



City of Ketchum

P.O. Box 2315 | 480 East Ave. N. | Ketchum, ID 83340

Right-of-Way Standards

Effective July 2015

Introduction

A public right-of-way is defined as improved or unimproved public property dedicated or deeded to the City for the purpose of providing vehicular, pedestrian and public use.

In Ketchum, the public rights of way consist of roadway, curb, gutter, sidewalks, signage, and drainage facilities. The public rights of way are also used for public parking, wintertime snow storage, and conveyance of utilities, such as water, sewer, electricity, telephone, cable, etc.

Purpose of the Standards

The purpose of these standards is to:

- Improve safety by creating sufficient width for emergency vehicles to travel on the streets
- Provide space for parking off the street
- Improve pedestrian access by creating walking areas off the street
- Provide adequate space for snow storage
- Eliminate safety hazards caused by trees, fences, bushes and other obstructions that limit driver visibility
- Provide appropriate drainage within the right-of-way
- Provide consistent and predictable standards that apply to all properties
- Create space for elements such as bus stops, signage, lighting and sidewalks

Right-of-way Standards

Two categories have been identified for right-of-standards; Commercial Category, which consists of all roads within the Community Core, Tourist, and Light Industrial zones plus arterial and collector roads within all other zones; and the Residential Category, which consists of all roads in other zoning districts with the exception of arterial and collector roads.

Residential Category

The following standards have been developed in order to achieve goals of drainage, parking, snow storage, and access for emergency vehicles within local-residential street right-of-ways, and provide materials that can be reasonably maintained by the city:

- Material shall be pervious/permeable to allow drainage
- Surface must allow for vehicle parking and be consistent along the entire property frontage
- Material within the first eight (8) feet from edge of asphalt shall be distinct from driveway and rest of property in order to visually appear to be available for parking
- Grading and drainage improvements as required by City Engineer
 - Minimum 5% slope
- No obstructions, such as boulders or berms
- No buried irrigation systems within the first eight (8) from the edge of asphalt
 - Subsurface irrigation lines are permitted beyond the first eight (8) feet, however pop up heads are not permitted anywhere in the ROW.
- No live plant material within the first eight (8) feet from edge of asphalt
 - Low ground cover plant material, such as turf grass, is permitted beyond the first eight (8) feet. Drought-tolerant species is preferred.
- No snow-melt system (other than driveway)

A right-of-way encroachment permit will be executed between the City and property owner with right-of-way improvements by the property owner are desired. Alternative materials are acceptable within the public right-of-way provided all conditions listed above are met, the material is approved by the city engineer, and the property owner agrees to maintain the alternative material within the ROW.

In the event a property owner does not wish to improve the right-of-way, the city will maintain $\frac{3}{4}$ inch road-mix within the entire right-of-way.

Commercial Category

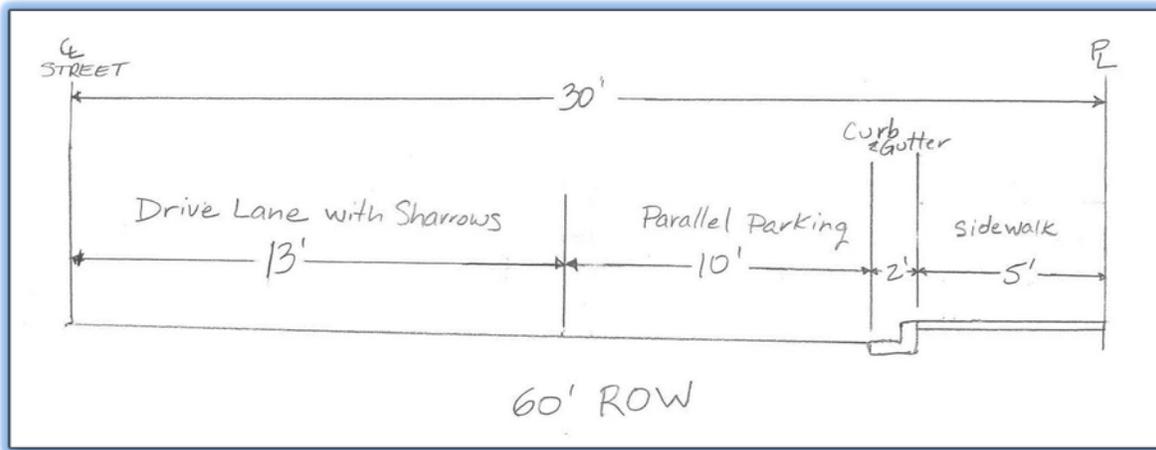
The following standards have been developed for all roads within the community core, tourist, and light industrial zoning districts and collector roads in all other districts. Examples of collector roads in other zoning districts include Saddle Road, Warm Springs Road and Sixth Street. The standards have been developed with the goals of vehicle movement, parking, and bicycle and pedestrian circulation. Where sidewalks are required public amenities may also be required, at the developer's cost, depending on the specific site. Amenities may include streetlights, benches, and bus stop/bus shelter.

