



STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
January 23rd, 2012

PRE-APPLICATION DESIGN REVIEW

PROJECT: Warm Springs Ranch Resort
FILE NUMBER: 12-001
OWNER: Helios Development, LLC (Represented by blu Hotel Investors, Architects: Allen & Philp, Landscape Architect: Neil Vecchia & Assoc.)
REQUEST: Waterways Pre-Application Design Review, and Pre-Application Design Review
LOCATION: The Warm Springs Ranch Resort property is proposed on Tax Lot numbers 8074, 8075, 8076, 8078, 8079, 8080, 8081 and 8082 in Sections 11, 12 and 13 and a portion of HES 292, T4N, R17E; all located at 1801 Warm Springs Road (property generally known as the Warm Springs Ranch Restaurant and Golf Course).
NOTICE: Adjacent Property owners mailed notice on January 10, 2012. Display ad in the Idaho Mountain Express on January 18, 2012.
ZONING: The property's 78.39 acres (including a 1.62 acre BLM parcel proposed for acquisition) is situated both within the city of Ketchum and Blaine County; 11.26 acres lies within the territorial limits of the City, of which 9.21 acres were zoned Tourist District (T), and 2.05 acres were zoned General Residential Low Density District (GR-L).
OVERLAYS: Floodplain Management Overlay (FP): Avalanche (A) and Mountain Overlay (MO) Districts will apply to portions of the site. (No development is proposed in MO areas)
REVIEWER: Lisa Horowitz, Community and Economic Development Director, and Rebecca Bundy, Associate Planner
NOTE: Staff comments are in lighter type.

ATTACHMENTS: **Note: Some of the Attachments are for background purposes only and may not be directly applicable to this application**

- Attachment A -** Building Plans, including architectural and landscape (distributed to PZ Members on January 11, 2012)
- Attachment B -** Application form (distributed to PZ Members on January 11, 2012)
- Attachment C -** November 29, 2011 WSRR PUD City Council Findings of Fact regarding Third Amended Development Agreement (distributed to PZ Members on January 11, 2012)
- Attachment D -** December 21, 2009 WSRR P & Z Design Review Approval Findings of Fact (distributed to PZ Members on January 11, 2012)
- Attachment E -** Revised Traffic Impact Study and Parking Study prepared by Hales Engineering, dated January 2012

- Attachment F** - April 7, 2009 WSRR PUD City Council Findings of Fact
- Attachment G** - August 13, 2009 WSRR Development Agreement and Exhibit K, Design Review Deliverables
- Attachment H** - May 2010 First Amended WSRR Development Agreement (Phasing Plan)
- Attachment I** - January 2011 Second Amended WSRR Development Agreement
- Attachment J** - Department Comments
- Attachment K** - Public Comments (none received to date)
- Attachment L** - Tent Diagram Compliance, received January 17, 2012

GENERAL DESIGN REVIEW BACKGROUND/ANALYSIS

The WSRR Planned Unit Development (PUD) was approved by the City council in April of 2009. This was followed in August of 2009 with the First Development Agreement (DA), a key binding document implementing the PUD Findings of Fact. Pre-Application Design Review was conducted as part of the PUD in 2009. Full Design Review was approved by the P & Z in December of 2009. The 2009 PUD approval called for the Applicant to submit a Phasing Plan to the council, called the First Amendment to the DA. This was completed in May of 2010. A Second Amendment to the Development Agreement was completed in January 2011, extending timelines due to the economy. The Third Amendment to the DA was proposed in the summer of 2011. Findings of Fact on the proposed changes were adopted by the City Council in November of 2011. A formal amendment to the DA to implement these changes is forthcoming. The Applicant is now requested an amended Design Review Approval to implement the changes of the Third Amendment to the DA, and other design changes responding to the current economy.

- 1) Required Approvals** - As required through the approved PUD and Development Agreement for the Warm Springs Ranch Resort (WSRR), all development associated with the project must received formal Design Review approval. The purpose of Pre-Application Design Review as stated in the Ketchum Zoning Code is as follows:

“The purpose of preapplication review is to allow the commission to exchange ideas and give direction to the Applicant on the "design concept", keeping in mind the intent of this chapter and the application of the evaluation standards.”

Exhibit K of the 2009 WSRR Development Agreement (Attachment G to this Report) spells out specifically what items are to be required of Pre-Application Design Review. The Applicant has submitted all of the requirements of Exhibit K.

- 2) Items to be addressed from PUD and Development Agreement** - In addition to the previous Design Review approvals, several other items were addressed through the December, 2009 Design Review process. The following is a list of topics from both the PUD Findings of Fact and Development Agreement:
 - Snow storage and removal
 - Stream alteration/restoration
 - Bus stop design

- Green development practices
- Preliminary review of construction mitigation
- Civil and roadway design
- The following items are also listed in the Development Agreement: *Design of cut/fill areas and retaining walls; design of accessory fences, structures and walls; *adequate bicycle loading and unloading outside of the parking structure; *all project signage, particularly signage for the general public related to public amenities within the site; *exterior lighting plan, including Mountain Rides bus stop; garbage access, location and design for the particular phase; *design of utility transformers on-site and resolution of power upgrades off-site; *parking dimensional requirements for the particular phase; *complete landscape plan for the applicable phase that details species size, location and quantities; plan of all existing trees which are to be retained; renderings of the building's exterior elevation of applicable phase viewed from Warm Springs Road and Bald Mountain Roads*

*These items are to be addressed through the WSRR Design Review Subcommittee. The Subcommittee is outlined in the DA, and summarized in Section 4 below. These items will be listed as conditions of approval of Design Review in a future Staff Report.

3) Staff Report Organization - This Staff Report includes discussion all of the Design Review standards from Chapter 17.96. Relevant sections from the 2009 PUD and Development Agreement approvals are noted, as are relevant comparisons to the 2009 Commission Design Review approval. Waterways Design Review standards from Chapter 17.88 will be addressed during regular Design Review. Note that the term "Core Hotel Building" refers to the two-winged building containing the hotel and hotel functions in one wing and the residences in a second wing.

4) WSRR Design Review Subcommittee - As outlined in the approved Development Agreement, a Design Review subcommittee shall be formed that consists of a member of the Community and Economic Development Department and two Planning and Zoning Commissioners. This committee will be empowered to review and approve aspects of the project that are not addressed during the Design Review. This committee will also have the ability to approve/review aspects of the project that change in the future. Due to the enormous complexity and lengthy build out of this project, certain standards will be conditionally met and will require more detailed review by the Design Review Subcommittee as the project moves closer to construction. The December 2009 Findings of Fact adopted by the Commission delegated a variety of items to the Subcommittee such as the master signage plan, project lighting, roof plans, final trail system design, bicycle loading, transformer location and detailed landscape plans for each phase. The Subcommittee will be expected to have a similar role in the current Design Review approval process. Following is an excerpt outlining the role of the Design Review Subcommittee:

For purposes of Design Review and this Section 6.7.3, a **Review Committee**, consisting of Ketchum's planning director and two (2) Planning and Zoning Commissioners, is hereby established to review and approve the submission of additional materials, drawings and information required as a condition of the Design Review approval(s). The Review Committee is also designated, authorized and empowered to review and approve any Owner requested non-material changes to the Design Review approval(s) or the construction elements required in this Agreement. Material changes to the additional materials, drawings, information, the Design Review approval(s), or this Agreement, as reasonably determined by the Review Committee, must be submitted by Owner to Design Review as required by KCC. If the aforementioned Review Committee rejects Owner's submittals, or deems requested changes as material requiring Owner to undergo Design Review proceedings, such decisions may be appealed in writing by Owner to the Ketchum Planning and Zoning Commission within twenty (20) calendar days from the delivery to Owner of the Review Committee's written decision. If Owner disagrees with the Planning and Zoning Commission's determination that a change is material, that the submittals of additional materials, drawings, information are insufficient, or compliance with Design Review approval(s) or compliance with this Agreement has not been met, said determinations are appealable by Owner in writing to the Ketchum City Council within twenty (20) calendar days from the delivery to Owner of the final Planning and Zoning Commission written determination.

5) **PUD Conditions**

- **Building Height** – The following conditions pertain to building height as established through the PUD process:

Building height and height location shall be restricted by the Tent Diagram, Drawing A.6, titled Development Height Standards. Exceptions to height limits are as follows:

- *Architectural features such as towers, spires, chimneys, and similar architectural elements that do not include habitable space and covering not more than 5% of the adjacent roof area may exceed the allowed maximum building height by a height of 18 feet. Elevators and other mechanical structures must be fully concealed within the roof form.*
 - *The Applicant may request limited interior or exterior space above the maximum building height that is fully available to the public, such as a restaurant or bar. Said request shall be subject to Design Review approval.*
- **Building Height Area Restrictions** - *The building mass shall be restricted within the illustrated building envelope boundaries shown on the Tent Diagram, Drawing A.6, titled Development Height Standards, at different elevations by the following standard:*
 - *The gross floor area of a building will be limited to 15% of the gross building footprint when located above 80' above site elevation, which is an average of 5' above the mean high water mark of Warm Springs Creek across the length of any individual mass. For example, if the building footprint is 100,000 square feet, than no more than 15,000 square feet may be above 80 feet in height.*
 - *The gross floor area of a building will be limited to 25% of the building footprint when located above 70' above site elevation, an elevation which is an average of 5' above the mean high water mark of Warm Springs Creek across the length*

- of any individual mass. For example, if the building footprint is 100,000 square feet, than no more than 25,000 square feet may be above 70 feet in height.*
- *Building mass permitted by subsections G1 and G2 above shall not be fully located at the perimeter of the building.*
- **Building Mass:** The following building mass standards were established during the PUD approval:
 - *Building Blocks. The Core Hotel Building shall be designed to read as a series of buildings through the use of building blocks, limited by the horizontal and vertical dimensions listed below. Within the Core Hotel Building there should be an iconic, recognizable elevated mass, which reads as the primary structure (area shown as 93' max. height area). The core building should also incorporate several distinct steps in mass to the east and west; these steps should average 15% to 20% from the floor above.*
 - **Maximum Horizontal Dimensions.**
 - *Large building planes shall be broken into smaller building blocks, which are generally 120, 160 and 180 feet in length.*
 - *Building blocks shall vary in size: not all building blocks may be of the maximum dimensional size.*
 - *No dominant building block shall be more than 180' long without a "break" (a break shall be an interruption of the building wall plane with either a recess or an offset measuring at least 15' in depth, and 1/8 of the building in length (the offset angle constituting the "break" recess shall be between 30 and 90 degrees to the wall. For example, a façade of 180 feet in length must have a break that is 15 feet in depth by 22.5 feet in length.*
 - *No individual façade face w/in the 180' building block shall be longer than 60' without an offset of 8' or greater.*
 - *The overall diagonal dimension of any structure shall not exceed 500' without a true building mass "opening" no less than 45' feet wide. Buildings may be connected through transparent openings that allow for light, air and public access. Such openings will not restrict the use of upper story bridges to connect volume as long as these bridges appear subordinate to the openings, a sense of transparency is maintained and the roofline of the bridges and adjacent buildings do not align.*
 - **Maximum Vertical Dimensions.** *With the exception to the 93' tall area considered to be the recognizable mass of the Core Hotel Building, no building façade shall be taller than 35' in height without a horizontal articulation of 8' or greater as measured from average of finished grade.*
 - **Maximum Roof lengths.** *With the exception to the 93' tall area considered to be the recognizable mass of the Core Hotel Building, no uninterrupted roof ridge shall run*

longer than 180'. An interruption in roof ridge is created through the use of a visible change in ridge elevation.

