

ATTACHMENT B APPLICANT PROJECT INFORMATION



March 10, 2021

City of Ketchum Planning and Zoning Commission and City Council
Attn: Planning and Building Director Suzanne Frick
P.O. Box 2315
480 East Ave. N
Ketchum, ID 83340

RE: Bluebird Village Design Review Application
Pre-Application Design Review Submittal

Dear Ketchum Planning Staff, Planning and Zoning Commission, Mayor and City Council:

We are pleased to present this project narrative and the enclosed materials in support of the Bluebird Village Design Review Application.

Introduction

Bluebird Village is a residential and retail development on the former City Hall Site at 5th Street and East Avenue that provides street-level retail and 56 units of needed affordable rental housing in two energy-efficient buildings designed to blend into Ketchum's downtown.

Bluebird Village is the culmination of a decades-long effort in the City to provide pedestrian-accessible, affordable housing integrated into the downtown core. Many sites have been considered and pursued but have not come to fruition. The location of this project on the current City Hall site began with a City request for proposals in Spring 2018. GMD Development LLC responded and was awarded the contract. The project recently received tax credit approval by the Idaho Housing and Finance Association ("IHFA"). Before submitting this application, the developer conducted three phases of public outreach to present the project and receive public input via open house meetings and a website portal.

Public Outreach

The first phase of public outreach began in July 2020, prior to the IHFA tax credit application submittal, with outreach to existing affordable housing Northwood Place residents to obtain input on the features and amenities.

The second phase of outreach occurred after the tax credit award on January 7 and 12, 2021, when the developer presented to the general public three external design options in open house meetings. During that same time, a website portal was open for feedback submission. From that feedback, the design option with the most positive feedback was chosen as the direction to proceed with the design effort. In addition, based on the open house comments and website input, the area of the 4th floor coverage was reduced, more brick façade was added and vertical glass elements were added on the staircases. More storage and bike parking was added, along with screening of the decks.

In the third phase of outreach, a more developed single design was presented on February 5 and 9, 2021. Input from those meetings and website submissions was also incorporated into the design and features of the development. The resulting design is reflected in this application the developer is now making for pre-application design review.

Co-Developers

Bluebird Village is being co-developed by GMD Development LLC ("GMD") and Ketchum Community Development Corporation ("KCDC").

GMD is a Seattle-based development firm with significant experience in developing affordable housing throughout the Pacific Northwest. One of the principals of GMD, Greg Dunfield, has been a part-time and full-time resident in Ketchum for 45 years and was the co-developer of Northwood Place, an affordable housing multi-unit complex in Ketchum.

KCDC is a 501(c)(3) nonprofit organization formed by Ketchum community members in July 2006 as part of an overall revitalization plan that also included a Downtown Master Plan and the formation of the Ketchum Urban Renewal Agency. KCDC's mission is to create adequate affordable workforce housing in collaboration with the City of Ketchum, the Ketchum Urban Renewal Agency, and other appropriate entities. KCDC played a role in creating Northwood Place, which it now owns.

Project Site

The Bluebird Village project site is 480 East Avenue, at the corner of 5th Street – the current City Hall location. The property is zoned CC-Subdistrict 1 (retail core). Multi-family is a permitted use in the CC Zone.

The City of Ketchum owns the property. If the project is approved, the City will enter into a long-term lease with KCDC for the land. The value of the project improvements will be taxable, benefiting the City of Ketchum, Blaine County, the school district, emergency services and recreation.

The City of Ketchum, as the property owner, is pursuing a Vacation and Readjustment of Lot Line application to adjust the alley width from 30' to 20' along the property, adding 10' to the City Hall property and project site. Because the Bluebird Village project will occupy both sides of the alley, the change in alley width should not impact other properties. Most alleys in the City of Ketchum currently are 20' wide.

The project site slopes uphill from the northwest corner on East Avenue, along 5th Street, to the northeast corner of the property. Given the slope, both buildings will be further set into the grade at the rear, reducing the buildings' visible mass from the rear. The grade change continues beyond the site so that residences to the northeast are at a higher elevation than the project site.

Building Design

The project consists of two buildings, breaking up the building mass. Building A has a three-story façade on East Avenue and a partial fourth story at the rear of the building. The first floor of Building A includes retail units available to Ketchum businesses, along with property management, storage and parking. Building B, in the rear across the alley, has three stories of housing over one floor of retail units, parking and storage. An elevator serves Building A, and a sky bridge over the alley connects the buildings on the third level.

Residential units range from 640 to 1,130 square feet with internal entrances and include 1BR, 2BR, and 3BR units to meet the needs of a variety of household sizes. Residential amenities include decks/patios, 56 generous storage lockers, leasing office, convenient bike storage, and community amenity spaces. The top floor of Building A has an outdoor community patio space and indoor fitness center and community space. Internal unit amenities include "Energy Star" efficient appliances, washer/dryers and individual unit electric space heating. Rooftop solar photovoltaic panels will supplement the energy needs of the system and building electricity.

Street-level retail uses will activate the streetscape and add to the vitality of East Avenue as a pedestrian-friendly commercial area. The majority of retail frontage faces East Avenue as the main existing pedestrian corridor extends northwest from the Ketchum Town Square. Residential entries are located off of the less bustling 5th Street. Garage parking, accessed off the alley, includes 49 vehicle parking spaces, 110 bike parking spaces, 6 e-cargo bike parking spaces with charging stations, and 2 car-share car spaces.

The buildings' material palette seeks to blend historic rustic charm with contemporary durable maintenance-free materials. The brick veneer located on the ground floor anchors the building and provides historical context, while the wood and fiber cement cladding on the upper floors provides warmth and helps modernize the building and also complements the heavy texture brick elements. The brick along the East Avenue façade extends to the three-story roof line, paying homage to the multi-story brick buildings found throughout downtown Ketchum.

Glass vertical stairwell enclosures clad in steel offer striking architectural features from the inside and out, providing a naturally-lit and view-filled experience for the user, while also providing a lightened appearance and interesting design element from the street.

Landscaping is integral to the architecture with tree-lined street frontage and rooftop landscaping areas visible from the public way below.

Height and FAR

The Ketchum City Code incentivizes 100% community housing projects with height and floor area ratio ("FAR") bonuses.

As to height, for 100% community housing projects such as Bluebird Village, the allowed height is 52' in accordance with KCC 17.12.040. Buildings greater than 48' in height or that contain a fourth or fifth floor require final approval from the City Council. The maximum height of Bluebird Village as measured by the City of Ketchum is 50'9", at the south (interior) elevation of Building A, where the partial fourth floor is stepped back from both East Avenue and 5th Street. This height is within the 52' allowed by KCC 17.12.040, subject to final approval by the City Council.

Building height along the exterior façades is lower than the maximum height. In particular, the façade along East Avenue is 40'-8". Façade heights include:

Building A:

- Height of exterior elevation at the East Avenue third floor level brick parapet = 40'-8"
- Height of exterior elevation at the alley = 47'-5"

Building B:

- Height of exterior elevation at the alley = 48'-4"
- Height of exterior elevation at the rear property line = 45'-4"

The Bluebird Village height is comparable to other buildings in the downtown core. The immediate vicinity includes buildings with heights ranging from 36' to 41' feet. The current City Hall building is 36'.

As to FAR, KCC 17.040.124 provides two levels of incentives for community housing in the CC zoning district:

1. Projects that meet the inclusionary housing incentive may be approved with a FAR up to 2.25. This incentive applies to buildings up to three stories in height. KCC 17.040.124(B)(3).
2. Projects that provide 100% community housing, such as Bluebird Village, may exceed the 2.25 FAR. "Buildings above three (3) stories may exceed the 2.25 FAR maximum only in accordance with the pertinent code provisions allowing for a fourth floor (for example, hotels, PUDs and 100 percent community housing project, etc.)." KCC 17.040.124(B)(3). As described above, per KCC 17.12.040, 100% community housing projects with a fourth floor are allowed up to 52' with final approval by the City Council.

The FAR for Bluebird Village is 2.36, and the development provides 56 units of community housing. Compare this to a market rate project that can qualify for nearly the same FAR at 2.25, yet, based on the same property size and footprint as Bluebird Village, would only provide approximately 6 units of community housing per the requirements in KCC 17.040.124(B)(2).

The Bluebird Village building design reduces the appearance of height and massing. Building planes undulate in and out both horizontally and vertically along the facades of each story avoiding the creation of blank wall expanses. Applied canopies and cantilevered deck structures provide further undulation and textural variation. The facades facing 5th Street and East Avenue are designed with ground floor glazing to break up solid walls and invite window shopping. All facades on the upper floors have a combination of solid walls and windows for the residential apartments.

Concurrent with this application, the City is proposing an amendment to KCC 17.12.040 to remove the 10' fourth floor setback for qualifying community housing projects. If the code amendment is approved, then we request the Bluebird Village project be approved subject to the amended standard.

Parking

No onsite parking is required for the project consistent with KCC 17.125.040(B). Nonetheless, Bluebird Village includes 49 parking spaces. The onsite parking will not only serve the development's residents but will also improve the current parking conditions in the area by providing parking where none exists today and reducing peak hour demand.

Bluebird Village will replace an existing use that has no onsite parking for City Hall employees or the visiting public. The current parking lot east of City Hall is reserved for emergency volunteer first responder vehicles.

The project will also reduce the need for workers to commute into town and find parking. The Comprehensive Plan recognizes this connection: "Because of inadequate workforce housing, a significant number of the community's employees reside outside of Ketchum. This imbalance between housing opportunities and jobs has triggered a high volume of regional commuter traffic." (Plan, p.46).

Transportation engineering expert, AECOM, analyzed the parking needs of the proposed use and of the current City Hall use. AECOM's parking demand study concludes that the proposed development is not anticipated to have an adverse effect on on-street parking; instead it is anticipated to alleviate parking demand during peak periods.

The AECOM study finds that the current City Hall use creates offsite parking demand of at least 20 cars during the same daytime hours that area retail businesses have peak parking needs. In contrast, even using conservative assumptions, the proposed housing will have an offsite parking demand ranging between 0 and 12 cars, primarily during the evening when adjacent retail businesses are closed. Bluebird Village will *reduce* peak hour demand for street parking.

The location of the development in the downtown core significantly reduces the need for residents to have cars. Residents can walk to employment, to shopping, to restaurants and gathering places. Residents can also walk or bike to multiple Mountain Rides public transportation bus stops within one and two blocks away to take them to employment or recreation at Sun Valley and Elkhorn, north to Galena, west on Warm Springs, south to Hailey and Bellevue. The buses are equipped with bike racks to allow point-to-point commuting for users to extend their travel.

The project will include a car-share program with two vehicles to meet residents' needs for occasional car use. Secure bike parking and electric bike charging stations are provided in the garage. Additional bike parking will be available for residents and guests on street amenity bike parking racks. Residents can also rent parking at reasonable monthly rates approximately five blocks from the project site at 2nd Street and Washington.

The City has begun a comprehensive parking study and is evaluating a residential parking permit program as part of a larger strategic master parking plan. The plan would allow on-street parking away from high-demand parking areas for business establishments. Employees may be required to park in long-term parking areas that are less utilized by customers and visitors. Results of the study may also require large employers' workers and residential building occupants be provided parking passes. The City is also developing a program for overnight parking during the winter.

Community Housing

Bluebird Village will provide needed community housing for a broad spectrum of incomes primarily ranging from 50% to 70% of area median income ("AMI"). These households include essential members of the Ketchum community, including teachers, police officers, firefighters, restaurant employees, construction workers, ski resort personnel, nonprofit organization staff and others.

Resident incomes may increase during their residency, and they can still remain at the property. The project will be subject to a recorded regulatory agreement that income restricts these rental units for a minimum of 40 years. Bluebird Village units will all have a one-year lease term.

Comprehensive Plan

Bluebird Village fulfills many goals in the City's Comprehensive Plan. The 2014 Plan focuses on what makes Ketchum sustainable in terms of the natural environment as well as social and economic vibrancy. A key aspect of the Plan's sustainability focus is creation of affordable and diverse housing, which in turn supports other community values and Plan goals including attracting/retaining younger residents and a year-round population (pp. 1, 25); boosting community and downtown vitality (p.9); supporting a varied demographic of people who live and work in Ketchum (p.7); promoting non-vehicular access to downtown businesses (p.14); reducing regional commuter traffic (p.46); and maintaining a strong economy with a diverse base of jobs, including small locally-run businesses (pp. 15, 21).

The Plan recognizes the links between affordable housing and a diverse and healthy city: "We know that a diversity of housing is critically linked to a strong economy and a year-round population. We also know that diverse and affordable housing ... is often one of the first considerations for new business locating in a community.... If Ketchum fails to provide adequate affordable housing, the community will continue to lose more of its resident workforce and along with it, social and economic diversity." (Plan, p. 25).

