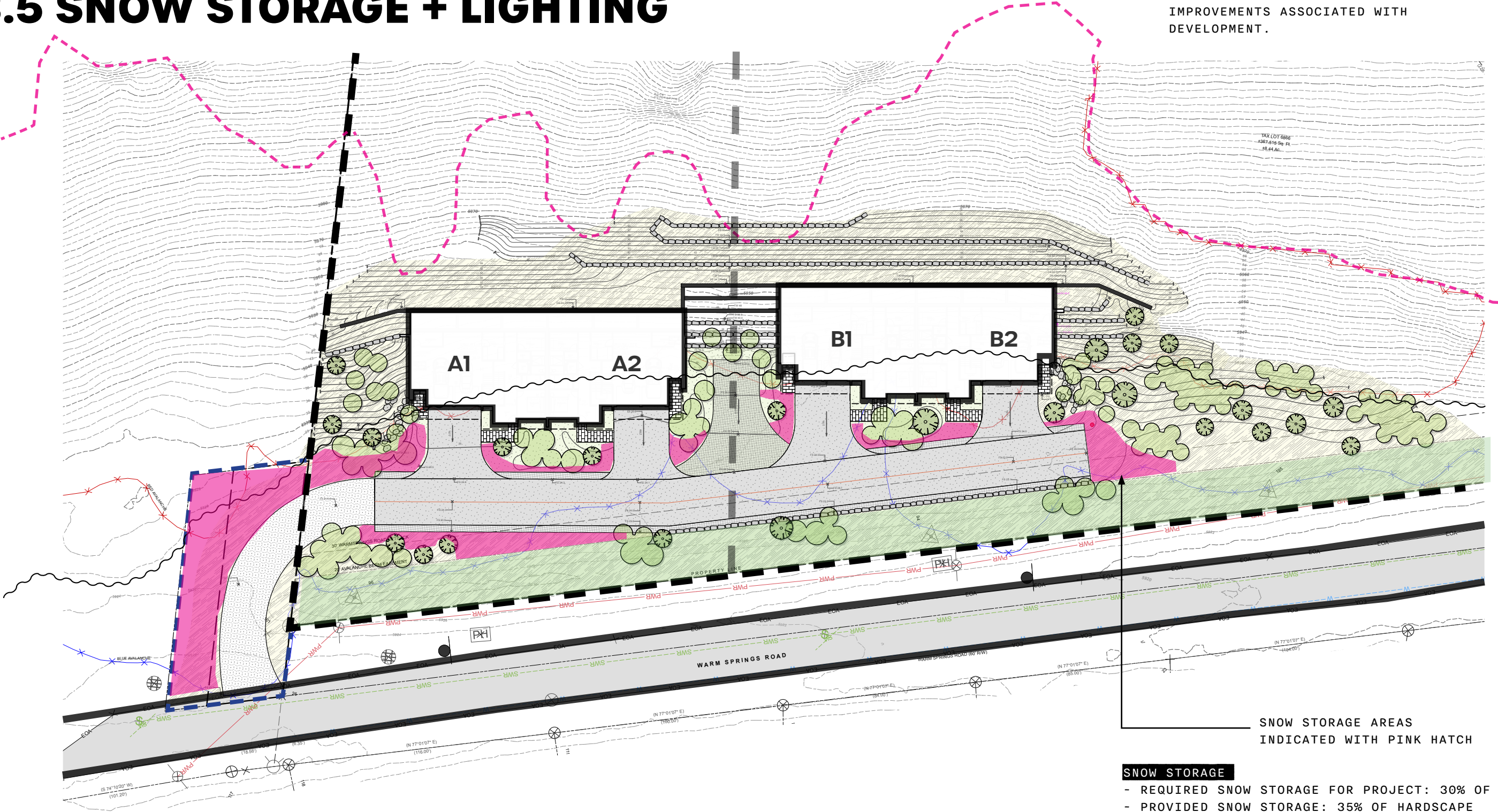
***SHEET DESCRIPTION:**
PLAN INCLUDES PROPOSED STRUCTURE LOCATIONS AND CONCEPTUAL SITE IMPROVEMENTS ASSOCIATED WITH DEVELOPMENT.



L3.5 SNOW STORAGE + LIGHTING

***SHEET DESCRIPTION:**

PLAN INCLUDES PROPOSED STRUCTURE LOCATIONS AND CONCEPTUAL SITE IMPROVEMENTS ASSOCIATED WITH DEVELOPMENT.



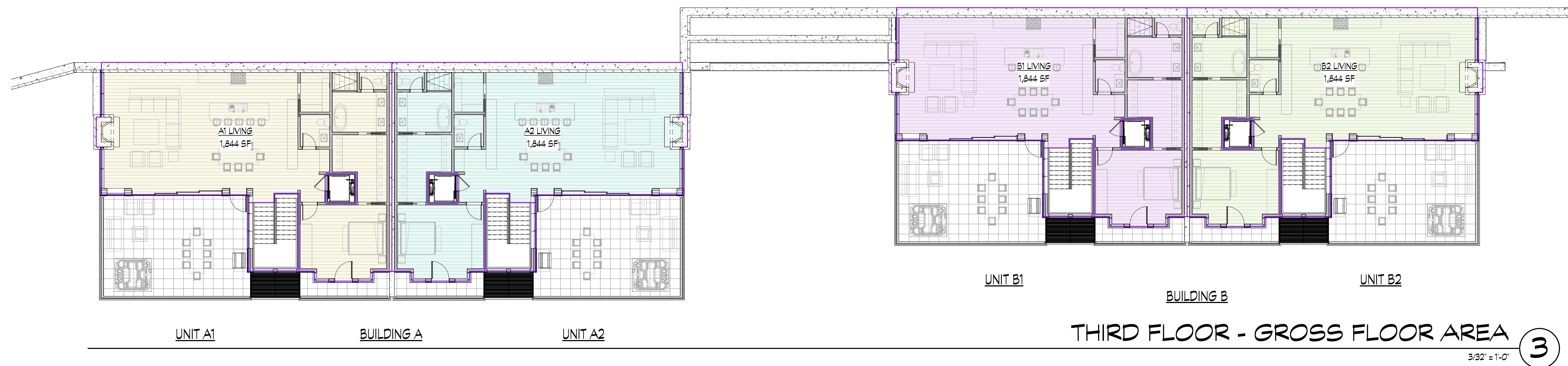
SNOW STORAGE AREAS
INDICATED WITH PINK HATCH

SNOW STORAGE

- REQUIRED SNOW STORAGE FOR PROJECT: 30% OF HARDSCAPE
- PROVIDED SNOW STORAGE: 35% OF HARDSCAPE

LANDSCAPE LIGHTING

- ALL LIGHTING TO MEET CITY OF KETCHUM DARK SKY ORDINANCE



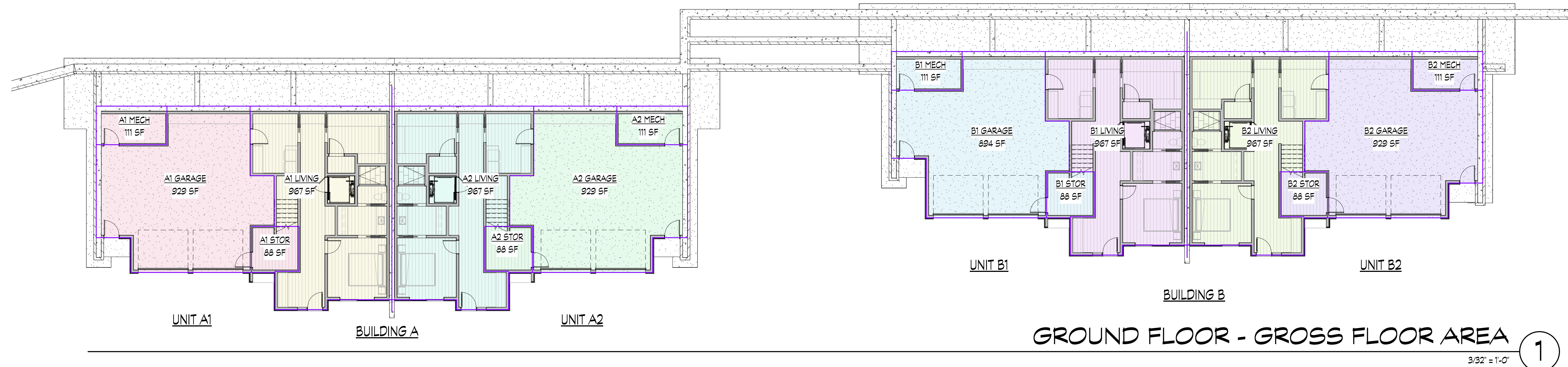
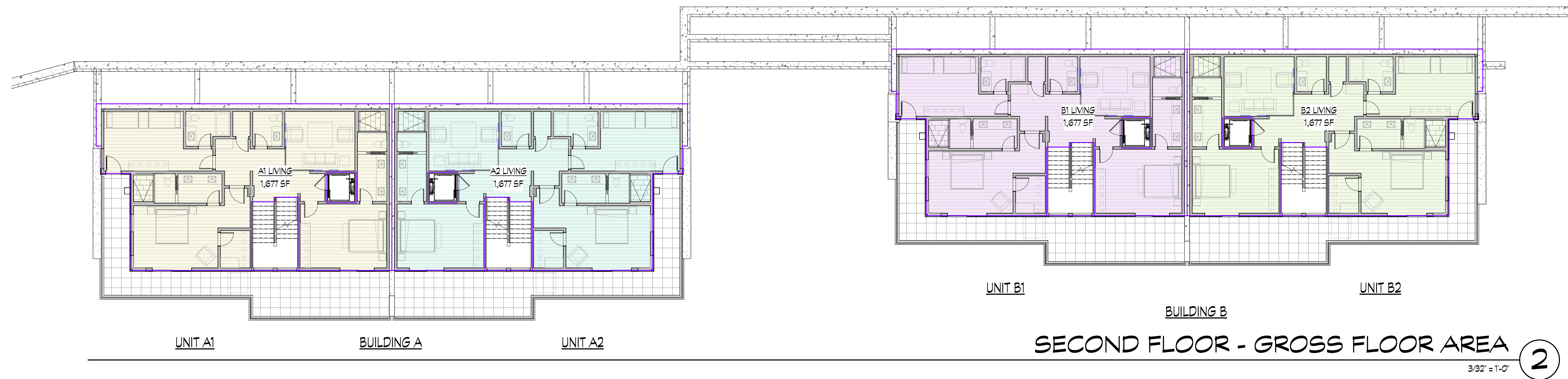
GROSS FLOOR AREA*	
AREA	SF
A1 GARAGE	929 SF
A1 MECH	111 SF
A1 STOR	88 SF
A1 LIVING	1,844 SF
A1 LIVING	1,677 SF
A1 LIVING	1,844 SF
A2 GARAGE	929 SF
A2 MECH	111 SF
A2 STOR	88 SF
A2 LIVING	1,844 SF
A2 LIVING	1,677 SF
A2 LIVING	1,844 SF
B1 GARAGE	929 SF
B1 MECH	111 SF
B1 STOR	88 SF
B1 LIVING	1,844 SF
B1 LIVING	1,677 SF
B1 LIVING	1,844 SF
B2 GARAGE	929 SF
B2 MECH	111 SF
B2 STOR	88 SF
B2 LIVING	1,844 SF
B2 LIVING	1,677 SF
B2 LIVING	1,844 SF
TOTAL DEVELOPMENT GROSS FLOOR AREA:	22,429 SF

* PER CITY OF KETCHUM DEFINITION "FLOOR AREA, GROSS"

BUILDING COVERAGE:
 BUILDING A COVERAGE: 5,341 SF
 BUILDING B COVERAGE: 5,341 SF
 TOTAL BUILDING COVERAGE AREA: 11,682 SF

SITE AREA: 367,237 SF

BUILDING COVERAGE: 3.2%



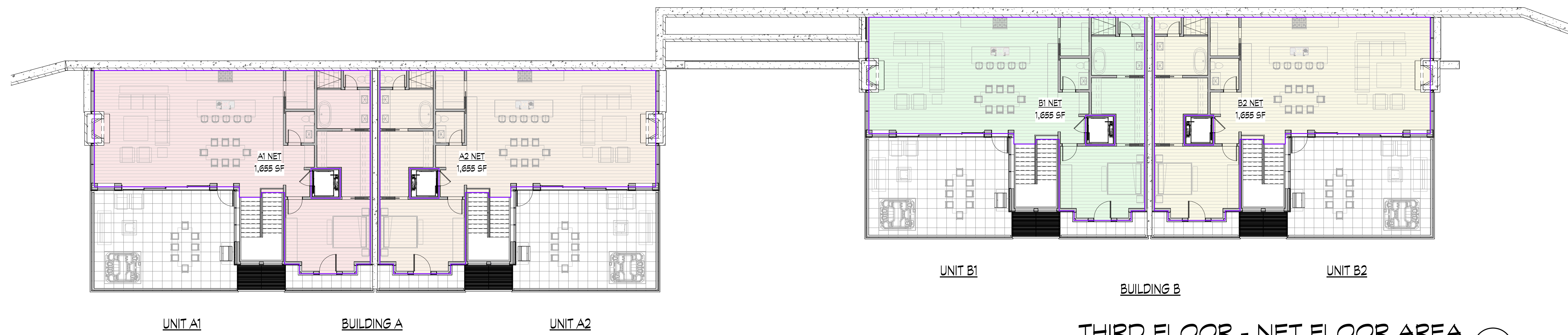
GROSS AREA PLANS AND CALCULATIONS

SCALE: 3/32" = 1'-0"

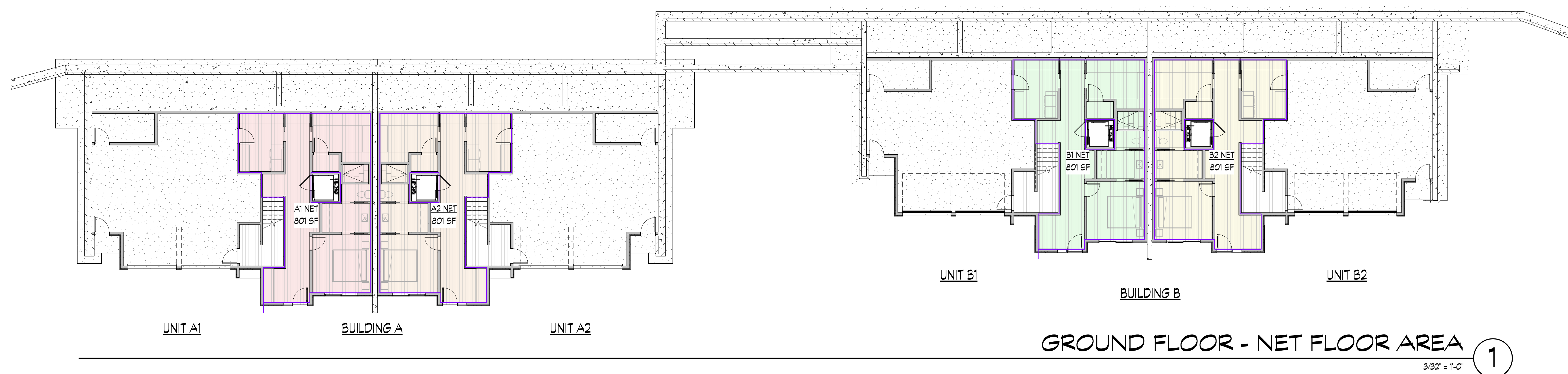
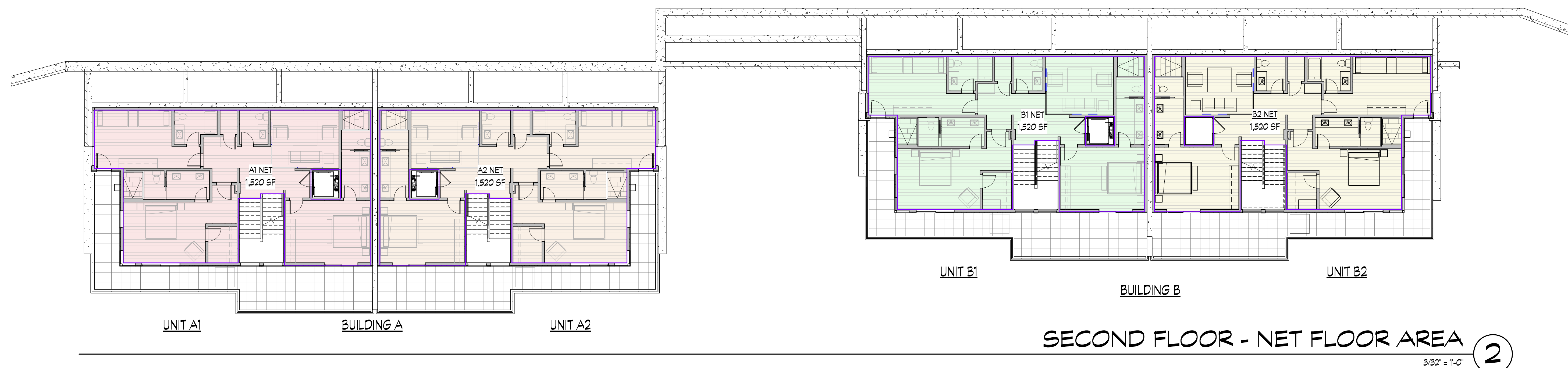
GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