ZONING CODE AND LOT AREA SUMMARY

Table 1 – Zoning Chart

Block	Zoning District	Limit Uses to the Following	Size
Block 1 (Urbanized areas north of Warm Springs Creek)	T	Uses/buildings as identified in the Development Agreement	13.72 acres
Block 2 (Golf Course and Open Space)	RU	Golf Course; Open Space, and related open space uses/buildings as identified in the Development Agreement	39.25 acres
The following items will be built in subsequent phases and will not be considered in this report.			
Block 3 (Westerly Estate Lot)	T	One family dwelling; as identified in the Development Agreement	2.79 acres
Block 4 (7 residential villas)	T	One family dwelling; duplex; hotel; tourist housing accommodations	2.89 acres
Block 5 (6 residential villas)	T	One family dwelling; duplex; hotel; tourist housing accommodations	2.4 acres
Block 6 (12 residential villas and Hotel Events House)	T	One family dwelling; duplex; hotel	4.5 acres
Block 7 (Open Space)	RU	Golf Course; Open Space, and related open space uses/buildings as identified in the Development Agreement	10.37 acres
Block 8 (Southern Estate Lot)	T	One family Dwelling; as identified in the Development Agreement	2.47 acres

TOTAL LOT AREA: 78.39 acres

LOT COVERAGE/FAR:

Tourist Zone Requirement –

J. Minimum Open Site Area - To maintain a sense of open space in all new building sites, a minimum amount of open site area of 35% is required of all projects.

a. This minimum open site area shall be a percentage of the total development parcel.

The total open space proposed by the Applicant is approximately 68.7 acres or approximately 87% percent of the entire site, which is the same as the 2009 Design Review submittal. This allows for future phase development. The total open space includes the Creek and proposed golf practice facility and events lawn.

The total “useable open space”, land outside of the creek and below 25% slope is approximately 55 acres or approximately 71% percent of the entire site, which has not changed from the 2009 Design Review. The total “useable” open space includes the golf practice facility area which is to be semi-public use.

Minimum Open Space Required = 35%
Open Space Provided = 87%

Block 1 FAR:

Permitted = 1.43
 Proposed = .77 (per Applicant)

Block 1 Square Footage:

Permitted = 620,146
 Proposed = 381,468 sf

FLOOR AREA: This submittal is for Phase 1, a hotel and residential building with two wings. Subsequent phases will be subject to additional Design Review.

Existing	9,324 (to be demolished)	9,324
-----------------	--------------------------	-------

Core Hotel Building	Current Proposal (sf)	2009 Proposal (sf)
Lower Level	47,721	
Entry Level	41,866	
Level 2	40,971	
Level 3	40,931	
Level 4	37,872	
Level 5	29,355	
Level 6	25,201	
Total Conditioned Space	263,916	417,370
Terraces and Balconies	11,342	
Total Parking*	71,477	109,750

Non Core Hotel Buildings	Current Proposal (sf)	2009 Proposal (sf)
Free-Standing Parking Garage*		none
Lower Level	14,464	
Upper Level	14,464	
Central Plant		Included elsewhere
Lower Level	2,285	
Entry Level	2,349	
Golf Pro Shop	1,200 (not in Phase 1)	
Residential Development	Not included in Phase 1	
Total Non Core Area	34,762	216,530

Total Development	381,468	633,900
--------------------------	----------------	----------------

*The current submittal does not depict the full parking scenario. Updated drawings will be presented by the Applicant at the Pre-Application hearing.

Total development is slightly more than half of the 2009 proposal of 633, 900 sf. The Core Hotel Building has been reduced from 417,370 sf to 263,916 sf of conditioned space. Non Core Hotel Buildings that are no longer included in the current proposal include townhomes, ranch homes, estate homes, associated parking, workforce housing on site, a restaurant and an event house. The Applicant has indicated that up to 59 townhomes and 15 ranch homes are planned for future phases at an undetermined date. Future phases will be subject to a separate Design Review process.

USES: The following Chart is a general summary of the proposed uses for the project broken down by building type. The zoning chart previously shown also breaks down uses by Block number.

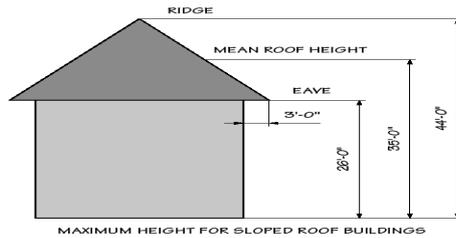
Building Type	Current Proposed Use	2009 Proposed Use
Core Hotel (includes Central Plant)	Restaurant, Retail, Residential, Hotel, Spa, Structured Parking	Restaurant, Retail, Residential, Hotel, Spa, Structured Parking
Parking Garage	Structured Parking	None
Golf Pro Shop	Retail (Future Phase)	See below
Workforce Housing	N/A - Housing subsidy to be provided	Residential Housing for resort employees
Warm Springs Restaurant/Golf Club House	None	Restaurant, Retail
Creek Side Event House	None	Events/Private Parties
Typical Townhome	Multi-Family Residential (Future Phase)	Multi-Family Residential
Typical Ranch Home	Multi-Family Residential(Future Phase)	Multi-Family Residential

The current proposal does not include any residential development except the 33 units within the Core Hotel Building. Workforce housing will be provided by subsidizing rents for low income workers. Except for the Parking Garage no other freestanding buildings are proposed in Phase 1.

BUILDING HEIGHT: The building heights for the WSRR Project are determined by the PUD and Development Agreement. In addition, areas that are subject to the current height limit are subject to the following Tourist Zone Height limit:

I. Maximum Height of Buildings

1. For buildings with a roof pitch under 5:12 or for mansard roof buildings, the maximum building height shall be 35 feet.
2. For buildings with a roof pitch greater than 5:12 the maximum height to the mean point of the ridge or ridges measured from eave line to the ridge top shall be 35'. Roof ridges above the mean point may extend up to a height of 44'.



Maximum Building Heights/Tent Diagram Analysis -

Core Hotel Building

Proposed = 93 ft

Permitted = 93 ft subject to Tent Diagram and aforementioned restrictions

Plans indicate that height limits established through the Planned Unit Development for the core building are followed. Building is contained within established parameters of the Tent Diagram. See Attachment A, Sheets CA 11 (2009 submittal) and A-1111 (current submittal) of the Pre-Application Design Review Plans, and Attachment L for Tent Diagram analysis provided by the Applicant. The building appears to fit within the Tent Diagram, except at the northwest corner of the hotel building, where a 35 foot height is allowed, but the design shows a flat roof at a height of about 51 feet.

Golf Pro Shop

Proposed = No drawing submitted. Proposed for a future phase. To be evaluated in later Design Review process.

Permitted = 44 ft to top of Ridge; 35 ft to roof midpoint (>5/12 roof pitch required)

Central Plant

Proposed = Shown at left-hand side of South Elevation. Height not called out, but scales out to 33 feet. Pitch appears to be less than 5/12. Applicant shall address actual height at the Pre-Application Design Review hearing

Permitted = 35 ft

Parking Garage

Proposed = Height not called out, but scales out at 23 feet. Pitch appears to be less than 5/12. Applicant shall address actual height at the Pre-Application Design Review hearing

Permitted = 35 ft

PROJECT PROPOSED SETBACKS: For a setback analysis of the Core Hotel Building and all periphery buildings, please see the Site Plan on sheet A-1110 and Tent Diagram Compliance Diagram on Sheets CA 11 and A-1111. A detailed analysis of all building setbacks will be required at the time of full Design Review. The following is a general summary of building setbacks based on building type.

Building Type	Current Proposed Setback	Required Setback	2009 Proposed Setback
Core Hotel (includes Central Plant)	Minimum 140 ft from WS Road prop line, except Central Plant, which is about 83 ft from prop line. Building completely contained within Tent Diagram. See Tent Diagram page A-1111.	Subject to 70 ft "No Build Setback" along WS Road and varying setbacks established by Tent Diagram. See Tent Diagram for details.	Building contained within parameters established by attached Tent Diagram. Several roof overhangs extend beyond tent parameters
Parking Garage	37 ft from WS Road prop line for above grade portion. A portion of the below grade portion extends past the Tent Diagram and the Building Envelope.	Subject to 30 ft "No Build Setback" and Tent Diagram.	N/A
Golf Pro Shop	Not included in Phase 1	Subject to 50 ft Riparian setback	
Workforce Housing	N/A - Housing subsidy to be provided	Subject to "No Build Setback" along Townhouse Lane shown on Tent Diagram	115 ft from Townhouse Lane Property Line
Warm Springs Restaurant/Golf Club House	No longer in project	Subject to 30 ft "No Build Setback" along WS Road and adjacent neighborhood	180 ft from current WS Road property line
Creek Side Event House	No longer in project	Subject to 50 ft Riparian Setback and "No Build Setback"	400 ft from WS Road property line 300 ft to nearest resident property line
Typical Townhome	Future phase	Subject to "No Build Zone" established in Tent Diagram and Tourist (T) Zone setbacks	115 ft from Townhouse Lane Residences; 20 ft to 75 ft from Bald Mountain Road Residences
Typical Ranch Home	Future phase	Subject to 50 ft Riparian setback	Setbacks of 230 ft, 260 ft, 360 ft and 310 ft are maintained for each grouping of Ranch Homes
West Estate Lot	Future phase	Setback to 50 ft Riparian Setback and building envelope established in Large Block Plat	170 ft to nearest Residence
East Estate Lot	Future phase	Setback to 50 ft Riparian Setback and building envelope established in Large Block Plat	140 ft to nearest residence

CURB CUT: The total development parcel will include a number of curb cuts accessing each building.