Chapter 3 of the Plan includes specific policies to improve the diversity and affordability of housing, and Bluebird Village fulfills many of these, including:

- Policy H-1.4 Housing should be integrated into the downtown core and light industrial areas, and close to the ski bases. The resulting mix of land use will help promote a greater diversity of housing opportunities as well as social interactions.

Bluebird Village provides 56 new residential units in the downtown core. The mix of unit types and range of affordable rents provide a diversity of housing opportunities that is under-represented in Ketchum currently. Locating this

development in the downtown core promotes walkability and encourages social interactions, creating a dynamic and diverse city.

- Policy H-2.1 BCHA [Blaine County Housing Authority], ARCH [Community Housing Trust], and KCDC will serve the important functions of promoting, planning, developing, managing and preserving the long-term supply of affordable housing options in Ketchum. The City will partner with other entities to fulfill its housing goals.

KCDC is co-developing Bluebird Village in partnership with experienced affordable housing developer GMD to bring this long-pursued goal of increasing Ketchum's affordable housing supply to fruition. KCDC will control and manage the project long-term after GMD's initial development and tenure ends.

- Policy H-3.1 The City should encourage the private sector, through land-use regulations and incentive programs, to provide a mixture of housing types with varied price ranges and densities that meet a variety of needs. The City will evaluate the use of incentives, such as flexibility in height, density and parking requirements to achieve greater housing diversity. Additionally, the City will promote the siting of higher density housing near public transportation, the ski base areas, shopping, and designated neighborhoods and districts.

The City's zoning ordinance and policies have created incentives to support development of diverse housing and affordable housing in particular, including by allowing flexibility in height, FAR, and parking requirements for 100% community housing projects. Based on those incentives, Bluebird Village in turn will provide needed diversity in housing - affordable housing to serve Ketchum residents and workers - in a location requested by the City and consistent with Comprehensive Plan goals.

- Policy H-3.4 New housing will be energy-efficient, emphasize the use of durable and environmentally responsible materials, and implement best practices in site design and construction.

Bluebird Village will include energy-efficient construction and operation through energy-efficient appliances and rooftop solar photovoltaic panels. Concrete sidewalks will be snow melted with hydronic heat tubing. Onsite parking will be in a screened open garage, avoiding the unsightly use of surface parking. The covered parking eliminates the need for inefficient snow storage areas and the hauling of snow.

City of Ketchum
Bluebird Village Design Review Application
March 10, 2021
Page 9

Design Review Criteria

Bluebird Village meets all of the design review criteria set forth in KCC 17.96. The project does not jeopardize the health, safety or welfare of the public. The project will serve and improve the health and vitality of the city for all residents by providing much-needed affordable housing in the walkable downtown core and by improving parking conditions in the area.

The project also conforms to all of Ketchum's design review standards and criteria as detailed in the enclosed document "Improvements and Standards for All Projects, 17.96.060."

Thank you for your consideration of the Bluebird Village project. We look forward to addressing your comments and questions at the pre-application design review meeting and subsequent hearings before the Planning and Zoning Commission and City Council.

Sincerely,



Gregory M Dunfield
GMD Development LLC



Charles Friedman
Ketchum Community Development Corporation

Enclosure

ATTACHMENT C PARKING STUDY



AECOM
756 E Winchester Street, Ste 400
Salt Lake City, Utah 84107
aecom.com

**Project name: Bluebird Village Affordable
Housing Parking Study**

Project ref: 60654270

To: Greg Dunfield – GMD Development

From: Kordel Braley, PE, PTOE

Date: March 9, 2021

Memo

Subject: Ketchum Bluebird Village Housing Parking Study

Background

On behalf of GMD Development, AECOM has conducted this parking study for a proposed 56-unit affordable housing complex to be constructed within the block bordered by East Ave, Alpine Lane, 5th Street, and 4th Street/Sun Valley Trail in Ketchum, Idaho. The purpose of this parking study is to provide an estimate of the off-site parking demand of the current use (city hall) as well as the proposed use (affordable housing).

Based on the analysis provided in this study, the proposed development is not anticipated to have an adverse effect on on-street parking; instead it is anticipated to alleviate parking demand during peak periods. The addition of affordable housing in the downtown core could also decrease commuting trips in and out of Ketchum.

Existing Conditions

The City of Ketchum's city hall is currently located on the project site and would be replaced with the proposed development. According to data provided by the city, the building houses 15 city employees during normal business hours plus additional emergency service personnel as follows:

- Fire Department:
 - 2 Command Staff (daytime)
 - 3 Firefighters (24/7)
- Police Department:
 - 2 Police Officers and 1 Admin (daytime)
 - 2 Police Officers (24/7)

During the daytime, a total of 25 city employees can be on-site at any given time. An additional 2 walk-up patrons can also be expected at any given time. However, it's estimated that at least

4 employees may use alternate forms of transportation (bus, walking, biking, or being dropped off). The total existing peak parking demand is therefore estimated to be approximately 23 vehicles. No on-site parking is provided, so all employees and visitors that drive use on-street parking.

Proposed Conditions

According to the development team, the proposed Bluebird Village development will have 56 units that are a variety of sizes ranging from one-bedroom to three bedrooms per unit. The total number of bedrooms is 82. A total of 49 on-site parking stalls will be provided (see site plan in Appendix A). Additional travel demand management amenities include secured bike storage, an on-site vehicle share program (two vehicles), and electric bike charging stations. Furthermore, the project's location in downtown Ketchum in close proximity to retail, employment, recreation, and transit (Mountain Rides) access is likely to reduce the need for dependence on vehicle ownership and use.

Parking demand was estimated using parking rates obtained from the most recent edition of Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition (2019). The most applicable land use code is "Affordable Housing – Income Limits" (ITE Land Use Code 223).¹ Parking demand was calculated using both total units and total bedrooms as the independent variable.

Using units as the independent variable, the average parking demand ranges between 41 and 55 vehicles depending on whether the average rate or a fitted curve equation is used. Using bedrooms as the independent variable, the average parking demand ranges between 44 and 45 vehicles depending on whether the average rate or a fitted curve equation is used (see parking demand calculations in Appendix B). Based on the ITE data, the 95% Confidence Interval of average parking demand per unit is between 0.89 and 1.09 which equates to 50 to 61 vehicles. In summary, the Bluebird Village development is likely to generate the need to accommodate 44 to 61 parked cars.

With 49 on-site parking stalls provided, the number of cars not able to be accommodated on site could range from 0 to 12. Given the project's travel demand management amenities and downtown location, this estimate is likely on the conservatively high side.

While specific off-site traffic impacts were beyond the scope of this parking study, the addition of affordable housing in downtown Ketchum should decrease commuting trips in and out of the city from other nearby communities as many jobs will be within walking distance of the proposed affordable housing.

Other Affordable Housing Projects in Ketchum

Based on information provided by the development team, the only other affordable housing project in Ketchum is Northwood Place, which includes 32 units (with 58 bedrooms) and 32 parking stalls. Currently, only 27 of the of the renters own vehicles (84%), although it is unknown if any renters own multiple vehicles. This parking review study utilizes an 89% vehicle parking

¹ ITE's description of this land use is as follows: "Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age."

demand per unit, which is more conservative than the comparable 84% observed at the Northwood Place development.

Key Findings

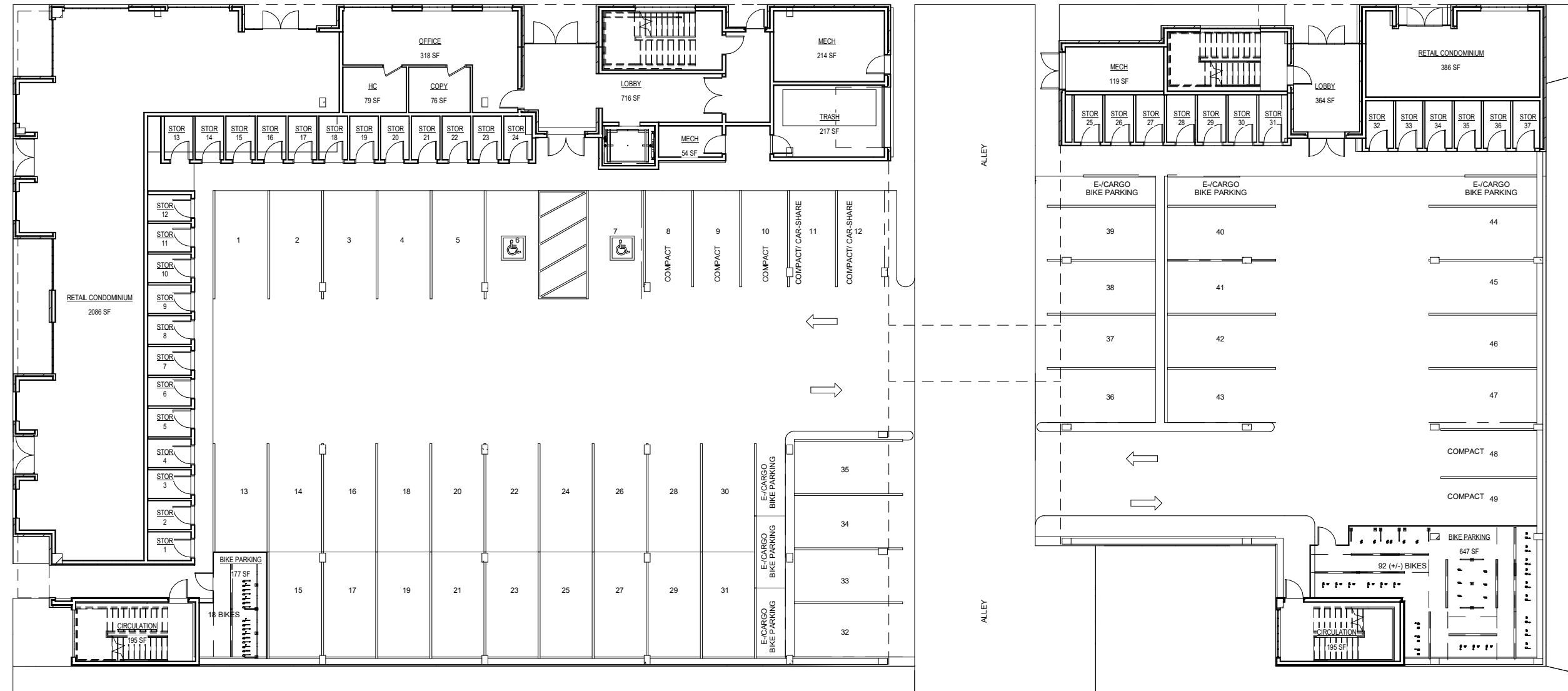
The existing peak off-site parking demand for city hall likely exceeds 20 vehicles. The proposed housing development will likely generate 0 to 12 off-site parked vehicles. Therefore, the proposed development will decrease the net on-street parking demand. The existing use utilizes on-street parking primarily during the daytime, whereas the peak parking demand for the residential use will occur overnight. Therefore, fewer parked cars will be observed during the daytime, but more parked cars will be observed in the overnight hours. An inventory of the existing on-street parking supply within walking distance of the proposed project was not included in the scope of this parking study. However, given the retail nature of nearby uses, the proposed change in land use is expected to decrease parking demand when the nearby retail uses utilize more parking, and increase on-street parking demand when the nearby retail uses are utilizing less on-street parking.

The proposed development is not anticipated to have an adverse effect on on-street parking; instead it is anticipated to alleviate parking demand during peak periods. The addition of affordable housing in the downtown core could also decrease commuting trips in and out of Ketchum.