60-ft Rights-of-Way

New development of 60-foot ROW streets will include a 5-ft wide sidewalk, curb & gutter with drainage facilities (i.e. curb inlets and drywells) as required, a 10-ft parallel parking lane, and a 13-ft wide travel lane with sharrows to alert drivers to share the road with bicyclist.

Examples of 60-foot right-of-way roads are First thru Tenth Street, Leadville Avenue, Washington Avenue, and Spruce Street.

The following schematic shows a half street cross section of a 60-foot wide right-of-way.

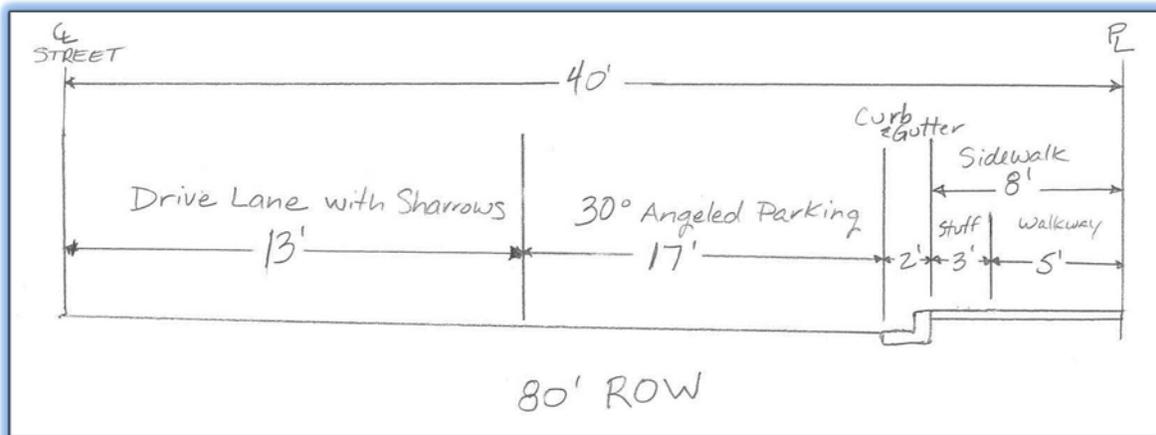


80-ft Rights-of-Way

Sidewalks in 80-ft ROW streets are widened to 8-ft total. The first 5-ft of the sidewalk adjacent to the property line will remain free of obstructions to provide a clear path for pedestrians. Three feet of sidewalk adjacent to the curb will be available for city approved streetscape amenities, such as street trees, flower boxes and signs. Parking adjacent to the curb and gutter will be 30-degree angled parking to accommodate additional parking. Drive lanes will be 13-feet wide with sharrow to alert drivers to share roads with bicyclist.

Examples of 80-foot right-of-way roads are Walnut Avenue, 2nd Avenue and 3rd Avenue.