NET FLOOR AREA*	
AREA	SF
A1 NET	801 SF
A1 NET	1,520 SF
A1 NET	1,655 SF
	3,977 SF
A2 NET	801 SF
A2 NET	1,520 SF
A2 NET	1,655 SF
	3,977 SF
B1 NET	801 SF
B1 NET	1,520 SF
B1 NET	1,655 SF
	3,977 SF
B2 NET	801 SF
B2 NET	1,520 SF
B2 NET	1,655 SF
	3,977 SF
TOTAL DEVELOPMENT NET FLOOR AREA:	15,906 SF
* PER CITY OF KETCHUM DEFINITION "FLOOR AREA, NET"	



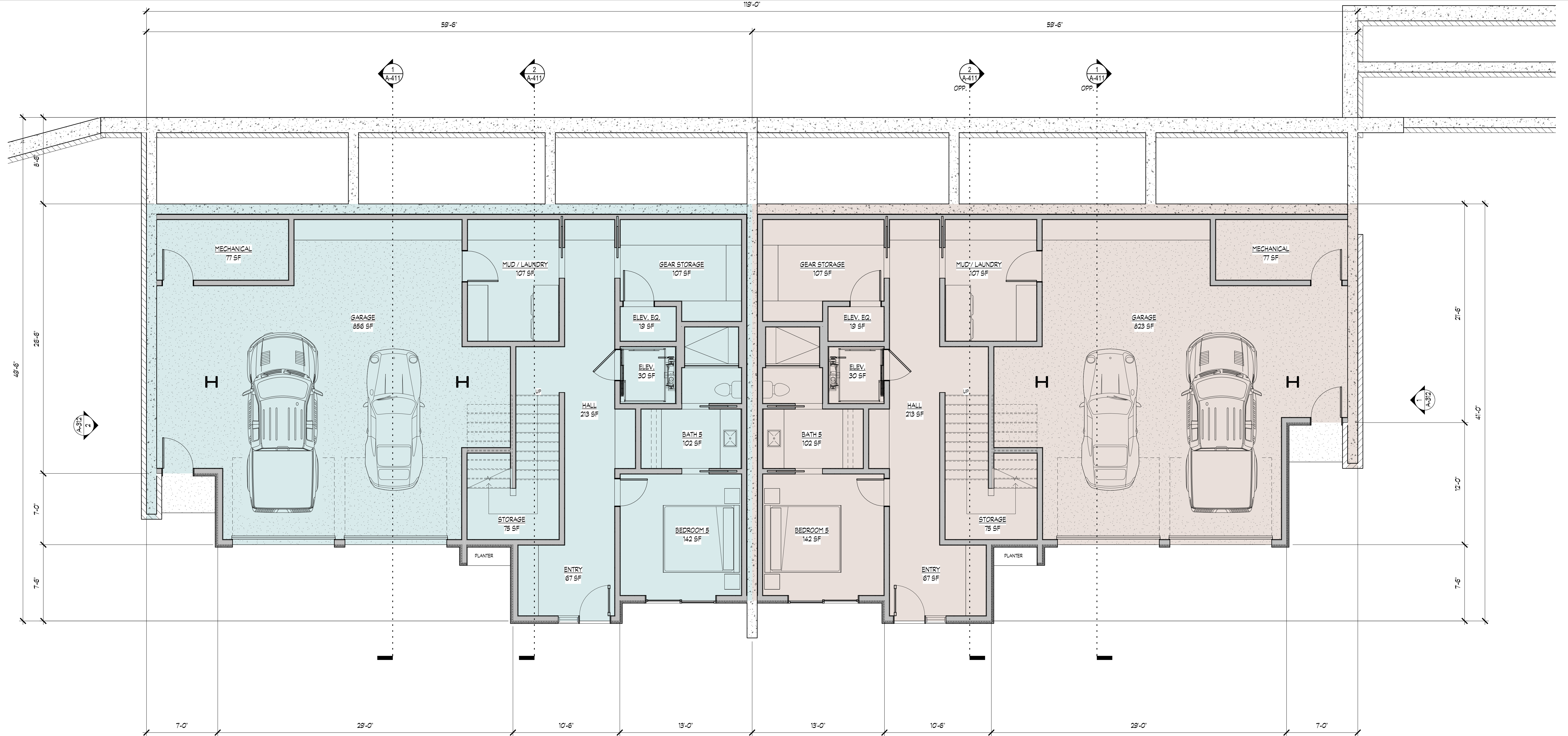
NET AREA PLANS AND CALCULATIONS

12 4 8 SCALE: 3/32" = 1'-0"

GREYHAWK TOWNHOMES

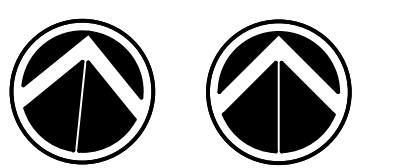
Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



UNIT A1

UNIT A2



TRUE NORTH
PLAN NORTH

BUILDING A - GROUND FLOOR PLAN

SCALE: 1/4"=1'-0"

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



TRUE PLAN
NORTH NORTH

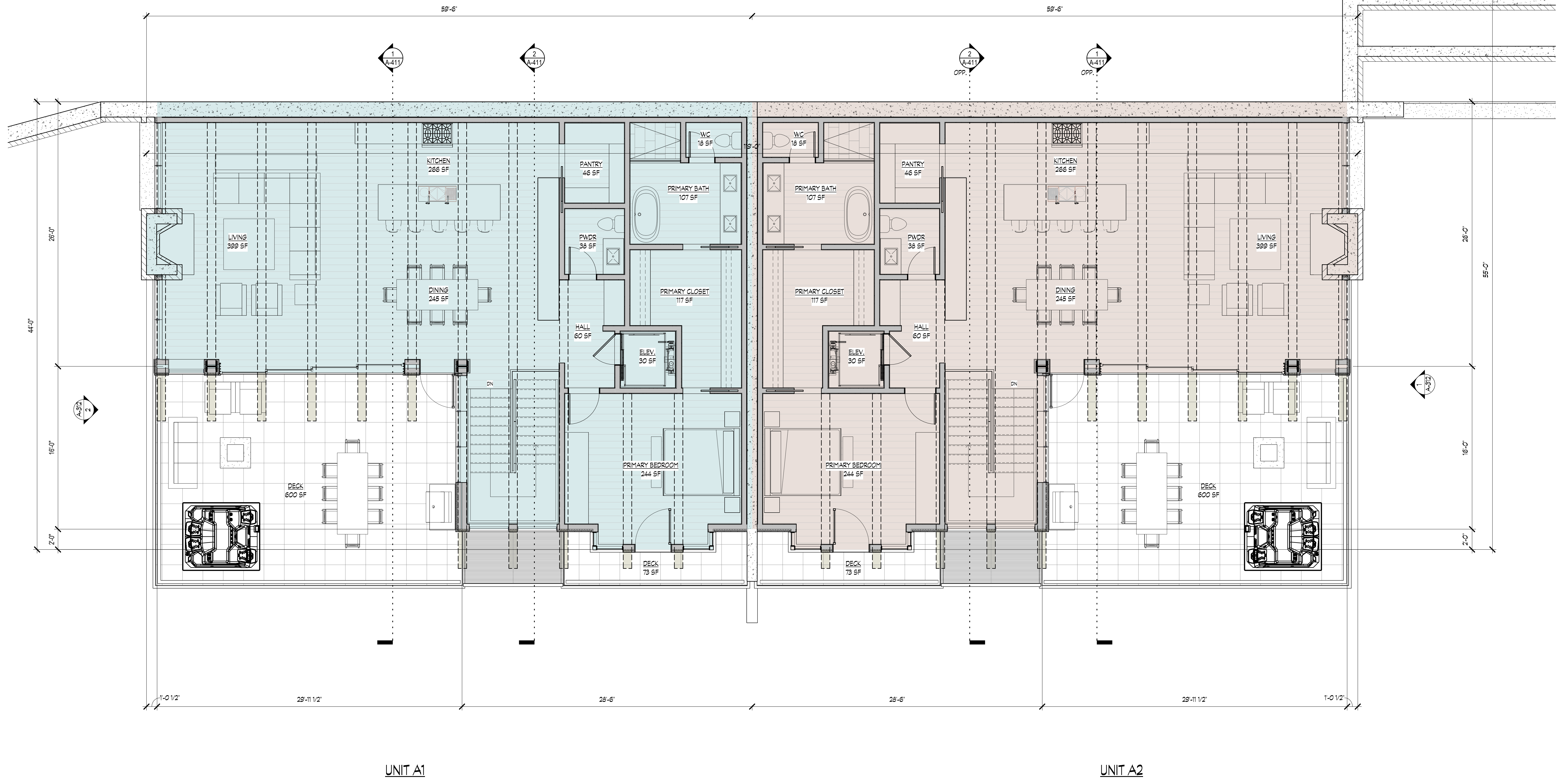
BUILDING A - SECOND FLOOR PLAN

1 2 4 8 SCALE: 1/4"=1'-0"

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



UNIT A1

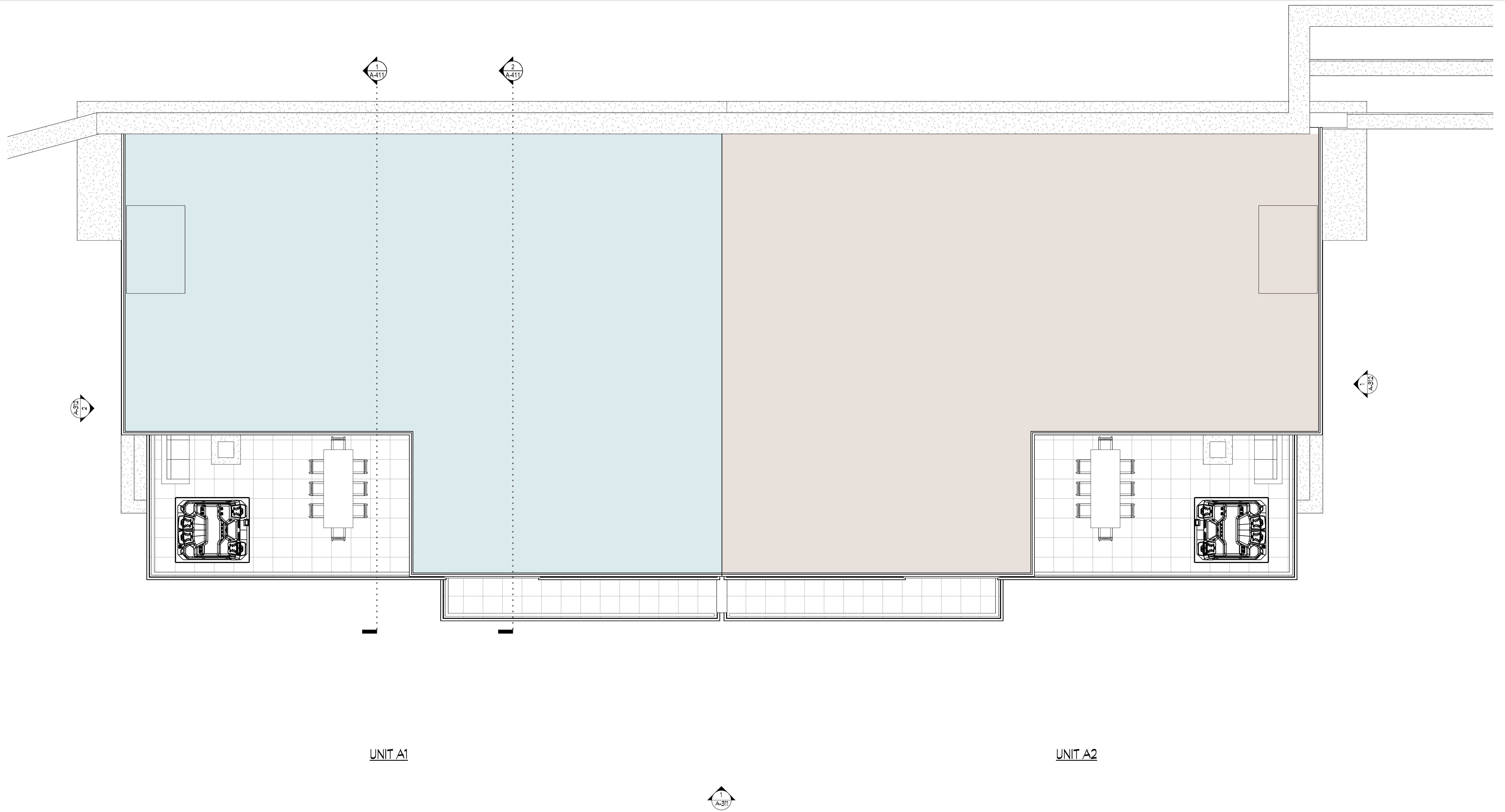
UNIT A2

TRUE PLAN
NORTH NORTH
BUILDING A - THIRD FLOOR PLAN
SCALE: 1/4"=1'-0"

GREYHAWK TOWNHOMES

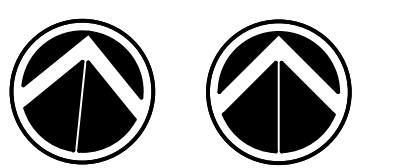
Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



UNIT A1

UNIT A2



TRUE NORTH
PLAN NORTH

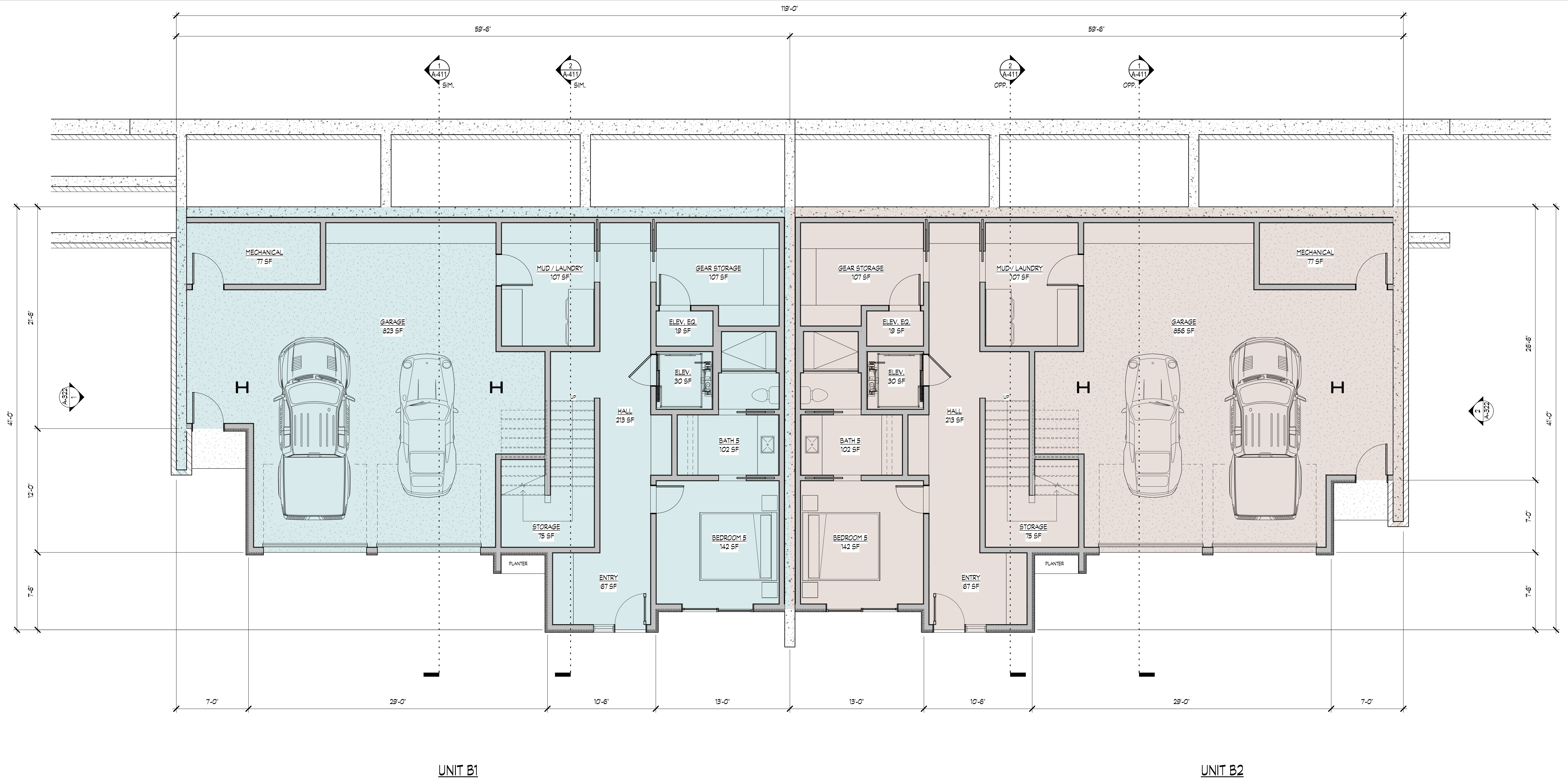
BUILDING A - ROOF PLAN

SCALE: 1/4"=1'-0"

