



PLANNING AND ZONING COMMISSION AGENDA
Monday, June 13, 2016
City Hall, 480 East Avenue North, Ketchum, ID

1. **5:00 PM-SITE VISIT: 911 North Main Street, Ketchum, Idaho (AM Lot 5A, Block 30, Ketchum Townsite)**
2. 5:30 PM - CALL TO ORDER: City Hall, 480 East Avenue North, Ketchum, Idaho
3. PUBLIC COMMENT - Communications from the public for items not on the agenda.
4. COMMUNICATIONS FROM STAFF
 - a. Bracken Station Conditional Use Permit Public Hearing: 911 North Main Street, Ketchum, ID (Ketchum AM Lot 5A Block 30 18,590 SF) The applicant is proposing to construct a motor vehicle fueling station with accessory food service. The property is 0.435 acres in size and zoned Light Industrial-1 (LI-1).
 - b. Bracken Station Pre-Application Design Review Public Hearing: 911 North Main Street, Ketchum, ID (Ketchum AM Lot 5A Block 30 18,590 SF) The applicant is proposing to construct a motor vehicle fueling station with accessory food service. The property is 0.435 acres in size and zoned Light Industrial-1 (LI-1).
 - c. Zoning Ordinance Phase II Update: Work Session
5. CONSENT CALENDAR
 - a. APPROVAL OF MINUTES
 - i. May 9, 2016: Minutes
6. FUTURE PROJECTS AND NOTICING REQUIREMENTS
7. STAFF REPORTS & CITY COUNCIL MEETING UPDATE
8. COMMISSION REPORTS AND EX PARTE DISCUSSION DISCLOSURE
9. ADJOURNMENT

Any person needing special accommodations to participate in the meeting should contact the City Clerk's Office as soon as reasonably possible at 726-3841. All times indicated are estimated times, and items may be heard earlier or later than indicated on the agenda.



City of Ketchum
Planning & Building

June 13, 2016

Planning and Zoning Commission
City of Ketchum
Ketchum, Idaho

Commissioners:

STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
REGULAR MEETING OF JUNE 13, 2016

PROJECT: Bracken Station Conditional Use Permit (CUP)

FILE NUMBERS: #16-034

OWNER: North Town Partners LLP

REPRESENTATIVE: Steve Cook, AIA

REQUEST: Conditional Use Permit (CUP) for a motor vehicle fueling station and food service establishment

LOCATION: 911 N. Main Street (Ketchum, AM Lot 5A, Block 30)

ZONING: Light Industrial District Number 1 (LI-1)

NOTICE: Property owners within 300 foot radius of subject property were mailed notice on May, 16, 2016. A public hearing notice was published in the Legal Notices of the Idaho Mountain Express on May 25, 2016. Notice was posted on the subject property and in three public City locations on May, 17, 2016.

REVIEWER: Brittany Skelton, Associate Planner

INTRODUCTION

The applicant is requesting a Conditional Use Permit (CUP) to allow redevelopment of 911 N. Main for a motor vehicle fueling station and a food service establishment. Motor vehicle fueling stations and food service (subject to limitations on hours of operation and size) are only allowed in the LI-1 District if a Conditional Use Permit (CUP) is approved. The Planning and Zoning Commission (Commission) has complete discretionary authority to approve, deny, or conditionally approve either use (fueling station or restaurant) or approve, deny, or conditionally approve both uses on the site, basing the decision upon findings of fact.

There are two separate issues the Commission must decide. First, should a CUP be approved, denied, or conditionally approved, for either the fueling station or food serving establishment at the proposed location. This is the first issue to be decided. If the Commission decides the uses should not be located on the site and denies the CUP, there is no need to review or discuss the design, the project cannot move forward. If the Commission decides either or both uses can be approved, the next issue for consideration is the design of the project. The design review is scheduled as a separate agenda item, it is the pre-application review of the project design for the proposed project.

The definition of motor vehicle fueling stations permits retail sales of items of convenience to the motoring public. For the conditional use permit requested by North Town Partners LLP, city staff has prepared the following report that addresses the implications of these uses on the proposed location and recommendations for how the Planning and Zoning Commission may mitigate impacts.

Current Report

The location proposed for a motor vehicle fueling station and food service establishment is located on Lot 5A, Block 30, Ketchum Townsite, otherwise known as 911 N. Main Street. Three buildings currently exist on the site that are proposed to be substantially altered or removed for the project. Building "A" is the northernmost building, "B" is located in the center, and "C" is the southernmost building. The applicant proposes to partially demolish building "B" and to remodel and add an addition and a trellis patio to the remaining portion of the building. The applicant is also proposing to construct a canopy structure associated with the motor vehicle fueling station. The applicant is proposing to entirely demolish buildings "A" and "C" along with installing sidewalks, crosswalks, landscaping, lighting, parking, and drainage improvements to accommodate the development. The site does not meet city standards for the current or proposed development and would require significant upgrades for the proposed project if the Planning and Zoning Commission determines a conditional use permit can be approved .

All city departments have completed their review of the applicant's request and the current plans, as submitted for the June 13, 2016 Planning and Zoning meeting, reflect their comments and concerns. Attachment A. summarizes comments from all departments on the proposed development. Attachment B summarizes how the project complies with the Zoning Ordinance standards.

Currently there are three fueling stations in the LI District, two restaurants, and one food mart to service the area. The Commission must decide if the proposed uses are appropriate for the site and location and if the uses are necessary to serve the LI district.

Analysis

The Planning and Zoning Commission must determine if a Conditional Use Permit can be approved for the fueling station and restaurant proposed for the LI-1 district. According to the Zoning Ordinance, conditional uses by definition possess characteristics that require review and appraisal by the Commission to determine whether or not the use would cause any public health, safety or welfare concerns. Conditional uses may only be allowed if the Commission determines there would be no impact to the public health, safety and welfare of the community.

A conditional use permit may be granted by the commission only if the applicant demonstrates that:

- The characteristics of the conditional use will not be unreasonably incompatible with the types of uses permitted in the applicable zoning district;
- The conditional use will not materially endanger the health, safety and welfare of the community;

- The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood;
- The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area, or conditions can be established to mitigate adverse impacts;
- The conditional use is not in conflict with the policies of the comprehensive plan or the basic purposes of the Zoning Ordinance.

As identified in Attachment C, staff believes a conditional use permit can be granted subject to the conditions and improvements identified in the attachments. Should the Commission agree a CUP can be approved, they may attach additional conditions to the application approval as it determines necessary in order to make the uses more compatible with the vicinity and adjoining uses, mitigate impacts, and allow for health, safety and welfare. Such conditions may include, but are not limited to:

- A. Minimizing adverse impact on other development.
- B. Controlling the sequence and timing of development.
- C. Controlling the duration of development.
- D. Assuring that development is maintained properly.
- E. Designating the exact location and nature of development.
- F. Requiring the provision for on site or off site public facilities or services.
- G. Requiring more restrictive standards than those generally required in an ordinance.
- H. Requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the city. (Ord. 1135, 2015)

STAFF RECOMMENDATION

The Commission must consider the Bracken Station CUP application as it relates to the criteria used for evaluating conditional use permits and has the option of approval or denial. If the Planning and Zoning Commission chooses to approve the application, staff recommends requiring the conditions of approval as identified in this report as a minimum. The Commission may require additional conditions based on findings received through public comment, testimony, or other discovery.

COMMISSION OPTIONS

1. **Denial of the Application:** “Motion to deny the application from North Town Partners LLP for a Conditional Use Permit application for a motor vehicle fueling station and food service, finding the application **does not** meet the standards for approval under Chapter 17.116 of Ketchum Zoning Code Title 17, for the following reasons: [cite findings for denial].”
2. **Approval of the Application:** “Motion to approve the application from North Town Partners LLP for a Conditional Use Permit application for a motor vehicle fueling station and food service, finding the application meets the standards for approval under Chapter 17.116 of Ketchum Zoning Code Title 17 with the following conditions: [insert conditions of approval here]”
3. **Continuation of the Application:** “Motion to continue the application from North Town Partners LLP to a date certain of [insert date of meeting].”

RECOMMENDED CONDITIONS

Ketchum City Engineer, Streets, Utilities, Fire and Building Department requirements shall be met, including:

1. All departmental conditions as described in Table 1.
2. All building and fire code requirements as dictated by 2012 family of international building codes shall apply to all construction onsite.

3. Snow removal outside the travel lanes of Highway 75 shall be the responsibility of the property owner.
4. All light fixtures mounted on or recessed into the lower surface of the service station canopy shall be fully shielded and utilize flat lenses. Such shielding must be provided by the fixture itself; shielding by surrounding structures such as canopy edges is not permitted.
5. The applicant shall construct the public improvements described in Table 4.
6. The applicant shall construct the public improvement described in Table 5.
7. All storm water retention improvements shall meet the latest standards for motor vehicle fueling stations and shall be approved by the Public Works Director.
8. Per Title 17, Section 17.116.080: TERM OF PERMITS: Conditional Use Permit approval shall expire one (1) year from the date of approval if not acted upon within that time frame; and
9. This Conditional Use Permit approval is based on representations made and other components of the application presented and approved at the meeting on June 13th, 2016.

ATTACHMENTS:

- A. Table 1: Requirements for All Applications
- B. Table 2: Zoning Standards Analysis
- C. Table 3: Conditional Use Permit Requirements
- D. Table 4: Required Public Improvements
- E. Table 5: Recommended Additional Public Improvements
- F. Aerial Site Plan
- G. Table 6: Public Comments Summary
- H. Application
- I. Plans
- J. Public Comments

Attachment A

Table 1: Requirements for All Applications

General Requirements for All Applications				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.116.040(A)	Complete Application
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Department and Boards/Commissions Comments	<p>Public Works:</p> <ol style="list-style-type: none"> 1. The configuration of the sidewalk design creates a challenge for the City’s snow removal operations. If the project is approved, a condition of approval should require the owner to remove the snow to the west of the valley gutter and the snow may not be placed back out in the roadway. 2. The property owner will need to maintain the landscaping in the right-of-way, according to ITD standards. <p>Fire Department:</p> <ol style="list-style-type: none"> 1. The project shall meet all 2012 International Fire Code requirements in addition to specific City Building and Fire Ordinances. 2. An approved fire detection system shall be installed per City of Ketchum Ordinance #1125 (www.ketchumfire.org) and the requirements of NFPA 72. Two (2) sets of alarm system plans shall be submitted to the Ketchum Fire Department for approval and a permit is required prior to installation of alarm systems. Inspections of fire detection systems by the Fire Chief or an appointee are required and shall be scheduled at least 48 hours in advance. 3. An approved access roadway per 2012 International Fire Code Appendix D (www.ketchumfire.org) shall be installed prior to any combustible construction on the site. The road shall be a minimum of twenty (20) feet in width and capable of supporting an imposed load of at least 75,000 pounds. The road must be an all weather driving surface maintained free, clear, and unobstructed at all times. 4. Fire extinguishers shall be installed and maintained per 2012 IFC Section 906 both during construction and upon occupancy of the building. 5. An approved key box shall be installed, with the appropriate keys, for emergency fire department access in a location approved by the fire department. The key box shall be a Knox box brand and sized to accommodate keys to every door of the project. 6. The underground fuel tanks will be installed and tested following the 2012 International Fire Code, Sections 5704.2.11 through Section 5704.2.12.2. 7. Motor fuel dispensing stations will be installed following the 2012 International Fire Code, Section 2306.7 through Section 2306.7.7.2. 8. The Liquefied Petroleum Gas fuel dispensing will be installed following the 2012 International Fire Code, Section 2307.1 through Section 2307.7

				<p>Building:</p> <ul style="list-style-type: none"> • Building plans must meet 2012 International Building Code.
				<p>Police Department:</p> <ul style="list-style-type: none"> • No comment.
				<p>Utilities:</p> <ul style="list-style-type: none"> • No comment.
				<p>Parks/Arborist:</p> <ol style="list-style-type: none"> 1. The owner shall maintain the landscaping in the right-of-way, which is managed by ITD. 2. The southeastern-most Abies lasiocarpa is in close proximity to the overhead transmission line, substitute a more hardy bristlecone pine. 3. The other species are good and the diversity and placement are appreciated. 4. Staff recommends retaining the tree that is adjacent to the existing power pole in the right-of-way on Main Street if ITD will allow it.

Attachment B

Table 2: Zoning Standards Analysis

Compliance with Zoning Standards				
Compliant			Standards and Staff Comments	
Yes	No	N/A	Guideline	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030.C	Lot Area
			<i>Staff Comments</i>	8,000 square feet minimum is required. The lot is 0.4267 acres or 18,590 square feet.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030.C & 17.128.020.C	Setbacks and Supplementary Yard Requirements
			<i>Staff Comments</i>	Buildings "A" and "C" currently have non-conforming setbacks on the front (eastern) property line. Building "B" currently conforms to setbacks. The applicant is proposing to demolish buildings "A" and "C" and to build an addition to building "B" which will result in a site with structures that meet setback requirements. Proposed Front (north – 10 th Street) – 20' Proposed Side (east – Main Street) – 13'-4" Proposed Rear – (west 0 alley) – 0' The proposed setbacks meet setback requirements.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030.C	Building Coverage
			<i>Staff Comments</i>	Permitted - 75% Proposed – 13%
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030.C	Building Height
			<i>Staff Comments</i>	Maximum building height permitted is 35'; the existing buildings are 13'-8" above grade on Main Street and 24'-8" above grade on 10 th Street; the proposed addition to building "B" is 13'-8" above grade on Main Street and 24'-8" above grade on 10 th Street. The proposed canopy is 18' above grade on Main Street and 20' above grade from 10 th Street at the eastern edge of the structure and 24' above grade from 10 th Street at the western edge of the structure.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.125.030.H	Curb Cut
			<i>Staff Comments</i>	A maximum of thirty five percent (35%) of the linear footage of any street frontage can be devoted to access off street parking. The curb cut design was recommended by ITD is 84' (40' entrance, 4' island, 4' exit) in width, which equates to 30.6% of the linear footage frontage of the lot. (The linear footage of lot frontage is 273.97'.)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.124.060.M	Parking Spaces
			<i>Staff Comments</i>	Required: The off street parking standards apply when an existing structure or use is expanded or enlarged. Additional off street parking spaces shall be required only to serve the enlarged or expanded area, not the entire building or use. 2 spaces per fuel pump at fuel pump; 4 pumps require 8 spaces. 1 space per 250 square feet retail; 1 space per 250 square feet restaurant

				<p><i>There is a 508 square foot addition to the existing 2,084 square foot building proposed; 3 spaces are required.</i></p> <p><i>Proposed:</i> <i>8 for temporary holding at the fuel pumps</i> <i>12 to serve retail/restaurant (4 spaces are lower level accessed from 10th Street)</i> <i>2 at vehicle charging station</i> <i>There are 4 additional lower level parking spaces accessed from 10th Street to serve the existing uses.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.125.050	Off Street Parking and Loading Areas
				<p><i>In the LI-1, LI-2 and LI-3 districts, off street loading areas (containing 180 square feet with no 1 dimension less than 10 feet) shall be required as an accessory use for new construction or major additions involving an increase in floor area, as follows: One off street loading space for floor area in excess of two thousand (2,000) square feet, provided no loading space occupies any part of a public street, alley, driveway or sidewalk; except, that where practicable to do so, an alley may be used in lieu of the requirement of this section if prior permission is granted by the commission.</i></p> <p><i>The project consists of 2,592 square feet and 2 off-street loading spaces are required. The minimum size of an off-street loading space is 10' x 18'; the site plan indicates 1 off-street loading space 14' x 55' which exceeds the dimensions of 3 contiguous off-street loading spaces 10' x 18' in size.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.020 & 17.08.020	Zoning Matrix & Definitions
				<p><i>Definitions: Motor Vehicle Fueling Station - A facility providing the retail sale and direct delivery to motor vehicles of fuel, including electric charging stations, lubricants and minor accessories, and retail sales for the convenience of the motoring public.</i></p> <p><i>Food Service - An establishment where food and drink are prepared, served and consumed on site with associated outdoor dining, or distributed to customers through take out, delivery or catering. Typical uses include, but are not limited to restaurants, cafes, delis, catering services and brewpubs that do not distribute beer produced for off-site consumption.</i></p> <p><i>Footnote #15. Catering and food preparation is permitted. Restaurants require a conditional use permit and shall not exceed 1,000 square feet and serve no later than 9:00 P.M. unless expressly permitted through approval of the conditional use permit.</i></p> <p><i>Motor Vehicle Fueling Stations are allowed in the LI-1 zone with a Conditional Use Permit. The applicant is proposing a motor vehicle fueling station with 4 fuel pumps, two electric vehicle charging stations, and retail sales for the convenience of the motoring public. Food Service is allowed in the LI-1 zone with a Conditional Use Permit when the conditions described in footnote #15 are adhered to.</i></p>

				<p><i>The applicant is proposing to remodel the existing building, consisting of 2,084 square feet, and to add an addition of 508 square feet and an attached outdoor patio area with seating. The applicant is proposing to utilize the remodeled and expanded building for a retail store associated with the motor vehicle fueling station and for a deli service restaurant. The site plan indicates a food service area of 280 square feet. The Commission may approve operation of the restaurant past 9:00 p.m. through a conditional use permit.</i></p>
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Attachment C

Table 3: Conditional Use Permit Requirements

Conditional Use Requirements				
1. EVALUATION STANDARDS: 17.116.030 and § 67-6512 of Idaho Code				
A conditional use permit shall be granted by the commission only if the applicant demonstrates that:				
Compliance and Analysis				
Yes	No	N/A	Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.116.030(A) CONDITIONAL USE	The characteristics of the conditional use will not be unreasonably incompatible with the types of uses permitted in the applicable zoning district.
			<i>Staff Comments</i>	<i>The LI-1 district allows for one of the widest varieties of uses in the zoning code use matrix; uses ranging from manufacturing to personal service to warehousing and wholesaling to automotive uses are permitted. The LI-1 and LI-2 districts are the only districts that permit motor vehicle fueling stations within the City of Ketchum.</i> <i>The proposed uses of a motor vehicle fueling station with associated food service are compatible with the types of uses already permitted in the LI-1 district.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.116.030(B)	The conditional use will not materially endanger the health, safety and welfare of the community.
			<i>Staff Comments</i>	<i>As analyzed in the Proposed Public Improvements table, pedestrian and vehicular safety and welfare concerns could be addressed by the sidewalks, crosswalks, rapid flashing beacon, turning lane, and reduced curb cut width proposed by the applicant.</i> <i>As noted by the Fire Department, the underground fueling tanks and fueling stations must be constructed to meet applicable Fire Code. Additionally, federal environmental standards for the construction of fuel storage tanks and operation of fuel pumps will have to be met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.116.030(C)	The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood.
			<i>Staff Comments</i>	<i>The applicant has submitted a Traffic Study prepared by Hales Engineering and has proposed the pedestrian and vehicular improvements described in the Analysis of Proposed Public Improvements table. The Public Works department reviewed and commented on the proposed improvements. The pedestrian and vehicular improvements proposed by the applicant, along with the additional sidewalk extension proposed by staff, could mitigate potential conflicts to pedestrian and vehicular traffic associated with the proposed uses.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.116.030(D)	The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area or conditions can be established to mitigate adverse impacts.

			<i>Staff Comments</i>	<i>The two uses for consideration in this application may not adversely affect public services to the surrounding area due to the proposed pedestrian and vehicular public improvements.</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17.116.030(E)	The conditional use is not in conflict with the policies of the Comprehensive Plan or the basic purposes of this Section.
			<i>Staff Comments</i>	<p><i>The Comprehensive Plan designates the property for mixed-industrial use. Primary uses specified include Light manufacturing, wholesale, services, automotive, workshops, studios, research, storage, construction supply, distribution and offices make up the bulk of development within this district. Secondary uses specified include A limited range of residential housing types, and supporting retail are provided for within this category. Uses should generate little traffic from tourists and the general public.</i></p> <p><i>As such, the proposed motor vehicle fueling station and food service are generally consistent with the Comprehensive Plan. However, the use proposed will generate additional traffic from both the public and visiting tourists. This is conflict between the Comprehensive Plan and the zoning code, which conditionally allows for this use in the LI-1 and LI-2 zones.</i></p> <p><i>Further, the introduction of a new fueling station and restaurant into the LI-1 District is a discretionary decision. There are currently three fueling stations in the LI District, two restaurants, and one food mart to service the area. The Commission must decide if the uses proposed are appropriate for the site and the location and are necessary to serve the LI district.</i></p>

Attachment D

All developments are required to install a minimum amount of public infrastructure, however conditional uses may be required to contribute more than the minimum due to the nature of the use and projected impacts. The following table represents the public improvements as proposed by the applicant.

Table 4: Required Public Improvements

Analysis of Proposed Public Improvements	
Public Improvement	Description
Main Street – Sidewalk and Landscaping	<p>The existing buildings “A” and “C” currently have a 0’ setback from Main Street/Hwy 75. There is no defined curb cut on Main Street and the entire frontage is utilized for vehicular egress to the site and parking. No sidewalk currently exists.</p> <p>The applicant is proposing to construct a new 8’ sidewalk and landscaping in the right-of-way adjacent to Main Street spanning the entire property frontage. The applicant proposes to maintain the landscaping.</p>
Main Street – Turn Lane	<p>The applicant retained Hales Engineering to prepare a traffic study for the proposed use and redevelopment of the site. The traffic study recommended constructing a new turn lane on Main Street to facilitate vehicular access to the site.</p> <p>The applicant is proposing to construct the turn lane and staff has accepted the design. An existing valley gutter on the eastern side of Main Street/Hwy 75 across from the southern end of the site prevents the turn lane from extending further south. Circulation at the 10th Street intersection prevents the turn lane from extending further north.</p>
10th Street - Sidewalk	<p>There is not currently a sidewalk on the 10th Street frontage of the site. The applicant is proposing to construct a 5’ paved sidewalk in the right-of-way adjacent to the property for the length of the property frontage on 10th Street.</p>
10th Street - Staircase	<p>The applicant is proposing to construct a new staircase at the western property corner that will provide access to the sidewalk that will be constructed on 10th Street.</p>

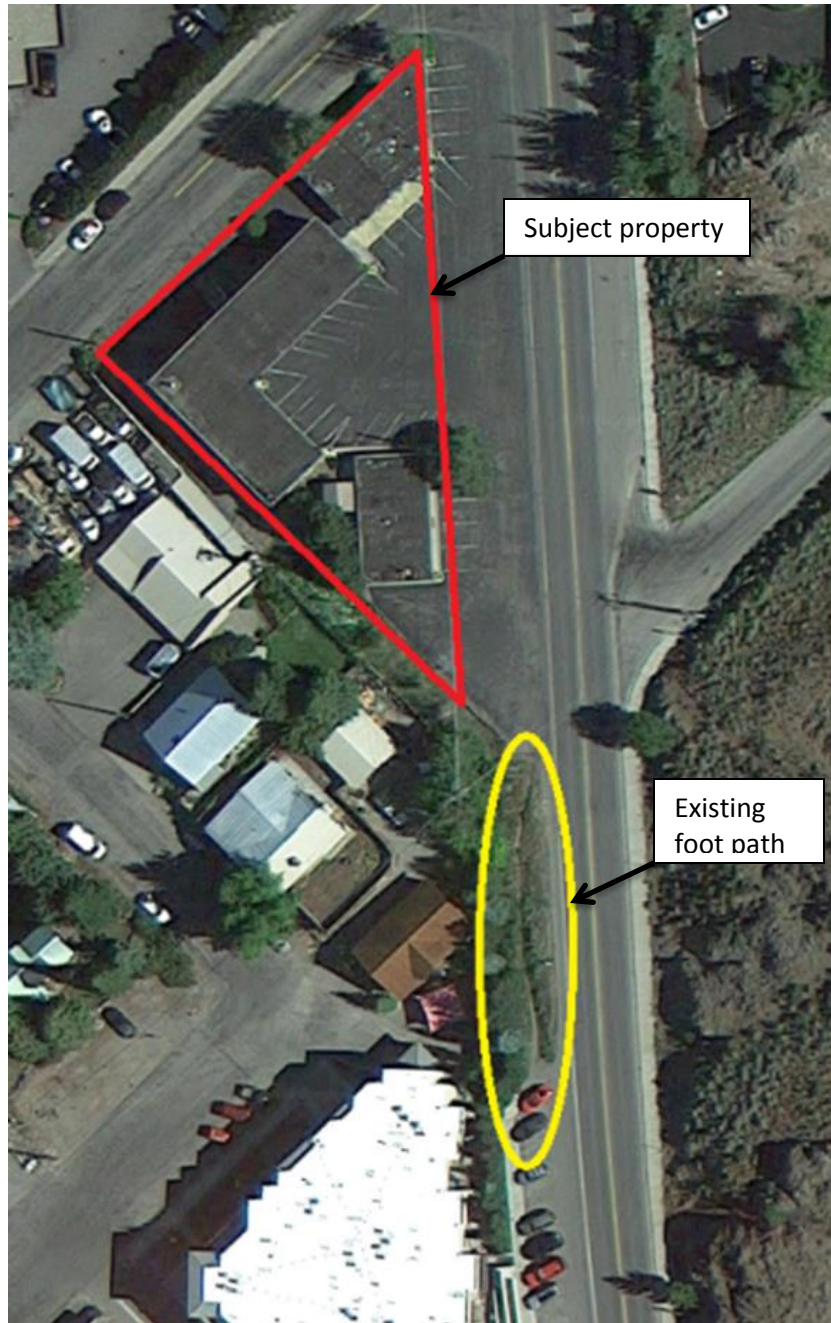
In addition to the public improvement the applicant is proposing in the table above, staff has identified several other necessary public improvements that are required to mitigate negative impacts of the proposed development. Staff recommends the following improvements as a minimum and other improvements or conditions may be appropriate or discovery through the public process.

Attachment E

Table 5: Recommended Additional Public Improvements

Recommended Public Improvements to Mitigate Impacts of Development	
Public Improvement	Description
Main Street – Pedestrian Crosswalk	Staff is recommending the applicant to construct a painted pedestrian crosswalk across Main Street/Hwy 75 at the southeast corner of the site. The crosswalk will include a new ADA compliant ramp to provide access to the sidewalk at the southeast corner of the site and will utilize an existing ramp on the opposite side of Main Street/Hwy 75.
Main Street – Rapid Flashing Beacon at Crosswalk	Staff is recommending the applicant to install a rapid flashing beacon at the Main Street/Hwy 75 crosswalk. The rapid flashing beacon will contain sensors that can be activated by pedestrians seeking to use cross.
10th Street – Pedestrian Crosswalk	Staff is recommending a painted pedestrian crosswalk across 10 th Street at the intersection of 10 th Street and Main Street/HWY 75.
Main Street Sidewalk Extension	<p>Staff recommends extending the 6' sidewalk on Main Street an additional 175' in length (approximately) to connect to the existing public sidewalk located adjacent to the Frenchmen's Place condominium development.</p> <p>There is not currently a sidewalk connecting the two properties but there is an informally created and well-worn pedestrian foot path; the new uses proposed for the site will generate additional pedestrian trips and a 6', paved, and ADA compliant sidewalk is recommended for safety purposes. See Attachment F.</p>

Attachment F.



Attachment G.

Table 6: Public Comments Summary

Public Comments Analysis
<p>Proximity to existing gas stations – Several comments note that several properties with the same or similar use already exist within a half mile of 911 N. Main Street.</p>
<p>Traffic congestion; implications for pedestrians – Several comments have expressed concern regarding an increase in traffic congestion that may result from the proposed motor vehicle fueling station, both on Main Street and at the intersection of 10th Street and Main Street. Additionally, concerns were raised regarding the safety of pedestrians, including youth, who may be drawn to the new uses.</p>
<p>Incompatibility with uses on nearby properties with different zoning designations – 911 N. Main is a triangular shaped parcel that is adjacent to LI-1 and LI-2 properties on two sides and across the street from properties zoned T-4000. 911 N. Main Street is also in close proximity to properties zoned CC and RU and is located near the northern extent of the Commercial Core. Several comments have been received that express concern about the compatibility of a motor vehicle fueling station with nearby residential uses and the cemetery. Additionally, concerns were expressed regarding the character of the proposed use at this specific location.</p>
<p>Environmental and health hazards – stormwater runoff and drainage, below ground fuel storage, air quality – Concerns were expressed regarding drainage and potential contamination from surface water runoff as well as potential contamination due to below ground fuel storage tanks leaking. Additionally, concerns were expressed regarding the impact that motor vehicle fueling has on air quality.</p>

RECEIVED

APR 29 2016

File No.: 16-034
Reference Design Review
16-035

CITY OF KETCHUM

CITY OF KETCHUM CONDITIONAL USE PERMIT APPLICATION

Name of Applicant: RRJ.LLC

Name of Owner of Record: NORTH TOWN PARTNERS LLC

Mailing Address: P.O. BOX 5277
KETCHUM, ID. 83340

Contact Phone Number: 208.721.0000

Street Address of Property Requiring a CUP: 911 N MAIN STREET

Legal Description of Property Requiring a CUP: KETCHUM AMENDED LOT 5A BLK 30

RPK0000030005A

Description of Proposed Conditional Use: MOTOR VEHICLE FUELING STATION
AND RETAIL STORE

Description of Proposed and Existing Exterior Lighting: PROPOSED: RECESSED SOFFIT IN
LIGHTS IN EXISTING ROOF
OVERHANG/NEW LED, FLUSH MOUNT 16"X16" SQ FIXTURES
IN CANOPY - 6 TO 8 IN NUMBER - SOFT WARM COLOR AS PER
(KELVIN TEMP.)