Core Hotel Building

The Core Hotel Building will be accessed via a 26 foot wide entrance road that T's off of Warm Springs Road at the Flower Drive intersection and intersects the 26 foot wide main access road. The main porte-cochere entrance will be accessed off of a 26 foot wide loop road, a service area and garage entry for the hotel portion of the building are located at the rear of the northwest corner of the building, and another porte-cochere and garage entry provide access to the residences in the building and the spa at the rear of the southwest corner.

Parking Garage

At its lower level Parking Garage is accessed off of the main 26 foot wide main access road at two locations via 24 foot entry roads. It has a separate 24 foot wide, upper level entry road, located further to the east, off of the main access road.

Future Golf Pro Shop

The future Golf Pro Shop is located on a 26 foot wide road that T's off of the main access road and heads south across the creek.

Townhomes and Ranch Homes

The future townhomes and ranch homes will be subject to future Design Review and are not part of the current proposal.

PARKING:

Total Spaces Proposed: 222*

- 116 in subsurface Parking Garage in Core Hotel/Residential Building
- 77 in Parking Garage
- 29 surface parking on grade

Total Parking Square Footage:*

- Maximum Above Grade Parking Structure Permitted per 2009 – 109,750 sf
- Above Grade Parking Proposed – Parking Garage 28,928 sf plus a not yet submitted sf of surface parking
- Subsurface Parking Proposed – 71,477 sf

* Drawings showing final parking layout to be brought to Pre-Application Design Review hearing for the Commission's consideration.

Parking Required: The 2009 Design Review Staff Report stated that no total parking space requirement was established during the PUD process; the Applicant was charged with making a parking proposal in light of the heavy amount of valet/tandem parking that will be utilized by the resort. An appropriate mix is to be determined during Design Review. A limitation of 109,750 sf was placed on the size of the above ground parking structure in 2009. The proposed parking structure is within this requirement. The Parking Study by Hales Engineering calculates a parking need of 212 spaces, which is exceeded by the proposed 222

spaces for this phase of the project. For comparison purposes, Staff has analyzed the parking requirements of the Ketchum Municipal Code, Chapter 17. 124.060. With allowed shared parking reductions in the Tourist zoning districts, the code requirement of 223 spaces is almost identical to the Applicant's proposal. Subsequent phases will have their parking requirements satisfied within those phases.

PHASING: The Applicant is required to submit a phasing plan to the City council. A preliminary phasing plan was submitted during the Third Amendment to the Development Agreement and PUD, on August 22, 2011. It does not specify dates for any of the proposed three phases. The current Design Review process has been initiated for Phase 1 only. Per the Development Agreement, final approval of the phasing plan will be completed by City Council. The following numbers are a summary of the total number of units by unit type for Phase 1:

Total Number of Keys (Hotbeds): 122

Total Number of Residences within the Core Hotel Building: 32

DESIGN REVIEW DISTRICT EVALUATION STANDARDS

17.96.090 DESIGN REVIEW

17.96.090(B)(1) SITE DESIGN:

— **The site's significant natural features such as hillsides, mature trees and landscaping shall be preserved. Cuts and fills shall be minimized and shall be concealed with landscaping, revegetation and/or natural stone material.**

The site contains several significant natural features. These consist of Warm Springs Creek, mature vegetation and Cottonwood stands and steeply wooded slopes of Bald Mountain. The Applicant has provided an updated tree preservation analysis and site plan indicating which groupings of trees will be preserved, which will remain if possible and which will be removed. The current plan is almost identical to the 2009 plan, with the exception of removal a cluster of trees located in the middle of the proposed golf facility.

The highest concentration of tree removal will be in the Core Hotel Area. Other smaller groupings of trees will be removed throughout the development where pathways and the golf practice facility will be constructed. Substantial stands of trees will be preserved along the edges of the property as well as along Warm Springs Creek. Some areas are indicated as having trees preserved if possible, likely depending on the affects of stream restoration and overall development. The current plan does not depict the tree retention plans in the future phase areas of the site.

No development is proposed on the steeply wooded hillside of Bald Mountain except for a Phase 2 summer path that connects to the existing trail system between Warm Spring and River Run lifts. This pathway is within the Mountain Overlay Zoning District, but is not subject to MO review unless "excavation, grading or filling" is proposed. The original golf cart path (which was subject to MO Design Review) has been eliminated from the proposal.

The proposed Parking Garage and the hotel take advantage of existing sloped areas of the property, allowing entrance to the lower levels from the lower portions of the slopes.

In addition, a comprehensive stream restoration plan was submitted with the 2009 application. It was subject to the standards of Waterways Design Review and approved. A riparian and stream restoration expert was hired by the City to evaluate these plans. The Applicant proposes to submit an updated stream restoration plan for consideration at Design Review.

PUD/Development Agreement Requirements: Section 8.7 of the 2009 WSRR Development Agreement identifies various trails to be required to be open to the public: Bald Mountain Trail system, multi-use path along Warm Springs Road; multiple access points for fishing. These are all shown. Not shown, but required, is a path or a sidewalk connecting from Townhouse Lane to the bridge crossing. The DA does not specify which phase in which the various trail connections are required to be constructed. A cash contribution for environmental review of the Bald Mountain Connector Trail is required following development and approval of a Master Plan for this trail. This Master Plan is a collaborative effort between the Applicant, Ketchum Parks and the Bigwood Backcountry Trails. Work has not yet been initiated on the Master Plan.

Previous Design Review Approval: The previous approval was similar to the current proposal, except that the golf cart path has been eliminated, future phase areas are not addressed and one grouping of trees originally slated to remain will be removed in the area of the golf practice facility.

Staff Comments: This standard appears to have been met. The site’s significant natural features are being maintained or enhanced. Further review of the stream restoration will be done through Waterways Design Review at the time of the final Design Review process.

17.96.090(B)(2) COMPATIBILITY:

___ a. The structure shall be compatible with the townscape and surrounding neighborhoods with respect to height, bulk, setbacks and relationship to the street.

The following is a list of surrounding developments with density info when available:

PROJECT	DENSITY (units per acre)	LOT COVERAGE	FOOTPRINT SIZE	HEIGHT (AVG)	USEABLE OPEN SPACE
Pineridge PUD	16.58	30%	3,252-4,800	22-28 feet	App. 20%
Fields at Warm Springs	18.6	25%	6,936-13,138	26 feet	17%
Country Club Condominiums	8	9.2%	unknown		
Warm Springs	14.3	24%	2,000 per bldg.		

Tennis Condos					
Bald Mountain Townhomes; Sun River Townhomes; Pioneer Condos; several others averaged	8				
Lots 12-25, Warm Springs Creekside Subdivision, averaged	No information available				
Tax Lots 3082, 2764, 5932	No information available				

Core Hotel Building: The Core Hotel Building is the largest and most substantial structure in the development. It reaches 93 feet at its highest point and is subject the Tent Diagram approved through the 2009 PUD process and Development Agreement. (See Attachment A, CA 11 and A-1111, and Attachment L.) With respect to the surrounding neighborhood, the PUD process allowed for a building that would be substantially larger in size and scale than other developments in the area. With that said, the overall mass of the building has been scaled to minimize impacts on surrounding neighborhoods. This is accomplished through the requirements outlined in the PUD and Development Agreement. The main mass of the building will be setback 220 ft from Warm Springs Road, with lower portions of the building set back 140 ft. The building meets and exceeds the required setbacks established through the PUD process. The Tent Diagram had required a 70 foot setback from Warm Springs Road and a setback of about 80 feet for the uppers stories. The overall height of the building will be diminished from properties along Warm Springs Road because of the required setbacks and drop in natural topography. A large portion of the building is located below the elevation of Warm Springs Road, helping to conceal the overall scale of the building.

With regard to bulk, the building itself consists of an open U-shaped form, with the hotel uses on the west and the residential uses on the east end, connected by a one story porte-cochere entrance and lobby. This one story section substantially reduces the bulk of the building at its center, providing a prominent view corridor to Bald Mountain beyond. As established through the PUD process, the higher portions of the building exceeding the typical height limit in the surrounding neighborhood are restricted in size and are required to fit within a particular tent area. This requirement gives the building a less bulky appearance when considering the overall height. For example, the 6th floor and highest portion of the building includes only 25,201 square feet, or 21.1% of the building footprint of 119,198 square feet. The west and east ends of the building step down, as required by the Tent Diagram. The Applicant should address the flat roof at the very west end of the building, as it does not appear to meet the 35 foot height requirement.

Parking Garage: The Parking Garage is built into the hillside below Warm Springs Road. It meets required setbacks and height restrictions and is far below the level of the road. An underground portion of it is outside the Building Envelope, but the above grade portions are within the Envelope. It has a vegetated roof over the northern portion of the upper level.

Golf Pro Shop: Future phase.

PUD/Development Agreement Requirements: Section 4 of the 2009 WSRR Development Agreement puts a number of conditions on Large Block 1, the Core Hotel site: “Owner may have any mixture of unit types provided that Owner: (1) stays within the requirements of the Tent Diagram set forth in Section 4.3.2.6 herein; (2) does not exceed 620,146 gross square feet, exclusive of underground parking; (3) provides a minimum of 36,295 gross square feet of workforce housing; (4) provides a minimum of 120 hot beds/keys; and (5) provides a mixture of unit types, including: residences, condominium suites, fractional, town homes and traditional hotel rooms.” Condition (3) was modified by the Third Amendment to the Development Agreement on November 29, 2011, in which the City agreed to a proposal by the developer to provide housing subsidies rather than workforce housing on site. Conditions (1), (2), (4) and (5) have been met.

