

AGENDA
HAILEY PLANNING & ZONING COMMISSION
Monday, September 14th, 2015
Hailey City Hall
5:30 p.m.

Call to Order

Public Comment for items not on the agenda

Consent Agenda

- [CA 1](#) Motion to approve minutes of August 24th, 2015
- [CA 2](#) Motion to approve Findings of Fact and Conclusions of Law for a Subdivision, submitted by ARCH Community Housing, of Lots 3 & 4, of Block 66, Hailey Townsite, by creating four residential condominium units and accompanying common spaces. The new subdivision is proposed to be 521 River Street Condominiums consisting of a total condominium area of 2,851.2 square feet.
- [CA 3](#) Motion to approve Findings of Fact and Conclusions of Law for a Design Review application by Dan & Stephy Smith, for an 876 square foot newly built detached accessory structure (garage) on the north side of the existing principal building located at 109 Croy Street West (Lots 19A, Block 1, Croy Addition) within the General Residential (GR) and Townsite Overlay (TO) Zoning Districts.
- [CA 4](#) Motion to approve Findings of Fact and Conclusions of Law for a Zone Change application by Scott Miley, represented by Galena Engineering, for an amendment to the City of Hailey Zoning District Map. Proposed changes would rezone the Hailey Townsite, Lots 1-10, Block 45 (17 East Carbonate Street, 209, 211, 215 and 219 N. 1st Ave.) from General Residential (GR) to Limited Business (LB).

New Business and Public Hearings

- [NB 1](#) Consideration of a Design Review application by Leadership Circle, LLC on behalf of 710 N Main, LLC and Lots of Lemon, LLC for a 15,000 square-foot commercial building housing a Specialty Retail Grocer to be located at 700-710 N. Main Street, Hailey (Lot 1, Block 1, North Hailey Business Center, Lots of Lemon Subdivision Lots 1 and 2 and Tax Lot 4451) within the Business (B) Zoning District. The proposal also includes a private road on the south property boundary connecting Main Street to First Avenue.
- NB 2 Consideration of a city initiated text amendment and accompanying ordinance to repeal Hailey's Mobility Design Ordinance, Ordinance No. 1116 and subsequent amendments thereto, in their entirety and replace it with a newly codified Mobility Design Ordinance, as Title 18 of the Hailey Municipal Code. This repeal and replacement is intended to codify the Mobility Design Ordinance into the Hailey Municipal Code.

Old Business

Commission Reports and Discussion

Staff Reports and Discussion

- SR 1 Discussion of current building activity, upcoming projects, and zoning code changes.
(no documents)
- SR 2 Discussion of the next Planning and Zoning meeting: Tuesday, October 13th, 2015.
(no documents)

Adjourn

**MINUTES OF THE
HAILEY PLANNING & ZONING COMMISSION**
Monday, August 24th, 2015
Hailey City Hall
5:30 p.m.

Present: Janet Fugate, Regina Korby, Dan Smith, Richard Pogue
Staff: Kristine Hilt, Lisa Horowitz
Absent: Owen Scanlon

Call to Order

5:30:22 PM Chair Fugate called the meeting to order.

Public Comment for items not on the agenda
None was given.

Consent Agenda

CA 1 Motion to approve minutes of July 13th, 2015

CA 2 Motion to approve Findings of Fact and Conclusions of Law for a Design Review application by Tom King, Kings Variety Store, represented by Errin Bliss Architecture for an 8,139 square foot addition on the north side of the existing 11,287 square foot Kings Variety Store located at 615 North Main Street (Lots 1-5 and 11-15, Block 68, Hailey Townsite) in the Business (B) Zone District. The application request includes a proposal for a Private Road on the north property boundary connecting from Main Street to River Street.

~~CA 3 Motion to approve Findings of Fact and Conclusions of Law for a Design Review Exemption submitted by Tyler & Jennifer Helms, represented by Riley Buck of Pioneer Cabin Company, for a 129 square foot addition to an existing accessory structure located at 206 2nd Avenue North (Lots S 7' of 20, 21, & N 22' of 22, Block 47, Hailey Townsite).~~

~~CA 4 Motion to approve Findings of Fact and Conclusions of Law for a Design Review Exemption submitted by Cuyler and Alyson Swindley for a shed roof dormer addition to an existing primary structure located at 217 4th Avenue North (Lots S 1/2 of 3, 4 & 5, Block 48, Hailey Townsite).~~

5:31:42 PM Dan Smith pulled CA3 and CA4. **Richard Pogue moved to approve CA1. Dan Smith seconded and the motion carried. Dan Smith inquired about a site plan for CA3. Jolyon Sawrey stood and summarized the project for the Commissioners and answered questions about the project.**

5:35:30 PM Dan Smith moved to approve CA3. Regina Korby seconded and the motion carried. Dan Smith inquired about CA4 and staff clarified.

5:37:26 PM Dan Smith moved to approve CA4. Richard Pogue seconded and the motion carried.

Commission noted that NB 3 would precede NB4.

New Business and Public Hearings

NB 1 Consideration of a Design Review application by Dan & Stephy Smith, for an 876 square foot newly built detached accessory structure (garage) on the north side of the existing principal building located at 109 Croy Street West (Lots 19A, Block 1, Croy Addition) within the General Residential (GR) and Townsite Overlay (TO) Zoning Districts.

5:38:28 PM Dan Smith recused himself from the item and stood to introduce the project to the Commissioners. He included details about the materials, colors, and how the proposed structure would match the existing primary structure.

5:40:16 PM Chair Fugate opened the item for public comment. None was given. **5:40:29 PM** Chair Fugate closed public comment.

5:40:57 PM Richard Pogue moved to approve the application submitted by Daniel and Stephanie Smith for Design Review of a new 876 sq. ft. detached garage, to be located at Croy's Addition, Lots 19A, Block 1 (109 Croy Street West), within the General Residential (GR) and Townsite Overlay (TO) Zoning Districts, finding that the project does not jeopardize the health, safety or welfare of the public and the project conforms to the applicable specifications outlined in the Design Review Guidelines, applicable requirements of the Zoning Ordinance, and City Standards, provided conditions (a) through (l) are met. Regina Korby seconded and the motion passed unanimously.

NB 2 Consideration of a Zone Change application by Scott Miley, represented by Galena Engineering, for an amendment to the City of Hailey Zoning District Map. Proposed changes would rezone the Hailey Townsite, Lots 1-10, Block 45 (17 East Carbonate Street, 209, 211, 215 and 219 N. 1st Ave.) from General Residential (GR) to Limited Business (LB) thereby allowing addition commercial uses on each lot. Staff will also prepare

[5:50:57 PM](#) Lisa Horowitz summarized the staff report for the application. She included details about the history of the project. In 2002, there was an agreement for Lot 10 to be re-classified as Business. In 2007, the applicant submitted an application for a rezone of lots 1-9 to Transitional. Horowitz noted that the application was abandoned in 2008. Horowitz then summarized the current staff report and informed the Commissioners about corrections that were necessary due to a miscalculation of lot size. Details about lot coverage, Transitional District uses, Limited Business District uses, density, and bulk requirements. General Residential (GR), Transitional (TN) and Limited Business (LB) Zone districts were all analyzed and compared to one another.

[6:00:23 PM](#) Brian Yeager, Galena Engineering, summarized the application for the Commissioners. Brian included maps for review as well as purposed for the application. Brian noted that the applicant would like to have a zoning designation that allows home occupations that permit exterior advertising, additional parking, and possibly additional employees. Brian noted that General Residential only allows home occupations with none of the above permitted. Brian also noted that any zoning designation to allow for dwelling units within mixed use building. Examples of this would be offices of realtors, lawyers, architects etc.

[6:04:59 PM](#) Brian then analyzed Article 5, the district use matrix, for the Commissioners. Brian went through each one of the desired uses. Brian also noted that there were several allowed uses of Limited Business that were not desirable.

[6:17:16 PM](#) Brian covered density requests and informed the Commissioners that 12 units per acre was desirable. Current uses are 10 per acre in GR and 20 per acre in LB. Brian summarized but outlining the specific desired uses again along with density requests. Brian also informed the Commissioners that a development agreement would be used to limit the uses to ensure that the heavy commercial uses allowed in LB would be prohibited.

[6:25:07 PM](#) Dan Smith inquired about the four lots that Scott Miley does not own. Amy Boyer, friend of Robin Paschall, stood and notified the Commissioners that Robin Paschall has changed her support of the application. Staff noted that an official memo would be required since the Paschalls are applicants as well.

[6:27:42 PM](#) **Chair Fugate called for a five (5) minute recess.** [6:31:02 PM](#) **Chair Fugate called the meeting back to order.**

[6:31:23 PM](#) Chair Fugate inquired about the development agreement that Brian Yeager mentioned. Brian notified the Commissioners that a development agreement has not been drafted yet. **Chair Fugate opened the meeting to public comment.**

[6:31:46 PM](#) Judith McQueen, Lot 10, notified the Commission that she objected signage. Shaun Spear, 1st Avenue resident, stood and notified the Commissioners that parking, traffic, density, and property value as a neighboring resident. Shaun ended by stating that he supported the TN district but not the LB district.

[6:38:48 PM](#) Dean Hernandez, 1st Avenue resident, stood in opposition of the LB zone change. Traffic, parking, current office vacancy in the City, lot coverage, and historic character were concerns that he stated for the Commissioners.

[6:42:22 PM](#) Cindy Aschleman, 1st Avenue resident, stood in opposition to the rezone to the LB. Cindy also added that the character of the neighborhood should be preserved and that current issues exist including excessive traffic and this would only worsen.

[6:45:06 PM](#) Mark Bucknall, Hailey resident, stood in opposition to the zone change to LB. Mark added that a buffer zone is not necessary for 1st Avenue and that granting the applicant's request could potentially start a snowball effect of other areas also applying for mixed use.

[6:47:40 PM](#) Shaun Spear stood again and commented that a development agreement was not presented and should not be considered.

[6:48:57 PM](#) Pam Ritzau, Hailey resident, stood in opposition to the application and noted that 70% lot coverage was too dense for the area. Pam also commented that she opposed hybrid zones and that her personal research into past applications and agreements was exhausting in her previous position with the City of Ketchum.

[6:51:44 PM](#) Lisa Horowitz read the names of the public comment that was submitted to ensure that all public comment was part of the record.

[6:53:24 PM](#) **Chair Fugate closed public comment.** Scott Miley stood and commented in response to the neighboring resident's comments to the application. Scott added that homeowners that were allowed to have businesses at home would hopefully decrease traffic in the area. Brian Yeager then rebutted the comments of the public individually.

[7:00:34 PM](#) Regina Korby noted that the Urban Renewal Agency designated River Street as the type of Zone that the applicant was requesting. Regina also noted that she did not feel that the demand for the zoning was there. The Commission discussed the various uses being discussed. Discussion also included River Street designation, commercial availability, and clarification of the application. Chair Fugate noted that the application needed to be clarified. The Commission noted that based on what was presented, it was difficult to see the benefits of allowing Limited Business in Lots 1-10.

[7:06:58 PM](#) Lisa Horowitz added that a development agreement would be hard to implement over time and that if there were changes that needed to be made to any of the current Zoning districts, then the Commission should direct staff to address those changes. Lisa then added that a continuation would be suggested so that the applicant could modify their application instead of denying it. The applicant would not be able to re-apply for one year. Discussion between staff and the Commission included parking, signage, and how the comments of the co-applicants (who are not present) should be considered.

Discussion continued to include amending current zoning allowances, density and the increase of traffic. Regina Korby noted that she did not support always amending City ordinances when uses did not align with individual applications.

[7:15:50 PM](#) Chair Fugate noted that she did not hear support from any of the Commissioners for approving the Limited Business zone designation. Chair Fugate opened for public comment again. Peter Lobb commented that a continuation would be undesirable and that the system is designed for what is on the current application.

[7:21:50 PM](#) Chair Fugate closed public comment.

[7:22:16 PM](#) Richard Pogue motioned recommend denial of the application to the City Council to amend the zone district map for the City of Hailey to change the zoning of Lots 1-10, Block 45 from General Residential (GR) to Limited Business (LB), finding that increased traffic, lot coverage, building height and density were issues that were not in line with City standards. Regina Korby seconded and the motion passed unanimously.

The Commission and staff discussed the application and the difference in the zones. They discussed the history and Peter Lobb added that smart growth ideas may have been involved. He encouraged that the history be examined. He added that smart growth was rejected and caused a lot of bad feelings. The Commission noted that additional research may be necessary and they were interested in why things were written the way they were.

NB 3 Consideration of an application for a Subdivision, submitted by ARCH Community Housing, of Lots 3 & 4, of Block 66, Hailey Townsite, by creating four residential condominium units and accompanying common spaces. The new subdivision is proposed to be 521 River Street Condominiums consisting of a total condominium area of 2,851.2 square feet. Current property is within the Business (B) and Townsite Overlay (TO) zoning districts. The existing structure houses four apartment units and no new construction is necessary for the condominium conversion.

[5:43:01 PM](#) Michelle Griffith, ARCH Community Housing, introduced the project to the Commission and included a background for the project as well as plans for the condominiums. Chair Fugate inquired about the fire separation requirements for the project. Michelle noted that ARCH is currently working on satisfying those requirements. The Commission and staff discussed the existing non-conforming parking and agreed that the parking remain.

[5:47:22 PM](#) Chair Fugate opened for public comment. None was given. Public comment was closed.

[5:49:18 PM](#) Richard Pogue inquired about utility payments and Michelle Griffith clarified.

[5:50:02 PM](#) Dan Smith moved to approve the Preliminary Plat for 521 River Street Condominium, submitted by ARCH Community Housing Trust, finding that the application meets City Standards. Regina Korby seconded and the motion passed unanimously.

NB 4 Consideration of a city initiated text amendment and accompanying ordinance to repeal Hailey's Mobility Design Ordinance, Ordinance No. 1116 and subsequent amendments thereto, in their entirety and replace it with a newly codified Mobility Design Ordinance, as Title 18 of the Hailey Municipal Code. This repeal and replacement is intended to codify the Mobility Design Ordinance into the Hailey Municipal Code.

[7:28:44 PM](#) staff notified the Commission that a continuation was necessary. Regina Korby motioned to continue the city initiated text amendment and accompanying ordinance to repeal Hailey's Mobility Design Ordinance, Ordinance No. 1116 and subsequent amendments thereto, in their entirety and replace it with a newly codified Mobility Design Ordinance, as Title 18 of the Hailey Municipal Code to the next Planning & Zoning Commission meeting to be held on September 14th, 2015. Richard Pogue seconded and the motion passed unanimously.

Old Business

Commission Reports and Discussion

Staff Reports and Discussion

*SR 1 Discussion of current building activity, upcoming projects, and zoning code changes.
(no documents)*

Staff updated the Commission on building activity and upcoming projects.

*SR 2 Discussion of the next Planning and Zoning meeting: Monday, September 14th, 2015.
(no documents)*

Adjourn

[7:35:30 PM](#) Regina Korby motioned to adjourn. Richard Pogue seconded and the motion carried.

FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On May 11, 2015 the Hailey Planning & Zoning Commission considered an application for Preliminary Plat for a condominium plat/subdivision of an existing 4-Plex building located on Lots 3&4, Block 66, Hailey Townsite. The property is currently zoning Business (B) and is within the Townsite Overlay (TO). The Commission, having been presented with all information and testimony in favor and in opposition to the proposal, hereby makes the following Findings of Fact, Conclusions of Law and Decision.

FINDINGS OF FACT

Notice

Notice for the public hearing was published in the Idaho Mountain Express on August 5, 2015 and mailed to property owners within 300 feet on August 3, 2015.

Application

ARCH Community Housing Trust has submitted an application for Preliminary Plat approval for a condominium plat/subdivision of an existing 4-Plex building located on Lots 3&4, Block 66, Hailey Townsite. The property is currently zoning Business and is within the Townsite Overlay. The existing building, an apartment building, is situated on a parcel comprising 7,187 square feet (.165 acres). The applicant proposes divide the building up into four units: Unit 1, Unit 2, Unit 3, and Unit 4. Units 1 and 3 comprise 712.8 sf while units 2 and 4 comprise 710.16 sf. The total land area of the subdivision is 7,187 square feet or .165 acres.

Procedural History

The application was submitted on July 30, 2015 and certified complete on July 30, 2015. A public hearing before the Planning and Zoning Commission for approval or denial of the project was held on August 24, 2015, in the Hailey City Council Chambers.

Department Comments

Life/safety issues: No Comments

Water and Sewer issues: If the existing water and wastewater connection is to be used for this condo conversion, instead of installing separate water and wastewater connections for each unit, the CC&Rs must state that the owner's association is responsible for repairs and maintenance of the service lines and utility bills.

Engineering issues: No Comments

Standards of Evaluation:

BULK REQUIREMENTS:

4.3.5 Bulk Requirements. For other supplementary location and bulk regulations, see Article VII.

- *The existing 4-plex meet current standards.*

SECTION 4 - DEVELOPMENT STANDARDS

4.0 General Standards.

The configuration and development of proposed subdivisions shall be subject to and meet the provisions and standards found in this Ordinance, the Zoning Ordinance and any other applicable Ordinance or policy of the City of Hailey, and shall be in accordance with general provisions of the Comprehensive Plan.

4.1 Streets.

Streets shall be provided in all subdivisions where necessary to provide access and shall meet all standards below.

- *Streets are existing and are provided.*

4.1.1-4.1.11.5 Streets and Driveways

- *Not applicable as streets as driveways are existing and comply with City standards.*

4.1.10.5 Private streets shall have adequate and unencumbered 10-foot wide snow storage easements on both sides of the street, or an accessible dedicated snow storage easement representing not less than twenty-five (25%) of the improved area of the private street. Private street snow storage easements shall not be combined with, or encumber, required on-site snow storage areas.

- *Snow storage as required is provided. Total hard surface is 1,330 sf and 25% of that is 334 sf. This is provided on the North and South sides of the lot. Refer to site plan.*

4.1.12 A parking access lane shall not be considered a street, but shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.
Development of lots will be in compliance.

- *Not applicable. No new parking access lanes are proposed*

4.1.13 Required fire lanes, whether in private streets, driveways or parking access lanes, shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.

- *Existing.*

4.2 Sidewalks and Pathways

4.2.1 Sidewalks and drainage improvements are required in all zoning districts, except as otherwise provided herein.

- *Existing sidewalks, curb, and gutter are provided within the City right of way. Parking is existing and non-conforming, according to the Zoning Ord §9.2.1(E), in that vehicular access is within the public right of way and between the sidewalk and the primary frontage of the building.*

4.2.1.1 Sidewalks and drainage improvements shall be located and constructed according to applicable City Standards, except as otherwise provided herein.

4.2.1.2 The length of Sidewalks and drainage improvements constructed shall be equal to the length of the subject property line(s) adjacent to any Public Street or Private Street.

- *Existing sidewalks, curb, and gutter are provided within the City right of way.*

4.2.1.3 New Sidewalks shall be planned to provide pedestrian connections to any existing and future sidewalks adjacent to the site.

4.2.1.4 Sites located adjacent to a Public Street or Private Street that are not currently thru-streets, regardless whether the street may provide a connection to future streets, shall provide sidewalks to facilitate future pedestrian connections.

4.2.2 Pathways. The Developer shall install all non-vehicular pathways, to City Standards, in all areas within or adjacent to the property to be developed where Pathways are depicted upon the Master Plan.

- *Not applicable. No new pathways are proposed.*

4.2.3 – 4.2.4 *No alternatives are proposed at this time.*

4.3 Alleys and Easements.

4.3.1 Alleys shall be provided in all Business District and Limited Business District developments where feasible.

This standard is not applicable because the property is within the GR district.

4.3.2 – 4.3.6 *These standards relate to alleys and are not applicable because no alleys are proposed or required.*

4.3.7 Where alleys are not provided, easements of not less than ten (10) feet in width may be required on each side of all rear and/or side lot lines (total width = 20 feet) where necessary for wires, conduits, storm or sanitary sewers, gas and water lines. Easements of greater width may be required along lines, across lots, or along boundaries, where necessary for surface drainage or for the extension of utilities.

- *Easements as depicted will be provided.*

4.3.8 Easements. Easements, defined as the use of land not having all the rights of ownership and limited to the purposes designated on the plat, shall be placed on the plat as appropriate. Plats shall show the entity to which the easement has been granted. Easements shall be provided for the following purposes:

- *Easements are shown as required on the plat.*

4.3.8.1 To provide access through or to any property for the purpose of providing utilities, emergency services, public access, private access, recreation, deliveries or such other purpose. Any subdivision that borders on the Big Wood River shall dedicate a 20-foot wide fisherman's access easement, measured from the Mean High Water Mark, which shall provide for non-motorized public access. Additionally, in appropriate areas, an easement providing non-motorized public access through the subdivision to the river shall be required as a sportsman's access.

- *Not applicable.*

4.3.8.2 To provide protection from or buffering for any natural resource, riparian area, hazardous area, or other limitation or amenity on, under, or over the land. Any subdivision that borders on the

Big Wood River shall dedicate a one hundred (100) foot wide riparian setback easement, measured from the Mean High Water Mark, upon which no permanent structure shall be built, in order to protect the natural vegetation and wildlife along the river bank and to protect structures from damage or loss due to river bank erosion. A twenty-five (25) foot wide riparian setback easement shall be dedicated adjacent to tributaries of the Big Wood River. Removal and maintenance of live or dead vegetation within the riparian setback easement is controlled by the applicable bulk requirement of the Flood Hazard Overlay District. The riparian setback easement shall be fenced off during any construction on the property.

- *Not applicable.*

4.3.8.3 To provide for the storage of snow, drainage areas or the conduct of irrigation waters. Snow storage areas shall be not less than twenty-five percent (25%) of parking, sidewalk and other circulation areas. No dimension of any snow storage area may be less than 10 feet. All snow storage areas shall be accessible and shall not be located over any above ground utilities, such as transformers.

- *Snow storage easements are depicted on the site plan and meet the 25% requirement.*

4.4 Blocks, 4.5 Lots, 4.6 Orderly Development, 4.7 Perimeter Walls, Gates and Berms, 4.8 Cuts, Fills, Grading and Drainage, 4.9 Overlay Districts

- *All above requirements have been met in previous construction of existing facilities.*

4.10 Parks, Pathways and Other Green Spaces.

4.10.1.1 - 4.10.1.2 Parks and Pathways.

- *Not applicable.*

CONDOMINIUMS (Section 7 of the Subdivision Ordinance)

SECTION 7 - CONDOMINIUMS.

The purpose of this section is to set forth special provisions for property created or converted pursuant to the Condominium Property Act, Idaho Code §§55-1501 *et seq.*, as amended.

7.1 Plat Procedure. The Developer of a condominium project shall submit with the preliminary plat application as required by this Ordinance a copy of the proposed by-laws and condominium declarations of the proposed condominium development. The documents shall adequately provide for the control (including billing where applicable) and maintenance of all common utilities, common area, recreational facilities, and Green Space. The Developer may submit a final plat application following inspection and approval by the Building Inspector of the footings and setbacks of the condominium building. Prior to final plat approval, the Developer shall submit to the City a copy of the final by-laws and condominium declarations to be recorded with the County Recorder, including the instrument number(s) under which each document was recorded.

- *521 North River Street by-laws and condominium declarations have been submitted. The City has not and will not in the future determine the enforceability or validity of the Declaration of Covenants, Conditions, and Restrictions or other private agreements.*

- 7.2 Garages. All garages shall be designated on the preliminary and final plats and on all deeds as part of the particular condominium units. Detached garages may be platted on separate sub-lots, provided that the ownership of detached garages is appurtenant to specific condominium units on the condominium plat and that the detached garage(s) may not be sold and/or owned separate from any dwelling unit(s) within the condominium project.**
- *No garages are proposed.*
- 7.3 Storage/Parking Areas. Condominium projects shall provide parking spaces according to the requirements of Article IX of the Zoning Ordinance.**
- *Parking is existing and non-conforming, according to the Zoning Ord §9.2.1(E), in that vehicular access is within the public right of way and between the sidewalk and the primary frontage of the building. The existing platted street and sidewalk are nonconforming in that the parking is accessed across the sidewalk. Staff has requested that the parking area be called out on the plat, and a note added requiring a minimum of six (6) parking spaces be retained.*
- 7.4 Construction Standards. All condominium project construction shall be in accordance with the IBC, IRC and IFC.**
- 7.5 General Applicability. All other provisions of this Ordinance and all applicable ordinances, rules and regulations of the City and all other governmental entities having jurisdiction shall be complied with by Condominium developments.**
- *Upon meeting proposed conditions of approval, the proposed application does not appear to conflict with other provisions.*
- 7.6 Conversion. The conversion by subdivision of existing units into Condominiums shall not be subject to Section 4.10 of this Ordinance.**

Summary and Suggested Conditions

The Commission shall review the proposed plat and continue the public hearing, approve, conditionally approve, or deny the preliminary plat. If approved, the plat application will be forwarded to the Council. If the Short Plat process is used, only the Final Plat is required for Council review.

The following conditions are suggested to be placed on any approval of this application:

- a) All Fire Department and Building Department requirements shall be met. Items to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
- b) All City infrastructure requirements shall be met as outlined in Section 5 of the Hailey Subdivision Ordinance. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for Department approval and shall meet City Standards where required. Infrastructure to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
- c) The final plat shall include plat notes # through # as stated on the approved preliminary plat [with the following amendments and additions: if applicable]
- d) Issuance of permits for the construction of buildings within the proposed subdivision shall be

subject to Section 2.9 of the Subdivision Ordinance.

- e) All improvements and other requirements shall be completed and accepted, or surety provided pursuant to Sections 3.3.7 and 5.9.1 of the Subdivision Ordinance, prior to recordation of the final plat.
- f) The final plat must be submitted within one (1) calendar year from the date of approval of the preliminary plat, unless otherwise allowed for within a phasing agreement.
- g) Any subdivision inspection fees due shall be paid prior to recording the final plat.
- h) Any application development impact fees shall be paid prior to recording the final plat.
- i) The existing non-conforming parking is allowed to remain. The parking area shall be noted on the plat and a minimum of six (6) parking spaces shall be retained.
- j) If the existing water and wastewater connection is to be used for this condo conversion, instead of installing separate water and wastewater connections for each unit, the CC&Rs must state that the owner's association is responsible for repairs and maintenance of the service lines and utility bills.

Signed this ____ day of _____, 2015.

Janet Fugate, Chair

Attest:

Kristine Hilt, Community Development Coordinator

Back to Agenda

FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On August 24, 2015 the Hailey Planning & Zoning Commission considered a Design Review application by Daniel and Stephanie Smith for Design Review of a new 876 sq. ft. detached garage, to be located at Croy's Addition, Lots 19A, Block 1 (109 Croy Street West), within the General Residential (GR) and Townsite Overlay (TO) Zoning Districts. The Commission, having been presented with all information and testimony in favor and in opposition to the proposal, hereby makes the following Findings of Fact, Conclusions of Law and Decision.

FINDINGS OF FACT

Notice

Notice for the public hearing was published in the Idaho Mountain Express on August 5, 2015 and mailed to property owners within 300 feet on August 3, 2015.

Application

Applicant is proposing a new detached 876 square foot two car garage on Lot 19A of Block 1 (109 Croy Street West) of the Hailey Townsite. The existing structure and the proposed garage meet all bulk requirements for the Townsite Overlay.

Procedural History

The application was submitted on July 6, 2015 and certified complete on August 4, 2015. A public hearing before the Planning and Zoning Commission for approval or denial of the project was held on August 24, 2015 in the Hailey City Council Chambers.