Zoning District: LI-1

Overlay District: Flood Avalanche Pedestrian Mountain

The Applicant agrees in the event of a dispute concerning the interpretation or enforcement of the Conditional Use Permit Application in which the City of Ketchum is the prevailing party to pay reasonable attorney fees, including attorney fees on appeal, and expenses of the City of Ketchum. **I hereby acknowledge** I have filled in this application accurately and provided the required information to the best of my knowledge.

[Signature]
Applicant's Signature

Date 4-28-16

Pursuant to Resolution No. 08-123, any direct costs incurred by the City of Ketchum to review this application will be the responsibility of the applicant. Costs include but are not limited to: engineer review, attorney review, legal noticing, and copying costs associated with the application. The City will require a retainer to be paid by the applicant at the time of application submittal to cover said costs. Following a decision or other closure of an application, the applicant will either be reimbursed for unexpended funds or billed for additional costs incurred by the City.

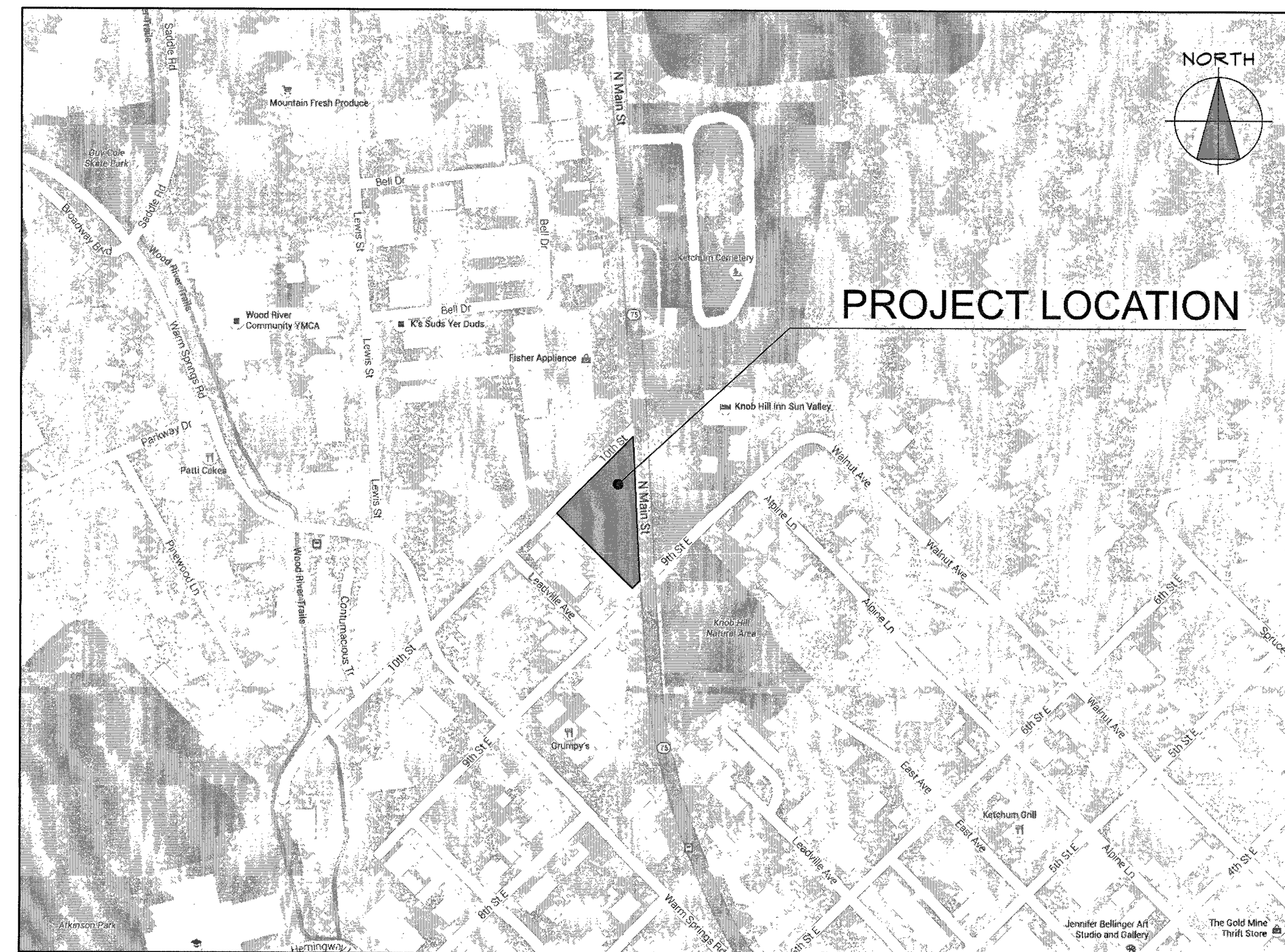
BRACKEN STATION

A CONDITIONAL USE PERMIT / DESIGN REVIEW APPLICATION

FOR:

A MOTOR VEHICLE FUELING STATION

LOT 5A / BLK 30 / ZONE LI-1



LOCATOR MAP



SITE PHOTO

DRAWING INDEX	
A.0	COVER PAGE.
A.1	EXISTING SITE PLAN. 1"= 10'
A.2	PROPOSED SITE PLAN. 1"= 10'
A.3	10 TH STREET VIEW: EXISTING AND PROPOSED. 1/8"= 1'
A.4	ALLEY VIEW: EXISTING AND PROPOSED. 1/8"= 1'
A.5	STORE FRONT ELEVATION AND FLOOR PLANS WITH AREA SQ. FOOTAGE CALCULATIONS. 1/4"= 1'
A.6	ENLARGED VIEW - ALLEY RETAINING WALLS. 1/4"= 1'
C.1	SITE SURVEY.
C.2	CIVIL ACCESS PLAN TO HWY 75.
L.1.0	LANDSCAPE PLAN.
COMPUTER GENERATED MODELS:	
<ul style="list-style-type: none"> • NORTH VIEW - BEFORE / AFTER • SOUTH VIEW - BEFORE / AFTER • NORTH ENLARGED VIEW • SOUTH ENLARGED VIEW 	

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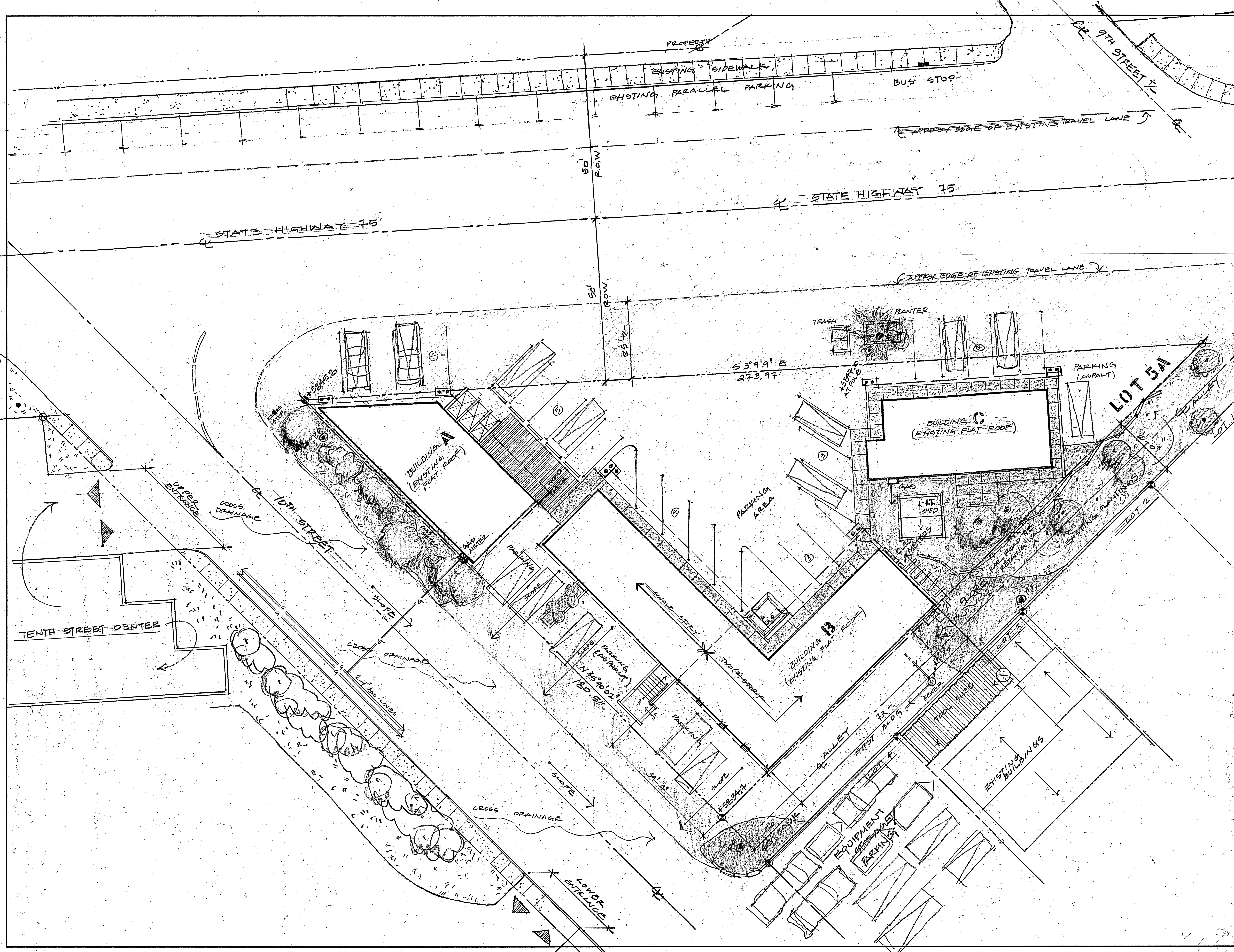
STEVE R. COOK, ARCHITECT
 323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM ID, 83340
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 FX: (208) 725-5568

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LOT 5A / BLK 30 / ZONE LI-1
 KETCHUM, ID

REVISION RECORD	DRAWING NAME:	DATE OF ISSUE:	PLOT DATE:
NO. DATE BY	COVER PAGE	5, 23, 16	4/27/16
		SCALE:	SHEET NO.
		NONE	A.0



THE BRACKEN STATION
 LOT 5A, BLOCK 30, ZONE L1.1
 KETCHUM, IDAHO

STEVE R. COOK ARCHITECT
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REVISION RECORD

NO.	DATE	BY

DRAWING NAME:
 EXISTING
 SITE
 PLAN

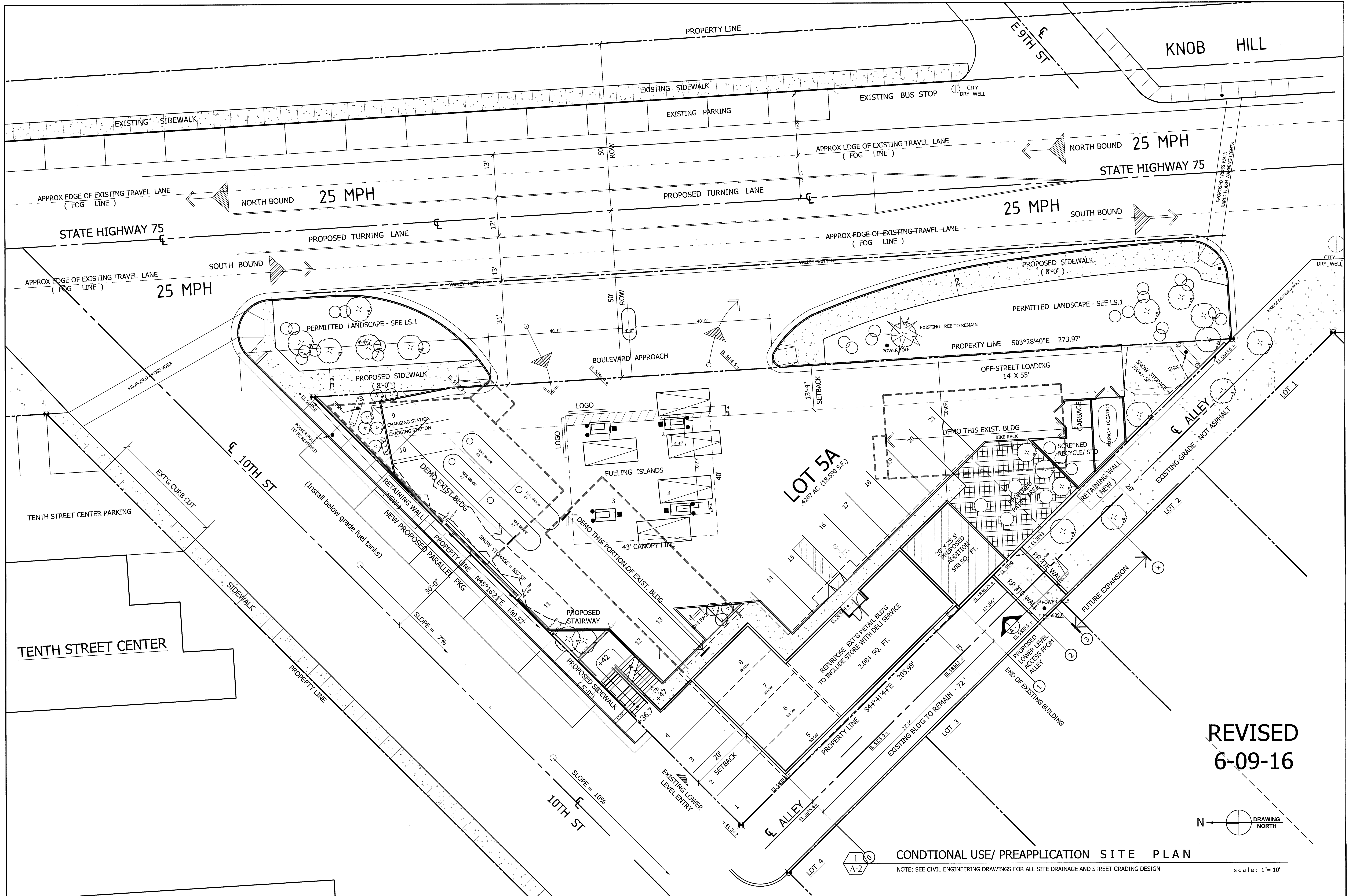
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DATE OF ISSUE:
 5.23.16

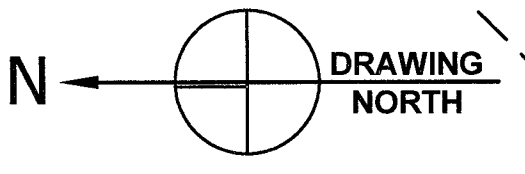
PLOT DATE:

SHEET NO.

A.1



REVISED
6-09-16



CONDITIONAL USE/ PREAPPLICATION SITE PLAN

NOTE: SEE CIVIL ENGINEERING DRAWINGS FOR ALL SITE DRAINAGE AND STREET GRADING DESIGN

scale: 1"= 10'

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PRELIMINARY DESIGN PHASE - LOT 5A BLK 30

LOT 5A / BLK 30 / ZONE LI-1

KETCHUM, ID

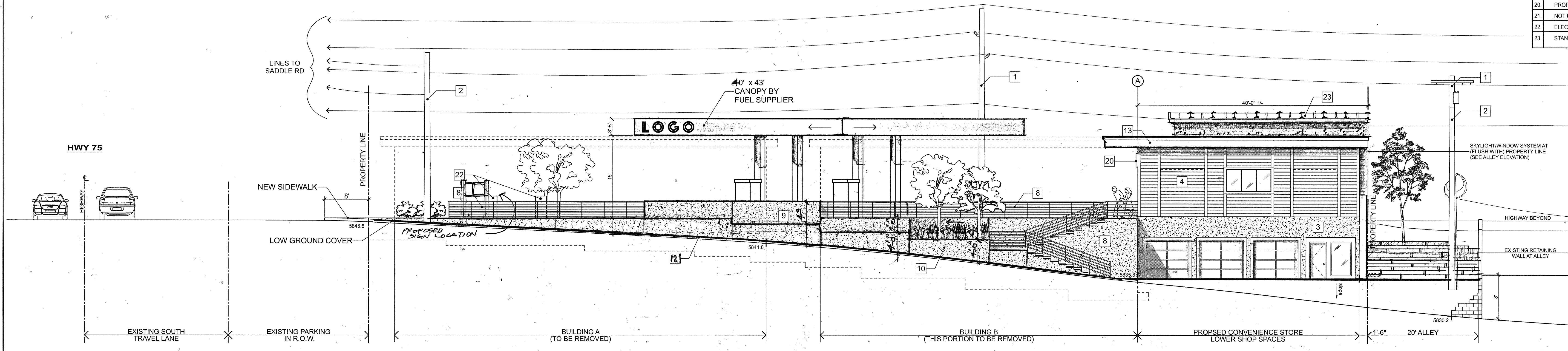
REVISION RECORD			DRAWING NAME:		DATE OF ISSUE:		PLOT DATE:	
NO.	DATE	BY	SITE PLAN		APPROX ALL PREVIOUS DRAWINGS		4/5/16	
			SCALE		1"=10'		SHEET NO.	
							A-2	

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1 EXISTING NORTH ELEVATION - 10th STREET VIEW
scale: 1/8" = 1'-0"

KEY INDEX	
1.	EXISTING POWER POLE- HWY 75.
2.	EXISTING POWER POLE- 10TH STREET/ALLEY.
3.	EXISTING CONC. WALL (MARINA GREY #1599).
4.	1 x 8 T&G WD SIDING (ROLLING HILLS #1497).
5.	ABANDONED STAIRWAY.
6.	ABANDONED RAILROAD PLANTER.
7.	EXISTING HORIZ. WOOD SIDING.
8.	NEW METAL GUARDRAIL/HANDRAIL- BLACK.
9.	NEW POURED-IN-PLACE RETAINING WALL- SANDBLAST (MARINA GREY STAIN).
10.	NEW STAIR - MID LANDING PLANTER.
11.	EXISTING RAILROAD RETAINING WALL AT ALLEY.
12.	PROPOSED SIDEWALK.
13.	EXISTING FASCIA.
14.	MATCH EXISTING FASCIA.
15.	NEW SKYLIGHT.
16.	ELEC. METERS.
17.	RAIN GUTTER / DOWNSPOUT.
18.	ROOF DRAIN (INTERNAL).
19.	GAS METERS.
20.	PROPOSED SIGN.
21.	NOT USED.
22.	ELECTRIC CHARGING STATION(S).
23.	STANDING SEAM METAL ROOF SKYLIGHT.



2 PROPOSED NORTH ELEVATION - 10th STREET VIEW
scale: 1/8" = 1'-0"

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CUP APPLICATION AND DESIGN REVIEW - PRE-APP
LOT 5A / BLK 30 / ZONE LI - 1
KETCHUM, ID

REVISION RECORD		
NO.	DATE	BY

DRAWING NAME:
EXTERIOR ELEVATIONS: NORTH

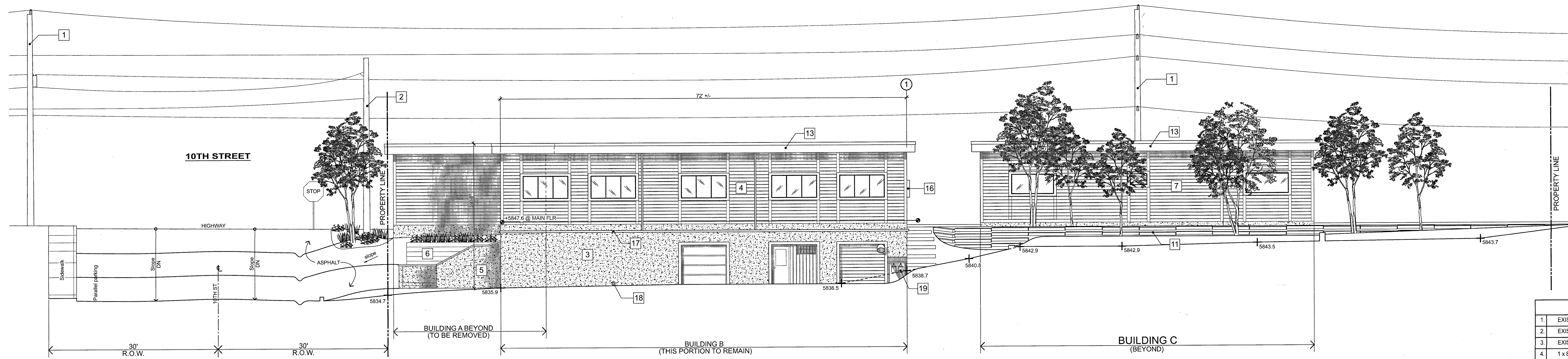
DATE OF ISSUE:
5/23/16
SUPERSEDES ALL PREVIOUS DRAWINGS

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

PLOT DATE:
4/27/16

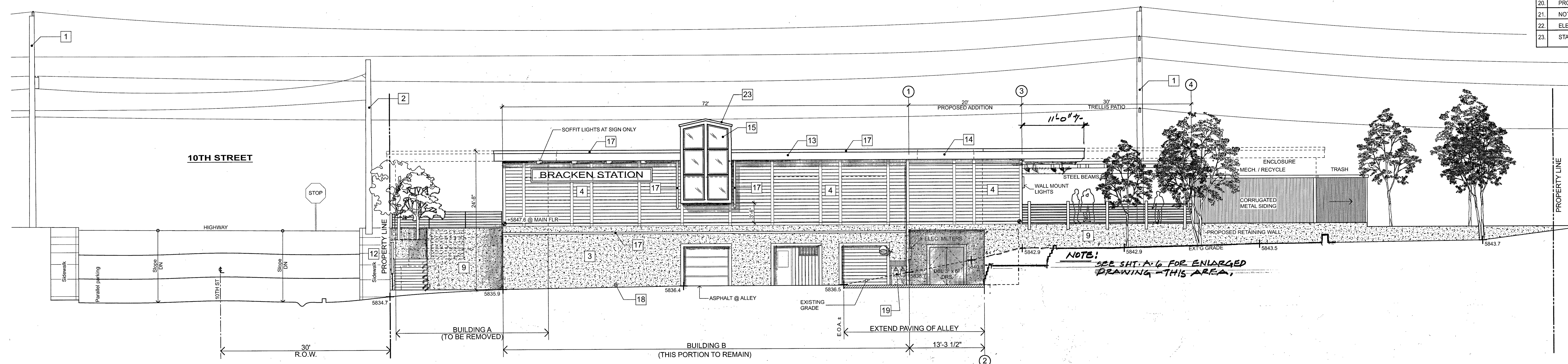
SHEET NO.
A.3

shade / shadow



1 EXISTING WEST ELEVATION - ALLEY VIEW

KEY INDEX	
1.	EXISTING POWER POLE- HWY 75.
2.	EXISTING POWER POLE- 10TH STREET/ALLEY.
3.	EXISTING CONC. WALL (MARINA GREY #1599).
4.	1 x 8 T&G WD SIDING (ROLLING HILLS #1497).
5.	ABANDONED STAIRWAY.
6.	ABANDONED RAILROAD PLANTER.
7.	EXISTING HORIZ. WOOD SIDING.
8.	NEW METAL GUARDRAIL/HANDRAIL- BLACK.
9.	NEW POURED-IN-PLACE RETAINING WALL- SANDBLAST (MARINA GREY STAIN).
10.	NEW STAR - MID LANDING PLANTER.
11.	EXISTING RAILROAD RETAINING WALL AT ALLEY.
12.	PROPOSED SIDEWALK.
13.	EXISTING FASCIA.
14.	MATCH EXISTING FASCIA.
15.	NEW SKYLIGHT.
16.	ELEC. METERS.
17.	RAIN GUTTER / DOWNSPOUT.
18.	ROOF DRAIN (INTERNAL).
19.	GAS METERS.
20.	PROPOSED SIGN.
21.	NOT USED.
22.	ELECTRIC CHARGING STATION(S).
23.	STANDING SEAM METAL ROOF SKYLIGHT.



2 PROPOSED WEST ELEVATION - ALLEY VIEW

scale: 1/8" = 1'-0"

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CUP APPLICATION - LOT 5A BLK 30
AND DESIGN REVIEW - PRE-APP
 LOT 5A / BLK 30 / ZONE LI-1

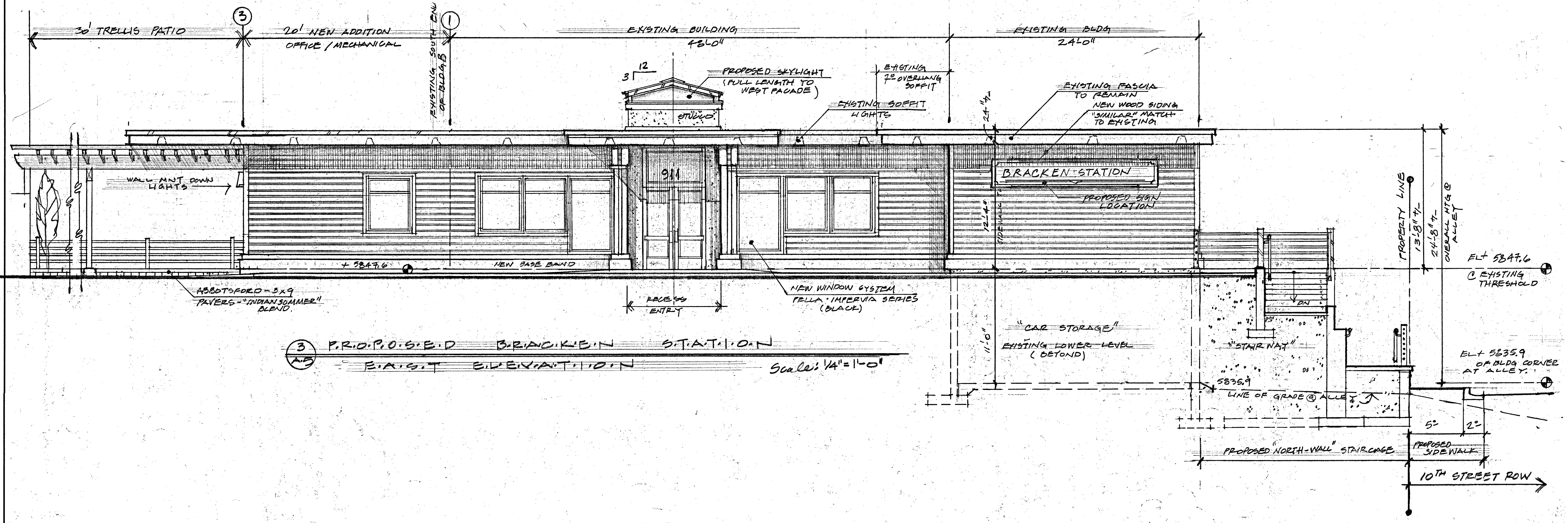
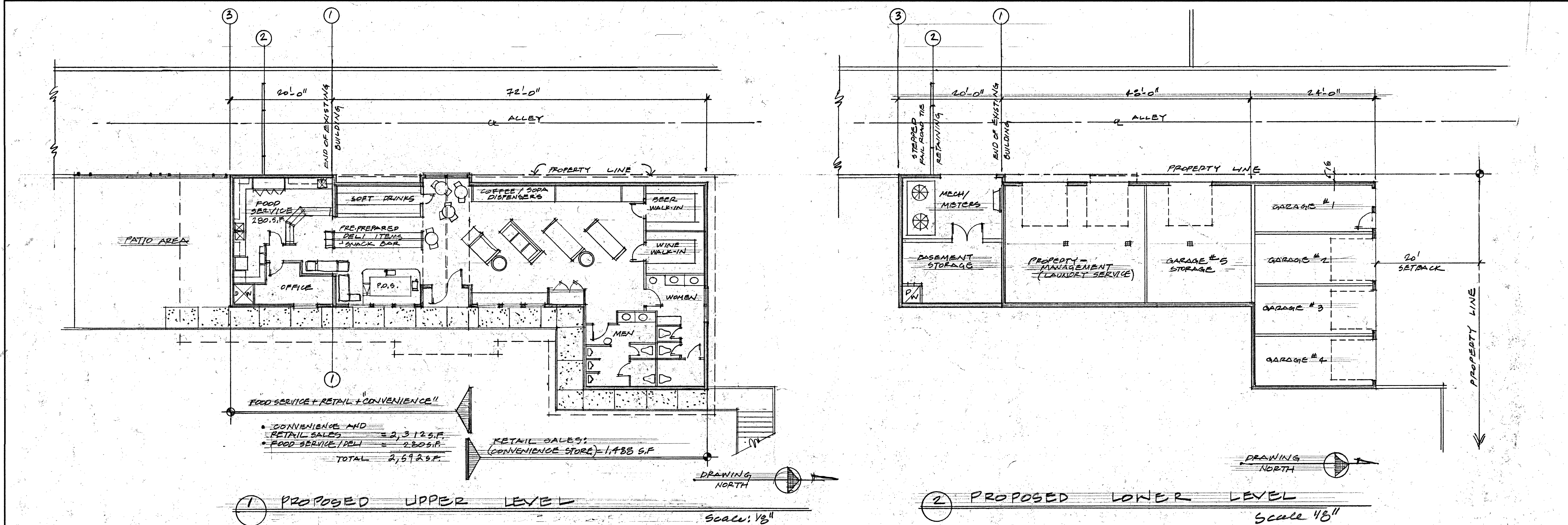
KETCHUM, ID

REVISION RECORD		
NO.	DATE	BY

DRAWING NAME:
EXTERIOR ELEVATIONS: WEST

DATE OF ISSUE:
5.23.16
SUPERSEDES ALL PREVIOUS DRAWINGS
 SCALE:
1/8" = 1'-0"

PLOT DATE:
 4/27/16
 SHEET NO.
A.4



THE BRACKEN STATION
 LOT 5A, BLK 30, LT 1
 KETCHUM, IDAHO

THE FIRM 775.5566
 FAX (208) 775.5568

STEVE R. COOK, ARCHITECT
 323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM ID, 83340

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REVISION RECORD

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DRAWING NAME:
 PROPOSED FRONT ELEVATION

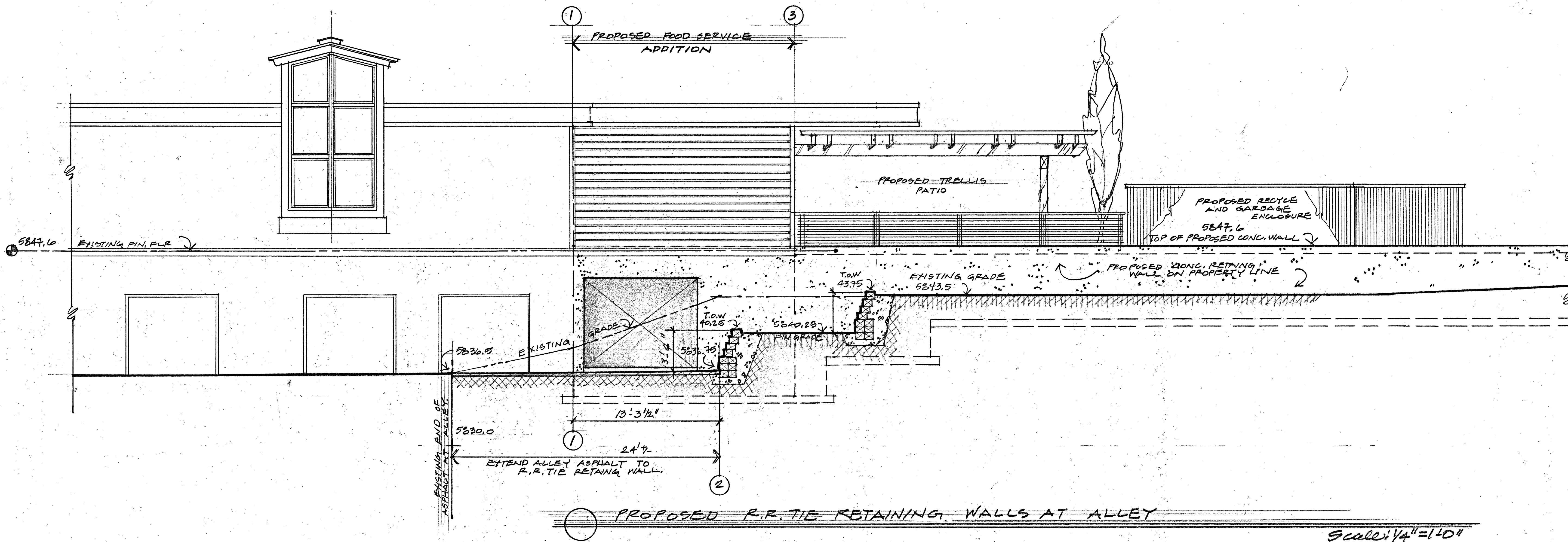
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DATE OF ISSUE:
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PLOT DATE

SHEET NO.