In addition the PUD restrictions in Item 5, starting on Page 4 of this Staff Report, apply.

Previous Design Review Approval: The previous approval was similar to the current proposal, in that it fit under the established Tent Diagram. It was, however, about 80 feet closer to Warm Spring Road. It was substantially different in form, curling away from the front entrance, rather than the current configuration of an open U-shape with the entrance within the U. It was also a much larger building (almost twice the size), and it did not have a low section at the entrance.

Staff Comments: This standard appears to have been met. Each building type is within the established height limits of the zoning district and PUD, with the possible exception of the northwest corner of the Core Hotel Building. The roof lengths meet the standard. The buildings meet or exceed required setbacks. The overall use of stepping the ends of the building down, the single story covered roof along the front of the building, the one story porte-cochere and sloped roofs reduce the mass and bulk of the Core Hotel. The Parking Garage, set into the hillside, has very little visual impact. The Applicant shall address the percentage of floor area above 80 feet in height to the Commission’s satisfaction. (See Attachment L.)

___ **b. The project’s materials, colors and signing shall be compatible with the townscape, surrounding neighborhoods and adjoining structures.**

Core Hotel Building: The current proposal for material and colors is almost identical to those approved in the 2009 Design Review. The Core Hotel Building will include a complementary palette of materials with a general theme of heavier materials towards the base of the building and lighter materials on the upper floors. Generally, materials include natural stone, timber, fir poles, glass, copper, zinc, stucco and recycled materials. More specifically, materials will include the following:

Painted fiber cement shingles; cement plaster; stone cladding on base of building and vertical elements; wood slat siding; standing seam metal roof; clear sealed cedar trellis; exposed heavy timber framing; aluminum clad wood windows; peeled pole timber columns; laser cut copper screen at main entrance; T & G wood soffits; natural stone retaining walls; and peeled pole timber with blackened steel connectors.

In addition to these materials called out on the plans, the Applicant has also submitted detailed color palette and materials pages. The color palette reflects colors found naturally in the area and is complimentary to both the natural vegetation and existing development in the area. The detailed materials pages includes variations in stone materials that will reflect stones used abundantly in the area. Natural wood will also match development throughout the area. In general, the Core Hotel Building features a wide variety of materials and natural colors that reflect current development and the natural environment in the area.

Parking Garage: The Parking Garage will utilize the following materials:

Natural stone cladding on base of building; wood railings; clear sealed timber framing; grey cement plaster as base material.

The Applicant should address the roofing materials and any other siding materials depicted.

These materials are similar to those used on the Core Hotel, but the palette is simpler in nature. All materials used can be found in abundance through the City and surrounding neighborhood. The proposed materials are complimentary to the adjoining structures and will allow the complex to fit seamlessly within the overall development and neighborhood.

Bridges and Bus Stop: No changes are proposed to the 2009 approved submittal for bridge and bus stop design. Bus stops have not yet been shown, but are requested to be shown by the City Engineer on the Design Review submittal.

Two vehicular bridges will be used to cross Warm Springs Creek. One is existing and one will be newly constructed. The existing bridge will be retrofitted. Both will be designed with the same materials as indicated on the plans. Materials proposed will give the bridges a more natural and lighter appearance. Both bridges will feature wood railings and be transparent in nature, contrasting heavily with the current concrete railings on the existing bridge. Materials include:

Stone clad wall with timber cap; steel strut painted dark grey; clear sealed timber rails; stainless steel tension wires

In addition to the vehicular bridges, a new pedestrian bridge will also be constructed. The bridge will be smaller in nature and consist of the following materials:

Composite decking; stainless steel cable rails; timber handrails and framing

The bus stop will be located along Warm Springs Road and is designed to match the materials used within the resort. The materials include:

Natural stone base and wall; timber framing with clear sealer; board formed concrete peers; Recycled Resin Windscreen w/Bear Grass Interlayer; blackened steel fasteners; standing seam metal roof

PUD/Development Agreement Requirements: Sections 10.6 and 10.7 of the DA specify the requirements for Bridges and Transit. The DA does not address materials, so it does not have requirements applicable to this evaluation standard.

Previous Design Review Approval: The previous approved submittal used almost identical materials and colors.

Staff comments: This standard appears to be met with a condition. Each building within the development uses complimentary materials, with the Hotel Core Building acting as a base palette for other buildings to compliment. The proposed materials are generally natural and reflect both natural materials found in the Wood River Valley and materials used on developments throughout the surrounding neighborhood. A detailed signage plan has not been submitted at this time. A condition will be developed requiring a detailed signage plan be submitted prior to building permit approval and that the signage plan be reviewed by the WSRR Design Review Committee.

____ **c. Consideration shall be given to significant view corridors from surrounding properties.**

Core Hotel Building: The Core Hotel Building is the largest and most substantial building within the development. The building mass and height is subject to the approved Tent Diagram developed through the PUD process. During this process, view corridors were heavily considered with regard to the surrounding neighborhood. The current proposal is just over half the size of the approved 2009 submittal and is set back over 80 feet further from Warm Springs Road. The natural grade of the site will help minimize the overall scale of the project. When viewed from properties at grade with Warm Springs Road, the perceived height of the building will be approximately 60 feet. The upper portions of the building are restricted in size and scale, as shown in the Tent Diagram. (See Attachment A, CA 11 and A-1111 and Attachment L.) The following chart illustrates the overall mass related to overall height:

Height Plane	Tent Diagram Allowed	Current Proposal	2009 Proposal
At grade	5820'± elevation	Footprint is 119, 198 sf	Footprint is 111,580 sf
Above 65 ft		37,872 sf - 4 th floor (31.77% of the bldg. footprint)	41,470 sf (37.2% of the bldg footprint)(9.9% of the bldg gross square feet)
Above 70 ft	Tent Diagram allows for 25% of the Core Bldg footprint above this height	29, 355 sf – 5 th floor (24.62% of bldg footprint)	24,470 sf (21.9% of bldg footprint)(5.9% of bldg gross square feet)
Above 80 ft	Tent Diagram allows for 15% of the Core Bldg footprint above this height	12,687 sf (10.64 % of bldg footprint)	10,910 sf (9.7% of bldg footprint)(2.6% of bldg gross square feet)
Above 93 ft	Architectural features such as spires, chimneys, similar architectural elements that do not include habitable space and covering not more than 10% of the adjacent roof area up to a maximum of 18 ft		

The chart shows that the upper floor sizes have been minimized, helping maintain view corridors. In addition, the massing standards developed in the PUD also minimize the length of facades and help break the building mass into less bulky blocks. Articulating the building into two distinct wings with a view corridor in between also allows the overall length and perceived scale of the building to be minimized.

Required setbacks also substantially limit the impact the building has on view corridors. The building is required to step back from the Warm Springs Property line as well as the eastern and western property lines. The required 70 foot “no building zone” setback from Warm Springs Road with the additional setbacks for the upper portions of the building provide for view corridors from all directions.

Parking Garage: The proposed Parking Garage is less than the required height limit of 44 feet for sloped roofs or 35 feet for flat. It is tucked in to the hill side along Warm Springs Road, and all above grade portions respect the 30 foot “no build” setback along Warm Springs Road.

PUD/Development Agreement Requirements: Section 4.3.2.6 of the DA provides requirements for height, bulk and setbacks. It refers to the Tent Diagram and establishes a maximum size of 620,146 sf for the Core Hotel.

Previous Design Review Approval: The previous approval had a much larger, circular shaped building that tiered down like a wedding cake. It was subject to the same Tent Diagram as the current proposal.

Staff Comments: This standard appears to have been met. Consideration has been given to view corridors from surrounding properties. The layout of the development maintains view corridors from east to west and adds a view opportunity toward Bald Mountain at the center of the Core Hotel Building. In addition, the setbacks and Tent Diagram developed through the PUD process help ensure preservation of significant view corridors from surrounding neighborhoods.

___ d. 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.

Several significant landmarks exist on site, both cultural and historical. Natural features include Warm Springs Creek and Bald Mountain. Man made landmarks include the golf course and original Warm Springs Ranch Resort and Restaurant. The golf course will be replaced with a similar looking golf practice facility and the restaurant will be replaced with one in the Core Hotel. The lower slopes of Bald Mountain are being maintained while Warm Springs Creek will go through a major restoration. This restoration will negate years of neglect and channelization and restore natural riparian habitat. A thorough review of this restoration will be provided through Waterways Design Review at final Design Review.

The original golf course will be redesigned as a golf practice facility and made open to the public, as outlined in the Third Amendment to the PUD and Development Agreement. In addition, in 2009 the Applicant prepared an environmental plan documenting both the overall history of the property and resort.

PUD/Development Agreement Requirements: Section 8 of the DA provides requires an Environmental Plan, including Fishing Access, Cultural Preservations and Trail Construction and Access. Section 16 requires Active Recreation mitigation. The Third Amendment to the PUD and DA, revised the Active Recreation requirements to allow the proposed golf practice facility and a reduced recreation mitigation fee roughly proportional to the reduced project size.

Previous Design Review Approval: The previous submittal was very similar to the current. It also included a trail system and stream restoration. It proposed a nine hole golf course and building a new restaurant to replace the old Warm Spring Restaurant.

Staff Comments: This standard appears to have been met. The site's significant landmarks will be preserved. This includes the Warm Springs Creek restoration and construction of a newly designed golf practice facility.

17.96.090(B)(3) ARCHITECTURAL QUALITY:

___ a. **Consideration shall be given to natural light reaching public streets, sidewalks and open spaces.**

Block 1 - Core Hotel Building Area: The Core Hotel Building is located off of Warm Springs Road at the Flower Drive intersection, with a connector road between Townhouse Lane and the newly realigned Bald Mountain Road.