General Requirements for all Design Review Applications				
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"/>	6A.5 (B)	Complete Application
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Department Comments	Engineering:
				Life/Safety: No comments
				Water and Sewer:
				Building:
			Streets: River Street must be under a 3% slope to avoid drainage problems Stop signs should be added at both intersections Crosswalk striping should be thermoplastic and striped per City Standards	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8.2 Signs	8.2 Signs: The applicant is hereby advised that a sign permit is required for any signage exceeding four square feet in sign area. Approval of signage areas or signage plan in Design Review does not constitute approval of a sign permit.
			Staff Comments	<i>The plans show two monument signs and signs mounted on the building faces as shown in the design package. Only one monument sign is permitted, so one will be eliminated. The signs will comply with the City's maximum sign area and other bulk regulations. Staff has been working with the applicant on a signage package that complies with city regulations, matches the character of Hailey, but respects the Kings logo.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9.4 On-site Parking Req.	See Section 9.4 for applicable code. 9.4.2- 1 parking space per 1,000 gross square feet
			Staff Comments	<i>The Zoning Code requires 1 parking space per 1,000 gross square feet. The project contains 31,500 gross square feet (including 12,074 square feet of basement) so 32</i>

				<i>parking spaces are required. The site plan shows 51 parking spaces, plus an additional 5 flex spaces that also double as a loading zone on during delivery hours.</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8B.4.1 Outdoor Lighting Standards	<p>8B.4.1 General Standards</p> <ul style="list-style-type: none"> a. All exterior lighting shall be designed, located and lamped in order to prevent: <ul style="list-style-type: none"> 1. Overlighting; 2. Energy waste; 3. Glare; 4. Light Trespass; 5. Skyglow. b. All non-essential exterior commercial and residential lighting is encouraged to be turned off after business hours and/or when not in use. Lights on a timer are encouraged. Sensor activated lights are encouraged to replace existing lighting that is desired for security purposes. c. Canopy lights, such as service station lighting shall be fully recessed or fully shielded so as to ensure that no light source is visible from or causes glare on public rights of way or adjacent properties. d. Area lights. All area lights are encouraged to be eighty-five (85) degree full cut-off type luminaires. e. Idaho Power shall not install any luminaires after the effective date of this Article that lights the public right of way without first receiving approval for any such application by the Lighting Administrator.
			Staff Comments	<p><i>A lighting plan has been submitted showing: Two existing 400-watt high pressure sodium lights on the street side and the south side (called out as EX1) these two lights are existing and are nonconforming with respects to height and illumination. Hailey Code requires that parking lot lighting not exceed an overall illumination of 1.5 foot-candles. The existing parking lot (due to these two lights) is at 3 average foot-candles, exceeding the City regulations. The Commission determined that these existing nonconforming lights should be grandfathered in.</i></p> <p><i>New lighting proposed:</i></p> <p><i>Two parking lot lights ((KAD Led, called out as F1); City standard street lights along the south side of theme private road. (City standard, called out as F-2) Four wall-pack lights affixed to the building (called out as F3) Six commercial downlights (called out as F4). All lighting is downcast and meets City standards.</i></p> <p><i>All new lighting complies with City standards; however some darker areas do exist in the parking lot as shown on the lighting plan.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bulk Requirements	<p>(Insert sections from applicable zoning district) Maximum Height: 35' Setbacks: 0 Lot Coverage: 0 Aggregate Maximum Floor Area: 36,000 gross square feet</p>
			Staff Comments	<i>The 28' tall building complies with all bulk requirements.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.7 (A) Required Street Improvements Required	Sidewalks and drainage improvements are required in all zoning districts, except as otherwise provided herein.
			Staff Comments	<i>Sidewalks are existing on Main Street, and are provided on the new Private Road and On River Street. Sidewalks are an average of 6' in width (Existing Main Street sidewalk is 6' wide).</i>

				<p><i>Community Development and Public Works staff are comfortable with the sidewalk widths proposed since, a) the new street is a private street, and bike lanes are provided; and b) the River Street sidewalk is not in a heavily used retail portion of the street.</i></p> <p><i>A site drainage plan has been provided. Modifications to drainage on River Street have been requested from Public Works staff to alleviate drainage concerns in the south end. These changes have been made and were brought to the meeting.</i></p>

Design Review Requirements for Non-Residential, Multifamily, and/or Mixed Use Buildings within the City of Hailey

1. Site Planning: 6A.8 (A) 1, items (a) thru (n)

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"/>	6A.8(A)1a	<p>a. The location, orientation and surface of buildings shall maximize, to the greatest extent possible sun exposure in exterior spaces to create spaces around buildings that are usable by the residents and allow for safe access to buildings</p>
			<i>Staff Comments</i>	<i>The location of the existing building creates limitations on where the new addition could go, and limits solar orientation of buildings. Sun exposure for covered walkways and merchandise display areas, as well as for a new main entry is planned.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1b	<p>b. All existing plant material shall be inventoried and delineated, to scale, and noted whether it is to be preserved, relocated or removed. Removal of trees larger than 6 inch caliper proposed to be removed require an arborist review. Any tree destroyed or mortally injured after previously being identified to be preserved, or removed without authorization, shall be replaced with a species of tree found in the Tree Guide and shall be a minimum of 4 inch caliper.</p>
			<i>Staff Comments</i>	<i>All existing plant material has been inventoried and delineated on the landscape plan. There are three large mature trees on the site, one of which may be able to be retained. However, the viability of retaining one tree in the hardscape setting is questionable.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1c	<p>c. Site circulation shall be designed so pedestrians have safe access to and through the site and to building.</p>
			<i>Staff Comments</i>	<p><i>The new proposed private street connecting from Main to Rivers will greatly increase pedestrian and nonmotorized connections in a portion of town with above average block lengths.</i></p> <p><i>Proposed 6'-6" and 6'-9" wide sidewalks running east/west will connect pedestrians and bicyclists (via new 4' bike lanes) from Main St. to the new building entrance, and then to River St. A proposed 6'-0" wide sidewalk and associated crosswalk along River St. will connect existing sidewalks to the north and south of the site together to form a continuous sidewalk along the entire River Street frontage. Note that the sidewalk along River Street must connect in two different locations on the north and south ends due the location of the existing sidewalks north and south. Staff believes that the sidewalk location shown on the plans is a reasonable solution, allowing for landscaping on both sides of the sidewalk.</i></p>

				<i>The passage width between the street trees and the building is wheelchair accessible, based on the tree grate selected. A minimum of 4' clear zone for wheelchairs is required in Title 18, Mobility Standards. See also additional discussion of street trees elsewhere in this report.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1d	<p>d. Building services including loading areas, trash storage/pickup areas and utility boxes shall be located at the rear of a building; the side of the building adjacent to an internal lot line may be considered as an alternate location. These areas shall be designed in a manner to minimize conflict among uses and shall not interfere with other uses, such as snow storage. These areas shall be screened with landscaping, enclosures, fencing or by the principal building.</p> <p>e. 9.2.2 Loading Space Requirements and Dimensions. The following regulations shall apply to all commercial and industrial uses with on-site loading areas. A. One (1) loading space shall be provided for any single retail, wholesale or warehouse occupancy with a floor area in excess of 4000 square feet, except grocery and convenience stores where one (1) loading space shall be provided for a floor area in excess of 1000 square feet. An additional loading space shall be required for every additional 10,000 square feet of floor area, except grocery and convenience stores where an additional loading space shall be required for every additional 5,000 square feet of floor area. Such spaces shall have a minimum area of 500 square feet, and no dimension shall be less than 12 feet. B. Convenient access driveways to loading spaces from streets or alleys shall be</p>
			Staff Comments	<p><i>Due to the location of the existing building and on-site parking, space for loading and trash storage/pickup areas are impractical and undesirable at the rear of the building along River Street. Consequently, the unloading zone for the building's delivery of merchandise and the trash storage area is proposed along the north side of the building accessed via the new private road. This appears to be the most practical location for the delivery and dumpster locations. The sidewalk along this frontage is adjacent to the building. A letter from Clearcreek Disposal stating that the dumpster location and design is adequate will be required as a Condition of Approval.</i></p> <p><i>The site plan shows space for several loading areas that meet dimensional requirements. The new addition would require one loading area. The loading area as designed can accommodate a large delivery truck.</i></p> <p><i>These locations will not impede with snow storage areas and will be screened with a combination of landscaping, enclosures, and the building itself. Note that it is also proposed that the trash receptacles themselves will be clad in a vinyl wrap consisting of artistic images. Actual images will be brought to the meeting.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)1e	f. Where alleys exist, or are planned, they shall be utilized for building services.
			Staff Comments	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)1f	g. Vending machines located on the exterior of a building shall not be visible from any street.
			Staff Comments	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1g	<p>h. On-site parking areas shall be located at the rear of the building and screened from the street. Parking and access shall not be obstructed by snow accumulation. (NOTE: If project is located in Airport West Subdivision, certain standards may apply that are not listed here. See code for details.)</p> <p>i. Parking areas located within the SCI zoning district may be located at the side or rear of the building.</p> <p>ii. Parking areas may be considered at the side of buildings within the B, LB, TI and LI zoning districts provided a useable prominent entrance is located on the front of the building and the parking area is buffered from the sidewalk adjacent to the street.</p>

			Staff Comments	<i>The existing Kings Building is located to the rear of the lot, with the parking in the front adjacent to Main Street. It would not be feasible to move the existing building to the front of the lot. The building entrance is reconfigured, making it a more prominent feature on the site. The parking area is buffered by two existing trees along Main Street, and proposes landscaping along the new private street on the north. One or two additional street trees may be appropriate on the north edge of the property. In summer, the applicant proposes the outdoor garden center will be near the street as shown on the plans. This will also soften the street edge of the site.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1h	i. Access to on-site parking shall be from the alley or, if the site is not serviced by an alley, from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.
			Staff Comments	<i>Two main Street curb cuts (one on the subject property and one on Goode Motors to the north) are being consolidated into one as part of this application, which will reduce vehicular/pedestrian conflicts. Additional buffering of the parking is shown on the north side adjacent to the new private street.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1i	j. Snow storage areas shall be provided on-site where practical and sited in a manner that is accessible to all types of snow removal vehicles of a size that can accommodate moderate areas of snow.
			Staff Comments	<i>Where practical, on-site snow storage has been provided. However, the applicant has noted that the current/existing snow storage areas are limited. With the proposed building addition and site improvements, it is not possible to meet the on-site storage requirements. Therefore, it is proposed that the majority of snow storage occur at the southwest corner of the Goode lot, directly north of the proposed private drive. This location is currently an empty, underutilized, gravel covered lot.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1j	k. Snow storage areas shall not be less than 25% of the improved parking and vehicle and pedestrian circulation areas.
			Staff Comments	<i>25% of the improved parking/vehicle and pedestrian circulation areas require 10,439 square feet of snow storage. The applicant has shown this amount of snow storage on site and on the adjacent undeveloped lot to the north. The Commission discussed this snow storage, and found the plans as submitted to be adequate.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1k	l. A designated snow storage area shall not have any dimension less than 10 feet.
			Staff Comments	<i>Dimensional requirements have been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1l	l. Hauling of snow from downtown areas is permissible where other options are not practical.
			Staff Comments	<i>If the adjacent site were to be redeveloped, snow would need to be hauled from this site.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1m	m. Snow storage areas shall not impede parking spaces, vehicular and pedestrian circulation or line of sight, loading areas, trash storage/pickup areas, service areas or utilities.
			Staff Comments	<i>None of the above are impeded by snow storage.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1n	n. Snow storage areas shall be landscaped with vegetation that is salt-tolerant and resilient to heavy snow.
			Staff Comments	<i>Snow storage areas are landscape ground cover, gravel or asphalt.</i>
2. Building Design: 6A.8 (A) 2, items (a) thru (m)				

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"/>	6A.8(A)2a	<p>a. The proportion, size, shape and rooflines of new buildings shall be compatible with surrounding buildings.</p> <p><i>Staff Comments</i> The subject property is outside of the Townsite Overlay, in a portion of downtown with varied building sizes. The roofline height and form proposed are compatible.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2b	<p>b. Standardized corporate building designs are prohibited.</p> <p><i>Staff Comments</i> The building design is a departure from many of the 18 Kings stores found throughout Idaho and other western states. The design is responsive to the Hailey community, and individualized to the site.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2c	<p>c. At ground level, building design shall emphasize human scale, be pedestrian oriented and encourage human activity and interaction.</p> <p><i>Staff Comments</i> The design of the proposed addition and existing building improvements, specifically on the east and north facades, incorporates appropriately scaled covered walkways/outdoor merchandise display areas, architectural elements such as steel shade canopies, and a recessed main entry with soffit above. The space outside of the main entry will incorporate heated concrete pavers, benches, and landscaping to create a vibrant, pleasant space for store related activities and events.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2d	<p>d. The front façade of buildings shall face the street and may include design features such as windows, pedestrian entrances, building off-sets, projections, architectural detailing, courtyards and change in materials or similar features to create human scale and break up large building surfaces and volumes.</p> <p><i>Staff Comments</i> Design features include covered walkways/outdoor merchandise display areas, architectural elements such as steel shade canopies, and a recessed main entry with soffit above, and a variety of material changes. The space outside of the main entry will incorporate heated concrete pavers, benches, and landscaping to create a vibrant, pleasant space for store related activities and events.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2e	<p>e. Any addition onto or renovation of an existing building shall be designed to create a cohesive whole.</p> <p><i>Staff Comments</i> The design of the proposed addition creates a cohesive whole with the existing building by matching and tying into existing roof lines, eaves, joints, and window and door heights. Proposed and existing building materials and colors are used congruently to create a cohesive and seamless design. The design resulting from the addition is a significant upgrade in terms of both architecture and site function.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2f	<p>f. All exterior walls of a building shall incorporate the use of varying materials, textures and colors.</p> <p><i>Staff Comments</i> The design of the proposed addition and existing building improvements incorporate varying materials, textures, and colors such as stained cedar siding, corrugated galvanized metal wall panels, painted metal wall panels, and painted stucco.</p> <p>The existing rear wall facing River Street may be difficult to improve from an architectural standpoint. The applicant is proposing to paint the top of this wall a color called "Volcanic Rock", which matches the powder coated steel on other facades. Based on discussion with the applicant in the hearing, the Commission found that this paint strip is not necessary to meet this standard of review.</p> <p>Also proposed is a dry stack stone base, tying the existing building in to the new addition. Substantial landscaping is proposed on this façade, and staff is of the opinion that this standard has been met.</p>

				Similarly issues exist regarding the north faced between the subject property and the Wood River Inn. As shown in the photos submitted, there is already substantial mature landscaping against this wall, screening it from the back parking area of the Wood River Inn. Staff does not recommend any further changes to this façade.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2g	g. Exterior buildings colors and materials shall be integrated appropriately into the architecture of the building and be harmonious within the project and with surrounding buildings.
			<i>Staff Comments</i>	<i>The materials and color scheme is contemporary and suitable to the Hailey community.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)2h	h. Flat-roofed buildings over two stories in height shall incorporate roof elements such as parapets, upper decks, balconies or other design elements.
			<i>Staff Comments</i>	<i>The existing building and addition are single-story.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2i	i. All buildings shall minimize energy consumption by utilizing alternative energy sources and/or passive solar techniques. At least three (3) of the following techniques, or an approved alternative, shall be used to improve energy cost savings and provide a more comfortable and healthy living space: i) Solar Orientation. If there is a longer wall plane, it shall be placed on an east-west axis. A building's wall plane shall be oriented within 30 degrees of true south. ii) South facing windows with eave coverage. At least 40% of the building's total glazing surface shall be oriented to the south, with roof overhang or awning coverage at the south. iii) Double glazed windows. iv) Windows with Low Emissivity glazing. v) Earth berming against exterior walls vi) Alternative energy. Solar energy for electricity or water heating, wind energy or another approved alternative shall be installed on-site. vii) Exterior light shelves. All windows on the southernmost facing side of the building shall have external light shelves installed.
			<i>Staff Comments</i>	<i>Due to the location and orientation of the existing building, incorporating passive solar techniques into the proposed addition are limited. The new addition proposes low-e, double glazed windows to minimize summer solar heat gain. The north façade will incorporate north facing clerestory windows with an exterior roof canopy/light shelf. The north windows in combination with the exterior light shelf will provide an even and constant source of daylight in the northern interior of the space and minimize dependency on artificial light sources.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2j	j. Gabled coverings, appropriate roof pitch, or snow clips and/or gutters and downspouts shall be provided over all walkways and entries to prevent snow from falling directly onto adjacent sidewalks.
			<i>Staff Comments</i>	<i>The existing and proposed 5:12 shed roof at the east façade will incorporate snow clips, a gutter, and downspouts to prevent snow and ice from accumulating at the sidewalk and parking below. The downspouts will drain into adjacent landscaping areas or tie into the proposed drywell located in the parking lot directly east of the new main entry.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2k	k. Downspouts and drains shall be located within landscape areas or other appropriate locations where freezing will not create pedestrian hazards.
			<i>Staff Comments</i>	<i>The existing roof drains located at the west façade of the building drain into proposed landscaped areas. All roof drains for the proposed addition will tie in below grade to new drywells. Please also see item 'j' above.</i>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)2l	i. Vehicle canopies associated with gas stations, convenience stores or drive-through facilities shall have a minimum roof pitch of 3/12 and be consistent with the colors, material and architectural design used on the principal building(s).
			<i>Staff Comments</i>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)2m	m. A master plan for signage is required to ensure the design and location of signs is compatible with the building design and compliance with Article 8.
			<i>Staff Comments</i>	<i>A Master Signage Plan has been provided, and the signs will be modified to comply with city regulations. The applicant has modified their typical corporate sign to mount the letters for "Kings" directly on to the building. While the current submittal shows two pole-mounted signs, the applicant has stated that they would be willing to switch these to monument signs on a stone base, with lettering mounted on a wood background to match the building.</i>

3. Accessory Structures, Fences and Equipment/Utilities: 6A.8 (A) 3, items (a) thru (i)

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)3a	a. Accessory structures shall be designed to be compatible with the principal building(s).
			<i>Staff Comments</i>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)3b	b. Accessory structures shall be located at the rear of the property.
			<i>Staff Comments</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3c	c. Walls and fences shall be constructed of materials compatible with other materials used on the site.
			<i>Staff Comments</i>	<i>No new fences are proposed. All site walls are proposed to be clad in a stone veneer matching the proposed stone veneer on the addition and existing building.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3d	d. Walls and fencing shall not dominate the buildings or the landscape. Planting should be integrated with fencing in order to soften the visual impact.
			<i>Staff Comments</i>	<i>All site walls and retaining walls re proposed to be less than 4'-0" in height and will incorporate planting in front of them to soften the visual impact.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3e	e. All roof projections including, roof-mounted mechanical equipment, such as heating and air conditioning units, but excluding solar panels and Wind Energy Systems that have received a Conditional Use Permit, shall be shielded and screened from view from the ground level of on-site parking areas, adjacent public streets and adjacent properties.
			<i>Staff Comments</i>	<i>The existing roof-mounted equipment is currently screened from ground level view. All proposed roof-mounted equipment will be screened from ground level view as well by the proposed roof parapet walls.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)3f	f. The hardware associated with alternative energy sources shall be incorporated into the building's design and not detract from the building and its surroundings.
			<i>Staff Comments</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3g	g. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas shall be adequately

				screened from surrounding properties and streets by the use of a wall, fence, or landscaping, or shall be enclosed within a building.
			<i>Staff Comments</i>	<i>All proposed ground-mounted equipment will be screened from ground level view by the use of walls and/or landscaping.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3h	i. All service lines into the subject property shall be installed underground.
			<i>Staff Comments</i>	<i>All proposed service lines into the addition will be underground. However, due to cost constraints all existing service lines to the existing building, including overhead power lines, will remain as they are. Idaho Power has confirmed that, even if the pole on the northeast corner were removed, and additional pole would need to be added to support the pole between Kings and the Wood River Inn, which contains transformers.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3i	j. Additional appurtenances shall not be located on existing utility poles.
			<i>Staff Comments</i>	<i>No appurtenances are proposed on existing utility poles.</i>

4. Landscaping: 6A.8 (A) 4, items (a) thru (n)

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"/>	6A.8(A)4a	a. Only drought tolerant plant species and/or xeriscape specific plant materials shall be used, as specified by the Hailey Landscaping Manual or an approved alternative.
			<i>Staff Comments</i>	<i>All proposed plant material is drought tolerant.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4b	b. All plant species shall be hardy to the Zone 4 environment.
			<i>Staff Comments</i>	<i>All proposed plant materials are hardy to Zone 4.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4c	c. At a minimum, a temporary irrigation system that fully operates for at least two complete growing seasons is required in order to establish drought tolerant plant species and/or xeriscape specific plant materials. Features that minimize water use, such as moisture sensors, are encouraged.
			<i>Staff Comments</i>	<i>All drought tolerant grass areas will have a temporary irrigation system installed for at least 2 growing seasons to allow for seed germination.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4d	d. Landscaped areas shall be planned as an integral part of the site with consideration of the urban environment. A combination of trees shrubs, vines, ground covers and ornamental grasses shall be used. New landscaped areas having more than 10 trees, a minimum of 10% of the trees shall be at least 4-inch caliper, 20% shall be at least 3-inch caliper, and 20% shall be at least 2½ inch caliper and a maximum of 20% of any single tree species may be used in any landscape plan (excluding street trees). New planting areas shall be designed to accommodate typical trees at maturity. Buildings within the LI and SCI-I zoning district are excluded from this standard.
			<i>Staff Comments</i>	<i>The proposed landscaping incorporates a combination of trees of varying sizes, shrubs, ground covers, and ornamental grasses. Only two (2) existing trees are present along Main Street. The Commission determined that the landscaping as proposed is adequate to meet this standard.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)4e	e. Seasonal plantings in planter boxes, pots, and/or hanging baskets shall be provided to add color and interest to the outside of buildings in the LI and SCI-I zoning districts.
			<i>Staff Comments</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4f	f. Plantings for pedestrian areas within the B, LB, TN and SCI-O zoning districts shall be designed with attention to the details of color, texture and form. A variety of trees, shrubs, perennials, ground covers and seasonal plantings, with

				different shapes and distinctive foliage, bark and flowers shall be used in beds, planter boxes, pots, and/or hanging baskets.
			<i>Staff Comments</i>	<i>The proposed landscaping incorporates a combination of trees, shrubs, ground covers, and ornamental grasses that have a variety of colors, textures, and forms. The seasonal garden center also provides a great variety of color and interest. The proposed location of the garden center is close to Main Street, and will create an improved streetscape façade.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4g	g. Storm water runoff should be retained on the site wherever possible and used to irrigate plant materials.
			<i>Staff Comments</i>	<i>Strom water is managed via a drywell system. Due to the large amount of existing hardscape, retrofitting to irrigate plant material is not practical.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4h	h. A plan for maintenance of the landscaping areas is required to ensure that the project appears in a well maintained condition (i.e., all weeds and trash removed, dead plant materials removed and replaced).
			<i>Staff Comments</i>	<i>Maintenance is planned for all landscape areas.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4i	i. Retaining walls shall be designed to minimize their impact on the site and the appearance of the site.
			<i>Staff Comments</i>	<i>All proposed site retaining walls will be no taller than 4'-0" tall and clad in a stone veneer matching the proposed stone veneer on the addition and existing building.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4j	j. Retaining walls shall be constructed of materials that are utilized elsewhere on the site, or of natural or decorative materials.
			<i>Staff Comments</i>	<i>See "l" above.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4k	k. Retaining walls, where visible to the public and/or to residents or employees of the project, shall be no higher than four feet or terraced with a three foot horizontal separation of walls.
			<i>Staff Comments</i>	<i>See "l" above.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4l	m. Landscaping should be provided within or in front of extensive retaining walls.
			<i>Staff Comments</i>	<i>No extensive retaining walls are planned.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4m	m. Retaining walls over 24" high may require railings or planting buffers for safety.
			<i>Staff Comments</i>	<i>All proposed retaining walls over 2'-0" high may require guardrails as required by the IBC.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4n	n. Low retaining walls may be used for seating if capped with a surface of at least 12 to 16 inches wide.
			<i>Staff Comments</i>	<i>The low retaining wall to the rear of the building near River Street could be used for seating.</i>

**Additional Design Review Requirements for
 Non-Residential Buildings Located within B, LB, or TN**

1. Site Planning: 6A.8 (B) 1, items (a) thru (b)

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"/>	6A.8(B)1a	a. The site shall support pedestrian circulation and provide pedestrian amenities. Sidewalks shall be provided along building fronts.
			<i>Staff Comments</i>	<i>Pedestrian circulation is greatly improved with the site plan proposed. Sidewalks are planned on all building fronts.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(B)1b	b. Wider sidewalks are encouraged to provide additional amenities such as seating areas and bicycle racks.

			<i>Staff Comments</i>	<i>Sidewalk widths vary through the project, but staff finds the proposed widths to be adequate.</i>
2. Building Design: 6A.8 (B) 2, items (a) thru (h)				
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"/>	6A.8(B)2a	<p>a. The main facade shall be oriented to the street. The main entrance(s) to the building shall be located on the street side of the building. If the building is located on a corner, entrances shall be provided on both street frontages. If the design includes a courtyard, the main entrance may be located through the courtyard. Buildings with more than one retail space on the ground floor are encouraged to have separate entrances for each unit.</p> <p><i>Staff Comments</i> <i>The existing building is oriented to the street. The new main entrance is located so as to serve both Main Street and the new Private Road accessing the property.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)2b	<p>b. Multi-unit structures shall emphasize the individuality of units or provide visual interest by variations in roof lines or walls or other human scale elements. Breaking the facades and roofs of buildings softens the institutional image which may often accompany large buildings.</p> <p><i>Staff Comments</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(B)2d	<p>c. Building designs shall maximize the human scale of buildings and enhance the small town “sense of place”. This can be achieved by utilizing voids and masses, as well as details, textures, and colors on building facades. Human scale can also be achieved by incorporating structural elements such as colonnades and covered walkways, overhangs, canopies, entries, and landscaping. Particular attention should be paid to creating interest at the street level.</p> <p><i>Staff Comments</i> <i>The design team has made efforts to bring a human scale to the design, and to pick styles and materials reflective of Hailey. Canopies are proposed on several facades. The summer outdoor garden center provides good street interest.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)2e	<p>d. Buildings that exceed 30 feet in height, the entire roof surface shall not project to the highest point of the roof. The Commission shall review building height relative to the other dimensions of width and depth combined with detailing of parapets, cornices, roof, and other architectural elements.</p> <p><i>Staff Comments</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)2f	<p>e. Livable outdoor spaces in multi-story buildings that create pleasing elements and reduce the mass of taller buildings are encouraged.</p> <p><i>Staff Comments</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(B)2g	<p>f. Fire department staging areas shall be incorporated into the design elements of the building.</p> <p><i>Staff Comments</i> <i>The building will be fully sprinklered.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)2h	<p>g. New buildings adjacent to residential areas shall be designed to ensure that building massing and scale provide a transition to adjoining residential neighborhoods. Possible mitigation techniques include, but are not limited to the following:</p> <ul style="list-style-type: none"> i. Locating open space and preserving existing vegetation on the edge of the site to further separate the building from less intensive uses; ii. Stepping down the massing of the building along the site’s edge; and iii. Limiting the length of or articulating building facades to reflect adjacent residential patterns

			<i>Staff Comments</i>	<i>The project is surrounded by Business (B) zoning and nonresidential uses.</i>
3. Landscaping: 6A.8 (B) 3, item (a)				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)3a	<p>a. When abutting the LR, GR or TN zoning districts, a landscape buffer between the project and the residential property shall be provided. The buffer shall be at least eight foot wide to create a year-round visual screen of at least 6 feet in height. The buffer shall be designed to avoid the appearance of a straight line or wall of uniform plant material and shall be wide enough to accommodate the planted species when mature.</p>
			<i>Staff Comments</i>	<i>All surrounding properties are zoned B.</i>

6A.6 Criteria.

A. The Commission or Hearing Examiner shall determine the following before approval is given:

1. The project does not jeopardize the health, safety or welfare of the public.
2. The project conforms to the applicable specifications outlined in the Design Review Guidelines, as set forth herein, applicable requirements of the Zoning Ordinance, and City Standards.

B. Conditions. The Commission or Hearing Examiner may impose any condition deemed necessary. The Commission or Hearing Examiner may also condition approval of a project with subsequent review and/or approval by the Administrator or Planning Staff. Conditions which may be attached include, but are not limited to those which will:

1. Ensure compliance with applicable standards and guidelines.
2. Require conformity to approved plans and specifications.
3. Require security for compliance with the terms of the approval.
4. Minimize adverse impact on other development.
5. Control the sequence, timing and duration of development.
6. Assure that development and landscaping are maintained properly.
7. Require more restrictive standards than those generally found in the Zoning Ordinance.

C. Security. The applicant may, in lieu of actual construction of any required or approved improvement, provide to the City such security as may be acceptable to the City, in a form and in an amount equal to the cost of the engineering or design, materials and installation of the improvements not previously installed by the applicant, plus fifty percent (50%), which security shall fully secure and guarantee completion of the required improvements within a period of one (1) year from the date the security is provided.

1. If any extension of the one year period is granted by the City, each additional year, or portion of each additional year, shall require an additional twenty percent (20%) to be added to the amount of the original security initially provided.
2. In the event the improvements are not completely installed within one (1) year, or upon the expiration of any approved extension, the City may, but is not obligated, to apply the

security to the completion of the improvements and complete construction of the improvements.

The following conditions are suggested to be placed on any approval of this application:

- a) All applicable Fire Department and Building Department requirements shall be met.
- b) Any change in use or occupancy type from that approved at time of issuance of Building Permit may require additional improvements and/or approvals. Additional parking may also be required upon subsequent change in use, in conformance with Hailey's Zoning Ordinance at the time of the new use.
- c) All City infrastructure requirements shall be met. In particular, the existing sewer service pipe shall be replaced as requested by the Hailey Wastewater staff. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for Department Head approval and shall meet City Standards where required. Infrastructure to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
- d) The requirement for a sidewalk along First Avenue is hereby waived as allowed for in Title 17, Article 6A.7.b of the Hailey Municipal Code.
- e) The project shall be constructed in accordance with the application or as modified by these Findings of Fact, Conclusions of Law and Decision.
- f) All new and existing exterior lighting shall comply with the Outdoor Lighting Ordinance.
- g) Except as otherwise provided, all the required improvements shall be constructed and completed, or sufficient security provided as approved by the City Attorney, before a Certificate of Occupancy can be issued.
- h) Existing mature trees shown on the site plan shall be fenced or otherwise protected at the drip line for the duration of construction.
- i) This project is subject to Development Impact Fees pursuant to Municipal Code Chapter 15.16. The estimated fee is determined at the time of Building Permit application.
- j) This Design Review approval is for the date the Findings of Fact are signed. The Planning & Zoning Administrator has the authority to approve minor modifications to this project prior to, and for the duration of a valid Building Permit.
- k) All utilities will be located underground, consistent with 6A.9.C.1.

Signed this ____ day of _____, 2015.

Janet Fugate, Chair

Attest:

Kristine Hilt, Community Development Coordinator

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FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On August 24, 2015 the Hailey Planning & Zoning Commission considered a public hearing on a request by Scott Miley to rezone Lots 1-10, Block 45, Hailey Townsite from General Residential (GR) to Limited Business (LB). The Commission, having been presented with all information and testimony in favor and in opposition to the proposal, hereby makes the following Findings of Fact, Conclusions of Law and Decision.

FINDINGS OF FACT

Applicant: Scott Miley, represented by Galena Engineering

Request: Amendment to Zoning District Map by changing the zoning for Lots 1-10, Block 45, Townsite Overlay from General Residential (GR) to Limited Business (LB)

Location: Lots 1-10, Block 45, Townsite Overlay

Current Zoning: General Residential (GR)

Proposed Zoning: Limited Business (LB)

Attachments considered by the Commission:

Attachment 1: Matrix of uses allowed in districts under consideration.

Attachment 2: Hailey Comprehensive Plan Land Use Map

Attachment 3: Analysis of Comprehensive Plan prepared by Applicant

Attachment 4: Maps prepared by Applicant

Attachment 5: Vacancy Rate of LB Zone District Prepared by Applicant

Attachment 6: Public Comment

Notice

Notice for the public hearing scheduled for August 24, 2015 was published in the Idaho Mountain Express on August 3, 2015 and mailed to property owners within 300 feet on and to public agencies and area media on August 3, 2015. Notice was posted on all external boundaries of the property on August 17, 2015.

Application

The applicant, Scott Miley, initiated action for a zone change from General Residential (GR) to Limited Business (LB). The applicant has not stated any particular reasons for the rezone request.

Uses adjacent to the subject property are commercial and residential. Commercial uses include, but are not limited to professional offices, restaurants, retail, and personal services. Lot 10, on the corner of

Carbonate and 1st Avenue appears to be zoned GR, but contains a residence and a catering business. Lots 11-20, along Main Street, are zoned Business (B), and contain the Blaine County Historical Museum, Mountain West Bank and the Sun Valley Brewery. The lots to the east across 1st Avenue are single-family residential, and are zoned GR. All adjacent properties are within the Townsite Overlay.

The lots in total contain nine (9) dwelling units, which are nonconforming in terms of density and, in some cases, setbacks. Some of these 9 units are accessory units. Current GR zoning would support various densities as described further in this report.

Procedural History

A variety of zone change requests have been considered on these lots by the City in the past:

- 1) A Development Agreement rezone was approved by the City for Lot 10 (the red house/business on the corner of Carbonate and First) for Business (B). Uses were restricted to a residence and a florist shop, with the exterior of the historic building to remain substantially unaltered, and deliveries to occur from the west side. The florist shop was limited to a maximum of 1,000 square feet. The Development Agreement was to become null and void if Lots 1-9 were rezoned to Business. Changes in use were to result in revocation of the Business Zone classification. In 2002, the Florist Shop was changed to a catering business as a home occupation, and the zoning reverted back to GR, although the 2006 staff report noted in #2 below referred to the zoning As B.
- 2) Lots 1-9 applied for a rezone to TN in 2007, with a hearing before the Commission in January 2008. The hearing was continued, but the applicant did not pursue the application.
- 3) At the August 24, 2015 Public Hearing, the applicant presented a revised matrix of requested uses, including mixed use with office, real estate and property management offices and several other items as shown in the record on file in the Community Development Department. The Commission in their deliberation and analysis of standards considered this revised request.
- 4) The Commission took oral and written comment at the public hearing from a variety of neighbors, as documented in the record on file in the Community Development Department. Neighbors testifying and providing written comment were not in favor of the LB Zone request, and were largely not in favor of consideration of other zone districts at this time.

Analysis and Discussion

Three Zone Districts are analyzed in this report: the current zoning, GR, the requested zoning, LB and the previously requested zoning of TN. The matrix attached to this report shows in details uses permitted, conditionally permitted and prohibited in each of these zone districts.

1. Purposes of Zone Districts:

GR: "The purpose of the General Residential District is to provide a variety of residential uses and preserve the favorable amenities associated with a residential neighborhood. The intent is to preserve the favorable amenities associated with a residential neighborhood."

TN: “The purpose of the TN District is to provide a buffer zone between residential and business areas. The zone provides for restricted business activities within residential areas, which are directly adjacent to or across a street or alley from established business zones. Uses shall be limited to those that generate relatively little traffic. The residential integrity of the area shall be maintained by preserving the existing buildings and requiring new building designs in keeping with the residential nature of the area, and requiring adequate on-site parking. The term “Transitional” does not imply that the properties within the district will be transitioning from residential to business zoning.”

LB: “The purpose of the LB District is to provide areas for a wide range of residential uses, restricted business uses, and medical facilities. The LB District is intended to allow for commercial uses that would not detract from the established downtown retail businesses, hence general retail is not allowed.”