A-5



BRACKEN STATION
 LOT 5A - BLK 3D
 KETCHUM - IPATHO
 CUP APPLICATION AND
 DESIGN REVIEW - PREAPP

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REVISION RECORD

NO.	DATE	BY

DRAWING NAME:
 ALLEY
 R.R. TIE
 RETAINING
 WALLS

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

DATE OF ISSUE:
 5, 23, 16

PLOT DATE:

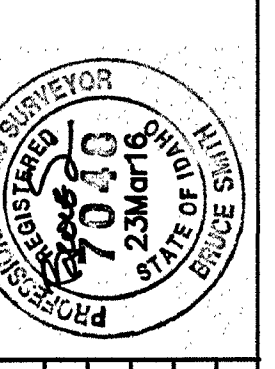
SHEET NO.

A-6

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

A SITE SURVEY SHOWING
LOT 5A, BLK 30, KETCHUM TOWNSITE
WITHIN S13, T.4N., R.17E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR ROY BLACKEN & STEVE COOK, ARCHITECT

Alpine Enterprises Inc.
Surveying, Mapping, and Natural Hazards Consulting
P.O. Box 20257, Ketchum, ID 83340 USA
(208) 727-1988 fax
email: bsmith@alpineenterprisesinc.com



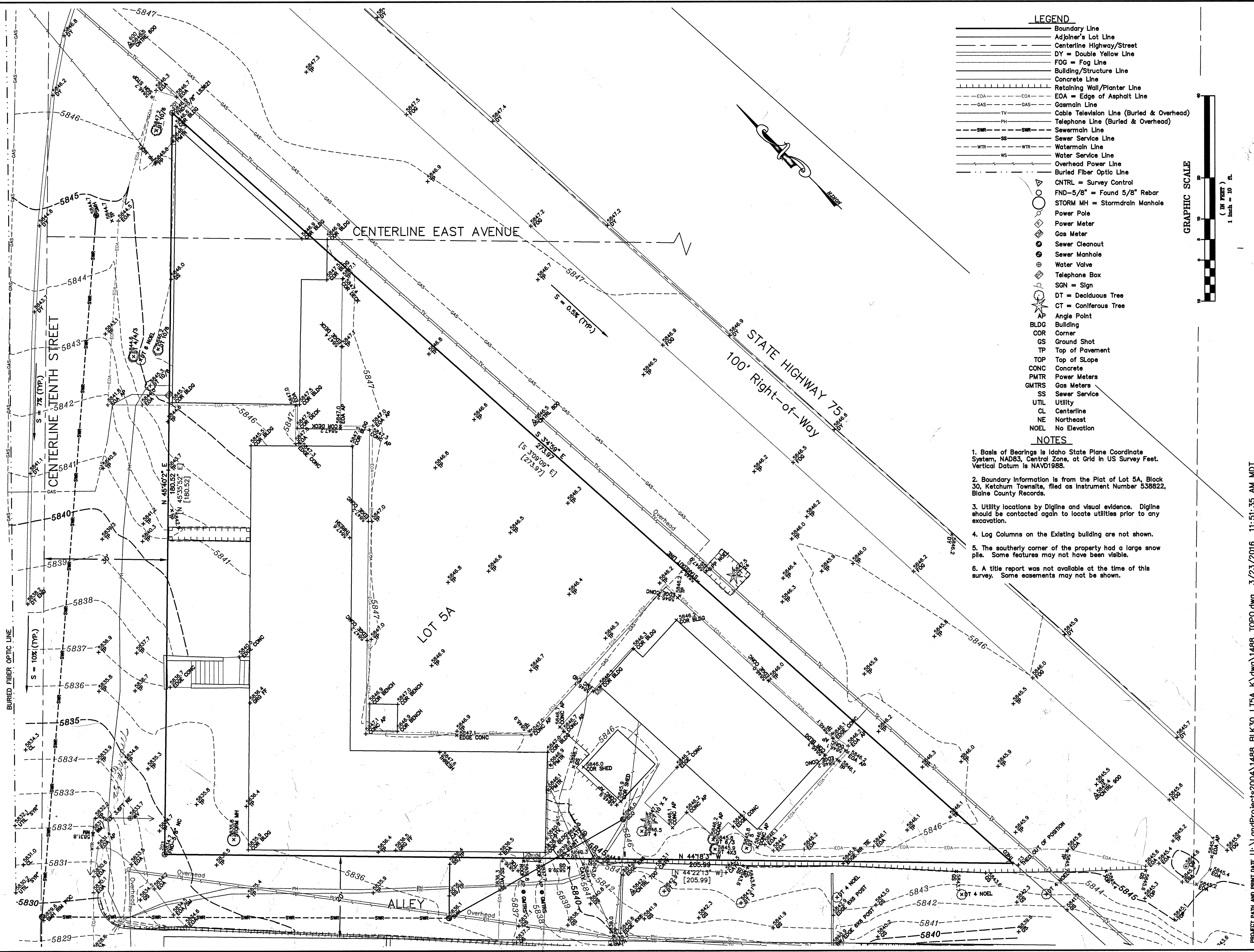
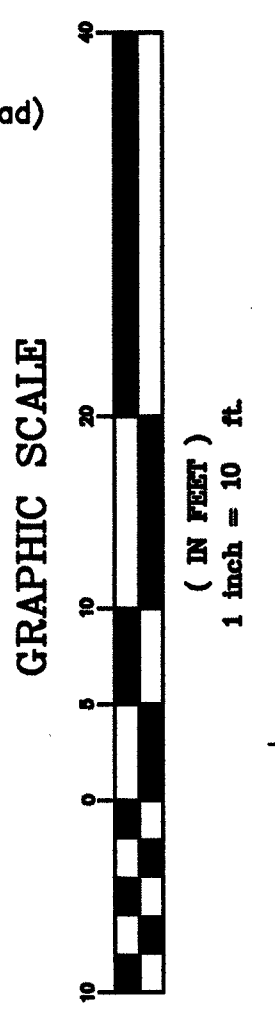
NO	DATE	BY	REVISIONS

PROJECT PATH AND PRINT DATE U:\LandProjects\2004\1488_BLK30_LT5A_K.dwg\1488_TOPO.dwg 3/23/2016 11:51:35 AM MDT

LEGEND

- Boundary Line
- Adjoiner's Lot Line
- Centerline Highway/Street
- DY = Double Yellow Line
- FOG = Fog Line
- Building/Structure Line
- Concrete Line
- Retaining Wall/Planter Line
- EOA = Edge of Asphalt Line
- GAS = Gasmain Line
- TV = Cable Television Line (Buried & Overhead)
- PH = Telephone Line (Buried & Overhead)
- SWR = Sewermain Line
- SS = Sewer Service Line
- WTR = Watermain Line
- WS = Water Service Line
- Overhead Power Line
- Buried Fiber Optic Line
- CNTRL = Survey Control
- FND-5/8" = Found 5/8" Rebar
- STORM MH = Stormdrain Manhole
- Power Pole
- Power Meter
- Gas Meter
- Sewer Cleanout
- Sewer Manhole
- Water Valve
- Telephone Box
- SGN = Sign
- DT = Deciduous Tree
- CT = Coniferous Tree
- AP = Angle Point
- BLDC = Building
- COR = Corner
- GS = Ground Shot
- TP = Top of Pavement
- TOP = Top of Slope
- CONC = Concrete
- PMTR = Power Meters
- GMTRS = Gas Meters
- SS = Sewer Service
- UTIL = Utility
- CL = Centerline
- NE = Northeast
- NOEL = No Elevation

- NOTES**
1. Basis of Bearings is Idaho State Plane Coordinate System, NAD83, Central Zone, at Grid in US Survey Feet. Vertical Datum is NAVD1988.
 2. Boundary Information is from the Plat of Lot 5A, Block 30, Ketchum Townsite, filed as Instrument Number 538822, Blaine County Records.
 3. Utility locations by Digline and visual evidence. Digline should be contacted again to locate utilities prior to any excavation.
 4. Log Columns on the Existing building are not shown.
 5. The southerly corner of the property had a large snow pile. Some features may not have been visible.
 6. A title report was not available at the time of this survey. Some easements may not be shown.

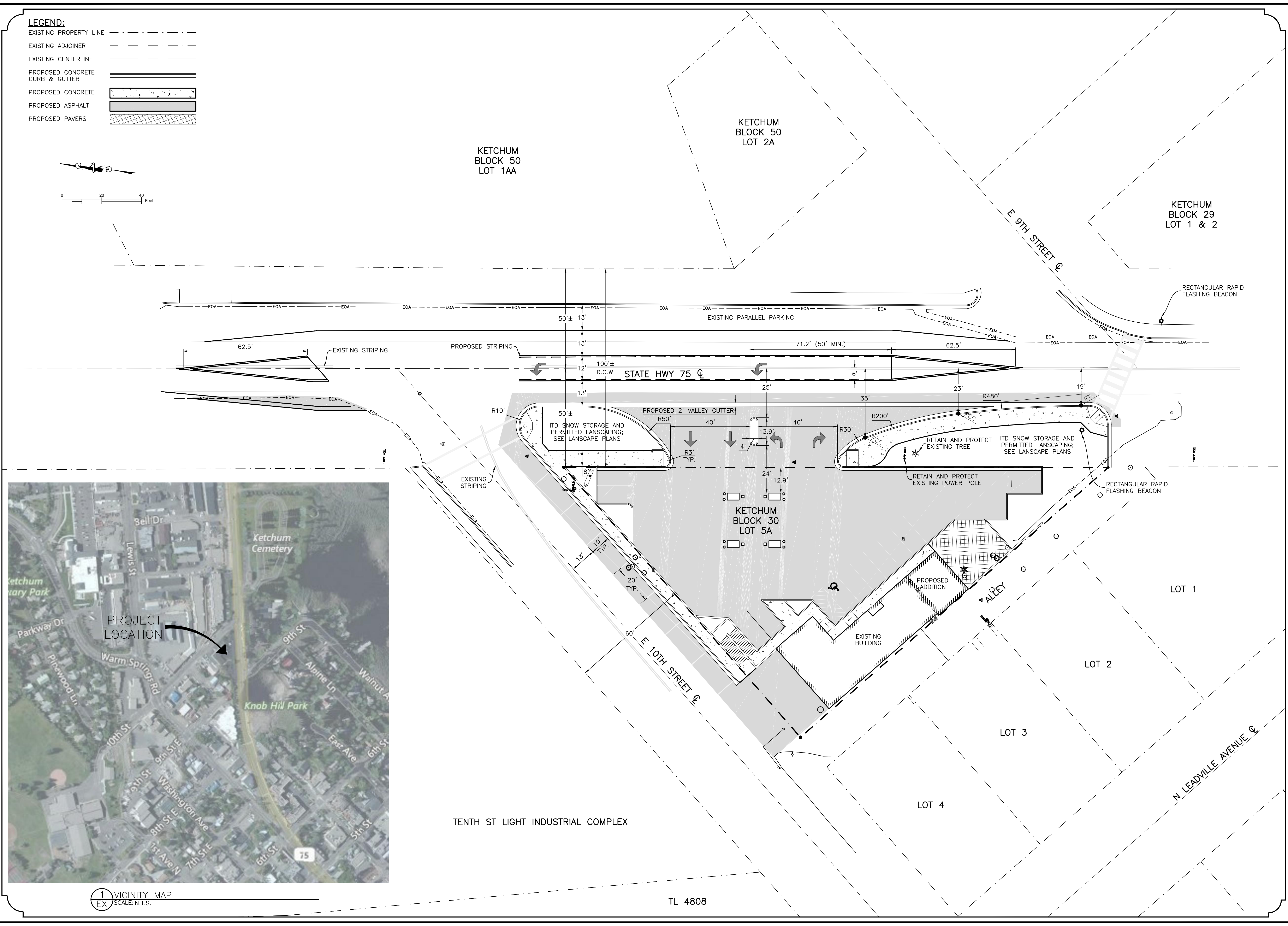
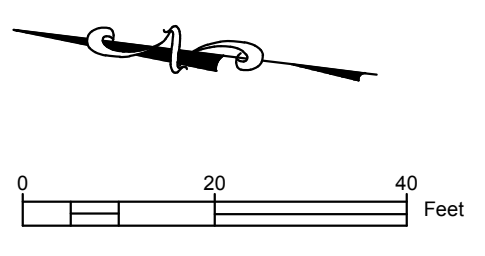


water lines on 10th St

water lines on 10th St

PRELIMINARY
ONLY
NOT FOR
CONSTRUCTION

- LEGEND:**
- EXISTING PROPERTY LINE
 - EXISTING ADJOINER
 - EXISTING CENTERLINE
 - PROPOSED CONCRETE CURB & GUTTER
 - PROPOSED CONCRETE
 - PROPOSED ASPHALT
 - PROPOSED PAVERS



REVISIONS		DATE	BY
No.	DESCRIPTION		
1	EXTEND TURN LANE SOUTH	6/3/16	SKS



PREPARED BY:
BENCHMARK ASSOCIATES, P.A.
P.O. BOX 733 100 BELL DRIVE
KETCHUM, IDAHO 83340
(208) 726-9512
FAX 726-9514
WEB: WWW.BMA5B.COM
MAIL: WWW.BMA5B.COM

**PRELIMINARY
IMPROVEMENTS PLAN**
KETCHUM TOWNSITE BLOCK 30, LOT 5A
T4N, R17E, SEC 13, B.M., BLAINE COUNTY, IDAHO
PREPARED FOR: ROY BRACKEN

DRAWN BY: SKS
DESIGNED BY: JPG
CHECKED BY: SB
DATE: 05/03/16
PROJECT NO.: 16051

SHEET NUMBER
EX

1 VICINITY MAP
EX SCALE: N.T.S.

TL 4808



Drawing Legend

Symbol	Definition
---	Property Line
---	Existing Contours
---	Proposed Contours

Drawing Legend

Symbol	Definition
---	Concrete Walkway
---	River Rock Mulch
---	Proposed Perennials: See Planting Schedule
---	Proposed Shrubs: See Planting Schedule
---	Proposed Evergreen Trees: See Planting Schedule

Trees

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
PC	NA	Varies	Pinus contorta	Lodge Pole Pine	Per Plan
AL	NA	Varies	Abies lasiocarpa	Sub Alpine Fir	Per Plan

Shrubs

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
SBF	NA	10 Gal.	Salix brachycarpa 'Blue Fox'	Blue Fox Willow	Per Plan
SA	NA	20 Gal.	Salix arctica	Arctic Willow	Per Plan

Perennials

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
EP	NA	1 Gal.	Perovskia atriplicifolia	Russian Sage	Per Plan
HH	NA	1 Gal.	Helopsis helianthoides	Sun Flower	Per Plan
NF	NA	1 Gal.	Nepeta x faassinii	Catmint	Per Plan
AT	NA	1 Gal.	Achillea millefolium 'Terracotta'	Yarrow	Per Plan
EP	NA	1 Gal.	Echinacea	Purple Cone Flower	Per Plan

Perennial Grasses

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
HS	NA	2 Gal.	Helictotrichon sempervirens	Blue Oat Grass	Per Plan

Native Grass

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
NA	NA	Hydro Seed		Native Grass Mix	Per Plan

No. _____
 Description _____
 Signature _____
 Date _____

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 ben young landscape architect

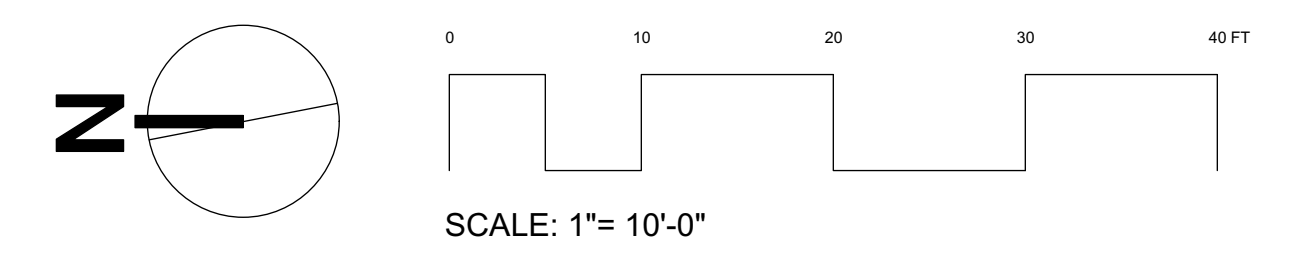
BRACKEN STATION
BRACKEN BUILDING
 LOT 5A | BLK 30 | SONE L1-1, KETCHUM, ID

LANDSCAPE
 OVERVIEW

Date: 05.23.2016
 Drawn By: TB
 Checked By: CG
 File: Filename

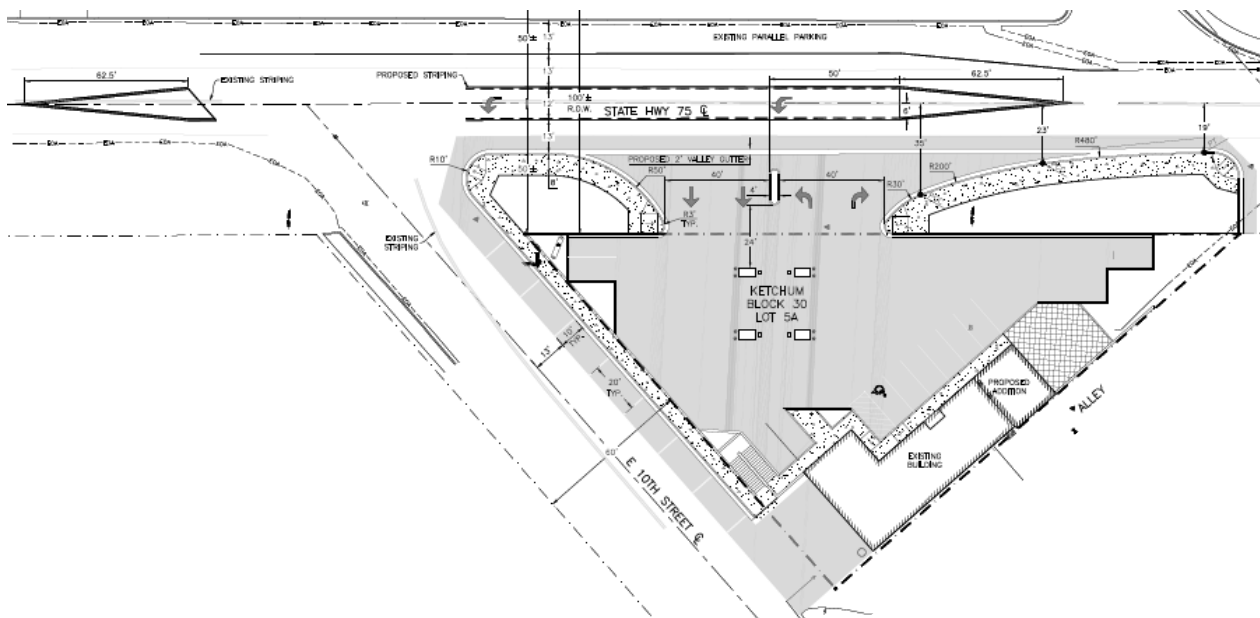
Sheet No.

L1.0



Ketchum Gas Station

Traffic Impact Study *UPDATED*



Ketchum, Idaho

May 2016

UT16-851



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed gas station in Ketchum, Idaho. The proposed gas station will be located on the southwest corner of the Main Street (SH-75) / 10th Street intersection.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2020 conditions are also analyzed.

TRAFFIC ANALYSIS

The following is an outline of the traffic analysis performed by Hales Engineering for the traffic conditions of this project.

Existing (2016) Background Conditions Analysis

Hales Engineering used previous data for weekday morning (7:00 to 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak period traffic counts at the following intersections:

- Main Street (SH-75) / 10th Street

These counts were performed for a previous project on Wednesday, February 13, 2008. Data from an automatic traffic recorder (ATR 68) was used to determine an annual growth rate of 1.1% and a seasonal adjustment of 30% for this segment of SH-75. Using these adjustments, peak period traffic volumes were calculated for the study intersection. The a.m. peak hour was determined to be between the hours of 8:00 and 9:00 a.m., and the p.m. peak hour was determined to be between the hours of 4:15 and 5:15 p.m. Detailed count data are included in Appendix A. The traffic volumes at this intersection was approximately 15% higher during the p.m. peak hour than during the a.m. peak hour. Therefore, the p.m. peak hour was chosen for detailed analysis as this represents the worst-case scenario.

As shown in Table ES-1, the Main Street (SH-75) / 10th Street intersection is currently operating at LOS A during the p.m. peak hour. The 95th percentile queues on the north- and eastbound approaches to the 10th Street / Main Street (SH-75) intersection was observed extend for approximately 80 feet. No other significant queuing was observed.

Project Conditions Analysis

The proposed land use for the development has been identified as follows:

- Gasoline/Service Station with Convenience Market 8 Vehicle Fueling Positions



Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (9th Edition, 2012)*. Trip generation for the proposed project is as follows:

- Weekday Daily Trips: 1,304
- a.m. Peak Hour Trips: 82
- p.m. Peak Hour Trips: 110

Existing (2016) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to operate at acceptable levels of service during the p.m. peak hour. During the p.m. peak hour, the 95th percentile queue length on the on the eastbound approach to the Main Street (SH-75) / 10th Street intersection is anticipated to extend for approximately 80 feet with project traffic added. Some queuing on northbound Main Street (SH-75) is also anticipated, which is likely attributed to left-turning vehicles blocking through traffic at the Main Street (SH-75) / 10th Street intersection as well as at the project access.

Future (2020) Background Conditions Analysis

As shown in Tables ES-1, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS C during the p.m. peak hour with future (2020) background traffic conditions. The 95th percentile queues on the north- and eastbound approaches to the Main Street (SH-75) / 10th Street intersection are anticipated to extend for approximately 110 feet. No other significant queuing is anticipated.

Future (2020) Plus Project Conditions Analysis

As shown in Tables ES-1, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS C with project traffic added, while the proposed access is anticipated to operate at LOS A during the p.m. peak hour. During the p.m. peak hour, the 95th percentile queue length on the northbound approach to the Main Street (SH-75) / 10th Street intersection is anticipated to extend for approximately 50 feet. All other queuing is anticipated to be nominal.

TABLE ES-1
P.M. Peak Hour
ID Ketchum Gas Station TIS

Intersection	Projected 2016 Background	Projected 2016 Plus Project	Future 2020 Background	Future 2020 Plus Project
Description	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)
Main Street (ID-75) / 10th Street	A (9.7) / EB	B (10.9) / EB	C (15.9) / EB	C (17.8) / EB
Main Street (ID-75) / Access 1	-	A (6.5) / EB	-	A (9.2) / EB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized and all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

2. This is a project intersection and is only analyzed in the plus project scenarios.

Source: Hales Engineering, May 2016

RECOMMENDATIONS

The following mitigation measures are recommended:

Existing (2016) Background Conditions Analysis

No mitigation measures are recommended.

Existing (2016) Plus Project Conditions Analysis

It is recommend that a two-way left-turn lane be constructed from a location north of 10th Street to a location south of the project. No other mitigation measures are recommended.

Future (2020) Background Conditions Analysis

No additional mitigation measures are recommended.

Future (2020) Plus Project Conditions Analysis

No additional mitigation measures are recommended.



SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- The Main Street (SH-75) / 10th Street intersection is currently operating at LOS A during the p.m. peak hour.
- With project traffic added, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS B, and the proposed project access is anticipated to operate at LOS A.
- It is recommended that a two-way left-turn lane be constructed on Main Street (SH-75) from a location north of 10th Street to a location south of the project.
- With future (2020) traffic conditions, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS C during the p.m. peak hour.
- With project traffic added, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at an acceptable level of service, as well as the project access.

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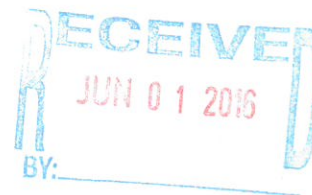
- Appendix A: Turning Movement Counts**
- Appendix B: Level of Service Results**
- Appendix C: Site Plan**
- Appendix D: 95th Percentile Queue Length Results**

May 27, 2016

Kathleen Nichols and Douglas Holen

P.O. Box 14001

Ketchum, ID 83340



City of Ketchum

Planning and Building

P.O. Box 2315

Ketchum, ID 83340

Re: Proposed Bracken Station

Dear City of Ketchum Planning and Building Department:

We are permanent residents of Ketchum, having purchased a condominium in the building known as Frenchman's located less than a block south of the proposed Bracken Station. When our building was in the planning stages, it was originally conceived as a commercial use. Ketchum asked our developers to include residential units as well. We, along with many others, purchased a unit and are happy to be living here. However, the addition of a new gas station, located within a block of an existing one, would definitely diminish our investment here.

Half a block north of us, on Warm Springs Road, is the Base Camp Gas Station and Convenience store. This new proposed station would be sited less than a block from the existing Base Camp station, which seems absurd. Less than a half mile away, on Lewis, there are two further gas stations. Does this area of a small town really need four gas stations within a half mile?

We strongly urge the City of Ketchum to turn down this application as not necessary, and as having a negative impact on relatively new residential housing that the City of Ketchum wanted to have here.

Thank you for your consideration.

Sincerely,


Kathleen Nichols and Douglas Holen

From: Jacobs, Edward R [mailto:Edward_R_Jacobs@ri.gov]
Sent: Wednesday, June 01, 2016 3:53 PM
To: Participate <participate@ketchumidaho.org>
Subject: Opposition to Proposed Gas Station at 911 N. Main
Importance: High

I am writing to express my opposition to the gas station, convenience store and food service proposed at 911 North Main Street in Ketchum. I own a residence at Frenchman's Condominiums next to the proposed site and I believe that it is not in best interests of the neighborhood. It will create increased congestion and side traffic off the highway. It will also have a negative impact on residential property values adjacent to the proposed site. Furthermore, there is already an existing gas station and convenience store at the other end of 10th Street and Warm Springs Road. An additional gas station and convenience store are not needed so close.