Warm Springs Road is at an elevation of 5851 feet. The entry road off of Warm Springs Road drops to 5847 feet, where it becomes the connector between Townhouse Lane and Bald Mountain Road. It further drops to 5837.5 feet at the west end of the building and to 5832 at the east end. The building has a maximum elevation of 5913.5 feet, and that highest portion of the building is located about 260 feet from the Warm Spring Road property line.

Natural light to Warm Spring Road will not be impacted by the building. The lowest sun angle in winter is about 23 degrees, which will not cause shading on Warm Springs Road. The connector road is about 160 feet from the roof peak and at an elevation about 66 feet below the peak. It may experience some shading from the building during the shortest days of winter. The building steps down on the west and east ends and in the middle, which will further minimize shading on the connector road. The access loop to the hotel entrance will definitely be shaded by the building. Road grades and shading shall be further addressed at Design Review. (See Attachment J, City Engineer's comments.)

The trail system is all to the south of the building and will not be impacted.

Parking Garage: The Parking Garage is built into the hillside below Warm Spring Road and will not shade any roadways or trails.

PUD/Development Agreement Requirements: The DA does not specify a requirement for natural light.

Previous Design Review Approval: The previous Core Hotel submittal was larger and closer to Warm Springs Road than the current. It had much more impact on natural light than the current proposal. In addition, a substantial amount of development other than the Core Hotel was proposed, which is to be considered at the time of future phases..

Staff Comments: This standard appears to have been met with a condition. Natural light reaching public roads, trails and spaces has been considered. The setback from Warm Springs Road helps reduce impacts to this road and multi-use trail. The Parking Garage is tucked into a south facing hillside and will not shade nearby roads or trails. A more detailed analysis, addressing the City Engineer's concerns, shall be submitted and evaluated at Design Review.

___ **b. The building character shall be clearly defined by use of sloped roofs, parapets, cornices or other architectural features.**

Core Hotel Building: The Core Hotel Building features a primary sloped roof running in an east-west direction with perpendicular gable dormers facing north and south. Many of the dormers are supported by diagonal timber brackets. The one story porte-cochere and entry area at the center of the building has a gable roof that runs perpendicular to the main roof, defining two distinct building wings, the hotel and the residences. Shed roofs sheltering the entry walkways intersect the porte-cochere roof. Overhangs are generous. Flanking the porte-cochere are a cylindrical tower and a fireplace mass that step the building down towards the one story porte-cochere. The roofs also step down a couple stories at the east and west ends of the building.

Parking Garage: The Parking Garage is built into the south facing hillside and has a low pitched, sloped roof sheltering the upper level, northern row of parking. The roof is supported by heavy timber elements.

PUD/Development Agreement Requirements: The DA does not specify a requirement sloped roofs and other architectural features.

Previous Design Review Approval: The previous Core Hotel submittal was almost twice as large as the current proposal. It utilized many of the same materials and a sloped roof, but, with its circular footprint, was a less traditional design.

Staff Comments: This standard appears to have been met. Both the Core Buildings and Parking Garage are clearly defined by roof forms. The Core Hotel Building is defined by a primary east-west ridge with north-south gable dormers with large roof overhangs.

___ **c. There shall be continuity of materials, colors and signing within the project.**

Core Hotel Building: The current proposal for material and colors is almost identical to those approved in the 2009 Design Review. The Core Hotel Building will include a complementary palette of materials with a general theme of heavier materials towards the base of the building and lighter materials on the upper floors. Generally, materials include natural stone, timber, fir poles, glass, copper, zinc, stucco and recycled materials. More specifically, materials will include the following:

Painted fiber cement shingles; cement plaster; stone cladding on base of building and vertical elements; wood slat siding; standing seam metal roof; clear sealed cedar trellis; exposed heavy timber framing; aluminum clad wood windows; peeled pole timber columns; laser cut copper screen at main entrance; T & G wood soffits; natural stone retaining walls; and peeled pole timber with blackened steel connectors.

In addition to these materials called out on the plans, the Applicant has also submitted a detailed color palette and materials pages. The color palette reflects colors found naturally in the area and is complimentary to both the natural vegetation and existing development in the area. The detailed materials pages includes variations in stone materials that will reflect stones used abundantly in the area. Natural wood will also match development throughout the area. In general, the Core Hotel Building features a wide variety of materials and natural colors that reflect current development and the natural environment in the area.

Parking Garage: The Parking Garage will utilize the following materials:

Natural stone cladding on base of building; wood railings; clear sealed timber framing; grey cement plaster as base material.

The Applicant should address the roofing materials and any other siding materials depicted.

These materials are similar to those used on the Core Hotel, but the palette is simpler in nature. All materials used can be found in abundance through the City and surrounding neighborhood. The proposed materials are complimentary to the adjoining structures and will allow the complex to fit seamlessly within the overall development and neighborhood.

Bridges and Bus Stop: No changes are proposed to the 2009 approved submittal for bridge and bus stop design. Bus stops have not yet been shown, but are requested to be shown by the City Engineer on the Design Review submittal.

Two vehicular bridges will be used to cross Warm Springs Creek. One is existing and one will be newly constructed. The existing bridge will be retrofitted. Both will be designed with the same materials as indicated on the plans. Materials proposed will give the bridges a more natural and lighter appearance. Both bridges will feature wood railings and be transparent in nature, contrasting heavily with the current concrete railings on the existing bridge. Materials include:

Stone clad wall with timber cap; steel strut painted dark grey; clear sealed timber rails; stainless steel tension wires

In addition to the vehicular bridges, a new pedestrian bridge will also be constructed. The bridge will be smaller in nature and consist of the following materials:

Composite decking; stainless steel cable rails; timber handrails and framing

The bus stop will be located along Warm Springs Road and is designed to match the materials used within the resort. The materials include:

Natural stone base and wall; timber framing with clear sealer; board formed concrete peers; Recycled Resin Windscreen w/Bear Grass Interlayer; blackened steel fasteners; standing seam metal roof

PUD/Development Agreement Requirements: Sections 10.6 and 10.7 of the DA specify the requirements for Bridges and Transit. The DA does not address materials, so it does not have requirements applicable to this evaluation standard.

Previous Design Review Approval: The previous approved submittal used almost identical materials and colors. The previous approval also did not include a signage plan.

Staff Comments: This standard appears to have been met. A consistent palate of materials has been used. The overall theme of the development revolves around natural colors and materials that reflect both existing development and natural materials found in the Wood River Valley. A detailed signage plan has not been submitted at this time. A condition will be developed requiring a detailed signage plan be submitted prior to building permit approval and that the signage plan be reviewed by the WSRR Design Review Committee.

___ d. There shall be continuity among accessory structures, fences, walls and landscape features within the project.

No substantial change has been proposed to the 2009 accessory structures. Details on the design of these structures has not been submitted with this Pre-Application Design Review and should be a requirement of the final Design Review submittal.

Staff Comments: This standard will be addressed at Design Review.

___ e. Building walls which are exposed to the street shall be in scale with the pedestrian.

Core Hotel Building: Core Hotel Building walls are exposed to Townhouse Lane, Warm Springs Road and the newly realigned Bald Mountain Road. The building is configured in an open U-shape and includes several vertical and horizontal breaks, including a one story porte-cochere at the entrance that separates the structure into two distinct wings . The building is also subject to the setback and massing regulations determined through the PUD process, in addition to the Tent Diagram. Although the building is 93 feet in height, the upper portions of the building are limited in size and much of the façade of the building viewed from Warm Springs Road is located below the road grade, helping mask the overall exposed portion of the building. The stepping down of the structure at its edges also creates a retreating façade on all sides, providing a reduced scale for the pedestrian.

Parking Garage: The Parking Garage is long and low and built into a hillside. It has no roof on the street side, which reduces its apparent size for the pedestrian.

PUD/Development Agreement Requirements: Section 4 of the 2009 WSRR Development Agreement puts a number of conditions on Large Block 1, the Core Hotel site: “Owner may have any mixture of unit types provided that Owner: (1) stays within the requirements of the Tent Diagram set forth in Section 4.3.2.6 herein; (2) does not exceed 620,146 gross square feet, exclusive of underground parking; (3) provides a minimum of 36,295 gross square feet of workforce housing; (4) provides a

minimum of 120 hot beds/keys; and (5) provides a mixture of unit types, including: residences, condominium suites, fractional, town homes and traditional hotel rooms.” Condition (3) was modified by the Third Amendment to the Development Agreement on November 29, 2011, in which the City agreed to a proposal by the developer to provide housing subsidies rather than workforce housing on site. Conditions (1), (2), (4) and (5) have been met.

Previous Design Review Approval: The previous approval was similar to the current proposal, in that it fit under the established Tent Diagram. It was, however, about 80 feet closer to Warm Spring Road. It was substantially different in form, curling away from the front entrance, rather than the current configuration of an open U-shape with the entrance within the U. It was also a much larger building (almost twice the size), and it did not have a low section at the entrance.

Staff Comments: This standard appears to have been met. The Core Hotel Building facades are generally larger in scale but are limited by the mass and bulk requirements established through the PUD process. The central one story entry portion of the building breaks the building into two distinct wings. At each wing the building steps down, allowing the building to retreat in size and scale.

f. Building walls shall provide undulation/relief thus reducing the appearance of bulk and flatness.

Core Hotel Building: The Core Hotel Building is laid out as two distinct wings joined by a signature porte-cochere and lobby, with the uppermost floor level being furthest from Warm Springs Road. The building’s façade along Warm Springs Road is broken by a large first floor porte-cochere that provides views between the two wings of Bald Mountain. This lends a level of transparency to the façade. As required through the PUD and Development Agreement, the building mass and bulk is also broken up by requirements concerning the length and height of building masses. Breaks are required to limit the overall scale of the building. Please refer to Item 5, Page 4, in the Design Review Background section of this Staff Report for a detailed description of the PUD requirements regarding mass and bulk. In general, overall lengths of building plans are limited both vertically and horizontally. In addition, variations in use of materials also provide significant relief. Wings of the building also extend to the east and west that are shorter in height and utilize varying materials, providing further undulation and relief.

Parking Garage: The Parking Garage has stone clad pilasters, alternating with concrete plaster vertical supports that provide undulation/relief to the long, low structure. The roof supports and form support the rhythm provided by these vertical elements juxtaposed against the long, low façade.