2. Summary of Uses:

The substantial differences between the three districts are as follows:

- The LB allows a variety of commercial uses not allowed in either TN or GR: car rental companies, contractors offices without exterior storage, finance and insurance firms, gasoline stations and automotive repair (conditionally), medical and personal care stores (conditionally), real estate/property management companies, wholesale retailers and above-ground fuel tanks. (See the matrix for a variety of other nuances between permitted and conditional uses in this zone district as compared to TN and GR.)
- The TN allows professional offices and dwelling units within mixed use buildings as a permitted use, whereas the GR does not.
- The TN requires a conditional use permit for multi-family residential dwelling units whereas multi-family residential dwelling units are a permitted use in GR.

3. Bulk Requirements:

The bulk requirements for both General Residential and Transitional Districts are relatively similar. The only exception being Transitional, within the Townsite Overlay, allows maximum lot coverage of 30%, except 40% shall be allowed where at least 75% of required parking spaces are enclosed within a structure. Section 4.13.6, g) states General Residential districts within the Townsite Overlay have varying maximum lot coverage standards, from 25% to 40%, based on building height. Coverage in the LB zone is much greater: 70% and would have a noticeable impact on building bulk and neighborhood scale.

Density:

Density between the 3 zone districts is quite different. The total lot size of lots 1-10 is 36,000 square feet (.826 acres). Both TN and GR allow 10 units per acre, which could theoretically yield 8.26 multifamily units. If the entire ½ block were redeveloped and the currently lot lines removed, the minimum lot size for single family with no Accessory Dwelling Unit in Townsite Overlay is 4,500 square feet, which results in 8 lots. The minimum lot size with Accessory Dwelling Unit is 7,000 square feet, which allows for 5 lots.

If each of the 3 lots had an accessory dwelling unit, a total of 10 dwelling units would be permitted in this ½ block¹.

LB allows for 20 units per acre, or 16 units.

Further analysis would be required by an architect, but it is likely that the limiting factors in the 10-unit (5 lots plus 5 accessory dwelling units) example for both GR and TN zone districts are lot coverage and parking.

4. Existing Land Uses

As noted in the background section, 9 residential units exist in the ½ block (a combination of single family, accessory and duplex units). Many of these are old and nonconforming, forcing parking on to First Avenue instead of the preferred alley location. This parking arrangement has a large impact on the neighborhood, with an unintended consequence of making this block feel like an extension of the on-street commercial parking on the commercial block due south. Redevelopment of lots in this block could result in a better development pattern of parking in the rear off the alley. The current density of 9 units may be appropriate if parking is reconfigured, and if the scale of redevelopment is compatible. This density cannot be reconstructed under the current zoning.

Some of the buildings within the rezone area are maintained in good condition, and others are visibly in need of repair. This is in contrast to the east side of the street, and to other properties due north of the rezone area, which are for the large part well maintained and reflective of the eclectic character of Old Hailey.

This ½ block is also impacted by the types of commercial uses west across the alley: a bank drive-through and the alley servicing Sun Valley Brewery.

Standards of Evaluation

14.6 When evaluating any proposed amendment under this Article, the Council shall make findings of fact on the following criteria:

a. The proposed amendment is in accordance with the Comprehensive Plan;

The Comprehensive Plan Land Use Map reflects suitable projected land uses for the City. It considers existing conditions, trends, and desirable future situations, the objective being a balanced mix of land uses for the community. The Map establishes a basis and direction for the expansion and/or location of business, residential, industrial, institutional and green space areas within and adjacent to the City. The Land Use Map depicts the area proposed for rezone as Residential Buffer but on the border of High Density Residential. Goal 5.1 of the Comprehensive Plan describes Residential Buffer areas as, “medium density residential, providing a buffer between lower density residential neighborhoods to the east and west and the Main Street District.” High Density Residential is described as, “high density residential infill is encouraged in the area along Main Street and River Street between downtown and the north and south ends of Main Street. Residential uses that allow densities greater than GR (10 units/acre) but less than

¹ Note that the redevelopment of the entire ½ block is highly unlikely as a new house is under construction at this time on Lots 7-9

Business (20 units per acre) would most appropriately fulfill the Comprehensive Plan Land Use Map for this area.

Note that the applicant has interpreted the Land Use Map in a different manner, as described in the attachment to this Report.

The Commission found that the Comprehensive Plan directs this area as a residential buffer, and that the office uses presented by the applicant are not compatible with the intent of the Comprehensive Plan, that lot coverage allowances in the LB Zone are significantly greater than the current GR zone, that parking impacts would be of concern and that this standard has not been met.

b. Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;

It is anticipated that public facilities and services are available and sufficient to support the full range of uses permitted by all three zone districts under consideration. This standard could be met.

c. The proposed uses are compatible with the surrounding area; and

Staff's opinion presented to the Commission was that the commercial uses permitted in the LB zone are compatible with the neighborhood, or fulfill the intended goals of the Land Use Map. However, this ½ block is in a transition area between business and residential, and the Commission considered zoning that would allow for a transition between intensity of land uses. The Commission found that the requested LB Zone District, per the applicant presentation during the Public Hearing, was not compatible with surrounding land uses, and would have undesirable impacts on the surrounding neighborhood with regards to lot coverage, land uses, parking impacts and erosion of adjacent single family areas. The Commission also found that an analysis of other zone districts such as TN would be more appropriate at another time, absent a specific application.

d. The proposed amendment will promote the public health, safety and general welfare.

The Commission found that the introduction of the nonresidential uses permitted in the LB zone does not create a good transition from business and does not protect the integrity of the adjacent residential neighborhoods.

14.6.1 When evaluating any proposed Zoning Ordinance Map Amendment to rezone property to Business (B) Zoning District, Limited Business (LB) Zoning District, or Transitional (TN) Zoning District, the Commission and Council shall consider the following:

a. Vacancy rates of existing buildings and land within the existing Business (B), Limited Business (LB) or Transitional (TN) Zoning Districts. A lower vacancy rate will favor a rezone, while a higher vacancy rate will not favor a rezone.

The applicant has developed a vacancy analysis for the LB zone, attached to this report. Due to the types of office uses permitted in the LB Zone, staff recommended that it would be appropriate to analyze

vacancy rates in the entire B zone district if the concept of LB zoning for this property were pursued by the Commission. Staff has a general perception that there is abundant office space and vacant land zoned for office in the B District, particularly when River Street is considered. This opinion is anecdotal, and is not based on a vacancy analysis. The Commission noted that River Street and the Urban Renewal Plan for River Street creates an abundance of office space, and that a variety of other office space also exists in the B Zone District. The Commission found that this standard had not been met.

b. The distance of the parcel proposed for rezone from the Central Core Overlay District boundary. A shorter distance from the Central Core Overlay District boundary will favor a rezone, while a longer distance from the Central Core Overlay District boundary will not favor a rezone.

The properties in question are kitty-corner to the Central Core Overlay District and are very close.

Summary

In making a decision, the Commission deliberated on the following topic points in addition to the standards herein:

- 1) Impacts of the adjacent Business Uses on this ½ block, and other ½ blocks adjacent to the Business District. While there may be business impacts, transition areas need careful thought, with an intent of meeting the goals of the Comprehensive Plan and protecting the integrity of adjacent residential areas;
- 2) Best land uses for this area that respect adjacent residential uses and the scale of Old Hailey, and respond to current market demands, and reflect the work of the Urban Renewal Agency in the creation of River Street;
- 3) Appropriate timing to consider other zone districts not proposed by the applicant. The TN Zone District with some modification to make it a more appropriate application in this area, but that analysis and consideration is best pursued at a separate time when a specific application is not before the Commission.
- 4) Additional analysis, such as vacancy of office uses in the Business Zone District: the Commission finds it is unlikely from their knowledge of the B Zone District that there is a strong demand for additional office uses in Hailey, and that this analysis is not needed at this time in order to make a decision on this application.

Action

The Commission is required by the Hailey Zoning Code to make a recommendation to the Hailey City Council based on compliance with the Comprehensive Plan and the following criteria:

14.4.2 Recommendation.

a. Following the hearing, if the Commission or Hearing Examiner makes a substantial change from what was presented at the hearing, the Commission or Hearing Examiner may either conduct a further hearing after providing notice of its recommendation, or make its recommendations to the Council,

provided the notice of the Commission’s or Hearing Examiner’s recommendation shall be included in the notice of the hearing to be conducted by the Council.

b. The Commission or Hearing Examiner shall recommend, with reasons therefore, to the Council that the proposed amendment be granted or denied, or that a modified amendment is granted.

c. If the proposal initiated by an applicant is not in accordance with the Comprehensive Plan, the Commission or Hearing Examiner shall notify the applicant of this finding and inform the applicant that the applicant must apply for an amendment to the Comprehensive Plan before the Zoning Ordinance or Zoning Map can be amended.

CONCLUSIONS OF LAW

Based upon the above Findings of Fact, the Commission makes the following Conclusions of Law:

1. Adequate notice, pursuant to Zoning Ordinance No. 532, Section 6A.5, was given.
2. The project is in not general conformance with the Hailey Comprehensive Plan.
3. The proposed uses are not compatible with the surrounding area.
4. The project does not promote the health, safety, or welfare of the public.
5. There is not sufficient documentation of vacancy rates of existing buildings and land within the existing Business (B), Limited Business (LB) or Transitional (TN) Zoning Districts to meet the standard of review that a lower vacancy rate will favor a rezone, while a higher vacancy rate will not favor a rezone.

DECISION

The rezone application submitted by submitted by Scott Miley to rezone Lots 1-10, Block 45, Hailey Townsite from General Residential (GR) to Limited Business (LB) does not meet the standards of review, and recommend to the City Council denial of said rezone based on the findings herein. The project does not conform to the applicable specifications outlined in Zoning Ordinance, Title 18, and City Standards, is not in accordance with the Comprehensive Plan, that the proposed uses are not compatible with the surrounding area, and that the proposed amendment will not promote the public health, safety and general welfare.

Signed this ____ day of _____, 2015.

Janet Fugate, Chair

Attest:

Kristine Hilt, Community Development Coordinator

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**DESIGN REVIEW
STAFF REPORT**

TO: Hailey Planning and Zoning Commission

FROM: Lisa Horowitz Community Development Director

Design Review application by Leadership Circle, LLC on behalf of 710 N Main, LLC and Lots of Lemon, LLC for a 15,000 square-foot commercial building housing a Specialty Retail Grocer to be located at 700-710 N. Main Street, Hailey (Lot 1, Block 1, North Hailey Business Center, Lots of Lemon Subdivision Lots 1 and 2 and Tax Lot 4451) within the Business (B) Zoning District. The proposal also includes a private road on the south property boundary connecting Main Street to First Avenue.

HEARING: September 14, 2015

Applicant: 710 Main, LLC represented by Leadership Circle, LLC

Request: Design Review for 15,000 specialty retail (Natural Grocers) store, and a proposal for a Private Road on the south property boundary connecting from Main Street to First Avenue.

Location: 615 North Main Street (Lot 1, Block 1, North Hailey Business Center, Lots of Lemon Subdivision Lots 1 and 2 and Tax Lot 4451)

Zoning: Business (B)

Notice

Notice for the public hearing was published in the Idaho Mountain Express on August 26, 2015 and mailed to property owners within 300 feet on August 26, 2015.

Application

The applicant is proposing a new 15,000 specialty retail store on Main Street. The store will be a Natural Grocers, which is a 60-year old brand of specialty grocer/vitamin stores in 13 states (www.naturalgrocers.com). In Idaho, stores are currently in Boise and Idaho Falls.

The proposal is accessed from three locations: 1) shared drive with McDonalds on the north side of the site; 2) a new private road connecting Main Street to First Avenue; and 3) First Avenue via the new private road. One curb cut on Main Street serving the vacant lot will be consolidated to create the new street.

The new private road will be close to aligning with the new Kings/Good Motors private road on the other side of Main Street, but will have a slight offset due to property boundaries. Staff has suggested that the new private street have a 42' right of way profile, within which would be two 12' drive lanes, two 4' bike lanes and two 6' sidewalks on either side, similar to the Kings/Goode Motor road profile. (Note that for Kings the Commission only required one of the two sidewalks to be constructed at the time of Design Review approval, allowing the sidewalk on the other side of the road to be constructed when the Goode Motors property redevelops). Details on the road have not yet been shown on the plans.

The site plan shows a future retail building of 7,500 square feet. Staff has requested a timeline for this building, and/or a revised site plan showing the interim plans for this area. The applicant has stated that market conditions will dictate when the space will be built out, and that they plan in the interim to have a flat dirt pad-ready space surrounded by curb and gutter. This would be a similar solution to the business park in the north end of Bellevue, where several incomplete pads exist.

Procedural History

The application was submitted on June 1, 2015 and certified complete on June 24, 2015. A public hearing before the Planning and Zoning Commission for approval or denial of the project was held on July 13, 2015, in the Hailey City Council Chambers.

General Requirements for all Design Review Applications				
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"/>	6A.5 (B)	Complete Application
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Department Comments	Engineering:
				Life/Safety: No comments
				Water and Sewer: The project must maintain a 10' easement on each side of the sewer mainline (20' total). The two manholes should be accessible at all times with no landscaping or structures blocking access with a Hydro cleaning truck.

				<p>For Pretreatment requirements there will need to be at least a 1000 gallon FOG (fats, oils, and grease) interceptor installed for Specialty Grocery. If there are future plans for any food preparation within the Retail building, that building may also have to have an interceptor.</p> <p>The Sewer service for Specialty Grocery needs to be connected differently to main line (saddle onto the mainline downstream of manhole instead of upstream as shown).</p> <p>All Sewer work needs to be to City Standards</p> <p>Building:</p> <p>Streets: Crosswalk striping at the new private road near First Avenue should be thermoplastic and striped per City Standards</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8.2 Signs	<p>8.2 Signs: The applicant is hereby advised that a sign permit is required for any signage exceeding four square feet in sign area. Approval of signage areas or signage plan in Design Review does not constitute approval of a sign permit.</p>
			<i>Staff Comments</i>	<p><i>The plans show one monument signs and signs mounted on the building faces as shown in the design package. Because there are two tentnats, a Master Signage Plan is required. The signs will comply with the City's maximum sign area and other bulk regulations. Staff has suggested to the applicant that it would be helpful to see the actual sign designs and colors as part of the Design Review process.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9.4 On-site Parking Req.	<p>See Section 9.4 for applicable code.</p> <p>9.4.2- 1 parking space per 1,000 gross square feet</p>
			<i>Staff Comments</i>	<p><i>The Zoning Code requires 1 parking space per 1,000 gross square feet. The project contains 15,000 gross square feet, and an additional future building of 7,500 square feet so 23 parking spaces are required. The site plan shows 44 parking spaces.</i></p>
<input type="checkbox"/>	?	<input type="checkbox"/>	8B.4.1 Outdoor Lighting Standards	<p>8B.4.1 General Standards</p> <ol style="list-style-type: none"> a. All exterior lighting shall be designed, located and lamped in order to prevent: <ol style="list-style-type: none"> 1. Overlighting; 2. Energy waste; 3. Glare; 4. Light Trespass; 5. Skyglow. b. All non-essential exterior commercial and residential lighting is encouraged to be turned off after business hours and/or when not in use. Lights on a timer are encouraged. Sensor activated lights are encouraged to replace existing lighting that is desired for security purposes. c. Canopy lights, such as service station lighting shall be fully recessed or fully shielded so as to ensure that no light source is visible from or causes glare on public rights of way or adjacent properties. d. Area lights. All area lights are encouraged to be eighty-five (85) degree full cut-off type luminaires. e. Idaho Power shall not install any luminaires after the effective date of this Article that lights the public right of way without first receiving approval for any such application by the Lighting Administrator.
			<i>Staff Comments</i>	<p><i>A lighting plan has been submitted showing:</i></p> <p><i>Wall planes, wall security lights, recessed downlights, wall packs and six (6) parking lot poles lights. The Photometric plan submitted by the applicant indicates that the new private road will be much darker than the parking lot areas. Staff recommends that two City street lights be added, one near Main Street and one near First Avenue, similar to the street lighting for the Kings/Goode Motors private road.</i></p>

				<p><i>Wall pack lighting is shown on the back of the building not planned for construction at this time. Staff recommends that the lighting plan be revised to show how the lighting plan functions in this area.</i></p> <p><i>All lighting is downcast and meets City standards.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bulk Requirements	<p>(Insert sections from applicable zoning district) Maximum Height: 35' Setbacks: 0 Lot Coverage: 0 Aggregate Maximum Floor Area: 15,000 gross square feet</p>
			Staff Comments	<i>The 27' tall building complies with all bulk requirements.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.7 (A) Required Street Improvements Required	<p>Sidewalks and drainage improvements are required in all zoning districts, except as otherwise provided herein.</p>
			Staff Comments	<p><i>Sidewalks are existing on Main Street, and are provided on the new Private Road on the north side. Sidewalks are an average of 6' in width (Existing Main Street sidewalk is 6' wide). The curb cuts connecting the Natural Grocer private parking lot with the private road have wide angles in several places to allow for truck turning radius. This makes for a large asphalt area that will need to be striped for pedestrian crossing.</i></p> <p><i>Community Development and Public Works staff are comfortable with the sidewalk widths proposed since, a) the new street is a private street, and bike lanes are provided; and b) the sidewalk adjacent to the private road is not a primary thoroughfare.</i></p> <p><i>A site drainage plan has been provided. Six catch basins are showed in the parking lot connecting to drywells in the landscape areas.</i></p>

Design Review Requirements for Non-Residential, Multifamily, and/or Mixed Use Buildings within the City of Hailey

1. Site Planning: 6A.8 (A) 1, items (a) thru (n)

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"/>	6A.8(A)1a	<p>a. The location, orientation and surface of buildings shall maximize, to the greatest extent possible sun exposure in exterior spaces to create spaces around buildings that are usable by the residents and allow for safe access to buildings</p>
			Staff	<i>Staff has requested that the primary building be fronted on to Main Street. Pedestrian</i>

			Comments	<i>areas out front of the building provide for solar access.</i>
<input type="checkbox"/>	?	<input type="checkbox"/>	6A.8(A)1b	<p>b. All existing plant material shall be inventoried and delineated, to scale, and noted whether it is to be preserved, relocated or removed. Removal of trees larger than 6 inch caliper proposed to be removed require an arborist review. Any tree destroyed or mortally injured after previously being identified to be preserved, or removed without authorization, shall be replaced with a species of tree found in the Tree Guide and shall be a minimum of 4 inch caliper.</p>
			Staff Comments	.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1c	<p>c. Site circulation shall be designed so pedestrians have safe access to and through the site and to building.</p>
			Staff Comments	<p><i>The new proposed private street connecting from Main to First Avenue will greatly increase pedestrian and nonmotorized connections in a portion of town with above average block lengths.</i></p> <p><i>Proposed 6' wide sidewalks running east/west will connect pedestrians and bicyclists (via new 4' bike lanes) from Main St. to the new building entrance, and then to First Avenue. Crosswalks will be required where the new sidewalk is bisected by the parking lot entrances, and north/south along First Avenue.</i></p> <p><i>The sidewalk to the second building (not part of this application) is narrower, which may not be desirable.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)1d	<p>d. Building services including loading areas, trash storage/pickup areas and utility boxes shall be located at the rear of a building; the side of the building adjacent to an internal lot line may be considered as an alternate location. These areas shall be designed in a manner to minimize conflict among uses and shall not interfere with other uses, such as snow storage. These areas shall be screened with landscaping, enclosures, fencing or by the principal building.</p> <p>e. 9.2.2 Loading Space Requirements and Dimensions. The following regulations shall apply to all commercial and industrial uses with on-site loading areas. A. One (1) loading space shall be provided for any single retail, wholesale or warehouse occupancy with a floor area in excess of 4000 square feet, except grocery and convenience stores where one (1) loading space shall be provided for a floor area in excess of 1000 square feet. An additional loading space shall be required for every additional 10,000 square feet of floor area, except grocery and convenience stores where an additional loading space shall be required for every additional 5,000 square feet of floor area. Such spaces shall have a minimum area of 500 square feet, and no dimension shall be less than 12 feet. B. Convenient access driveways to loading spaces from streets or alleys shall be</p>
			Staff Comments	<p><i>The unloading zone for the building's delivery of merchandise and the trash storage area is proposed along the north side of the building accessed via the shared access with McDonalds. This appears to be the most practical location for the delivery and dumpster locations. A letter from Clearcreek Disposal stating that the dumpster location and design is adequate will be required as a Condition. A screen wall for the primary dumpster is shown in plan, but no other details are shown; details will be brought to the meeting. Note that the primary dumpster is for the most part screened by the building. It is not clear if the secondary dumpster is to be installed at this time.</i></p> <p><i>The site plan shows space 132' by 12' for truck loading (1,584 square feet). The loading area as designed can accommodate a large delivery truck, or several small trucks. 1,500 square feet is required (3 loading spaces of 500 square feet each).</i></p>

				<i>These locations will not impede with snow storage areas.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)1e	f. Where alleys exist, or are planned, they shall be utilized for building services.
			<i>Staff Comments</i>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)1f	g. Vending machines located on the exterior of a building shall not be visible from any street.
			<i>Staff Comments</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1g	h. On-site parking areas shall be located at the rear of the building and screened from the street. Parking and access shall not be obstructed by snow accumulation. (NOTE: If project is located in Airport West Subdivision, certain standards may apply that are not listed here. See code for details.) i. Parking areas located within the SCI zoning district may be located at the side or rear of the building. ii. Parking areas may be considered at the side of buildings within the B, LB, TI and LI zoning districts provided a useable prominent entrance is located on the front of the building and the parking area is buffered from the sidewalk adjacent to the street.
			<i>Staff Comments</i>	<i>The building presents a useable, prominent entrance on Main Street. Parking is proposed on the south side of the building. It is well buffered from the Main Street sidewalk by a variety of landscaping.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1h	i. Access to on-site parking shall be from the alley or, if the site is not serviced by an alley, from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.
			<i>Staff Comments</i>	<i>A main Street curb cuts is being consolidated into a private road as part of this application, which will reduce vehicular/pedestrian conflicts. Additional buffering of the parking is shown on the south side adjacent to the new private street.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1i	j. Snow storage areas shall be provided on-site where practical and sited in a manner that is accessible to all types of snow removal vehicles of a size that can accommodate moderate areas of snow.
			<i>Staff Comments</i>	<i>A snow storage plan has been submitted showing 8,564 square feet of snow storage areas in easily accessible locations.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1j	k. Snow storage areas shall not be less than 25% of the improved parking and vehicle and pedestrian circulation areas.
			<i>Staff Comments</i>	<i>25% of the improved parking/vehicle and pedestrian circulation areas require 8,538 square feet of snow storage. The applicant has shown this amount of snow storage on site, plus a small amount in excess.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1k	l. A designated snow storage area shall not have any dimension less than 10 feet.
			<i>Staff Comments</i>	<i>Dimensional requirements have been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1l	l. Hauling of snow from downtown areas is permissible where other options are not practical.
			<i>Staff Comments</i>	<i>There appears to be adequate land area for snow storage on site.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1m	m. Snow storage areas shall not impede parking spaces, vehicular and pedestrian

				circulation or line of sight, loading areas, trash storage/pickup areas, service areas or utilities.
			<i>Staff Comments</i>	<i>None of the above are impeded by snow storage.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)1n	n. Snow storage areas shall be landscaped with vegetation that is salt-tolerant and resilient to heavy snow.
			<i>Staff Comments</i>	<i>Snow storage areas are landscape ground cover or asphalt.</i>
2. Building Design: 6A.8 (A) 2, items (a) thru (m)				
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"/>	6A.8(A)2a	a. The proportion, size, shape and rooflines of new buildings shall be compatible with surrounding buildings.
			<i>Staff Comments</i>	<i>The subject property is outside of the Townsite Overlay, in a portion of downtown with varied building sizes. The roofline height and form proposed are compatible.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2b	b. Standardized corporate building designs are prohibited.
			<i>Staff Comments</i>	<i>The building design is within the range of corporate designs that staff viewed on the Natural Grocer web site. The design is responsive to the Hailey community on two of the four facades, as discussed further herein.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2c	c. At ground level, building design shall emphasize human scale, be pedestrian oriented and encourage human activity and interaction.
			<i>Staff Comments</i>	<i>The design of the proposed building on the south and west facades incorporates appropriately scaled covered walkways, architectural elements such as canopies covering the main entry with soffit above. The space outside of the main entry will incorporate benches, and landscaping.</i> <i>The east and north facades have very limited architectural detailing. While elements of these elevations will be blocked by vegetation to the north, these facades are not as complete as the south and west facades.</i> <i>If the new proposed building is built, the east façade would be largely covered over. However, the applicant has not indicated a time frame for this second project. Staff does not believe it would be in the best interests of the community to leave the façade largely incomplete for an indefinite time frame.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2d	d. The front façade of buildings shall face the street and may include design features such as windows, pedestrian entrances, building off-sets, projections, architectural detailing, courtyards and change in materials or similar features to create human scale and break up large building surfaces and volumes.
			<i>Staff Comments</i>	<i>Design features on the street façade include covered walkways architectural elements such as bronze metal canopies, wooden columns, picture windows and two material changes. The site plan on the street side includes benches, and landscaping.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)2e	e. Any addition onto or renovation of an existing building shall be designed to create a cohesive whole.
			<i>Staff Comments</i>	<i>N/A</i>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2f	f. All exterior walls of a building shall incorporate the use of varying materials, textures and colors.
			Staff Comments	<i>The design of two of the four facades incorporates varying materials, texture and colors.</i> <i>The east and north facades show much more limited variation in materials, textures and colors. While elements of these elevations will be blocked by vegetation to the north, these facades are not as architecturally varied as the south and west facades.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2g	g. Exterior buildings colors and materials shall be integrated appropriately into the architecture of the building and be harmonious within the project and with surrounding buildings.
			Staff Comments	<i>The materials and color scheme is contemporary and suitable to the Hailey community.</i> <i>The brick proposed is not real brick. This brick veneer has been used in Hailey, most notably on Hailey City Hall. However, the overall appearance has less depth than true brick.</i> <i>The other primary material is fiber cement siding.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)2h	h. Flat-roofed buildings over two stories in height shall incorporate roof elements such as parapets, upper decks, balconies or other design elements.
			Staff Comments	<i>The existing building and addition are single-story.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2i	i. All buildings shall minimize energy consumption by utilizing alternative energy sources and/or passive solar techniques. At least three (3) of the following techniques, or an approved alternative, shall be used to improve energy cost savings and provide a more comfortable and healthy living space: i) Solar Orientation. If there is a longer wall plane, it shall be placed on an east-west axis. A building's wall plane shall be oriented within 30 degrees of true south. ii) South facing windows with eave coverage. At least 40% of the building's total glazing surface shall be oriented to the south, with roof overhang or awning coverage at the south. iii) Double glazed windows. iv) Windows with Low Emissivity glazing. v) Earth berming against exterior walls vi) Alternative energy. Solar energy for electricity or water heating, wind energy or another approved alternative shall be installed on-site. vii) Exterior light shelves. All windows on the southernmost facing side of the building shall have external light shelves installed.
			Staff Comments	<i>Due to the location and orientation of the lot with respects to Main Street, incorporating passive solar techniques are limited. The new building has transparent glass double-glazed windows. The following elements are stated by the applicant to be incorporated into the design:</i> <i>100% LED lighting</i> <i>Bag free store</i> <i>Hot water heat reclaim</i> <i>Recycled content in tile and other finishes</i>

				<p><i>Low VOC paints and adhesives</i> <i>Insulated white roof</i> <i>De-stratification fans to reduce heating and cooling</i> <i>Occupancy sensors in offices and restrooms</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2j	<p>j. Gabled coverings, appropriate roof pitch, or snow clips and/or gutters and downspouts shall be provided over all walkways and entries to prevent snow from falling directly onto adjacent sidewalks.</p> <p><i>Staff Comments</i> <i>Pedestrian areas are covered by a flat canopy. Parapets are used in other pedestrian areas to contain snow on the roof.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)2k	<p>k. Downspouts and drains shall be located within landscape areas or other appropriate locations where freezing will not create pedestrian hazards.</p> <p><i>Staff Comments</i> <i>Downspouts are located at the rear of the building.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)2l	<p>l. Vehicle canopies associated with gas stations, convenience stores or drive-through facilities shall have a minimum roof pitch of 3/12 and be consistent with the colors, material and architectural design used on the principal building(s).</p> <p><i>Staff Comments</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)2m	<p>m. A master plan for signage is required to ensure the design and location of signs is compatible with the building design and compliance with Article 8.</p> <p><i>Staff Comments</i> <i>A Master Signage Plan has not yet been provided, but will be required as part of the Design Review Approval.</i></p>

3. Accessory Structures, Fences and Equipment/Utilities: 6A.8 (A) 3, items (a) thru (i)

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)3a	<p>a. Accessory structures shall be designed to be compatible with the principal building(s).</p> <p><i>Staff Comments</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)3b	<p>b. Accessory structures shall be located at the rear of the property.</p> <p><i>Staff Comments</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3c	<p>c. Walls and fences shall be constructed of materials compatible with other materials used on the site.</p> <p><i>Staff Comments</i> <i>Wood fencing is proposed on the front of the building for portions of the landscape areas. Fences appear to be about 6' tall, although that is an estimate. A material sample has not been submitted, but photos have.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3d	<p>d. Walls and fencing shall not dominate the buildings or the landscape. Planting should be integrated with fencing in order to soften the visual impact.</p> <p><i>Staff Comments</i> <i>Fences appear to be limited in scope, allowing for the building to be seen from the street.</i></p>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3e	e. All roof projections including, roof-mounted mechanical equipment, such as heating and air conditioning units, but excluding solar panels and Wind Energy Systems that have received a Conditional Use Permit, shall be shielded and screened from view from the ground level of on-site parking areas, adjacent public streets and adjacent properties.
			<i>Staff Comments</i>	<i>All proposed roof-mounted equipment will be screened from ground level view by the proposed roof parapet walls.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)3f	f. The hardware associated with alternative energy sources shall be incorporated into the building's design and not detract from the building and its surroundings.
			<i>Staff Comments</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3g	g. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas shall be adequately screened from surrounding properties and streets by the use of a wall, fence, or landscaping, or shall be enclosed within a building.
			<i>Staff Comments</i>	<i>A condition of approval is included requiring that all proposed ground-mounted equipment will be screened from ground level view by the use of walls and/or landscaping.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3h	i. All service lines into the subject property shall be installed underground.
			<i>Staff Comments</i>	<i>All proposed service lines into the addition will be underground.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)3i	j. Additional appurtenances shall not be located on existing utility poles.
			<i>Staff Comments</i>	<i>No appurtenances are proposed on existing utility poles.</i>