APPENDIX A: Site Plan

EAST FIFTH STREET

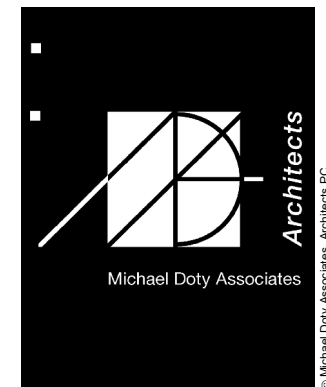
NORTH EAST AVENUE



BLUEBIRD VILLAGE

PROPOSED GROUND FLOOR PLAN

03/09/21



APPENDIX B: Parking Demand Calculations

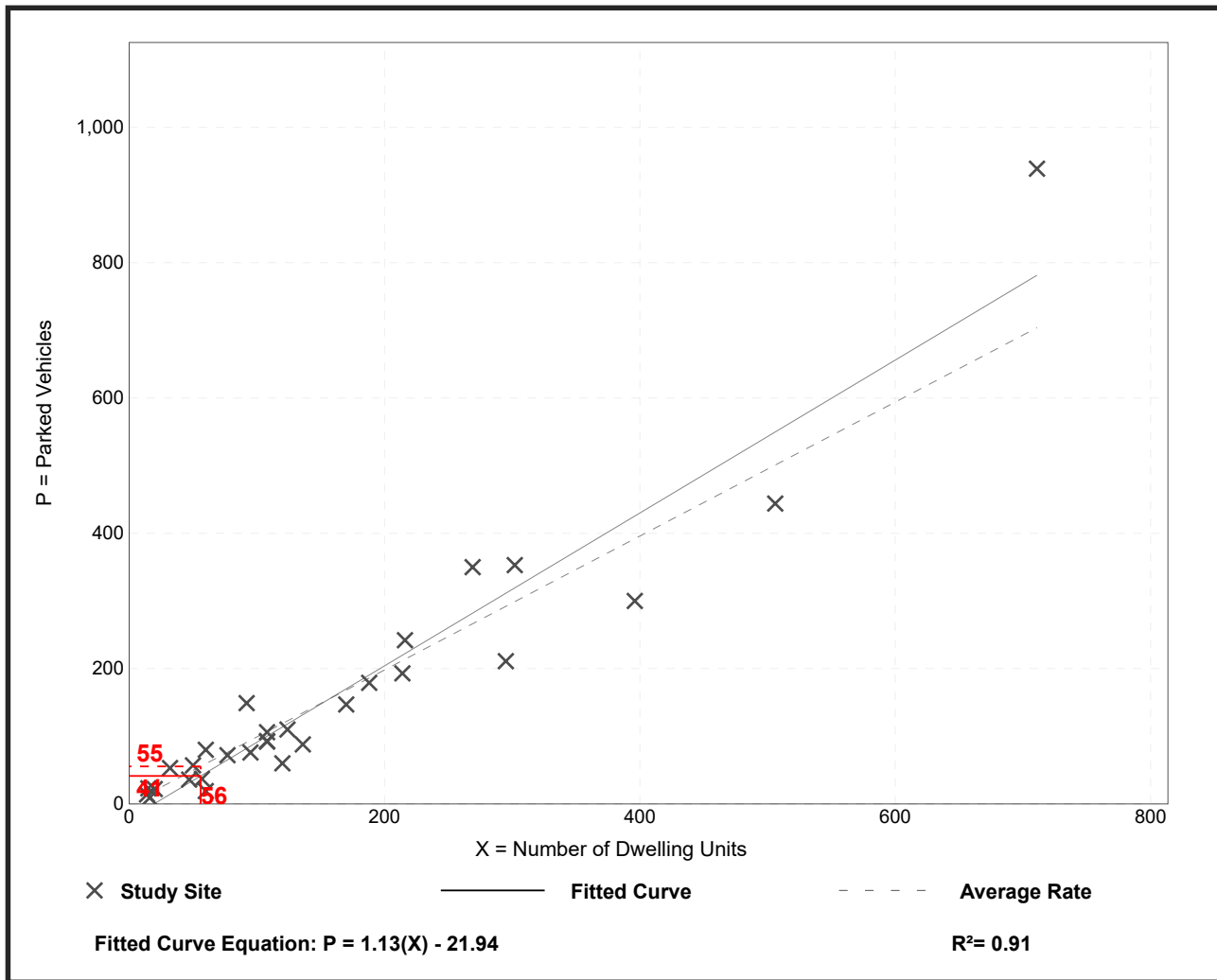
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 29
 Avg. Num. of Dwelling Units: 159

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.99	0.32 - 1.66	0.85 / 1.33	0.89 - 1.09	0.27 (27%)

Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

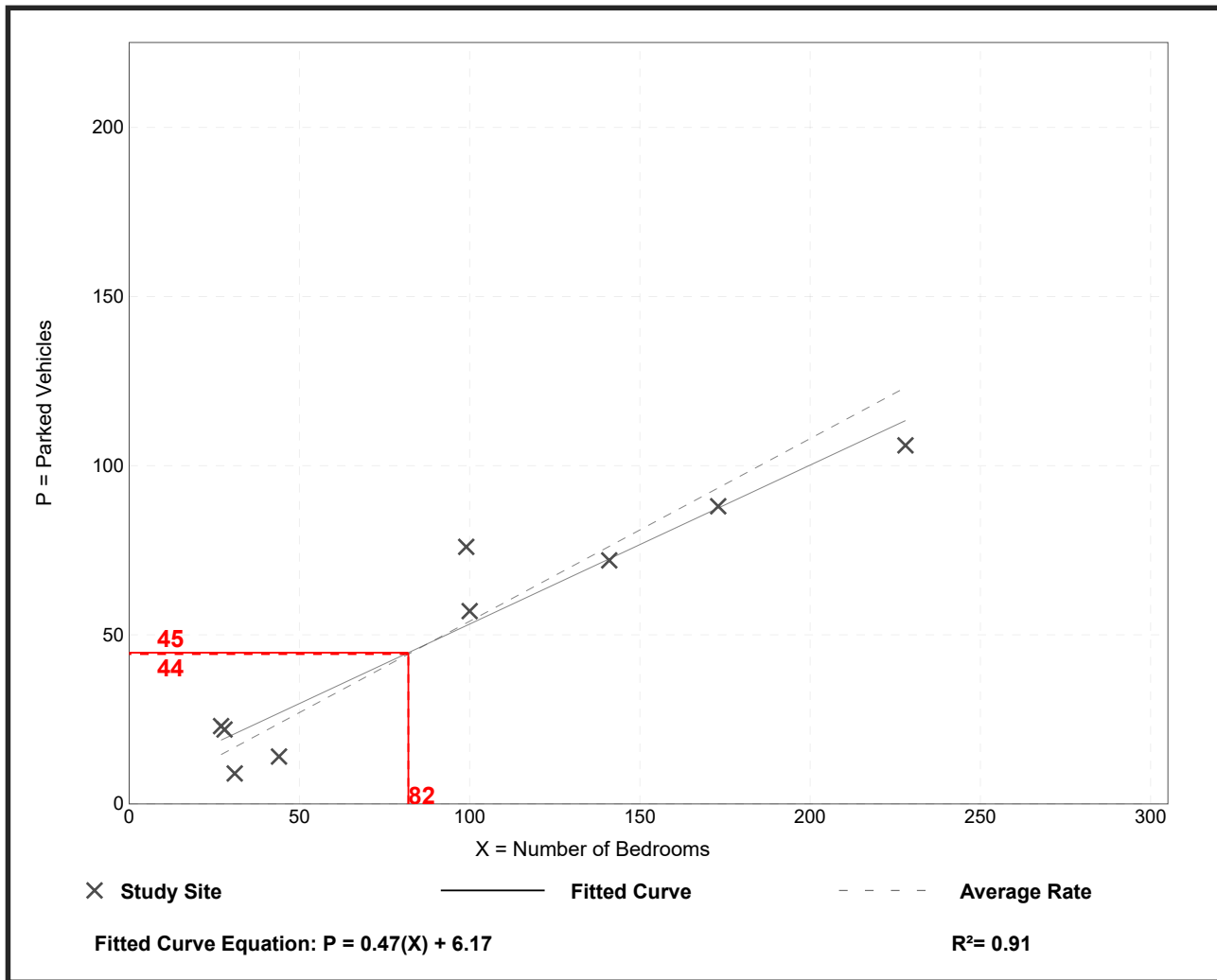
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Bedrooms
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 9
 Avg. Num. of Bedrooms: 97

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.54	0.29 - 0.85	0.48 / 0.82	***	0.14 (26%)

Data Plot and Equation



Parking Generation Manual, 5th Edition • Institute of Transportation Engineers

ATTACHMENT D APPLICATION SUBMITTAL



City of Ketchum
Planning & Building

**CERTIFIED
COMPLETE**

3-10-21

PRE- Design Review Application

OFFICIAL USE ONLY	
File Number	P21-027
Date Received	3-10-21
By:	mp
Pre-Applica	110000
Design Review	
Approved Date:	
Denied Date:	
By:	
ADRE: Yes	<input type="checkbox"/> No <input type="checkbox"/>

APPLICANT INFORMATION

Project Name: Bluebird Village	Phone: (206) 745-3699
Owner: GMD Development LLC., and Ketchum Community Development Corporation	Mailing Address: 520 Pike Street, Suite 1010, Seattle, WA. 98101
Email: greg@gmddevelopment.com	
Architect/Representative: Michael Doty Associates, Architects PC	Phone: (208) 726-4228
Email: mike@mda-arc.com	Mailing Address: PO Box 2792, Ketchum, Idaho 83340
Architect License Number: AR-1612	
Engineer of Record: Frost Structural Engineering	Phone: (208) 227-8404
Email: markellb@froststructural.com	Mailing Address: 1020 Lincoln Road, Idaho Falls, ID 83401
Engineer License Number: P-11697	

All design review plans and drawings for public commercial projects, residential buildings containing more than four (4) dwelling units and development projects containing more than four (4) dwelling units shall be prepared by an Idaho licensed architect or an Idaho licensed engineer.

PROJECT INFORMATION

Legal Land Description: AM Lot 3A BLK 45 and Lots W 75" of 7 & 8 BLK 45	
Street Address: 480 N East Avenue	
Lot Area (Square Feet): 16,814 SF + 9,358 SF = 26,172 SF	
Zoning District: CC-1, Community Core-Retail Core	
Overlay District: <input type="checkbox"/> Floodplain <input type="checkbox"/> Avalanche <input type="checkbox"/> Mountain	
Type of Construction: <input checked="" type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Remodel <input type="checkbox"/> Other	
Anticipated Use: Mixed-Use: Retail and Community Housing Apartments	Number of Residential Units: 56

TOTAL FLOOR AREA

	Proposed	Existing
Basements	N/A	Sq. Ft.
1 st Floor	7,164	Sq. Ft.
2 nd Floor	19,280	Sq. Ft.
3 rd Floor	19,618	Sq. Ft.
Mezzanine 4 th Floor	15,625	Sq. Ft.
Total	61,687	Sq. Ft.

FLOOR AREA RATIO

Community Core: 2.36	Tourist:	General Residential-High:
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BUILDING COVERAGE/OPEN SPACE

Percent of Building Coverage: N/A

DIMENSIONAL STANDARDS/PROPOSED SETBACKS

Front: 0	Side: 0	Side: 0	Rear: 3' at Alley
Building Height: Building A, 50'-9" / Building B, 49'-3"			

OFF STREET PARKING

Parking Spaces Provided: 49		
Curb Cut: N/A	Sq. Ft.	%

WATER SYSTEM

<input checked="" type="checkbox"/> Municipal Service	<input checked="" type="checkbox"/> Ketchum Spring Water
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CERTIFIED

The Applicant agrees in the event of a dispute concerning the interpretation or enforcement of the Design Review Application in which the city of Ketchum is the prevailing party, to pay the reasonable attorney fees, including attorney fees on appeal and expenses of the city of Ketchum. I, the undersigned, certify that all information submitted with and upon this application form is true and accurate to the best of my knowledge and belief.

3-9-21

Signature of Owner/Representative

Date

DESIGN REVIEW EVALUATION STANDARDS

(May not apply to Administrative Design Review):

17.96.060: IMPROVEMENTS AND STANDARDS FOR ALL PROJECTS

A. Streets:

1. The applicant shall be responsible for all costs associated with providing a connection from an existing city streets to their development.
2. All streets designs shall be in conformance with the right-of-way standards and approved by the Public Works Director.

B. Sidewalks:

1. All projects under 17.96.010(A) that qualify as a "Substantial Improvement" shall install sidewalks in conformance with the right-of-way standards. Sidewalk improvements may be waived for projects that qualify as a "Substantial Improvement" which comprise additions of less than 250 square feet of conditioned space.
2. The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
3. New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.
4. The city may approve and accept voluntary cash contributions in-lieu of the above described improvements, which contributions must be segregated by the city and not used for any purpose other than the provision of these improvements. The contribution amount shall be one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the Public Works Director. Any approved in-lieu contribution shall be paid before the city issues a certificate of occupancy.

C. Drainage:

1. All storm water shall be retained on site.
2. Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
3. The Public Works Director may require additional drainage improvements as necessary, depending on the unique characteristics of a site.

4. Drainage facilities shall be constructed per city standards and designed by a licensed civil engineer.

D. Utilities:

1. All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.
2. Utilities shall be located underground and utility, power and communication lines within the development site shall be concealed from public view.
3. When extension of utilities is necessary all developers will be required to pay for and install two (2") inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with city of Ketchum standards and approved by the Public Works Director.

E. Compatibility of Design:

1. The project's materials, colors and signing shall be complementary to the townscape, surrounding neighborhoods and adjoining structures.
2. Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.
3. Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.