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026





 TRUE PLAN
 NORTH NORTH
 BUILDING B - GROUND FLOOR PLAN
 SCALE: 1/4"=1'-0"
 1 2 4 8

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



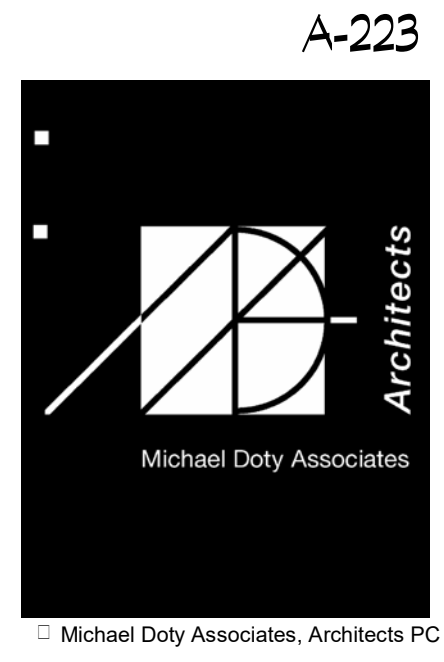


 TRUE PLAN
 NORTH NORTH
BUILDING B - THIRD FLOOR PLAN
 SCALE: 1/4"=1'-0"
 1 2 4 8

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026

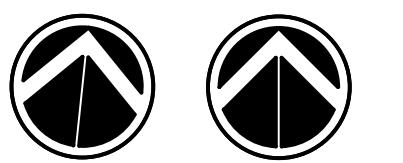


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UNIT B1

UNIT B2



TRUE NORTH PLAN NORTH

BUILDING B - ROOF PLAN

SCALE: 1/4"=1'-0"

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



EXTERIOR FINISH 1 (EF-1):
HORIZONTAL WOOD SIDING.
B.O.D.: RESAWN TIMBER CO.
ABODO GRAPHITE



EXTERIOR FINISH 2 (EF-2):
VERTICAL WOOD SIDING.
B.O.D.: MONTANA TIMBER PRODUCTS
RANCHWOOD ARTISAN ASH



EXTERIOR FINISH 3 (EF-3):
RUSTIC STONE VENEER



EXTERIOR FINISH 4 (EF-4):
TINTED BOARD-FORMED CONCRETE



WINDOW AND DOOR SYSTEM:
THERMALLY BROKEN ALUMINUM
B.O.D.: WEATHERSHIELD VUE
ESPRESSO METALLIC



EXTERIOR MATERIALS

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



EXTERIOR MATERIAL BOARD



BUILDING A - SOUTH ELEVATION

1

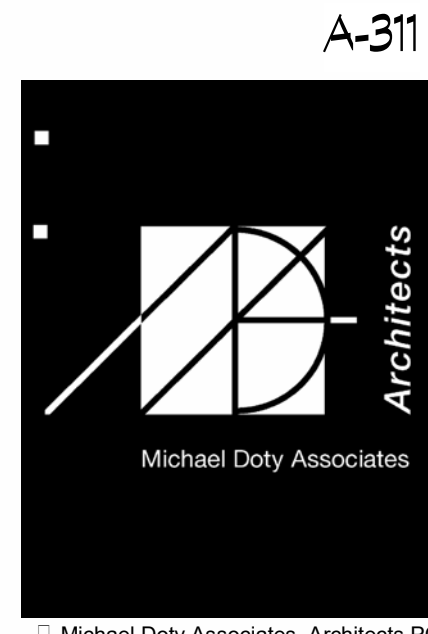
BUILDING A - EXTERIOR ELEVATIONS

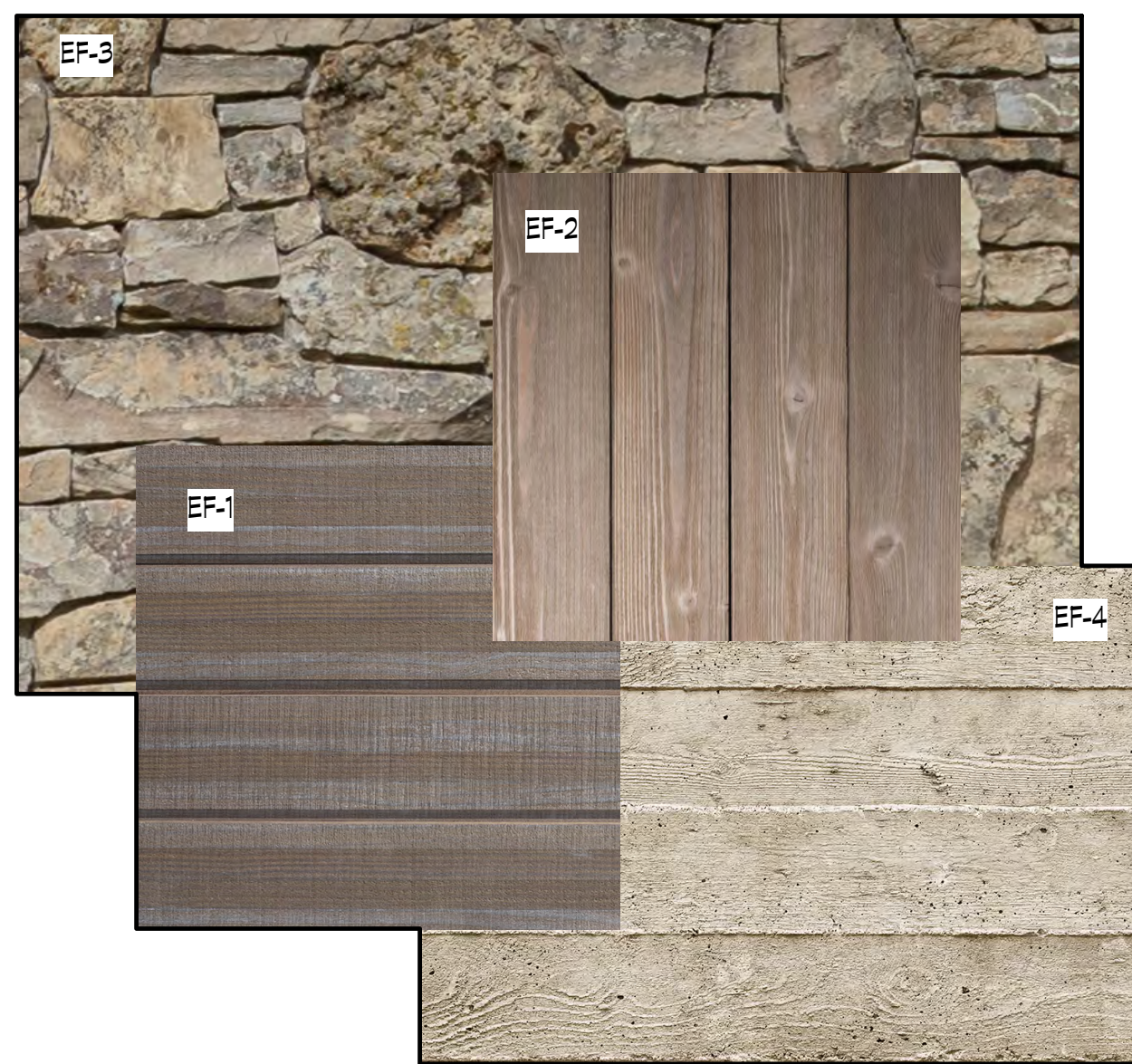


GREYHAWK TOWNHOMES

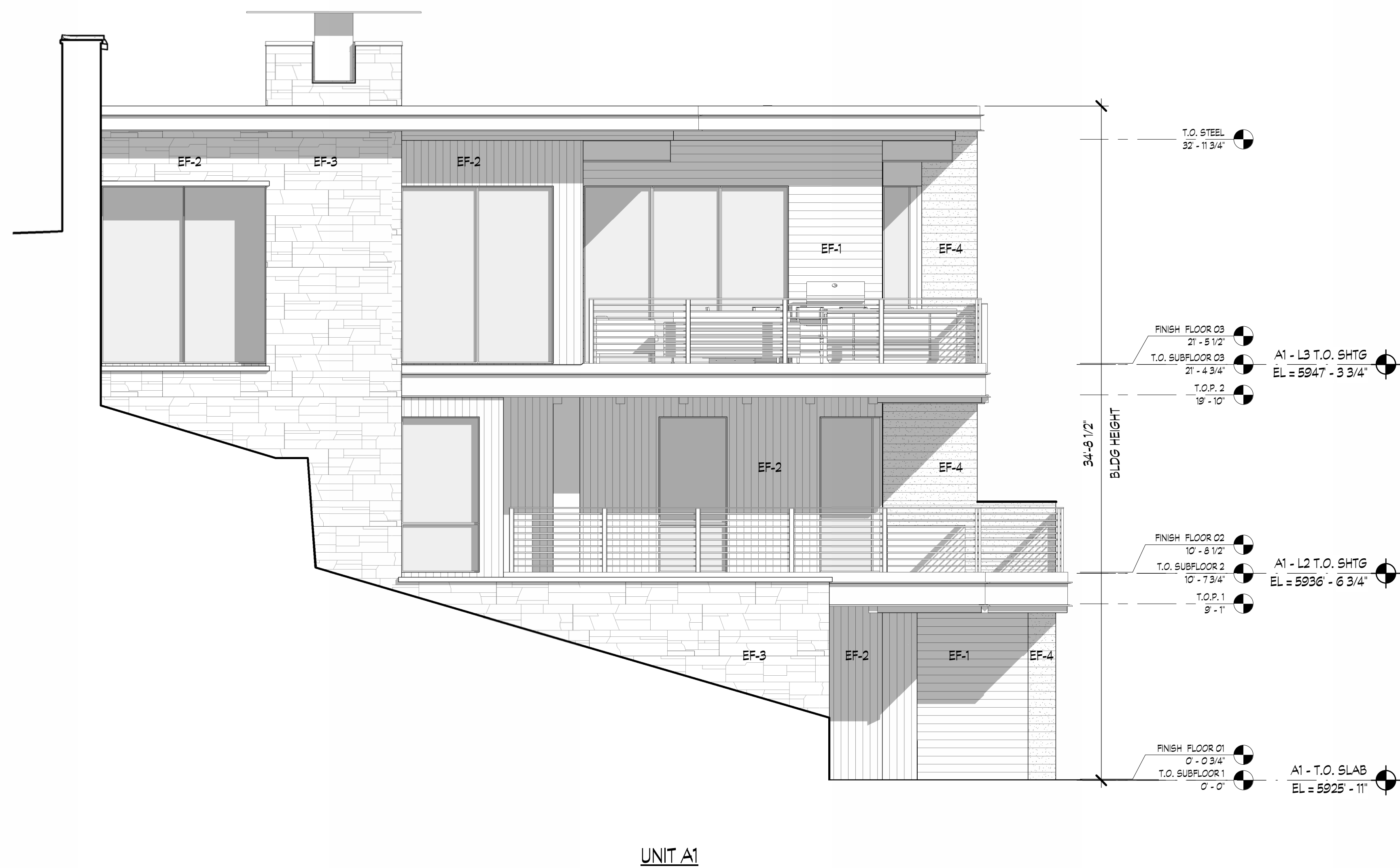
Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026





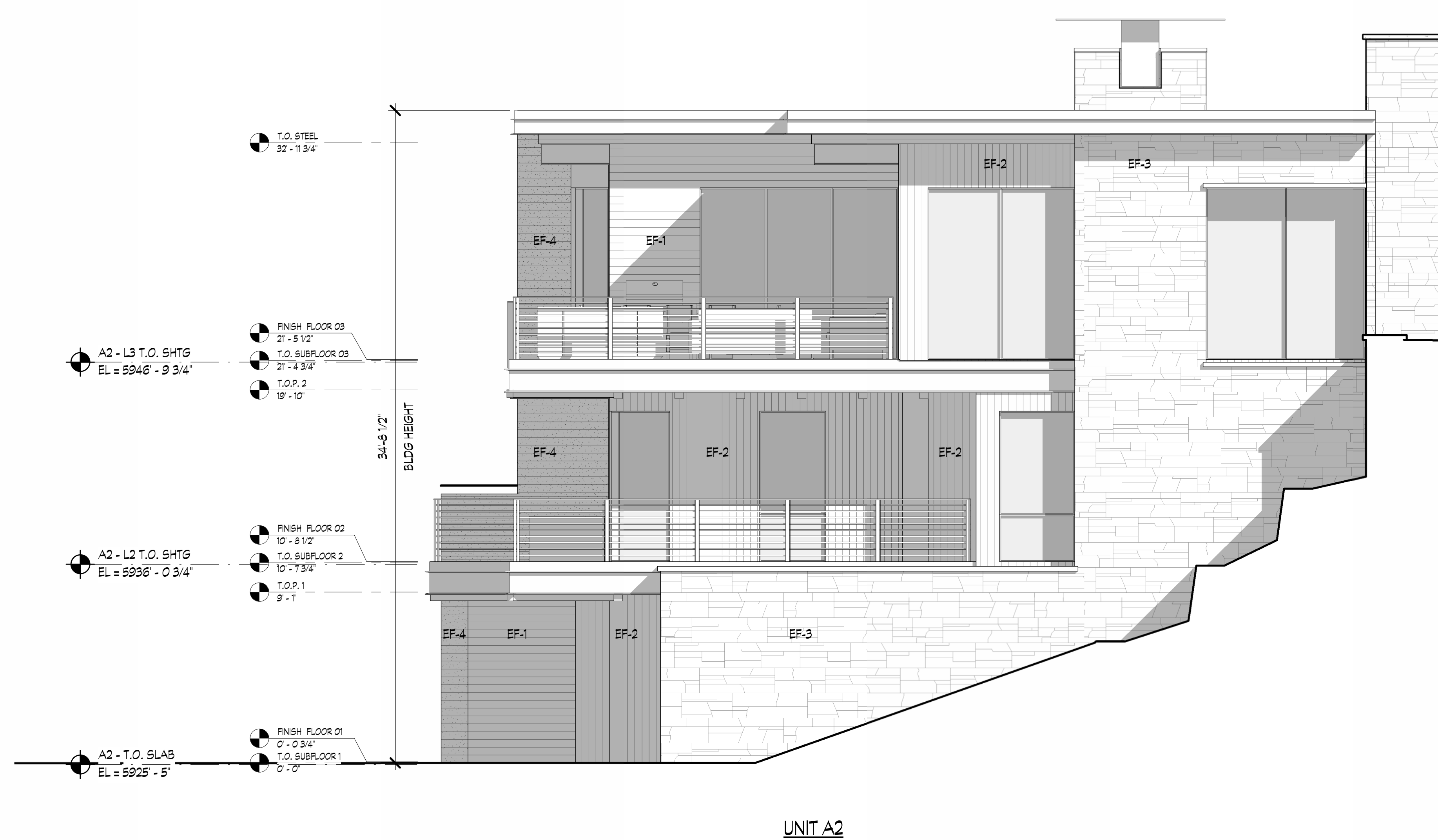
EXTERIOR MATERIAL BOARD



UNIT A1

BUILDING A - WEST ELEVATION

1/4" = 1'-0" 2

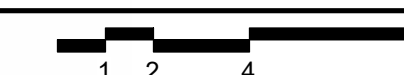


UNIT A2

BUILDING A - EAST ELEVATION

1/4" = 1'-0" 1

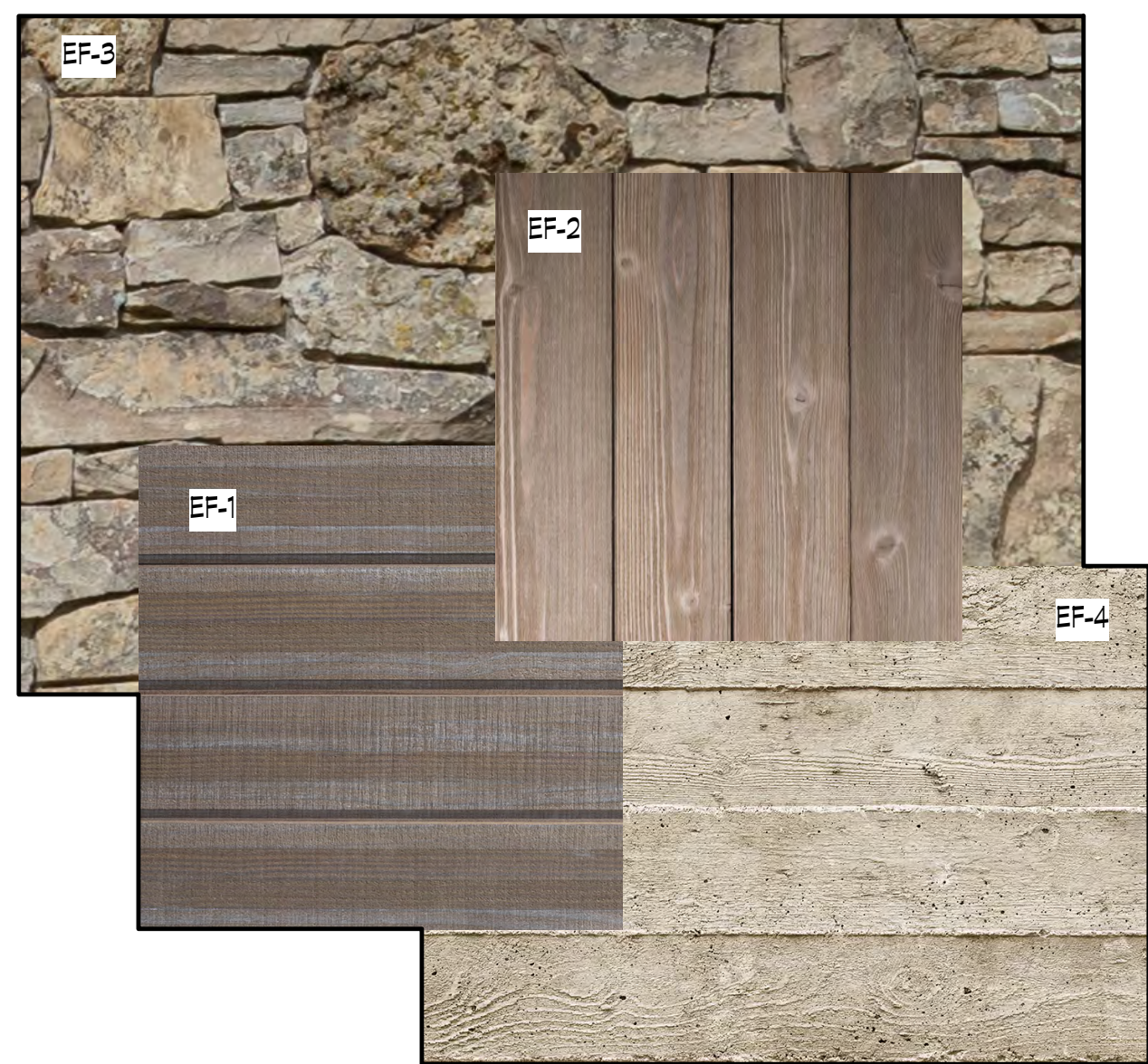
BUILDING A - EXTERIOR ELEVATIONS



GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



EXTERIOR MATERIAL BOARD



BUILDING B - SOUTH ELEVATION

1/4" = 1'-0"