4. Landscaping: 6A.8 (A) 4, items (a) thru (n)

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"/>	6A.8(A)4a	a. Only drought tolerant plant species and/or xeriscape specific plant materials shall be used, as specified by the Hailey Landscaping Manual or an approved alternative.
			<i>Staff Comments</i>	<i>All proposed plant material is drought tolerant.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4b	b. All plant species shall be hardy to the Zone 4 environment.
			<i>Staff Comments</i>	<i>All proposed plant materials are hardy to Zone 4.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4c	c. At a minimum, a temporary irrigation system that fully operates for at least two complete growing seasons is required in order to establish drought tolerant plant species and/or xeriscape specific plant materials. Features that minimize water use, such as moisture sensors, are encouraged.
			<i>Staff Comments</i>	<i>The applicant will respond to this standard at the meeting.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4d	d. Landscaped areas shall be planned as an integral part of the site with consideration of the urban environment. A combination of trees shrubs, vines, ground covers and ornamental grasses shall be used. New landscaped areas having more than 10 trees, a minimum of 10% of the trees shall be at least 4-inch caliper, 20% shall be at least 3-inch caliper, and 20% shall be at least 2½ inch caliper and a maximum of 20% of any single tree species may be used in any landscape plan (excluding street trees). New planting areas shall be

				designed to accommodate typical trees at maturity. Buildings within the LI and SCI-I zoning district are excluded from this standard.
			<i>Staff Comments</i>	<i>The proposed landscaping incorporates a combination of one tree species, ornamental grasses and perennials. While shrubs are proposed in the Plant Key, only one shrub is shown on the site plan. Grasses are planned for 18' to 3' O>C., depending on the species.</i> <i>No existing trees are present along Main Street. The Commission should consider whether trees should be of greater variety, and whether additional shrubs should be added</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(A)4e	e. Seasonal plantings in planter boxes, pots, and/or hanging baskets shall be provided to add color and interest to the outside of buildings in the LI and SCI-I zoning districts.
			<i>Staff Comments</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4f	f. Plantings for pedestrian areas within the B, LB, TN and SCI-O zoning districts shall be designed with attention to the details of color, texture and form. A variety of trees, shrubs, perennials, ground covers and seasonal plantings, with different shapes and distinctive foliage, bark and flowers shall be used in beds, planter boxes, pots, and/or hanging baskets.
			<i>Staff Comments</i>	<i>The proposed landscaping incorporates a combination of trees, and ornamental grasses that have a variety of colors, textures, and forms.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4g	g. Storm water runoff should be retained on the site wherever possible and used to irrigate plant materials.
			<i>Staff Comments</i>	<i>Strom water is managed via numerous catch basins in the parking lots that drain to a drywell system in the landscape areas.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4h	h. A plan for maintenance of the landscaping areas is required to ensure that the project appears in a well maintained condition (i.e., all weeds and trash removed, dead plant materials removed and replaced).
			<i>Staff Comments</i>	<i>Maintenance is planned for all landscape areas.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4i	i. Retaining walls shall be designed to minimize their impact on the site and the appearance of the site.
			<i>Staff Comments</i>	<i>N/A</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4j	j. Retaining walls shall be constructed of materials that are utilized elsewhere on the site, or of natural or decorative materials.
			<i>Staff Comments</i>	<i>See "I" above.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4k	k. Retaining walls, where visible to the public and/or to residents or employees of the project, shall be no higher than four feet or terraced with a three foot horizontal separation of walls.
			<i>Staff Comments</i>	<i>See "I" above.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4l	m. Landscaping should be provided within or in front of extensive retaining walls.
			<i>Staff Comments</i>	<i>No retaining walls are planned.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4m	m. Retaining walls over 24" high may require railings or planting buffers for safety.
			<i>Staff Comments</i>	<i>No retaining walls are planned.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(A)4n	n. Low retaining walls may be used for seating if capped with a surface of at least 12 to 16 inches wide.
			<i>Staff Comments</i>	<i>No retaining walls are planned.</i>

Additional Design Review Requirements for Non-Residential Buildings Located within B, LB, or TN

1. Site Planning: 6A.8 (B) 1, items (a) thru (b)

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"/>	6A.8(B)1a	<p>a. The site shall support pedestrian circulation and provide pedestrian amenities. Sidewalks shall be provided along building fronts.</p> <p><i>Staff Comments</i> Sidewalks are planned on two of the four building fronts.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(B)1b	<p>b. Wider sidewalks are encouraged to provide additional amenities such as seating areas and bicycle racks.</p> <p><i>Staff Comments</i> Sidewalk widths vary through the project; it is not clear why the sidewalk narrows towards the rear building (not part of this project).</p>

2. Building Design: 6A.8 (B) 2, items (a) thru (h)

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"/>	6A.8(B)2a	<p>a. The main facade shall be oriented to the street. The main entrance(s) to the building shall be located on the street side of the building. If the building is located on a corner, entrances shall be provided on both street frontages. If the design includes a courtyard, the main entrance may be located through the courtyard. Buildings with more than one retail space on the ground floor are encouraged to have separate entrances for each unit.</p> <p><i>Staff Comments</i> The existing building is oriented to the street. The new main entrance is located so as to serve both Main Street and the new Private Road accessing the property.</p>
<input type="checkbox"/>	?	<input type="checkbox"/>	6A.8(B)2b	<p>b. Multi-unit structures shall emphasize the individuality of units or provide visual interest by variations in roof lines or walls or other human scale elements. Breaking the facades and roofs of buildings softens the institutional image which may often accompany large buildings.</p> <p><i>Staff Comments</i> The back building is not designed at this time.</p>
<input type="checkbox"/>	?	<input type="checkbox"/>	6A.8(B)2d	<p>c. Building designs shall maximize the human scale of buildings and enhance the small town "sense of place". This can be achieved by utilizing voids and masses, as well as details, textures, and colors on building facades. Human scale can also be achieved by incorporating structural elements such as colonnades and covered walkways, overhangs, canopies, entries, and landscaping. Particular attention should be paid to creating interest at the street level.</p> <p><i>Staff Comments</i> The design team has made efforts to bring a human scale to the design on the Main Street façade. Canopies are proposed the front entrance on two sides of the corner. Two of the facades have limited human scale.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)2e	<p>d. Buildings that exceed 30 feet in height, the entire roof surface shall not project to the highest point of the roof. The Commission shall review building height relative to the other dimensions of width and depth combined with detailing of parapets, cornices, roof, and other architectural elements.</p> <p><i>Staff Comments</i></p>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)2f	e. Livable outdoor spaces in multi-story buildings that create pleasing elements and reduce the mass of taller buildings are encouraged.
			<i>Staff Comments</i>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6A.8(B)2g	f. Fire department staging areas shall be incorporated into the design elements of the building.
			<i>Staff Comments</i>	The building will be fully sprinklered.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)2h	g. New buildings adjacent to residential areas shall be designed to ensure that building massing and scale provide a transition to adjoining residential neighborhoods. Possible mitigation techniques include, but are not limited to the following: <ul style="list-style-type: none"> i. Locating open space and preserving existing vegetation on the edge of the site to further separate the building from less intensive uses; ii. Stepping down the massing of the building along the site's edge; and iii. Limiting the length of or articulating building facades to reflect adjacent residential patterns
			<i>Staff Comments</i>	The project is surrounded by Business (B) zoning and nonresidential uses, with the exception of a small portion of the site that abuts First Avenue. The private road and site landscaping are located in this area.

3. Landscaping: 6A.8 (B) 3, item (a)

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6A.8(B)3a	a. When abutting the LR, GR or TN zoning districts, a landscape buffer between the project and the residential property shall be provided. The buffer shall be at least eight foot wide to create a year-round visual screen of at least 6 feet in height. The buffer shall be designed to avoid the appearance of a straight line or wall of uniform plant material and shall be wide enough to accommodate the planted species when mature.
			<i>Staff Comments</i>	The project is surrounded by Business (B) zoning and nonresidential uses, with the exception of a small portion of the site that abuts First Avenue. The private road and site landscaping are located in this area. The landscape area is 40' wide.

6A.6 Criteria.

- A. The Commission or Hearing Examiner shall determine the following before approval is given:
 - 1. The project does not jeopardize the health, safety or welfare of the public.
 - 2. The project conforms to the applicable specifications outlined in the Design Review Guidelines, as set forth herein, applicable requirements of the Zoning Ordinance, and City Standards.

- B. Conditions. The Commission or Hearing Examiner may impose any condition deemed necessary. The Commission or Hearing Examiner may also condition approval of a

project with subsequent review and/or approval by the Administrator or Planning Staff. Conditions which may be attached include, but are not limited to those which will:

- 1. Ensure compliance with applicable standards and guidelines.**
- 2. Require conformity to approved plans and specifications.**
- 3. Require security for compliance with the terms of the approval.**
- 4. Minimize adverse impact on other development.**
- 5. Control the sequence, timing and duration of development.**
- 6. Assure that development and landscaping are maintained properly.**
- 7. Require more restrictive standards than those generally found in the Zoning Ordinance.**

The following conditions of approval of this application:

- a) All applicable Fire Department and Building Department requirements shall be met.
- b) All City infrastructure requirements shall be met. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for Department Head approval and shall meet City Standards where required. Infrastructure to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
 - The Private Road, as shown on the design drawings dated June 26, 2015, with the addition of striped bike lands, two (2) city-standard street lights, and crosswalks at three (3) locations. Street trees and street lights will be required on the north side of the road at the time of substantial redevelopment of the northerly property.
 - Waste Water Department improvements as noted in the 9/08/15 memo from the Wastewater Department.
 - Water improvements as noted in the forthcoming memo from the Water Department.
- c) The project shall be constructed in accordance with the application or as modified by these Findings of Fact, Conclusions of Law and Decision.
- d) All new lighting shall comply with the Outdoor Lighting Ordinance.
- e) Except as otherwise provided, all the required improvements shall be constructed and completed, or sufficient security provided as approved by the City Attorney, before a Certificate of Occupancy can be issued.
- f) This Design Review approval is for the date the Findings of Fact are signed. The Planning & Zoning Administrator has the authority to approve minor modifications to this project prior to, and for the duration of a valid Building Permit.
- g) The applicant shall submit a Master Signage Plan and sign permit for staff approval. Proposed sign(s) shall conform to City Zoning requirements, and shall be approved prior to installation.
- h) A letter shall be provided from Clearcreek Disposal prior to issuance of a building permit

stating that the design and location of the dumpster area is adequate for trash pickup.

- i) All ground-mounted utility equipment shall be located to the rear of the building(s) and screened from view.
- j) The pad for the future building site shall be compacted gravel suitable for fire truck access. This area shall be kept free of weeds, debris or other items.

C. Security. The applicant may, in lieu of actual construction of any required or approved improvement, provide to the City such security as may be acceptable to the City, in a form and in an amount equal to the cost of the engineering or design, materials and installation of the improvements not previously installed by the applicant, plus fifty percent (50%), which security shall fully secure and guarantee completion of the required improvements within a period of one (1) year from the date the security is provided.

- 1. **If any extension of the one year period is granted by the City, each additional year, or portion of each additional year, shall require an additional twenty percent (20%) to be added to the amount of the original security initially provided.**
- 2. **In the event the improvements are not completely installed within one (1) year, or upon the expiration of any approved extension, the City may, but is not obligated, to apply the security to the completion of the improvements and complete construction of the improvements.**

Motion Language

Approval:

Motion to approve the Design Review application submitted by Leadership Circle, LLC on behalf of 710 N Main, LLC and Lots of Lemon, LLC for a 15,000 square-foot commercial building housing a Specialty Retail Grocer to be located at 700-710 N. Main Street, Hailey (Lot 1, Block 1, North Hailey Business Center, Lots of Lemon Subdivision Lots 1 and 2 and Tax Lot 4451) within the Business (B) Zoning District,, and recommend to the City Council approval for a Private Road on the north property boundary connecting from Main Street to First Avenue, finding that the project does not jeopardize the health, safety or welfare of the public and the project conforms to the applicable specifications outlined in the Design Review Guidelines, applicable requirements of the Zoning Ordinance, Title 18, and City Standards, provided conditions (a) through (i) are met.

Denial:

Motion to deny the Design Review application submitted by Leadership Circle, LLC on behalf of 710 N Main, LLC and Lots of Lemon, LLC for a 15,000 square-foot commercial building housing a Specialty Retail Grocer to be located at 700-710 N. Main Street, Hailey (Lot 1, Block 1, North Hailey Business Center, Lots of Lemon Subdivision Lots 1 and 2 and Tax Lot 4451) within the Business (B) Zoning District, finding that____[the Commission should cite which standards are not met and provided the

reason why each identified standard is not met].

Continuation:

Motion to continue the public hearing on Design Review application submitted by Leadership Circle, LLC on behalf of 710 N Main, LLC and Lots of Lemon, LLC for a 15,000 square-foot commercial building housing a Specialty Retail Grocer to be located at 700-710 N. Main Street, Hailey (Lot 1, Block 1, North Hailey Business Center, Lots of Lemon Subdivision Lots 1 and 2 and Tax Lot 4451) within the Business (B) Zoning District, to _____ [Commission should specify a date).

Exhibits:

[1. Drawings](#)

[2. Staging Plan](#)

[3. Project Narrative](#)

[4. Traffic Study](#)

[Back to Agenda](#)



VICINITY MAP

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SPECIALTY RETAIL

710 N MAIN STREET
 HAILEY, ID 83333

sheet title
 VICINITY MAP

dp

dg

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issue / date

sheet no.

ZONING: B
 PARKING RATIO: 1:1,000 SF
 SPECIALTY GROCERY PARKING REQUIRED: 15
 SPECIALTY GROCERY PARKING MAXIMUM: 30
 SPECIALTY GROCERY PARKING PROVIDED: 29
 RETAIL PARKING REQUIRED: 7.5
 RETAIL PARKING MAXIMUM: 15
 RETAIL PARKING PROVIDED: 15
 TOTAL PARKING PROVIDED: 44



CONCEPTUAL SITE PLAN
 SCALE: 1" = 20'

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sheet title

CONCEPTUAL SITE PLAN

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by

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sheet no.

SCOPE OF WORK:
NEW SINGLE STORY SPECIALTY RETAIL STORE. ASSOCIATED SITE WORK INCLUDING PARKING LOT, SITE FURNISHINGS AND LANDSCAPING.

OCCUPANCY GROUP: M1 MERCANTILE
NON-SEPARATED MIXED USE: M, S-2, B
(WITH A-3, ASSEMBLY AND ACCESSORY OCCUPANCY)
M IS THE MOST RESTRICTIVE OCCUPANCY.

TYPE OF CONSTRUCTION: TYPE V-B. BUILDING IS SPRINKLERED THROUGHOUT.

ALLOWABLE AREA: 9,000 SF PER FLOOR + 30% OF 9,000 = 30,000 SF
(IBC 506.3 AUTOMATIC SPRINKLER SYSTEM INCREASE)

PROPOSED BUILDING AREA: 14,902 SF GROUND FLOOR

ALLOWABLE BLDG HEIGHT: 39'4" (1 STORY)

PROPOSED BLDG HEIGHT: 27'0" (1 STORY)

FIRE SPRINKLER SYSTEM: FIRE SPRINKLER SYSTEM SHALL BE DESIGNED AND INSTALLED PER IBC SECTION 903.3.1.1 (NFPA 13). SYSTEM WILL BE PERMITTED SEPARATELY.
SPRINKLERS ARE NOT REQUIRED BELOW THE WOOD SLAT CEILING AS THE ASSEMBLY MEETS NFPA 8.15.14 OPEN SPACE REQUIREMENTS.

FIRE ALARM SYSTEM: FIRE MONITORING AND ALARM SYSTEM SHALL BE PROVIDED PER IBC SECTION 903.4 AND NFPA 13. SYSTEM WILL BE PERMITTED SEPARATELY.

OCCUPANT LOAD: SEPARATE MANUAL ALARM SYSTEM IS NOT REQUIRED IN GROUP M OCCUPANCY PER IBC 903.3.1.3 EXCEPT IN 2.
SALES: 10,779 SF @ 30 SF/OCC = 340 OCC
STOCK/STORAGE: 2,344 SF @ 300 SF/OCC = 8 OCC
BUSINESS ASSEMBLY: 914 SF @ 100 SF/OCC = 10 OCC
(UNCONCENTRATED): 424 SF @ 15 SF/OCC = 29 OCC
KITCHEN, COMMERCIAL: 208 SF @ 200 SF/OCC = 2 OCC
MECHANICAL: 265 SF @ 300 SF/OCC = 1 OCC
TOTAL = 399 OCC

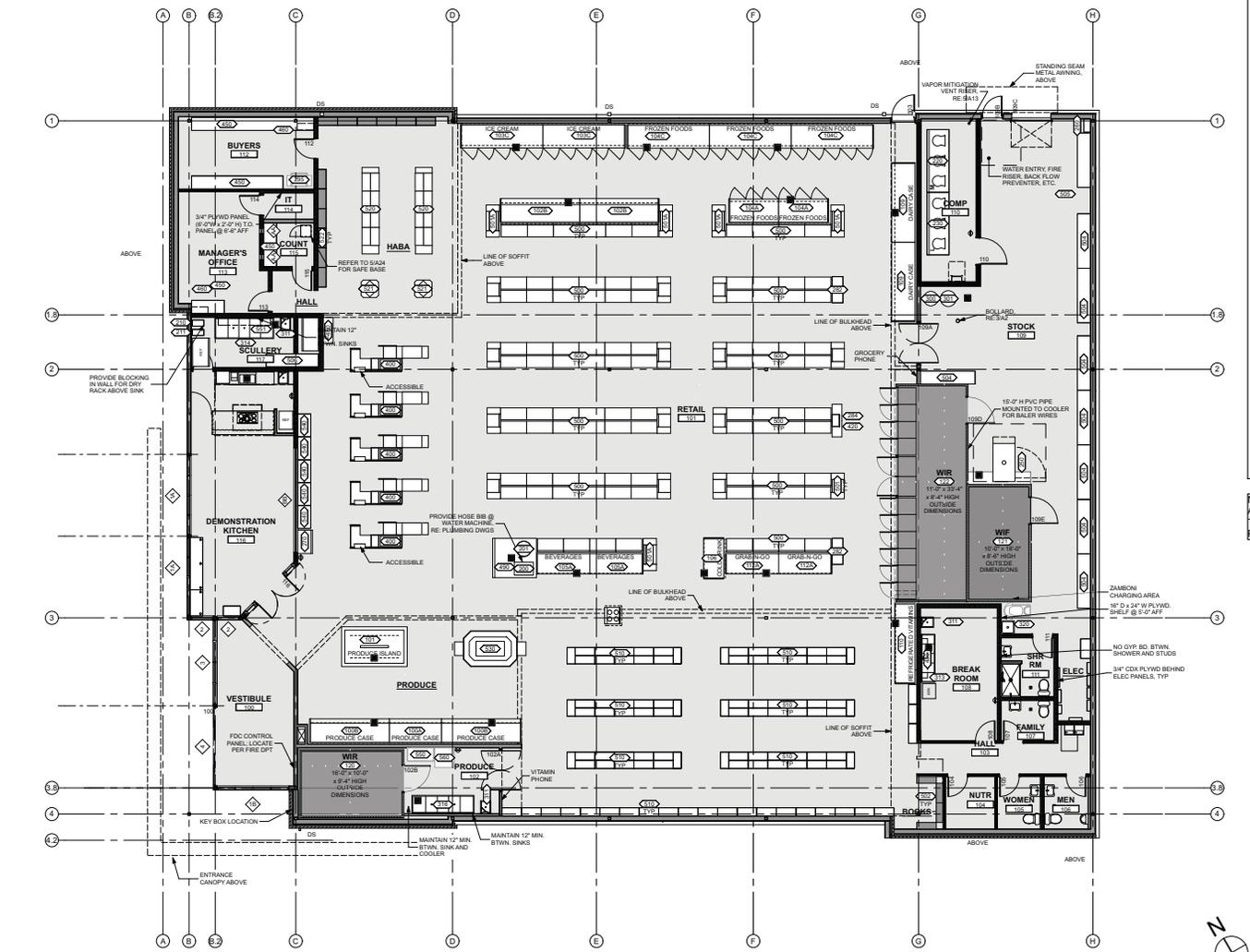
NOTE: OCCUPANT LOAD BASED ON AGGREGATE OCCUPANCIES REFER TO CODE PLAN FOR OCCUPANCY LOADS OF INDIVIDUAL SPACES.

REQUIRED EGRESS WIDTH: RETAIL FLOOR: 38,000 X 9.5' FLOOR (PER IBC 1005.1) = 78.0'
TWO EXITS REQUIRED
STOCK ROOM: 8,000 X 9.5' FLOOR (PER IBC 1005.1) = 1.8'

PROVIDED EGRESS WIDTH: RETAIL FLOOR: DOOR 100 = 68.0' CLEAR WIDTH
DOOR 103 = 38.0' CLEAR WIDTH
TOTAL = 106.0'
STOCK ROOM: DOOR 109B = 32.0' CLEAR WIDTH
TOTAL = 32.0'

PLUMBING COUNT: REQUIRED: PROVIDED
WATER CLOSETS: 1M / 1F 1M / 1F 2UNSEX
LAVATORIES: 1M / 1F 1M / 1F 2UNSEX
DRINKING FOUNTAIN: 1 2

NOTE: THE BUILDING FOOTPRINT, DOOR LOCATIONS, AND ARRANGEMENT OF SPACE IS SUBJECT TO CHANGE DURING THE CONSTRUCTION DOCUMENT PROCESS. THIS PLAN PROVIDED FOR REFERENCE ONLY



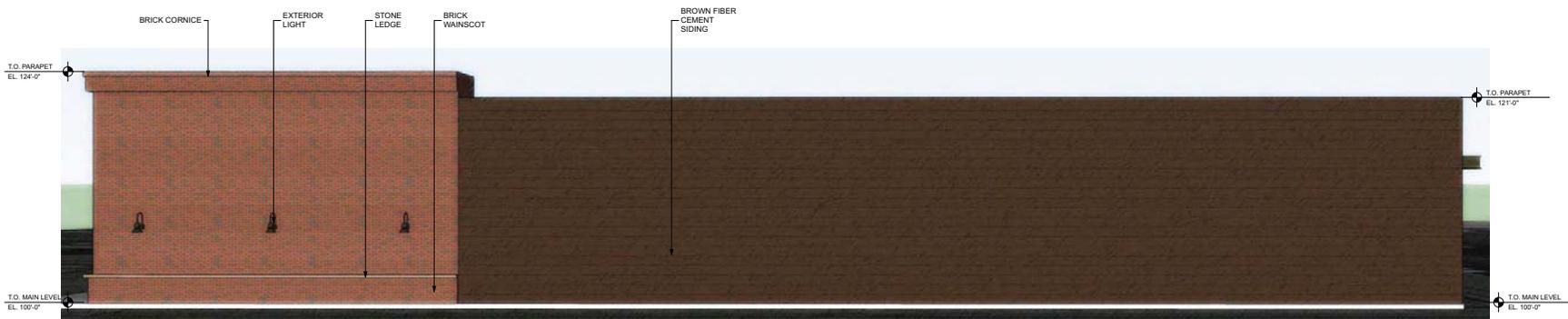
1 CONCEPTUAL FLOOR PLAN
SCALE: 1/8" = 1'-0"



Issue / date

sheet no.

sheet no.



EAST ELEVATION

1/4" = 1'-0"



NORTH ELEVATION

1/4" = 1'-0"

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 ELEVATIONS

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WEST ELEVATION

3/16" = 1'-0"



SOUTH ELEVATION

1/4" = 1'-0"

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710 N MAIN STREET
 HAILEY, ID 83333

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CONCEPTUAL
 ELEVATIONS

dp

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REAR PERSPECTIVE

NOT TO SCALE



ENTRY PERSPECTIVE

NOT TO SCALE

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sheet no.



WEST ELEVATION

NOT TO SCALE



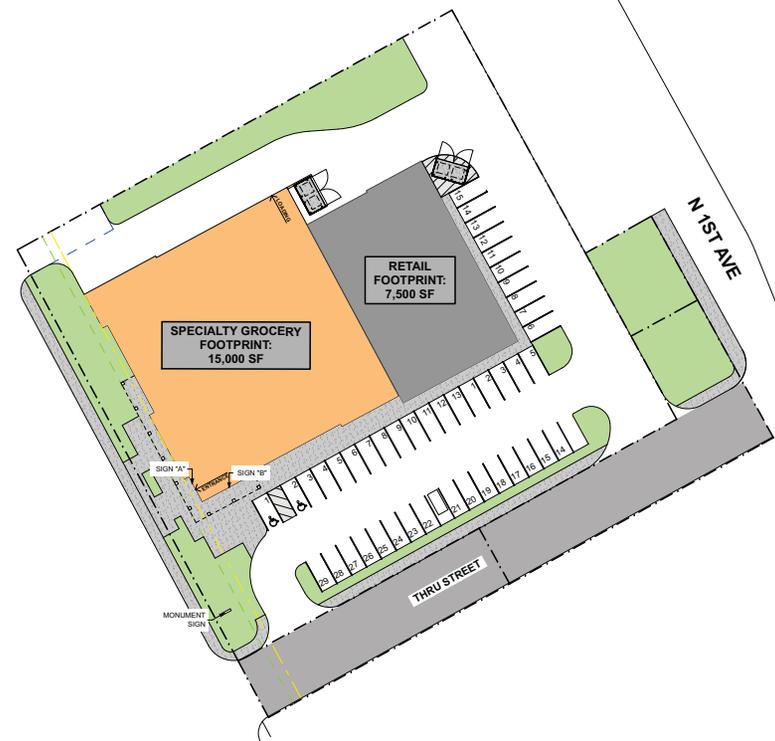
SOUTH ELEVATION

NOT TO SCALE



MONUMENT SIGN

NOT TO SCALE



SIGNAGE SITE PLAN

SCALE: 1" = 30'

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SPECIALTY RETAIL

710 N MAIN STREET
HAILEY, ID 83333

CONCEPTUAL
SIGNAGE PLAN

dp

dg

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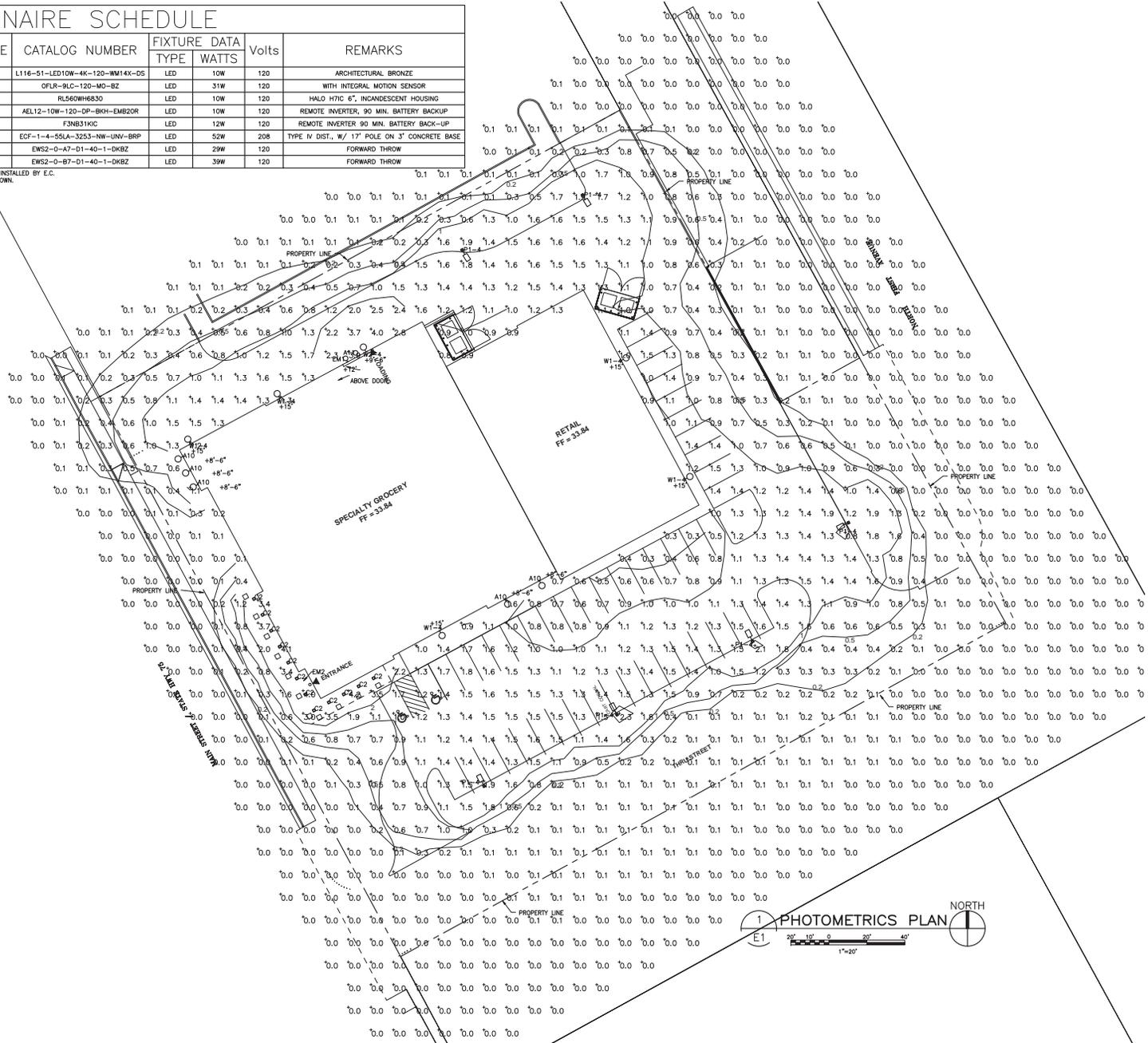
LUMINAIRE SCHEDULE

ID	KEY	MOUNTING	DESCRIPTION	MANUFACTURE	CATALOG NUMBER	FIXTURE DATA		Volts	REMARKS
						TYPE	WATTS		
A10	□	WALL	SCONCE	BASELITE	L116-51-LED10W-4K-120-WM14X-DS	LED	10W	120	ARCHITECTURAL BRONZE
A11	□	WALL	SECURITY LIGHT	LITHONIA	OFLR-9LC-120-MO-BZ	LED	31W	120	WITH INTEGRAL MOTION SENSOR
C2	○	RECESSED	6" DOWNLIGHT	HALO	RL560WH630	LED	10W	120	HALO H7IC 6", INCANDESCENT HOUSING
EM1	□	WALL	SCONCE	LUMINAIRE LIGHTING	AEL12-10W-120-OP-BKH-EMB20R	LED	10W	120	REMOTE INVERTER, 90 MIN. BATTERY BACKUP
EM2	○	SURFACE	CEILING LIGHT	PHILIPS/CHLORIDE	F3NB31KIC	LED	12W	120	REMOTE INVERTER 90 MIN. BATTERY BACK-UP
P1-4	□	POLE	PARKING LOT FIXTURE	PHILIPS/GARDCO	ECF-1-4-55LA-3253-NW-UNV-BRP	LED	52W	208	TYPE IV DIST., W/ 17' POLE ON 3" CONCRETE BASE
W1-4	□	WALL	WALL PACK	GE LIGHTING	EWS2-0-A7-D1-40-1-DKBZ	LED	29W	120	FORWARD THROW
W2-4	□	WALL	WALL PACK	GE LIGHTING	EWS2-0-B7-D1-40-1-DKBZ	LED	39W	120	FORWARD THROW

NOTE: PHILIPS/GARDCO AND GE LIGHT FIXTURES SHALL BE PROVIDED BY THE OWNER/TENANT AND INSTALLED BY E.C.
 (1) PROVIDE 17' SQUARE STRAIGHT ALUMINUM POLE (BRONZE FINISH) FOR EACH POLE LOCATION SHOWN.

GENERAL NOTES:

- ALL EXTERIOR LIGHTING TO BE CONTROLLED BY NEW BUILDING MOUNTED PHOTOCELL. E.G. TO ROUTE ALL NEW EXTERIOR LIGHTING CIRCUITS THROUGH PHOTOCELL CONTROL, PROVIDE MULTIPLE POLE CONTACTOR(S) AS NECESSARY. THE MEANS OF CONTROLLING TO MEET TUCSON OUTDOOR LIGHTING CONTROL REQUIREMENTS.



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07.31.2015
 PLANNING SUBMITTAL

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 PLAN

BAB

REP
 JAG

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sheet no.

Redefining value with outstanding performance

ECOFORM OUTDOOR SITE & AREA



DESIGNLIGHTS BY PHILIPS

PHILIPS GARDCO LED SITE & AREA LUMINAIRE ECOFORM

The Philips Gardco Ecoform combines economy with performance in an LED area luminaire. Capable of delivering up to 20,000 lumens or more in a compact, low profile LED luminaire, Ecoform offers a new level of outdoor value. Ecoform features an innovative design with its uniquely low conversion to LED by delivering the most on-site luminaire value in most existing poles. Sized to meet specific needs for better energy savings.