F. Architectural:

1. Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.
2. The building character shall be clearly defined by use of architectural features.
3. There shall be continuity of materials, colors and signing within the project.
4. Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.
5. Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
6. Building(s) shall orient towards their primary street frontage.
7. Sufficient garbage and recycling areas shall be provided onsite.
8. Garbage and recycling storage areas, satellite receivers and mechanical equipment shall be screened from public view and located off alleys.
9. 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.

G. Circulation Design:

1. Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
2. Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.

3. 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.
4. Curb cuts and driveway entrances shall be no closer than twenty (20') feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right of way. Due to site conditions or current/projected traffic levels or speed, the Public Works Director may increase the minimum distance requirements.
5. Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.

H. Snow Storage:

1. Snow storage areas shall not be less than thirty percent (30%) of the improved parking and pedestrian circulation areas.
2. Snow storage areas shall be provided on-site.
3. A designated snow storage area shall not have any dimension less than five (5') feet and shall be a minimum of twenty-five (25) square feet.
4. In lieu of providing snow storage areas, snow melt and hauling of snow may be allowed.

I. Landscaping:

1. Landscaping is required for all projects.
2. 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.
3. All plant species shall be drought tolerant. Native species are recommended but not required.
4. 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.

J. Public Amenities:

1. 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 be approved by the Public Works Director prior to design review approval from the Commission.

17.96.070: COMMUNITY CORE (CC) PROJECTS

In addition to the requirements of section 17.96.060, unless otherwise specified, the below standards apply to projects in the Community Core district.

A. Streets:

1. A minimum of one (1) street tree shall be required for every forty (40') feet of street frontage, including both street frontages on corner lots, the location of which shall be determined by the Public Works Director.
2. Street trees, street lights, street furnishings and all other street improvements are required to be in conformance with the right-of-way standards and approved by the Public Works Director.

B. Architectural:

1. Facades facing a street or alley or located more than five (5') feet from an interior side property line shall be designed with both solid surfaces and window openings to avoid the creation of blank walls and employ similar architectural elements, materials and colors as the front façade.
2. For nonresidential portions of buildings, front building facades and facades fronting a pedestrian walkway shall be designed with ground floor storefront windows and doors with clear transparent glass. Landscaping planters shall be incorporated into facades fronting pedestrian walkways.
3. For nonresidential portions of buildings, front facades shall be designed to not obscure views into windows.
4. Roofing forms and materials shall be compatible with the overall style and character of the structure. Reflective materials are prohibited.
5. All pitched roofs shall be designed to sufficiently hold all snow with snow clips, gutters and downspouts.
6. Roof overhangs shall not extend more than three (3') feet over a public sidewalk. Roof overhangs that extend over the public sidewalk shall be approved by the Public Works Director.
7. Front porches and stoops shall not be enclosed on the ground floor by permanent or temporary walls, windows, window screens, or plastic or fabric materials.

C. Service Areas and Mechanical/Electrical Equipment:

1. Trash disposal areas and shipping and receiving areas shall be located within parking garages or to the rear of buildings. Trash disposal areas shall not be located within the public right of way and shall be screened from public views.
2. Roof and ground mounted mechanical and electrical equipment shall be fully screened from public view. Screening shall be compatible with the overall building design.

D. Landscaping:

1. When a healthy and mature tree is removed from a site, it shall be replaced with a new tree. Replacement trees may occur on or off site.
2. Trees that are placed within a courtyard, plaza or pedestrian walkway shall be placed within tree wells that are covered by tree grates.
3. The city arborist shall approve all parking lot and replacement trees.

E. Surface Parking Lots:

1. Surface parking lots shall be accessed from off the alley and shall be fully screened from the street.
2. Surface parking lots shall incorporate at least one (1) tree and one (1) additional tree per ten (10) onsite parking spaces. Trees shall be planted in landscaped planters, tree wells and/or diamond shaped planter boxes located between parking rows. Planter boxes shall be designed so as not to impair vision or site distance of the traveling public.
3. Ground cover, low lying shrubs, and trees shall be planted within the planters and planter boxes. Tree grates or landscaping may be used in tree wells located within pedestrian walkways.

F. Bicycle Parking:

1. One (1) bicycle rack, able to accommodate at least two (2) bicycles, shall be provided for every four (4) parking spaces as required by the proposed use. At a minimum, one (1) bicycle rack shall be required per development.
2. When the calculation of the required number of bicycle racks called for in this section results in a fractional number, a fraction equal to or greater than one-half (1/2) shall be adjusted to the next highest whole number.
3. Bicycle racks shall be clearly visible from the building entrance they serve and not mounted less than fifty (50') feet from said entrance or as close as the nearest non-ADA parking space, whichever is closest. Bicycle racks shall be located to achieve unobstructed access from the public right-of-way and not in areas requiring access via stairways or other major obstacles.

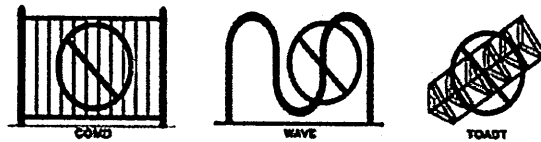
Supports frame in two places:



Appropriate designs:



Inappropriate designs:



17.96.080: NOTICE:

All property owners adjacent to properties under application for design review shall be notified by mail ten (10) days prior to the meeting of the date at which said design review is to be considered by the Commission.

17.96.090: TERMS OF APPROVAL:

A. Design Review Approval

1. The term of design review approval shall be twelve (12) months from the date that findings of fact, conclusions of law and decision are adopted by the Commission or upon appeal, the date the approval is granted by the Council subject to changes in zoning regulations.
2. Application must be made for a building permit with the Ketchum planning and building department during the twelve (12) month term. Once a building permit has been issued, the design review approval shall be valid for the duration of the building permit.
3. Unless an extension is granted as set forth below, failure to file a complete building permit application for a project in accordance with these provisions shall cause said approval to be null and void.

B. Extensions of Design Review Approval.

1. For design review approvals pertaining to "civic" buildings, the Administrator may, upon written request by the holder, grant a maximum of two (2) twelve (12) month extensions to an unexpired design review approval.

2. For design review approvals pertaining to all other buildings, the city may, upon written request by the holder, grant a maximum of two (2) twelve (12) month extensions to an unexpired design review approval. The first twelve (12) month extension shall be reviewed by the Administrator. The second twelve (12) month extension shall be reviewed by the Commission. Whether or not an extension is warranted shall be based on the following considerations:
 - a. Whether there have been significant amendments to ordinances which will apply to the subject design review approval;
 - b. Whether significant land use changes have occurred in the project vicinity which would adversely impact the project or be adversely impacted by the project;
 - c. Whether hazardous situations have developed or have been discovered in the project area; or
 - d. Whether community facilities and services required for the project are now inadequate.
3. If any of the foregoing considerations are found to exist with regard to the project for which an extension is sought, an extension will not be granted and the city shall issue this decision in writing; otherwise the city shall approve such an extension. No extensions shall be granted for an expired design review approval.

17.96.100: FEES AND COSTS:

Each applicant for design review approval shall pay to the city certain fees and costs to reimburse the city the reasonable costs of administering and regulating this chapter, including reimbursement for city engineer fees. Said fees and refunds, if any, shall be set by resolution of the Council and shall be paid prior to scheduling of an application before the Commission for design review consideration. Said fees shall be nonrefundable.

DESIGN REVIEW APPLICATION CERTIFICATION OF COMPLETENESS

Project Name:	Reviewed by:
Date:	Time:

REQUIRED DOCUMENTS (CHECK ALL THAT APPLY):

- Design review application form including project name, location, applicant, owner, project representatives and contact information.

- One (1) PDF electronic set of the complete application containing all requirements as listed below, plans appropriately scaled, shall be submitted. Electronic record of the materials and color sample board may be satisfied with photos. One (1) hardcopy set of scalable plans showing at a minimum the following:
 - Vicinity map, to scale, showing the project location in relationship to neighboring buildings and the surrounding area. Note: a vicinity map must show location of adjacent buildings and structures.

 - Drainage plan (grading, catch basins, piping, and dry-wells).

 - Utilities plan (location and size of water and sewer mains and services, gas, electric, TV and phone).

 - Site plan, to scale, showing proposed parking (including parking stall dimensions), loading, general circulation and snow storage. List square footage of subject property including lot dimensions.

 - Landscape plan (existing landscaping on the site shown and adjacent right-of-way as retained, relocated or removed; proposed landscaping including species type, size and quantity).

 - Floor plan. List gross and net square footage for each floor. List occupancy classification and type of construction.

 - Detailed elevations of all sides of the proposed building and other exterior elements (colors, materials).

 - Exterior lighting plan, pursuant to chapter 17.132, showing location, height, type and lumen output; spec sheets for fixtures; illuminance levels/photometrics for area lighting.

 - One (1) 11" x 17" materials and colors sample board showing all exterior materials used on the façade of the structure. A digital copy may be sufficient as approved by the Administrator.

 - Construction management plan showing where staging will occur, where materials are stored and parking plan for contractors. If any staging or parking shall occur off-site, a staging/parking plan must be submitted including materials storage, excavation (backfill) stockpile areas, job trailers, blue rooms, dumpsters and contractor parking.

Building corners for all proposed buildings and additions shall be staked on the site and all trees proposed to be removed shall be flagged at least one week prior to the Commission meeting. The applicant shall install story poles, or other approved method, at the maximum roof peaks of the proposed buildings as required by the Administrator.

For projects requiring pre-application design review, a model or computer simulation renderings, as described in subsection 17.96.010(C) of this chapter shall be required.

- For new multi-tenant buildings, a master signage plan shall be submitted.
- The Administrator may waive some submittal requirements if it is determined the information is not relevant to the design review.
- Other information as required by the Administrator or the Commission.
- Design review fee shall be submitted as described in section 17.96.100 of this chapter.

STAFF COMMENTS:

IMPROVEMENTS AND STANDARDS FOR ALL PROJECTS: 17.96.060

City Code	City Standards and <i>Applicant Comments</i>
17.96.060(A)(1) Streets	The applicant shall be responsible for all costs associated with providing a connection from an existing city street to their development.
<i>Comments</i>	<i>Applicant will provide and be responsible for all costs of connections from the existing city street to the development. Applicant may request a portion of funds from KURA.</i>
17.96.060(A)(2) Streets	All street designs shall be approved by the city engineer.
<i>Comments</i>	<i>Proposed street design has been prepared by Galena Engineering. The applicant will work and coordinate with the city engineer to ensure compliance with standards at the time of final design review approval.</i>
17.96.060(B)(1)	All projects under 17.96.010(A) that qualify as a “Substantial Improvement” shall install sidewalks as required by the public works department.
	<i>The applicant shall provide new sidewalks and repair/replace existing sidewalks at East Avenue, and 5th Street, as required by the Public Works Department.</i>
17.96.060 (B)(2)	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>The sidewalk improvement has been designed by Galena Engineering after consulting with city staff. 8-foot-wide sidewalks will extend the length of the property on all public street frontages.</i>
17.96.060 (B)(3)	Sidewalks may be waived if one of the following criteria is met: <ul style="list-style-type: none"> a. The project comprises an addition of less than two hundred fifty (250) square feet of conditioned space. b. The city engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.
<i>Comments</i>	<i>N/A. The applicant is not considering any options to waive requirements for sidewalk construction.</i>
17.96.060 (B)(4)	The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
<i>Comments</i>	<i>The sidewalk improvements have been designed by Galena Engineering after consulting with city staff. 8-foot-wide sidewalks will extend equal to the length of the subject property lines adjacent to all public street frontages.</i>
17.96.060 (B)(5)	New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.
<i>Comments</i>	<i>The sidewalk improvement has been designed by Galena Engineering to provide safe pedestrian access to and from the building from all street frontages. Connections to existing sidewalks to the southeast of the subject property are provided in the design.</i>
17.96.060 (B)(6)	The city may approve and accept voluntary cash contributions in-lieu of the above-described improvements, which contributions must be segregated by the city and not used for any purpose other than the provision of these improvements. The contribution amount shall be one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage

	improvements provided by a qualified contractor, plus associated engineering costs, as approved by the city engineer. Any approved in-lieu contribution shall be paid before the city issues a certificate of occupancy.
<i>Comments</i>	<i>N/A. The applicant will not pursue an in-lieu contribution to avoid sidewalk improvements. Applicant may request a portion of funds from KURA.</i>
17.96.060(C)(1)	All storm water shall be retained on site.
<i>Comments</i>	<i>On-site storm water shall be directed to internal roof drains, drain leaders, and trench drain grates and retained on site through an underground infiltration system designed by Galena Engineers.</i>
17.96.060(C)(2)	Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
<i>Comments</i>	<i>Applicant will provide drainage improvements equal to the length of the subject property lines adjacent to public streets. This includes sidewalk along East Avenue and 5th Street. Applicant may request a portion of funds from KURA.</i>
17.96.060(C)(3)	The city engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.
<i>Comments</i>	<i>Final design of drainage improvements by Galena Engineers will be coordinated at the time of final design review approval including for any improvements deemed necessary by the city engineer.</i>
17.96.060(C)(4)	Drainage facilities shall be constructed per city standards.
<i>Comments</i>	<i>Final design of drainage facilities by Galena Engineering will be coordinated at the time of final design review approval to meet and be constructed per city standards.</i>
17.96.060(D)(1)	All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.
<i>Comments</i>	<i>Applicant will provide all utilities improvements necessary for the development. Applicant may request a portion of funds from KURA.</i>
17.96.060(D)(2)	Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.
<i>Comments</i>	<i>Applicant will work with utility companies to meet city standards.</i>
17.96.060(D)(3)	When extension of utilities is necessary all developers will be required to pay for and install two (2") inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with city of Ketchum standards and at the discretion of the city engineer.
<i>Comments</i>	<i>N/A. Project needs are met without the need to extend existing utilities.</i>
17.96.060(E)(1)	The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.
<i>Comments</i>	<i>The applicant is proposing to utilize materials, colors, and signing that we believe to be complementary with the townscape, surrounding neighborhoods, and adjoining structures. A digital exterior materials board is included in the design review submission materials.</i>
17.96.060(E)(2)	Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.
<i>Comments</i>	<i>N/A</i>
17.96.060(E)(3)	Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.