Edward Jacobs
360 East 9th Street, #206 (Frenchman's Condominiums)
Ketchum, Idaho

COMMENT from Barbi Reed re. Bracken Station

From: Barbi Reed

Initial Comments re proposed Bracken Station, 911 North Main Street, Ketchum, Idaho (AM Lot 5A, Block 30, Ketchum Townsite)

Acknowledging that this is a complicated project and as such I'm requesting that P&Z table delay any decision regarding this proposal for a future meeting to allow further examination and study of the UNINTENDED CONSEQUENCES and domino effect of this proposal.

This proposed project is also particularly challenging one for P&Z as it is in actuality 3 projects wrapped into one and should be examined and considered separately as three separate businesses

- a.) Gas station
- b.) Convenience Store
- c.) Food Service Establishment

The project's complexity is further complicated as it involves a gas station which inherently has its own unique set of consequences and impacts.

As the proposed project and its 3 separate entities RELY on high traffic flow, the project on this site needs to be analyzed in light of the consequences of moving vehicles (cars, RVs, horse trailers, snowmobile trailers, big rigs, campers, etc.) and bicyclists and pedestrians in and out as well as "by".

Additionally, the proposed project is possibly at the WORST possible Light Industrial location in the entire city regarding SAFETY and the consequences of increased traffic.

- a.) Additional vehicles will be a disaster to the already dangerously congested 10th Street

b.) East Street and adjoining Walnut and Alpine will see drastically increased traffic (none of these streets is designed to be a thoroughfare)

c.) crossing AGAINST oncoming traffic will occur at several points and will occur on regular basis:

I. northbound vehicles crossing south bound traffic to enter proposed project

II. northbound vehicles crossing south bound traffic to continue north from proposed project

III. Southbound vehicles crossing against back-up of northbound traffic to enter East 9th Street

This project is further complicated because the site lies at the confluence and junction points of residential, city core, light industrial and includes housing, condominium, small businesses and a high-end restaurant and hotel close enough to mandate that owners receive a notice of the meeting of Consideration by KetchumP&Z.

Needing further study and analysis:

Gas Station

1. Of paramount importance: **SAFETY!** Is this project suitable at this location?

a.) how will it **affect traffic** (vehicular, pedestrian and bicyclists)

b) what are the **health consequences** for those in nearby residences

2. Can this project truly:

a.) does it meet and **satisfy the vision and policy of Ketchum's 2104 Comprehensive plan** (see Attachment 1)

b.) will it NOT interfere with the right for **quality of life** for nearby residents (this includes but not limited to fumes, refilling and restocking in the middle of the night with accompanying loud **BEEP BEEPs** of trucks backing up

c.) will it NOT lower **property values**

- d) will it NOT **infringe or encroach on the financial success** of existing businesses
- e.) can it satisfy existing **dark sky ordinances**
- f.) will it fully **operate within the hours now mandated** in LI area and to which other businesses in LI are now being held
- g.) can it **meet environmental mandates**
- h.) how will it **satisfy noise and light requirements** at night when restocking or filling
- i.) how will it **answer to known consequences** of gas station/convenience stores: e.g. crime, loitering, litter, fires
- h.) will it **provide answers** to community objections

Convenience Store and Fast Food Service: will they be

1. **Attractive nuisances** (meaning will P&Z and others who approve this project have “blood on their hands” if there is an accident as pedestrians cross street, children access store via 10th Street (which is right now and in the foreseeable future a MESS and unsafe for pedestrians, esp. children on foot or bikes. I personally know a number of parents who even now will NOT let their children walk on 10th Street.
2. **Attractive nuisances** (meaning will P&Z and others who approve this project have “blood on their hands” if there is an accident bus riders cross Main Street...Note: light will add other consequences and it’s proposed location does not deal with the necessity to cross East
3. Will the projected sidewalk attract walkers to enter the Boulevard entry endangering pedestrians as vehicles exit and leave

All of this and more in the pages that follow.

I’ve been astounded by and overwhelmed by the amount of information available re the impacts of gas station/convenience stores. This business paradigm is not without a great deal of scientific research and study.

Bottom line: this project at this location REQUIRES further considered study. Meeting the guideline of whether it is allowed in LI is understandably the beginning, but I propose that a thorough and complete understanding of the ramifications of this project should be studied. The immediate neighbors, the immediate businesses, the community as a whole deserve this!

Several of us have commissioned a non-profit land use management organization equipped better than we (or respectfully than P&Z or the City Council) to consider this project in its entirety, based on location only. We expect them to give an honest evaluation and analysis which we hope to have to present to P&Z within the next several weeks.

Personally my concern is always the big and the lasting picture. As such I am asking P&Z to hold off its decision for the forthcoming professional analysis and a more thorough consideration and inquiry into UNINTENDED CONSEQUENCES of this project.

Gas Stations/Convenience Stores are a way of life in the world today, no matter what their impact is. The real question is not whether this project is desirable, needed or even “allowed” in Ketchum’s LI, but rather the questions is: **“Is this project appropriate for this site and should it be allowed for SAFETY issues alone?”**

Therefore, more importantly ,a thorough traffic analysis of Main Street, 10th Street, East 9th Street (Walnut and Alpine) is required. Expert analysis of the lasting impact of this project at this site should happen

Further time for consideration of studies and additional research is the only response from P&Z that is justifiable.

Other points to consider re. consequences of increased traffic to this destination

- a.) Knob Hill Inn entry and exit will be affected
- b.) Entry and exit from Cemetery (used by tourists to visit Hemingway's grave as well as those visiting loved ones) could be affected
- c.) 10th Street/Main Street intersection will see substantial increased in traffic (in addition, how will this be affected after the former Anderson Lumber is developed!)
- d.) Both 10th Street and East 9th Street are inherently dangerous in winter. What will happen with increased traffic when it's been demonstrated that 4-wheel drive is essential to go West to East on 10th Street. If there were a light at the intersection of Main Street and 10th Street, what happens to traffic impacted by vehicle stuck on the slope.
- e.) The extra wide radius turn at 10th Street/Main Street already presents problems for both vehicles entering 10th and exiting 10th turning left and right...what happens with increased congestion and traffic?
- f.) The pedestrian crosswalks indicated on plan have major faults and need to be given further study for safety reasons
- g.) The proposed turning lane needs to be studied as it does not seem to solve the back-up traffic problem and will cause confusion. It simply looks too tight to be safe.
- h.) The proposed crosswalk to the south of the project does not take into consideration that pedestrians coming from the north have to cross East 9th Street.
- i.) Flashing lights as indicated on plan will not solve the problem or provide safety
- j.) Boulevard Approach needs to be studied...cars egressing and entering will not go as the arrows are marked, width of Boulevard approach is dangerous for pedestrians whether simply walking along sidewalk or wanting to enter Station
- k.) How will increased traffic and turning cross traffic affect bicycle traffic

- l.) How will increased traffic and backed up north bound traffic affect residents and visitors to Frenchmen's
- m.) Will vehicles turning into the 10th Street Light Industrial to access businesses there be affected?

n.) What is proposed re. navigating within the site: to the pumps, away from the pumps? The right pumps for gas tanks and those wishing to access free pumps will create variation in vehicular traffic

Barbi Reed, Ketchum resident

Raised in a small town

BA St. Lawrence University (ski team) and University of Grenoble, France

Post-graduate study: Columbia University and Yale University

Active Ketchum citizen and Wood River Valley resident since 1981

Worked for Ski Education Foundation, 1968

Fashion Editor of SKI Magazine and Golf Magazine

Publicity Director for Sun Valley under Bill Janss

Offered job for Bertl Neumann, PR Director, Winter Olympics in Innsbruck, 1964

Owner ANNE REED GALLERY Ketchum 1981-2006

Founding member of Sun Valley Gallery Association

Helped create Gallery Walks and instigate art on Fourth Street

Advisory board member for the now "old" Friedman Airport on art installations within the airport

Board Member: Environmental Resource Center.

Created Tag line:

Founding Member Women's Resource Center which was incorporated into St.Luke's

Created exhibition Trailing of the Sheep which was the birth of this now celebrated festival

Provided my images of Tibet for the Jumbotron when His Holiness, The Dalai Lama spoke

Raised 2 children in Ketchum (attended Hemingway and Community School)

Active in Hemingway PTA and Parent's Association co-President

Special advisor to and photographer for Sun Valley Writers' Conference 20 years

Artist/contributor to Dos Culturos exhibition Sun Valley Center

Introduced numerous speakers for Community Library

Asked by numerous organizations to provide feedback to consultants for Ketchum City Development as well as Sun Valley Center for the Arts

These notes only to show my commitment to Ketchum, the length of time I've lived here, my involvement in the community and my desire to preserve the quality of life, uniqueness of this community from how it functions to its aesthetic quality....why those of us who live here feel fortunate every day and sometimes are willing to step outside of our comfort zone to express our feelings, to be proactive rather than reactive and to try to remind others of the importance of careful consideration that impart lasting changes for the generations to come.

ATTACHMENT A

Initial research turned up lots of concerns and questions that need to be investigated and analyzed

Health Hazards living near a Gas Station

Health and Safety

Fire: An estimated 5,020 fires and explosions occurred at public service stations per year from 2004-2008. That means that, on average, one in every 13 service stations experienced a fire.

Note: in body of this report increased risk of Leukemia especially among children living near a gas station

October 7, 2014

Small Spills at Gas Stations Could Cause Significant Public Health Risks Over Time...Johns Hopkins Bloomberg School of Public Health

Soil and groundwater may be imperiled more than previously understood

A new study suggests that drops of fuel spilled at gas stations — which occur frequently with fill-ups — could cumulatively be causing long-term environmental damage to soil and groundwater in residential areas in close proximity to the stations.

Few studies have considered the potential environmental impact of routine gasoline spills and instead have focused on problems associated with large-scale leaks. Researchers with the Johns Hopkins Bloomberg School of Public Health, publishing online Sept. 19 in the *Journal of Contaminant Hydrology*, developed a mathematical model and conducted experiments suggesting these small spills may be a larger issue than previously thought.

"Gas station owners have worked very hard to prevent gasoline from leaking out of underground storage tanks," says study leader Markus Hilpert, PhD, a senior scientist in the Department of Environmental Health Sciences in the Johns Hopkins Bloomberg School of Public Health. "But our research shows we should also be paying attention to the small spills that routinely occur when you refill your vehicle's tank."

Over the lifespan of a gas station, Hilpert says, concrete pads underneath the pumps can accumulate significant amounts of gasoline, which can eventually penetrate the concrete and escape into underlying soil and groundwater, potentially impacting the health of those who use wells as a water source. Conservatively, the researchers estimate, roughly 1,500 liters of gasoline are spilled at a typical gas station each decade.

"Even if only a small percentage reaches the ground, this could be problematic because gasoline contains harmful chemicals including benzene, a known human carcinogen," Hilpert says.

Hilpert and Patrick N. Breysse, PhD, a professor in the Department of Environmental Health Sciences, developed a mathematical model to measure the amount of gasoline that permeates through the concrete of the gas-dispensing stations and the amount of gasoline that vaporizes into the air.

The model demonstrates that spilled gasoline droplets remain on concrete surfaces for minutes or longer, and a significant fraction of spilled gasoline droplets infiltrate into the pavement, as concrete is not impervious.

"When gasoline spills onto concrete, the droplet will eventually disappear from the surface. If no stain is left behind, there has been a belief that no gasoline infiltrated the pavement, and all of it evaporated," Hilpert says. "According to our laboratory-based research and supported by our mathematical model, this assumption is incorrect. Our experiments suggest that even the smallest gasoline spills can have a lasting impact."

Since the health effects of living near gasoline stations have not been well studied, Breysse says there is an urgency to look more closely, especially since the new trend is to build larger filling stations with many more pumps. These stations continue to be located near residential areas where soil and groundwater could be affected.

"The environmental and public health impacts of chronic gasoline spills are poorly understood," says Breysse. "Chronic gasoline spills could well become significant public health issues since the gas station industry is currently trending away from small-scale service stations that typically dispense around 100,000 gallons per month to high-volume retailers that dispense more than 10 times this amount."

“In a perfect world, it would be ideal to avoid chronic spills,” Hilpert says. “However, if these spills do occur, it is also important to prevent rainwater from flowing over the concrete pads underneath the pumps. Otherwise, storm runoff gets contaminated with benzene and other harmful chemicals and can infiltrate into adjacent soil patches or form storm water that may end up in natural bodies of water.”

[“Infiltration and Evaporation of Small Hydrocarbon Spills at Gas Stations”](#) was written by Markus Hilpert and Patrick N. Breyse.

###

Media contacts for Johns Hopkins Bloomberg School of Public Health Media: Nicole Hughes at 443-287-2905 or nhughes4@jhu.edu and Stephanie Desmon at 410-955-7619 or sdesmon1@jhu.edu .

Abstract

Small gasoline spills frequently occur at gasoline dispensing stations. We have developed a mathematical model to estimate both the amount of gasoline that infiltrates into the concrete underneath the dispensing stations and the amount of gasoline that evaporates into the typically turbulent atmosphere. Our model shows that the fraction of infiltrated gasoline can exceed the fraction that evaporates from the sessile droplets. Infiltrated gasoline then evaporates and is slowly released to the atmosphere via slow diffusive transport in pores. Tentative experiments show that our theoretical approach captures observed experimental trends. Predictions based on independently estimated model parameters roughly describe the experimental data, except for the very slow vapor release at the end of Stage II evaporation. Our study suggests that, over the lifespan of a gas station, concrete pads underneath gas dispensing stations accumulate significant amounts of gasoline, which could eventually break through into underlying soil and groundwater. Our model also shows that lifetimes of spilled gasoline droplets on concrete surfaces are on the order of minutes or longer. Therefore contamination can be carried away by foot traffic or precipitation runoff. Regulations and guidelines typically do not address subsurface and surface contaminations due to chronic small gasoline spills, even though these spills could result in non-negligible human exposure to toxic and carcinogenic gasoline compounds.

Anyone who has ever pumped their own gas downwind of the tank knows the tell-tale smell of fuel. But even from a distance those fumes linger. Researchers in Spain found that gas fumes contaminate the air up to 100 meters, or 328 feet, away with potential health hazards.

The airborne chemicals came mostly from unburned fuel evaporating during refilling of the stations' storage tanks, during automobile refueling, and from spillage. The researchers from the [University of Murcia](#) measured the levels of two common gasoline related pollutants, benzene and hexane, in the area around the stations. They then compared these levels to the contamination caused by normal automobile traffic, and found higher levels in areas around gas stations.



How Crude Oil Can Harm You

"Some airborne organic compounds – such as benzene, which increases the risk of cancer – have been recorded at petrol stations at levels above the average levels for urban areas where traffic is the primary source of emission," said Marta Doval of the University of Murcia, and co-author of the study, in a press release from the Spanish Foundation for Science and Technology Science Information and News Service.

The research was published in the December issue of the Journal of Environmental Management.

The amount of air pollution created depended on a number of factors, including weather, surrounding structures, amount of gasoline pumped, and traffic intensity.

Researchers in Spain found that gas fumes contaminate the air up to 100 meters, or 328 feet, away with potential health hazards.

Traffic could actually serve to mask the effects of the gas stations. Heavy traffic overlapped and overpowered the gas stations as sources of air contamination.

But automobiles and gas stations aren't the only sources of benzene, hexane, and other air contaminants, warned one of the researchers.

"There is not much use in protecting people from petrol stations if the other sources of emission (above all traffic and industries near population hubs) are not controlled or reduced", said Enrique González, leader of the University of Murcia team in a press release.

The proven causal relationship between benzene and cancer is well documented and accepted by the scientific community—and gas stations are classified by the Environmental Protection Agency as a point source for benzene.

In addition, John L. Adgate, PhD, MSPH, Chair of the Department of Environmental and Occupational Health, Colorado School of Public Health, submitted a letter to the DEH board saying, in part, "While there is a limited scientific basis with which to determine an appropriate minimal setback, the potential for human exposure to hazardous air pollutants is real

Examples in other cities where zoning-mandated spacing exists to protect homeowners from the negative health effects of gas stations are Milford, CT where a gas station cannot be within 90 meters (300 ft) of housing

The following quote from a peer-reviewed article in the American Journal of Public Health is unequivocal on the health risks for children: "Increased risk of childhood leukemia was found with residential addresses near gas stations (44, 60, 63), repair garages and nuclear power plants."

How living near environmental hazards contributes to poorer health and disproportionate health outcomes is an ongoing concern. We conducted a substantive review and critique of the literature regarding residential proximity to environmental hazards and adverse pregnancy outcomes, childhood cancer, cardiovascular and respiratory illnesses, end-stage renal disease, and diabetes. Several studies have found that living near hazardous wastes sites, industrial sites, cropland with pesticide applications, highly trafficked roads, nuclear power plants, and gas stations or repair shops is related to an increased risk of adverse health outcomes. Government agencies should consider these findings in establishing rules and permitting and enforcement procedures to reduce pollution from environmentally burdensome facilities and land uses.

Few clear risk factors have been identified for the childhood variant, but exposure to benzene in the workplace has been identified as a possible factor in leukemia in adults, the authors say.

The risk appeared to be even greater for acute non-lymphoblastic leukemia, which was seven times more common among children living close to a fuel station or commercial garage, the research showed.

Fuel Stations May Pose Child Cancer Risk - Study

A study of more than 500 infants found that a child whose home was near a fuel station or vehicle-repair garage was four times as likely to develop leukemia as a child whose home was further away.

And the longer a child had lived nearby, the higher the risk of leukemia seemed to be, showed the research, published in the Occupational and Environmental Medicine journal.

The prevalence of childhood leukemia is four in every 100,000 children, but it is the most common type of childhood cancer in developed countries, say the researchers.

Few clear risk factors have been identified for the childhood variant, but exposure to benzene in the workplace has been identified as a possible factor in leukemia in adults, the authors say.

The risk appeared to be even greater for acute non-lymphoblastic leukemia, which was seven times more common among children living close to a fuel station or commercial garage, the research showed.

<http://www.sciencedirect.com/science/article/pii/S2214750015300135>

<http://patch.com/maryland/wheaton-md/public-health-effects-of-costco-gas-station-questioned>

<http://www.scientificamerican.com/article/is-it-safe-to-live-near-gas-station/>

Living with 100 yards of petrol stations 'damages your health', study claims

Living within 100 yards of petrol stations can damage your health, according to a new study.

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[Email](#)

Researchers found that air in the immediate vicinity of garages is often polluted and can harm local residents.

Scientists from the University of Murcia studied the effects of contamination at petrol stations that is potentially harmful to health

Experts say it shows that a "minimum" distance of 50 yards should be maintained between petrol stations and housing.

A 100 yards minimum distance should apply to "especially vulnerable" facilities such as hospitals, health centres, schools and old people's homes.

Marta Doval, co-author of the study and a researcher at the Spanish university, said: "Some airborne organic compounds such as benzene, which increases the risk of cancer have been recorded at petrol stations at levels above the average levels for urban areas where traffic is the primary source of emission."

The study, which has been published in the *Journal of Environmental Management*, shows that the air at petrol stations and in their immediate surroundings is above all affected by emissions stemming from evaporated vehicle fuels which are unburnt fuels from fuel loading and unloading operations, refuelling and liquid spillages.

The research team measured the levels of "typical traffic" pollutants in different parts of the urban area of Murcia, and calculated the quotients for the levels of an aromatic compound (benzene) and a hydrocarbon (n-hexane) at three Murcia petrol stations – near the petrol pumps and surrounding areas – to find the distance at which the service stations stop having an impact.

In the three cases studied a maximum distances of influence of close to 100 metres was found although the average distance of contamination was around 50 metres.

But the distances depend on the number of petrol pumps, the amount of fuel drawn from them, traffic intensity, the structure of the surroundings, and weather conditions.

<http://www.telegraph.co.uk/news/health/news/8306786/Living-with-100-yards-of-petrol-stations-damages-your-health-study-claims.html>

New Traffic Studies necessary. Traffic study submitted for this proposed project is out of date!

LEFT TURN CRASHES

It is essential to provide adequate lane width and distance adjacent to service stations so that:

- vehicles entering and exiting can decelerate and accelerate without adversely affecting the free flow of traffic on the frontage road
- through traffic can safely manoeuvre past vehicles entering or exiting the site.

Left turn crashes are the major problem. The main points of interest are:

4.2.1 Midblock sites

- small crash data set (four reported injury crashes)
- right turn manoeuvres comprise 75 percent of the midblock crash data as follows: (a) left turn-in/rear end (GC, GD, GE)* = 25% (b) left turn-in/left side (LB) = 25% (c) left turn-out/left side (JA) = 25% * See Appendix 5 for crash types.

4.2.2 Intersection sites

Right turn manoeuvres comprise at least 75 percent of intersection crash data as follows:

- left turn-in/rear end (GC, GD, GE) = 30%
- left turn-in/right (LB) = 26%
- left turn-out/left side (JA) = 14%
- right turn-out/left side (KB) = 6%
- left turn manoeuvres comprise 6 percent of intersection crash data, i.e. left turn-out/right side (KA) = 6%

Driveways should be designed to reinforce the motorist's obligation to give way to pedestrians.

Generally unsuitable for service stations. High pedestrian flows may cause delays, frustration and on-road queuing problems to motorists wishing to access the site.

Sound engineering judgement and consideration of the following are required:

- type of pedestrians, e.g. young children, the older pedestrian
- pedestrian environment, e.g. central business district, residential, commercial

The presence of some advertising signs at service stations may compromise road safety in the following ways:

- by directly distracting or confusing motorists
- by presenting a physical obstruction to vehicles moving on or off the carriageway
- by obstructing visibility (advertising or traffic signs).

To achieve advertising which is safe and effective from a road

What is required for gas station/convenience stores to be successful:

How Gas Stations and Convenience Stores work:

<http://www.nacsonline.com/YourBusiness/Refresh/Documents/How-Stores-Work.pdf>

Some gas stations look like obstacle courses, creating situations in which vehicles need to weave around one another and the central pumps to traverse the location. If a gas station fails to have sufficient barriers or warnings about incoming or outgoing traffic, this can lead to devastating accidents. Poorly maintained or operated gas stations and convenience stores also create many situations for slip and fall accidents to occur, including spilled gasoline, icy sidewalks, or spilled food inside the store.

Large driveway widths may allow vehicle entry and exit manoeuvres to be undertaken with more ease but increase a pedestrian's exposure to conflict. The design vehicle, driveway type, e.g. one-way, two-way, and traffic generation are some of the factors affecting driveway width. The width should be restrictive enough to discourage parallel exiting manoeuvres which can result in visibility restrictions and conflicts. The radius (or splay) at the roadway edge will be site specific and determined from the swept paths of the appropriate design vehicle. On any road, all vehicles should be able to undertake their turning manoeuvres without crossing the road centreline, and preferably without encroaching into adjacent lanes on a multi-lane roadway, with the exception of the occasional bulk filling tanker. It may be preferable that bulk filling

An understanding of fundamental traffic engineering principles is necessary to ensure safe roading design. Some of the more important principles are: • reducing the number of conflict points • separating the points of conflict • controlling vehicle speeds • defining vehicle paths. The types of manoeuvres likely to occur at the driveway of a service station need to be known to ensure safe design. The most common manoeuvres are merging, diverging and crossing. Weaving manoeuvres may occur at some sites. Every two-way driveway has nine conflict points (three merge, three diverge, three crossing), therefore midblock sites typically have 18 conflict points (two driveways) and intersection sites typically have 27 conflict points (three driveways). T

in particular the requirement that no driveway should be located within 30 metres of an intersection c
Solid medians The installation of a solid median may be the most effective technique for reducing crashes at both intersection and midblock service station sites.

tankers do not use any driveway intended for one-way use. (This is because use by tankers may require widening to a maximum of 9 metres, under which circumstances the driveway is likely to be used as a two-way driveway by other vehicles.) The recommended dimensions shown in Table 5.2 should be measured at the road boundary (the legal boundary between the service station site and the road reserve).

It is desirable that queuing vehicles do not block any driveway because this may cause a conflict between entering vehicles and traffic on the frontage road, or obstruct pedestrian flows on footpaths.

This is a common problem with gas stations (or any kind of driveway) on busy streets. Car drivers come speeding out of the driveway without stopping at the sidewalk so they can quickly merge into the traffic on the busy street. Often, the driver looks only to the left (where cars are approaching) and not to the right (where pedestrians may be approaching). Because the cars are moving so much faster, the pedestrian has no chance to get out of the way.

Pro tip: if you see a sidewalk or crosswalk or intersection, you should expect pedestrians to be coming from one direction or another and you are required by law to check in all directions for pedestrians before proceedings. If you hit the pedestrian anyway, then you are driving distracted and deserve jail time. Hitting a pedestrian on the sidewalk is negligence, not an accident.

FYI How Gas Station/Convenient Stores work:

<http://www.nacsonline.com/YourBusiness/Refresh/Documents/How-Stores-Work.pdf>

ATTACHMENT B

Excerpts from Ketchum 2014 Comprehensive Plan noted in a quick glance that should be considered by P&Z. These excerpts clearly present the Bracken Station Proposal in direct opposition to the desired vision and policy outlined in the Guide

Initial Comments re proposed Bracken Station, 911 North Main Street, Ketchum, Idaho (AM Lot 5A, Block 30, Ketchum Townsite)
911 North Main Street

Motor vehicle fueling station and food service are both conditional uses in that zone, and the definitions are below.

Motor Vehicle Fueling Station - A facility providing the retail sale and direct delivery to motor vehicles of fuel, including electric charging stations, lubricants and minor accessories, and retail sales for the convenience of the motoring public.

Food Service - An establishment where food and drink are prepared, served and consumed on site with associated outdoor dining, or distributed to

customers through take out, delivery or catering. Typical uses include, but are not limited to restaurants, cafes, delis, catering services and brewpubs that do not distribute beer produced for off site consumption. In LI districts catering and food preparation is permitted. Restaurants require a conditional use permit and shall not exceed 1,000 square feet and serve no later than 9:00 P.M. unless expressly permitted through approval of the conditional use permit.

I spent a few minutes looking through the inspiring document Ketchum, 2014 Comprehensive Plan, Expressing a Vision and Policies to Guide Ketchum's Future. In doing so, I was surprised to find so many references that DIRECTLY contradicted the siting of the proposed Bracken Station.

I am hopeful P&Z will read through these excerpts and embrace them in light of their acceptance of the Comprehensive Plan in face of the proposed Gas Station/Convenience Store/Food Service's application

See below excerpts from this document which need to be considered when deciding on the appropriateness of this proposed project on the proposed site:

So aptly included: "Plan for what is difficult while it is easy; do what is great while it is still small." -Sun Tzu Wu, Chinese General and author

The Ketchum Comprehensive Plan represents a community-based strategy that looks forward 20 years and beyond. It provides the opportunity to set a new direction for a sustainable future.

- Establish the policy framework for land use decisions that preserve and enhance the community

Provide a basis for updating zoning and subdivision regulations and determining whether the regulations support the community's desired future

Ketchum residents clearly value knowing that their community is strong and enduring. This strength is manifested in several ways. Citizens are willing to take local actions to reduce impact on the natural environment, promote long-term economic health

More focus has been put on community SAFE [SIC] walkability

It is envisioned that the Comprehensive Plan will be implemented through amendments

to the City Code, special projects and, perhaps more importantly, through collaborative efforts with other public agencies, businesses, and non-profit groups.

“We aspire to be an authentic mountain community with worldclass character, yet small-town feel. We see our community as one with a high quality of life for a local year-round population and a visiting population.

core values broadly address important considerations in making decisions about the community’s future. They form the basis for the future land use plan and the underlying goals and polices.

3. Community Character

You know when you have entered Ketchum; this is a place centered on the “town” and identifiable from the “country” by distinct edges. Residents and visitors

desire this clear division that has been lost in so many American cities through strip commercial development

night skies is a priority.

Public transit is convenient and citizens feel safe and comfortable using it.

We want to minimize the negative effects of development such as car pollution, roadway congestion and undesirable environmental impacts

Ketchum understands that there are global challenges too large for any one community to solve, but believes in doing its share to address them. We will strive to integrate best practices in energy conservation, renewable energy use, multimodal transportation, waste reduction and recycling, low-impact development

GOAL

Goals help guide the community's

decisions about public and private investment and development. Goals are not tied to specific dates or targets, but are enduring and provide a general direction for more refined policy and objective statements to assist decision-makers.

Goals and policies are organized within the Plan
Community Character
Preservation

Environmental Quality and Scenic Beauty

Goals help guide the community's decisions about public and private investment and development. Policies are a course of action by which goals are achieved.

maintaining a wellrounded
tourism industry, and
supporting and strengthening

existing businesses.

Additionally, inadequate air access, ground service, and lodging in Ketchum pose challenges to increasing tourism.

encouraging businesses that fit the downtown character [The proposed site, although designated as LI is in fact so close to the down town core and on a street labeled MAIN STREET it has to be considered as part of the down town!]

HOUSING

Ketchum will support and attract businesses and industries that diversify and sustain the local economy and level out seasonal fluctuations.

New employment opportunities will focus primarily on clean industries within the City's industrial areas

Recruit small businesses and support local entrepreneurs in bringing in new businesses and industries that fit the small-town atmosphere of Ketchum. Ideally they will be nonseasonal and attractive to younger workers.

Ketchum will continue to support our tourism economic base.