Ordering guide

Profile	Mounting	Optics	LED Array	LED Selection	Fixture	Finish	Options
ECF	Surface Mount	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

PHILIPS GARDCO

HALO

DESCRIPTION
The Halo is a complete LED luminaire for 5" and 6" diameters in a variety of mounting options. It is designed for use in a variety of applications. The Halo is a complete LED luminaire for 5" and 6" diameters in a variety of mounting options. It is designed for use in a variety of applications.

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Architectural Egress

Ordering Information

Options

PHILIPS LIGHTING CORPORATION

SURF Ceiling Series

White LED Architectural Lighting

PHILIPS LIGHTING CORPORATION

Ordering Number Logic

PHILIPS LIGHTING CORPORATION

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SPECIALTY RETAILER
710 N MAIN STREET
HAILEY, ID 83333

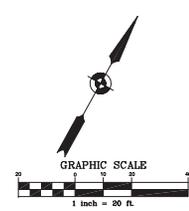
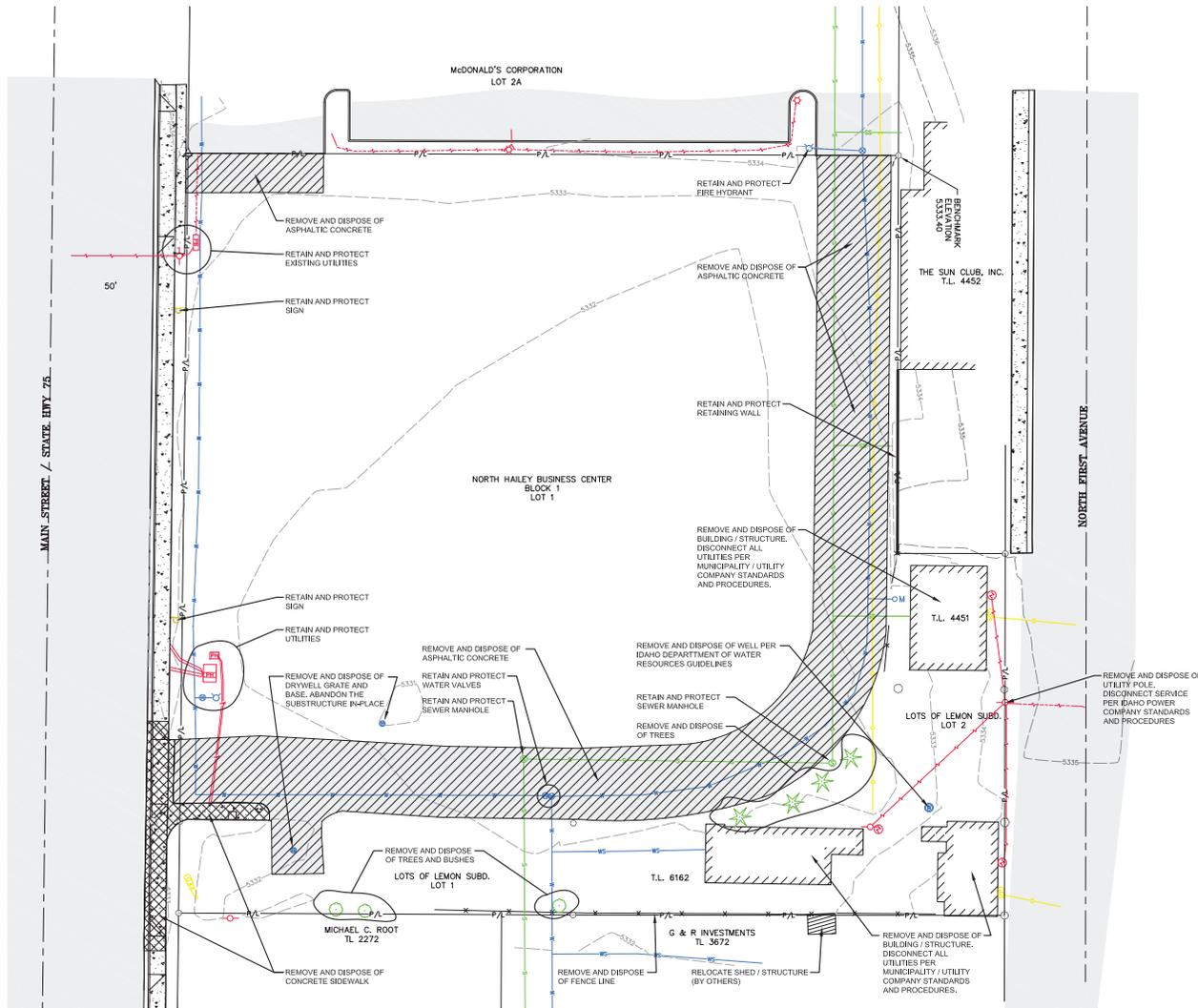
07.31.2015
PLANNING SUBMITTAL

LIGHTING CUTSHEETS

BAB

JAG

E2 of 2



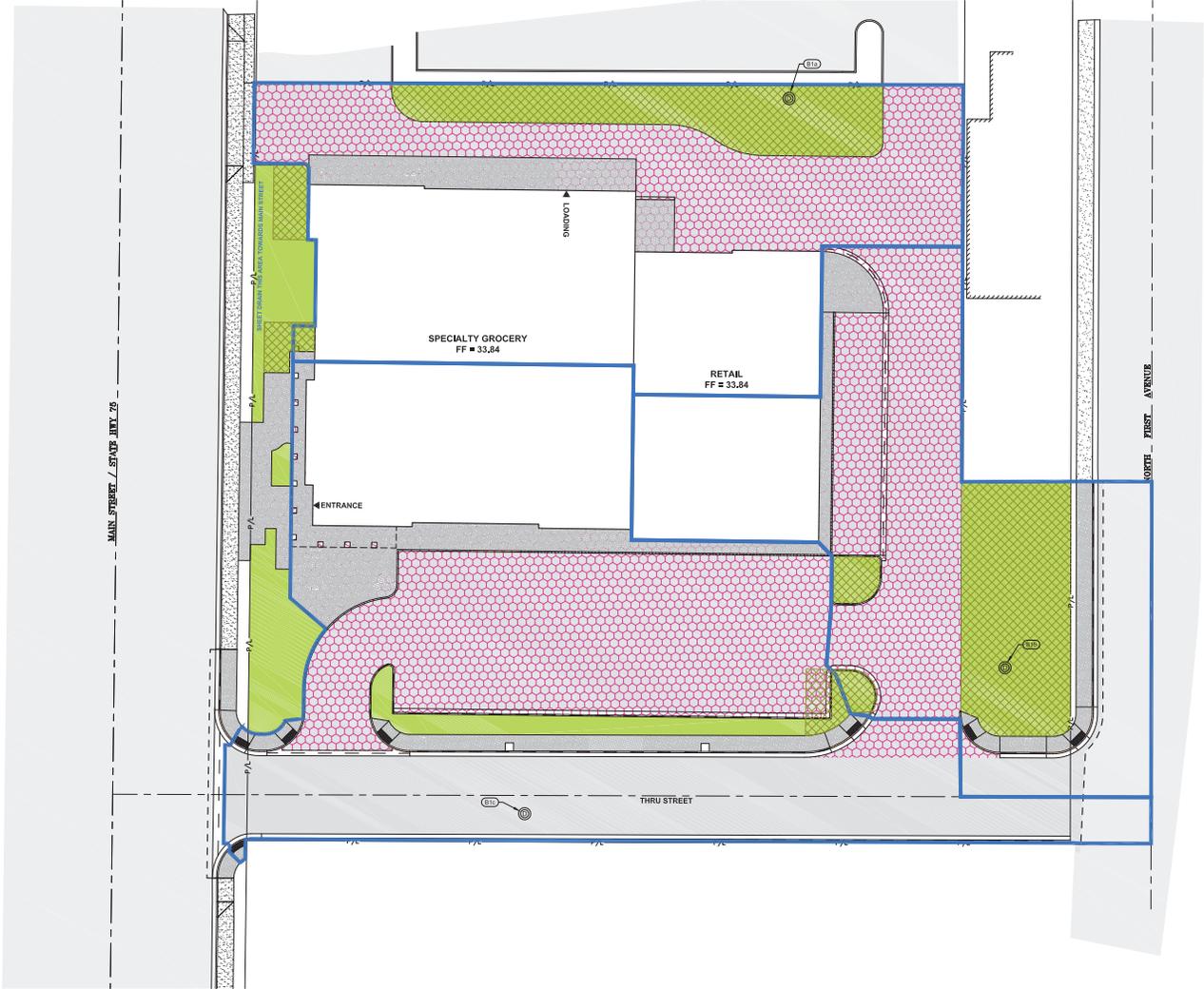
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 LOCATED WITHIN SECTION 9, T.2 N., R. 18 E., B.M., CITY OF HALEY, BLAINE COUNTY, IDAHO
 PREPARED FOR LEADERSHIP CIRCLE, LLC
 PROJECT NO. 2023-001
 DRAWING NO. C-1.0
 DATE: 7/16/2023
 PREPARED BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO. 2023-001

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NO.	DATE	BY	REVISIONS

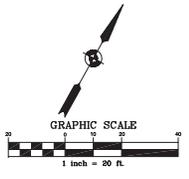
C-1.0



	HARDSCAPE AREA (S.F.)	34,153
	SNOW STORAGE	4,564 25%
	LANDSCAPE	12,070 35%

DRYWELL SIZING	
NUMBER	DRAINAGE
B1a	24,262
B1b	20,914
B1c	34,768

NOTE: Additional storm water may be captured from off-site sources such as North First Avenue and the parking lot to the north.



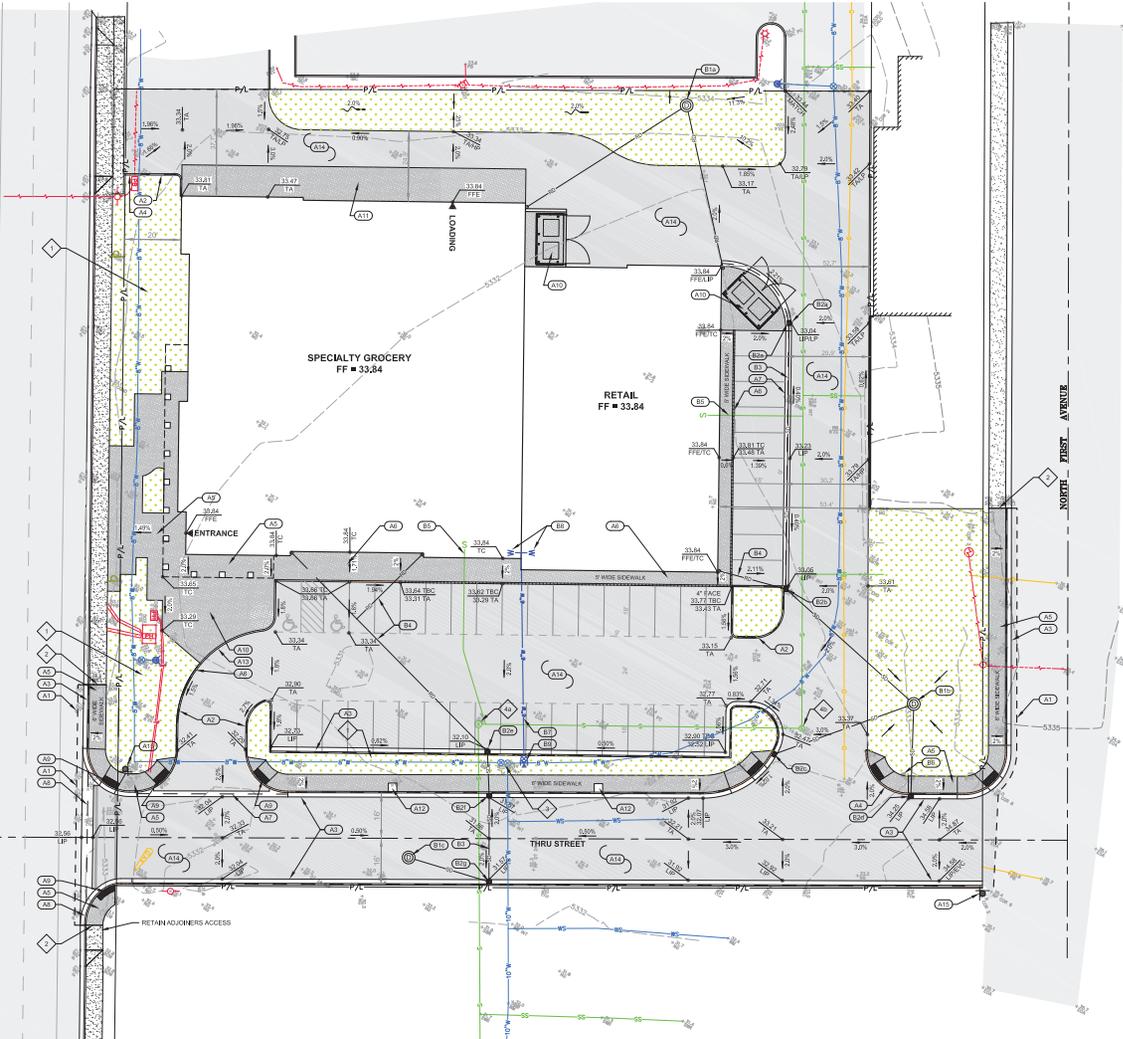
NO.	DATE	BY	REVISIONS	SPECIALTY GROCERY LOCATED WITHIN SECTION 9, T.2 N., R. 18 E., B.M., CITY OF HALEY, BLAINE COUNTY, IDAHO PREPARED FOR LEADERSHIP CIRCLE, LLC PROJECT NO. 2020-0001 PROJECT ADDRESS: 1000 N. 1st Ave, Boise, ID 83702 PROJECT NO. 2020-0001			
GALENA ENGINEERING, INC. Engineers & Land Surveyors 911 N. Idaho Street Idaho Falls, Idaho 83402 Phone: (208) 738-4172 Fax: (208) 738-4172 Email: galena@galena-engineering.com				REUSE OF DRAWINGS These drawings are the property of Galena Engineering, Inc. and shall not be used on any project or for any other purpose without the written agreement in writing with Galena Engineering, Inc.			
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C-1.1

LEGEND

Existing Items		Proposed Items	
	Property Boundary		Grade Break
	Adjacent Lot Line		Proposed Curb & Gutter
	Centerline		Proposed Curb
	1' Contour Interval		Proposed Curb Transition
	5' Contour Interval		Proposed Concrete Sidewalk
	Existing Curb & Gutter		Sidewalk w/ 4" Vertical Face
	Existing Concrete Sidewalk		Proposed Asphalt
	Existing Asphalt		Proposed 4" Wicks Concrete Valley Gutter
	FMC = Existing Fence Line		Proposed 2" Wicks Concrete Valley Gutter
	RTW = Retaining Wall		Proposed Landscape
	Structure		Proposed Street & Stop Sign
	Gas Main		
	8" Water Main		
	10" Water Main		
	Water Service		
	Sewer Main		Proposed Roof Drain
	Sewer Service		Proposed Storm Drain
	Buried Power Line		Proposed Dry Well
	Overhead Power Line		Proposed Catch Basin
	Buried Telephone		Proposed Spot Elevation
	Existing Dry Well/Catch Basin		Proposed Grade
	Fire Hydrant		Proposed Sewer Service
	Gas Meter		Proposed Water Service
	Light Pole		Proposed Water Main Fittings
	Power, Telephone, & Cable Meters		Proposed Water Valve
	Water Meter		Proposed 6" Water Service
	Gas Marker		Proposed 6" Water Service
	Power Box		
	Sewer Manhole		
	Telephone Riser		
	Utility Pole		
	Existing Sign		
	Water Valve		
	Well		
	Conifer Tree		
	Deciduous Tree		
	AP = Angle Point		
	CC = Curb Cut		
	EOA = Edge of Asphalt		
	EOC = Edge of Concrete		
	FF = Finish Floor Elevation		
	LF = Lip of Gutter		
	NG = Natural Grade		
	TBC = Top Back of Curb		
	TC = Top of Concrete		
	TP = Top of Pavement		

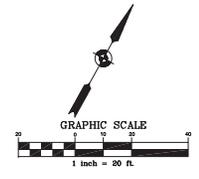
MAIN STREET / STAD INTL 25



- GENERAL CONSTRUCTION REFERENCES**
- A1 SAWCUT ASPHALT TO PROVIDE FOR A CLEAN VERTICAL EDGE
 - A2 CONSTRUCT 6" VERTICAL CONCRETE CURB
 - A3 CONSTRUCT 6" VERTICAL CONCRETE CURB AND GUTTER
 - A4 CONSTRUCT CONCRETE CURB TRANSITION
 - A5 CONSTRUCT 4" THICK CONCRETE SIDEWALK
 - A6 CONSTRUCT THICKENED EDGE CONCRETE SIDEWALK
 - A7 CONSTRUCT 2" WIDE CONCRETE VALLEY GUTTER
 - A8 CONSTRUCT 4" WIDE CONCRETE VALLEY GUTTER
 - A9 INSTALL ADA COMPLIANT DETECTABLE WARNING INSERT
 - A10 INSTALL 6" THICK CONCRETE PAD OR SIDEWALK
 - A11 INSTALL CONCRETE PAD, REFER TO SPECIFICATIONS BY STRUCTURAL ENGINEER
 - A12 INSTALL TREE WELL PER CITY OF HALEY STANDARDS
 - A13 INSTALL CONCRETE REBORN FLUSH WITH ASPHALT
 - A14 CONSTRUCT ASPHALTIC CONCRETE PARKING LOT / ROADWAY SURFACE
 - A15 INSTALL STREET AND STOP SIGN ASSEMBLY

- UTILITY CONSTRUCTION REFERENCES**
- B1 INSTALL DRYWELL PER CITY OF HALEY STANDARDS
 - a. RIM = 25.25
 - b. RIM = 31.15
 - c. RIM = 31.33
 - B2 INSTALL CATCH BASIN PER CITY OF HALEY STANDARDS
 - a. RIM = 31.14 b. RIM = 25.86
 - INV OUT = 30.14 INV IN = 26.26
 - INV OUT = 30.16 INV IN = 26.16
 - c. RIM = 32.19 d. RIM = 34.05
 - INV OUT = 29.19 INV IN = 31.05
 - e. RIM = 31.00 f. RIM = 31.07
 - INV IN = 28.00 INV IN = 28.27
 - INV OUT = 28.00 INV OUT = 28.27
 - g. RIM = 31.37
 - INV IN = 27.86
 - INV OUT = 27.68
 - B3 INSTALL 12" ADS 14-12 STORM DRAIN PPE @ 2.2% MINIMUM
 - B4 INSTALL 12" ADS 14-12 ROOF DRAIN PPE @ 2.0% MINIMUM
 - B5 INSTALL SEWER SERVICE
 - B6 WELL TO BE ABANDONED IN PLACE PER IDWR REQUIREMENTS
 - B7 INSTALL 6" PVC WATER MAIN
 - B8 INSTALL WATER SERVICE METERS AND FIRE SUPPRESSION HOORUP PER MECHANICAL DRAWINGS
 - B9 INSTALL 8" AWP 3" THICKNESS STEEL TAPPING SADDLE @ GATE VALVE WITH THRUST PROTECTION

- CONSTRUCTION NOTES**
- 1. SEE LANDSCAPE ARCHITECTS PLAN FOR GRADING AND DRAINAGE DESIGN IN UNPAVED AREAS
 - 2. MATCH EXISTING LINES AND GRADES
 - 3. ADJUST WATER VALVE BOX RIM ELEVATION
 - a. RIM = 32.29
 - 4. ADJUST SEWER MANHOLE LID ELEVATION
 - a. RIM = 32.29
 - b. RIM = 32.71



GRADING, DRAINAGE, AND UTILITY PLAN
SPECIALTY GROCERY
 LOCATED WITHIN SECTION 9, T.2 N., R. 18 E., B.M. CITY OF HALEY, BLAINE COUNTY, IDAHO
 PREPARED FOR LEADERSHIP CIRCLE, LLC
 PROJECT # 65364204/Construction/659902_ContractDoc_000152.dwg 8/20/16 3:58:05 PM JDT

DATE	BY	REVISIONS

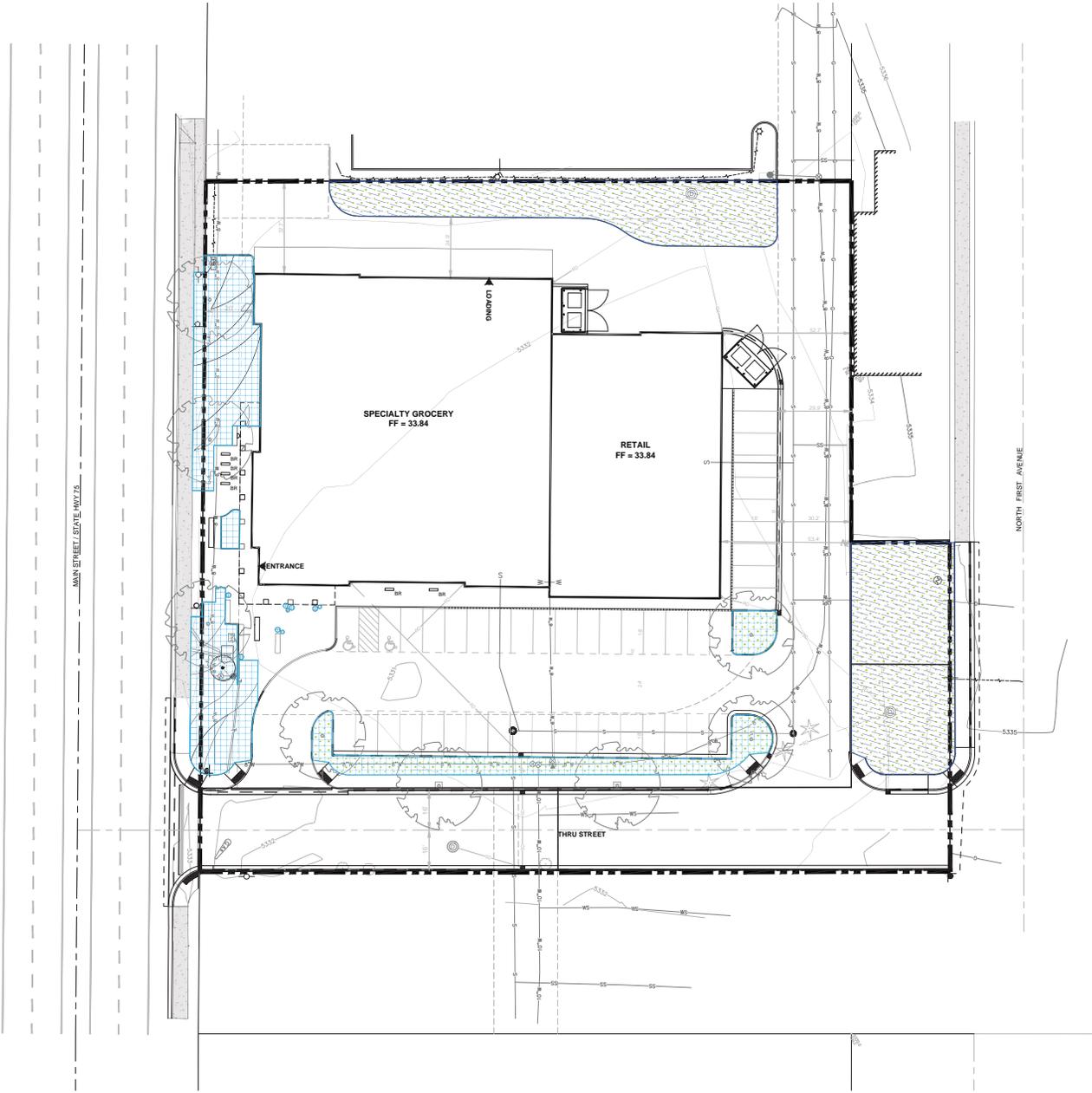
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 Phone: (208) 738-6172 Fax: (208) 738-6173
 email: galena@galena-engineering.com

CHECKED BY: JDT
 DATE: 8/20/16
 PLOT BOOK:

C-1.2

DATE PLOTTED: 08/07/2015 10:58:00 AM



SPECIALTY GROCERY	
SITE LEGEND	
Symbol	Definition
	Property Line
	Proposed Grade Contours
	Proposed Deciduous: Green Ash (8)
	Proposed Evergreen Screening: Dwarf Mugo Pine (1)
	Native Meadow Perennials: (+/- 3,749 SF)
	Additional Landscape Areas: (+/- 9,195 SF)
	Drip Line Irrigation: Buried (+/- 5,655 SF)
	Overhead Irrigation: Pop-Up Nozzle (+/- 7,313 SF)

Ben Young
Landscape Architect
Ben Young Landscape Architect
Ben Young Landscape Architect
ben@byla.us

APPROVAL	Date
Signature	
No.	Description

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ben young landscape architect

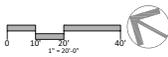
SPECIALTY GROCERY
LANDSCAPE DESIGN
N MAIN STREET AND MYRTLE | HAILEY, ID

IRRIGATION
EXHIBIT

Date: 08.07.2015
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Checked By: BY | AB
File: hailey_grocery_byla.cad b4

Sheet No.

L2.1







SPECIALTY GROCERY	
SITE LEGEND	
Symbol	Definition
	Property Line
	Proposed Grade Contours
	Proposed Bike Racks (R)
	Dog Water Fountain (1)
	Benches (5)
	Wood Privacy Screen (1)
	Proposed Deciduous: Green Ash (See Plant Key)
	Proposed Evergreen Screening: See Plant Key
	Native Meadow Perennials: (+/- 3,749 SF) SEE PLANT KEY
	Additional Landscape Areas: (+/- 9,195 SF)
	Flower Pots for Annuals (R)

PLANT KEY				
TREES				
SYMBOL	LATIN	COMMON	SIZE	QUANTITY
FP	<i>Fraxinus pennsylvanica</i>	Green Ash	3" CAL.	8
SHRUBS				
PM	<i>Pinus mugo</i>	Dwarf Mugo Pine	6'-8'	1
PERENNIALS				
ECH	<i>Echinacea</i>	Purple Cone Flower	1 GAL	24
EWS	<i>Echinacea White Swan</i>	White Cone Flower	1 GAL	16
NF	<i>Nepeta faassenii</i>	Cat Mint	1 GAL	40
PA	<i>Perovskia atriplicifolia</i>	Russian Sage	1 GAL	24
PRM	<i>Penstemon strictus</i>	Penstemon Rocky Mtn.	1 GAL	72
ABG	<i>Aster novbelgii "Blue gown"</i>	Aster Blue Gown	1 GAL	16
VS	<i>Veronicastrum "Siberica"</i>	Siberian Culvers Root	1 GAL	24
PERENNIAL GRASSES				
CKF	<i>Catagrostis "Karl Forster"</i>	Feather Reed Grass	2 GAL	145
PSD	<i>Panicum "Shenadell"</i>	Switch Grass	1 GAL	24
LBS	<i>Schizachyrium scoparium</i>	Little Bluestem	1 GAL	206
PNW	<i>Panicum "Northwind"</i>	Northwind Switch Grass	1 GAL	69

Ben Young
Landscape Architect
200-720-0215
ben@byla.us

APPROVAL
Signature _____ Date _____
Description _____
No. _____

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ben young landscape architect

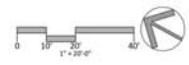
SPECIALTY GROCERY
LANDSCAPE DESIGN
N MAIN STREET AND MYRTLE | HAILEY, ID

LANDSCAPE
OVERVIEW

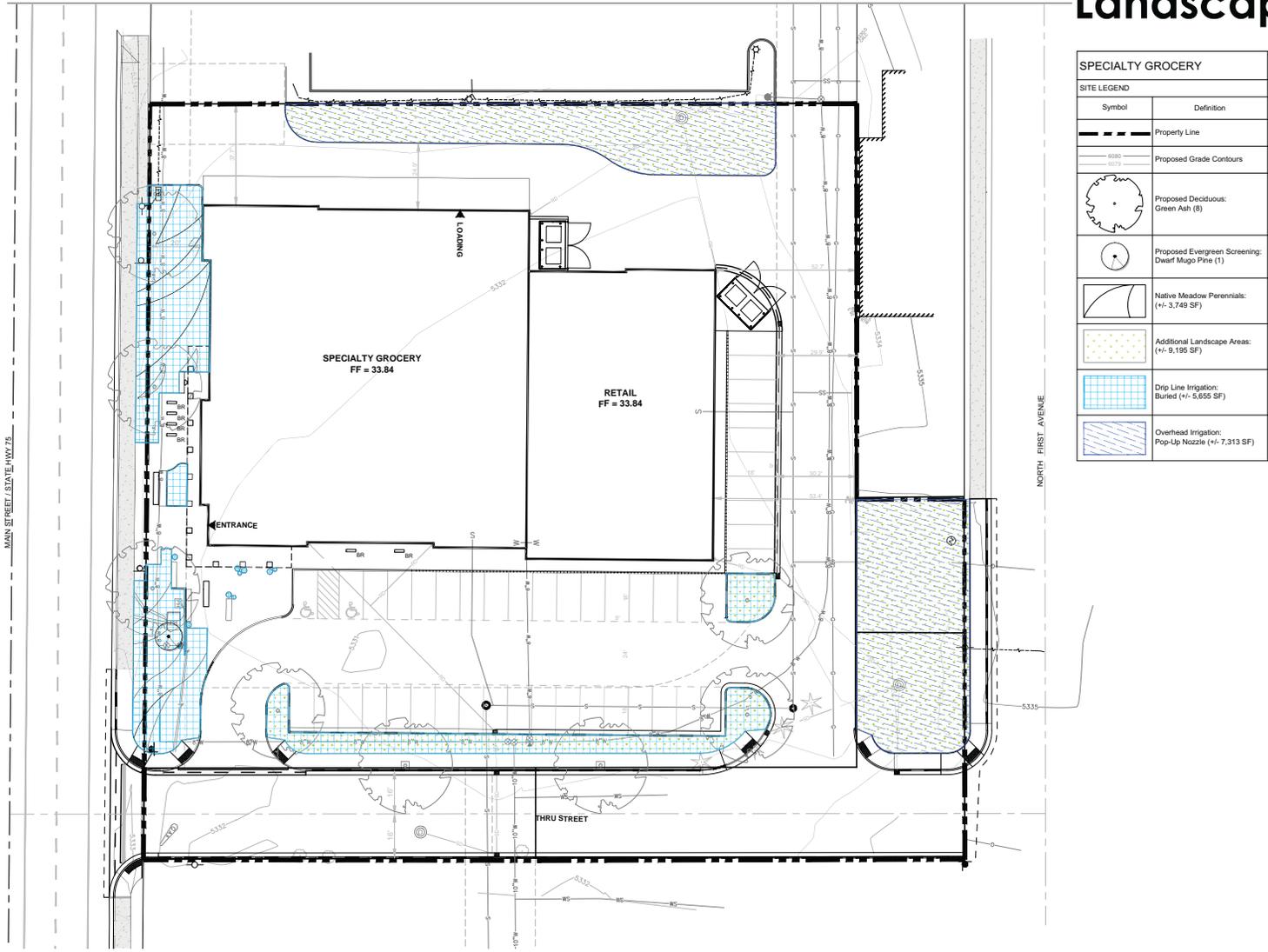
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L1.1



Landscape Irrigation Diagram



SPECIALTY GROCERY	
SITE LEGEND	
Symbol	Definition
	Property Line
	Proposed Grade Contours
	Proposed Deciduous: Green Ash (8)
	Proposed Evergreen Screening: Dwarf Mugo Pine (1)
	Native Meadow Perennials: (+/- 3,749 SF)
	Additional Landscape Areas: (+/- 9,195 SF)
	Drip Line Irrigation: Buried (+/- 5,655 SF)
	Overhead Irrigation: Pop-Up Nozzle (+/- 7,313 SF)

Front Entry Landscape Visual + Materials

I



East Facing Elevation



Composite Decking
(Trex)

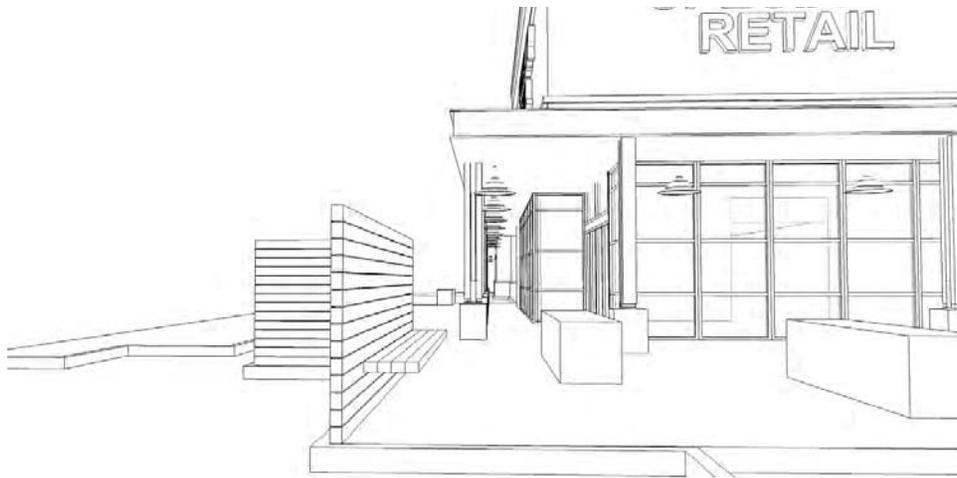


Concrete
(Boardform)



Native Meadow
(See Plant Material)

II



North Facing Elevation



Composite Decking
(Trex)



Concrete
(Boardform)



Native Meadow
(See Plant Material)

Front Entry Landscape Visual + Materials

III



South Facing Elevation



Composite Decking
(Trex)



Concrete
(Boardform)



Native Meadow
(See Plant Material)

IV



Overview (North-East) Elevation



Composite Decking
(Trex)



Concrete
(Boardform)



Native Meadow
(See Plant Material)

Plant Material | Perennials



Achillea 'Anthea'



Symphyotrichum oblongifolium 'October Skies'



Echinacea purpurea 'Magnus'

Plant Material | Perennials



Helenium 'Mardi Gras'



Monarda 'Blue Stocking'



Liatris spicata 'Alba'



Lupinus sp.