PUD/Development Agreement Requirements: Section 4 of the 2009 WSRR Development Agreement puts a number of conditions on Large Block 1, the Core Hotel site: “Owner may have any mixture of unit types provided that Owner: (1) stays within the requirements of the Tent Diagram set forth in Section 4.3.2.6 herein; (2) does not exceed 620,146 gross square feet, exclusive of underground parking; (3) provides a minimum of 36,295 gross square feet of workforce housing; (4) provides a minimum of 120 hot beds/keys; and (5) provides a mixture of unit types, including: residences,

condominium suites, fractional, town homes and traditional hotel rooms.” Condition (3) was modified by the Third Amendment to the Development Agreement on November 29, 2011, in which the City agreed to a proposal by the developer to provide housing subsidies rather than workforce housing on site. Conditions (1), (2), (4) and (5) have been met.

Previous Design Review Approval: The previous approval was similar to the current proposal, in that it fit under the established Tent Diagram. It was, however, about 80 feet closer to Warm Spring Road. It was substantially different in form, curling away from the front entrance, rather than the current configuration of an open U-shape with the entrance within the U. It was also a much larger building (almost twice the size), and it did not have a low section at the entrance that makes it appear as two separate wings.

Staff Comments: This standard appears to have been met. The Core Hotel Building facades vary in height and length as required through the PUD. Variations in materials and the form of the building create significant relief and variation. In addition, the U-shaped form creates a welcoming gesture and reduces the appearance of flatness. Variations in materials, both vertically and horizontally reduce flatness.

___ **g. Exterior lighting shall not have an adverse impact upon other properties and/or public streets.**

A detailed lighting plan has not been developed at this time. It will be important for the Applicant to comply with the requirements of the Ketchum Dark Sky Ordinance considering the overall height and scale of the Core Hotel Building. A condition will be developed requiring the lighting plan be reviewed by the WSRR Design Review Subcommittee prior to building permit approval with particular consideration given to the impacts lighting could potentially have on neighboring properties.

Previous Design Review Approval: The previous approval did not include a detailed exterior lighting plan. It placed the same condition as recommended below on the approval.

Staff Comments: This standard appears to have been met with a condition. The lighting plans for the entire resort shall be reviewed and approved by the WSRR Design Review Subcommittee prior to building Permit Approval.

___ **h. Garbage storage areas and satellite receivers shall be screened from public view.**

Core Hotel Building: A service and delivery bay is shown at the rear of the northwest end of the building. This will be accessed via Bald Mountain Road and hidden from outside properties. Staff suggests having a condition requiring screening of outside storage of garbage and other similar facilities.

Previous Design Review Approval: The previous approval did not include a detailed plan for screening of garbage service areas. It placed the same condition as recommended below on the approval.

Staff Comments: This standard appears to have been met with the condition that all garbage service areas for all buildings within the development be screened from public view. Although service areas are shown on the site plans, no detailed analysis has been provided. Prior to building permit approval the Applicant will need to show the location and screening of garbage storage areas.

___ **i. Utility, power and communication lines within the development site are concealed from public view where feasible.**

A detailed utilities plan has not been submitted at this time. Locations of utility meters have not been addressed. Screening of power boxes and other equipment has not been identified. Power lines will be undergrounded off-site and throughout the resort, as established in the PUD process. This includes all Non-Core Hotel Buildings. Staff recommends requiring this standard to be met though a condition. Prior to building permit approval, the WSRR Design Review Subcommittee shall review and approve a detailed utilities plan that addresses screening and public views.

Previous Design Review Approval: The previous approval did not include a detailed utilities plan. It placed the same condition as recommended below on the approval.

Staff Comments: This standard appears to have been met with condition. A condition will be added requiring submittal of a detailed utilities plan to be reviewed and approved by the WSRR Design Review Subcommittee prior to building permit approval. The Subcommittee shall consider screening of utility meters and other power equipment.

___ **j. Door swings shall not obstruct or conflict with pedestrian traffic.**

No door swings appear to interfere with pedestrian traffic.

Staff Comments: This standard appears to have been met. No door swings will obstruct or conflict with pedestrian traffic.

___ **k. Building design should include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or to adjacent properties.**

Core Hotel Building: An overall roof plan has been provided for the Core Hotel Building, but details regarding drainage and snow retention have not been delineated. Building materials included in the plans provide roof details which indicate snow retention devices. Staff suggests requiring a detailed roof plan addressing this standard. This shall be reviewed by the WSRR Design Review Subcommittee.

Parking Garage: The roofed portion of the Parking Garage consist of a low pitched roof that slopes towards the hillside, away from any pedestrian access areas. No details regarding drainage or snow retention have been provided.

Previous Design Review Approval: The previous approval did not include a detailed roof drainage or snow retention plan. It placed the same condition as recommended below on the approval.

Staff Comments: The Core Hotel Building and Parking Garage lack specific details on snow retention. Staff recommends adding a condition to the Design Review requiring the Design Review Sub-Committee to review the roof plans for these buildings. In addition, the Applicant shall address the City Engineer's concerns about snow removal and storage on the site. (See Attachment J.)

I. Exterior siding materials shall be of natural wood or masonry origin or similar quality. Metal siding is discouraged in all zoning districts.

Core Hotel Building: The current proposal for material and colors is almost identical to those approved in the 2009 Design Review. The Core Hotel Building will include a complementary palette of materials with a general theme of heavier materials towards the base of the building and lighter materials on the upper floors. Generally, materials include natural stone, timber, fir poles, glass, copper, zinc, stucco and recycled materials. More specifically, materials will include the following:

Painted fiber cement shingles; cement plaster; stone cladding on base of building and vertical elements; wood slat siding; standing seam metal roof; clear sealed cedar trellis; exposed heavy timber framing; aluminum clad wood windows; peeled pole timber columns; laser cut copper screen at main entrance; T & G wood soffits; natural stone retaining walls; and peeled pole timber with blackened steel connectors.

In addition to these materials called out on the plans, the Applicant has also submitted detailed color palette and materials pages. The color palette reflects colors found naturally in the area and is complimentary to both the natural vegetation and existing development in the area. The detailed materials pages includes variations in stone materials that will reflect stones used abundantly in the area. Natural wood will also match development throughout the area. In general, the Core Hotel Building features a wide variety of materials and natural colors that reflect current development and the natural environment in the area.

Parking Garage: The Parking Garage will utilize the following materials:

Natural stone cladding on base of building; wood railings; clear sealed timber framing; grey cement plaster as base material.

The Applicant should address the roofing materials and any other siding materials depicted.

These materials are similar to those used on the Core Hotel, but the palette is simpler in nature. All materials used can be found in abundance through the City and surrounding neighborhood. The proposed materials are complimentary to the adjoining structures and will allow the complex to fit seamlessly within the overall development and neighborhood.

Bridges and Bus Stop: No changes are proposed to the 2009 approved submittal for bridge and bus stop design. Bus stops have not yet been shown, but are requested to be shown by the City Engineer on the Design Review submittal.

Two vehicular bridges will be used to cross Warm Springs Creek. One is existing and one will be newly constructed. The existing bridge will be retrofitted. Both will be designed with the same materials as indicated on the plans. Materials proposed will give the bridges a more natural and lighter appearance. Both bridges will feature wood railings and be transparent in nature, contrasting heavily with the current concrete railings on the existing bridge. Materials include:

Stone clad wall with timber cap; steel w section strut painted dark grey; clear sealed timber rails; stainless steel tension wires

In addition to the vehicular bridges, a new pedestrian bridge will also be constructed. The bridge will be smaller in nature and consist of the following materials:

Composite decking; stainless steel cable rails; timber handrails and framing

PUD/Development Agreement Requirements: Sections 10.6 and 10.7 of the DA specify the requirements for Bridges and Transit. The DA does not address materials, so it does not have requirements applicable to this evaluation standard.

Previous Design Review Approval: The previous approved submittal used almost identical materials and colors.

Staff Comments: This standard appears to have been met. As indicated in the detailed materials list for each structure, the general palette of materials includes natural materials. Metal will not be used heavily in the development except on roof structures and for accents. Materials based on a natural origin are used heavily.

17.96.090(B)(4) CIRCULATION DESIGN:

___ a. Pedestrian, equestrian and bicycle access which is adequate to satisfy demands relative to development size shall be provided. These accesses shall be located to connect with existing and anticipated easements and pathways.

A comprehensive trail system was developed for the entire resort through the PUD process. Drawing M.P.1 illustrates the trail system with regards to the current design proposal. Trails are called out in phases with various “destinations” identified along the route. The phases are:

Phase 1: .8 miles of trail along approximately 3,500 feet of Warm Springs Creek and circling the golf short course. A four season trail along the north side of Warm Springs Creek near the Hotel/Residential Building appears to be part of Phase 1.

Phase 2: .7 miles of trail at the western and southeastern ends of Warm Springs Creek.

Phase 3: 1.4 miles of trail connecting up to Bald Mountain in three (3) locations. (Note that this trail is in the Mountain Overlay Design Review District, and would be subject to those standards if the trail includes “excavation of materials, grading or filling”).

In addition, the notes on drawing M.P.1 state that the trail system will be connected to the existing Warm Springs Road multi use trail, providing access to the entire Blaine County trail system. However, it is not stated when this connection will be made. Pedestrian and bicycle access is provided for both public access and private access.

PUD/Development Agreement Requirements: A conceptual trails plan was adopted as an exhibit to the PUD (S-14, dated February 11, 2008). The current submittal is in compliance with this drawing. Section 8.7 of the 2009 WSRR Development Agreement identifies various trails to be required to be open to the public: Bald Mountain Trail system, multi-use path along Warm Springs Road; multiple access points for fishing. These are all shown. Not shown, but required, is a path or a sidewalk connecting from Townhouse Lane to the bridge crossing. The DA does not specify the phase in which the various trail connections are required to be constructed. A cash contribution for environmental review of the Bald Mountain Connector Trail is required following development and approval of a Master Plan for this trail. This Master Plan is a collaborative effort between the Applicant, Ketchum Parks and the Bigwood Backcountry Trails. Work has not yet been initiated on the Master Plan.