Ketchum depends heavily on tourism to support the local economy and will continue to support this industry. [Knob Hill Inn]

Continue to support tourism-related land uses and businesses including lodging development and venues. [Knob Hill Inn]

The Ketchum community wants the majority of people who work in Ketchum to have an opportunity to reside here

[Were this property used as desirable LI with small businesses on the ground floor and housing on the second floor, Chapter 2 and

Chapter 3 can be better realized than via a gas station/convenience store. This is appropriate and fitting use for this property]

Ketchum strives to protect and enhance those elements of the natural and built environment contributing to one of the world's unique mountain resort communities. The following are components of the community's vision

- Protect the visual quality of community and downtown entryways;
- Discourage commercial strip development and keep key commercial needs concentrated in the downtown;
- Encourage new development to be designed to fit in with Ketchum's character as a small mountain town

Challenges

Protecting Community

Gateways

The northern entrance corridor leading from the Sawtooth National Recreation Area into Ketchum provides the feeling of expansive open space with its low-density residential housing [can't imagine a gas station complex at the closest entry on the north to Ketchum City core was part of the vision of the writers of this plan]

ensure the right blend of building types to maintain Ketchum's small town character.

It is important to maintain and reinforce development quality, particularly in the built-up community core area.

Each new project should be well-designed and attractive, and should complement surrounding land uses and existing neighborhood character.

Policy CD-2.3 Night Sky Conservation

Continue to protect the visibility of the stars in the night sky through the lighting code, education, and enforcement.

The City should implement policies and programs that enhance opportunities for individuals, businesses, and public organizations to conserve energy and convert to renewable resources. [The city should think 30 years down the road whether a gas station is viable with electric cars and whether this becomes a potentially vacant blight]

To protect ground water quality, the City will promote implementation of best management practices for residential, commercial, industrial and construction activities. [gas, dump site, waste disposal]

Policy OS-3.6

Roadway Corridors

Establish, preserve, and enhance scenic entryways along major roadways entering the City.

In addition to modifying land use patterns to reduce traffic congestion and vehicle miles travelled, as well as to improve air quality

Policy M-2.5

Pedestrian and Bicycle Improvements Linked to Transit

The City will prioritize improvements of pedestrian and bicycle facilities in areas served by transit.

Policy M-2.6

Pedestrian Facilities Supporting Transit

The City will follow best practices for pedestrian safety at intersections and crossings near transit stops.

Policy M-3.2

Roadway Safety

The City will strive to maintain an

acceptable level of service for roads, which will generally place a priority on pedestrian, bicycle, and vehicle safety.

Policy M-5.2

Pedestrian Level of Service Standards

Create and use pedestrian level of service (LOS) performance standards for all development.

Policy M-5.3

Safe Routes to School

Continue to support the Safe Routes to School program with the Blaine County School District, private schools and ITD.

Enhance bicycling connectivity and comfort.

Policy M-6.1

Complete Bicycle Network

Construct missing links in the bicycle

network especially from outlying areas to the downtown core. Strive for additional bike lanes in streets.

Policy CHW-1.1 Collaborative Efforts to Improve Community Health Partner to develop and achieve the Plan's vision for all residents' health and well-being.

Goal CHW-5

Enhance Access to

Affordable and Local Food

Options for All Residents

The community will attempt to retain

and attract community grocery

stores, so that residents have

convenient access to a variety of

foods. Measures will be supported

that encourage local food access,

including community gardens,

farmers' markets, and small-scale

food production. [This does not mention convenience food or fast food1]

Reduce generation of air
pollutants and noise

The City will promote reductions in
air pollution to minimize impact to
human health,...improve air quality...

The City will continue to pursue reductions in air
emissions/airborne particulates by regulating idling vehicles

**Policy CHW-6.2 Noise Pollution Through adopted policy
decisions and enforcement, the City will protect residents from
adverse noise impacts.**

[P&Z needs to always be reminded of the following]:

Ketchum continually strives to be a
place where people can be involved
in their community on many
different levels. In order to achieve
the collective vision and goals of the
community, it is important that
people have the opportunity and

take action to move the community forward.

This plan envisions effective local governance and community-based collaboration, ideas that are based on involving citizens in the planning and decision-making process and actions that move the community forward toward its vision.

The goals and policies in this section reflect the City's commitment to providing exceptional service for an exceptional community. These concepts aim to ensure that community members are effectively represented by their local government and have opportunities to participate in planning and decision-making. They also build on the notion that a range of voices is necessary to identify issues and opportunities, and that the best solutions often result from collaboration and open

communication.

The City will strive for outstanding customer service and work collaboratively with citizens to address issues and resolve problems.

Policy HI 3.3

Collaborative Problem Solving
Solicit feedback from the public to identify opportunities to solve problems collectively and creatively.

Vision

The Future Land Use Plan is built on a framework composed of six concepts that are described in the following pages. With this framework, the plan addresses the interrelationship between land-use patterns and mobility, open lands, infrastructure, and other future needs of the

community.

A compact community allows bicycle and pedestrian movement to play an important part in the transportation system.

A Focus on Downtown
and Smaller Commercial
Centers

There will be only
limited expansion of commercial
uses outside the downtown in areas

The Plan and policies continue to discourage "strip" commercial
development along the community's major roads

The City will also
consider ...
the development's impact on the
streets and transportation system,
vehicle accessibility,

Development standards should incorporate operational requirements for non-residential units, i.e., hours of operation, noise attenuation, screening, and other measures, to ensure compatibility with nearby residential units.

(Areas in the ACI with this designation will require evaluation with regard to the provision of access, utility service, safety, and environmental impacts.)

Goal LU-1

Promote a functional, compact, and mixed-use pattern that integrates and balances residential and non-residential land uses.

While infill and redevelopment is

desirable infill standards are needed to ensure compatibility with neighborhoods and districts.

Policy LU-2.2

Compatible Residential Infill

Appropriate types of infill include the new residential units on vacant lots/areas, additions to existing units, accessory dwelling units, and residential units with businesses. Ensure that residential infill is compatible in character and scale within the surrounding neighborhood.

Background and

Intent - A Living

Document

A key aspect of any plan is how it is carried out after it is adopted. The implementation plan states how the community may best accomplish

**the vision, goals and policies
outlined in the Comprehensive Plan.**

UNINTENDED CONSEQUENCES

Re. The Gas station, Convenience Store, Food Service Establishment, three businesses, known as Bracken Station proposed for 911 Main Street

This project is slated for one of the most unique sites in Ketchum: the junction of Light Industrial, the City Core and residential/tourist (Knob Hill Inn) meet.

Located on the southwest Corner of 10th Street and Main Street (some of us remember the days when Ketchum had 5 gas stations on Main Street!) is sandwiched at the northern entry into or egress out of town.

Being objective, SAFETY is the MOST obvious reason why this site is simply and unequivocally the wrong for a Gas Station, et al.

Vehicular Safety: CONSIDER

(Note: gas stations, convenience stores and fast food establishments depend on high turnover of vehicles and people!).

- increased traffic rvs, campers, trailer towing rigs, crossing back and forth across the highway as they head north
- East 9th Street, Alpine and Walnut (residential streets without sidewalks) becoming a “sneak through” thoroughfare for those who want to avoid the lineup of cars or quickly access the gas station from East Ketchum.
- 10th Street, already a noted dangerous artery with its congestion of cars, trucks, vehicles moving in and out and its steep slope, becoming even more dangerous with increased traffic

Pedestrian safety: THINK

(It's a fact: Convenience stores and the proposed Fast Food Service are designed to attract pedestrians as well as vehicles.)

- pedestrians running back and forth, across the highway from the bus
- MOST frighteningly: children lured from Hemingway to venture up the already treacherous 10th Street and who then must walk amongst the large vehicles at pulling in and out of the pumps and across the sidewalk
- pedestrians facing danger from increased traffic through the narrow Alpine, Walnut, East 9th Street
- Road bicyclists and others on non-motorized vehicles being threatened by turning vehicles

Health risks: IMAGINE

(Think about Shum's Frenchman's Place condos and the young families living there) FACTS:

- children living near a gas station may quadruple the risk of acute leukemia
- risk is 7 times greater for non-lymphoblastic leukemia.

- Benzene is a known cancer-causing chemical; repeated high exposure to gasoline, even in vapor form, can cause lung, brain and kidney damage according to the NIH.

FIRE: SCARY (Between 2004-2008 there was approximately one fire for every 13 service stations. Some experts say that number is on the rise.)

- igniting Knob Hill grasses could be a real possibility were there a fire putting the entire town of Ketchum in danger

CRIME: (THREATENING American convenience stores are often direct targets of armed robbery. 54% of all shoplifters regularly steal from convenience stores.)

- residences and nearby small businesses risk being targeted

FURTHERMORE: This project does not meet the vision and policies outlined as a guide in Ketchum's 2014 Comprehensive Plan. (Read the plan to find numerous places where this project on this site proves to be in direct contradiction to the plan.)

Based on just the facts above: P&Z needs to analyze and consider the UNINTENDED CONSEQUENCES before giving approval to this project.

Please attend a site visit at 5:00 PM, June 13 followed by a meeting of the P&Z at 5:30 at City Hall. I will be there, encouraging additional study of the ramifications (known and as yet unknown) of the Bracken Station at the proposed site.

Barbi Reed

From: Gary Lipton External
Sent: Monday, June 06, 2016 1:15 PM
To: Participate
Subject: Bracken Station. 911 N. Main St. Ketchum, Idaho

Thank you for having an open meeting regarding the above captioned heading (Bracken Station). 1. Lipton LLC. 1 owns the adjacent property to the north side of the proposed Bracken Station, at the 10th Street complex. 44 ft away.# 2. Reference the Dark Sky Chapter and Code 17.132. First of all its hard for me to fathom how the chairman of the P & Z could even design this gas station complex without comprehensive knowledge regarding chapter 17.132 provisions. There seems to be a complete redirect of architectural priorities.(FEES and MONEY). Please review proposed north 10th street elevations~10th street view. When the existing building is demolished the lighted logo sign on the canopy will shine directly into the windows of my location as will the indirect ambient light from underneath of the canopy. Please review Code general provisions #B1,B3,B4, ie. direct glare, excessive lighting, light trespass etc, also review C3, which states that "any parking yard or building illumination in any zoning district shall be directed as to protect adjacent properties from glare and direct lighting", etc. This logo sign and the excessive glare from the fueling canopy needs to be readdressed,(maybe no canopy} additionally the proposed sign on the north property corner will also come under the codes stated earlier. Please review 17.132 B.3. lets not contribute to additional excessive light pollution. #3. TELEPHONE POLES. If I'm reading the plans correctly, there seems to be 4 telephone poles which are not being addressed at all. The P. & Z. should take a stand NOW and in the future to require any project to replace the telephone poles with underground facilities. This is a win win situation for all. There is a process already established in Ketchum to help fund infrastructure projects such as this called the KURA. I suggest you engage this perspective applicant to engage the P.&Z. and investigate this process with the KURA. The P. & Z. besides considering the Conditional Use Permit etc. also has a responsibility and the power to determine the look of our beautiful entryway to our TOWN. Exercise it, don't be complacent. 4. TRAFFIC STUDY.(Hales Eng). Who paid for this study, and what directions were they instructed to follow? It seems that the data is based on information from Feb 2008 criteria. Something seems out of place here. Could the P. Z. look into this? I think there should be a speed cord stretched across I- 75 so we all can see how the speed limits are being adhered to and then we will have a much better informed perspective. Possibly a proposed traffic light should be placed at the corner of 10th and Main Street. It will slow traffic down, allow for a correct pedestrian crosswalk, set up North and South bound traffic for all kinds of turns. Maybe a relocation of the entrance of the Bracken Stations should be reviewed. #5. FOOD PATIO. I understand that the plans proposed a 490 sq ft. out door eating patio. There is nowhere I have found a review of food regulations about open food hours. The P. & Z. has limited the Big Wood Bread facility L I. Zone a closing time of 9 pm. #6. ALLEY AREA Pursuant to the west view drawings the alley property line is right next to the buildings edge. Applicant is proposing a new door storage area along with over a 24' of a new asphalt apron and upgraded new alley walls etc. These exit and entrance doors present a rescue fire hazard for the Ketchum Fire Department. If by chance there is a fire at lots #1-4 and the alley way is blocked by a utility service vehicle or truck distributing their products to the lower level to the Bracken Station (hence 24' new asphalt), how are the Fire trucks going to perform their civic duty when the alley is blocked. I can recall a similar situation in Ketchum where the Farmers Market on Tuesdays was ordered to redirect their vendor vehicles by not allowing parking in the alley for safety reasons. I think a discussion with the fire chief is appropriate and timely. #7. I need to review the water mitigation plan, Snow removal Plan on 10th street. I have not seen any gas spillage filter separation plan for under the ground around the gas tanks and pumps. Some one needs to explain to the public where does the excess gas mixed water get tested and then dispersed into the Ketchum water system. Most concerning to me and the surrounding businesses is whom will oversee that the Gas Station will carry an appropriate amount of insurance to protect their infrastructure investment and also protect adjacent property so we all will feel secure in any possible mitigation situation. Thank You. Your decisions will affect 8 to 10 existing businesses and their quest to find new spaces in which to operate. Additionally, your legacy as a member of P.& Z. will determine the future look of the Gateway to our City. Analyze and use a discerning approach, That's all we can ask for. Gary Lipton Cell 1 248 561 5120

J. KEVIN LAWLER

June 2, 2016

Department of Planning and Building
City of Ketchum
PO Box 2315
Ketchum, ID 83340

Via email to: participate@ketchumidaho.org

RE: Bracken Station – 911 North Main

To Staff and Planning Commissioners:

I am writing to strongly object to a proposed motor vehicle fueling station, convenience store and food service establishment to be located at 911 N. Main. The proposed Bracken Station project would have a materially adverse effect on the value of my Ketchum residence.

I have resided (as a seasonal resident) at # 21 360 E. 9th Street (Frenchman's Place) for nearly 10 years. During this time, I have had the 'quiet enjoyment' of living in my seasonal residence. The nature of the proposed Bracken Station project would indisputably change the character and level highway trip generation to the immediate north of Frenchman's Place.

I respectfully request Planning staff and Commissioners to consider the land use patterns and uses of immediately the adjacent property to the South (Frenchman's Place) and to the immediate East (Knob Hill Hotel) to the proposed Bracken Station project. The uses and activity level of the proposed Bracken Station project are incompatible with existing residential and hospitality development. Further, the community is presently well served by gas stations and convenience stores – there are 3 gas stations and 2 convenience stores more appropriately located with a 1/3rd of mile from the proposed Bracken Station project.

Please contact me at 561-762-2602 should you have any questions on the gravity of my concerns and objections to the proposed Bracken Station project.

Respectfully,

J. Kevin Lawler

cc. Sara Gorham
Board Frenchman's Place
Engle & Associates

P.O. BOX 3265 KETCHUM, ID 83340

I am writing to voice my opposition to the proposed project titled "Bracken Station". I reside full time at 360 Frenchman's Place which is located next to the proposed project. If I resided elsewhere within Ketchum I would still oppose the project.

My reasons for opposition follow:

1. Ketchum is a small town with a small population. Upon entering Ketchum we find our first gas station/ convenience store at Base Camp I. After entering Ketchum proper we have Base Camp II. We have the Shell station/car wash on Lewis Street and finally we have the Sinclair station in Sun Valley. We have four gas stations for a town with a population of 2,728 residents. I have never waited in line for gas at any of these four locations. The location of Base Camp II should suffice amply for gas needs in this small radius of area.
2. The location of the Bracken Station site abuts 10th Street where there is access to Highway 75. That particular stop sign handles traffic coming from the industrial area and Warm Springs, as well as traffic traveling North and South. Ingress and egress of cars at a gas station located so close to 10th street would cause added traffic confusion and danger. I can foresee the addition of another stop light at 10th street in order to alleviate or regulate congestion which would be unwanted and unwarranted if not for the proposed project.
3. The Knob Hill Inn is located adjacent to the proposed project. This hotel has been a jewel of an oasis and an example of proper planning. To put a gas station in such close proximity would be a blight.

I can see revamping the existing buildings or even completely redesigning for a new project with retail shops and businesses but I can not see the benefit of a gas station.

At the very least, before a project of this sort is approved I believe a traffic study with an impact report should be required. After fact finding, the project should be reviewed by the city with the intention of including residents of Ketchum in the decision.

Thank you for the consideration of my opposition.

Sincerely,

JODY

VERING

Liz Roquet
Owner, Lizzy's Fresh Coffee
971-4 N Main St
Ketchum, ID 83340

6/2/16

Ketchum Department of Planning and Building
PO Box 2315
Ketchum, ID 83340

Re: Bracken Station Proposal

Dear Ketchum Department of Planning and Building,

My name is Liz Roquet, and I am the owner/operator of Lizzy's Fresh Coffee, located at the Northtown Center, on the property where Bracken Station is proposed to be built. My business has been at this location for eight years, and I am keenly aware of the motorist, pedestrian and bicycle activity on 10th Street and Highway 75.

I have reviewed the proposed plans for Bracken Station, and as a citizen observer, I feel it is important to share my unbiased concerns and observations for a potential high traffic business, such as a gas station, to operate at this location.

A. Traffic turning in/out:

We currently have light traffic in and out of the Northtown Center parking area for the 7 street-level businesses here. I travel in and out of the lot multiple times a day, as do my employees and customers.

My Observations:

1. Highway traffic should be traveling at 25 mph, but there is a chronic speeding problem at this location with traffic coming into town from the north, as well as accelerating out of town from the south. Much of the traffic speed exceeds 25 mph, and I often perceive it to be much higher. In my belief, the greater portion of the cars travel past this location between 30-40 mph. There is very seldom any traffic control by the Ketchum Police. Additionally, we have witnessed 3 traffic collisions specifically related to the inbound/outbound parking lot activity from Northtown Center.
2. The angle and proximity of 10th Street adds to the confusion in entering and exiting this parking area at Northtown Center. For example, a left turning, northbound car turns onto the highway, and within seconds, the 10th street car also enters to turn right or left because they were only observing existing highway traffic. Every week I come in close contact with another vehicle at this intersection in this scenario. When a southbound driver is not planning to turn on 10th Street, but rather turn into Northtown Center it gets a little unpredictable. I'll use myself as an example driver: As is specified in the Idaho driver's manual, I shouldn't engage my right turn signal until I am past 10th Street. Once past 10th, I engage my signal, and the driver behind me has a mere one second warning of my intention to slow down and turn. In combination with 10th Street, the proposed Bracken parking entrance and exit does not appear to be an improvement over the current configuration, and would possibly pose even more risk with a much higher traffic business like a gas station.

My Concerns:

The traffic study performed on this site bases its information on 2008 data. I believe a new traffic study needs to be performed for all day activity, using current 2016 traffic volumes, to assess speeds, traffic patterns and volumes of 10th Street and the proposed entrance of Bracken Station. Will the increase in traffic turning into and out of this location be safe as it is planned (one center turning lane, no southbound turning lane, and no change to 10th Street configuration)? Idaho driving law states that turn signals must be on 100 feet (in business or residential areas) or five seconds (on freeways or highways). Does the proposed design properly allow for this turn signal requirement, or does the entrance need to be moved farther south in order to allow for safe signal distance?

B. Pedestrian/Bicycle Safety on 10th Street

10th Street is a high traffic road that is traveled by cars, LI related commercial vehicles and semitrailers, and is also accessed by pedestrians and bicyclists every day.

My Observations:

1. 10th Street is a walking route to Hemingway school. When my child attended Hemingway, he sometimes walked to or from my business. I used to personally walk him across 10th Street to the sidewalk before allowing him to take the route from there on his own. The current sidewalk, however, only exists down ½ of the street, leaving a pedestrian to carefully navigate the massive congestion of cars and traffic, maxed out with parking and activity by Ketchum Automotive and Clearwater Landscaping.
2. The parked and moving vehicle activity on 10th Street can be highly congested and is additionally challenged by winter conditions. The 10th street corner encourages high turning speeds due to its off-angle, and also lends itself to dangerous conditions in the winter due to its steep grade. Delivery trucks, including semis, use 10th Street as entrance to businesses in the LI zone, and any time there is snow, we witness cars and trucks losing traction while attempting to make the uphill ascent. We've seen cars slide backwards, trucks jackknife, and a few minor collisions right out of our window.

My Concerns:

Even with a new south-side sidewalk being added by Bracken Station, it still only travels ½ the distance to Warm Springs Road, leaving pedestrians a very unsafe route. Additionally, Bracken station is proposing five on-street parking spaces on the road right of way. This will narrow 10th street even more with cars parked on both sides, and could cause additional danger for cars, pedestrians and bicyclists travelling on the roadway. What studies have been done on 10th Street to observe traffic from all users? What impact will Bracken Station have on traffic volume on 10th street and how will safety of pedestrians and bicyclists be ensured?

C. Pedestrian Crossing on 10th Street and Highway 75.

Pedestrians cross Highway 75 every day. In my opinion, and due to the traffic pattern, there is currently only one reasonably direct location for pedestrians to cross Highway 75 from 10th Street, which is to cross directly at the intersection of the two roads.

My Observations:

1. The Bracken Station plans show that pedestrian crossings will have to cross 10th Street, then again at the entrance to the station, then again at highway 75 at the south end of the property.

My Concerns:

My opinion is that this is a highly dangerous route that has 2 additional traffic crossings (3 in total) that are unnecessarily dangerous for all, including children travelling to/from school or the Y. Additionally, where are guests of the Knob Hill Inn expected to cross if there is no crosswalk on Hwy 75 directly to 10th Street? What systems for crossing safety are being planned for the road crossings and the Bracken entry/exit? Will there be pedestrian lights, crosswalks, flags or traffic lights to help ensure safe foot travel?

D. Water Drainage

We have witnessed many summer rain storms and winter snow melt on 10th Street.

My Observations:

1. During summer rain storms, water literally flows down 10th Street like a raging river, then forms a massive puddle at the intersection of Warm Springs Road and 10th Street.

My Concerns:

How is Bracken Station planning to manage water drainage from its fueling areas to adjoining streets? Will there be any risk of contaminated water originating from its property's surface? How will the ground water flow be affected by the placement of fuel tanks? Are the home and business owners down the hill and at the bottom of 10th in danger of contamination or flooding due to an existing or new ground-water flow pattern?

Thank you for your time and consideration of these concerns as you review the proposed project plan. I hope that our city's northerly entrance maintains its accessibility and safety for drivers, pedestrians, bicyclists, residents and business owners alike. Thank you for holding the public meeting and allowing residents to comment.

Sincerely,



Liz Roquet

From: Sara Gorham [<mailto:saragorham@gmail.com>]
Sent: Thursday, June 02, 2016 10:19 PM
To: Participate <participate@ketchumidaho.org>
Subject: Bracken Station proposal

Dear Ladies and Gentlemen

As an owner of a unit in the 10th Street Light Industrial Center on Main Street/ Hwy 75, I received your notice letter regarding the proposed gas station, convenience store and food service establishment at 911 North Main Street in Ketchum.

It's hard to imagine a more inappropriate place for such a business. That is already a constricted stretch of roadway

, and a gas station in that location would cause paralyzing traffic congestion as cars, trucks and vehicles hauling trailers wait to turn left across Hwy 75 and into the gas station. In mid-summer that could easily cause gridlock all the way to the south entrance to town.

Additionally, there are residential units in immediate proximity which seems wholly incompatible with the hazards afforded by tanker trucks refilling underground tanks and releasing fumes. There will also be additional noise, lights and late hours of operation, all incompatible with the quiet enjoyment of those properties. The property value of those units will certainly be degraded as will the commercial units to the north, such as my own, as potential customers consider the traffic too much of a hassle to navigate and take their business elsewhere.

I would urge the Planning and Zoning commission in the strongest terms to reject this application as incompatible to the constraints and considerations of this site.

Thank you,
Sara
Gorham

--

Sara Donart Gorham
Associate Broker
Windermere Sun Valley
www.saragorham.com
Office: [208-622-2700](tel:208-622-2700)
Mobile: [208-720-3797](tel:208-720-3797)
Fax: [208-622-9100](tel:208-622-9100)





City of Ketchum
Planning & Building

STAFF REPORT
KETCHUM PLANNING AND ZONING COMMISSION
REGULAR MEETING OF JUNE 13, 2016

PROJECT: Bracken Station Pre-Application Design

FILE NUMBER: #16-035

OWNERS: North Town Partners LLP

REPRESENTATIVE: Steve Cook, AIA

REQUEST: Pre-Application Design Review approval of a commercial remodel and addition

LOCATION: 911 N. Main Street (Ketchum, AM Lot 5A, Block 30)

ZONING: Light Industrial District Number 1 (LI-1)

OVERLAY: None

NOTICE: Notice was mailed to adjacent property owners on May 16, 2016. Notice was posted on the subject property and in three public City locations on May 17, 2016.

REVIEWER: Brittany Skelton, Associate Planner

INTRODUCTION

This project must first obtain approval of a Conditional Use Permit to proceed with considering of Design Review. The Pre-application Design Review is an open discussion between the applicant, the Planning and Zoning Commission, and the public.

The site contains three existing buildings: buildings "A", "B", and "C". The applicant is proposing to entirely demolish buildings "A" and "C" and to partially demolish building "B". The applicant is proposing to build an addition to the remaining portion of building "B", to remodel building B, and to construct a detached canopy associated with the proposed uses (motor vehicle fueling station and food service establishment).

ANALYSIS

The purpose of Pre-Application Design Review is to allow the Commission to exchange ideas and give direction to the applicant on the "design concept", keeping in mind the purpose of this chapter and the application of the evaluation standards. Design Review approval may be granted by the Commission only if the applicant demonstrates that:

- The project does not jeopardize the health, safety or welfare of the public.
- The project conforms to all applicable standards and criteria as set forth in this chapter, Title 17, and any other standards as adopted or amended by the City of Ketchum from time to time.

As demonstrated in Attachment C, staff believes the applicant has addressed many of the Design Review standards. Should the Commission agree the Commission may allow the applicant to move forward with Design Review and may attach additional conditions to approval as it determines necessary to ensure the health, safety, or welfare of the public. All conditions must cite the appropriate standard for imposing such condition. Such conditions include, but are not limited to:

- Ensuring compliance with applicable standards.
- Requiring conformity to approved plans and specifications.
- Requiring security for compliance with the terms of the approval.
- Minimizing adverse impact on other development.
- Controlling the sequence, timing and duration of development and ongoing maintenance.
- Requiring more restrictive standards than those generally found in the Ketchum Municipal Code.

STAFF RECOMMENDATION

The Commission must consider Pre-Design Review of the Bracken Station application as it relates to the criteria used for evaluating such applications and in the context of exchanging ideas and giving direction to the applicant on the “design concept.” The Commission has to option of moving the application forward to Design Review or continuing the Pre-Application Design Review discussion to a subsequent meeting. If the Planning and Zoning Commission chooses to move the application forward to Design Review, staff recommends requiring any design changes or conditions the Commission would like to see. The Commission may require additional conditions based on findings received through public comment, testimony, or other discovery.

COMMISSION OPTIONS

1. **Advance the application to Design Review.** “Motion move to advance the application from North Town Partners LLP for Pre-Application Design Review to Design Review with the following conditions/design changes [Commission to insert conditions/design changes].”
2. **Continuation of the Application.** “Motion to continue the application from North Town Partners LLP for Pre-Application Design Review to a date certain of [insert date of meeting] in order to address the following design changes [Commission to insert design changes].”

RECOMMENDED CONDITIONS

1. All plans and studies submitted with the Design Review application shall conform to the conditions specified with approval of North Town Partners LLP’s Conditional Use Permit for the same site.

ATTACHMENTS:

- A. Table 1. Requirements for All Applications
- B. Table 2. Zoning Standards Analysis
- C. Table 3. Design Review Standards
- D. Application
- E. Plans

Attachment A.

Table 1: Requirements for All Applications

City Department Comments				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.030.I	Complete Application
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	City Department Comments	Police Department: <ul style="list-style-type: none"> No comments provided.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Fire Department: <ol style="list-style-type: none"> The above project shall meet all 2012 International Fire Code requirements in addition to specific City Building and Fire Ordinances. An approved fire detection system shall be installed per City of Ketchum Ordinance #1125 (www.ketchumfire.org) and the requirements of NFPA 72. Two (2) sets of alarm system plans shall be submitted to the Ketchum Fire Department for approval and a permit is required prior to installation of alarm systems. Inspections of fire detection systems by the Fire Chief or an appointee are required and shall be scheduled at least 48 hours in advance. An approved access roadway per 2012 International Fire Code Appendix D (www.ketchumfire.org) shall be installed prior to any combustible construction on the site. The road shall be a minimum of twenty (20) feet in width and capable of supporting an imposed load of at least 75,000 pounds. The road must be an all weather driving surface maintained free, clear, and unobstructed at all times. Fire extinguishers shall be installed and maintained per 2012 IFC Section 906 both during construction and upon occupancy of the building. An approved key box shall be installed, with the appropriate keys, for emergency fire department access in a location approved by the fire department. The key box shall be a Knox box brand and sized to accommodate keys to every door of the project. The underground fuel tanks will be installed and tested following the 2012 International Fire Code, Sections 5704.2.11 through Section 5704.2.12.2. Motor fuel dispensing stations will be installed following the 2012 International Fire Code, Section 2306.7 through Section 2306.7.7.2. The Liquefied Petroleum Gas fuel dispensing will be installed following the 2012 International Fire Code, Section 2307.1 through Section 2307.7

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Public Works:</p> <ol style="list-style-type: none"> 1. The configuration of the sidewalk design creates a challenge for the City’s snow removal operations. As a condition of approval, the owner will need to remove the snow to the west of the valley gutter and the snow may not be placed back out in the roadway. 2. The property owner will need to maintain the landscaping in the right-of-way according to ITD standards. <p>Utilities:</p> <ul style="list-style-type: none"> • No comments. <p>Parks/Arborist:</p> <ol style="list-style-type: none"> 1. The owner will need to maintain the landscaping in the right-of-way, which is managed by ITD. 2. The southeastern-most Abies lasiocarpa is in close proximity to the overhead transmission line, substitute a more hardy bristlecone pine. 3. The other species are good and the diversity and placement are appreciated. 4. Staff recommends retaining the tree that is adjacent to the existing power pole in the right-of-way on Main Street if ITD will allow it. <p>Building:</p> <ul style="list-style-type: none"> • Building must meet 2012 International Building Codes. <p>Planning and Zoning:</p> <ul style="list-style-type: none"> • Comments are denoted throughout the staff report.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Attachment B.