Leucanthemum x superbum

Plant Material | Grasses



Panicum virgatum 'Northwinds'



Panicum virgatum 'Shenandoah'



Schizachyrium scoparium 'Little Blue Stem'



Pinus mugo 'Tannenbaum' (Dwarf)



Fraxinus pennsylvanica

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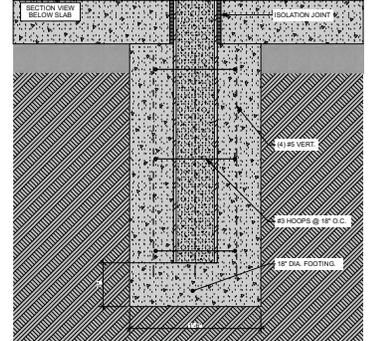
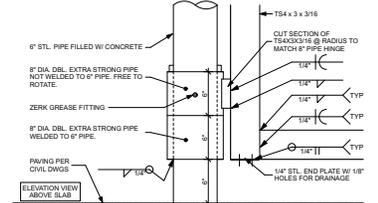
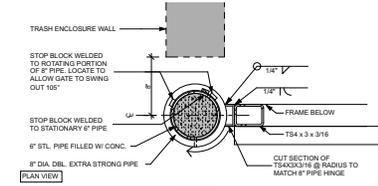
SPECIALTY RETAILER
 15.0350.VIDHL
 710 N MAIN STREET
 HAILEY, IDAHO 83333

Issue / date

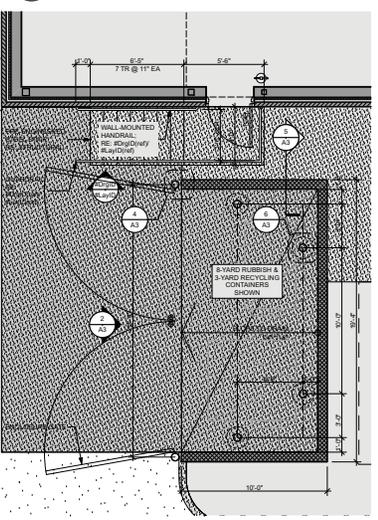
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 Site Details

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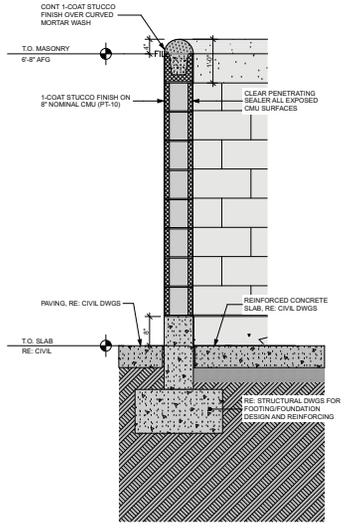
A3 of 29
 sheet no.



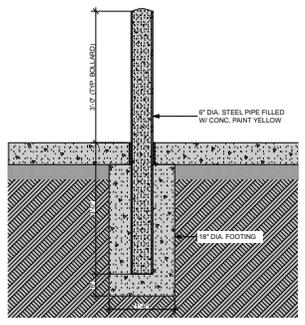
4 TRASH ENCLOSURE GATE HINGE
 SCALE: 1/32" = 1'-0"



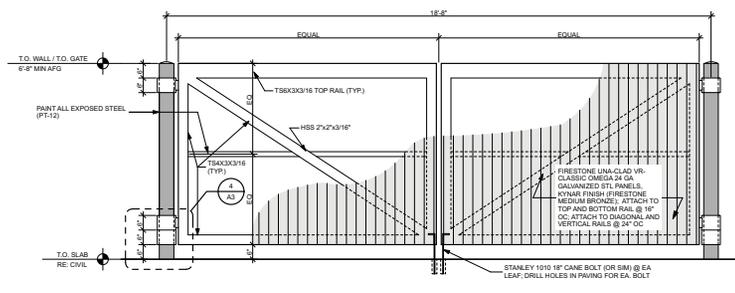
1 TRASH ENCLOSURE PLAN
 SCALE: 1/16" = 1'-0"



5 TRASH ENCLOSURE WALL
 SCALE: 3/4" = 1'-0"



6 BOLLARD DETAIL
 SCALE: 3/4" = 1'-0"



2 TRASH ENCLOSURE GATE ELEVATION
 SCALE: 1/2" = 1'-0"



AUGUST 7, 2015 | SPECIALTY RETAILER - HAILEY, ID | MATERIAL SAMPLE BOARD

vega
INTERNATIONAL LLC

Back to Agenda

Back to Exhibit Page

ZONING: B
 PARKING RATIO: 1/1,000 SF
 SPECIALTY GROCERY PARKING REQUIRED: 15
 SPECIALTY GROCERY PARKING MAXIMUM: 30
 SPECIALTY GROCERY PARKING PROVIDED: 29
 RETAIL PARKING REQUIRED: 7.5
 RETAIL PARKING MAXIMUM: 15
 RETAIL PARKING PROVIDED: 15
 TOTAL PARKING PROVIDED: 44



vega

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SPECIALTY RETAIL

710 N MAIN STREET
 HAILEY, ID 83333



sheet title
 CONCEPTUAL
 SITE PLAN

app
 dp
 dg

A-2 of 7
 sheet no.

CONCEPTUAL SITE PLAN

SCALE: 1" = 20'

Back to Agenda

Back to Exhibit Page



City of Hailey
Community Development Department
115 Main Street. South
Hailey, ID 83333
Date 8/7/15

To whom it may concern,

The following is a project narrative and statement of compliance of the design review standards for the proposed Specialty Retail in Hailey, ID located at the 710 North Main Street. In addition to the on site improvements, a through street will be constructed at the southern end of the property to connect North Main Street to North 1st Avenue.

The proposed use of the building is a Specialty Grocery store that specializes in natural and organic products. Parking provided on site is compliant with the amount required in the zoning code. The proposed site will be an assemblage of parcels that currently are unimproved or consist of small structures. The trash enclosures are located at the rear of the site and are enclosed with materials designed to match the building and at a height that will fully screen the dumpsters.

The building is designed to harmonize with the City of Hailey and with quality design that will become an integral part of the town. One goal of the design is to create a handsome building that enhances the pedestrian experience. We were able to carefully design the building so that glass can be used in the front of the store and meet the desire for transparency on facades that face the street with still shielding light sensitive products. Parapet walls are used to screen roof top mechanical equipment as well as provide variation in the roof plane. We carefully designed the building with variations in the facades that are consistent with the scale of the building to create a cohesive structure that reads as a unified design. We have also incorporated material changes in both the horizontal and vertical planes to bring the building back down to a scale that the user can relate to.

The tenant makes great efforts to provide the customer with the best products so that they can live a healthy life. The building reflects this same approach by using materials and techniques that will help mitigate the impact of the building on the environment. Some of the sustainable practices that will be used are:

- 100% LED lighting - They are one of the very few national retail tenants who uses 100% LED lighting both internally and externally.
- Bag free store
- Heat Reclaim - uses excess heat produced by the refrigeration equipment to heat the hot water
- Recycled content in tile, and other building materials and finishes.

- Low VOC paints and adhesives.
- Highly insulated white roof
- De-stratification fans to reduce the heating and cooling usage.
- Occupancy Sensors in offices and restrooms

In addition to these items, the landscape has been designed to meet the required streetscape standards as well as providing landscaping that is appropriate for the climate. Concern about the environment extends to the landscape as well so the tenant has required that the landscape maintenance use only natural herbicides for weed control.

We believe that the design and use will continue the great design identity of Hailey and will provide a good, pedestrian friendly resource to the city.

The following is a narrative that more specifically addresses how each requirement of the Design Review Standards is achieved.

6A.8 Design Standards

A. Non-Residential, Multifamily or Mixed Use Building. The following design standards apply to any non-residential, multifamily or mixed use building located within the City of Hailey.

1. Site Planning

a. The location, orientation and surface of buildings shall maximize, to the greatest extent possible, sun exposure in exterior spaces to create spaces around buildings that are usable by the occupants and allow for safe access to buildings.

The site has been designed to front Main Street and provide pedestrian access from the parking lot and the street. Due to the nature of products sold in the store and their sensitivity to light, glass must be used sparingly. We have designed the front of the store and the entrance to feature the glass prominently to present an enhanced pedestrian experience at this location.

b. All existing plant material shall be inventoried and delineated, to scale, and noted whether it is to be preserved, relocated or removed. Removal of trees larger than 6 inch caliper proposed to be removed require an arborist review. Any tree destroyed or mortally injured after previously being identified to be preserved, or removed without authorization, shall be replaced with a species of tree found in the Tree Guide and shall be a minimum of 4 inch caliper.

There is no existing plant material on-site that is of substantial caliper to preserve or relocate.

c. Site circulation shall be designed so pedestrians have safe access to and through the site and to the building.

The site has been designed in a way that connects the entrance to the street and separates vehicle, pedestrian, and bicycle traffic. By separating the transit modes, we

add to the experience for each mode as well as increasing safety factors for each. The site contains a single drive aisles that is adjacent to sidewalks on each side so that pedestrians can safely move to the entrance of the building rather than walk through the drive aisle.

d. Building services including loading areas, trash storage/pickup areas and utility boxes shall be located at the rear of a building; the side of the building adjacent to an internal lot line may be considered as an alternate location. These areas shall be designed in a manner to minimize conflict among uses and shall not interfere with other uses, such as snow storage. These areas shall be screened with landscaping, enclosures, fencing or by the principal building.

The site has been designed to shield utility areas and place them as far away from the public frontage as possible while still ensuring access. The trash enclosures have been designed to compliment the building and be built to a height that will fully screen the dumpsters. The loading area will be kept clear and free of debris. Efforts are taken within the store and operations have been honed over time to reduce waste and subsequently, the need for frequent trash collection.

e. Where alleys exist, or are planned, they shall be utilized for building services.

No alley exists on the property.

f. Vending machines located on the exterior of a building shall not be visible from any street.

Vending machines will not be provided on the exterior of the building.

g. Except as otherwise provided herein, on-site parking areas shall be located at the rear of the building and buffered from the sidewalk adjacent to the street. Parking and access shall not be obstructed by snow accumulation.

Parking does not occur between the building and primary street. Parking is at the side and rear of the site. Where parking is visible from the primary street, a landscape buffer is provided. We have focused the landscaping in this area and have concentrated our efforts to screen the parking with quality landscape design.

i) Parking areas located within the SCI zoning district may be located at the side or rear of the building.

Not Applicable.

ii) Parking areas may be considered at the side of buildings within the B, LB, TI and LI zoning districts provided a useable prominent entrance is located on the front of the building and the parking area is buffered from the sidewalk adjacent to the street.

In addition to the description in section g above, we have designed the site to this standard and have designed the entrance to front the primary street.

h. Access to on-site parking shall be from the alley or, if the site is not serviced by an alley, from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.

Customer traffic will be concentrated to the southern most entrances which has been designed to enter off the proposed through street rather than Main street to increase the pedestrian connectivity. An existing second entrance on Main street must be

maintained as part of an easement with the adjoining McDonald's property. We designed the site so that this entrance is used for truck and delivery traffic rather than customer traffic.

- i. Snow storage areas shall be provided on-site where practical and sited in a manner that is accessible to all types of snow removal vehicles of a size that can accommodate moderate areas of snow.

Snow storage is provided on site and has been positioned to accommodate the snow removal process. We have achieved this by placing the storage area at the end of and adjacent to drive aisles to minimize the movement of snow during the plowing operations.

- j. Snow storage areas shall not be less than 25% of the improved parking and vehicle and pedestrian circulation areas.

This standard has been met and areas have been designated on the Civil plans with the corresponding sizes.

- k. A designated snow storage area shall not have any dimension less than 10 feet.

This standard has been met and areas have been designated on the Civil plans with the corresponding sizes.

- l. Hauling of snow from downtown areas is permissible where other options are not practical.

We don't intend to utilize any hauling of snow as storage will be provided on site.

- m. Snow storage areas shall not impede parking spaces, vehicular and pedestrian circulation or line of sight, loading areas, trash storage/pickup areas, service areas or utilities.

Snow storage is provided in a landscape area away from pedestrian and vehicular areas.

- n. Snow storage areas shall be landscaped with vegetation that is salt tolerant and resilient to heavy snow. (Ord. 1097, §5, 2012)

Snow storage areas will be planted with a salt tolerant grass mix made up of: 33.33% Mountain Brome 33.33% Hard Fescue 33.33% Blue Wheat Grass.

2. Building Design

- a. The proportion, size, shape and rooflines of new buildings shall be compatible with surrounding buildings.

While the size of the building is larger than the adjacent uses, care has been taken to design the building to reduce the overall mass of the structure. Variations in the plane of the wall and parapets serve to visually break up the large mass. Additionally, awnings and lighting are incorporated to enhance the pedestrian scale. The entrance of the store has been thoughtfully designed to enhance the pedestrian scale of the building by providing detailing that is in scale with the person rather than the building as a whole.

- b. Standardized corporate building designs are prohibited.

The tenant does not have a standard corporate design and this building has been designed uniquely for the City of Hailey and to meet the design standards.

c. At ground level, building design shall emphasize human scale, be pedestrian oriented and encourage human activity and interaction.

The pedestrian experience was the driving factor of the design. We want to present a quality design that leaves a lasting impression that will integrate into the community. Designing the building to the pedestrian scale creates a space that is inviting to the user and will not add a property that will become uninhabited and desolate over time.

d. The front façade of buildings shall face the street and may include design features such as windows, pedestrian entrances, building off-sets, projections, architectural detailing, courtyards and change in materials or similar features to create human scale and break up large building surfaces and volumes.

All the required items have been incorporated into the design for the reasons stated above with the exception of the courtyard.

e. Any addition onto or renovation of an existing building shall be designed to create a cohesive whole.

Not applicable.

f. All exterior walls of a building shall incorporate the use of varying materials, textures and colors.

This building heavily features a red brick that is used prominently in Hailey. The use of brick evokes a sense of permanence and quality. The brick will also require little maintenance and stand the test of time. The other main material used is a fiber cement siding. This material is extremely durable and has been used successfully in commercial applications. It is much thicker than a residential application and the materials texture adds detail and strengthens the pedestrian scale.

g. Exterior buildings colors and materials shall be integrated appropriately into the architecture of the building and be harmonious within the project and with surrounding buildings.

The decision to use brick was based on the goal of integrating into the existing fabric of the city. Hailey has a rich history full of well detailed brick buildings. We have studied these buildings and have gone to great lengths to ensure that this project will continue that tradition.

h. Flat-roofed buildings over two stories in height shall incorporate roof elements such as parapets, upper decks, balconies or other design elements.

Not applicable. The proposed building is a single story.

i. All buildings shall minimize energy consumption by utilizing alternative energy sources and/or passive solar techniques. At least three (3) of the following techniques, or an approved alternative, shall be used to improve energy cost savings and provide a more comfortable and healthy living space:

Please see the sustainability items listed at the beginning of this letter. The tenant takes great pride in living a healthy lifestyle and believes that preserving the environment is paramount to their success and the foundation of their business.

j) Solar Orientation. If there is a longer wall plane, it shall be placed on an east-west axis. A building's wall plane shall be oriented within 30 degrees of true south.

Met.

ii) South facing windows with eave coverage. At least 40% of the building's total glazing surface shall be oriented to the south, with roof overhang or awning coverage at the south.

iii) Double glazed windows.

Met.

iv) Windows with Low Emissivity glazing.

Met.

v) Earth berming against exterior walls

vi) Alternative energy. Solar energy for electricity or water heating, wind energy or another approved alternative shall be installed on-site.

vii) Exterior light shelves. All windows on the southern most facing side of the building shall have external light shelves installed.

j. Gabled coverings, appropriate roof pitch, or snow clips and/or gutters and downspouts shall be provided over all walkways and entries to prevent snow from falling directly onto adjacent sidewalks.

All pedestrian walkways feature a canopy flat to protect pedestrians. Other sidewalks adjacent to the building where a canopy isn't present use a flat roof and parapet to prevent snow from falling directly onto the sidewalk.

k. Downspouts and drains shall be located within landscape areas or other appropriate locations where freezing will not create pedestrian hazards.

Downspouts are located at the rear of the building so as to minimize the risk to pedestrians. This area features no parking so the pedestrian presence should be limited to employees and delivery personnel.

l. Vehicle canopies associated with gas stations, convenience stores or drive-through facilities shall have a minimum roof pitch of 3/12 and be consistent with the colors, material and architectural design used on the principal building(s).

Not Applicable.

m. A master plan for signage is required to ensure the design and location of signs is compatible with the building design and compliance with Article 8.

See page A-8 of the attached architectural drawings for a signage plan.

3. Accessory Structures, Fences and Equipment/Utilities

a. Accessory structures shall be designed to be compatible with the principal building(s).

All trash enclosures are designed to be complimentary to the building and out of sight from the primary street.

b. Except as otherwise provided herein, accessory structures shall be located at the rear of the property.

This standard has been met for the trash enclosures.

i) Accessory structures may be considered in a location other than the rear on sites determined to have characteristics that prevent location at the rear of the site.

Not applicable.

c. Walls and fences shall be constructed of materials compatible with other materials used on the site.

Met ("Wood").

d. Walls and fencing shall not dominate the buildings or the landscape. Planting should be integrated with fencing in order to soften the visual impact.

Screening Panel/Fence is surrounded by landscape plantings.

e. Except as otherwise provided herein, all roof projections including, roof-mounted mechanical equipment, such as heating and air conditioning units shall be shielded and screened from view from the ground level of on-site parking areas, adjacent public streets and adjacent properties. Wind Energy Systems that have received a Conditional Use Permit and solar panels are exempt from this requirement.

All roof mounted roof equipment will be screened from view by a parapet wall.

f. The hardware associated with alternative energy sources shall be incorporated into the building's design and not detract from the building and its surroundings.

Mechanical and electrical equipment will not detract from the building design.

g. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas shall be adequately screened from surrounding properties and streets by the use of a wall, fence, or landscaping, or shall be enclosed within a building.

Mechanical equipment will be roof mounted and screened by a parapet wall.

h. All service lines into the subject property shall be installed underground.

This standard has been incorporated into the design of the site.

i. Additional appurtenances shall not be located on existing utility poles. (Ord. 1097, §6, 2012)

This standard will be met for the final construction documents.

4. Landscaping

a. Only drought tolerant plant species and/or xeriscape specific plant materials shall be used, as specified by the Hailey Landscaping Manual or an approved alternative.

All plant materials were selected for our climate and are thereon drought tolerant species and varieties.

b. All plant species shall be hardy to the Zone 4 environment.

Met.

c. At a minimum, a temporary irrigation system that fully operates for at least two complete growing seasons is required in order to establish drought tolerant plant species and/or xeriscape specific plant materials. Features that minimize water use, such as moisture sensors, are encouraged.

43% of landscape irrigation is minimum water use sub grade drip line irrigation. Native seed areas on temporary overhead irrigation until established (approx. 2 years).

d. Landscaped areas shall be planned as an integral part of the site with consideration of the urban environment. A combination of trees shrubs, vines, ground covers and ornamental grasses shall be used. New landscaped areas having more than 10 trees, a minimum of 10% of the trees shall be at least 4-inch caliper, 20% shall be at least 3-inch caliper, and 20% shall be at least 2½ inch caliper and a maximum of 20% of any single tree species may be used in any landscape plan (excluding street trees). New planting areas shall be designed to accommodate typical trees at maturity. Buildings within the LI and SCI-I zoning district are excluded from this standard.

A mix of perennials and grasses are proposed to create a natural meadow landscape. All of which will remain healthy in an urban environment. Landscaped areas will include a total Page 8 of 8 street trees selected from the City of Hailey's Design Review Guide. All trees will have a minimum 3-inch caliper.

e. Seasonal plantings in planter boxes, pots, and/or hanging baskets shall be provided to add color and interest to the outside of buildings in the LI and SCI-I zoning districts.

Garden pots are proposed around the main entrance and seating area for seasonal (annual) floral interest.

f. Plantings for pedestrian areas within the B, LB, TN and SCI-O zoning districts shall be designed with attention to the details of color, texture and form. A variety of trees, shrubs, perennials, ground covers and seasonal plantings, with different shapes and distinctive foliage, bark and flowers shall be used in beds, planter boxes, pots, and/or hanging baskets.

Plant materials have been selected to form a cohesive composition that will provide a variety of interest throughout the season. Garden pots will fit within the designed aesthetics of the architecture and the landscape; will provide detailed interest.

g. Storm water runoff should be retained on the site wherever possible and used to irrigate plant materials.

Not applicable.

h. A plan for maintenance of the landscaping areas is required to ensure that the project appears in a well maintained condition (i.e., all weeds and trash removed, dead plant materials removed and replaced).

Landscape maintenance will be contracted and occur on a regular basis.

i. Retaining walls shall be designed to minimize their impact on the site and the appearance of the site.

Not applicable.

j. Retaining walls shall be constructed of materials that are utilized elsewhere on the site, or of natural or decorative materials.

No retaining walls are provided on site.

k. Retaining walls, where visible to the public and/or to residents or employees of the project, shall be no higher than four feet or terraced with a three foot horizontal separation of walls.

Not Applicable.

l. Landscaping should be provided within or in front of extensive retaining walls.

Not Applicable.

m. Retaining walls over 24" high may require railings or planting buffers for safety.

Not Applicable.

n. Low retaining walls may be used for seating if capped with a surface of at least 12 to 16 inches wide.

Not Applicable.

B. Non-Residential and Mixed Use Buildings Located within B, LB, or TN.

In addition to the standards applicable to any non-residential, multifamily or mixed use building located within the City of Hailey described in Section 6A.8.A, the following design standards also apply to any non-residential and Mixed Use Buildings located within the B, or LB, zoning districts.

1. Site Planning

a. The site shall support pedestrian circulation and provide pedestrian amenities. Sidewalks shall be provided along building fronts.

A sidewalk is provided along the building frontage to connect all parking to the entrance of both the Specialty Retail building as well as planned future retail. Additional consideration was given to providing an enhanced pedestrian connection and landscape from Main Street to the entrance of the building.

b. Wider sidewalks are encouraged to provide additional amenities such as seating areas and bicycle racks.

Bike racks and pedestrian seating have been designed to create an enhanced pedestrian space. We anticipate the pedestrian seating area being heavily used by users of both buildings. The pedestrian area reflects the desire for customers to linger in this space.

2. Building Design

a. The main facade shall be oriented to the street. The main entrance(s) to the building shall be located on the street side of the building. If the building is located on a corner, entrances shall be provided on both street frontages. If the design includes a courtyard, the main entrance may be located through the courtyard. Buildings with more than one

retail space on the ground floor are encouraged to have separate entrances for each unit.

The site has been designed to front the primary street and meet this standard. The future retail space will utilize a separate entrance. No interior connection between the spaces is planned at this time.

b. Multi-unit structures shall emphasize the individuality of units or provide visual interest by variations in roof lines or walls or other human scale elements. Breaking the facades and roofs of buildings softens the institutional image which may often accompany large buildings.

A tenant for the future retail space has not been identified at this time so we cannot comment of the design of the future space. Construction of any building will be subject to the same design standards as the Specialty Retail and will need to integrate into the existing design for the buildings on site.

c. Building designs shall maximize the human scale of buildings and enhance the small town "sense of place". This can be achieved by utilizing voids and masses, as well as details, textures, and colors on building facades. Human scale can also be achieved by incorporating structural elements such as colonnades and covered walkways, overhangs, canopies, entries, and landscaping. Particular attention should be paid to creating interest at the street level.

See above explanation pertaining to the pedestrian scale of the building. A colonnade has been incorporated into the design of the building that wraps the entrance corner. This feature acts as a bridge to connect the pedestrian access routes and focuses the connections at the entrance.

d. Buildings that exceed 30 feet in height, the entire roof surface shall not project to the highest point of the roof. The Commission shall review building height relative to the other dimensions of width and depth combined with detailing of parapets, cornices, roof, and other architectural elements.

Not Applicable. The building does not exceed 30 feet.

e. Livable outdoor spaces in multi-story buildings that create pleasing elements and reduce the mass of taller buildings are encouraged.

Not Applicable.

f. Fire department staging areas shall be incorporated into the design elements of the building.

Precise Fire Department locations will be identified and incorporated into the design during the construction document phase.

g. New buildings adjacent to residential areas shall be designed to ensure that building massing and scale provide a transition to adjoining residential neighborhoods. Possible mitigation techniques include, but are not limited to the following:

The building does not abut any residential areas.

i) Locating open space and preserving existing vegetation on the edge of the site to further separate the building from less intensive uses;

No existing vegetation to be preserved.

- ii) Stepping down the massing of the building along the site's edge; and

The building and is positioned in the middle of the site and adjacent buildings are similar in scale and use.

- iii) Limiting the length of or articulating building facades to reflect adjacent residential patterns

Facades that face pedestrian areas have been designed to feature articulation to reduce the mass of the building to scale that the pedestrian can identify to.

3. Landscaping

- a. When abutting the LR, GR or TN zoning districts, a landscape buffer between the project and the residential property shall be provided. The buffer shall be at least eight foot wide to create a year-round visual screen of at least 6 feet in height. The buffer shall be designed to avoid the appearance of a straight line or wall of uniform plant material and shall be wide enough to accommodate the planted species when mature.

Not applicable.