Previous Design Review Approval: The previous approval was similar to the current proposal, excepting that sidewalks along roadways are not shown in the current proposal, the pathways around the golf course are slightly different due to the different golf course layout, and one additional connection to the Bald Mountain Connector Trail is shown in the current proposal.

___ b. The building(s) is primarily accessed from the public sidewalk for the majority of the individual uses proposed. It is the intent to promote exterior circulation with numerous connections to the public sidewalk and exposure to the street. This includes utilizing arcades, courtyards and through block connections. (Commercial buildings only)

The Core Hotel Building shows a primary entrance off of Warm Springs Road for both vehicles and pedestrians. This access is via a porte-cochere. Sidewalks are not yet shown, and will be required on the Design Review Engineering drawings. Pedestrian access encircles the main building in the form of courtyards and walkways. In addition, the creekside trail will also provide access for pedestrian along Warm Springs Creek.

PUD/Development Agreement Requirements: The current submittal is in compliance with the conceptual trails drawing. Sidewalks were not specifically addressed in the DA.

Previous Design Review Approval: The previous Design Review approval contained engineering cross sections which showed all sidewalk locations. This will be required as part of the full Design Review submittal.

___ c. 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.

An extensive traffic study was prepared at the time of the original PUD, and was incorporated into the Council PUD Findings of Fact dated 4-07-09 under PUD Evaluation Standard #6, beginning on page 27. (See Attachment F to this report). A revised traffic study has been submitted as part of the Pre-Application Design Review (Attachment E)

The proposed street layout has been designed as established in the PUD and Large Block Plat process, with the exception of the change to the entrance intersection at Warm Springs Road and Flower Drive. This intersection has been changed from a roundabout to a four-way intersection. (This alternative was permitted in the PUD approval, as further discussed below). The existing accesses to the site will be abandoned, including the existing Bald Mountain Road layout. The new Warm Springs Road/Flower Drive intersection will provide access to the resort, Townhouse Lane, and a realigned Bald Mountain Road. Spot elevations have been provided; the City Engineer has reviewed the grades in initial form, and he will provide comments at the meeting. Further grading details are needed to assure safe entry and exiting.

The following table summarizes the traffic volumes in the approved PUD and in the current proposal:

Table: Traffic Volume Comparison

Traffic Measure	2009 Adopted PUD Analysis	2012 Proposed Design Review
Daily Trips	2, 350 vehicles per day	2,079 vehicles per day
Morning Peak Hour Trips	201 vehicles per hour	150 vehicles per hour
Evening Peak Hour Trips	242 vehicles per hour	184 vehicles per hour
Saturday Trips	3,221 vehicles per day	2,511vehicles per day
Saturday Peak Hour Trips	352 vehicles per hour	261 vehicles per hour
2008 Existing Conditions (Warm Springs Road)	5,600 ADT	No change (assumptions for future growth are ambitious)
2008 Existing Conditions plus WSRR	8,000 ADT	7,700 ADT
2018 Existing Conditions	8,484 ADT	8,500 ADT (rounded)
2018 Existing Conditions plus WSRR	10,834 ADT	10,600 ADT
Warm Springs Road buildout capacity	10,000-13,000 ADT	same

PUD/Development Agreement Requirements: The new access and circulation plan was studied heavily during the PUD process, and two options were permitted for the project entrance: a four-way

intersection and a roundabout, with the roundabout identified as the preferred option. It was noted that 14,670 square feet of land would need to be acquired from property owners to the north of Warm Springs Road to accomplish the roundabout. To date, these property owners are not in support of the roundabout.

The PUD analysis noted two intersections of concern after project buildout: the project entrance at Flower Drive/Warm Springs Road and the intersection of Lewis Street and Warm Springs Road. The Development Agreement requires the Applicant to pay a proportionate share (based on traffic volume) of improvements at Lewis and Warm Springs Road. These improvements were identified as a traffic signal in the DA. The cost of the roundabout or 4-way intersection at Warm Springs Road/Flower Drive are to be borne fully by the Applicant.

In addition to the vehicular access, a pedestrian pathway will circulate through the entire resort and provide access to all of the residential and hotel core uses. Additional natural, creekside and Bald Mountain Connector trails are also provided, allowing for adequate pedestrian access and circulation. See also Standard B.4.a in this report.

Previous Design Review Approval: The previous Design Review approval contained an engineered roundabout at the project entrance.

City Engineer/Department Comments: The City Engineer and Fire Chief have provided comments in Attachment J to this report.

The Engineer notes:

- Detailed engineer drawings will be required of Design Review.
- Based on the previous analysis, Warm Springs Road and Flower Drive should contain, at a minimum, a left turn lane. (Figure 3a of the Revised Traffic Study, Attachment E, shows turning peak movements into the project with a maximum of 84 cars entering in the pm peak.)
- Bus stops on Warm Springs Road should be shown on the plans.
- There is concern about the impacts of snow plowing on the proposed Parking Garage and Bald Mountain Road near Warm Springs Road.
- Sidewalks should be shown on the Design Review submittal
- Fire Department turnarounds are needed at all dead-end roads (tennis court and golf short course areas).
- Timing of the east bridge over Warm Springs Creek should be identified.

The Fire Chief notes:

- All access roadways will be required to meet the International Fire Code in effect at the time of building permit submittal.
- An approved access roadway is required to within 150 feet of the farthest point of the building.
- The entire building is to be sprinklered throughout.
- A plan is required showing a Fire Command Center meeting IFC Section 508 in an approved location.

___ **d. Parking areas have functional aisle dimensions, backup space and turning radius.**

The Core Hotel Garage calls out parking stalls about 10 feet wide by 18 feet long with a 30 foot aisle. This meets code requirements. More detail is not provided.

The Parking Garage calls for 9 foot wide by 18 foot long parking stalls with a 24 foot aisle. This meets code requirements. Details on turning radii are not provided.

No plans for the surface parking area have been provided.

Previous Design Review Approval: A detailed parking plan was not submitted for the previous design approval. Staff suggested requiring that this standard be met with a condition. Prior to building permit approval, the Applicant was to submit a parking site plan for all parking structures and surface parking.

Staff Recommendation: This standard appears to have been met with a conditions. Prior to building permit approval, the Applicant is to submit a parking site plan for all parking structures and surface parking. All requirements of the Street, Fire City Engineer and Building Departments must be met prior to issuance of a building permit.

___ **e. Location of parking areas is designed for minimum adverse impact upon living areas within the proposed development and minimizes adverse impact upon adjacent properties with regard to noise, lights and visual impact.**

Core Hotel Building: Parking for the Core Hotel Building will be provided via a sub grade garage. Two access points are provided on the south facing, western and eastern ends of the garage. The service entrance will be accessed via Bald Mountain Road and is located several hundred feet from the road, on the back side of the building. The orientation of the entrance is towards the interior of the resort and will not be highly visible from neighboring properties. It is shielded from public view. A resort wing containing hotel rooms will be located adjacent to the garage entrance, but the entrance will be shielded and covered by extensive landscape screening.

The southeastern garage entrance is also located towards the rear of the Core Hotel Building, and it shielded by the residential owners' and spa guests' porte-cochere. The entrance is also generally concealed by landscaping and the buildings above.

The Parking Garage is located across Bald Mountain Road from the Core Hotel and is built into the hillside below Warm Springs Road. It will have little impact on adjacent properties.

No plans have been submitted for additional surface parking on site. The Applicant shall address that parking at the Pre-Application hearing.

Previous Design Review Approval

The Core Hotel parking access was located at the rear of the building, similar to the current proposal. No separate Parking Garage was proposed. Surface parking was proposed at the location of the currently proposed Parking Garage.

Staff Recommendation: This standard appears to have been met with conditions. The Applicant shall address the surface parking at the Pre-Application hearing and include it in the Design Review submittal. A detailed parking plan shall be submitted prior to building permit approval.

___ f. Curb cuts are located away from major intersections and off high volume roadways where possible.

Curb cuts for the primary building are located at multiple locations. An entry off of the new Warm Springs Roundabout is located at the front of the building. The underground garage has two separate entrances: one is located off of the service road on the west side of the building off of Bald Mountain Road and one is on the east side to service the residential units. These curb cuts are positioned on low traffic access drives. The service entrance area will likely receive delivery traffic. This is located on a private road off of Bald Mountain Road and traffic interference is not anticipated. Through the PUD process, the Warm Springs Road Roundabout was selected as the preferred traffic device at the entrance to the resort, as it was thought to allow traffic to flow smoothly into the resort, onto Townhouse Lane and onto Bald Mountain Road. The Commission should discuss the new configuration, and the need for a turn lane as identified by the City Engineer.

The proposed Parking Garage is accessed separately on each level, from the west and east sides. The Parking Garage does not access directly on to Bald Mountain Road.

The Applicant has not submitted detailed plans for driveway layouts and curb cuts, but plans do indicate where curb cuts will be required. These details will either be part of the Design Review submittal or be reviewed by the Design Review Sub-Committee established through the Development Agreement.

___ g. Adequate unobstructed access for emergency vehicles, snow plows, garbage trucks and similar service vehicles to all necessary locations within the proposed project is provided.

Bald Mountain Road was negotiated as a 40-foot right of way through the PUD process. Additional comments from the Fire Chief and City Engineer are found in Attachment J.

___ h. The project is designed so as to provide adequate snow storage areas or removal for snow cleared from the parking areas and roadways within the project. (50 percent)

Snow storage is not yet addressed in the application and will be addressed during the full Design Review process.

PUD/Development Agreement Requirements

The DA states that snow storage will be addressed during Design Review.

Previous Design Review Approval

The previous Design Review approval addressed snow storage, which was a combination of storage areas and snow melt. A condition of approval required that the proposed snowmelt infrastructure should be reviewed in detail by the WSRR Design Review Committee. The Applicant will also address concerns regarding visual impacts associated with snow storage and impacts and landscape buffering with regard to these snow storage areas with the Committee.

17.96.090(B)(5) LANDSCAPE QUALITY:

___ a. Substantial landscaping is to be provided, which is in scale with the development and which provides relief from and screening of hard surfaces. Total building surface area and street frontage will be considered when determining whether substantial landscape is being provided. (Landscaping shall be defined as trees, shrubs, planters, hanging plants, ground cover and other living vegetation).