Table 2: Zoning Standards Analysis

Compliance with Zoning District				
Compliant			Standards and Staff Comments	
Yes	No	N/A	Regulation	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Lot Area
			Staff Comments	Building Lot Coverage: Permitted: 75% Proposed: 13%
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Building Height
			Staff Comments	<p>Required: A maximum building height of 35 feet is permitted.</p> <p>Proposed: Maximum building height permitted is 35'; the existing buildings are 13'-8" above grade on Main Street and 24'-8" above grade on 10th Street; the proposed addition to building "B" is 13'-8" above grade on Main Street and 24'-8" above grade on 10th Street. The proposed canopy is 18' above grade on Main Street and 20' above grade from 10th Street at the eastern edge of the structure and 24' above grade from 10th Street at the western edge of the structure.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.12.030	Building Setbacks
			Staff Comments	<p>Required: Front (10th St.): 20' Side (Main St.): 13'-4" Rear: 0'</p> <p>Proposed: Front (10th St.): 20' Side (Main St.): 13'-4" Rear: 0'</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.124.060.M	Curb Cut
			Staff Comments	<p>Required: A total of 35% of the linear footage of any street frontage can be devoted to access to off street parking.</p> <p>Proposed: The curb cut design was recommended by ITD is an 84' boulevard approach (40' entrance, 4' island, 4' exit), which equates to 30.6% of the linear footage frontage of the lot. (The linear footage of lot frontage is 273.97'.)</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	12.125.020.A.2 & 17.125.050	Parking Spaces
			Staff Comments	<p>Required: The off street parking standards apply when an existing structure or use is expanded or enlarged. Additional off street parking spaces shall be required only to serve the enlarged or expanded area, not the entire building or use.</p> <p>Proposed: 8 for temporary holding at the fuel pumps. 12 to serve retail/restaurant (4 spaces are lower level accessed from 10th Street). 2 at vehicle charging station. Additionally there are 4 covered lower level accessed from 10th Street that will serve the existing uses.</p>

			<p><i>2 spaces per fuel pump at fuel pump; 4 pumps require 8 spaces.</i></p> <p><i>1 space per 250 square feet retail;</i> <i>1 space per 250 square feet restaurant</i></p> <p><i>There is a 508 square foot addition to the existing 2,084 square foot building proposed; 3 spaces are required.</i></p>	
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Attachment C.

Table 3: Design Review Standards

IMPROVEMENTS AND STANDARDS: 17.96.060				
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(A)(1) Streets	The applicant shall be responsible for all costs associated with providing a connection from an existing city street to their development.
			<i>Staff Comments</i>	<i>The property is already served by a public road.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(A)(2) Streets	All street designs shall be approved by the City Engineer.
			<i>Staff Comments</i>	<i>Any work within the right-of-way will require appropriate approvals.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(B)(1)	All projects under 17.96.010(A) that qualify as a "Substantial Improvement" shall install sidewalks as required by the Public Works Department.
			<i>Staff Comments</i>	<p><i>The applicant is proposing to construct sidewalks and related improvements as follows:</i></p> <ol style="list-style-type: none"> <i>1. Main Street frontage – New sidewalk spanning entire length of frontage, crosswalk with rapid flashing beacon at the southeast corner of the site to cross Main Street</i> <i>2. 10th Street frontage – New sidewalk spanning entire length of frontage, staircase near southwest corner of site, crosswalk at north corner of site to cross 10th Street</i> <p><i>Additionally, staff recommends extending the Main Street frontage sidewalk south an additional (approximately) 175' in length to connect to the existing public sidewalk at the Frenchmen's Place condominium development. There is not currently a sidewalk connecting the two properties but there is an informally created and well-worn pedestrian foot path; the new uses proposed for the site will generate additional pedestrian trips and a 6', paved, and ADA compliant sidewalk is recommended for safety purposes. Currently, the property is not connected to the city's sidewalk system.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(2)c	Sidewalk width shall conform to the City's right-of-way standards, however the City Engineer may reduce or increase the sidewalk width and design standard requirements at their discretion.
			<i>Staff Comments</i>	<i>Sidewalks will be constructed to conform to City's right-of-way standards</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(3)	Sidewalks may be waived if one of the following criteria is met: <ol style="list-style-type: none"> a. The project comprises an addition of less than 250 square feet of conditioned space. b. The City Engineer finds that sidewalks are not necessary because of existing geographic limitations, pedestrian traffic on the street does not warrant a sidewalk, or if a sidewalk would not be beneficial to the general welfare and safety of the public.
			<i>Staff Comments</i>	<i>Neither criteria a. nor b. are applicable due to the size and scale of the proposed development.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(4)	The length of sidewalk improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.
			<i>Staff Comments</i>	<i>The sidewalks proposed on the Main Street and 10th Street frontages</i>

				<i>meet this requirement.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060 (B)(5)	New sidewalks shall be planned to provide pedestrian connections to any existing or future sidewalks adjacent to the site. In addition, sidewalks shall be constructed to provide safe pedestrian access to and around a building.
			<i>Staff Comments</i>	<i>Staff recommends extending the sidewalk south to connect with the existing public sidewalk at the Frenchmen's Place condominiums.</i> <i>The staircase on 10th Street proposed by the applicant will provide direct pedestrian access to the new development from 10th Street.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060 (B)(6)	The City may approve and accept voluntary cash contributions in-lieu of the above described improvements, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in-lieu contribution shall be paid before the City issues a certificate of occupancy.
			<i>Staff Comments</i>	<i>Staff does not recommend a contribution in-lieu for this project.</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(1)	All storm water shall be retained on site.
			<i>Staff Comments</i>	<i>The applicant has not provided drainage plans. Engineered plans will be submitted with the Design Review application.</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(2)	Drainage improvements constructed shall be equal to the length of the subject property lines adjacent to any public street or private street.
			<i>Staff Comments</i>	<i>The applicant has not provided drainage plans. Engineered plans will be submitted with the Design Review application.</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(3)	The City Engineer may require additional drainage improvements as necessary, depending on the unique characteristics of a site.
			<i>Staff Comments</i>	<i>The applicant has not provided drainage plans. Engineered plans will be submitted with the Design Review application.</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17.96.060(C)(4)	Drainage facilities shall be constructed per City standards.
			<i>Staff Comments</i>	<i>Any drainage facilities within the public right-of-way shall meet the requirements of the Public Works Department. No civil plans have been submitted to verify this requirement.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(1)	All utilities necessary for the development shall be improved and installed at the sole expense of the applicant.
			<i>Staff Comments</i>	<i>The applicant is aware of this requirement and the plans show electric and gas utility locations.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(2)	Utilities shall be located underground and utility, power, and communication lines within the development site shall be concealed from public view.
			<i>Staff Comments</i>	<i>Idaho Power distribution lines run parallel to property line along Main Street and will not be placed underground. However, one power pole on 10th Street that currently feeds building "A" will be removed, as indicated on the site plan, upon demolition of building "A".</i> <i>Cox Cable, CenturyLink, and gas utilities will be underground.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(D)(3)	When extension of utilities is necessary all developers will be required to pay for and install two (2") inch SDR11 fiber optical conduit. The

				placement and construction of the fiber optical conduit shall be done in accordance with city of Ketchum standards and at the discretion of the City Engineer.
			<i>Staff Comments</i>	<i>No utility extensions are proposed.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(E)(1)	The project's materials, colors and signing shall be complementary with the townscape, surrounding neighborhoods and adjoining structures.
			<i>Staff Comments</i>	<i>As indicated in the renderings, materials appear to be in keeping with the architecture and overall design of the surrounding properties.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(E)(2)	Preservation of significant landmarks shall be encouraged and protected, where applicable. A significant landmark is one which gives historical and/or cultural importance to the neighborhood and/or community.
			<i>Staff Comments</i>	<i>There are no identified landmarks on the property.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(E)(3)	Additions to existing buildings, built prior to 1940, shall be complementary in design and use similar material and finishes of the building being added to.
			<i>Staff Comments</i>	<i>The structure was built in 1968.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(1)	Building(s) shall provide unobstructed pedestrian access to the nearest sidewalk and the entryway shall be clearly defined.
			<i>Staff Comments</i>	<i>The proposed 10th Street staircase provides a direct sidewalk path to the entrance of the building. The proposed Main Street sidewalk contains clearly defined ramps from the north and south segments of sidewalk to the parking lot.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(2)	The building character shall be clearly defined by use of architectural features.
			<i>Staff Comments</i>	<i>The east elevation (Main Street) of building B is 92' in length and 13'-8" in height with a flat roof and is defined by its linear character with a wide baseband and fascia and horizontally oriented wood siding. The elevation is bisected vertically by a recessed entry way that is flanked by columns. A new skylight will be installed above the entry way that will further define the center of the building as a focal point due to the elevation of the skylight above the flat roof and the 3:12 pitch of the roof of the skylight. The east elevation is also defined by large windows providing high transparency to the façade and a new 30' trellis patio that will be added to the southern end of the building.</i> <i>The northern elevation (10th Street) is defined by its linear character as well, which is bisected horizontally. The retaining wall on 10th Street will match the lower level of the 10th Street façade of the building in color, which will be marina gray. The upper level of the building façade will have the same vertically oriented wood siding.</i> <i>The western elevation (alley) will be remodeled to remove the windows from the façade but the new skylight will become a linear feature breaking up the linearity of the west elevation. The lower level façade will be the same color and material (marina grey, concrete) as the 10th Street façade and the upper level will match the upper level of the 10th Street façade.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(3)	There shall be continuity of materials, colors and signing within the project.

			<i>Staff Comments</i>	<p>The renderings and elevations both indicate that the addition to the building will use new wood siding, similar to the existing, and that the siding will be painted to match the existing.</p> <p>The proposed canopy over the fuel pumps, as proposed in the rendering, uses a similar color scheme as the existing building.</p> <p>The elevations indicate similar wall signs on the Main Street and 10th Street façades and the renderings indicate signs with black backgrounds. The color of the signs will tie into the black accents on the new windows and the proposed black metal railings on 10th Street that are shown in the rendering.</p> <p>The elevations indicate the new trellis patio and the corrugated metal garbage/mechanical screening will be of a similar burnt sienna color.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(4)	Accessory structures, fences, walls and landscape features within the project shall match or complement the principal building.
			<i>Staff Comments</i>	<i>The screening of the garbage and mechanical area appears to match the color scheme of the trellis patio and to complement the sage green color of the building and gas station canopy. The stone grey retaining walls on 10th Street complement the sage green building. The landscape features are sited to complement the retaining walls, the building, canopy and trellis.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(5)	Building walls shall provide undulation/relief, thus reducing the appearance of bulk and flatness.
			<i>Staff Comments</i>	<i>The elevation views provided suggest that the building walls provide variation, including a recessed entry. In addition a 30' new trellis patio will be constructed adjacent to the addition at the southern end of building "B".</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(6)	Building(s) shall orient towards their primary street frontage.
			<i>Staff Comments</i>	<i>The front entrance of the building orients towards Main Street; however, there was a finding that 10th Street is being considered the front due to the re-use of existing foundations and the fact that the site was originally developed to front 10th Street.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(7)	Garbage storage areas and satellite receivers shall be screened from public view and located off alleys.
			<i>Staff Comments</i>	<i>Plans indicate garbage, recycling and mechanical areas are indicated to be screened and enclose.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(F)(8)	Building design shall include weather protection which prevents water to drip or snow to slide on areas where pedestrians gather and circulate or onto adjacent properties.
			<i>Staff Comments</i>	<i>The building contains rain gutters and downspouts.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(1)	Pedestrian, equestrian and bicycle access shall be located to connect with existing and anticipated easements and pathways.
			<i>Staff Comments</i>	<i>The sidewalk on the Main Street frontage and crosswalk across 10h Street will connect the property to the existing sidewalk on the north side of 10th Street. The crosswalk across Main Street will connect the property to the existing sidewalk on the east side of Main Street that connects to the community core.</i>
				<i>While there is not currently sidewalk on the south side of 10th Street</i>

				<p>connecting Main Street to Warm Springs Road the city would like to implement this connection. The sidewalk adjacent to the property on the property's 10th Street frontage will be the initial portion of that connection.</p> <p>Two bicycle racks are proposed, one on the north side of the building and one on the south side of the building. Both bicycle racks are located on paved surfaces in close proximity to on-site pedestrian circulation.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.96.060(G)(2)	<p>Awnings extending over public sidewalks shall extend five (5') feet or more across the public sidewalk but shall not extend within two (2') feet of parking or travel lanes within the right of way.</p> <p><i>Staff Comments</i> N/A</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(3)	<p>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.</p> <p><i>Staff Comments</i> The project will contain an 84' wide "boulevard approach" curb cut, with a 4' island separating two 40' accesses, as recommended by ITD. A new turning lane will be constructed on Main Street to accommodate the increase in vehicular traffic the proposed use will generate. Two new crosswalks and one rapid flashing beacon as well as a public stair case will be constructed to provide access to the site from adjacent streets.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(4)	<p>Curb cuts and driveway entrances shall be no closer than twenty (20') feet to the nearest intersection of two or more streets, as measured along the property line adjacent to the right of way. Due to site conditions or current/projected traffic levels or speed, the City Engineer may increase the minimum distance requirements.</p> <p><i>Staff Comments</i> The location of the curb cut meets this standard.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(G)(5)	<p>Unobstructed access shall be provided for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project.</p> <p><i>Staff Comments</i> The site plan, which includes an off-street parking/loading area, is adequate to accommodate garbage, emergency vehicles, and other similar service areas.</p> <p>The applicant will be required to plow the snow west of the existing valley gutter.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(1)	<p>Snow storage areas shall not be less than thirty percent (30%) of the improved parking and pedestrian circulation areas.</p> <p><i>Staff Comments</i> The parking and pedestrian circulation areas are 3,849 square feet; 30% of that is 1,154 square feet. The applicant proposes to haul snow from the site, but to store snow on a temporary basis in two designated areas totaling 1,207 square feet. One designated area is located at the southeast corner of the site and is 350 square feet in size and the other is adjacent to the northern property line and is 857 square feet in size.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(2)	<p>Snow storage areas shall be provided on-site.</p> <p><i>Staff Comments</i> The applicant proposes to temporarily store snow in the 14' x 55' off-street loading area that is 900 square feet and to haul snow from the</p>

				site.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(3)	A designated snow storage area shall not have any dimension less than five (5') feet and shall be a minimum of twenty five (25) square feet.
			<i>Staff Comments</i>	<i>Both snow storage areas proposed are greater than 25 square feet in size and appear to have no dimension less than 5'.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(H)(4)	In lieu of providing snow storage areas, snow melt and hauling of snow may be allowed.
			<i>Staff Comments</i>	<i>The applicant proposes to store snow on site temporarily but to ultimately haul snow from the site.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(I)(1)	Landscaping is required for all projects.
			<i>Staff Comments</i>	<i>Landscaping is provided and denoted in the landscaping plans.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(I)(2)	Landscape materials and vegetation types specified shall be readily adaptable to a site's microclimate, soil conditions, orientation and aspect, and shall serve to enhance and complement the neighborhood and townscape.
			<i>Staff Comments</i>	<i>The landscaping plans have been reviewed and found acceptable by the City Arborist, with the exception of the southeastern-most Abies lasiocarpa, which is in close proximity to the overhead transmission line. The City Arborist recommends substituting a more hardy bristlecone pine.</i> <i>In addition, staff recommends preserving the existing tree in the parking lot if feasible.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(I)(3)	All trees, shrubs, grasses and perennials shall be drought tolerant. Native species are recommended but not required.
			<i>Staff Comments</i>	<i>Plans appear to utilize drought tolerant species, including native grasses, Lodge Pole Pine, Sub Alpine Fir, Blue Fox Willow, Arctic Willow, Russian Sage, Oxeye Sun Flower, Catmint, Yarrow, Purple Cone Flower, and Blue Oat Grass.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(I)(4)	Landscaping shall provide a substantial buffer between land uses, including, but not limited to, structures, streets and parking lots. The development of landscaped public courtyards, including trees and shrubs where appropriate, shall be encouraged.
			<i>Staff Comments</i>	<i>Substantial landscaping is proposed on the Main Street frontage and surrounding the enclosed garbage/mechanical area. Landscaping is also interspersed throughout the sit and on the 10th Street frontage.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.96.060(J)(1)	Where sidewalks are required, pedestrian amenities shall be installed. Amenities may include, but are not limited to, benches and other seating, kiosks, bus shelters, trash receptacles, restrooms, fountains, art, etc. All public amenities shall receive approval from the Public Works Department prior to design review approval from the Commission.
			<i>Staff Comments</i>	<i>Crosswalks are proposed at 10th Street and at the southeast corner of the site to cross Main Street.</i> <i>No additional amenities are proposed.</i>



City of Ketchum
Planning & Building

97

OFFICIAL USE ONLY	
File Number:	16-035
Date Received:	4/29/16
By:	Keshia Owens
Pre Application Fee Paid:	
Design Review Fee Paid:	\$1,100
Approved Date:	
Denied Date:	
By:	
ADRE: Yes	<input type="checkbox"/>

Design Review Application

Reference CUP 16-034

APPLICANT INFORMATION			
Project Name: BRACKEN STATION	Phone: 208.720.0080		
Owner: RRJ.LLC	Mailing Address: P.O. BOX 5277		
Email: ROY_BRACKEN@YAHOO.COM	KETCHUM, ID. 83340		
Architect/Representative: STEVE R. COOK	Phone: 208.725.5566		
Email: STEVE@STEVECOOKARCHITECT.COM	Mailing Address: P.O. BOX 680		
Architect License Number: A.946	KETCHUM, ID. 83340		
Engineer of Record: K&S STRUCTURAL ENG LLC	Phone: 208.928.7810		
Email: KSE@KSENGR.NET	Mailing Address: P.O. BOX 4464		
Engineer License Number: ID. 8618	KETCHUM, ID. 83340		
<i>All design review plans and drawings for public commercial projects, residential buildings containing more than four (4) dwelling units and development projects containing more than four (4) dwelling units shall be prepared by an Idaho licensed architect or an Idaho licensed engineer.</i>			
PROJECT INFORMATION			
Legal Land Description:	KETCHUM AM LOT 5A BLK 30 RPK.000003000 5A		
Street Address:	911 N. MAIN		
Lot Area (Square Feet):	18,590. s.f.		
Zoning District:	LF-1		
Overlay District:	<input type="checkbox"/> Floodplain	<input type="checkbox"/> Avalanche	<input type="checkbox"/> Mountain
Type of Construction:	<input type="checkbox"/> New	<input checked="" type="checkbox"/> Addition	<input checked="" type="checkbox"/> Remodel <input type="checkbox"/> Other
Anticipated Use: RETAIL/FUELING	Number of Residential Units: 0		
TOTAL FLOOR AREA			
	Proposed	Existing	
Basements		Sq. Ft.	Sq. Ft.
1 st Floor	290	Sq. Ft.	2,084
2 nd Floor	490	Sq. Ft.	2,084
3 rd Floor		Sq. Ft.	
Mezzanine		Sq. Ft.	
Total	740	Sq. Ft.	4,168
FLOOR AREA RATIO			
Community Core:	Tourist:	General Residential-High:	
BUILDING COVERAGE/OPEN SPACE			
Percent of Building Coverage:			
DIMENSIONAL STANDARDS/PROPOSED SETBACKS			
Front: 20'	Side: 13'-4"	Side: 0	Rear: N/A TRIANGLE LOT
Building Height: 24'-0" @ NW ALLEY CORNER / 13'-8" @ HWY 75			
OFF STREET PARKING			
Parking Spaces Provided: 17 PLUS SHORT TERM HOLDING SPACES AT PUMPS			
Curb Cut: 80 Sq. Ft.	29 % (35% ALLOWED)		
WATER SYSTEM			
<input checked="" type="checkbox"/> Municipal Service	<input type="checkbox"/> Ketchum Spring Water		

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

[Handwritten Signature]

4.28.16

Signature of Owner/Representative

Date

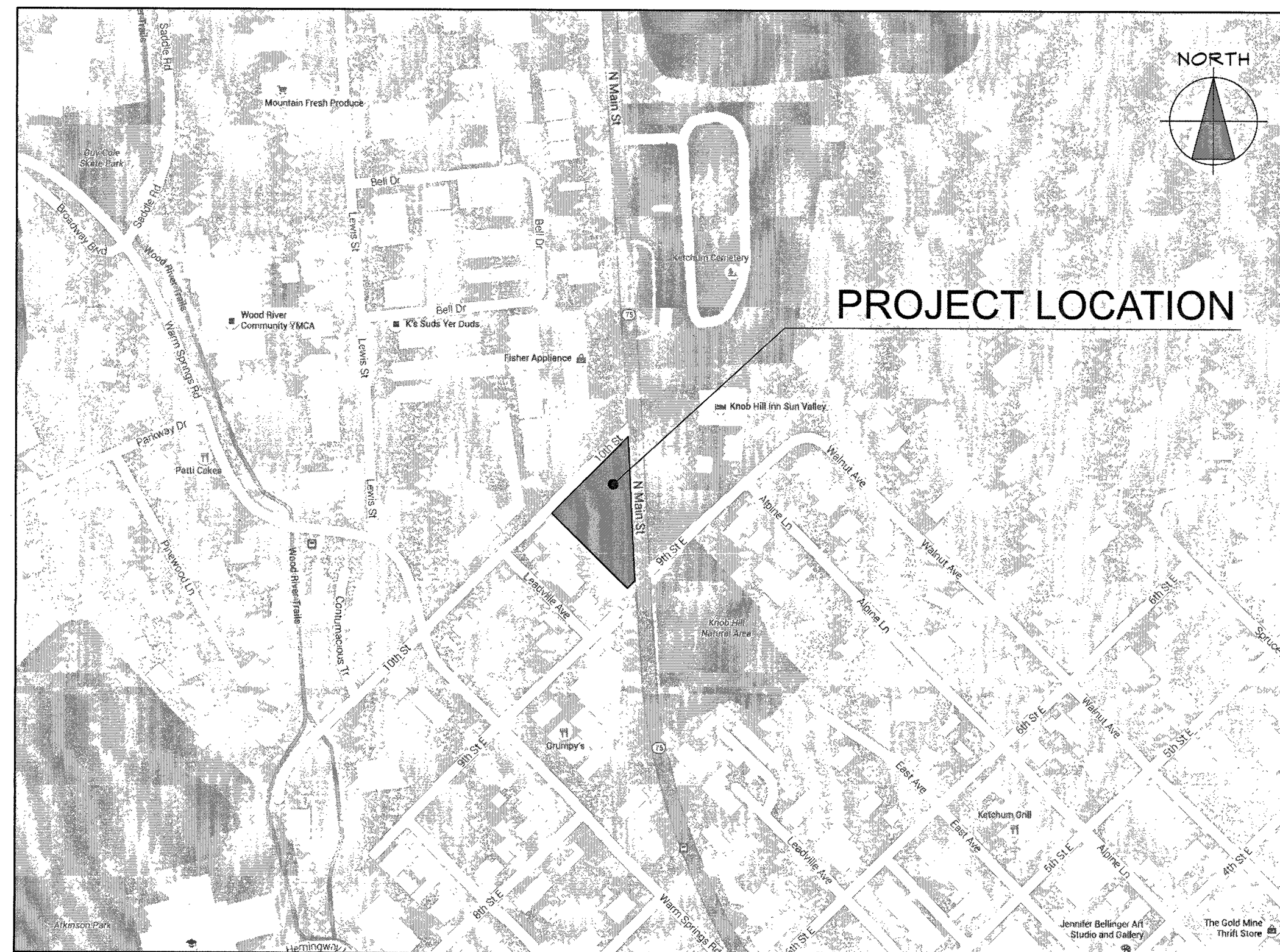
BRACKEN STATION

A CONDITIONAL USE PERMIT / DESIGN REVIEW APPLICATION

FOR:

A MOTOR VEHICLE FUELING STATION

LOT 5A / BLK 30 / ZONE LI-1



LOCATOR MAP



SITE PHOTO

DRAWING INDEX	
A.0	COVER PAGE.
A.1	EXISTING SITE PLAN. 1"= 10'
A.2	PROPOSED SITE PLAN. 1"= 10'
A.3	10 TH STREET VIEW: EXISTING AND PROPOSED. 1/8"= 1'
A.4	ALLEY VIEW: EXISTING AND PROPOSED. 1/8"= 1'
A.5	STORE FRONT ELEVATION AND FLOOR PLANS WITH AREA SQ. FOOTAGE CALCULATIONS. 1/4"= 1'
A.6	ENLARGED VIEW - ALLEY RETAINING WALLS. 1/4"= 1'
C.1	SITE SURVEY.
C.2	CIVIL ACCESS PLAN TO HWY 75.
L.1.0	LANDSCAPE PLAN.
COMPUTER GENERATED MODELS:	
<ul style="list-style-type: none"> • NORTH VIEW - BEFORE / AFTER • SOUTH VIEW - BEFORE / AFTER • NORTH ENLARGED VIEW • SOUTH ENLARGED VIEW 	

GENERAL CONTRACTOR AND ALL SUBCONTRACTORS TO ASSURE ALL WORK CONFORMS TO NATIONAL, STATE, AND LOCAL CODES THAT APPLY TO THIS PROJECT. WHEN INCONSISTENCIES EXIST BETWEEN DRAWINGS OR SPECS. AND APPLICABLE CODE REQUIREMENTS, CONFORMANCE TO ALL CODES SHALL HAVE PRECEDENCE OVER DRAWINGS AND SPECS.

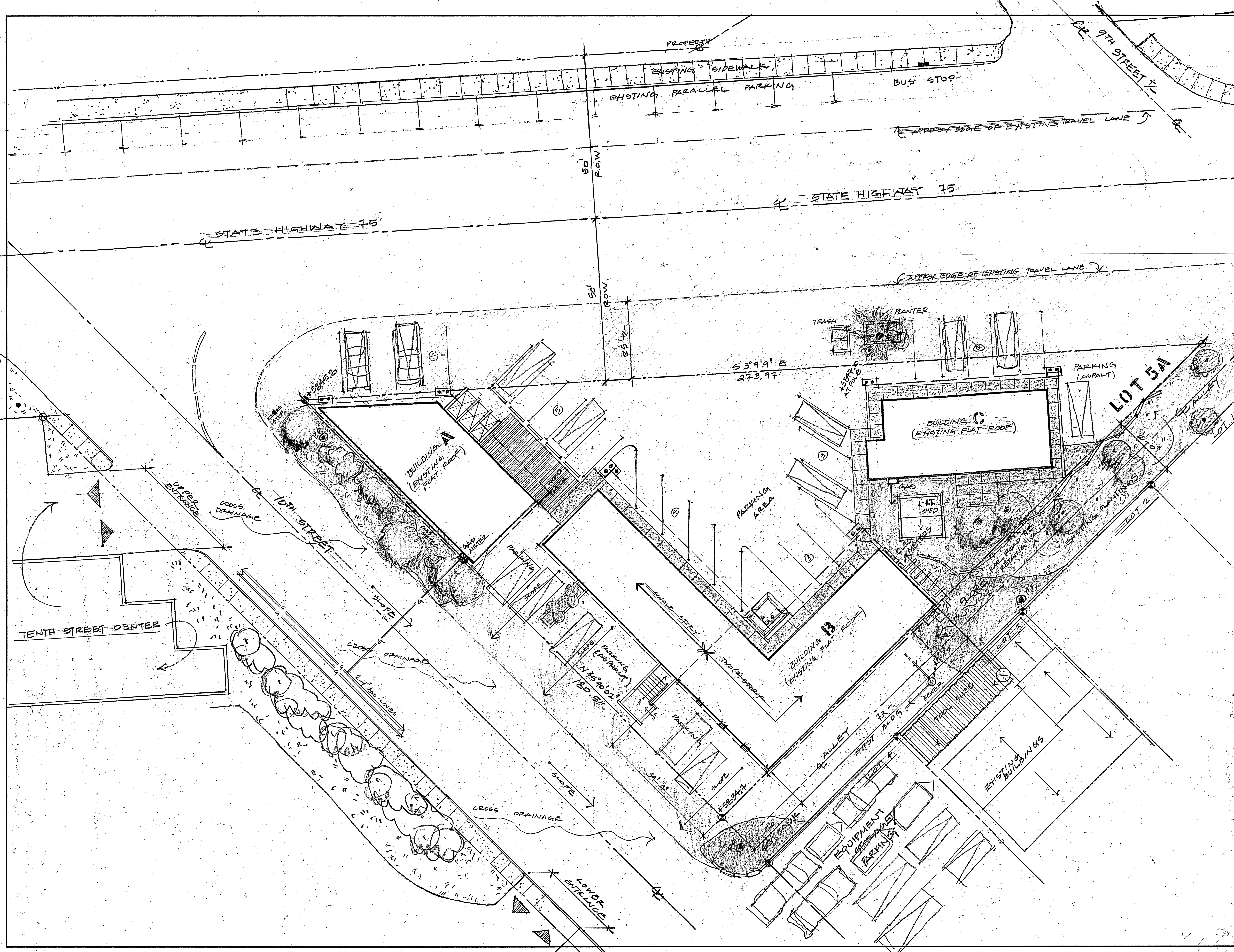
STEVE R. COOK, ARCHITECT
 323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM ID, 83340
 PH: (208) 725-5566
 FX: (208) 725-5568

MEMBER AMERICAN INSTITUTE OF ARCHITECTS

GENERAL CONTRACTOR AND ALL SUBCONTRACTORS TO ASSURE ALL WORK CONFORMS TO NATIONAL, STATE, AND LOCAL CODES THAT APPLY TO THIS PROJECT. WHEN INCONSISTENCIES EXIST BETWEEN DRAWINGS OR SPECS. AND APPLICABLE CODE REQUIREMENTS, CONFORMANCE TO ALL CODES SHALL HAVE PRECEDENCE OVER DRAWINGS AND SPECS. THE DRAWINGS, SPECIFICATIONS, AND OTHER DOCUMENTS ARE COPYRIGHT INSTRUMENTS OF THE ARCHITECT. THE ARCHITECT SHALL BE DEEMED THE AUTHOR OF THESE INSTRUMENTS AND WILL RETAIN ALL COPYRIGHT, PATENT, AND OTHER RESERVED RIGHTS IN ADDITION TO THE COPYRIGHT. THE DRAWINGS, SPECIFICATIONS, AND OTHER DOCUMENTS PREPARED BY THE ARCHITECT ARE FOR USE SOLELY WITH RESPECT TO THIS PROJECT.