Sincerely yours,

Doug Poppe | Planning Manager | LEED AP BD+C, ND

Back to Agenda

Back to Exhibit Page



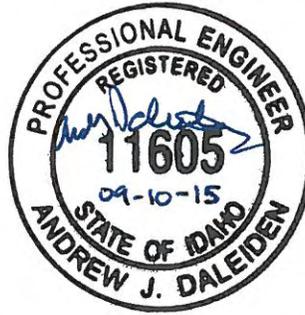
KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 ☎ 503.228.5230 📠 503.273.8169

September 10, 2015

Monet Ragsdale
Leadership Circle, LLC
1521 Oxbow Drive, Suite 210
Montrose, CO 81402



Project #: 13755.08

RE: Transportation Impact Study for the Proposed Retail Development – Hailey, Idaho

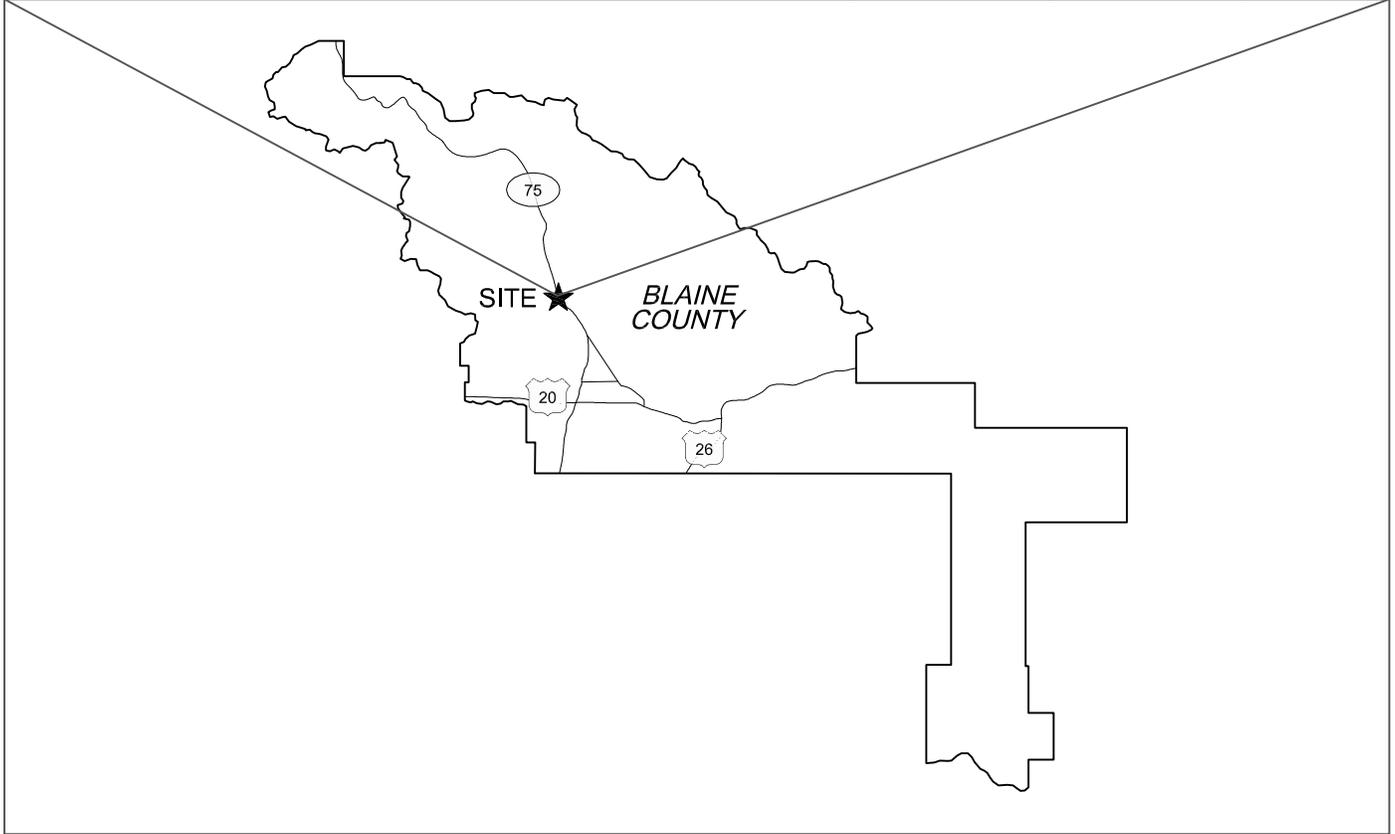
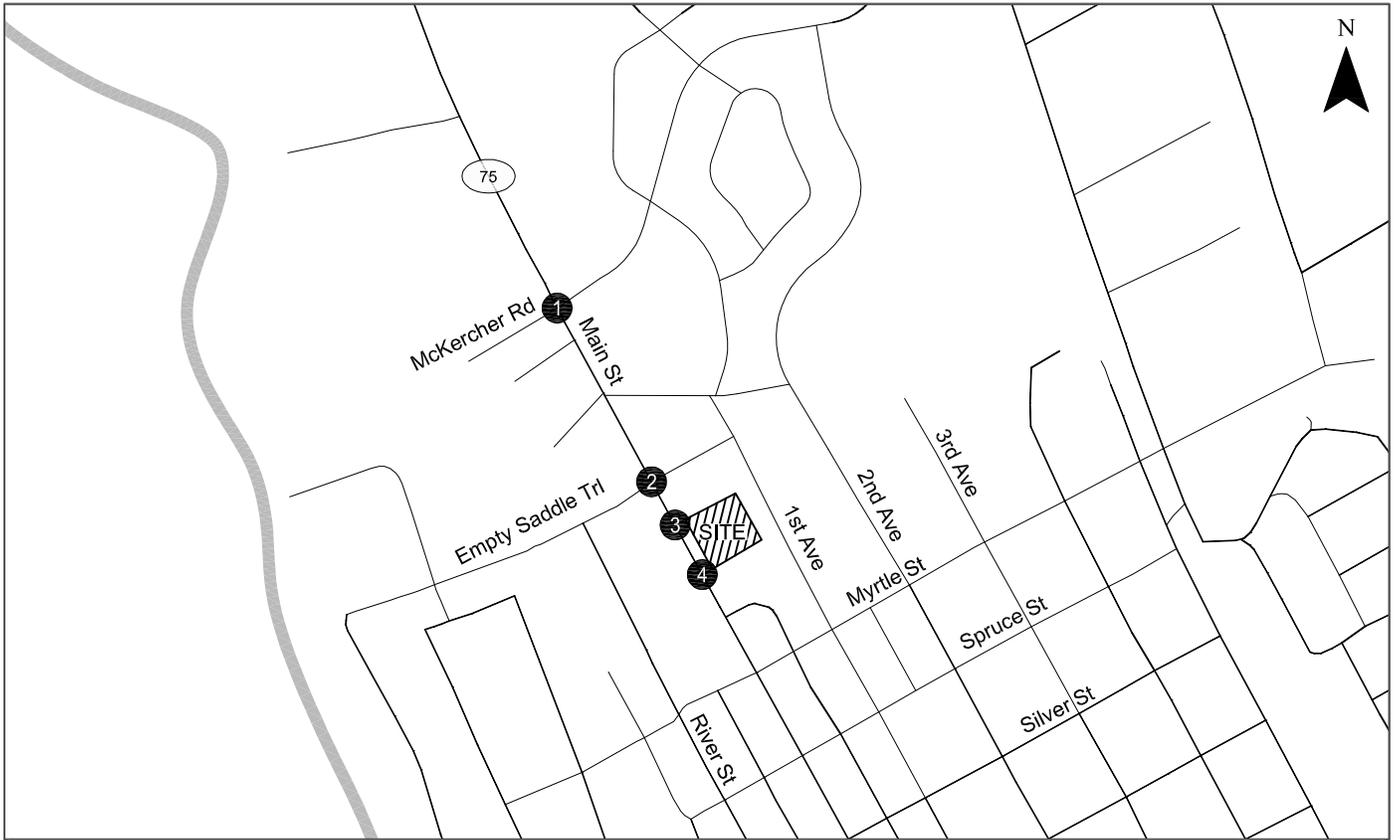
Dear Monet,

This letter presents the results of the transportation impact study (TIS) for the proposed Natural Grocers development located southeast of the N Main Street (ID 75)/Empty Saddle Trail intersection in Hailey, Idaho, and immediately south of and adjacent to an existing McDonald's restaurant. Figure 1 illustrates the site location. The purpose of this study is to fulfill city requirements to evaluate the transportation impact of this development on the surrounding intersections and public streets in Hailey. This study will also be submitted to Idaho Transportation Department (ITD) as supporting documentation for three encroachment permits associated with access to the development site.

The scope of this TIS is based on verbal correspondence with City of Hailey staff and verbal confirmation with ITD staff. This study fulfills the scope of work requirements for a "mini TIS", as discussed with the City of Hailey and ITD over the phone. This letter report is organized as follows:

- Scope of TIS
- Existing Traffic Conditions
- Proposed Development Plan
- Transportation Impact Analysis
- Conclusions and Recommendations

The findings of this study demonstrate that the proposed site can be developed while maintaining acceptable levels of operation and safety along Main Street (ID 75), herein, referred to as Main Street, including the intersections at McKercher Boulevard and at Empty Saddle Trail and the proposed full-access driveways on Main Street. Additionally, the proposed development includes access to N. First Avenue on the east side of the property via a new private street along the southern edge of the property. Our analysis methodology, pertinent findings, and recommendations are documented herein to support the above conclusions.



● - Study Intersection

**Study Area Map
Hailey, Idaho**

**Figure
1**

K:\VLP\Portland\profile\13755 - Leadership Circle Specialty Retail\008- Hailey ID\figs\13755 FIGURE01.dwg Sep 10, 2015 - 8:16am - alopez Layout Tab. Fig 1

We understand one of the options that may be discussed in an upcoming study of Main Street is to reduce the number of vehicle lanes along Main Street to accommodate future bicycle lanes. We elected to perform a sensitivity test to determine the potential effects of such a change to the roadway. Should the City develop and implement a plan to swap a vehicle travel lane for a bike lane in each direction on Main Street, we recommend the City review signal timings and optimize the signal phasing at the Main Street/McKercher Boulevard intersection. Before installing bike lanes on this corridor, the City should conduct an analysis of the potential for operations degradation at the unsignalized intersection at Empty Saddle Trail and the commercial driveways along the corridor.

SCOPE OF TIS

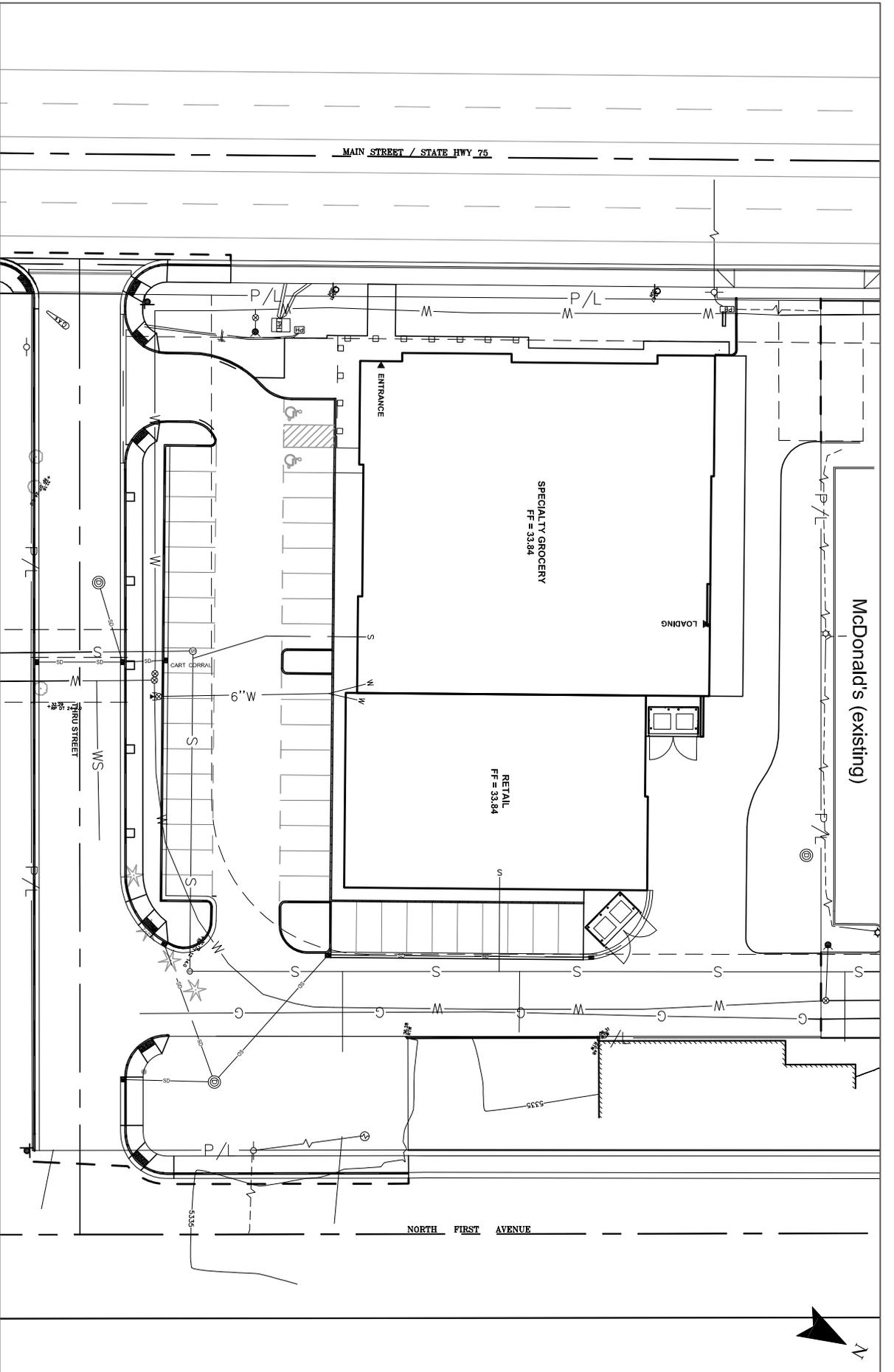
The purpose of this study is to evaluate the potential transportation impacts of the proposed development at the study intersections and proposed full-access driveways listed below:

- Main Street/McKercher Boulevard
- Main Street /Empty Saddle Trail
- Main Street/Northern driveway
- Main Street/Southern driveway/planned King's discount store private road

The following key items are included as part of this study:

- The study intersections were evaluated under existing (2015) traffic conditions during the weekday PM peak hour.
- Background growth of 2% (per our conversation with City staff) and estimated in-process traffic associated with the planned expansion of the King's discount store to the southwest of the site were included in the estimated year 2016 background traffic volumes.
- The study intersections were evaluated under year 2016 background traffic conditions during the weekday PM peak hour.
- Trip generation based on custom rates developed for Natural Grocers stores and the retail pad, trip distribution, and assignment of trips were estimated for the proposed development during the weekday PM peak hour.
- The study intersections and driveways with full development of the site were evaluated under year 2016 total traffic conditions during the weekday PM peak hour.

Figure 2 illustrates the draft site plan.



Site plan provided by Vega Architecture LLC on 07/29/15.

Proposed Site Plan - DRAFT
Hailey, Idaho

Figure
2

EXISTING TRAFFIC CONDITIONS

The proposed development site and surrounding study area were inventoried, using online resources such as Google Earth and discussions with City staff, to collect information regarding site conditions, adjacent land uses, and transportation facilities in the study area. Additionally, traffic counts were collected during a typical weekday evening peak period in July 2015.¹ At that time, photos were taken from the two driveways to document existing sight distances from the site access points.

TRANSPORTATION FACILITIES

Figure 3 shows the existing lane configurations and traffic control devices at the study intersections, and Table 1 summarizes the physical characteristics of the existing roadways in the study area, and their functional classifications, as per the Hailey Transportation Master Plan (Reference 1).

Table 1: Existing Transportation Facilities

Roadway	Functional Classification ¹	Number of Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
Main Street (ID 75)	Major Arterial/District Route	5	35	Yes ¹	No	Yes
McKercher Boulevard	Collector	2-3	20	No ³	No	No
Empty Saddle Trail	Local Road	2-3	25	Yes ⁴	No	Yes

¹ Draft Functional Classification Map, *Hailey Transportation Master Plan* (Attachment A)

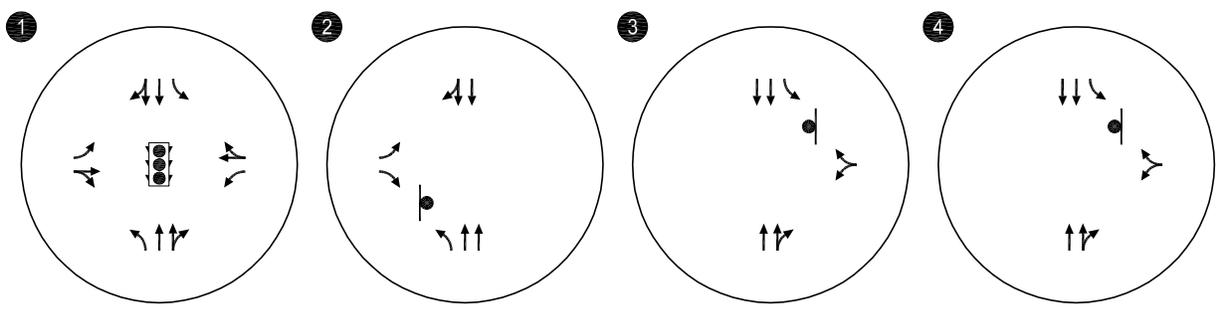
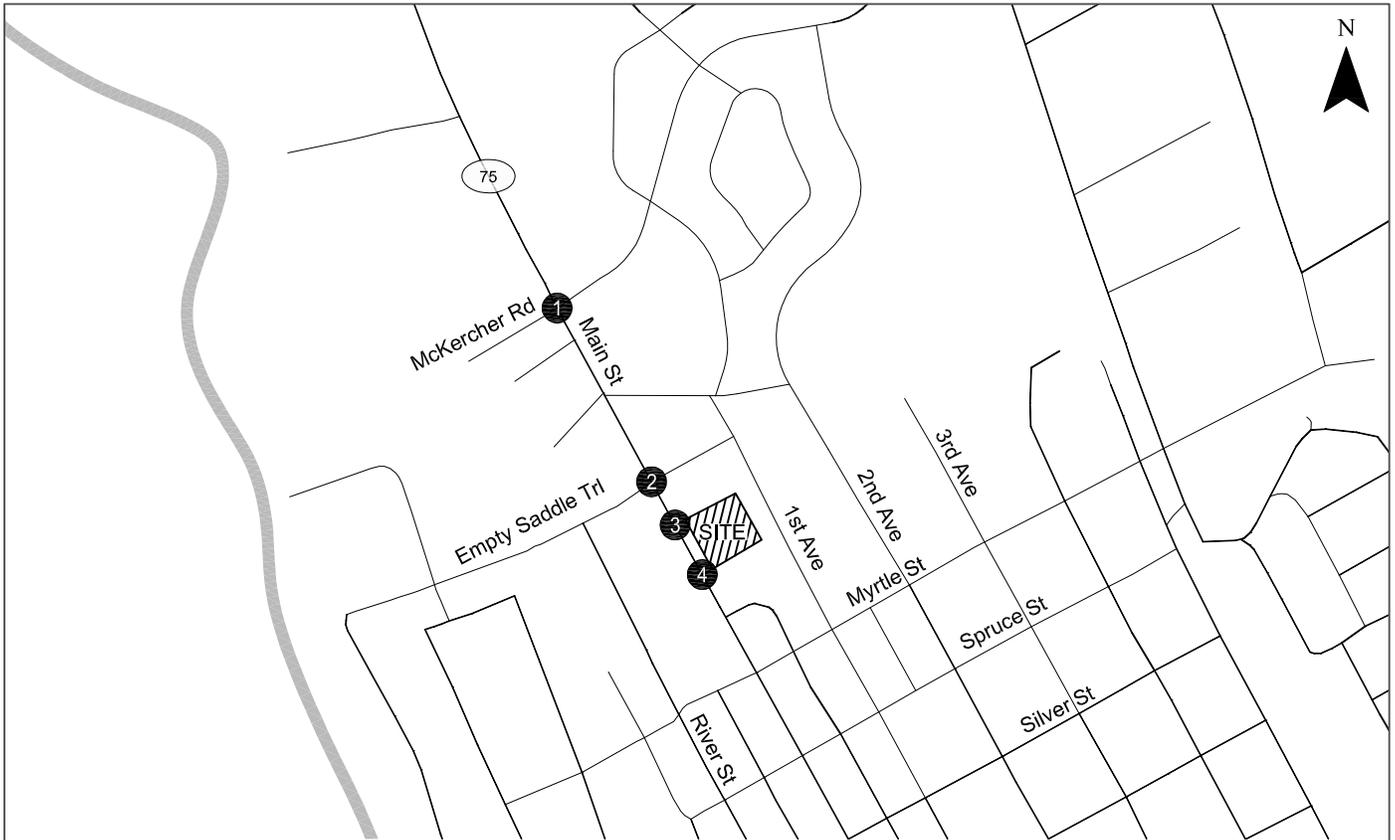
² Sidewalk is not present on the east side of Main Street between McKercher Boulevard and Cobblestone Lane.

³ Sidewalks are present on the south side of McKercher Boulevard to the west of Main Street along the perimeter of the gas station located at the Main Street/McKercher Boulevard intersection.

⁴ Sidewalks are present on both sides of the street at the intersection with Main Street. Shortly past the intersection with N River Street, sidewalks are not present.

In addition to existing sidewalks, pedestrian access near the development site is provided via pedestrian crossings at the Main Street/Empty Saddle Way, Main Street/Cobblestone Lane and Main Street/Myrtle Street, and N. First Avenue/Cobblestone Lane intersections. Anecdotal information indicates the Main Street/Cobblestone Lane intersection currently carries a substantial amount of pedestrian traffic concentrated around school dismissal (approximately 3:20 PM) when Wood River Middle School students and staff walk to and from the Albertson's grocery store, located on the west side of that intersection.

¹ "... traffic volumes are highest in July and August and lowest in January and February." *Hailey Transportation Master Plan Appendix A*, page A-3. November 2007.



-  - STOP SIGN
-  - TRAFFIC SIGNAL

**Existing Lane Configurations
& Traffic Control Devices
Hailey, Idaho**

**Figure
3**

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TRAFFIC VOLUMES AND OPERATIONS

Vehicle turning movement, bicycle turning movement, and pedestrian crossing counts were collected at all of the study intersections on a typical weekday in July 2015 during the PM (4:00 to 6:00) peak period.² Based on the counts, a system peak hour of 4:30 to 5:30 PM was identified and used for the analysis. ITD provided existing signal timing for the Main Street/McKercher Boulevard intersection. *Attachment B contains the traffic count worksheets. Attachment C contains signal timing worksheets.*

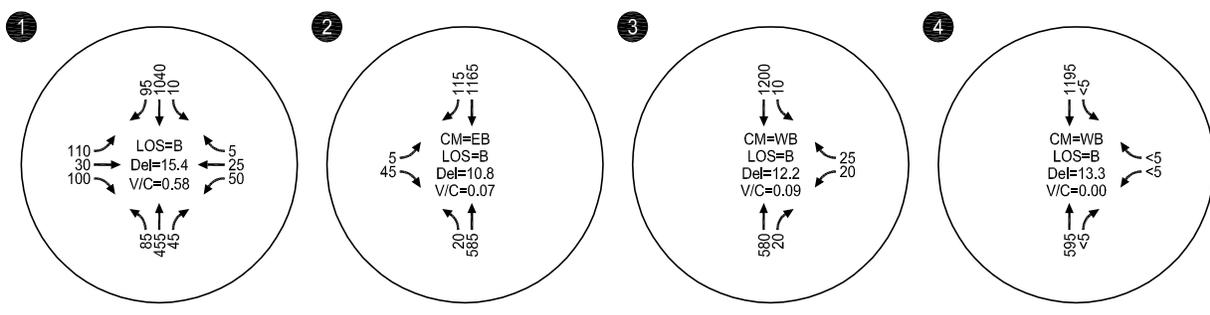
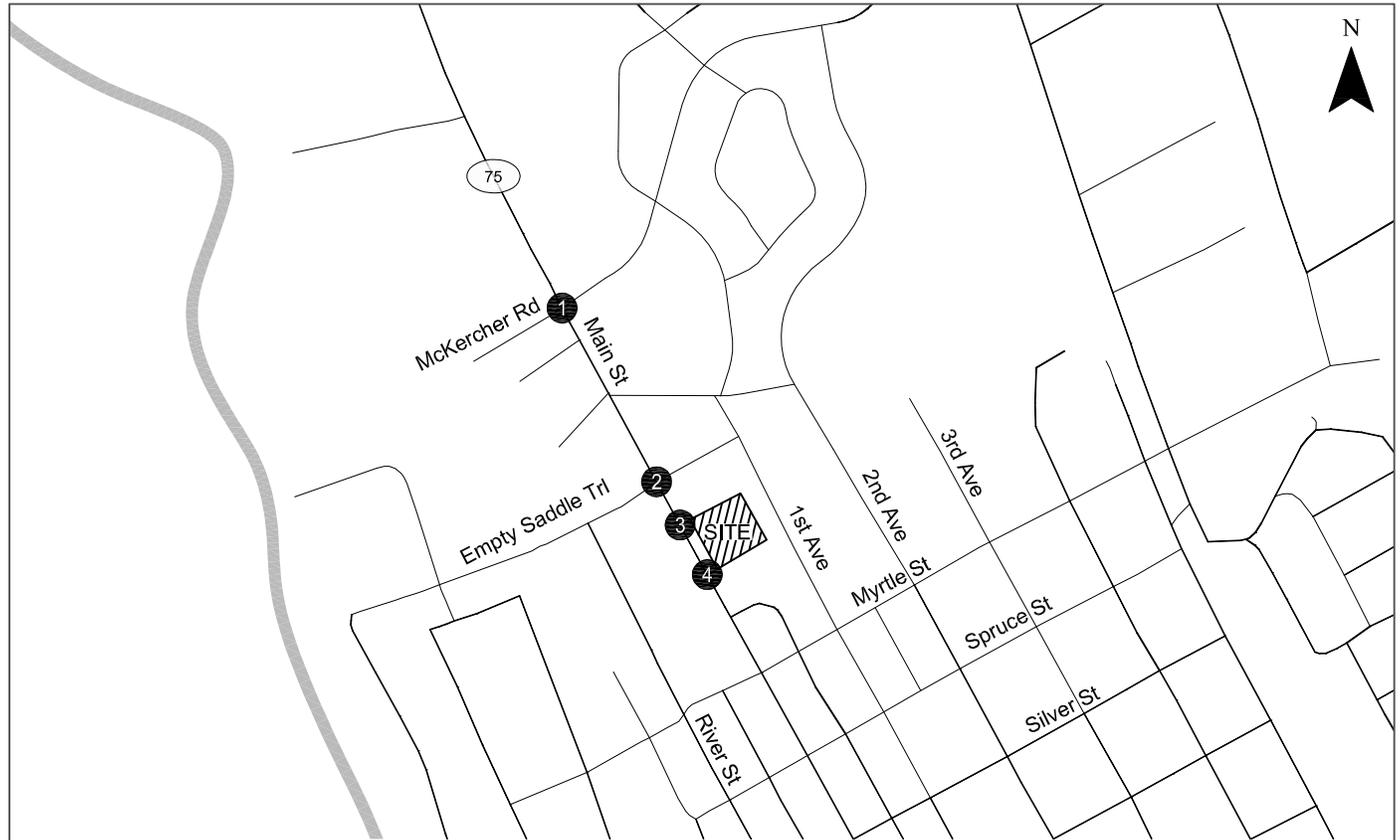
Level of Service Standards

ITD and the City of Hailey do not have adopted level of service standards for signalized and unsignalized intersections; however, the agencies do have guiding principles. For new or reconstructed roadway facilities, ITD has a recommended minimum level of service of C for arterials and LOS D for collectors in urban/suburban areas (Reference 2). For analysis purposes, typically an LOS D is considered acceptable at a signalized intersection. A critical movement volume-to-capacity ratio of 0.90 is typically considered acceptable at an unsignalized intersection. For this traffic impact analysis, a signalized intersection was considered to operate acceptably at LOS D or better, and an unsignalized intersection was considered to operate acceptably with a critical volume-to-capacity ratio of 0.90 or lower. This is consistent with the practice of considering operations at LOS D or better acceptable in the Hailey Transportation Master Plan.³

Figure 4 illustrates the existing traffic volume and operating conditions at all study intersections during the weekday PM peak hour. The operational analysis was completed in accordance with the procedures from the *Highway Capacity Manual 2000* (Reference 3). As shown, all of the study intersections currently operate at acceptable levels of service and volume-to-capacity ratios during the weekday PM peak hour. *Attachment D contains the existing conditions level of service worksheets.*

² "The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying improvement needs." *Hailey Transportation Master Plan*, page 8. November 2007.

³ "... all the highway intersections outside of Main Street operate adequately at LOS D or better." *Hailey Transportation Master Plan*, page 12. November 2007.



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**Existing Traffic Conditions
 Weekday PM Peak Hour
 Hailey, Idaho**

Figure 4

K:\VLP\Portland\profile\13755 - Leadership Circle Specialty Retail\008 - Hailey\figs\13755 FIGURE01.dwg Sep 10, 2015 - 8:14am - alopez Layout Tab: Fig 4

PROPOSED DEVELOPMENT PLAN

The proposed site development includes a 15,000 square-foot retail store (Natural Grocers) and an adjoining 7,500 square-foot specialty retail space. A description of the Natural Grocers characteristics and proposed site location are provided in this section.

NATURAL GROCERS COMPANY PROFILE

Natural Grocers by Vitamin Cottage Stores (Natural Grocers) originated in Colorado as a vitamin and supplements store, eventually incorporating health products and organic foods. It now operates 65 stores throughout the western United States.

Natural Grocers' philosophy is to provide customers with a selection of natural products and food for a healthy lifestyle. To that end, typical Natural Grocers' stores provide the following goods and amenities:

- Vitamins and supplements
- Soaps and lotions
- 100% organic produce
- Groceries and bulk foods
- Demonstration kitchens
- Community rooms

A common misconception is to classify Natural Grocers as a "Supermarket." However, because of its business practices, it operates in a substantially different way than your typical Albertson's, Safeway, Trader Joe's, and even Whole Foods. For example, a typical Natural Grocers store dedicates 30 percent of floor space to vitamins and supplements, and makes approximately 30 percent of its revenue on these products. The company does not sell alcohol nor does it provide services/amenities common to supermarkets, such as bakery departments, deli/meat counters, limited service banks, photo centers, pharmacies, or video rental areas. Also unique are Natural Grocers' store hours, with most stores open from only 9:00 AM until 8:00 PM, whereas typical supermarkets have business hours that extend earlier in the morning and later in the evening. Another unique attribute is store size, with stores ranging from 8,000 gsf to 26,000 gsf, or roughly one-quarter to one-third the size of a Whole Foods store.

CHARACTERISTICS OF PROPOSED SITE

Natural Grocers is proposing to develop a 1.8-acre vacant commercial parcel located southeast of the Main Street/Empty Saddle Trail intersection, and immediately south of an existing McDonald's restaurant. The parcel already has two existing curb cuts on Main Street and a private drive that proceeds along the south and east perimeter of the property to a connection with Cobblestone Lane to the northeast. The northern access to Main Street is centered approximately on the property line

and provides shared access to both McDonald's and the project site. The other access is near the southern edge of the property and leads to the private drive along the perimeter of the property.

The proposed site development includes a 15,000 square-foot retail store (Natural Grocers) and an adjoining 7,500 square-foot specialty retail space. The site is located adjacent to the Sun Club fellowship hall to the east, the former Golden Elk bakery to the south, Main Street to the west and McDonald's to the north. Across Main Street to the southwest is the King's discount store. Figure 2, shown previously, illustrates the proposed site plan. Access upon build-out of the site development is proposed as follows:

- On Main Street, the existing McDonald's driveway is planned to provide access to the northern side of site. This driveway would serve as a necessary access point for in-bound and out-bound delivery trucks. Due to its indirect access to the planned parking area, this driveway is anticipated to carry a minimal share of personal vehicles accessing the site, but still maintain connectivity for McDonald's.
- On Main Street, the existing curb cut on the southern end of the site with its existing geometry is planned to provide direct access to the parking area.
- On First Avenue, a new curb cut is planned to provide access to the site as well as to connect to the existing private drive on the southern side of the site, which will become a private street.
- Pedestrian access to the site will be possible via existing sidewalks along Main Street as well as existing pedestrian crossings at the Main Street/Empty Saddle Way, Main Street/Cobblestone Lane and Main Street/Myrtle Street intersections. Pedestrian activity within the development site will be accommodated with new sidewalks connecting parking areas and the Main Street sidewalk to building accesses.
- Bicycle access to the site will be possible on the existing street network, and bicycle parking will be provided on-site near the building accesses.

Development of the site is expected to be completed in the year 2016.

TRANSPORTATION IMPACT ANALYSIS

The TIS identifies how the study area's transportation system will operate with the build-out of the proposed development under year 2016 traffic conditions.

YEAR 2016 BACKGROUND TRAFFIC CONDITIONS

The year 2016 background traffic analysis identifies how the study's area transportation system will operate in the build-out year without the proposed development. The City and ITD do not have any programmed or funded improvements at the intersections or roadways in the study area.

Growth Rate

The background traffic analysis includes general growth in the region. A growth rate of 2 percent per year was used in the analysis based on the expected rise in tourism activity and population growth in Hailey from 2006 to 2026, the baseline and horizon years stated in the Master Transportation Plan, respectively. This growth rate was confirmed with the City of Hailey staff. Existing traffic volumes, shown in Figure 4, were grown by this annual 2 percent rate to estimate the year 2016 background traffic projections.