<i>Comments</i>	<i>N/A</i>
17.96.060(F)(1)	Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.
<i>Comments</i>	<i>The building's ground floor street frontage is made up of retail space, office space, and the lobby entrances to the apartments above. Direct, unobstructed pedestrian access to sidewalks is provided at each storefront, office, and residential entry point. The residential entry points are clearly defined by setback alcoves clad in a contrasting accent material.</i>
17.96.060(F)(2)	The building character shall be clearly defined by use of architectural features.
<i>Comments</i>	<i>The building's material palette seeks to blend historic rustic charm with contemporary durable maintenance-free materials. The brick veneer located on the ground floor anchors the building and provides an historical context, while the wood and fiber cement cladding on the upper floors provides warmth and helps modernize the building while complementing the heavy texture brick elements. The brick along portions of the East Avenue and 5th Street façades extends to the roof, paying homage to the multi-story brick buildings found throughout downtown Ketchum. Steel and brick clad stair towers and various accents provide color blocking to help lessen the perceived scale and direct pedestrians to the various access points.</i>
17.96.060(F)(3)	There shall be continuity of materials, colors and signing within the project.
<i>Comments</i>	<i>See above. Also, the materials and color palette provide continuity in appearance with accents to add visual interest.</i>
17.96.060(F)(4)	Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.
<i>Comments</i>	<i>The building does not have accessory structures, fences, or walls. Landscaping is integral to the architecture with several rooftop landscaping areas visible from the public way below.</i>
17.96.060(F)(5)	Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
<i>Comments</i>	<i>Building planes undulate in and out both horizontally and vertically along the facades of each story. Applied canopies and cantilevered deck structures provide further undulation and textural variation.</i>
17.96.060(F)(6)	Building(s) shall orient towards their primary street frontage.
<i>Comments</i>	<i>The majority of retail frontage faces East Avenue as the main existing pedestrian corridor extends northwest from the Ketchum Town Square. Residential entries are located off of the less bustling 5th Street.</i>
17.96.060(F)(7)	Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.
<i>Comments</i>	<i>Garbage will be collected in an enclosed trash room accessed from inside the parking garage. Collection will occur through a roll-up door in the "alley" that is Alpine Lane. Individual satellite receivers will not be allowed.</i>
17.96.060(F)(8)	Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.
<i>Comments</i>	<i>All proposed roof elements are flat roofs which will be drained internally. Pedestrians will be sheltered at exterior doorways by building projections or steel canopies above.</i>

17.96.060(G)(1)	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
<i>Comments</i>	<i>Direct access to sidewalks is provided at each storefront, office, and residential entry point. Generous bicycle parking is provided in secured fenced areas within the parking garage under both buildings. Direct access to the garages is from Alpine Lane.</i>
17.96.060(G)(2)	Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.
<i>Comments</i>	<i>The entry canopy along East Avenue extends 5 feet over the sidewalk, stopping 3 feet short of the parking in the right of way.</i>
17.96.060(G)(3)	Traffic shall flow safely within the project and onto adjacent streets. Traffic includes vehicle, bicycle, pedestrian and equestrian use. Consideration shall be given to adequate sight distances and proper signage.
<i>Comments</i>	<i>Traffic flow to and from the site will be through alley access or internal sidewalks connecting the parking garage to public sidewalks.</i>
17.96.060(G)(4)	Curb cuts and driveway entrances shall be no closer than twenty (20') feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right of way. Due to site conditions or current/projected traffic levels or speed, the Public Works Director may increase the minimum distance requirements.
<i>Comments</i>	<i>N/A. No new curb cuts or driveways are being proposed.</i>
17.96.060(G)(5)	Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.
<i>Comments</i>	<i>The applicant has coordinated requirements with Clear Creek Disposal so that the location of the trash room will not place the trash truck onto 5th Street or the sidewalk during pick-up. Emergency vehicles, snowplows, and service vehicles will have to access the site from the right-of-way and Alpine Lane.</i>
17.96.060(H)(1)	Snow storage areas shall not be less than thirty percent (30%) of the improved parking and pedestrian circulation areas.
<i>Comments</i>	<i>The applicant does not propose snow storage on site. Concrete sidewalks will be snow melted with hydronic heat tubing. Parking is in covered garage and unimpacted by snow. No other hardscape areas are on site that require snow removal/storage.</i>
17.96.060(H)(2)	Snow storage areas shall be provided on-site.
<i>Comments</i>	<i>See above.</i>
17.96.060(H)(3)	A designated snow storage area shall not have any dimension less than five (5') feet and shall be a minimum of twenty-five (25) square feet.
<i>Comments</i>	<i>See above.</i>
17.96.060(H)(4)	In lieu of providing snow storage areas, snow melt and hauling of snow may be allowed.
<i>Comments</i>	<i>See above. In lieu of snow storage, the site is providing for snow melt via hydronic heat tubing in concrete sidewalks.</i>
17.96.060(I)(1)	Landscaping is required for all projects.
<i>Comments</i>	<i>Street trees are proposed along the East Avenue and 5th Street frontages. Tree species will be coordinated with and approved by the City Arborist. Tree grates will be coordinated with the City Engineer. Additionally, the raised decks and</i>

	<i>roofs will have regional plantings adaptable to the site's microclimate as recommended by the landscape architect.</i>
17.96.060(I)(2)	Landscape materials and vegetation types specified shall be readily adaptable to a site's microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the neighborhood and townscape.
<i>Comments</i>	<i>See above.</i>
17.96.060(I)(3)	All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.
<i>Comments</i>	<i>See above.</i>
17.96.060(I)(4)	Landscaping shall provide a substantial buffer between land uses, including, but not limited to, structures, streets and parking lots. The development of landscaped public courtyards, including trees and shrubs where appropriate, shall be encouraged.
<i>Comments</i>	<i>See above.</i>
17.96.060(J)(1)	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 be approved by the Public Works Director prior to design review approval from the Commission.
<i>Comments</i>	<i>Bicycle racks will be installed along the street frontages in accordance with design review regulations and at the direction of the Public Works Director.</i>
17.96.060(K)(1)	Encroachments of below grade structures into required setbacks are subject to subsection 17.128.020(K) of this title and shall not conflict with any applicable easements, existing underground structures, sensitive ecological areas, soil stability, drainage, other sections of this Code or other regulating codes such as adopted International Code Council Codes, or other site features concerning health, safety, and welfare.
<i>Comments</i>	<i>N/A. Below grade encroachments are not being proposed.</i>
17.96.060(K)(2)	No below grade structure shall be permitted to encroach into the riparian setback. (Ord. 1186, 2018; Ord. 1148, 2016)
<i>Comments</i>	<i>N/A. Below grade encroachments are not being proposed.</i>
IMPROVEMENTS AND STANDARDS: COMMUNITY CORE (CC) PROJECTS	
In addition to the requirements of section 17.96.060, unless otherwise specified, the below standards apply to projects in the Community Core district.	
17.96.070 A(1)	Street trees, streetlights, street furnishings, and all other street improvements shall be installed or constructed as determined by the Public Works Department.
<i>Comments</i>	<i>Landscape Architect and General contractor will coordinate with the Public Works Department during construction to ensure the approved design will be installed and constructed as determined by the Public Works Director.</i>
17.96.070 A(2)	Street trees with a minimum caliper size of three inches (3"), shall be placed in tree grates.
<i>Comments</i>	<i>The landscape architect will specify, and the landscape contractor will install, street trees according to City requirements and coordinate City Arborist approval.</i>
17.96.070 A(3)	Due to site constraints, the requirements of this subsection A may be modified by the Public Works Department.

<i>Comments</i>	<i>Landscape Architect and General contractor will coordinate with the Public Works Department during construction to ensure the approved design will be installed and constructed as determined by the Public Works Director.</i>
17.96.070 B(1)	Facades facing a street or alley or located more than five (5') feet from an interior side property line shall be designed with both solid surfaces and window openings to avoid the creation of blank walls and employ similar architectural elements, materials, and colors as the front façade.
<i>Comments</i>	<i>The facades facing 5th Street and East Avenue are designed with ground floor glazing to break up solid walls and invite window shopping. All facades on the upper floors have a combination of solid walls and windows for the residential apartments. Building undulation and change in materials avoid the creation of blank walls.</i>
17.96.070 B(2)	For nonresidential portions of buildings, front building facades and facades fronting a pedestrian walkway shall be designed with ground floor storefront windows and doors with clear transparent glass. Landscaping planters shall be incorporated into facades fronting pedestrian walkways.
<i>Comments</i>	<i>Storefront windows and doors will be incorporated into the lower-level showroom areas along both street frontages. Pockets of landscaping will be provided at the back edge of sidewalk.</i>
17.96.070 B(3)	For nonresidential portions of buildings, front facades shall be designed to not obscure views into windows.
<i>Comments</i>	<i>The proposed design provides floor to ceiling glass doors and glazing interspersed with brick at the facades along 5th Street and East Avenue.</i>
17.96.070 B(4)	Roofing forms and materials shall be compatible with the overall style and character of the structure. Reflective materials are prohibited.
<i>Comments</i>	<i>All proposed roof elements are flat roofs which will be drained internally. A rooftop deck accessed from the 4th floor is provided as an amenity to the residents. No reflective materials will be used in the roofing.</i>
17.96.070 B(5)	All pitched roofs shall be designed to sufficiently hold all snow with snow clips, gutters, and downspouts.
<i>Comments</i>	<i>All proposed roof elements are flat roofs which will be drained internally.</i>
17.96.070 B(6)	Roof overhangs shall not extend more than three (3') feet over a public sidewalk. Roof overhangs that extend over the public sidewalk shall be approved by the Public Works Department.
<i>Comments</i>	<i>All proposed roof elements are flat roofs which will be drained internally.</i>
17.96.070 B(7)	Front porches and stoops shall not be enclosed on the ground floor by permanent or temporary walls, windows, window screens, or plastic or fabric materials.
<i>Comments</i>	<i>The front entry walkways are simply hardscape to connect to the sidewalk. No enclosures or surrounds are proposed or contemplated.</i>
17.96.070 C(1)	Trash disposal areas and shipping and receiving areas shall be located within parking garages or to the rear of buildings. Trash disposal areas shall not be located within the public right of way and shall be screened from public views.
<i>Comments</i>	<i>Garbage will be collected in an enclosed trash room accessed from inside the parking garage. Collection will occur through a roll-up door in the rear of the building via the "alley" that is Alpine Lane. Shipping and receiving for the retail spaces will occur through the garage, with truck loading zone located in the alley.</i>