1

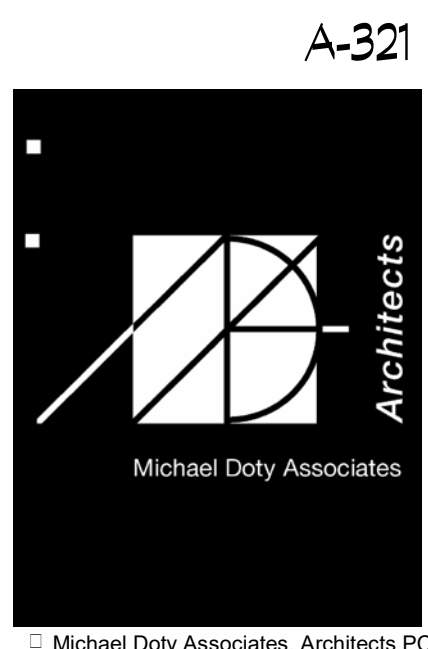
BUILDING B - EXTERIOR ELEVATIONS

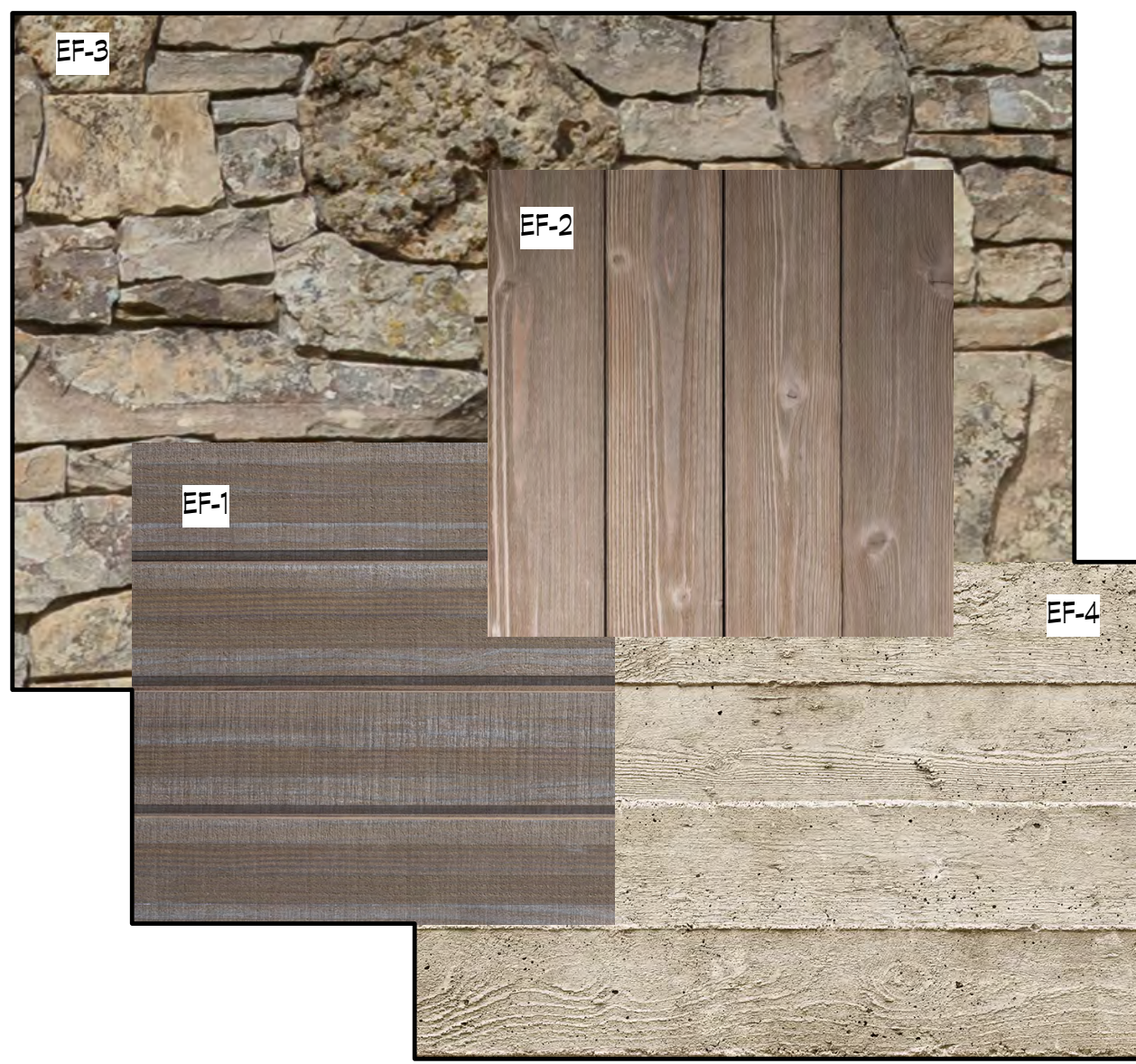
1 2 4 8 SCALE: As indicated

GREYHAWK TOWNHOMES

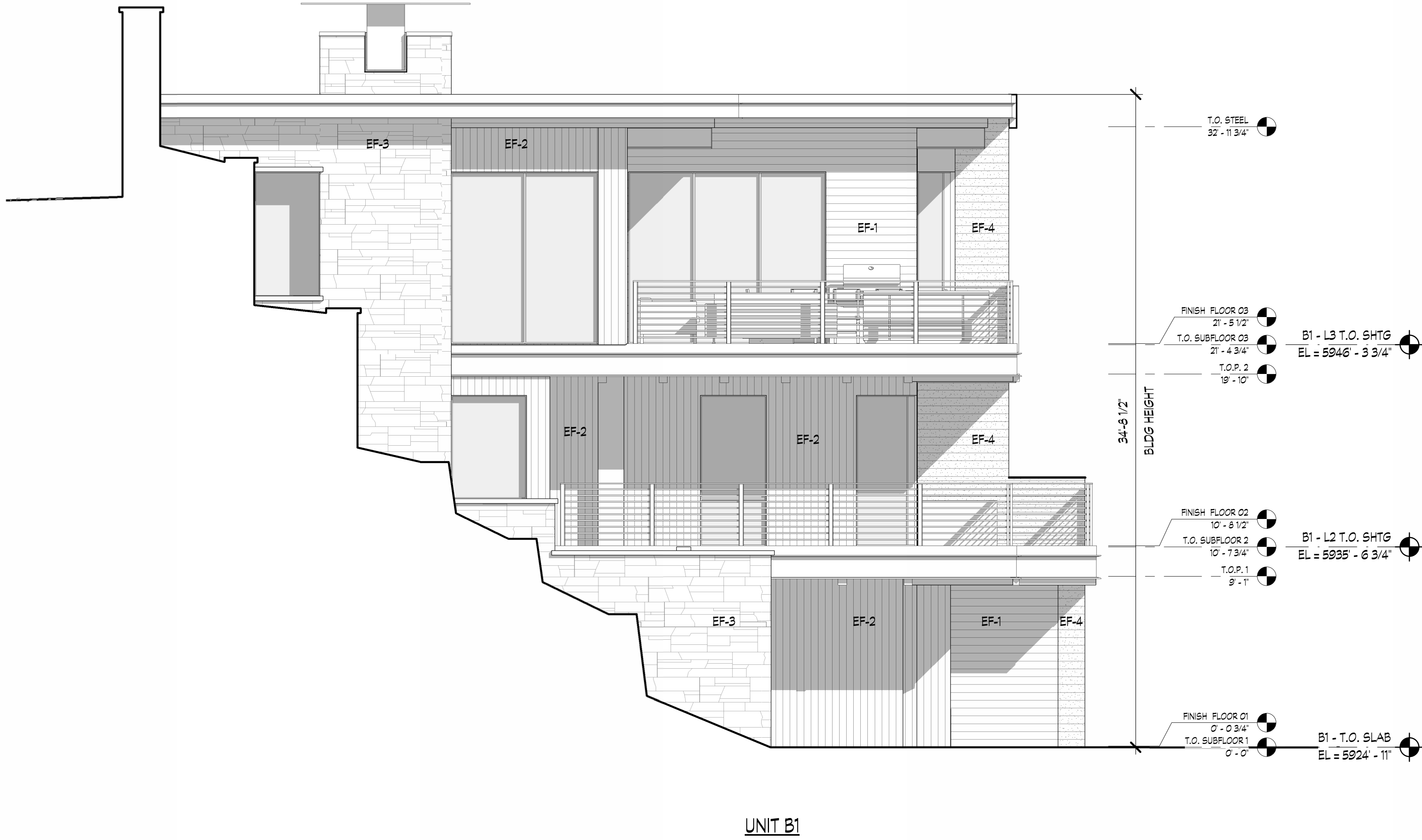
Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026





EXTERIOR MATERIAL BOARD



BUILDING B - WEST ELEVATION 1
1/4" = 1'-0"



BUILDING B - EAST ELEVATION 2
1/4" = 1'-0"

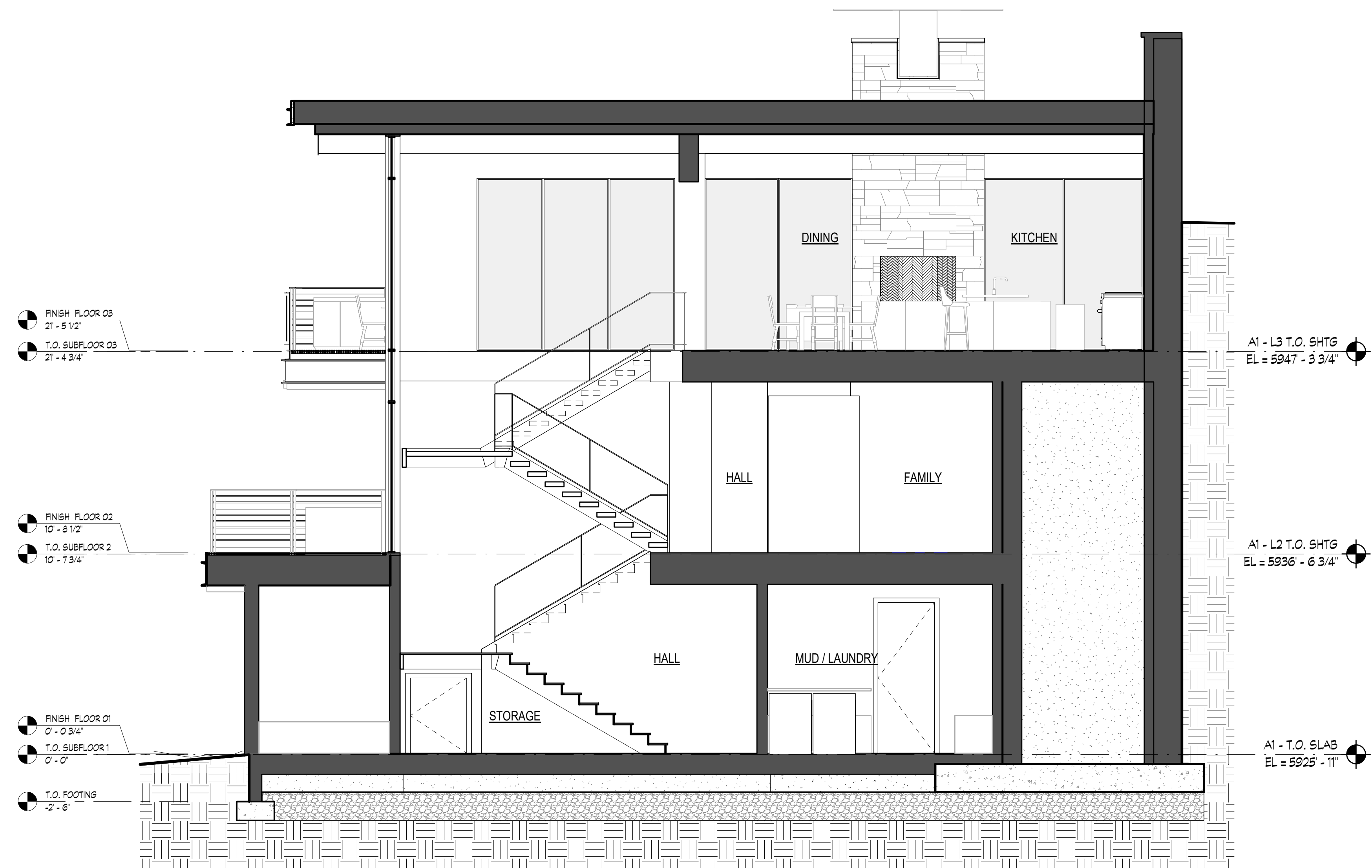
BUILDING B - EXTERIOR ELEVATIONS

1 2 4 8 SCALE: As indicated

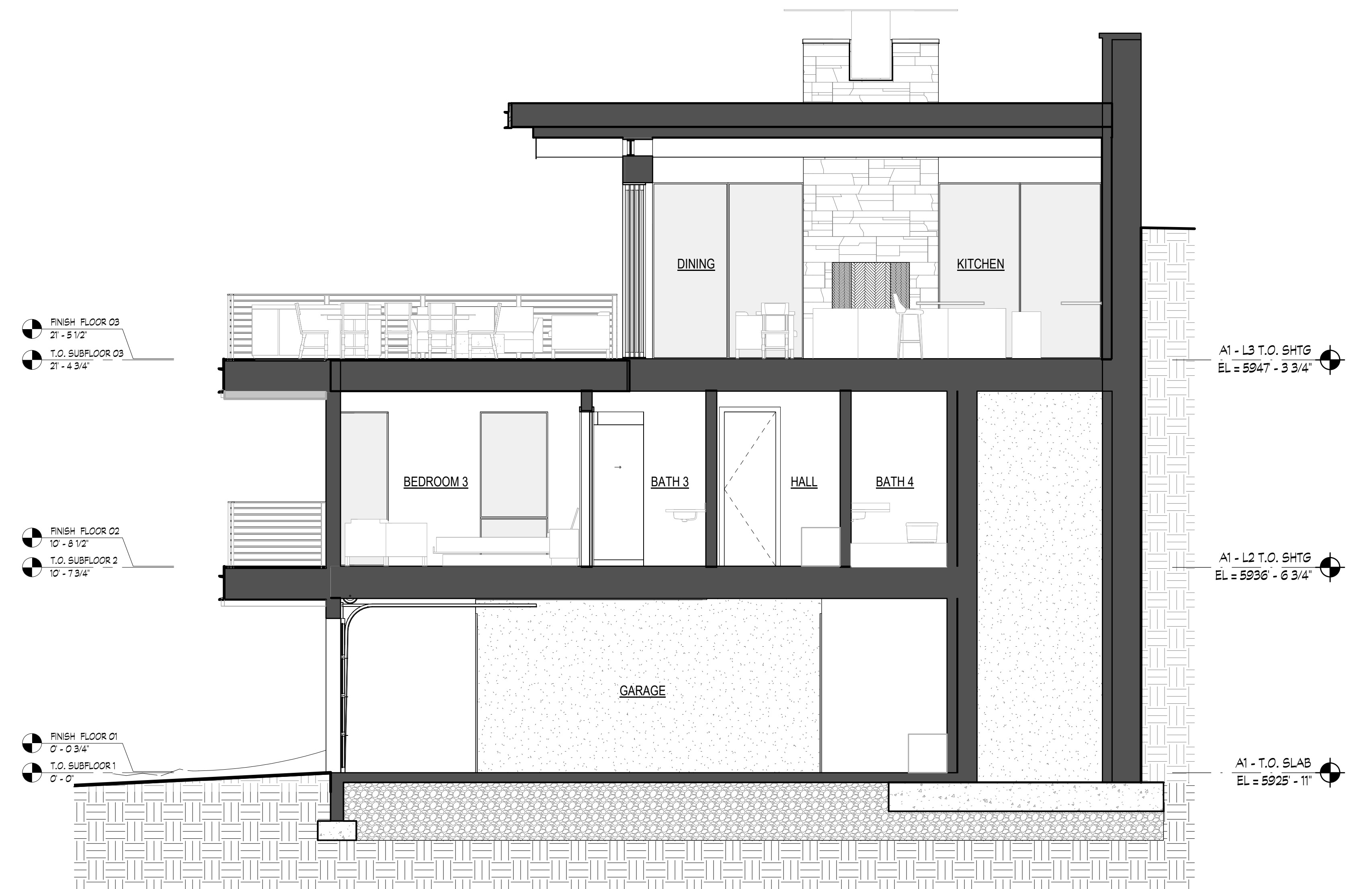
GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