LOT 5A / BLK 30 / ZONE LI-1
 KETCHUM, ID

REVISION RECORD	DRAWING NAME:	DATE OF ISSUE:	PLOT DATE:
NO. DATE BY	COVER PAGE	5, 23, 16	4/27/16
		SCALE:	SHEET NO.
		NONE	A.0



THE BRACKEN STATION
 LOT 5A, BLOCK 30, ZONE L1.1
 KETCHUM, IDAHO

STEVE R. COOK, ARCHITECT
 323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM ID. 83340
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REVISION RECORD		
NO.	DATE	BY

DRAWING NAME:
 EXISTING
 SITE
 PLAN

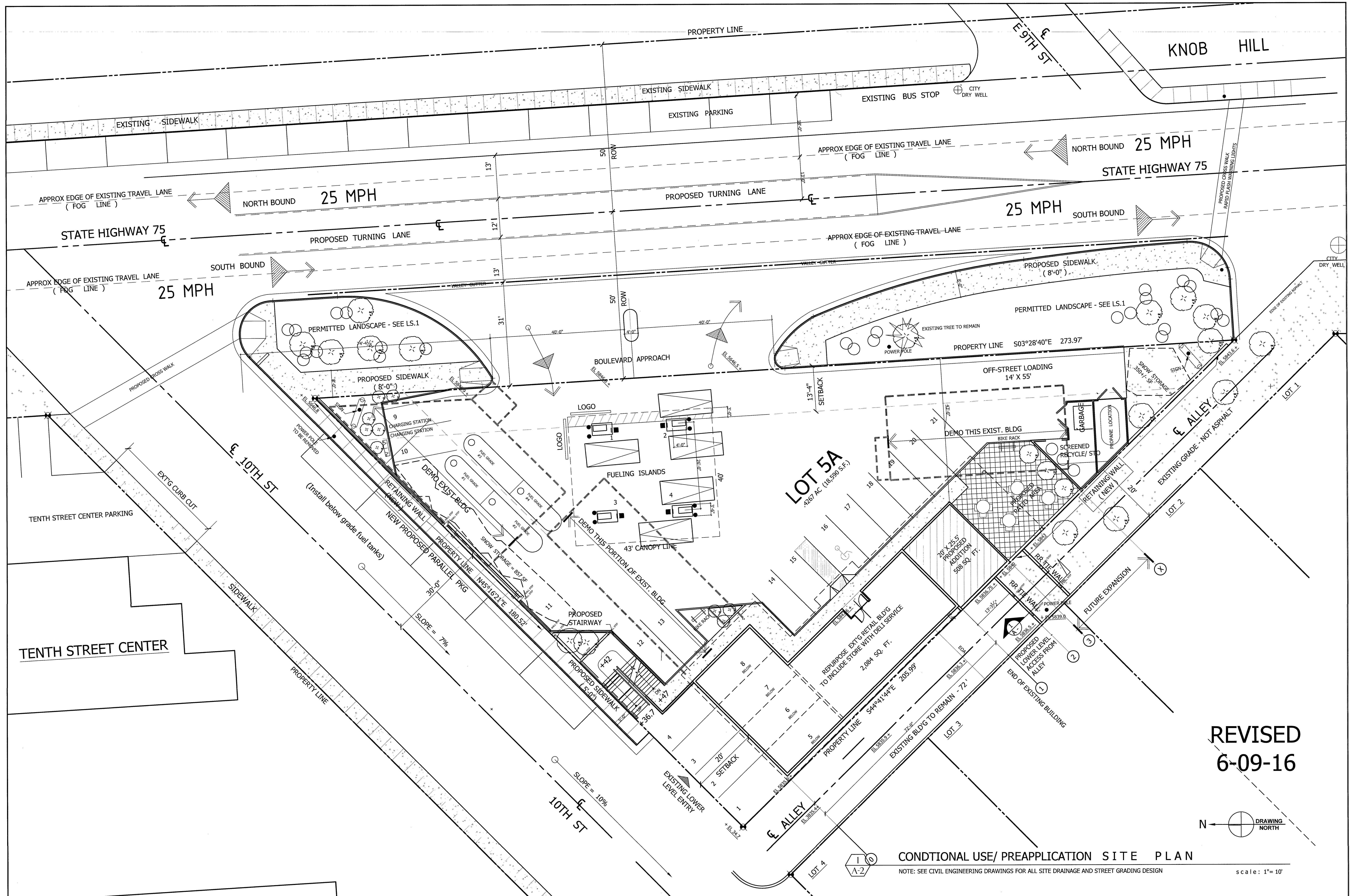
SCALE:
 1" = 10'-0"

DATE OF ISSUE:
 5.23.16

PLOT DATE:

SHEET NO.
 A.1

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REVISED
6-09-16



CONDITIONAL USE/ PREAPPLICATION SITE PLAN

NOTE: SEE CIVIL ENGINEERING DRAWINGS FOR ALL SITE DRAINAGE AND STREET GRADING DESIGN

scale: 1"= 10'

STEVE R. COOK, ARCHITECT
 323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM ID, 83340
 PH: (208) 725-5566
 FX: (208) 725-5568

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PRELIMINARY DESIGN PHASE - LOT 5A BLK 30

LOT 5A / BLK 30 / ZONE LI-1

KETCHUM, ID

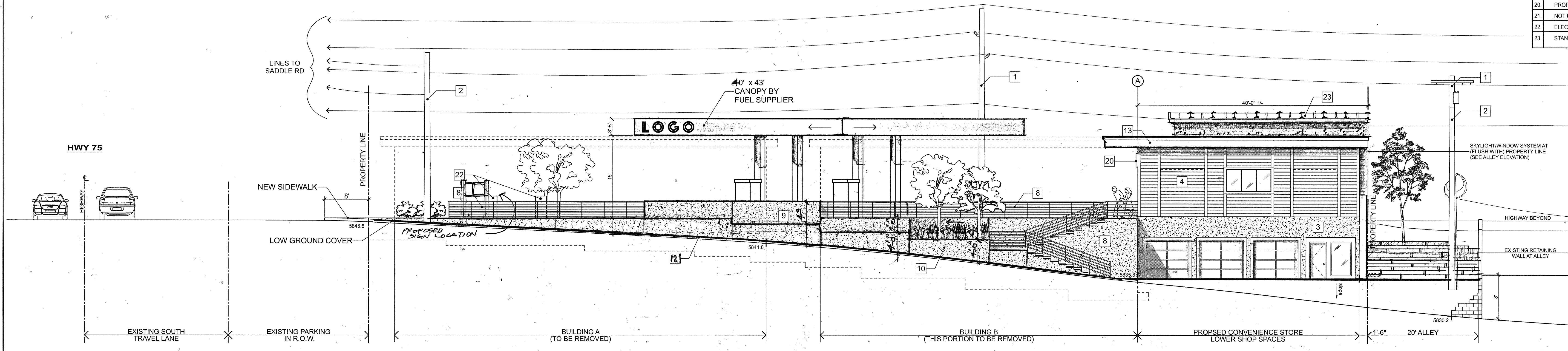
REVISION RECORD			DRAWING NAME:		DATE OF ISSUE:		PLOT DATE:	
NO.	DATE	BY	SITE PLAN		4/5/16		4/5/16	
			SCALE:		1"=10'		SHEET NO.:	
							A-2	

GENERAL CONTRACTOR AND ALL SUBCONTRACTORS TO ASSURE ALL WORK CONFORMS TO NATIONAL, STATE, AND LOCAL CODES THAT APPLY TO THIS PROJECT. WHEN INCONSISTENCIES EXIST BETWEEN DRAWINGS OR SPECS. AND APPLICABLE CODE REQUIREMENTS, CONFORMANCE TO ALL CODES SHALL HAVE PRECEDENCE OVER DRAWINGS AND SPECS.



1 EXISTING NORTH ELEVATION - 10th STREET VIEW
scale: 1/8" = 1'-0"

KEY INDEX	
1.	EXISTING POWER POLE- HWY 75.
2.	EXISTING POWER POLE- 10TH STREET/ALLEY.
3.	EXISTING CONC. WALL (MARINA GREY #1599).
4.	1 x 8 T&G WD SIDING (ROLLING HILLS #1497).
5.	ABANDONED STAIRWAY.
6.	ABANDONED RAILROAD PLANTER.
7.	EXISTING HORIZ. WOOD SIDING.
8.	NEW METAL GUARDRAIL/HANDRAIL- BLACK.
9.	NEW POURED-IN-PLACE RETAINING WALL- SANDBLAST (MARINA GREY STAIN).
10.	NEW STAIR - MID LANDING PLANTER.
11.	EXISTING RAILROAD RETAINING WALL AT ALLEY.
12.	PROPOSED SIDEWALK.
13.	EXISTING FASCIA.
14.	MATCH EXISTING FASCIA.
15.	NEW SKYLIGHT.
16.	ELEC. METERS.
17.	RAIN GUTTER / DOWNSPOUT.
18.	ROOF DRAIN (INTERNAL).
19.	GAS METERS.
20.	PROPOSED SIGN.
21.	NOT USED.
22.	ELECTRIC CHARGING STATION(S).
23.	STANDING SEAM METAL ROOF SKYLIGHT.



2 PROPOSED NORTH ELEVATION - 10th STREET VIEW
scale: 1/8" = 1'-0"

GENERAL CONTRACTOR AND ALL SUBCONTRACTORS TO ASSURE ALL WORK CONFORMS TO NATIONAL, STATE, AND LOCAL CODES THAT APPLY TO THIS PROJECT. WHEN INCONSISTENCIES EXIST BETWEEN DRAWINGS OR SPECS. AND APPLICABLE CODE REQUIREMENTS, CONFORMANCE TO ALL CODES SHALL HAVE PRECEDENCE OVER DRAWINGS AND SPECS.

STEVE R. COOK, ARCHITECT
323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM ID, 83340
PH: (208) 725-5568
FX: (208) 725-5568

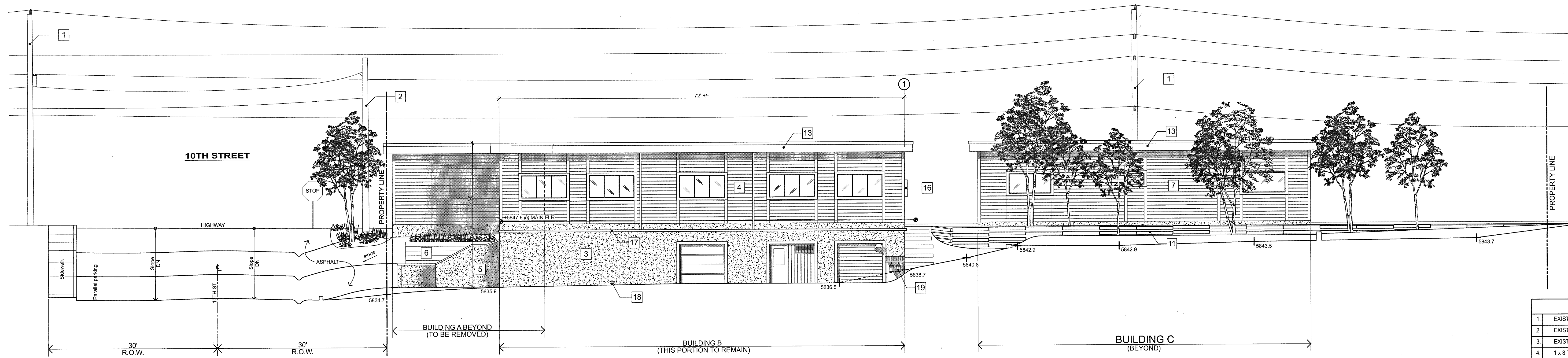
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CUP APPLICATION AND DESIGN REVIEW - PRE-APP
LOT 5A / BLK 30 / ZONE LI - 1
KETCHUM, ID

REVISION RECORD		
NO.	DATE	BY

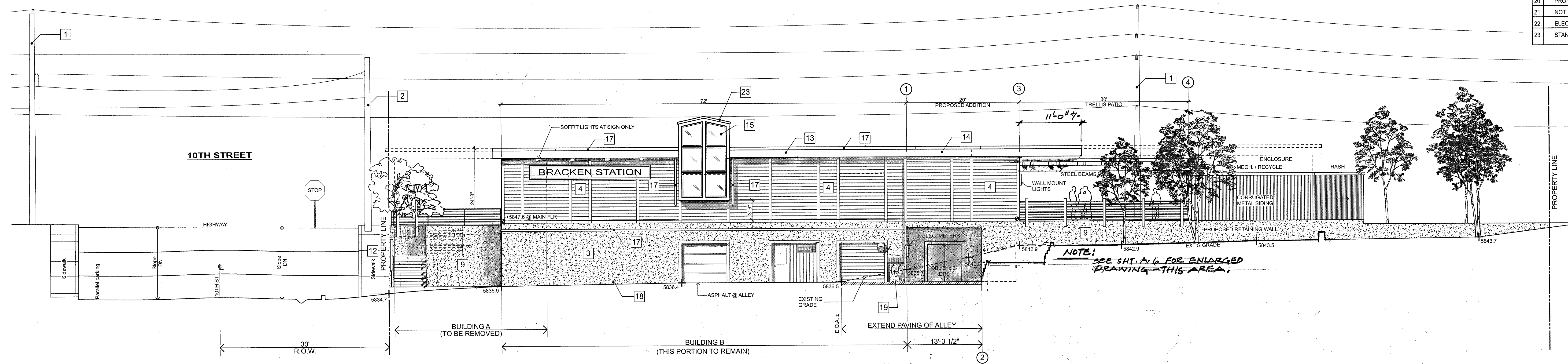
DRAWING NAME: EXTERIOR ELEVATIONS: NORTH
DATE OF ISSUE: 5/23/16
SCALE: 1/8" = 1'-0"
PLOT DATE: 4/27/16
SHEET NO. A.3

shade / shadow



1 EXISTING WEST ELEVATION - ALLEY VIEW

KEY INDEX	
1.	EXISTING POWER POLE- HWY 75.
2.	EXISTING POWER POLE- 10TH STREET/ALLEY.
3.	EXISTING CONC. WALL (MARINA GREY #1599).
4.	1 x 8 T&G WD SIDING (ROLLING HILLS #1497).
5.	ABANDONED STAIRWAY.
6.	ABANDONED RAILROAD PLANTER.
7.	EXISTING HORIZ. WOOD SIDING.
8.	NEW METAL GUARDRAIL/HANDRAIL- BLACK.
9.	NEW POURED-IN-PLACE RETAINING WALL- SANDBLAST (MARINA GREY STAIN).
10.	NEW STAR - MID LANDING PLANTER.
11.	EXISTING RAILROAD RETAINING WALL AT ALLEY.
12.	PROPOSED SIDEWALK.
13.	EXISTING FASCIA.
14.	MATCH EXISTING FASCIA.
15.	NEW SKYLIGHT.
16.	ELEC. METERS.
17.	RAIN GUTTER / DOWNSPOUT.
18.	ROOF DRAIN (INTERNAL).
19.	GAS METERS.
20.	PROPOSED SIGN.
21.	NOT USED.
22.	ELECTRIC CHARGING STATION(S).
23.	STANDING SEAM METAL ROOF SKYLIGHT.



2 PROPOSED WEST ELEVATION - ALLEY VIEW

scale: 1/8" = 1'-0"

GENERAL CONTRACTOR AND ALL SUBCONTRACTORS TO ASSURE ALL WORK CONFORMS TO NATIONAL, STATE, AND LOCAL CODES THAT APPLY TO THIS PROJECT. WHEN INCONSISTENCIES EXIST BETWEEN DRAWINGS OR SPECS. AND APPLICABLE CODE REQUIREMENTS, CONFORMANCE TO ALL CODES SHALL HAVE PRECEDENCE OVER DRAWINGS AND SPECS.

STEVE R. COOK, ARCHITECT
 323 SOUTH LEWIS ST. SUITE H, PO. BOX 680, KETCHUM ID, 83340
 PBR# (208) 725-5566
 FX# (208) 725-5568

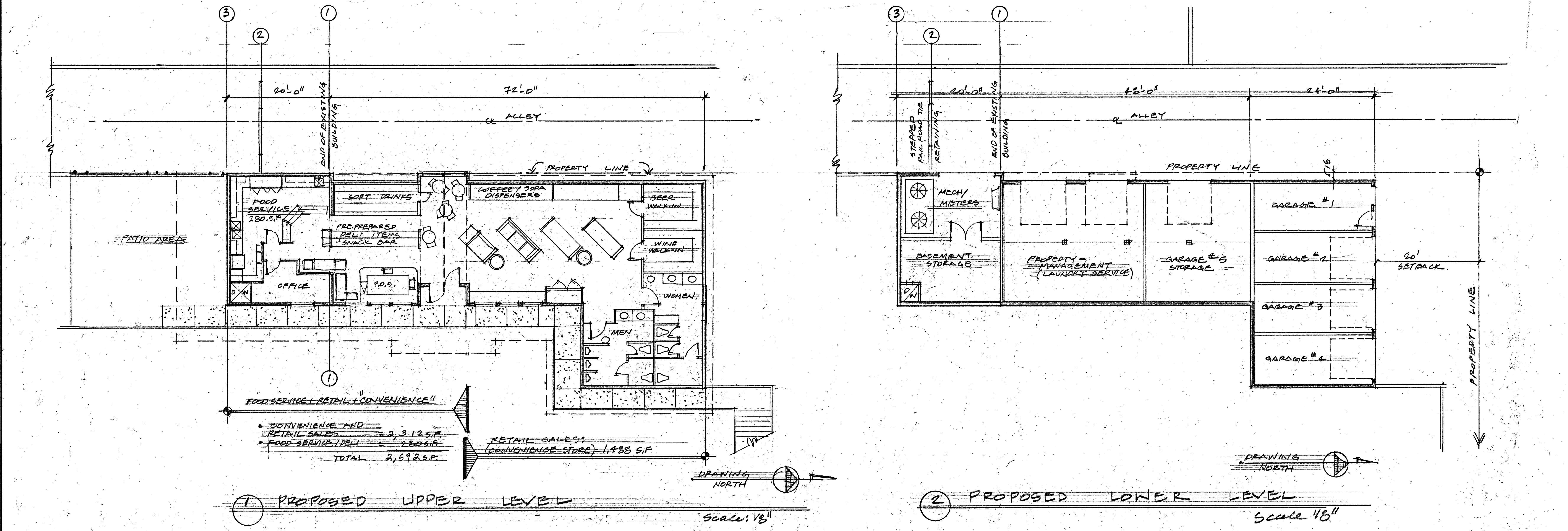
CUP APPLICATION - LOT 5A BLK 30
AND DESIGN REVIEW - PRE-APP
 LOT 5A / BLK 30 / ZONE LI-1
 KETCHUM, ID

REVISION RECORD		
NO.	DATE	BY

DRAWING NAME:
EXTERIOR ELEVATIONS: WEST

DATE OF ISSUE:
5.23.16
 SUPERSEDES ALL PREVIOUS DRAWINGS
 SCALE:
1/8" = 1'-0"

PLOT DATE:
 4/27/16
 SHEET NO.
A.4



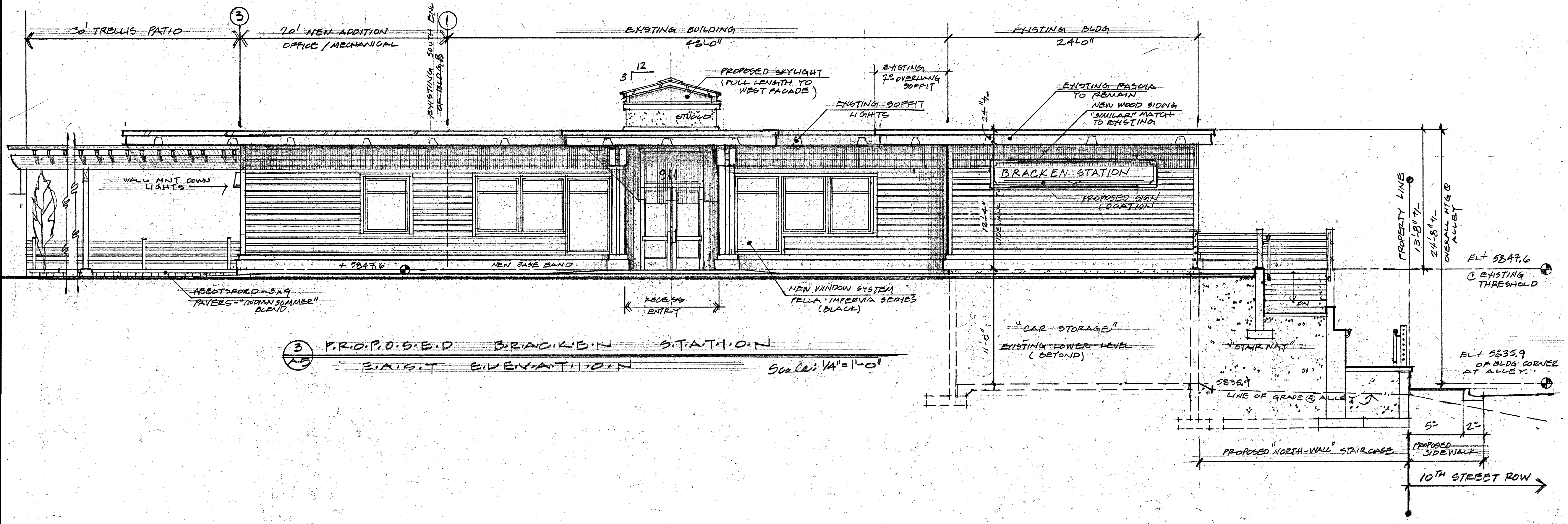
FOOD SERVICE + RETAIL + CONVENIENCE!!

- CONVENIENCE AND RETAIL SALES = 2,312 S.F.
- FOOD SERVICE / PREP = 280 S.F.
- TOTAL 2,592 S.F.

RETAIL SALES (CONVENIENCE STORE) = 1,488 S.F.

1 PROPOSED UPPER LEVEL Scale: 1/8"

2 PROPOSED LOWER LEVEL Scale: 1/8"



3 P.R.O.P.O.S.E.D BRACKEN STATION Scale: 1/4" = 1'-0"

THE BRACKEN STATION
LOT 5A, BLK 30, LT 1
KETCHUM, IDAHO

THE FIRM 775.5566
TAM (208) 725.5568

STEVE R. COOK, ARCHITECT
323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM ID, 83340

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REVISION RECORD

NO.	DATE	BY

DRAWING NAME: PROPOSED FRONT ELEVATION

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

DATE OF ISSUE: 5.23.16

PLOT DATE

SHEET NO.

A-5

BRACKEN STATION
LOT 5A - BLK 3D
KETCHUM, IDAHO
CUP APPLICATION AND
DESIGN REVIEW - PREAPP

DATE: 05/23/16
TIME: 10:00 AM

STEVE R. COOK, ARCHITECT
323 SOUTH LEWIS ST. SUITE H, P.O. BOX 680, KETCHUM, ID, 83340
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REVISION RECORD		
NO.	DATE	BY

DRAWING NAME:
ALLEY
R.R. TIE
RETAINING
WALLS

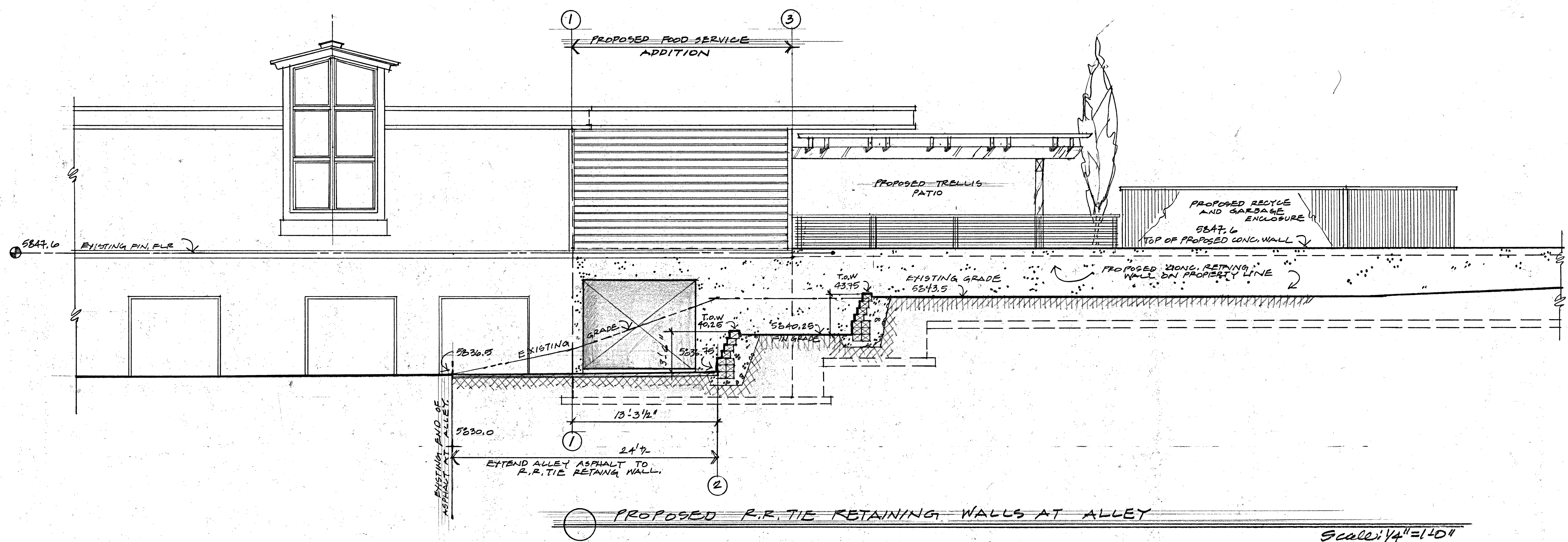
SCALE:
1/4" = 1'-0"

DATE OF ISSUE:
5, 23, 16

PLOT DATE:

SHEET NO.