The following schematic shows a half street cross section of an 80-foot wide right-of-way.

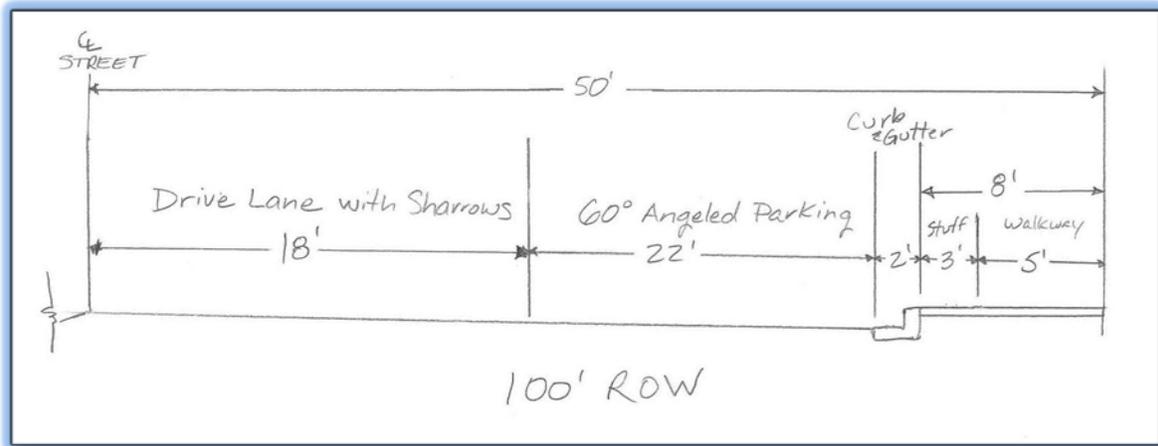


100-ft Rights-of-Way

The sidewalk widths in 100-ft ROWs will be the same as 80-foot ROW streets. Angled parking will at 60-degrees to allow additional parking, and the drive lane will be 18-ft wide with sharrow.

Examples of 100-foot ROW streets are East Avenue and 1st Avenue.

The following schematic shows a half street cross section of a 100-foot wide right-of-way.





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Lighting Standards

Introduction

Lighting within the public right-of-way is for the purpose of way-finding, safety, and accessibility. The City of Ketchum has adopted the Ketchum Dark Sky Ordinance and the following standards protect the dark sky and achieve the goals of the adopted ordinance. The standards set forth below apply to all lighting within the public right-of-way.

Purpose of the Standards

The standards accomplish the following:

- Protect against direct glare and excessive lighting in order to preserve the dark sky
- Provide safe and accessible lighting for sidewalks and parking within the public right-of-way in the commercial and tourist areas of the city
- Reduce energy consumption and comply with the city's energy conservation goals
- Establish a clear and consistent lighting standard for lighting within the public right-of-way

Standards

The light fixture to be used within the public right-of-way is the SolarOne RFS fixture, hard wired to the electrical grid. In the event there is not electrical connection available, the SolarOne RFS solar fixture with AGM Batteries. All fixtures shall have a NXT luminaire with color temperature of no more than 2700 Kelvins. A full analysis will be conducted to determine if the fixture can be connected to the electric grid or if it has to be off-grid. An alternative light fixture could be considered provided the fixture meets the same specifications as the SolarOne fixture.

Consistent with the standards of the Dark Sky Society, the footcandles illuminating the sidewalk shall be an average of 0.2 fc and shall not exceed 5 fc.

The preferred height of the light standard is 25 feet, however, a lower height of 15 feet is acceptable provided the footcandle standard is maintained.

Every installation will require an analysis performed by SolarOne, or other approved lighting provider, to determine the appropriate spacing, location, and type of fixture (Element Plus or Design Series) based on the footcandle standard.

SolarOne Contact: Dale Curtis, Director of Sales (208) 473-2709