UNIT A1 SECTION 2
B1 SIM; A2, B2 OPP. 1/4" = 1'-0" 2



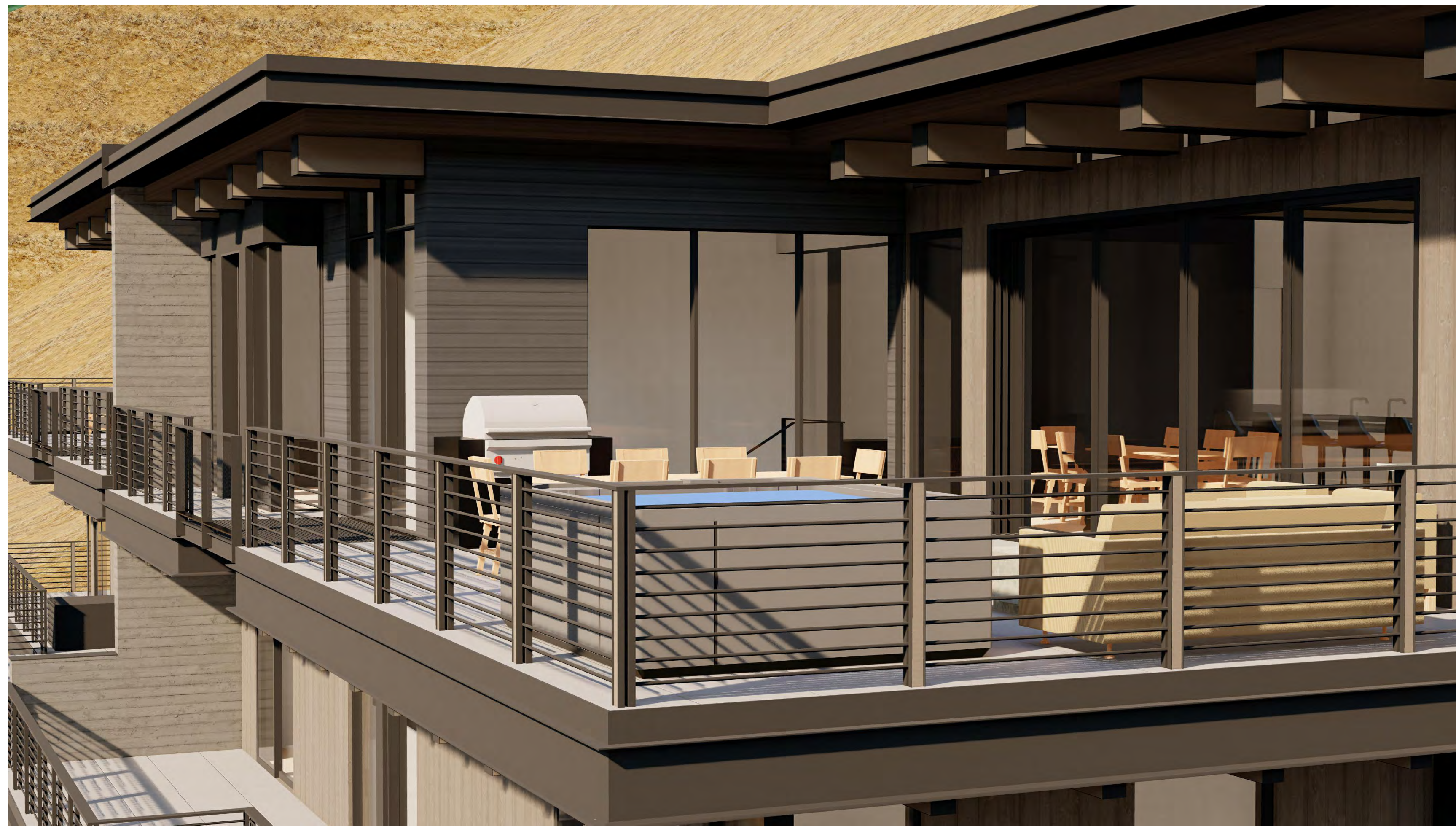
UNIT A1 SECTION 1
B1 SIM; A2, B2 OPP. 1/4" = 1'-0" 1

UNIT A1 - SECTIONS
1 2 4 8 SCALE: 1/4" = 1'-0"

GREYHAWK TOWNHOMES

Ketchum, Idaho

MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026



EXTERIOR RENDERINGS

GREYHAWK TOWNHOMES

Ketchum, Idaho

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2/19/2026



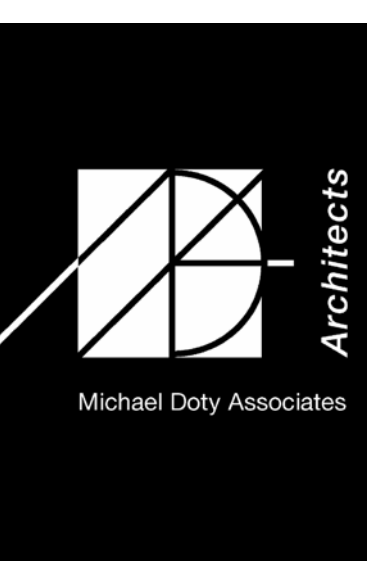
EXTERIOR RENDERINGS

GREYHAWK TOWNHOMES

Ketchum, Idaho

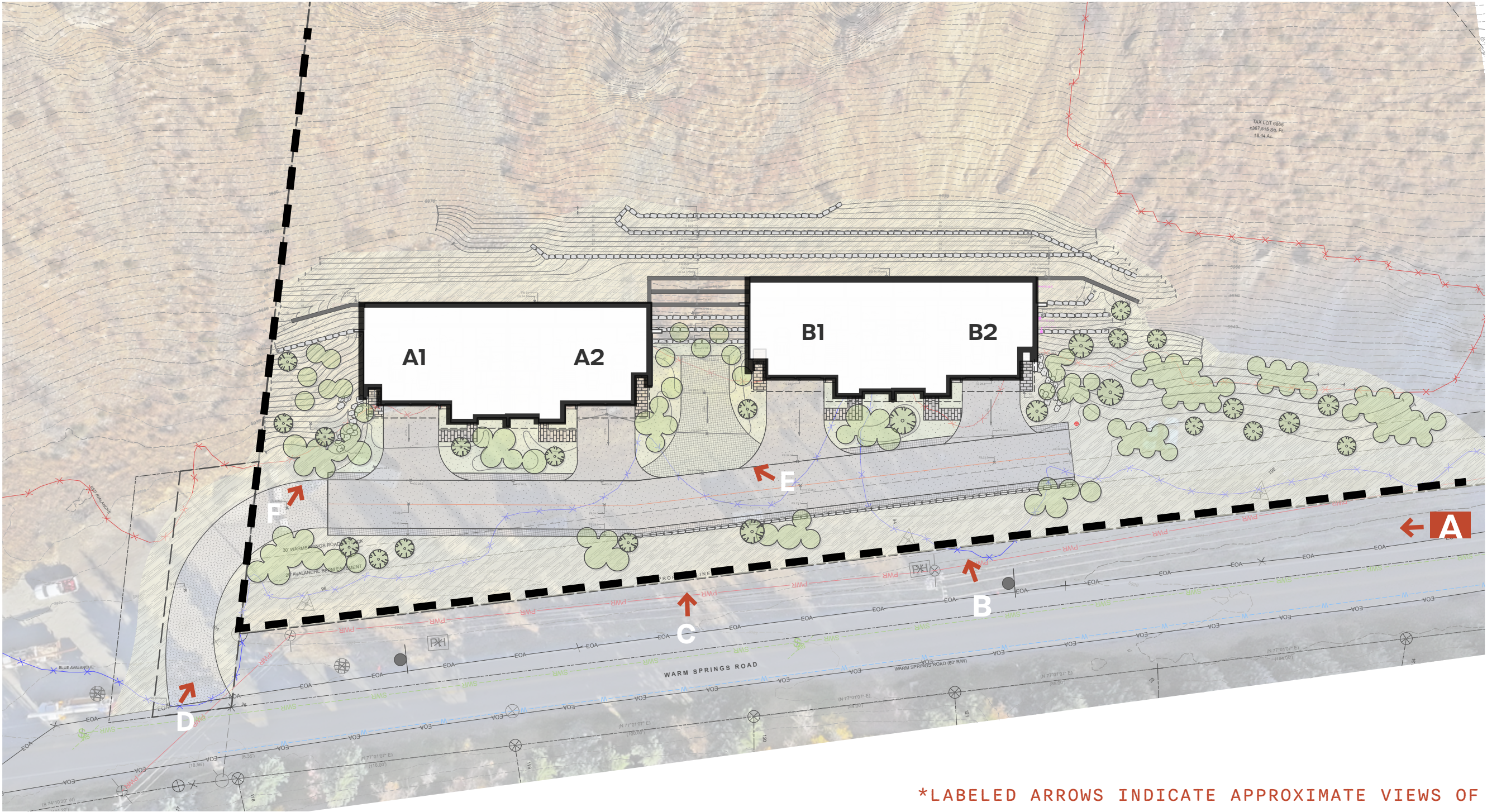
MOD PRE-APPLICATION DESIGN REVIEW
2/19/2026

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V1.0 VISUAL KEY



*LABELED ARROWS INDICATE APPROXIMATE VIEWS OF PROPOSED PROJECT IN CONCEPT VISUALS

VI.1 EXISTING CONDITIONS | A

SLUFFING HILLSIDE
FROM PREVIOUS
DISTURBANCE

EXISTING POWER
LINE TO BE BURIED



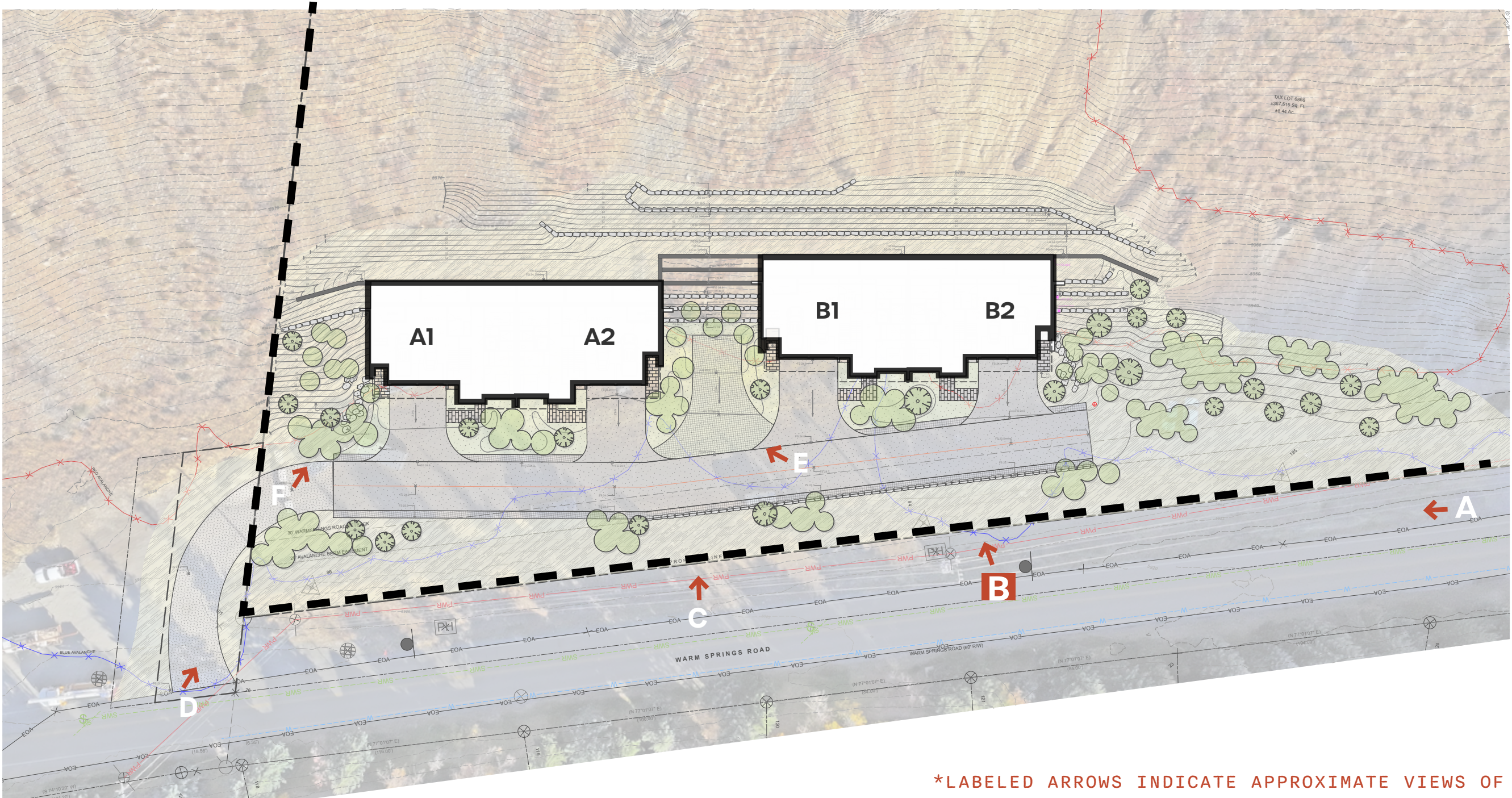
PHOTO TAKEN AT STREET LEVEL ON 10.30.2025

V1.2 CONCEPT VISUAL | A



VIEW NARRATIVE:
- VISUALS SHOWS APPROXIMATE LOCATION OF PROPOSED STRUCTURES WITH PROPOSED LANDSCAPE SCREENING.
- MAIN LEVEL NOT SEEN AS EXISTING BERM SCREENS VISUAL.

V2.0 VISUALS KEY



*LABELED ARROWS INDICATE APPROXIMATE VIEWS OF PROPOSED PROJECT IN CONCEPT VISUALS

V2.1 EXISTING CONDITIONS | B



PHOTO TAKEN AT STREET LEVEL ON 10.30.2025

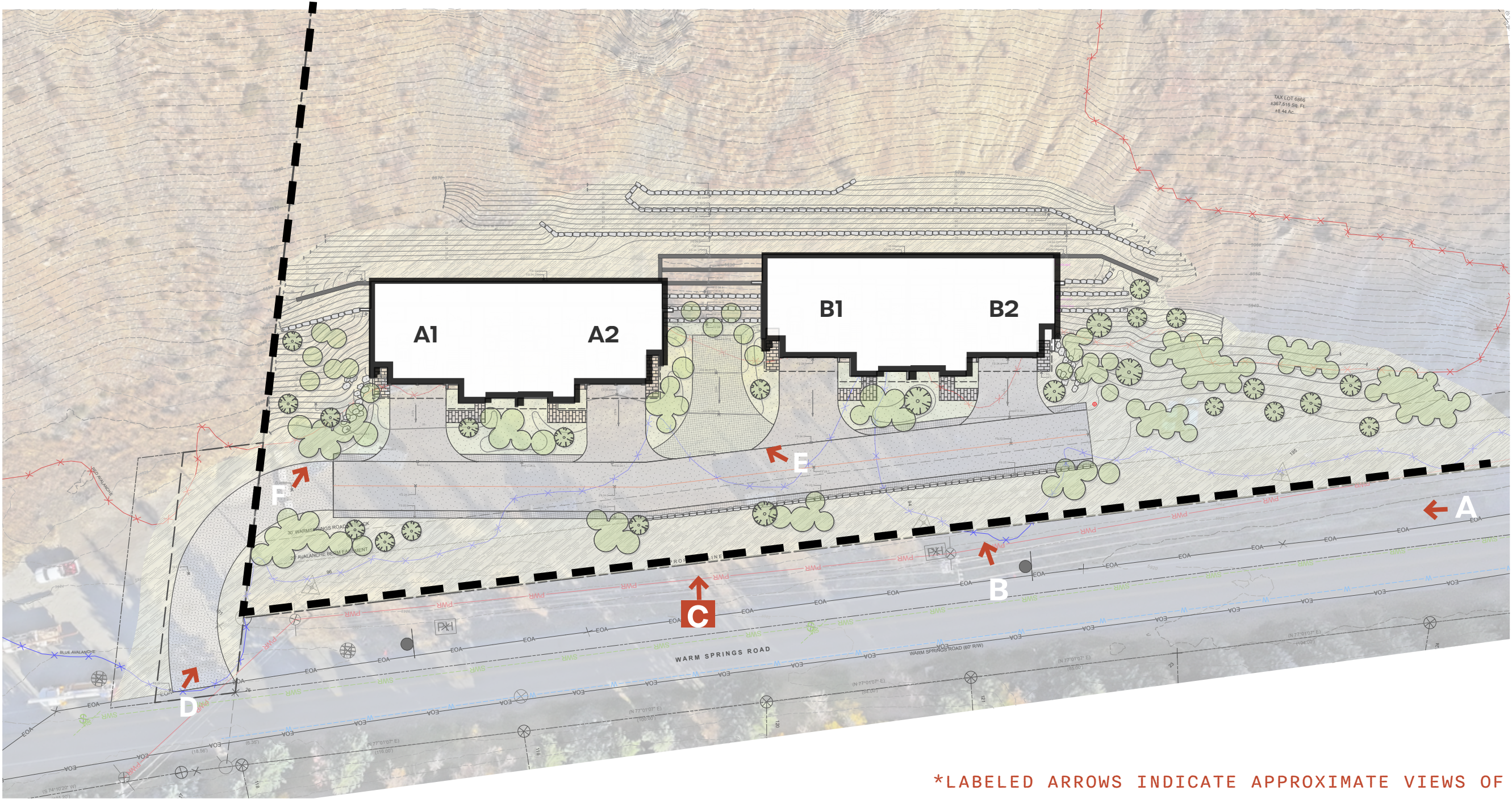


V2.2 CONCEPT VISUAL | B



VIEW NARRATIVE:
- VISUALS SHOWS APPROXIMATE LOCATION OF PROPOSED STRUCTURES WITH PROPOSED LANDSCAPE SCREENING.
- SCREENING OF STRUCTURES WITH TREES KEPT MINIMAL IN VISUAL. WALLS IN DISTANCE MEANT TO BLEND WITH EXISTING ROCK SCREE ALONG HILLSIDE.