The Applicant has provided several landscape plan documents. As a whole, the project has been broken down into several categories of landscape areas. These include areas that will be maintained as wetlands, creek and ponds; golf course and event area; existing and proposed cottonwood and willow areas; existing and proposed Aspen mix forests; existing and proposed coniferous forests; existing and proposed ROW buffer areas; proposed riparian areas, transitional areas and road/hardscape areas. Areas directly adjacent to development are generally labeled as transitional areas. This includes a majority of the area on the north side of Warm Springs Creek except adjacent to Warm Springs Creek. These transitional areas are defined as enhanced areas and will be designed with a mix of native and native compatible plants. They will be planted in locations where different portions of the project about each other and neighboring properties. This will create a buffer between uses. Plants in these transitional zones will include deciduous trees, conifers; shrubs; grasses and forbes. Specific species are listed on sheet L.2 of the Design Review plans. It is important to note that specific sizes and locations of plantings have not been called out. This will need to be addressed prior to building permit approval by the Design Review Subcommittee.

Sheet L.3 shows the Core Area Landscape Plan. A roadway buffer proposed along Townhouse Lane between the road and neighboring properties is called out. Tree and shrub massing with natural retaining walls will be utilized to provide buffering. A Warm Springs Road buffer is proposed and will include a mix of coniferous and deciduous trees to buffer the roadway.

Retaining walls will be needed, but grading is not yet shown. Grading plans will be required at the time of Design Review. In addition, the enhancement of the riparian and natural areas within the development will provide more substantial buffering than currently exists. The final landscaping plan with locations and sizes of planting called shall be reviewed and approved by the WSRR Design Review Subcommittee.

PUD/Development Agreement Requirements: The DA states that a detailed landscape plan for each phase shall be submitted as part of the Design Review process, including perimeter buffering and retaining walls. Existing trees to be preserved are to be identified.

Previous Design Review Approval: The 2009 Design Review approval contained a conceptual landscape plan. Details on species size, location and quantities were deferred to the Design Review Subcommittee.

___ **b. 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 compliment the neighborhood and townscape. Consideration should be given to the use of native, drought-resistant plant materials.**

The Applicant has provided several landscape plan documents. As a whole, the project has been broken down into several categories of landscape areas. These include areas that will be maintained as wetlands, creek and ponds; golf course and event area; existing and proposed cottonwood and willow areas; existing and proposed Aspen mix forests; existing and proposed coniferous forests; proposed riparian areas and transitional areas. Areas directly adjacent to development are generally labeled as transitional areas. This includes a majority of the area on the north side of Warm Springs Creek. These transitional areas are defined as enhanced areas and will be designed with a mix of native and native compatible plants. They will be planted in locations where different portions of the project abut each and neighboring properties. Plants in these transitional zones will include Deciduous Trees; Conifers; Shrubs; Grasses and Forbs. Specific species are listed on sheet L.2 of the Pre-Application Design Review plans.

Sheet L.4 shows preliminary water demand calculations for the Golf Short Course. 7,000 gallons per acre will be needed during peak demand over a 7.5 acre area. The previously approved Golf Course covered a 24 acre area. Future phases are not proposed to be irrigated during this phase.

PUD/Development Agreement Requirements: The DA states that the landscape features shall incorporate sustainable design that preserves and enhances native vegetation, with irrigation zones, to the greatest extent possible being water efficient.

Previous Design Review Approval: The 2009 Design Review approval contained a conceptual landscape plan. Details on species size, location and quantities were deferred to the Design Review Subcommittee.

___ **c. The preservation of existing significant trees, shrubs and important landscape features (mapped in accordance with Site Design, Paragraph 1) shall be encouraged.**

The Applicant has provided both a master landscape plan separated into different zones and a tree preservation plan. Both documents call out areas that will be preserved or generally maintained. The tree preservation plan and analysis shows that the highest concentration of tree removal will be in the area of the primary Hotel/Residential Building. Other smaller groupings of trees will be removed throughout the development where the golf course and tennis courts will be constructed. Substantial stands of trees will be preserved along the edges of the property as well as along Warm Springs Creek. Some areas are indicated as having trees preserved if possible, likely depending on

the affects of stream restoration and overall development. In general, the Applicant is making significant efforts to maintain natural vegetation when possible.

PUD/Development Agreement Requirements: The DA states that the landscape plans for each phase shall identify trees to be preserved as well as means and methods for preservation.

Previous Design Review Approval: The Commission approved a Tree Conservation Plan similar to the one submitted with this current application. Details were deferred to the Design Review Subcommittee.

___ d. 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.

A roadway buffer proposed along Townhouse Lane between the road and neighboring properties is called out. Tree and shrub massing with retaining walls will be utilized to provide buffering, but have not been shown at this time. A Warm Springs Road buffer is proposed and will include a mix of coniferous and deciduous trees to buffer the roadway. One retaining wall is shown in the area of the Parking Garage. A green roof is proposed on top of the Parking Garage. The enhancement of the riparian and natural areas within the development will provide more substantial buffering than currently exists.

In general, the proposed landscape plan calls for substantial buffering, especially in critical areas along Townhouse Lane and Warm Springs Road. These buffer areas are important in mitigating impacts on neighboring properties. In addition, the enhancement of natural and riparian areas will further buffer the golf course areas.

17.96.090(B)(6) ENERGY DESIGN:

___ a. Consideration shall be given to proper solar orientation within the project. Recognition shall be given to the solar benefits of adjoining properties. (A sun chart as a means of understanding the solar possibilities and limitations shall be encouraged)

Core Hotel Building: The Core Hotel Building will impact solar access in the surrounding area, but because of required upper floor setbacks/size limitations as established in the Tent Diagram, impacts will be minimized substantially. The Core Hotel Building will be setback substantially from surrounding neighborhoods and properties. In addition, the east-west orientation of the building will also provide better solar access for the building. A detailed solar analysis was completed through the PUD process, and layout and requirements of the Tent Diagram help maintain solar access for the surrounding area. Solar access of the building has been considered as well. The south facing portion of the building has excellent solar exposure and heavy glazing on each level is utilized. The upper floors of the building are especially designed for advanced solar access, as they are heavily exposed to sunlight and feature significant amounts of glazing.

Staff Comments: This standard appears to have been met. Consideration has been given to proper solar orientation for buildings within the development and neighboring properties. Proposed buildings are designed for appropriate solar exposure. The setback and height limitations established for the Core Hotel Building help minimize solar impacts to surrounding properties and other buildings within the development.

17.96.090(B)(7) PUBLIC AMENITIES:

___ a. Pedestrian amenities are encouraged for all projects and shall be required for commercial uses. Amenities may include, but are not limited to benches and other seating, kiosks, telephone booths, bus shelters, trash receptacles, restrooms, fountains, art, etc. The use of “Ketchum Streetscape Standards” shall be encouraged.

Public amenities include the following:

- New public access trail along Warm Springs Creek running the length of the property. Trail will include two seating areas.
- A pathway that circulates throughout the entire resort which connects to the existing Warm Springs Road multi-use path
- A new natural trail running through the golf course and riparian areas
- Future connections to potential new Bald Mountain trail
- New bus shelter along Warm Springs Road

Staff Comments: This standard appears to have been met. Pedestrian amenities are provided. A new trail network will be constructed with public access and connections to existing and future trails.

17.96.090(B)(8) GREEN BUILDING:

___ a. Consideration shall be given to green building features within the project. Recognition shall be given to projects that achieve the United States Green Building Council’s LEED Certification or earn the Environmental Protection Agency’s Energy Star Label. Projects are encouraged to consider energy conservation, indoor air quality, water use, location, waste reduction, recycling, and use of sustainable construction materials.

As required through the Development Agreement, the Applicant is required to provide information regarding green design and eco-conscious development being incorporated into the development of the project. In addition to the stream restoration and preservation of a significant amount of mature vegetation, the Applicant has submitted, in 2009, a “Eco-Conscious Checklist” highlighting green elements of the project that the project team has either “Committed to Doing” or “Seriously Considering”. This list broken up into the following categories:

Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Air Quality; Innovation and Design Process; Living Climate Interiors; Energy Efficiency; Setting Benchmarks and Measurement

This list should be revisited by Staff to determine which are essential elements of a green and eco-conscious resort. This item should be reassessed at Design Review.

Staff Comments: This standard appears to have been met with condition. The attached eco-conscious check list with highlighted items shall be considered at Design Review.

FLOODPLAIN OVERLAY DISTRICT
WATERWAYS EVALUATION STANDARDS

Waterways Design Review will be addressed at the Design Review hearing.

ITEMS FOR COMMISSION DISCUSSION:

Pre-Application Design Review is a non-binding discussion between the Applicant and the Commission designed to give the Applicant feedback informing the Design Review application. The following issues are suggested as part of the Commission discussion:

- Project access: need for a dedicated turn lane
- Detailed design of retaining walls
- Roadway engineering; required turnarounds for dead end roads
- Master Plan for Snow Storage
- How the building fits under the Tent Diagram and meets the PUD requirements
- Parking locations and quantity
- Snow removal issues with respect to Warm Spring Road
- Parking Garage finish materials
- Accessory structures
- Phasing

Staff suggests the following items be addressed at a later date by the Design Review Subcommittee:

- a) Signage Master Plan
- b) A detailed lighting plan meeting the requirements of the Dark Sky Ordinance with consideration given to the lighting of the Core Hotel Building with regard to neighboring properties.
- c) Detailed roof plans for the Core Hotel Building, including snow retention, drainage and roof slope details.
- d) The final design of the proposed trail system.
- e) The parking and aisle dimensions for surface parking area, the Parking Garage and underground garages.

- f) Details of the Master Snow Storage Plan.
- g) Adequate bicycle loading and unloading outside of the parking structure.
- h) Design of utility transformers on-site and resolution of power upgrades off-site.
- i) Complete landscape plan for the applicable phase that details species size, location and quantities.
- j) Updated Stream Restoration Plan.
- k) Bridge and bus stop location and design.
- l) Accessory structures location and design.
- m) Service area plan.
- n) Detailed utilities plan.
- o) Roof drainage/snow retention plan.
- p) Green development practices.
- q) Construction mitigation plan.
- r) Requirements of the Street, Fire City Engineer and Building Departments.