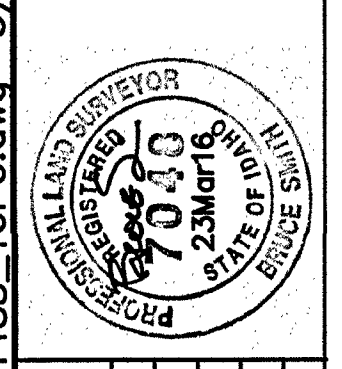
A-6



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

A SITE SURVEY SHOWING
LOT 5A, BLK 30, KETCHUM TOWNSITE
WITHIN S13, T.4N., R.17E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
PREPARED FOR ROY BLACKEN & STEVE COOK, ARCHITECT

Alpine Enterprises Inc.
Surveying, Mapping, and Natural Hazards Consulting
P.O. Box 20257, Ketchum, ID 83340 USA
(208) 727-1988 / 727-1987 fax
email: bsmith@alpineenterprisesinc.com

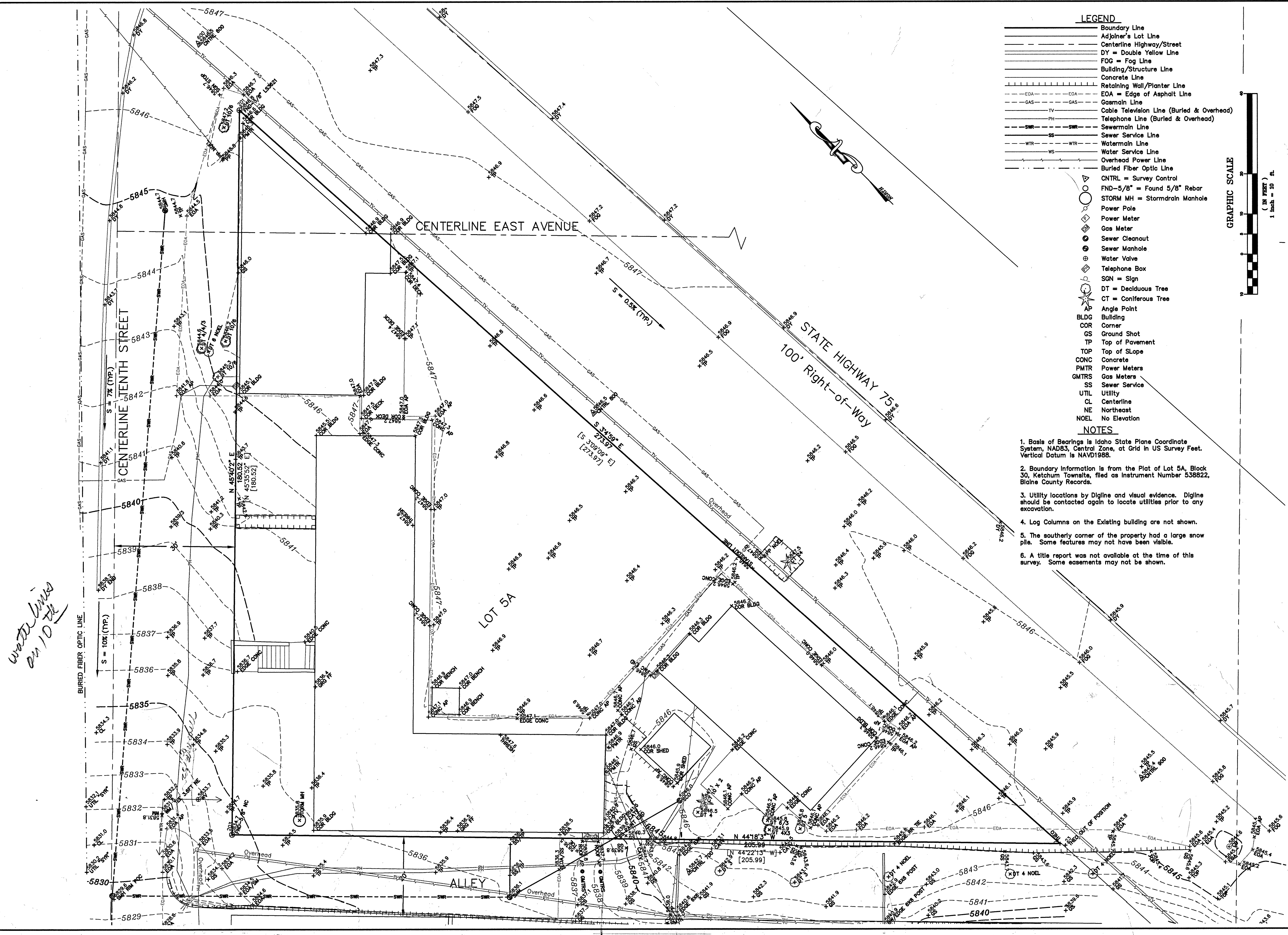
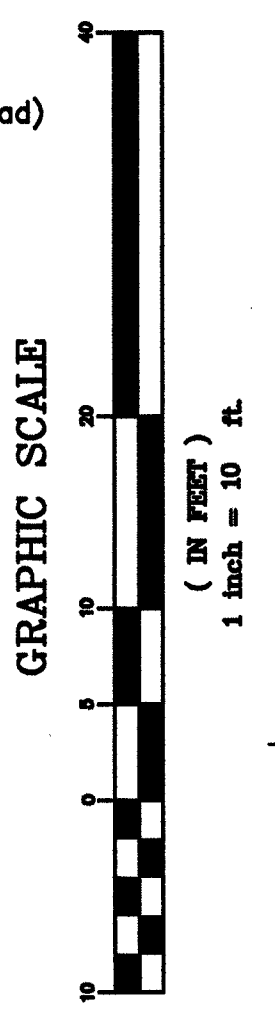


NO	DATE	BY	REVISIONS

LEGEND

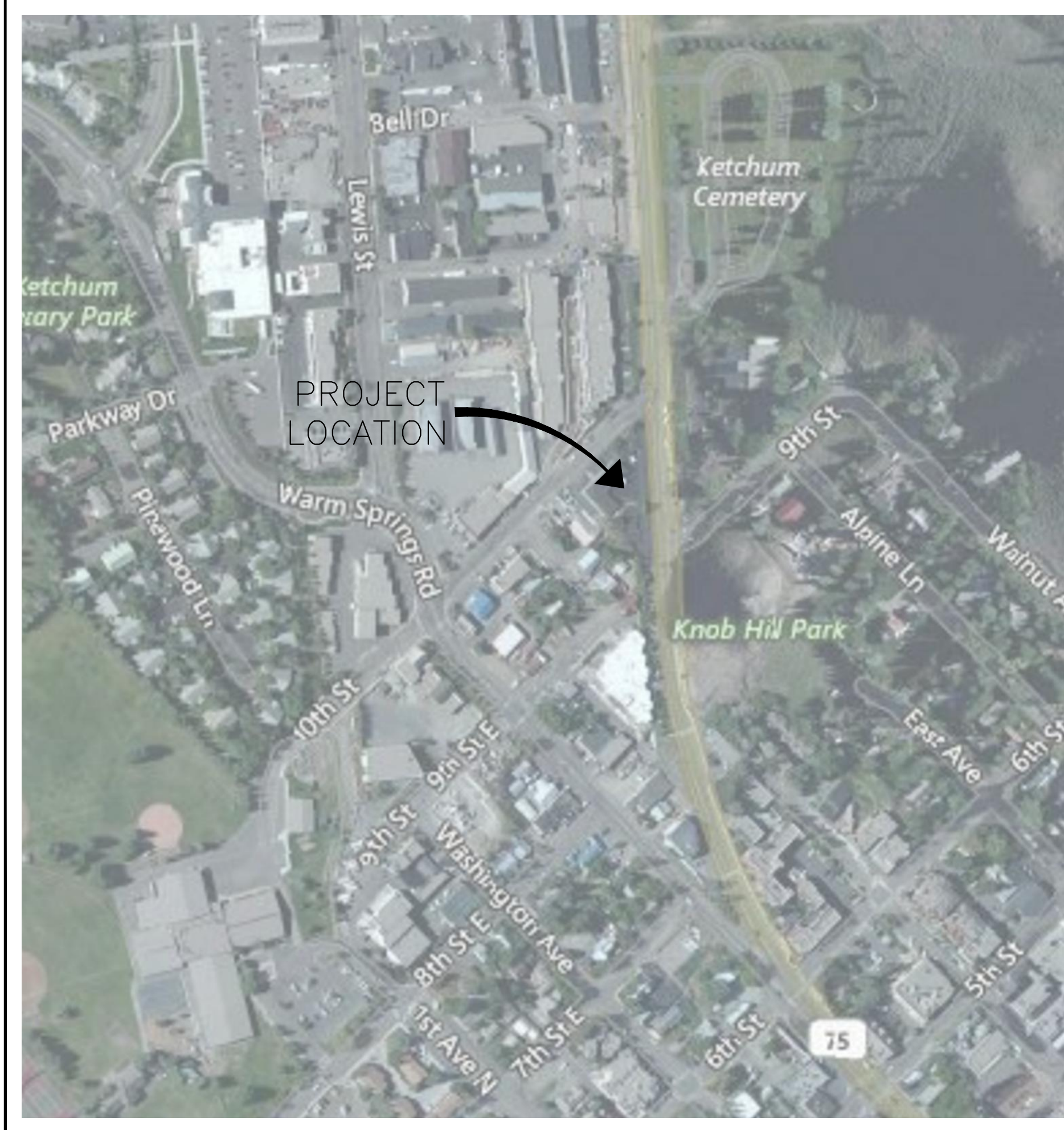
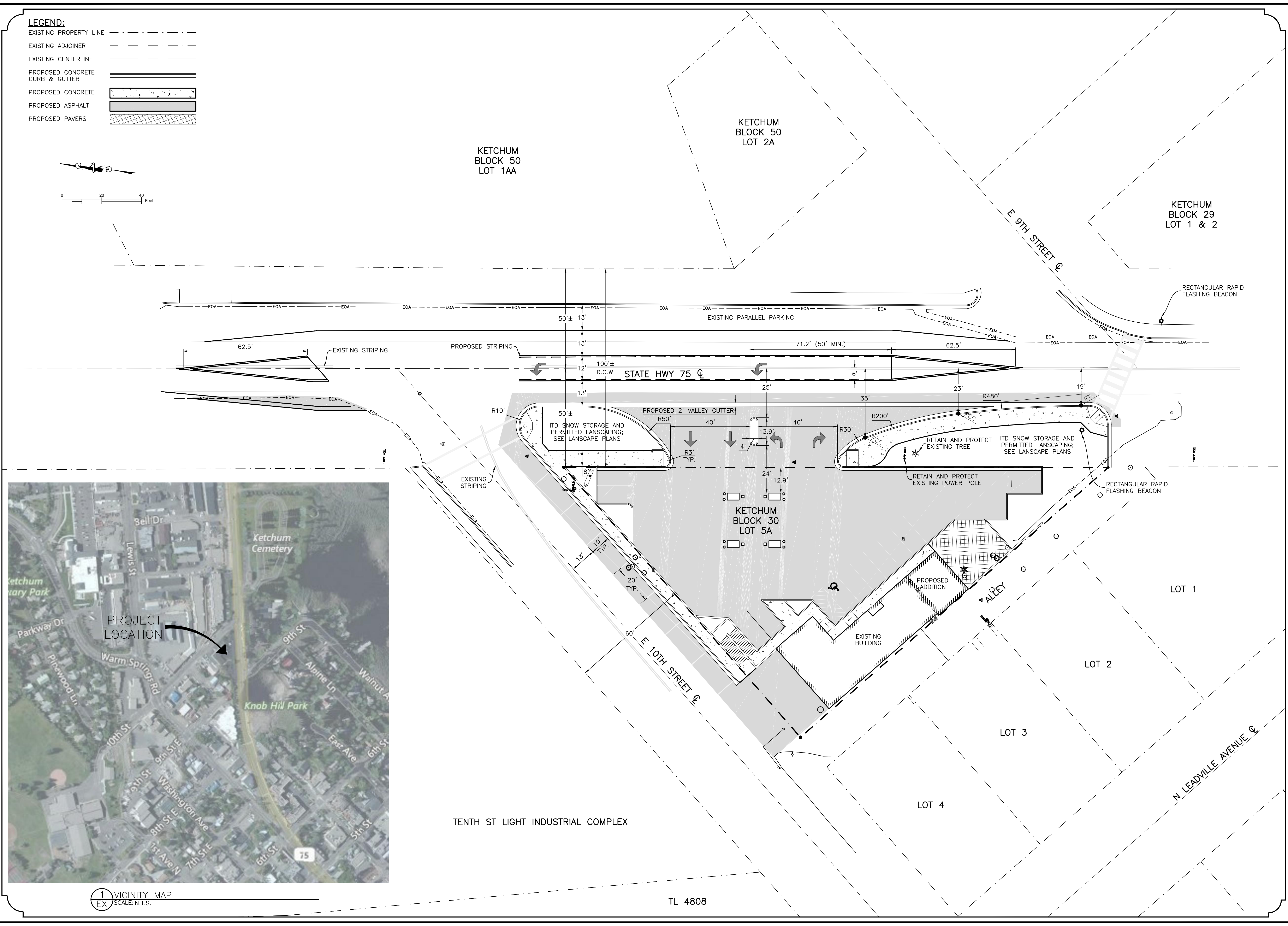
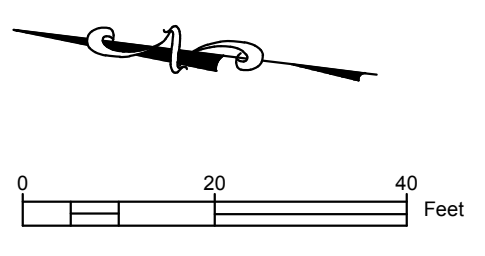
- Boundary Line
- Adjoiner's Lot Line
- Centerline Highway/Street
- DY = Double Yellow Line
- FOG = Fog Line
- Building/Structure Line
- Concrete Line
- Retaining Wall/Planter Line
- EOA = Edge of Asphalt Line
- GAS = Gas
- TV = Cable Television Line (Buried & Overhead)
- PH = Telephone Line (Buried & Overhead)
- SWR = Sewermain Line
- SS = Sewer Service Line
- WTR = Watermain Line
- WS = Water Service Line
- Overhead Power Line
- Buried Fiber Optic Line
- ENTRL = Survey Control
- FND-5/8" = Found 5/8" Rebar
- STORM MH = Stormdrain Manhole
- Power Pole
- Power Meter
- Gas Meter
- Sewer Cleanout
- Sewer Manhole
- Water Valve
- Telephone Box
- SGN = Sign
- DT = Deciduous Tree
- CT = Coniferous Tree
- AP = Angle Point
- BLDC = Building
- COR = Corner
- GS = Ground Shot
- TP = Top of Pavement
- TOP = Top of Slope
- CONC = Concrete
- PMTR = Power Meters
- GMTRS = Gas Meters
- SS = Sewer Service
- UTIL = Utility
- CL = Centerline
- NE = Northeast
- NOEL = No Elevation

- NOTES**
1. Basis of Bearings is Idaho State Plane Coordinate System, NAD83, Central Zone, at Grid in US Survey Feet. Vertical Datum is NAVD1988.
 2. Boundary Information is from the Plat of Lot 5A, Block 30, Ketchum Townsite, filed as Instrument Number 538822, Blaine County Records.
 3. Utility locations by Digline and visual evidence. Digline should be contacted again to locate utilities prior to any excavation.
 4. Log Columns on the Existing building are not shown.
 5. The southerly corner of the property had a large snow pile. Some features may not have been visible.
 6. A title report was not available at the time of this survey. Some easements may not be shown.



PRELIMINARY
ONLY
NOT FOR
CONSTRUCTION

- LEGEND:**
- EXISTING PROPERTY LINE
 - EXISTING ADJOINER
 - EXISTING CENTERLINE
 - PROPOSED CONCRETE CURB & GUTTER
 - PROPOSED CONCRETE
 - PROPOSED ASPHALT
 - PROPOSED PAVERS



1 VICINITY MAP
EX SCALE: N.T.S.

REVISIONS		DATE	BY
No.	DESCRIPTION		
1	EXTEND TURN LANE SOUTH	6/3/16	SKS



PREPARED BY:
BENCHMARK ASSOCIATES, P.A.
P.O. BOX 733 100 BELL DRIVE
KETCHUM, IDAHO 83340
(208) 726-9512
FAX 726-9514
WEB: WWW.BMA5B.COM
MAIL: WWW.BMA5B.COM

**PRELIMINARY
IMPROVEMENTS PLAN**
KETCHUM TOWNSITE BLOCK 30, LOT 5A
T4N, R17E, SEC 13, B.M., BLAINE COUNTY, IDAHO
PREPARED FOR: ROY BRACKEN

DRAWN BY:	SKS
DESIGNED BY:	JPG
CHECKED BY:	SB
DATE:	05/03/16
PROJECT NO.:	16051

SHEET NUMBER

EX



Drawing Legend

Symbol	Definition
---	Property Line
---	Existing Contours
---	Proposed Contours

Drawing Legend

Symbol	Definition
---	Concrete Walkway
---	River Rock Mulch
---	Proposed Perennials: See Planting Schedule
---	Proposed Shrubs: See Planting Schedule
---	Proposed Evergreen Trees: See Planting Schedule

Trees

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
PC	NA	Varies	Pinus contorta	Lodge Pole Pine	Per Plan
AL	NA	Varies	Abies lasiocarpa	Sub Alpine Fir	Per Plan

Shrubs

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
SBF	NA	10 Gal.	Salix brachycarpa 'Blue Fox'	Blue Fox Willow	Per Plan
SA	NA	20 Gal.	Salix arctica	Arctic Willow	Per Plan

Perennials

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
EP	NA	1 Gal.	Perovskia atriplicifolia	Russian Sage	Per Plan
HH	NA	1 Gal.	Helopsis helianthoides	Sun Flower	Per Plan
NF	NA	1 Gal.	Nepeta x faassinii	Catmint	Per Plan
AT	NA	1 Gal.	Achillea millefolium 'Terracotta'	Yarrow	Per Plan
EP	NA	1 Gal.	Echinacea	Purple Cone Flower	Per Plan

Perennial Grasses

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
HS	NA	2 Gal.	Helictotrichon sempervirens	Blue Oat Grass	Per Plan

Native Grass

Abv.	Qty.	Size	Botanical Name	Common Name	Spacing
NA	NA	Hydro Seed		Native Grass Mix	Per Plan

Date _____
 Signature _____
 Description _____
 No. _____

© copyright 2016
 ben young landscape architect

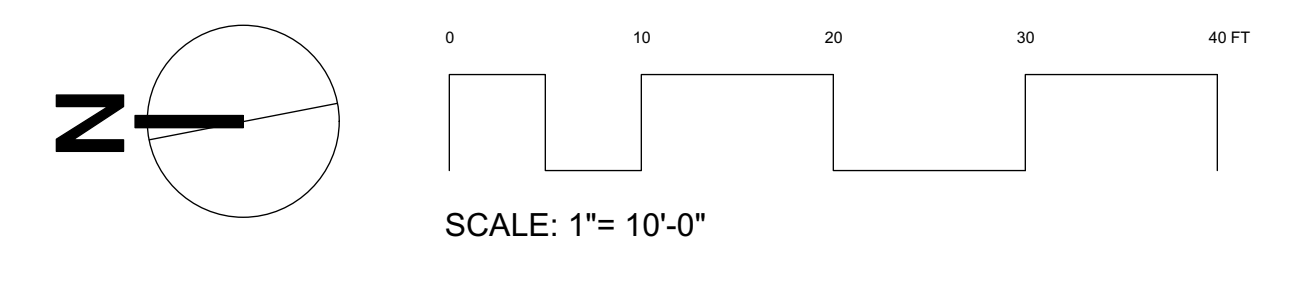
BRACKEN STATION
BRACKEN BUILDING
 LOT 5A | BLK 30 | SONE L1-1, KETCHUM, ID

LANDSCAPE
 OVERVIEW

Date: 05.23.2016
 Drawn By: TB
 Checked By: CG
 File: Filename

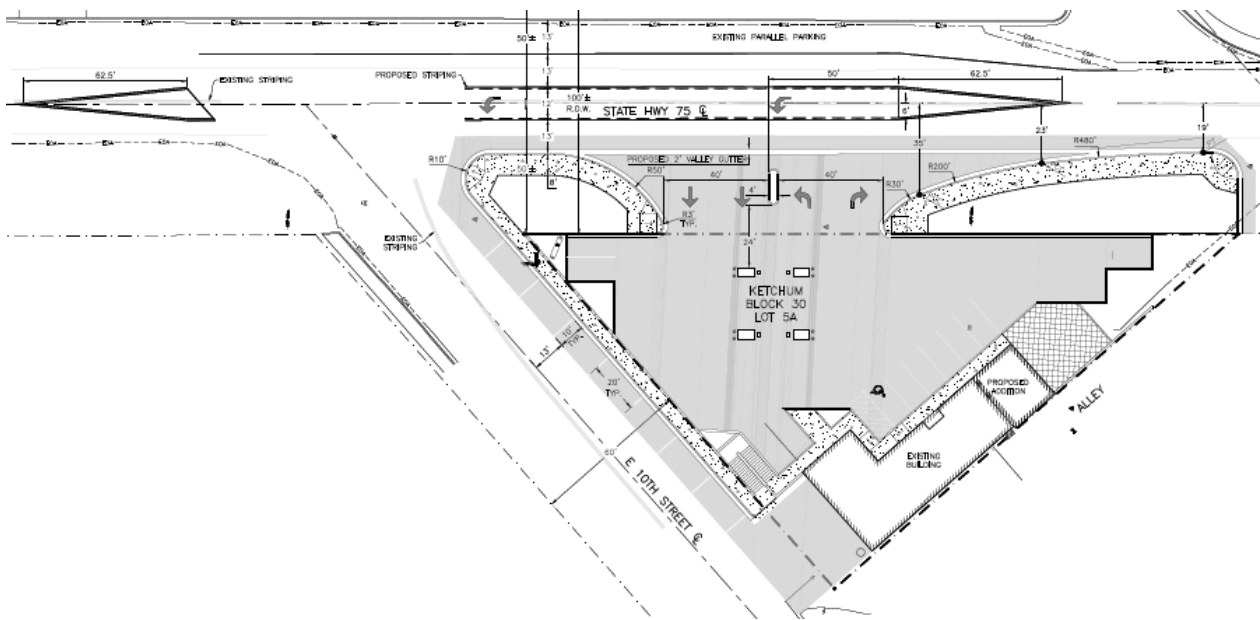
Sheet No.

L1.0



Ketchum Gas Station

Traffic Impact Study *UPDATED*



Ketchum, Idaho

May 2016

UT16-851



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed gas station in Ketchum, Idaho. The proposed gas station will be located on the southwest corner of the Main Street (SH-75) / 10th Street intersection.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2020 conditions are also analyzed.

TRAFFIC ANALYSIS

The following is an outline of the traffic analysis performed by Hales Engineering for the traffic conditions of this project.

Existing (2016) Background Conditions Analysis

Hales Engineering used previous data for weekday morning (7:00 to 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak period traffic counts at the following intersections:

- Main Street (SH-75) / 10th Street

These counts were performed for a previous project on Wednesday, February 13, 2008. Data from an automatic traffic recorder (ATR 68) was used to determine an annual growth rate of 1.1% and a seasonal adjustment of 30% for this segment of SH-75. Using these adjustments, peak period traffic volumes were calculated for the study intersection. The a.m. peak hour was determined to be between the hours of 8:00 and 9:00 a.m., and the p.m. peak hour was determined to be between the hours of 4:15 and 5:15 p.m. Detailed count data are included in Appendix A. The traffic volumes at this intersection was approximately 15% higher during the p.m. peak hour than during the a.m. peak hour. Therefore, the p.m. peak hour was chosen for detailed analysis as this represents the worst-case scenario.

As shown in Table ES-1, the Main Street (SH-75) / 10th Street intersection is currently operating at LOS A during the p.m. peak hour. The 95th percentile queues on the north- and eastbound approaches to the 10th Street / Main Street (SH-75) intersection was observed extend for approximately 80 feet. No other significant queuing was observed.

Project Conditions Analysis

The proposed land use for the development has been identified as follows:

- Gasoline/Service Station with Convenience Market 8 Vehicle Fueling Positions



Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (9th Edition, 2012)*. Trip generation for the proposed project is as follows:

- Weekday Daily Trips: 1,304
- a.m. Peak Hour Trips: 82
- p.m. Peak Hour Trips: 110

Existing (2016) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to operate at acceptable levels of service during the p.m. peak hour. During the p.m. peak hour, the 95th percentile queue length on the on the eastbound approach to the Main Street (SH-75) / 10th Street intersection is anticipated to extend for approximately 80 feet with project traffic added. Some queuing on northbound Main Street (SH-75) is also anticipated, which is likely attributed to left-turning vehicles blocking through traffic at the Main Street (SH-75) / 10th Street intersection as well as at the project access.

Future (2020) Background Conditions Analysis

As shown in Tables ES-1, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS C during the p.m. peak hour with future (2020) background traffic conditions. The 95th percentile queues on the north- and eastbound approaches to the Main Street (SH-75) / 10th Street intersection are anticipated to extend for approximately 110 feet. No other significant queuing is anticipated.

Future (2020) Plus Project Conditions Analysis

As shown in Tables ES-1, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS C with project traffic added, while the proposed access is anticipated to operate at LOS A during the p.m. peak hour. During the p.m. peak hour, the 95th percentile queue length on the northbound approach to the Main Street (SH-75) / 10th Street intersection is anticipated to extend for approximately 50 feet. All other queuing is anticipated to be nominal.

**TABLE ES-1
P.M. Peak Hour
ID Ketchum Gas Station TIS**

Intersection	Projected 2016 Background	Projected 2016 Plus Project	Future 2020 Background	Future 2020 Plus Project
Description	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)
Main Street (ID-75) / 10th Street	A (9.7) / EB	B (10.9) / EB	C (15.9) / EB	C (17.8) / EB
Main Street (ID-75) / Access 1	-	A (6.5) / EB	-	A (9.2) / EB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized and all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

2. This is a project intersection and is only analyzed in the plus project scenarios.

Source: Hales Engineering, May 2016

RECOMMENDATIONS

The following mitigation measures are recommended:

Existing (2016) Background Conditions Analysis

No mitigation measures are recommended.

Existing (2016) Plus Project Conditions Analysis

It is recommend that a two-way left-turn lane be constructed from a location north of 10th Street to a location south of the project. No other mitigation measures are recommended.

Future (2020) Background Conditions Analysis

No additional mitigation measures are recommended.

Future (2020) Plus Project Conditions Analysis

No additional mitigation measures are recommended.



SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- The Main Street (SH-75) / 10th Street intersection is currently operating at LOS A during the p.m. peak hour.
- With project traffic added, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS B, and the proposed project access is anticipated to operate at LOS A.
- It is recommended that a two-way left-turn lane be constructed on Main Street (SH-75) from a location north of 10th Street to a location south of the project.
- With future (2020) traffic conditions, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at LOS C during the p.m. peak hour.
- With project traffic added, the Main Street (SH-75) / 10th Street intersection is anticipated to operate at an acceptable level of service, as well as the project access.



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- Appendix B: Level of Service Results**
- Appendix C: Site Plan**
- Appendix D: 95th Percentile Queue Length Results**



Planning and Zoning

Regular Meeting

~ Minutes ~

Monday, May 9, 2016

5:30 PM

Ketchum City Hall

Commissioners Present: Steve Cook, Chairperson
Michael Doty, Commissioner
Betsy Mizell, Commissioner
Jeff Lamoureux, Commissioner

Absent: Erin Smith, Commissioner

Staff Present: Micah Austin, Director of Planning & Building
Morgan Brim, Senior Planner
Keshia Owens, Planning Technician

1. 5:30 PM - CALL TO ORDER

Commissioner Cook called to order at 5:32

2. CONSENT CALENDAR

3. PUBLIC COMMENT - Communications from the public for items not on the agenda.

There was no public comment

4. COMMUNICATIONS FROM STAFF

a. Bigwood Bread Conditional Use Permit Standards: Update

The Commission had the following questions from the April 25, 2016 meeting:

- How many times has the owner been open past 9 PM since getting the CUP?
- Does the owner plan on materially changing their business operation?

Tempest said that there has been about ten times Bigwood Bread has been open since 9 PM because of local and charity events. He added that they have had seven or eight complaints, but none have actually been about Bigwood Bread.

The Commissioners decided that they would not need to receive updates on the CUP, unless a complaint is received.

- b. Franz Building: The applicant is proposing to construct a mixed use three-story building with ground floor commercial space with two residential units on the second floor and one residential unit on the third floor. The property is zoned Community Core (CC) Sub-district D, Traditional Neighborhood.

COMMENTS - Current Meeting:

Commissioner Lamoureux motioned to continue the Franz Building to June 13, 2016.

Austin recommended that the item should be noticed again.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Jeff Lamoureux, Commissioner
SECONDER:	Betsy Mizell, Commissioner
AYES:	Steve Cook, Jeff Lamoureux, Betsy Mizell
ABSENT:	Mike Doty, Erin Smith

c. Zoning Code Work Session: Signage

Brim said that the signage code was put into a table format and added that staff didn't want to rewrite the entire sign code, but wanted to make sure the code is compliant with Reed v. Gilbert. He noted that staff has to make sure that the content of the sign is not being regulated. He also stated that staff is not recommending that current provisions be changed, but the format be updated. He added that residential signs and the types of signs that are primarily applicable to residential areas are now being looked into.

Brim explained that construction, real estate and things that talk about the content of signs will be eliminated from the code. He also said that he would like the Commission to look through the table and bring any recommendations to staff. He noted that in June, staff would like to have a public meeting for the sign code update and graphics.

Commissioner Cook suggested adding a seasonal definition to the code with a set number of months that constitutes seasonal.

Austin said that at the next meeting staff hopes to have updates on reports for the Commission.

5. APPROVAL OF MINUTES

a. April 25, 2016: Minutes

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Jeff Lamoureux, Commissioner
SECONDER:	Betsy Mizell, Commissioner
AYES:	Steve Cook, Jeff Lamoureux, Betsy Mizell
ABSENT:	Erin Smith

6. FINDINGS OF FACT

7. FUTURE PROJECTS AND NOTICING REQUIREMENTS

Brim said that there is a CUP and pre-application design review for a new gas station that will be located on 10th Street and Highway 75. He added that there will be a small restaurant space within the gas station convenience store. He commented that Commissioner Cook is representing the applicant and that they proposing to keep one of the three buildings with a small triangle of the rear lot being kept. He also noted that the applicant is proposing a gas station canopy with four pump stations that would have eight pull up sites.

The Commissioners do not need noticing to go any further than the three hundred foot radius.

Austin said that the Council meeting for the Warm Springs Ranch Resort 8 year extension will be on June 20th. He added that the building permit for Auberge was certified complete and it is now going through plan review.

8. STAFF REPORTS & CITY COUNCIL MEETING UPDATE

Austin said that Elevation 6000 Phase 3 Final Plat is receiving its final approval from City Council, which will make it complete. He added that The Spot will go through the third reading on Monday.

9. Commission reports and ex parte discussion disclosure

The Commissioners had no comments.

10. ADJOURNMENT

Commissioner Lameroux motioned to adjourn and Commissioner Mizell seconded.

Steve Cook
Planning and Zoning Commission Chairperson