V3.0 VISUALS KEY



*LABELED ARROWS INDICATE APPROXIMATE VIEWS OF PROPOSED PROJECT IN CONCEPT VISUALS

V3.1 EXISTING CONDITIONS | C

SLUFFING HILLSIDE FROM
PREVIOUS QUARRYING



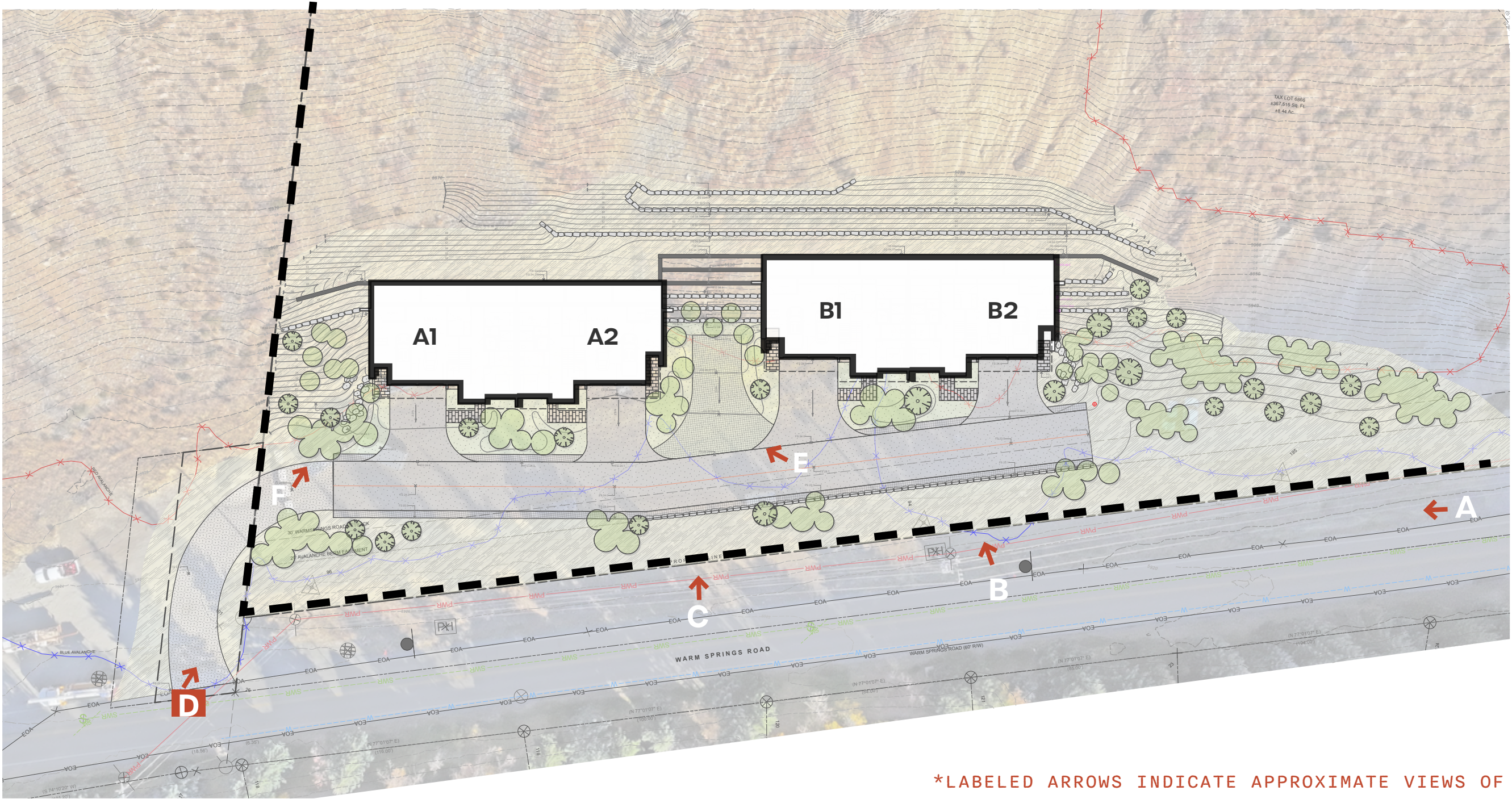
PHOTO TAKEN AT STREET LEVEL ON 10.30.2025

V3.2 CONCEPT VISUAL | C



VIEW NARRATIVE:
- VISUALS SHOWS APPROXIMATE LOCATION OF PROPOSED STRUCTURES WITH PROPOSED LANDSCAPE SCREENING.
- SCREENING OF STRUCTURES WITH TREES KEPT MINIMAL IN VISUAL. WALLS IN DISTANCE MEANT TO BLEND WITH EXISTING ROCK SCREE ALONG HILLSIDE.

V4.0 VISUALS KEY



V4.1 EXISTING CONDITIONS | D

EXISTING POWER
LINE TO BE BURIED

CURRENT STAGING FOR
NEARBY CONSTRUCTION
PROJECTS

LARGE, UNKEPT, GRAVEL
ENTRANCE INTO PROPERTY



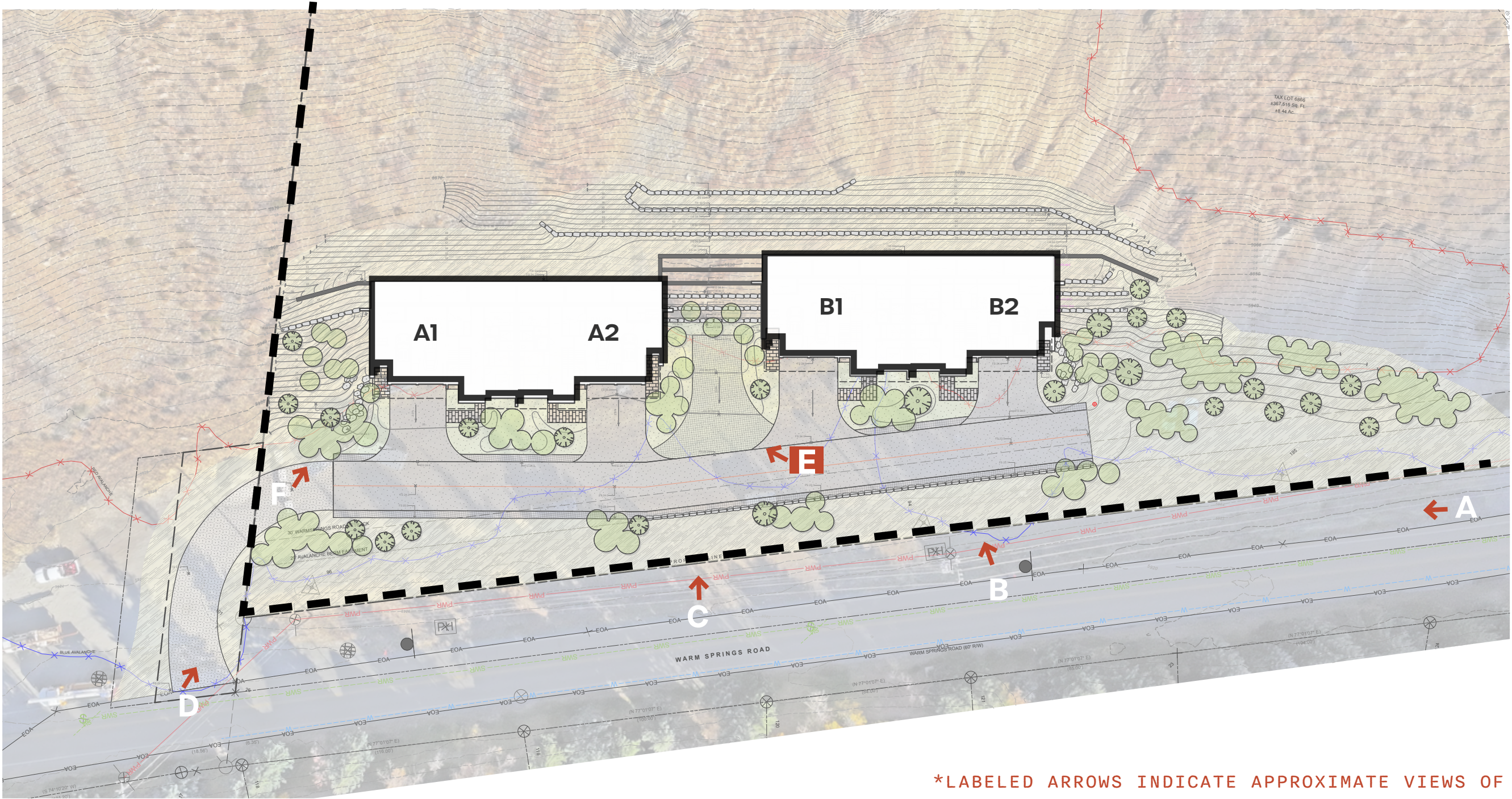
PHOTO TAKEN AT STREET LEVEL ON 10.30.2025

V4.2 CONCEPT VISUAL | D



VIEW NARRATIVE:
- VISUALS SHOWS APPROXIMATE LOCATION OF PROPOSED STRUCTURES WITH PROPOSED LANDSCAPE SCREENING.
- ENTRY TO DEVELOPMENT SHOWN AS YOU ENTER THE PROPERTY FROM WARM SPRINGS USING EXISTING ACCESS. ACCESS TO BE IMPROVED AND VEGETATION TO BE RE-ESTABLISHED FROM YEARS OF DISTURBANCE.

V5.0 VISUALS KEY



*LABELED ARROWS INDICATE APPROXIMATE VIEWS OF PROPOSED PROJECT IN CONCEPT VISUALS

V5.1 EXISTING CONDITIONS | E



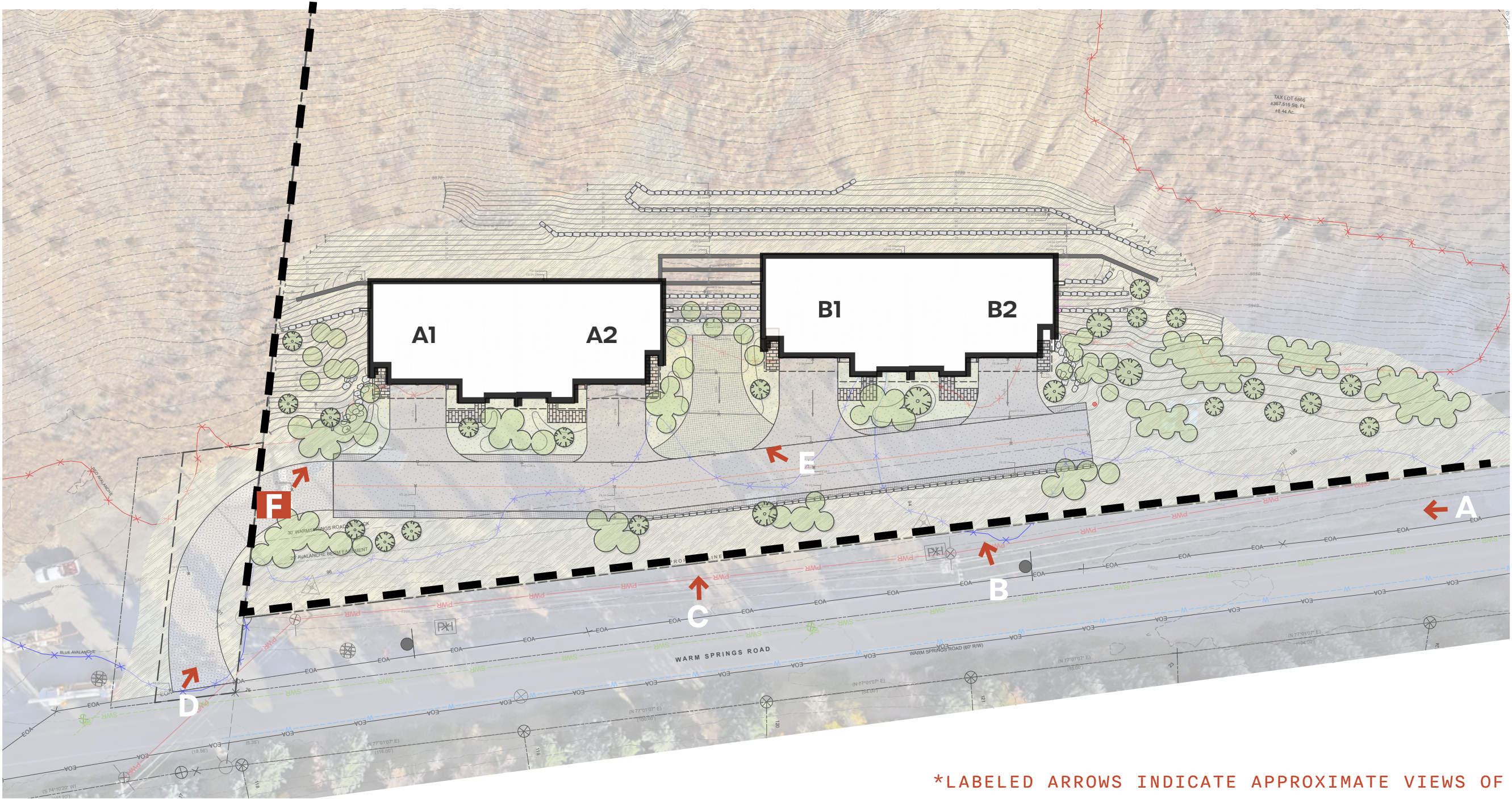
PHOTO TAKEN AT STREET LEVEL ON 10.30.2025

V5.2 CONCEPT VISUAL | E



VIEW NARRATIVE:
- VISUALS SHOWS APPROXIMATE LOCATION OF PROPOSED STRUCTURES WITH PROPOSED LANDSCAPE SCREENING.
- INTERIOR OF PROJECT SHOWN, VISUAL IS OF UNITS A1 AND A2 WITH FIRE TRUCK HAMMER HEAD FLANKED BY PROPOSED TREES.

V6.0 VISUALS KEY



*LABELED ARROWS INDICATE APPROXIMATE VIEWS OF PROPOSED PROJECT IN CONCEPT VISUALS

V6.1 EXISTING CONDITIONS | F



CURRENT STAGING FOR
NEARBY CONSTRUCTION
PROJECTS

PHOTO TAKEN AT STREET LEVEL ON 10.30.2025

V6.2 CONCEPT VISUAL | F

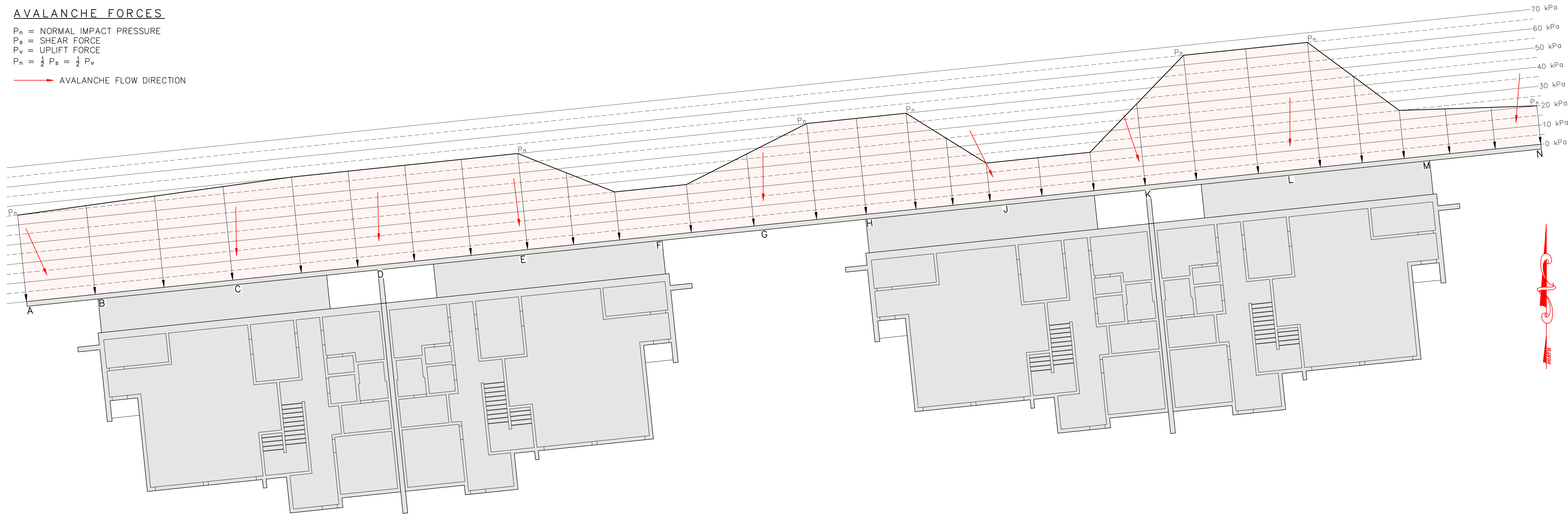


VIEW NARRATIVE:
- VISUALS SHOWS APPROXIMATE LOCATION OF PROPOSED STRUCTURES WITH PROPOSED LANDSCAPE SCREENING.
- INTERIOR OF PROJECT SHOWN, VISUAL IS OF UNIT A1 AND DEPICTS DESIGN INTENT OF SCREENING FOR HILLSIDE RETAINING AND NATIVE ROCK SCREE INCORPORATED INTO FINAL INSTALL.