17.96.070 C(2)	Roof and ground mounted mechanical and electrical equipment shall be fully screened from public view. Screening shall be compatible with the overall building design.
Comments	<i>Ground mounted mechanical equipment is located within dedicated mechanical rooms located at the intersection of 5th Street and Alpine Lane. Rooftop solar equipment will be screened from view.</i>
17.96.070 D(1)	When a healthy and mature tree is removed from a site, it shall be replaced with a new tree. Replacement trees may occur on or off site.
Comments	<i>The applicant and landscape architect will work with the city arborist to determine if any of the existing trees removed as part of the construction of this project will be replaced, and if so, where they will be located.</i>
17.96.070 D(2)	Trees that are placed within a courtyard, plaza, or pedestrian walkway shall be placed within tree wells that are covered by tree grates.
Comments	<i>Trees located within the City right-of-way pedestrian walkways on East Avenue, 5th Street, and Walnut Avenue will be placed in tree wells and covered by tree grates as approved by the City Engineer.</i>
17.96.070 D(3)	The city arborist shall approve all parking lot and replacement trees.
Comments	<i>The applicant and landscape architect will work the city arborist on the selection of replacement trees should they be required.</i>
17.96.070 E(1)	Surface parking lots shall be accessed from off the alley and shall be fully screened from the street.
Comments	<i>N/A. The surface parking lots are fully screened from East Avenue and 5th Street. Although there is no required parking for this project, the building includes 49 vehicle parking stalls for residents in the garage.</i>
17.96.070 E(2)	Surface parking lots shall incorporate at least one (1) tree and one (1) additional tree per ten (10) onsite parking spaces. Trees shall be planted in landscaped planters, tree wells and/or diamond shaped planter boxes located between parking rows. Planter boxes shall be designed so as not to impair vision or site distance of the traveling public.
Comments	<i>N/A. See above.</i>
17.96.070 E(3)	Ground cover, low lying shrubs, and trees shall be planted within the planters and planter boxes. Tree grates or landscaping may be used in tree wells located within pedestrian walkways.
Comments	<i>Trees located within the City right-of-way pedestrian walkways on East Avenue, 5th Street, and Walnut Avenue will be placed in tree wells and covered by tree grates as approved by the City Engineer.</i>
17.96.070 F(1)	One (1) bicycle rack, able to accommodate at least two (2) bicycles, shall be provided for every four (4) parking spaces as required by the proposed use. At a minimum, one (1) bicycle rack shall be required per development.
Comments	<i>There is no required parking for this project; however, 49 parking stalls are provided for the residents. Two (2) large bicycle parking enclosures are provided within the garage, one in each building providing storage for a total of 110 bikes and 6 e-cargo bicycles.</i>
17.96.070 F(2)	When the calculation of the required number of bicycle racks called for in this section results in a fractional number, a fraction equal to or greater than one-half (1/2) shall be adjusted to the next highest whole number.
Comments	<i>N/A. See above.</i>

17.96.070 F(3)	Bicycle racks shall be clearly visible from the building entrance they serve and not mounted less than fifty (50') feet from said entrance or as close as the nearest non-ADA parking space, whichever is closest. Bicycle racks shall be located to achieve unobstructed access from the public right-of-way and not in areas requiring access via stairways or other major obstacles.
Comments	<i>In addition to the secure bicycle parking enclosures within the garages, bicycle racks will be provided as public amenities.</i>

ATTACHMENT E CODE COMPLIANCE ANALYSIS

Zoning and Dimensional Standards Analysis

Compliant			Standards and Staff Comments	
Yes	No	N/A	Ketchum Municipal Code Section	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.040	Minimum Lot Area
			Staff Comments	<p>Required: 5,500 square feet minimum</p> <p>Site Dimensions & Areas Lot 3A: 16,814 square feet West 75 feet of Lots 7 & 8: 8,258 square feet Block 45 Alley: 1,092 square feet Total Site Area: 26,164 square feet</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.124.040	Floor Area Ratios and Community Housing
			Staff Comments	<p>Permitted Gross FAR in Community Core Subdistrict 1(CC-1): 1.0 Gross FAR with for deed-restricted Community Housing may exceed 2.25 subject to design review approval.</p> <p>KMC §17.124.040.B3: In the CC Zone, the maximum floor area incentive applies to buildings up to 3 stories in height. Buildings above 3 stories may exceed the 2.25 FAR maximum only in accordance with the pertinent code provisions allowing for a fourth floor (for example, hotels, PUDs and 100 percent community housing project, etc).</p> <p>Proposed The gross floor area calculations are indicated on Sheet PDR A6.00 of the project plans. Total Gross Floor Area: 60,038 gross square feet Site Area: 26,164 square feet FAR Proposed: 2.29 (60,038 gross sq ft/26,164 sq ft site area)</p> <p>Increase Above Permitted 1.0 FAR: 33,874 square feet 20% of Increase: 6,775 square feet Net Livable (15% Reduction): 5,759 square feet</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.040	Minimum Building Setbacks
			Staff Comments	<p>Required Front & Street Side: 0' Rear Side Adjacent to an Alleyway: 3' Interior Side: 0' Cantilevered decks and overhangs: 0' Setbacks for 4th floor: 10' Non-habitable Structures/Fixed Amenities/Solar and Mechanical Equipment Affixed to the Roof from all Building Facades: 10'</p> <p>Proposed The applicant has indicated the proposed setbacks on the Architectural Site Plan (Sheet PDR A1.00) of the Pre-Application Design Review submittal.</p>

				<p><i>Building A</i> Front (East Avenue/west): 0' Rear Adjacent to Alley: 4'-4'' further clarification necessary Interior Side (south): 0' Street Side (north): 0'</p> <p><i>Building B</i> Front (5th Street/north): 0' Alley Side (west): 4'-3'' further clarification necessary Rear (interior/south): 0' Interior Side (west): 0'</p> <p><i>Roof Setbacks</i> Elevator Overrun: 19' minimum to 97'-6'' feet maximum Air System: 33'-8'' minimum to 59'-2'' maximum Solar Panels: The roof-mounted solar panels must be setback a minimum of 10 feet from all building facades.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.040	Maximum Building Heights
			Staff Comments	<p>Permitted 100% Community Housing Building Height: 52 feet</p> <p>Footnote 1: For the purposes of this section, a project in the Retail Core (CC-1) that provides 100% community housing above the first floor and complies with the ground floor street frontage uses of the Retail Core, shall be considered a 100% community housing project.</p> <p>Footnote 2: All buildings greater than 48 feet in height or that contain a 4th or 5th floor shall require final approval from the City Council.</p> <p>Non-Habitable Structures Located on Building Rooftops: 10 feet</p> <p><i>KMC §17.08.020: HEIGHT OF BUILDING/CC DISTRICT: The greatest vertical distance of a building in the Community Core District measured by determining the average elevation of the front property line and rear property line. Draw a line from the average front or rear elevation up to the maximum building height allowed, and then draw a line at that height parallel to the front or rear property line. The resulting line establishes the highest elevation of the front or rear facade. The front or rear facade shall not extend above this line. Side facades may be stepped up or down to transition from the highest elevation of the front facade height to the highest elevation of the rear facade. One or multiple steps along the side facades are allowed, except no step shall occur within 40 feet of the front elevation or within 35 feet of the rear facade.</i></p>

				<p><u>Average Elevations at Property Lines</u></p> <p><i>Building A</i> Average Elevation at Front Property Line (East Avenue): 5855' Average Elevation at Rear Property Line (Alley): 5858'</p> <p><i>Building B</i> Average Elevation at Front Property Line (5th Street): 5860' Average Elevation at Rear Property Line (south/interior): 5860'</p> <p>Proposed</p> <p><i>Building A</i> Proposed Building Height at Front Elevation: 50'-9" Proposed Building Height at Rear Elevation (Alley): 47'-9"</p> <p><i>Building B</i> Proposed Building Height at Front Elevation (5th Street): 48' Proposed Building Height at Rear Elevation (south/interior): 48'-1"</p> <p>Height at Elevator Overrun: 50'-3"</p> <p>The Bluebird Village project exceeds 48 feet in height and will require final review and approval from the City Council.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.125.030	Off-Street Parking Access Standards
			Staff Comments	<p>Required KMC §17.125.030.H Street Frontage: A total of 35% of the linear footage of any street frontage can be devoted to access to off street parking. Corner lots that front two or more streets may select either or both streets as access but shall not devote more than 35% of the total linear footage of street frontage to access off street parking.</p> <p>KMC §17.125.030.I Alley Access:</p> <ol style="list-style-type: none"> 1. Off-street parking spaces may be located directly off the alley if the width of the alley can adequately accommodate ingress and egress to the parking spaces. 2. No parking space shall project into an alley, sidewalk, or street. 3. All alleys used as access to loading areas and/or to an off-street parking space or spaces shall be surfaced with asphalt or cement concrete. <p>Proposed The parking spaces are accessed from the Block 45 alleyway. No curb cuts or driveway accesses along East Avenue or 5th Street are proposed with this project. The proposed width of the Block 45 alleyway is 20 feet. The Block 45 alleyway will be surfaced with asphalt.</p>

☒	☐	☐	<p>17.125.040</p> <p>Staff Comments</p>	<p>Parking Spaces</p> <p>Required</p> <p>Multi-Family Dwelling Units in CC Zone Units 750 square feet or less: 0 parking spaces Units 751 square feet to 2,000 square feet: 1 parking space Units 2,001 square feet and above: 2 parking spaces</p> <p>KMC §17.125.040.A.3 Area Measurements: Unless otherwise specifically noted, residential parking requirements for all square footage based parking and loading standards shall be computed on the interior square footage of each residential unit, as measured between the interior walls of the unit.</p> <p>KMC §17.125.040.C Exemptions in CC Zone:</p> <ul style="list-style-type: none"> • Community Housing • The first 5,500 gross square feet of retail trade <p>Project Parking Demand</p> <p>56 Total Community Housing Units: Exempt Retail (2,500 square feet): Exempt</p> <p>Proposed</p> <p>49 total parking spaces are provided on the project site. 18 of the parking spaces are arranged in a tandem configuration. 7 of the parking spaces are compact. 2 of the compact spaces will be designated for car share.</p>
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Design Review Standards Evaluation

Design Review Improvements and Standards (KMC §17.96.060)				
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.A1 Streets	<p>The applicant shall be responsible for all costs associated with providing a connection from an existing city street to their development.</p>
			Staff Comments	<p>The project site has street frontage along East Avenue and 5th Street. The off-street parking will be accessed from the Block 45 alley.</p> <p>Pursuant to KMC §17.96.060.G3, vehicle, bicycle, and pedestrian traffic shall flow safely within the project and onto adjacent streets. Prior to issuance of a building permit for the project, the City Engineer and Streets Department shall review the civil drawings to ensure adequate sight distances and proper signage for the project's circulation design.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.A2 Streets	<p>All street designs shall be approved by the City Engineer.</p>
			Staff Comments	<p>No changes to the lanes of travel or the street design are proposed with this project.</p> <p>The project's circulation design is indicated on Sheet PDR C1.02 of the project plans.</p> <p>Prior to issuance of a building permit for the project, the City Engineer and Streets Department shall review the civil drawings to ensure adequate sight distances and proper signage for the project's circulation design. The circulation design shall be indicated on civil drawings stamped by an Idaho-licensed engineer (KMC §12.04.020.C.3) included with the project plans submitted with the building permit application for final review and approval by the City Engineer and Streets Department prior to issuance of a building permit for the project.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.B1 Sidewalks	<p>All projects under 17.96.010(A) that qualify as a "Substantial Improvement" shall install sidewalks as required by the Public Works Department.</p>
			Staff Comments	<p>The project qualifies as a substantial improvement project. The project's sidewalk design is indicated on Sheet PDR C1.02 of the project plans. 8-foot wide sidewalks are provided along East Avenue and 5th Street. As part of the public improvements, a bulb out will be required at the SE corner of East Avenue and 5th Street.</p> <p>Final civil drawings for all associated ROW improvements shall be submitted with the Building Permit application to be verified,</p>

				reviewed, and approved by the City Engineer and Streets Department prior to issuance of a Building Permit for the project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.B2 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.
			Staff Comments	The applicant will improve the sidewalks to City ROW standards along both East Avenue and 5 th Street. Sheet PDR C1.02 indicates 8-foot wide concrete sidewalks, which is the required width for 100-foot-wide (East Avenue) and 60-foot-wide (5 th Street) rights-of-way. Final civil drawings for all associated ROW improvements shall be submitted with the Building Permit application to be verified, reviewed, and approved by the City Engineer and Streets Department.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.B3 Sidewalks	Sidewalks may be waived if one of the following criteria is met: <ul style="list-style-type: none"> a. The project comprises an addition of less than 250 square feet of conditioned space. b. The City Engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.
			Staff Comments	N/A. The project qualifies as a substantial improvement and sidewalks are required to be provided.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.B4 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.
			Staff Comments	The proposed sidewalk improvements are equal to the length of property’s frontage along East Avenue and 5 th Street. Final civil drawings for all associated ROW improvements shall be submitted with the Building Permit application to be verified, reviewed, and approved by the City Engineer and Streets Department.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.B5 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.
			Staff Comments	The proposed sidewalk design connects with existing sidewalks. The project’s circulation design indicated on Sheet PDR C1.02 includes crosswalks to connect to the sidewalks along East Avenue and 5 th Street. The sidewalk along 5 th Street is designed to connect to future sidewalks to the east along 5 th Street.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.B6 Sidewalks	The City may approve and accept voluntary cash contributions in-lieu of the above described improvements, which contributions must be

				<p>segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in-lieu contribution shall be paid before the City issues a certificate of occupancy.</p>
			Staff Comments	N/A. Staff does not recommend a voluntary cash contribution in-lieu of improvements for this project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.C1 Drainage	All storm water shall be retained on site.
			Staff Comments	<p>All storm water is proposed to be retained on site, including storm water from roof drains. Sheet PDR C1.02 indicates the proposed drainage improvements.</p> <p>Roof drain locations and specifications must be indicated the project plans submitted with the Building Permit application for review and approval by the City Engineer.</p> <p>Prior to issuance of a Building Permit for the project, the applicant shall submit a final drainage plan indicating grading, catch basins, piping, and drywells (KMC §17.96.040.C.2b & KMC §17.96.060.C.1-4) prepared by a civil engineer licensed in the state for review and approval by the City Engineer and Streets Department.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.C2 Drainage	Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
			Staff Comments	<p>Drainage improvements shall be equal to the length of the property lines along East Avenue and 5th Street. See above analysis for Ketchum Municipal Code §17.96.060.C1. All drainage improvements are required to be constructed City standards.</p> <p>Final civil drawings for all drainage improvements shall be submitted with the Building Permit application to be verified, reviewed, and approved by the City Engineer and Streets Department.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.C3 Drainage	The City Engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.
			Staff Comments	The City Engineer will determine if the drainage improvements are sufficient after reviewing the final civil drawings submitted with the Building Permit application. The City Engineer may require additional drainage improvements if necessary.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.C.4 Drainage	Drainage facilities shall be constructed per City standards.