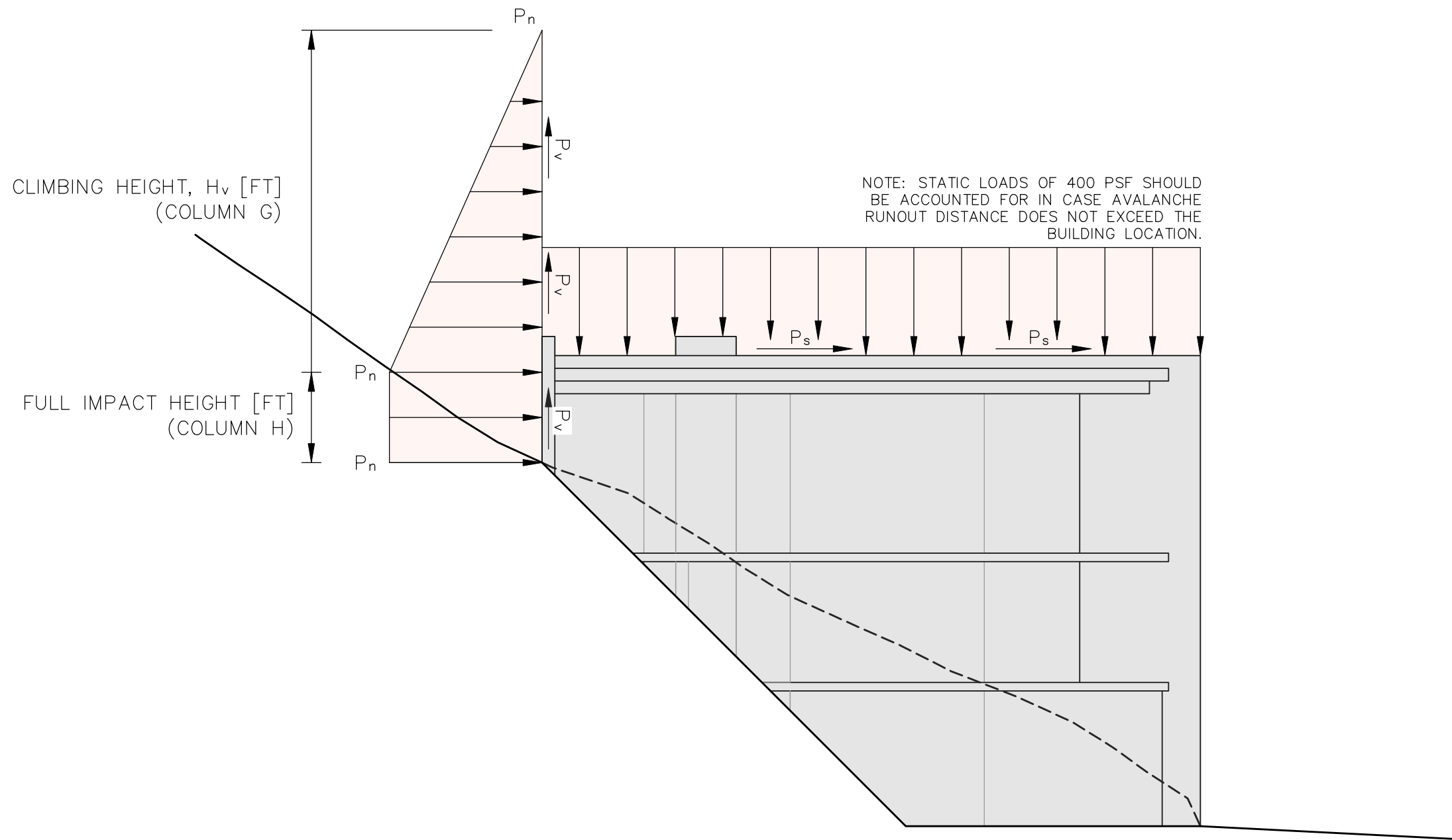
AVALANCHE FORCES

P_n = NORMAL IMPACT PRESSURE
 P_s = SHEAR FORCE
 P_v = UPLIFT FORCE
 $P_n = \frac{1}{2} P_s = \frac{1}{2} P_v$

→ AVALANCHE FLOW DIRECTION



PLAN VIEW
SCALE: 1"=10'



WEST ELEVATION
SCALE: 1"=10'

PROJECT PATH AND PRINT DATE U:\LandProjects2004\1639_Tl6866 at Greyhawk\dwg\1639_Tl6866_Avy2025.dwg 02/04/2025 03:24:25 PM MDT

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and Natural Hazards Consulting
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email: bsmit@alpineenterprisesinc.com



REVISIONS	NO	DATE	BY

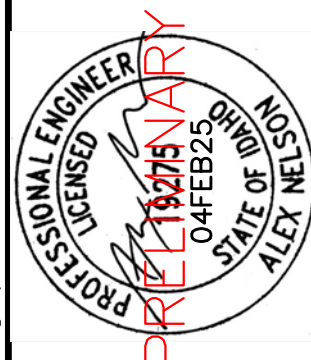
A SNOW AVALANCHE HAZARD MAP SHOWING
TAX LOT 6866
WITHIN S13, T.4N., R.17E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR ANDREW SELIGSON

METRIC													
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
Point	Point Name	Velocity (V) (m/s)	Deflection Angle (θ) (°)	Depth Previous Snow and Avalanche Deposits (H _s) (m)	Design Avalanche Flow Depth (H _a) (m)	Design Avalanche Climbing Height on Deflecting Surface (H _v) (m)	Full Impact Height (m)	Total Climbing Height (H) (m) = H _s + H _a + H _v	Pressure (P _n) (kPa)	Normal Pressure (P _n) (kPa)	Shear Forces (P _s) (kPa) = (0.5)*(P _n)	Uplift Forces (P _v) (kPa) = (0.5)*(P _n)	Notes
A	NW WALL	12.25	90.0	1.00	0.65	7.65	1.65	9.30	45.0	45.00	22.50	22.50	
B	W COR, W UNIT, W BLDG	12.38	90.0	1.00	0.85	7.82	1.85	9.67	46.0	46.00	23.00	23.00	
C	CNTR, W UNIT, W BLDG	12.78	90.0	1.00	1.15	8.32	2.15	10.47	49.0	49.00	24.50	24.50	
D	CNTR, W BLDG	12.91	90.0	1.00	0.70	8.49	1.70	10.19	50.0	50.00	25.00	25.00	
E	CNTR W UNIT, W BLDG	12.91	90.0	1.00	0.60	8.49	1.60	10.09	50.0	50.00	25.00	25.00	
F	E COR, E UNIT, W BLDG	9.13	90.0	1.00	0.40	4.25	1.40	5.65	25.0	25.00	12.50	12.50	
G	CNTR WALL	11.40	90.0	1.00	0.50	6.63	1.50	8.13	39.0	39.00	19.50	19.50	
H	W COR, W UNIT, E BLDG	12.91	90.0	1.00	0.65	8.49	1.65	10.14	50.0	50.00	25.00	25.00	
J	CNTR W UNIT, E BLDG	8.16	90.0	1.00	0.55	3.40	1.55	4.95	20.0	20.00	10.00	10.00	
K	CNTR E BLDG	11.97	90.0	1.00	0.70	7.31	1.70	9.01	43.0	43.00	21.50	21.50	
L	CNTR W UNIT, E BLDG	14.72	90.0	1.00	1.10	11.04	2.10	13.14	65.0	65.00	32.50	32.50	
M	E COR, E UNIT, E BLDG	8.94	90.0	1.00	0.80	4.08	1.80	5.88	24.0	24.00	12.00	12.00	
N	NE WALL	8.16	90.0	1.00	0.80	3.40	1.80	5.20	20.0	20.00	10.00	10.00	
Note: Structures should be designed to withstand full Normal Pressures (kPa) (Column (k)) at Full Impact Height (m) (Column (h)) and decrease linearly to 0 kPa at Total Climbing Height (m) (Column (i)). Flow Density (ρ) = 300kg/m3 (Assumed for safety) Full Impact Height was assumed at 1.0m. Proposed building location is in Flow Channel and above Deposition Zone. Actual Full Impact Height will vary with avalanche size and runoff distance.													

IMPERIAL													
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
Point	Point Name	Velocity (V) (mph)	Deflection Angle (θ) (°)	Depth Previous Snow and Avalanche Deposits (H _s) (ft)	Design Avalanche Flow Depth (H _a) (ft)	Design Avalanche Climbing Height on Deflecting Surface (H _v) (ft)	Full Impact Height (ft)	Total Climbing Height (H) (ft) = H _s + H _a + H _v	Pressure (P _n) (psf)	Normal Pressure (P _n) (psf)	Shear Forces (P _s) (psf) = (0.5)*(P _n)	Uplift Forces (P _v) (psf) = (0.5)*(P _n)	Notes
A	NW WALL	27.40	90.0	3.28	2.13	25.1	5.4	30.5	939.8	939.8	469.9	469.9	
B	W COR, W UNIT, W BLDG	27.70	90.0	3.28	2.79	25.6	6.1	31.7	960.7	960.7	480.4	480.4	
C	CNTR, W UNIT, W BLDG	28.59	90.0	3.28	3.77	27.3	7.1	34.4	1023.4	1023.4	511.7	511.7	
D	CNTR, W BLDG	28.88	90.0	3.28	2.30	27.9	5.6	33.4	1044.3	1044.3	522.1	522.1	
E	CNTR W UNIT, W BLDG	28.88	90.0	3.28	1.97	27.9	5.2	33.1	1044.3	1044.3	522.1	522.1	
F	E COR, E UNIT, W BLDG	20.42	90.0	3.28	1.31	13.9	4.6	18.5	522.1	522.1	261.1	261.1	
G	CNTR WALL	25.51	90.0	3.28	1.64	21.7	4.9	26.7	814.5	814.5	407.3	407.3	
H	W COR, W UNIT, E BLDG	28.88	90.0	3.28	2.13	27.9	5.4	33.3	1044.3	1044.3	522.1	522.1	
J	CNTR W UNIT, E BLDG	18.26	90.0	3.28	1.80	11.1	5.1	16.2	417.7	417.7	208.9	208.9	
K	CNTR E BLDG	26.78	90.0	3.28	2.30	24.0	5.6	29.5	898.1	898.1	449.0	449.0	
L	CNTR W UNIT, E BLDG	32.93	90.0	3.28	3.61	36.2	6.9	43.1	1357.6	1357.6	678.8	678.8	
M	E COR, E UNIT, E BLDG	20.01	90.0	3.28	2.62	13.4	5.9	19.3	501.2	501.2	250.6	250.6	
N	NE WALL	18.26	90.0	3.28	2.62	11.1	5.9	17.1	417.7	417.7	208.9	208.9	
Note: Structures should be designed to withstand full Normal Pressures (psf) (Column (k)) at Full Impact Height (ft) (Column (h)) and decrease linearly to 0 psf at Total Climbing Height (ft) (Column (i)). Flow Density (ρ) = 300kg/m3 (Assumed for safety) Full Impact Height was assumed at 3.3ft. Proposed building location is in Flow Channel and above Deposition Zone. Actual Full Impact Height will vary with avalanche size and runoff distance.													

PROJECT PATH AND PRINT DATE U:\LandProjects2004\1639_TL6866 at Greyhawk\dwg\1639_TL6866_Avy2025.dwg 02/04/2025 03:24:25 PM MDT

REVISIONS			
NO	DATE	BY	



Alpine Enterprises Inc.
Surveying, Mapping, Civil Engineering,
and Natural Hazards Consulting
660 Bell Dr., Unit 1
P.O. Box 2037, Ketchum, ID 83340 USA
(208) 727-1986
email: bsmit@alpineenterprisesinc.com

A SNOW AVALANCHE HAZARD MAP SHOWING
TAX LOT 6866
WITHIN S13, T.4N., R.17E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR ANDREW SELIGSON

IMPROVEMENTS AND STANDARDS FOR ALL PROJECTS: 16.04.080.C

City Code	City Standards and <i>Applicant Comments</i>
16.04.080.C.1.a Streets	The applicant shall be responsible for all costs associated with providing a connection from an existing city street to their development.
<i>Comments</i>	<i>Applicant will provide and be responsible for all costs associated with providing connections from the existing city street to the development. The applicant has worked with the US Forest Service to secure an access easement through the neighboring USFS property to the west of the subject property in order to access the site without encroaching into the avalanche berm easement along the Warm Springs Road frontage of the subject property.</i>
16.04.080.C.1.b Streets	All street designs shall be approved by the City Engineer.
<i>Comments</i>	<i>Any street improvements required at the driveway intersection will be prepared by a registered civil engineer to meet the city's right-of-way standards. The applicant team will work and coordinate with the City Engineer and Streets Department to confirm compliance with applicable standards prior to building permit submittal.</i>
16.04.080.C.2.a Sidewalks	All projects under subsection 16.04.080.B of this chapter that qualify as a "substantial improvement" shall install sidewalks as required by the Public Works Department.
<i>Comments</i>	<i>If deemed required and appropriate by the Public Works Department, the applicant will extend the bike path from its existing termination at Gates Road to the western edge of the property.</i>
16.04.080.C.2.b Sidewalks	Sidewalk width shall conform to the City's right-of-way standards; however, the City Engineer may reduce or increase the sidewalk width and design standard requirements at their discretion.
<i>Comments</i>	<i>See above response to 16.04.080.C.2.a</i>
16.04.080.C.2.c Sidewalks	Sidewalks may be waived if one of the following criteria is met:
16.04.080.C.2.c(1) Sidewalks	The project comprises an addition of less than 250 square feet of conditioned space.
16.04.080.C.2.c(2) Sidewalks	The City Engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.
<i>Comments</i>	<i>See above response to 16.04.080.C.2.a</i>
16.04.080.C.2.d Sidewalks	The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
<i>Comments</i>	<i>See above response to 16.04.080.C.2.a</i>
16.04.080.C.2.e Sidewalks	New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.
<i>Comments</i>	<i>See above response to 16.04.080.C.2.a</i>
16.04.080.C.2.f Sidewalks	The City may approve and accept voluntary cash contributions in lieu of the above-described improvements, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be 110 percent of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in lieu contribution shall be paid before the City issues a certificate of occupancy.
<i>Comments</i>	<i>N/A. The applicant will not pursue an in-lieu contribution to avoid sidewalk improvements.</i>

16.04.060.A.1.a Drainage	All storm water shall be retained on site.
Comments	<i>Storm water will be retained on site. Storm water falling on the building's roofs/terraces, awnings, and overhangs will be directed via internal roof drains and drain leaders to on-site drywells designed to meet calculated runoff volume needs by a registered civil engineer.</i>
16.04.060.A.1.b Drainage	Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
Comments	<i>If necessary, drainage improvements will be constructed equal to the length of the subject property line along Warm Springs Road.</i>
16.04.060.A.1.c Drainage	The City Engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.
Comments	<i>Drainage improvements will be designed by a registered civil engineer and will include any additional improvements deemed necessary due to unique site characteristics by the City Engineer.</i>
16.04.060.A.1.d Drainage	Drainage facilities shall be constructed per City standards
Comments	<i>Drainage facilities will be designed to conform with City of Ketchum Municipal Code standards by a registered civil engineer and will be constructed accordingly.</i>
16.04.060.A.2.a Utilities	All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.
Comments	<i>Applicant will coordinate with utility companies and provide funds for improvement and installation of all utilities necessary for completion of the development.</i>
16.04.060.A.2.b Utilities	Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.
Comments	<i>Applicant will work and coordinate with utility companies to provide and install all utility improvements necessary for completion of the development to meet City standards.</i>
Code Section... Utilities	When extension of utilities is necessary all developers will be required to pay for and install two-inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with City of Ketchum standards and at the discretion of the City Engineer.
Comments	<i>N/A. Project needs are met without the need to extend utilities.</i>
16.04.080.C.4.a Compatibility of design	The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.
Comments	<i>The project's proposed durable low, or no, maintenance exterior finish materials and earthtone color palette will complement the townscape, surrounding neighborhoods, and adjoining structures. See below 16.04.080.C.5.b. A digital exterior finish materials board is included with the design review submission.</i>
16.04.080.C.4.b Compatibility of design	Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.
Comments	<i>N/A.</i>
16.04.080.C.4.c Compatibility of design	Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.
Comments	<i>N/A.</i>
16.04.080.C.5.a Architectural	Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.
Comments	<i>There are no existing sidewalks along Warm Springs Road. However, as noted in 16.04.080.C.2.a, if required, the existing bike path will be extended to the western corner of the property adjacent to the proposed driveway access through the USFS land to the west.</i>
16.04.080.C.5.b Architectural	The building character shall be clearly defined by use of architectural features.