			Staff Comments	All drainage facilities within the project site and the public right-of-way shall meet City standards. Final drainage specifications must be included with the civil drawings submitted with the Building Permit application to be reviewed and approved by the City Engineer & Streets Department.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.D1 Utilities	All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.
			Staff Comments	All utilities necessary for the project shall be improved and installed at the sole expense of the applicant. Prior to issuance of a Building Permit, the applicant must secure a will-serve letter from Idaho Power. Requirements and specifications for the water and sewer connections will be verified, reviewed, and approved by the Utilities and Wastewater departments prior to issuance of a building permit for the project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.D2 Utilities	Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.
			Staff Comments	All utilities, including transformers, within the development site shall be underground and concealed from public view. As indicated on Sheets C1.01. and C1.02, power boxes are located at the southwest corner of Lots 7 and 8 within an Idaho Power Easement (Instrument No. 613194). The applicant must indicate the required screening for the project's electrical infrastructure on the project plans. Screening must comply with Ketchum Municipal Code standards and Idaho Power Company's clearance requirements. The applicant shall submit written confirmation of Idaho Power's approval of the proposed location and screening of all electrical infrastructure prior to issuance of a building permit for the project. All roof and ground mounted mechanical, electrical, and plumbing equipment must be screened from public view. The project plans indicate screening for the roof-mounted air system equipment. The solar panels will be screened by the roof parapets.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.D3 Utilities	When extension of utilities is necessary all developers will be required to pay for and install two (2") inch SDR11 fiber optical conduit. The placement and construction of the fiber optical conduit shall be done in accordance with city of Ketchum standards and at the discretion of the City Engineer.

			Staff Comments	The subject property is served by high-speed internet. If an extension is needed, then the applicant will work with the City Engineer to identify the location of a fiber line to serve the project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.E1 Compatibility of Design	The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.
			Staff Comments	The project's exterior materials and colors are included on Sheet PDR A9.00 of the project plans. The project's master signage plan is indicated on Sheet PDR A6.01 of the project plans. The proposed exterior materials and finishes include brick veneer, fiber cement panels, wood board rainscreen panels, blue architectural panels, metal panels, corrugated vertical siding, exposes concrete, and metal flashing painted black. The exterior elevations submitted with the project plans show the proposed materials, colors, and signing. The modern building alludes to more traditional design through natural materials, like the brick. The design approach refashions traditional materials combined with contemporary finishes to enhance visual interest.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.E2 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.
			Staff Comments	N/A. No significant landmarks of historical or cultural importance have been identified on the property.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.E3 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.
			Staff Comments	N/A This standard does not apply because the existing City Hall building will be demolished.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.F1 Architectural	Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.
			Staff Comments	Entrances to Building B's retail unit and residential lobby are provided along 5 th Street. Entrances to Building's A residential lobby is provided along 5 th Street. An additional entrance to Building A's interior circulation to access the residential units is provided at the southwest corner of the property along East Avenue. Building A includes two retail units—one accessed from an entrance along 5 th Street and one accessed from two entrances along East Avenue. All building entrances are recessed from the street frontage and defined by floor

				<p>to ceiling glass doors and windows. The entrances to the retail units are further defined by metal canopy overhangs with signage.</p> <p>The building entrances provided unobstructed pedestrian access to the sidewalks along 5th Street and East Avenue.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.96.060.F2 Architectural</p> <p>The building character shall be clearly defined by use of architectural features.</p> <p>Staff Comments</p> <p>The Bluebird Village project building characterized by modern design elements with simple building forms with traditional materials. The two buildings are broken up into distinct one-, two-, and three- story building masses that area distinguished by exterior material variation, fenestration, and wall setbacks.</p> <p>The ground-floor street frontage is defined through brick façade broken up by large storefront windows and glass doors. The East Avenue façade is broken up into two brick, three-story masses. These masses are further defined by decorative brick detailing at top of the third floor. Two-story vertical wood panel siding masses attempt to break up the building and define the street corner at East Avenue and 5th Street. The stairwell at the southwest corner of the property along 5th Street is a 4-story vertical element comprised of windows that grounds the building to the project site. The 5th Street façade is broken up into two- and three-story masses defined by changes in exterior materials. The vertical wood board siding and rectangular Stonewood panels provide visual relief to the building walls. Two 4-story brick columns along 5th Street further define the façade.</p>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.96.060.F3 Architectural</p> <p>There shall be continuity of materials, colors and signing within the project.</p> <p>Staff Comments</p> <p>The same materials and colors are proposed to be used on all four facades of the two buildings. The consistent use of the same materials across all elevations ties the horizontal and vertical patterns arranged in one-, two-, three-, and four-story elements into one cohesive project design.</p>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.96.060.F4 Architectural</p> <p>Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.</p> <p>Staff Comments</p> <p>The project does not propose any fences or accessory structures.</p> <p>Landscaping is indicated on Sheets PDR L1.01, L1.02, and L1.04. Landscape features soften the mass of building and provide visual relief to the vertical wall planes. Sheet PDR L1.01 shows 4 street trees along East Avenue and 7 street trees along 5th Street. The trees soften the mass of the building and enhance the streetscape to create a walkable environment. At-grade planters along East Avenue and 5th</p>	

				Street define the building entrances. Sheet PDR L1.02 shows landscaped roofs provided at the wall setbacks along 5 th Street, the south interior façade, and the east rear façade. Sheet PDR L1.04 shows the landscaped screening provided at the roof deck, which includes 6 trees and perennial beds.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.F5 Architectural	Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
			Staff Comments	<p>The Bluebird Village project building characterized by modern design elements with simple building forms clad with traditional materials. The two buildings are broken up into distinct one-, two-, and three- story building masses that area distinguished by exterior material variation, fenestration, and wall setbacks.</p> <p>The ground-floor street frontage is defined through brick façade broken up by large storefront windows and glass doors. The East Avenue façade is broken up into two brick, three-story masses. These masses are further defined by decorative brick detailing at top of the third floor. Two-story vertical wood panel siding masses break up the building and define the street corner at East Avenue and 5th Street. The stairwell at the southwest corner of the property along 5th Street is a 4-story vertical element comprised of windows that grounds the building to the project site. The 5th Street façade is broken up into two- and three-story masses defined by changes in exterior materials. The vertical wood board siding and rectangular Stonewood panels provide visual relief to the building walls. Two 4-story brick columns along 5th Street further define the façade.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.F6 Architectural	Building(s) shall orient towards their primary street frontage.
			Staff Comments	The two buildings orient toward their primary street frontages along 5 th Street and East Avenue.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.F7 Architectural	Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.
			Staff Comments	The garbage storage area is proposed to be located within Building A and will be accessed from the alley. The applicant shall submit written confirmation of Clear Creek Disposal’s approval of the proposed garbage disposal configuration at final Design Review.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.F8 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.
			Staff Comments	The building design includes weather protection that prevents water from dripping or snow from sliding onto areas where pedestrians gather and circulate and onto adjacent properties. The recession

				created by the wall setbacks at the building entrances will provide weather protection. The flat roof design will include internal drains providing weather protection to prevent water from dripping or snow from sliding onto circulation areas.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.G1 Circulation Design	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
			Staff Comments	This standard has been met by the proposed sidewalk improvements. The sidewalks will connect to the existing sidewalks downtown.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.G2	Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.
			Circulation Design	Canopy elements at the building entrances along East Avenue overhang past the property line. These overhangs will final review and approval from the City Engineer as well as a Right-of-Way Encroachment Agreement.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.G3 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.
			Staff Comments	Vehicle access to the project's off-street parking is provided from the Block 45 alleyway. This circulation configuration complies with the Ketchum Traffic Authority's recommendation that no curb cuts be permitted if there is alley access available to serve the development. No curb cuts are proposed along 5 th Street or East Avenue, which enhances safety as driveways intersecting sidewalks may increase congestion and create safety hazards for pedestrians and bicyclists. Prior to issuance of a Building Permit for the project, the City Engineer and Streets Department shall review the civil drawings to ensure adequate sight distances and proper signage for the proposed driveway access.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.G4 Circulation Design	Curb cuts and driveway entrances shall be no closer than twenty (20') feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right of way. Due to site conditions or current/projected traffic levels or speed, the City Engineer may increase the minimum distance requirements.
			Staff Comments	N/A as no curb cuts or driveway entrances are proposed along 5 th Street or East Avenue.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.G5 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.

			Staff Comments	Unobstructed access for emergency vehicles, snowplows, and garbage trucks is provided from the Block 45 alley, 5 th Street, and East Avenue.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.H1 Snow Storage	Snow storage areas shall not be less than thirty percent (30%) of the improved parking and pedestrian circulation areas.
			Staff Comments	The architectural site plan on Sheet PDR A1.01 notes: <i>No viable on-site snow storage areas. Snow management to be accomplished by snowmelt and hauling snow off-site.</i> The applicant proposes to snowmelt or haul snow off-site, which is permitted as an alternative to providing a snow storage area by KMC §17.96.060.H4.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.H2 Snow Storage	Snow storage areas shall be provided on-site.
			Staff Comments	The applicant proposes to snowmelt or haul snow off-site, which is permitted as an alternative to providing a snow storage area by KMC §17.96.060.H4.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060.H3 Snow Storage	A designated snow storage area shall not have any dimension less than five (5') feet and shall be a minimum of twenty-five (25) square feet.
			Staff Comments	The applicant has proposed snowmelt and snow hauling in lieu of providing any snow storage areas on site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.H4 Snow Storage	In lieu of providing snow storage areas, snow melt and hauling of snow may be allowed.
			Staff Comments	The architectural site plan on Sheet PDR A1.01 notes: <i>No viable on-site snow storage areas. Snow management to be accomplished by snowmelt and hauling snow off-site.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.I1 Landscaping	Landscaping is required for all projects.
			Staff Comments	Landscaping is indicated on Sheets PDR L1.01, L1.02, and L1.04. Landscape features soften the mass of building and provide visual relief to the vertical wall planes. Sheet PDR L1.01 shows 4 street trees along East Avenue and 7 street trees along 5 th Street. The trees soften the mass of the building and enhance the streetscape to create a walkable environment. At-grade planters along East Avenue and 5 th Street define the building entrances. Sheet PDR L1.02 shows landscaped roofs provided at the wall setbacks along 5 th Street, the south interior façade, and the east rear façade. Sheet PDR L1.04 shows the landscaped screening provided at the roof deck, which includes 6 trees and perennial beds.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.I2 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.
			Staff Comments	The proposed landscaping is complementary to the buildings and surrounding downtown area. The landscape plan has been prepared by a professional landscape architect and is understood to meet requirements for microclimate, soil conditions, orientation and aspect.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.I3 Landscaping	All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.
			Staff Comments	All trees, shrubs, grasses, and perennials shall be drought tolerant. Native plants are recommended. The landscape plan indicates that all vegetation will be drip irrigated.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.I4 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.
			Staff Comments	The subject property is surrounded by compatible uses within the Community Core Zone. Landscape features soften the mass of building and provide visual relief to the vertical wall planes. Sheet PDR L1.01 shows 4 street trees along East Avenue and 7 street trees along 5 th Street. The trees soften the mass of the building and enhance the streetscape to create a walkable environment. At-grade planters along East Avenue and 5 th Street define the building entrances. Sheet PDR L1.02 shows landscaped roofs provided at the wall setbacks along 5 th Street, the south interior façade, and the east rear façade. Sheet PDR L1.04 shows the landscaped screening provided at the roof deck, which includes 6 trees and perennial beds.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060.J1 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.
			Staff Comments	The applicant has provided bicycle racks at the southwest corner of the site along 5 th Street. Staff recommends the applicant add additional pedestrian amenities, like benches, to enhance the streetscape.

Community Core Design Review Standards Evaluation

IMPROVEMENTS AND STANDARDS: 17.96.070 - Community Core (CC) Projects				
Yes	N o	N/ A	Ketchum Municipal Code Section	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070A(1)	<p>Street trees, street lights, street furnishings, and all other street improvements shall be installed or constructed as determined by the Public Works Department.</p> <p>Staff Comments The project's street improvements are indicated on Sheets PDR C1.02 and PDR L1.01. Street improvements include new 8-foot-wide concrete sidewalks along 5th Street and East Avenue, street trees, and streetlights.</p> <p>Final civil drawings for all associated right-of-way and street improvements shall be submitted with the building permit application to be verified, reviewed, and approved by the City Engineer and Streets Department.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(A)(2) Streets	<p>Street trees with a minimum caliper size of three (3") inches, shall be placed in tree grates.</p> <p>Staff Comments Specifications for the proposed street trees are included on Sheet PDR L1.01 of the project plans. The notes indicate that trees will be a minimum caliper size of 3 inches and will be placed tree wells.</p> <p>Streetscape improvements must be indicated on civil plans with the Building Permit application for final review and approval by the City Engineer and Streets Department.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(A)(3)	<p>Due to site constraints, the requirements if this subsection 17.96.070(A) may be modified by the Public Works Department.</p> <p>Staff Comments Modification to the requirements of KMC §17. 96.070(A) may be recommended by the City Engineer and Streets Department following review of the civil drawings submitted with the building permit application. Preliminary plans submitted with Design Review are reviewed by the City Engineer and Streets Department in concept only. The final civil drawings including the streetscape, sidewalk, utilities, and drainage plans shall be reviewed and approved by the City Engineer and Streets Department prior to issuance of a building permit for the project.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(B)(1)	<p>Facades facing a street or alley or located more than five (5') feet from an interior side property line shall be designed with both solid surfaces and window openings to avoid the creation of blank walls and employ similar architectural elements, materials, and colors as the front façade.</p>

			Staff Comments	<p>The Bluebird Village project building characterized by modern design elements with simple building forms. The two buildings are broken up into distinct one-, two-, and three- story building masses that area distinguished by exterior material variation, fenestration, and wall setbacks.</p> <p>The ground-floor street frontage is defined through brick façade broken up by large storefront windows and glass doors. The East Avenue façade is broken up into two brick, three-story masses. These masses are further defined by decorative brick detailing at top of the third floor. Two-story vertical wood panel siding masses break up the building and define the street corner at East Avenue and 5th Street. The stairwell at the southwest corner of the property along 5th Street is a 4-story vertical element comprised of windows that grounds the building to the project site. The 5th Street façade is broken up into two- and three-story masses defined by changes in exterior materials. The vertical wood board siding and rectangular Stonewood panels provide visual relief to the building walls. Two 4-story brick columns along 5th Street further define the façade. Special attention should be given to the façade along 5th Street east and west of the alley in relation to this design standard.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(B)(2)	For nonresidential portions of buildings, front building facades and facades fronting a pedestrian walkway shall be designed with ground floor storefront windows and doors with clear transparent glass. Landscaping planters shall be incorporated into facades fronting pedestrian walkways.
			Staff Comments	The ground-floor street frontage on East Avenue is defined through brick façade broken up by large storefront windows and glass doors. Revisions to the 5 th Street frontage should be considered.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(B)(3)	For nonresidential portions of buildings, front facades shall be designed to not obscure views into windows.
			Staff Comments	The proposed design maximizes views into the retail units within the Bluebird Village building.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(B)(4)	Roofing forms and materials shall be compatible with the overall style and character of the structure. Reflective materials are prohibited.
			Staff Comments	Flat roofs at varying height and canopy elements define the building. Special attention should be given to the design to reduce the perceived mass and scale of the buildings.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.070(B)(5)	All pitched roofs shall be designed to sufficiently hold all snow with snow clips, gutters, and downspouts.
			Staff Comments	N/A as no pitched roofs are proposed for the project.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(B)(6)	Roof overhangs shall not extend more than three (3') feet over a public sidewalk. Roof overhangs that extend over the public sidewalk shall be approved by the Public Works Department.
			Staff Comments	Canopy elements at the building entrances along East Avenue overhang past the property line. These overhangs will final review and approval from the City Engineer as well as a Right-of-Way Encroachment Agreement.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.070(B)(7)	Front porches and stoops shall not be enclosed on the ground floor by permanent or temporary walls, windows, window screens, or plastic or fabric materials.
			Staff Comments	No front porches or stoops are proposed with the Bluebird Village project.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(C)(1)	Trash disposal areas and shipping and receiving areas shall be located within parking garages or to the rear of buildings. Trash disposal areas shall not be located within the public right of way and shall be screened from public views.
			Staff Comments	The garbage storage area is proposed to be located within Building A and will be accessed from the alley. The applicant shall submit written confirmation of Clear Creek Disposal's approval of the proposed garbage disposal configuration at final Design Review.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(C)(2)	Roof and ground mounted mechanical and electrical equipment shall be fully screened from public view. Screening shall be compatible with the overall building design.
			Staff Comments	<p>All utilities, including transformers, within the development site shall be underground and concealed from public view. As indicated on Sheets C1.01. and C1.02, power boxes are located at the southwest corner of Lots 7 and 8 within an Idaho Power Easement (Instrument No. 613194). The applicant must indicate the required screening for the project's electrical infrastructure on the project plans. Screening must comply with Ketchum Municipal Code standards and Idaho Power Company's clearance requirements. The applicant shall submit written confirmation of Idaho Power's approval of the proposed location and screening of all electrical infrastructure prior to issuance of a building permit for the project.</p> <p>All roof and ground mounted mechanical, electrical, and plumbing equipment must be screened from public view. The project plans indicate screening for the roof-mounted air system equipment. The solar panels will be screened by the roof parapets.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(D)(1)	When a healthy and mature tree is removed from a site, it shall be replaced with a new tree. Replacement trees may occur on or off site.

			Staff Comments	Sheet PDR L1.01 indicates 10 total trees will be removed from the project site to accommodate the new Bluebird Village buildings. The replacement trees include 10 street trees and 6 trees that border the roof deck.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(D)(2)	Trees that are placed within a courtyard, plaza, or pedestrian walkway shall be placed within tree wells that are covered by tree grates.
			Staff Comments	Specifications for the proposed street trees are included on Sheet PDR L1.01 of the project plans. The notes indicate that trees will be a minimum caliper size of 3 inches and will be placed tree wells. Streetscape improvements must be indicated on civil plans with the Building Permit application for final review and approval by the City Engineer and Streets Department.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(D)(3)	The city arborist shall approve all parking lot and replacement trees.
			Staff Comments	No surface parking lots are proposed with the project. The City Arborist will review all replacement trees at final Design Review.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.070(E)(1)	Surface parking lots shall be accessed from off the alley and shall be fully screened from the street.
			Staff Comments	N/A. No surface parking lot is proposed with the project.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.070(E)(2)	Surface parking lots shall incorporate at least one (1) tree and one (1) additional tree per ten (10) onsite parking spaces. Trees shall be planted in landscaped planters, tree wells and/or diamond shaped planter boxes located between parking rows. Planter boxes shall be designed so as not to impair vision or site distance of the traveling public.
			Staff Comments	N/A. The project does not include a surface parking lot. On-site parking is accommodated within the two parking garages. 4 spaces are provided off of the Block 45 alley.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(E)(3)	Ground cover, low lying shrubs, and trees shall be planted within the planters and planter boxes. Tree grates or landscaping may be used in tree wells located within pedestrian walkways.
			Staff Comments	Landscaping is indicated on Sheets PDR L1.01, L1.02, and L1.04. Landscape features soften the mass of building and provide visual relief to the vertical wall planes. At-grade planters along East Avenue and 5 th Street define the building entrances. Sheet PDR L1.02 shows landscaped roofs provided at the wall setbacks along 5 th Street, the south interior façade, and the east rear façade. Sheet PDR L1.04 shows the landscaped screening provided at the roof deck, which includes perennial beds.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(F)(1)	One (1) bicycle rack, able to accommodate at least two (2) bicycles, shall be provided for every four (4) parking spaces as required by the

				proposed use. At a minimum, one (1) bicycle rack shall be required per development.
			Staff Comments	6 bike racks accommodating 2 bicycles each are provided at the southwest corner of the project site along 5 th Street. Bike storage is also provided within the garages of both buildings. Building A's bike storage area accommodates 18 bikes. Building B's bike storage area accommodates 92 bikes.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.070(F)(2)	When the calculation of the required number of bicycle racks called for in this section results in a fractional number, a fraction equal to or greater than one-half (1/2) shall be adjusted to the next highest whole number.
			Staff Comments	The fraction of the calculation is not equal to or greater than one-half.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.070(F)(3)	Bicycle racks shall be clearly visible from the building entrance they serve and not mounted less than fifty (50') feet from said entrance or as close as the nearest non-ADA parking space, whichever is closest. Bicycle racks shall be located to achieve unobstructed access from the public right-of-way and not in areas requiring access via stairways or other major obstacles.
			Staff Comments	6 bike racks accommodating 2 bicycles each are provided at the southwest corner of the project site along 5 th Street.

ATTACHMENT F STANDARDS FOR REVIEW

Compatibility of Design Criteria

KMC 17.96.060

E. Compatibility Of Design:

1. The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.
2. Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.
3. Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.

F. Architectural:

1. Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.
2. The building character shall be clearly defined by use of architectural features.
3. There shall be continuity of materials, colors and signing within the project.
4. Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.
5. Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
6. Building(s) shall orient toward their primary street frontage.
7. Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.
8. Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.

17.96.070: COMMUNITY CORE (CC) PROJECTS:

In addition to the requirements of section 17.96.060 of this chapter, unless otherwise specified, the standards of this section apply to projects in the Community Core District. The purpose of this section is to ensure the addition of high quality architecture for new development, while maintaining the unique character of existing building stock found in the Community Core.

A. Streets:

1. Street trees, streetlights, street furnishings, and all other street improvements shall be installed or constructed as determined by the Public Works Department.
2. Street trees with a minimum caliper size of three inches (3"), shall be placed in tree grates.
3. Due to site constraints, the requirements of this subsection A may be modified by the Public Works Department.

B. Architectural:

1. Facades facing a street or alley or located more than five feet (5') from an interior side property line shall be designed with both solid surfaces and window openings to avoid the creation of blank walls and employ similar architectural elements, materials, and colors as the front facade.
2. For nonresidential portions of buildings, front building facades and facades fronting a pedestrian walkway shall be designed with ground floor storefront windows and doors with clear transparent glass. Landscaping planters shall be incorporated into facades fronting pedestrian walkways.

3. For nonresidential portions of buildings, front facades shall be designed to not obscure views into windows.

4. Roofing forms and materials shall be compatible with the overall style and character of the structure. Reflective materials are prohibited.

5. All pitched roofs shall be designed to sufficiently hold all snow with snow clips, gutters, and downspouts.

6. Roof overhangs shall not extend more than three feet (3') over a public sidewalk. Roof overhangs that extend over the public sidewalk shall be approved by the Public Works Department.

7. Front porches and stoops shall not be enclosed on the ground floor by permanent or temporary walls, windows, window screens, or plastic or fabric materials.

C. Service Areas And Mechanical/Electrical Equipment:

1. Trash disposal areas and shipping and receiving areas shall be located within parking garages or to the rear of buildings. Trash disposal areas shall not be located within the public right-of-way and shall be screened from public views.

2. Roof and ground mounted mechanical and electrical equipment shall be fully screened from public view. Screening shall be compatible with the overall building design.

D. Landscaping:

1. When a healthy and mature tree is removed from a site, it shall be replaced with a new tree. Replacement trees may occur on or off site.

2. Trees that are placed within a courtyard, plaza, or pedestrian walkway shall be placed within tree wells that are covered by tree grates.

3. The City arborist shall approve all parking lot and replacement trees.

ATTACHMENT G PUBLIC COMMENTS

Public Comments can be found at the following link to the City's website:

https://www.ketchumidaho.org/sites/default/files/fileattachments/planning_amp_building/project/43741/combined_public_comment_pre-noticing.pdf