Comments	<i>The building character is of a rustic mountain vernacular with exposed beams, stone, and architectural concrete, and clad in light brown and grey thermally modified wood siding. The earth tone material palette integrates with the surrounding hillside with stone meant to mimic the various outcroppings and loose shale, while the two wood sidings pull their tones from the various hues embedded in the stone.</i>
16.04.080.C.5.c Architectural	There shall be continuity of materials, colors and signing within the project.
Comments	<i>See above, 16.04.080.C.5.b.</i>
16.04.080.C.5.d Architectural	Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.
Comments	<i>Landscape features including plantings, retaining walls and boulder fields complement the building and the existing hillside.</i>
16.04.080.C.5.e Architectural	Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
Comments	<i>The building steps in and out, in both the vertical and horizontal planes, providing undulation and relief. In addition to shifts in the main massing, targeted pop-outs and steel accents allow for added shadow lines and opportunities to change materials, increasing texture and visual interest on all facades. Second and third floor cantilevered decks provide a horizontal break at each story, creating a human scale to the three-story building. Exposed beams extending out from the third-floor interior ceiling to support the roof overhang and exposed structure beneath the cantilevered decks bring additional interest and texture to the façade. Together, these gestures reduce the sense of bulk or flatness on the building.</i>
16.04.080.C.5.f Architectural	Building(s) shall orient towards their primary street frontage.
Comments	<i>The buildings orient toward Warm Springs Road.</i>
16.04.080.C.5.g Architectural	Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.
Comments	<i>Garbage storage will be provided in each unit's private garage. No satellite receivers are contemplated at this time. Should they be included as the design progresses, they will be screened.</i>
16.04.080.C.5.h Architectural	Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.
Comments	<i>All proposed roof elements are flat roofs, which will be drained internally, the rain water collected in on-site dry wells. Pedestrians will be able to shelter at entrances and below the cantilevered decks. Additionally, the buildings provide shelter and protection from avalanche events across the full width of the buildings, including the center emergency vehicle turn-around area.</i>
16.04.080.C.6.a Circulation design	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
Comments	<i>As noted in 16.04.080.C.2.a, the existing bike path may be extended, if required by the City Engineer, to join with the driveway entrance.</i>
16.04.080.C.6.b Circulation design	Awnings extending over public sidewalks shall extend five feet or more across the public sidewalk but shall not extend within two feet of parking or travel lanes within the right-of-way.
Comments	<i>N/A, all awnings stop well short of the property line.</i>
16.04.080.C.6.c Circulation design	Traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. Consideration shall be given to adequate sight distances and proper signage.
Comments	<i>Traffic flow to and from the site will be via an easement granted by USFS through their property to the west. See 16.04.080.C.1.a.</i>

16.04.080.C.6.d Circulation design	Curb cuts and driveway entrances shall be no closer than 20 feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right-of-way. Due to site conditions or current/projected traffic levels or speed, the City Engineer may increase the minimum distance requirements.
Comments	<i>The closest existing curb cut to the proposed is approximately 275 feet to the west on Warm Springs Road. Gates Road, to the east, is approximately 650 feet from the proposed driveway entry.</i>
16.04.080.C.6.e Circulation design	Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.
Comments	<i>Garbage trucks, emergency vehicles, snowplows, and service vehicles will have access to the site from the rights-of-way.</i>
16.04.060.A.3.a Snow storage	Snow storage areas shall not be less than 30 percent of the improved parking and pedestrian circulation areas.
Comments	<i>Appropriate snow storage will be provided based on the final design of the circulation and parking area.</i>
16.04.060.A.3.b Snow storage	Snow storage areas shall be provided on site.
Comments	<i>Appropriate snow storage will be provided based on the final design of the circulation and parking area.</i>
16.04.060.A.3.b Snow storage	A designated snow storage area shall not have any dimension less than five feet and shall be a minimum of 25 square feet.
Comments	<i>Appropriate snow storage will be provided based on the final design of the circulation and parking area.</i>
16.04.060.A.3.d Snow storage	In lieu of providing snow storage areas, snowmelt and hauling of snow may be allowed.
Comments	<i>Hauling of snow will be done on the rare occasions the snow to be removed exceeds the capacity of the proposed snow storage area.</i>
16.04.060.B.4.a Landscaping	Landscaping is required for all projects.
Comments	<i>The landscape design strategically works with the proposed development location at the toe of the hillside within a previously disturbed area. Intentionally, this will minimize the impact to existing sagebrush, rabbitbrush, and native grass communities that thrive in Ketchum's high-desert microclimate. Native and drought-tolerant species including Douglas fir, aspen, grasses, and shrubs have been selected to complement the site's aspect and existing vegetation patterns while requiring minimal irrigation once established.</i> <i>The landscape will fold around the proposed structures and knit seamlessly back into surrounding natural conditions, providing substantial buffering between built elements and the steep, rocky shale slopes above. Retaining walls constructed from boulder material matching the existing shale coloration will integrate architecture with topography while the structures tuck into the hillside to minimize visual impact. This approach enhances the neighborhood's mountain character by prioritizing native plant communities and working with—rather than against—the site's natural slope, soil conditions, and existing disturbance patterns.</i>
16.04.060.B.4.b Landscaping	Landscape materials and vegetation types specified shall be readily adaptable to a site's microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the neighborhood and townscape.
Comments	<i>Refer to 16.04.060.B.4.a, above.</i>

16.04.060.B.4.c Landscaping	All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.
Comments	<i>Refer to 16.04.060.B.4.a, above.</i>
16.04.060.B.4.d Landscaping	Landscaping in the riparian zone shall meet all requirements for planting in the floodplain as provided in the approval criteria for Floodplain Development Permits in §16.07.050.D.3, Review Criteria .
Comments	<i>N/A.</i>
Code Section... Landscaping	Landscaping shall provide a substantial buffer between land uses, including, but not limited to, structures, streets and parking lots. The development of landscaped public courtyards, including trees and shrubs where appropriate, shall be encouraged.
Comments	<i>Refer to 16.04.060.B.4.a, above.</i>
16.04.080.C.7 Public amenities	Where sidewalks are required, pedestrian amenities shall be installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, restrooms, fountains, art, etc. All public amenities shall receive approval from the Public Works Department prior to design review approval from the Commission.
Comments	<i>If the city engineer requires sidewalks, the design team will work with city staff to provide appropriate amenities.</i>
16.04.080.C.8.a Underground encroachments	Encroachments of below grade structures into required setbacks are subject to §16.02.070.A.10 and shall not conflict with any applicable easements, existing underground structures, sensitive ecological areas, soil stability, drainage, other sections of this Code or other regulating codes such as adopted International Code Council Codes, or other site features concerning health, safety, and welfare.
Comments	<i>N/A.</i>
16.04.080.C.8.b Underground encroachments	No below grade structure shall be permitted to encroach into the riparian setback.
Comments	<i>N/A.</i>

MOUNTAIN OVERLAY DESIGN REVIEW EVALUATION STANDARDS

In addition to the requirements of section 16.04.080.C, unless otherwise specified, the below standards apply to projects in the Mountain Overlay district.

16.02.070.D.5.a	There shall be no building on ridges or knolls which would have a material visual impact on a significant skyline visible from a public vantage point entering the City or within the City. "Material", as the term is used herein, shall be construed in light of the magnitude of the negative impact on the objectives of this section.
Comments	<i>The proposed buildings for this development are set at street level and partially embedded into the hillside. There is no visibility, other than from Warm Springs Road, and no skyline impact.</i>
16.02.070.D.5.b	Building, excavating, filling and vegetation disturbance on hillsides which would have a material visual impact visible from a public vantage point entering the City or within the City shall be minimized. "Material", as the term is used herein, shall be construed in light of the magnitude of the negative impact on the objectives of this section.
Comments	<i>The existing, previously disturbed hillside, consists of mostly loose shale sluff. The site is encumbered on the south (Warm Springs Road frontage) side by a 20-foot-wide avalanche berm easement. From there, a 26-foot-wide emergency vehicle access road, followed by a minimum 15-foot space for emergency vehicle aerial apparatus maneuvering, sets the leading edge of the building a minimum of 61 feet from the property line. With the buildings set as close to the street as life safety requirements allow, and only approximately 8 feet (average) from there to the toe of the hill, excavation into the hillside is required, but minimized as much as possible.</i>
16.02.070.D.5.c	Driveway standards as well as other applicable standards contained in § 16.04.020.A, shall be met.
Comments	<i>The driveway will be designed by a registered civil engineer to meet city standards and will be constructed accordingly.</i>
16.02.070.D.5.d	All developments shall have access for fire and other emergency vehicles to within 150 feet of the furthest exterior wall of any building.
Comments	<i>The emergency vehicle access road is designed to meet the requirements of the city of Ketchum's Fire Department and the International Fire Code. This lane extends along the front façade to the furthest portion of each building. In the worst case, the rear corner of the side of the building, though partially buried, is within 75 feet of the edge of the access road. The center of the rear of the building, though mostly buried, is less than 60 feet from the corner, leaving the furthest portion of any building on site less than 135 feet from the access road.</i>
16.02.070.D.5.e	Significant rock outcroppings shall not be disturbed.
Comments	<i>A significant outcropping exists above the proposed building area, but will not be disturbed. Areas of disturbance include portions of the hillside scarred with a previous excavation resulting in loose shale sluff. The development will, in essence, repair this scar, leaving a more attractive landscape than the existing condition.</i>
16.02.070.D.5.f	International Building Code (IBC) and International Fire Code (IFC) and Ketchum Fire Department requirements shall be met.
Comments	<i>The development will be designed and built to meet or exceed IBC and IFC requirements.</i>
16.02.070.D.5.g	Public water and sewer service shall comply with the requirements of the City.
Comments	<i>Public water and sewer service exists in Warm Springs Road. Connections to the existing infrastructure will be designed by a registered civil engineer to meet city of Ketchum standards. If necessary, the applicant may choose to participate in a water service upgrade benefitting this property and others downstream.</i>

16.02.070.D.5.h	Drainage shall be controlled and maintained to not adversely affect other properties.
Comments	<i>Drainage systems will be designed by a registered civil engineer to retain all storm water on site per city standards.</i>
16.02.070.D.5.i	Cuts and fills allowed for roadways shall be minimized; lengths of driveways allowed shall be minimized; all cuts and fills shall be concealed with landscaping, revegetation and/or natural stone materials. Revegetation on hillsides with a clear zone of 30 feet around all structures is recommended. Said clear zone shall include low combustible irrigated vegetation with appropriate species, on file with the Ketchum Planning Department. Revegetation outside of this clear zone should be harmonious with the surrounding hillsides.
Comments	<i>Cuts and fills will not be required for the access driveway as it is at the same grade as the Warm Springs Road public way. Cuts and fills for the building construction will be retained with stone and/or boulder walls complimentary to the existing rock and stone found on the hillside. Revegetation will be minimal to blend with the existing landscape, and will be used mostly for screening of retaining walls.</i>
16.02.070.D.5.j	There shall not be other sites on the parcel more suitable for the proposed development in order to carry out the purposes of this section.
Comments	<i>Though quite large, the site has a limited buildable area wedged between a landscape easement to the east, an avalanche easement benefiting the development opposite Warm Springs Road to the south, and a steep (25% plus) slope to the north. Building siting is a balance of minimizing cut into the hillside while also minimizing visual proximity to the Warm Springs Frontage and providing the minimum required space for emergency vehicle aerial apparatus access. See 16.02.070.D.5.b above.</i>
16.02.070.D.5.k	Access traversing 25 percent or greater slopes shall not have significant impact on drainage, snow and earthslide potential and erosion as it relates to the subject property and to adjacent properties;
Comments	<i>N/A. Access roads do not traverse 25 percent or greater slopes.</i>
16.02.070.D.5.l	Utilities shall be underground
Comments	<i>Applicant will work and coordinate with utility companies to provide and install all utility improvements necessary for completion of the development to meet City standards. Additionally, the applicant will work and coordinate with Idaho Power Company and other pole mounted utilities to bury the existing overhead power lines along the length of the property.</i>
Code Section...	The development is consistent with the Ketchum Comprehensive Plan.
Comments	<i>The development is consistent with the Ketchum Comprehensive Plan.</i>
16.02.070.D.5.m	Limits of disturbance shall be established on the plans and protected by fencing on the site for the duration of construction.
Comments	<i>Limits of disturbance will be included on final plans submitted with the design review application.</i>
16.02.070.D.5.n	Excavations, fills and vegetation disturbance on hillsides not associated with the building construction shall be minimized.
Comments	<i>Excavations, fills, and vegetation disturbances will be minimized to the greatest extent possible. No disturbance is contemplated that is not associated with the building construction.</i>
16.02.070.D.5.o	Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community
Comments	<i>N/A.</i>

16.02.070.D.5.p	Encroachments of below grade structures into required setbacks are subject to §16.02.070.A.10 and shall not conflict with any applicable easements, existing underground structures, sensitive ecological areas, soil stability, drainage, other sections of this Code or other regulating codes such as adopted International Code Council Codes, or other site features concerning health, safety, and welfare.
Comments	N/A.



Affidavit of Neighborhood Meeting

Pursuant to Ketchum Municipal Code §16.07.020.B.2, a neighborhood meeting is required for Conditional Use Permits, Planned Unit Development Conditional Use Permits, Preapplication Design Review applications where the Preapplication Design Review is required, and Design Review applications that require a public hearing. The purpose of the neighborhood meeting is to provide an opportunity to inform the residents and landowners of the surrounding neighborhood(s) of the details of a proposed development and application, how the applicant intends to meet the standards of the Ketchum Municipal Code, and to receive public comment and encourage dialogue early in the review process. Pursuant to Ketchum Municipal Code §16.07.020.B.3.c, the applicant shall submit a written affidavit of the neighborhood meeting, on a form provided by the City, with the application submittal.

Instructions

1. Property owner shall complete the attached affidavit.
2. Property owner shall attach a copy of the neighborhood meeting sign-in sheet to the affidavit.
3. Property Owner shall sign before a notary public and have the affidavit notarized.
4. Property Owner shall return original notarized affidavit to the City of Ketchum Planning & Building Department.

Affidavit of Neighborhood Meeting

Property Information

Property Owner: Andrew Seligson
Property Address: Unassigned
Legal Description: KETCHUM FR NWNW TL 6866 SEC 14 4N 17E
Parcel Number: RPK RPK4N170140730

Neighborhood Meeting Information

Location: Project Site
Time: 1:00 PM
Date: March 16, 2026
Project Name: Greyhawk Townhomes

Please initial and fill below:

AS I have thoroughly read and fully understand Ketchum Municipal Code Title 16, Section 16.07.020.B "Neighborhood Meeting".

AS I acknowledge that a neighborhood meeting was held in accordance with the requirements of Ketchum Municipal Code Title 16, Section 16.07.020.B.3.

AS I acknowledge that the attached neighborhood meeting sign-in sheet is a true and accurate list of the neighborhood meeting attendees.

AS I acknowledge that notice of the neighborhood meeting was provided to surrounding property owners within the required notification radius and timeframe as required for public hearings.

53 Number of Properties Notified

2/28/2026 Date of Notification

AS I acknowledge that the neighborhood meeting presented the proposed project and attendees were given an opportunity to ask questions and provide comments regarding the proposed project.

AS I acknowledge that holding a neighborhood meeting does not imply approval or support of the proposed project by attendees, staff, or the reviewing authority.

AS I acknowledge that the project may be revised following the neighborhood meeting and during the formal review process.

AS I acknowledge that the neighborhood meeting is a procedural requirement and does not replace the public hearing or formal public notice process associated with the application.



Property Owner Signature

03/31/2026

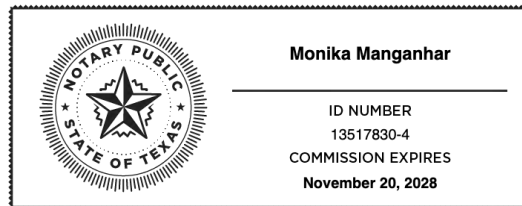
Date

STATE OF Texas, County of Hidalgo

On this 31st day of March, 2026, before me, the undersigned, a Notary Public in and for said State, personally appeared Andrew Seligson, known or identified to me to be the person whose name is subscribed to the within instrument.

WITNESS my hand and seal the day and year in this certificate first above written.

 Residing at: 1817 Davenport st, Weslaco, TX 78596
Notary Public for State of Texas (State) Commission Expires: 11/20/2028



Electronically signed and notarized online using the Proof platform.