In-Process Developments

City of Hailey Staff identified one in-process development: the King's Discount Store expansion. The planned expansion of this specialty retail store consists of an additional 9,000 sf, consolidation of two driveways on Main Street to one driveway, and construction of a new private road on the north side of the King's property. This new private road connects to Main Street directly across from the southern driveway of the proposed development site, although with a slight stagger to the south. This change is illustrated in Figure 5 showing assumed lane configurations and traffic control devices. *Attachment E includes a draft site plan for the King's discount store expansion.*

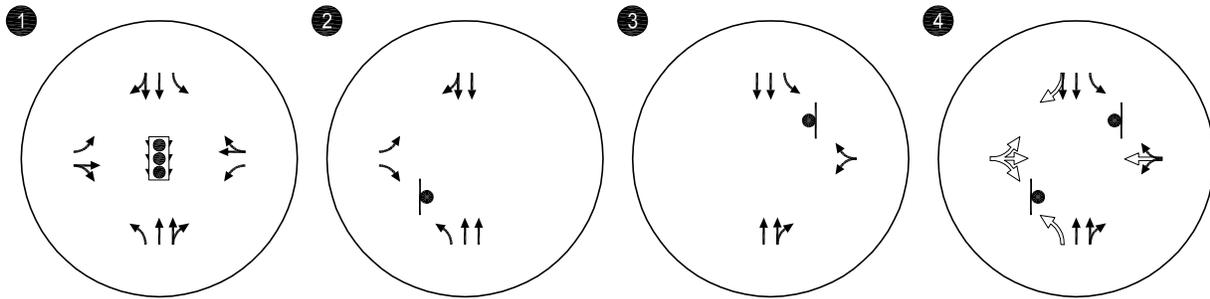
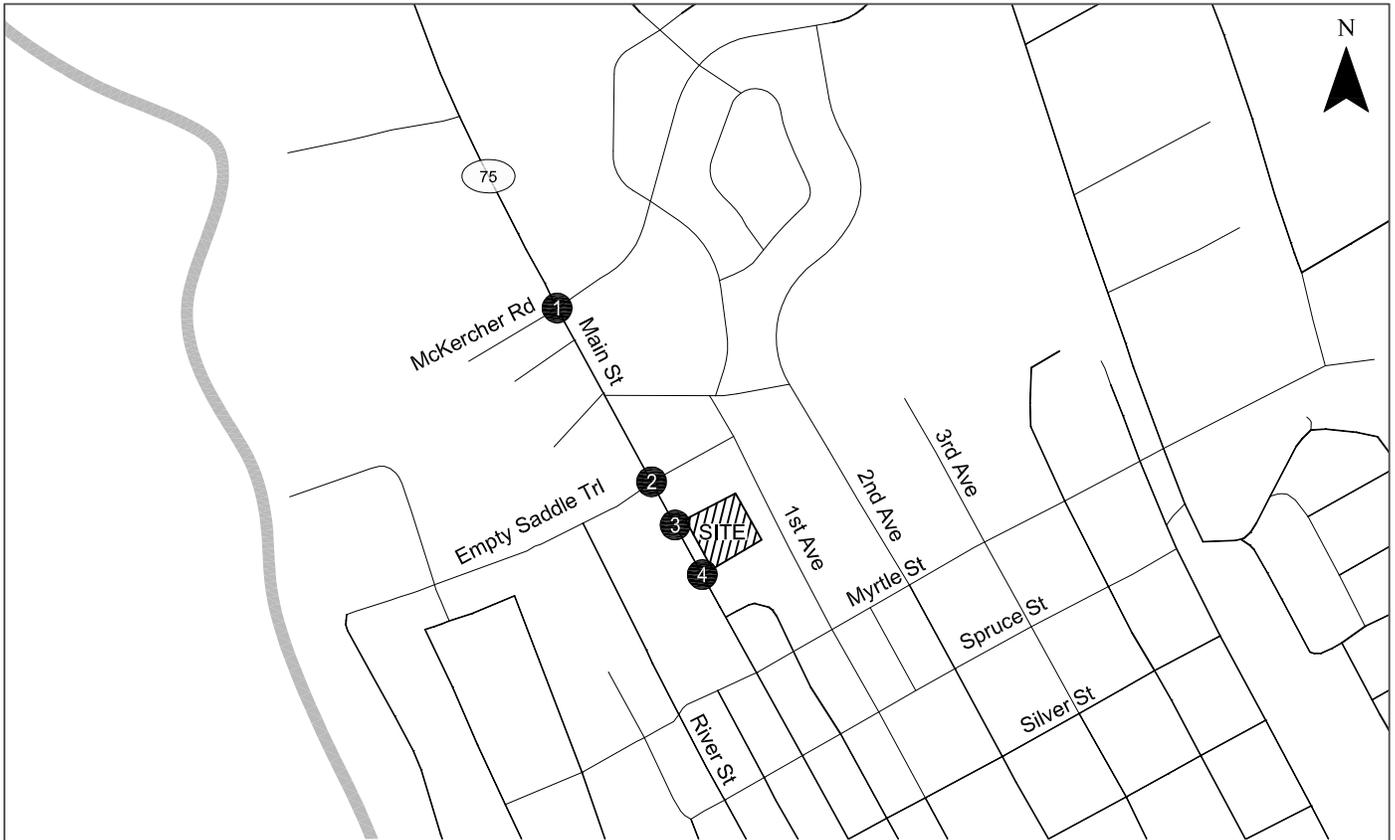
The in-process trips for the King's expansion were calculated and added to the year 2016 background traffic volumes. One third of the trips were assigned to the private driveway access based on existing traffic patterns during the PM peak hour. Figure 6 shows the locations of the in-process developments and illustrates the in-process development traffic volumes at the study intersections during the weekday PM peak hour.

Traffic Operations

The year 2016 background traffic volumes and operations are shown in Figure 7 during the weekday PM peak hour. As shown, all of the study intersections are anticipated to operate at acceptable levels of service during the weekday PM peak hour. *Attachment F includes the year 2016 background traffic conditions worksheets.*

SITE TRIP GENERATION AND TRIP DISTRIBUTION

For the purposes of estimating vehicle trip generation for a site-specific development, most Cities require the use of one of the land use categories described in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*. Due to the unique aspects of the previously described business practices, the Natural Grocers element of this project has a unique trip generation profile that is unlike a *Supermarket (Category 850)* land use or even *Specialty Retail (Category 826)*. While ITE trip generation data for a *Supermarket* is well recognized and accepted, it is based on national studies for a distinct land use category that does not accurately represent the trip generation characteristics of Natural Grocers.

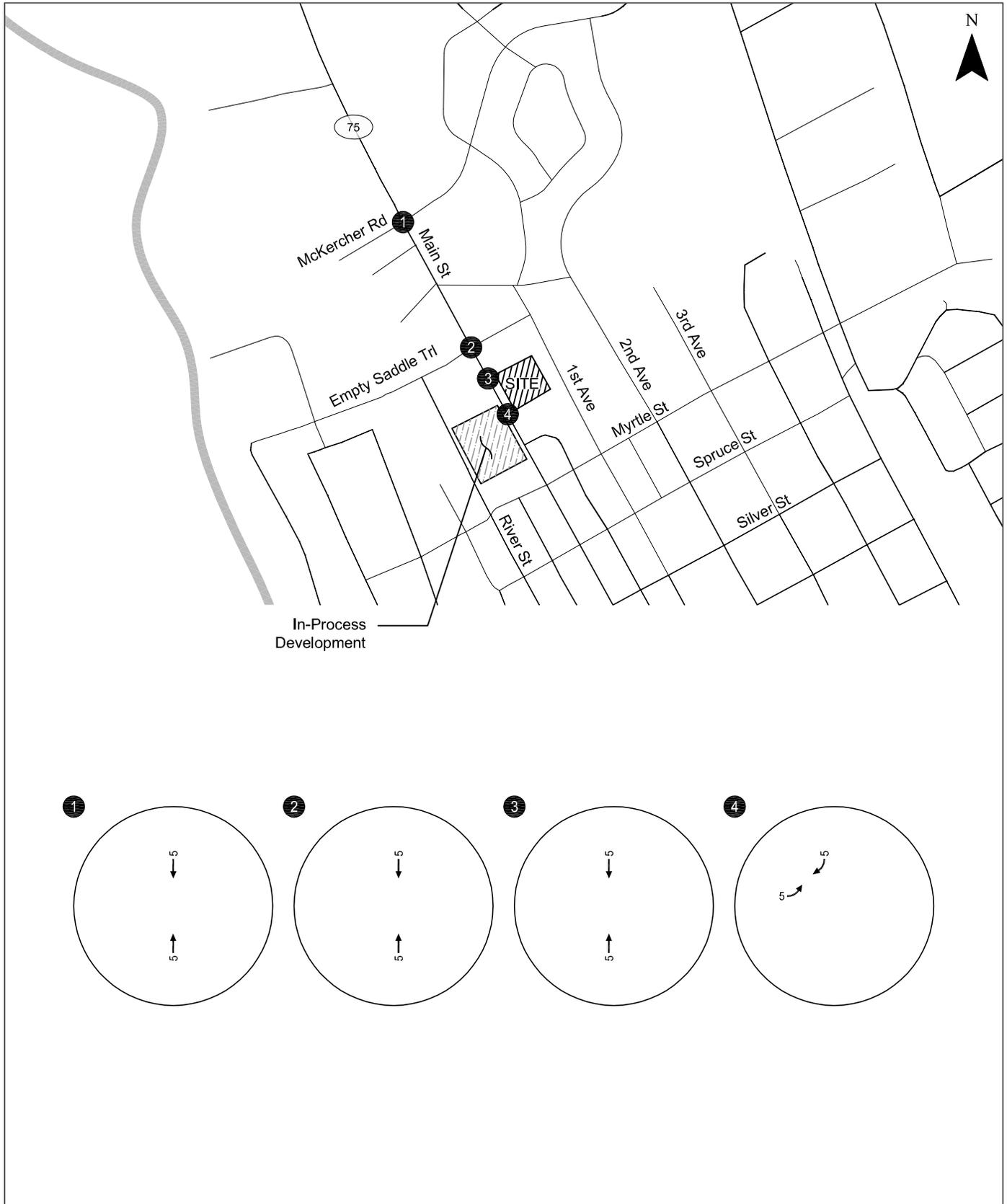


-  - STOP SIGN
-  - TRAFFIC SIGNAL
-  - NEW MOVEMENT

**Future Lane Configurations
& Traffic Control Devices
Hailey, Idaho**

**Figure
5**

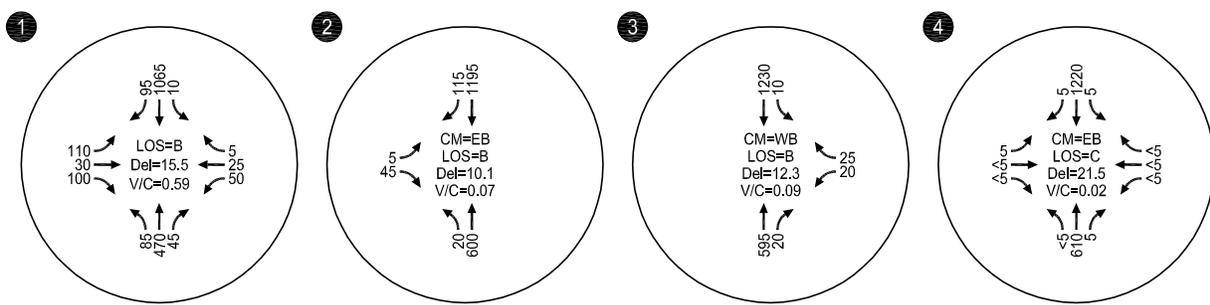
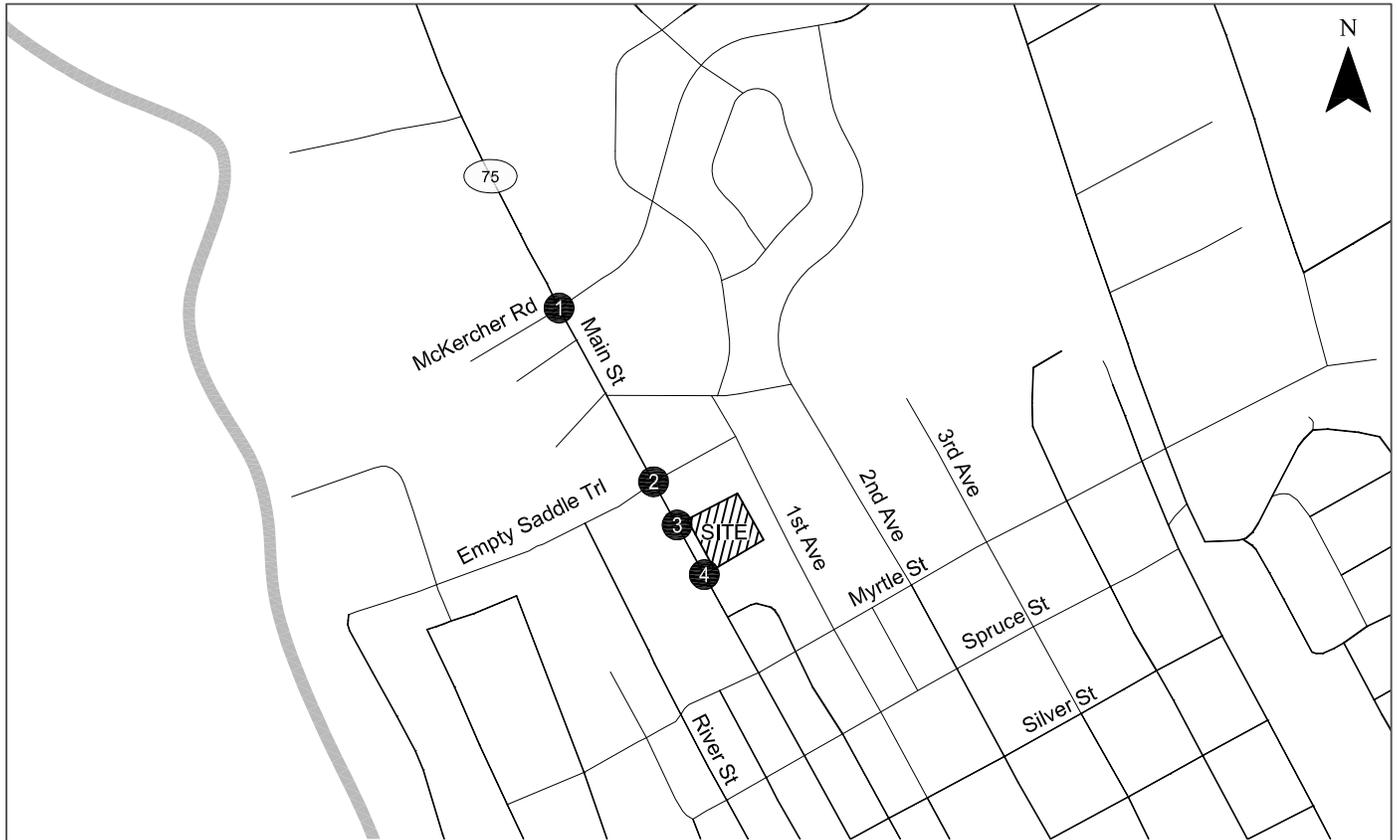
K:\VLP\Portland\profile\13725 - Leadership Circle Specialty Retail\008- Hailey ID\figs\13725 FIGURE01.dwg Sep 10, 2015 - 8:14am - alopez Layout Tab. Fig 5



**In-Process Traffic
Weekday PM Peak Hour
Hailey, Idaho**

**Figure
6**

K:\VLP\Portland\profile\137255 - Leadership Circle Specialty Retail\008 - Hailey ID\figs\137255 FIGURE01.dwg Sep 10, 2015 - 8:14am - alopez Layout Tab. Fig 6



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**2016 Background Traffic Conditions
 Weekday PM Peak Hour
 Hailey, Idaho**

Figure
7

K:\VLP\Portland\profile\13755 - Leadership Circle Specialty Retail\008 - Hailey\figs\13755 FIGURE01.dwg Sep 10, 2015 - 8:13am - alopez Layout Tab: Fig 7

Given the limitations of the ITE data set in evaluating trip generation for Natural Grocers stores and the common practice to utilize one of the ITE land use categories for the purposes of estimating site trip generation, a more comprehensive analysis of the trip generation patterns at existing Natural Grocers stores has been undertaken. This was done by collecting site-specific data in a manner that would provide for a more reliable and realistic representation of a Natural Grocers store’s trip generation. *Attachment G is a summary of the data and development of custom trip generation rates for Natural Grocers stores.*

The proposed site development includes a 15,000 square foot space for the Natural Grocer store and an adjacent 7,500 square foot space for a specialty retail store. The projected weekday daily and PM peak hour vehicle trips for the proposed uses were estimated based on the custom trip generation rates developed for Natural Grocers and trip rates contained the *Trip Generation Manual, 9th Edition* (Reference 4) for the specialty retail use. Table 2 summarizes the estimated trip generation of the proposed development during a full typical weekday and a typical weekday PM peak hour. A unique rate for pass-by trips has not been developed for Natural Grocers, so the pass-by trips were estimated and assigned to the network based on the *Trip Generation Handbook, 3rd Edition* (Reference 5).

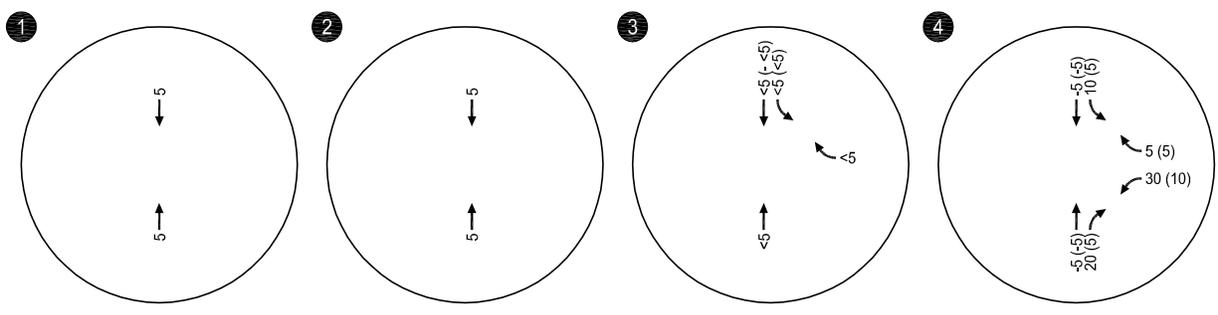
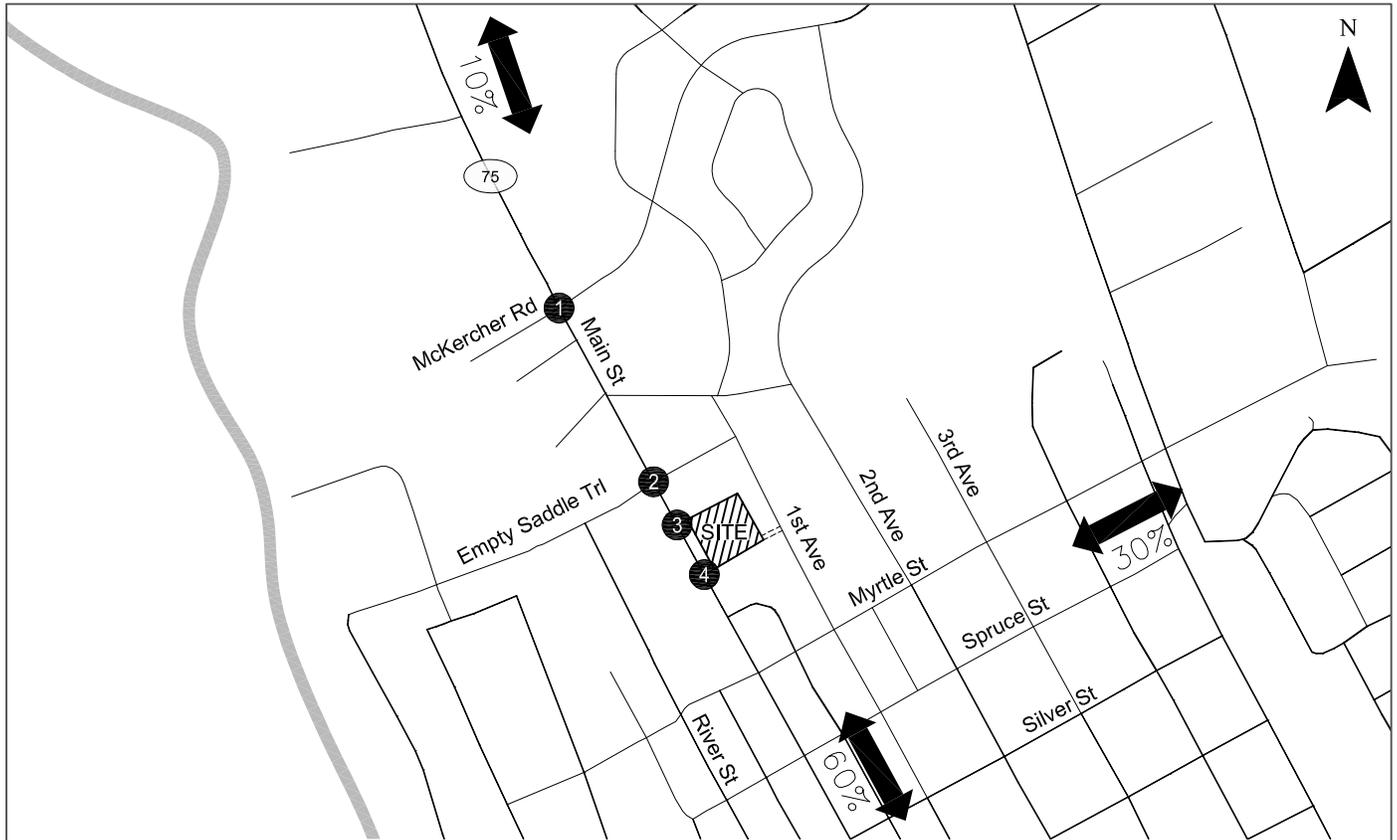
Table 2: Estimated Trip Generation for the Proposed Development

Land Use	Size (SF)	Daily Trips	Weekday PM Peak Hour		
			Total	In	Out
Natural Grocers (Calculated)	15,000	495	60	25	35
Specialty Retail (ITE 826)	7,500	335	25	10	15
<i>Pass-By (34% Daily and PM)</i>		(280)	(25)	(10)	(15)
Total	22,500	550	60¹	25	35

¹ Year 2016 background PM peak hour volume on Main Street is forecast to be approximately 1,860 vehicles.

As shown in Table 2 the proposed development is anticipated to generate approximately 550 daily net new trips and 60 weekday PM peak hour net new trips.

The distribution of site-generated trips was determined based on existing travel patterns at the study intersections as well as discussion with City staff regarding anticipated regional growth. Figure 8 illustrates the estimated trip distribution pattern and assignment of site-generated trips during the weekday PM peak hour and the area pass-by trips. As noted by the figure, an estimated 30 percent of trips will travel to and from the site from the east, and these trips are expected to access the site from the proposed driveway on N. First Avenue.



XX - NET NEW TRIP
 (XX) - PASS-BY TRIP
 ===== - NEW SITE ACCESS

Site Development Trip Distribution and Volumes, Weekday PM Peak Hour Hailey, Idaho

Figure 8

K:\VL_Portland\profile\13755 - Leadership Circle Specialty Retail\008- Hailey ID\Figs\13755 FIGURE01.dwg Sep 10, 2015 - 8:11am - alopez Layout Tab. Fig 8

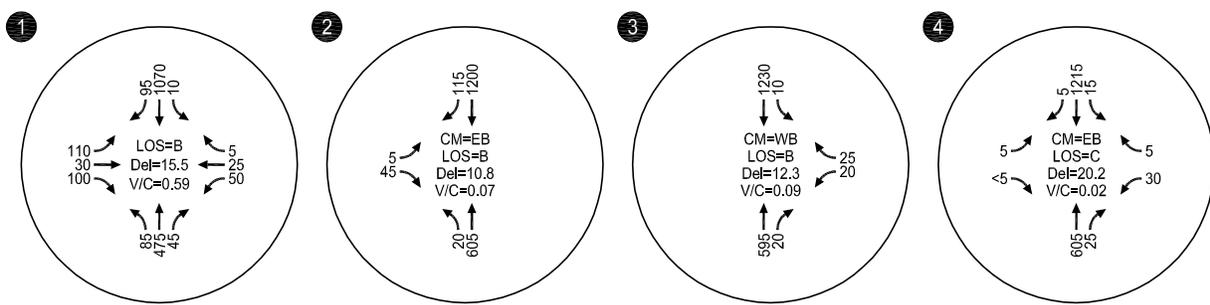
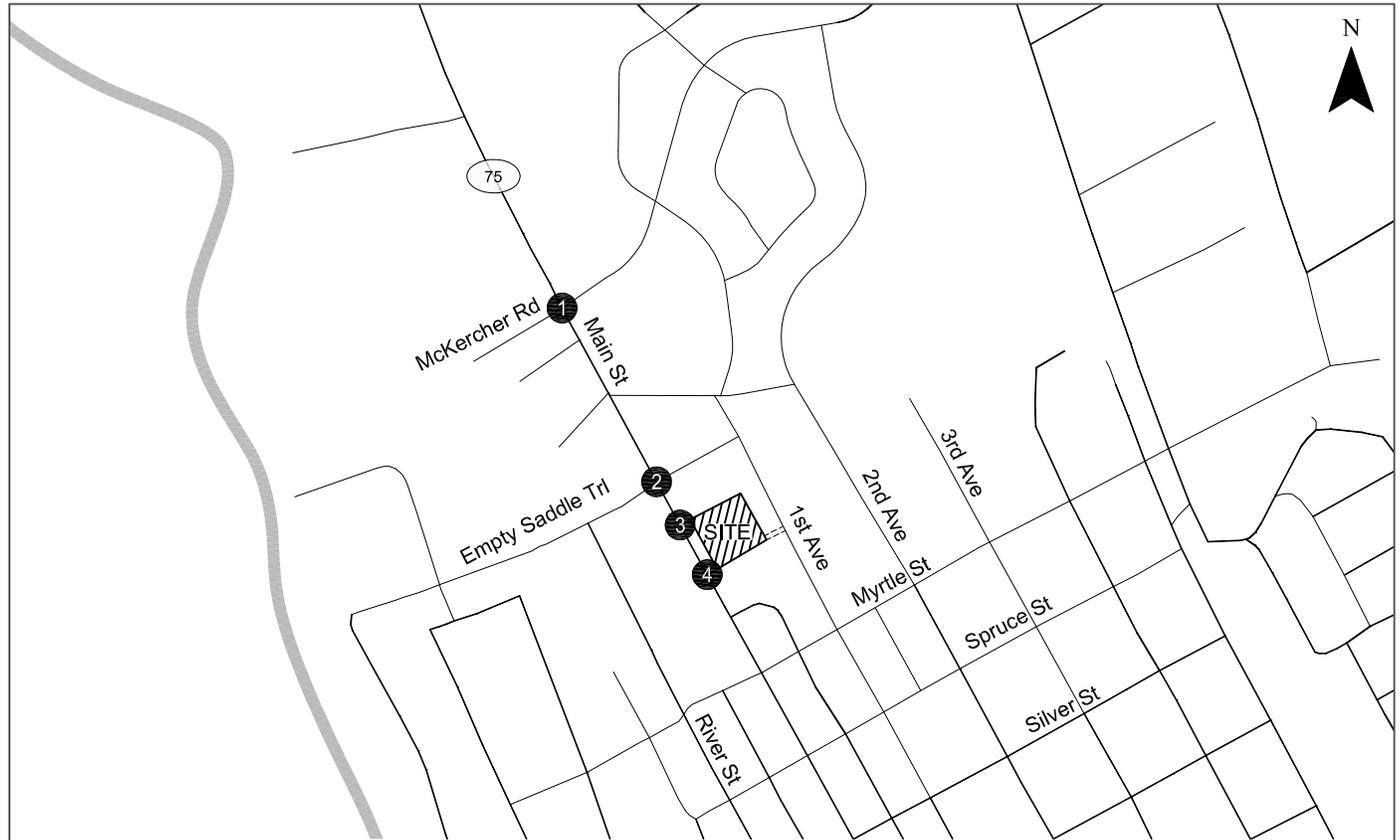
YEAR 2016 TOTAL TRAFFIC CONDITIONS

The year 2016 total traffic conditions analysis identifies how the study area's transportation system will operate with the proposed development. This analysis includes the year 2016 background traffic volumes, shown in Figure 7 and the site generated trips shown in Figure 8. Figure 9 illustrates the year 2016 total traffic volumes and operating conditions during the weekday PM peak hour. *Attachment H includes the year 2016 total traffic conditions worksheets.*

Traffic Operations

Based on the operational analysis, all of the study intersections, the two proposed full-access driveways on Main Street, and proposed full-access driveway on N. First Avenue are projected to operate at an acceptable level of service and volume-to-capacity ratio under the year 2016 total traffic conditions during the weekday PM peak hour. The location of the proposed development provides a convenient connection to the middle school, located on N. Second Avenue, without having to cross Main Street. People accessing the development site from the middle school by bicycle would continue using the existing street network facilities and would be served on site by new bicycle parking.

We understand that the City is considering exploring the option to reduce the number of vehicle lanes along Main Street to accommodate future bicycle lanes. We elected to perform a sensitivity test to determine the potential effects of such a change to the roadway. If ITD and the City were to restripe Main Street to swap a vehicle travel lane in each direction for a bike lane in each direction and to reduce pedestrian crossing distances, the signalized intersection with McKercher Boulevard would operate at LOS D but would approach operating at capacity with a volume-to-capacity ratio of 0.92. The unsignalized intersections at Empty Saddle Trail and the site access driveways would operate acceptably with volume-to-capacity ratios of less than 0.90. Overall, the proposed site is projected to add a small percentage of trips (less than 3%) to Main Street during the weekday PM peak hour resulting in minimal impact to any traffic operations at the study intersections and roadway segments under the current Main Street configuration and reduced travel lanes on Main Street future scenario. *Attachment I includes the year 2016 total traffic conditions with lane reduction worksheets.*



LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**2016 Total Traffic Conditions
 Weekday PM Peak Hour
 Hailey, Idaho**

**Figure
 9**

K:\VLP\Portland\profile\13755 - Leadership Circle Specialty Retail\008 - Hailey\figs\13755 FIGURE01.dwg Sep 10, 2015 - 8:12am - alopez Layout Tab: Fig 9

SITE ACCESS ANALYSIS

This section presents a description of the site accesses, access spacing requirements on Main Street (a State highway), right-turn lane warrant analysis, and sight distance evaluation at the proposed access driveways on Main Street. Access to the proposed development will be as follows:

- On Main Street, two full access driveways (study locations #3 and #4 in Figure 10) are planned where curb cuts exist. The southern driveway will be located across from, but slightly staggered with, the planned new private access road on the King's discount store site.
- On N. First Street, a new full access driveway is planned to connect the existing access on the southern portion of the development site through to N. First Street. This proposed new access is presented in the vicinity map of Figure 10.

ITD Access Spacing Requirements

ITD access spacing requirements are based on IDAPA 39.03.42 (Reference 6), which uses a combination of highway and area types to determine access spacing. For a "District Route" that is in an urban environment with a speed limited of 35 mph or less, which matches the characteristics of Main Street, the following is the required access spacing:

- Driveway distance upstream from public road intersection: 660 feet
- Driveway distance downstream from unsignalized public road intersection: 250 feet
- Distance between unsignalized accesses other than public roads: 250 feet

The proposed full access driveway on Main Street at the southern end of the site is located approximately 360 feet upstream of the Main Street/Empty Saddle Trail unsignalized intersection and approximately 430 feet downstream of the Main Street/Myrtle Street intersection. The proposed shared, full access driveway on Main Street at the northern end of the site is located approximately 130 feet upstream of the Main Street/Empty Saddle Trail unsignalized intersection and approximately 640 feet downstream of the Main Street/Myrtle Street intersection. These driveways are spaced approximately 200 feet from each other. The proposed driveway on N. First Avenue at the southeast corner of the site is not subject to ITD access spacing requirements as N. First Street is not an ITD facility.

The southern driveway does not meet the ITD access spacing requirement of 660 feet between a public road intersection and an upstream driveway, and it does not meet the requirement of 250 feet between unsignalized accesses other than public road intersections. The northern driveway is an existing, approved access for the McDonald's fast food restaurant. This TIS has been prepared to support an application for the existing northern driveway to be permitted for shared access for both the McDonald's and the proposed development and for the southern driveway to be approved with a variance regarding the minimum distances between driveways and public roads. We believe the

location of the full access driveway at the southern end of the site is acceptable and supported based on the following:

- The predicted number of vehicles that would be turning into/out of the northern driveway is low, and the driveway is projected to operate at an acceptable LOS B during the weekday PM peak hour. Also, this access is necessary to accommodate the movements of site-related trucks;
- The predicted number of vehicles that would be turning into/out of the southern driveway is moderate, and the driveway is projected to operate at an acceptable LOS C during the weekday PM peak hour. Also, this access is also necessary to accommodate the movements of site-related trucks;
- The posted speed on Main Street is a prudent 35 mph, and vehicle speeds are controlled by an urban environment; and
- The continuous two-way left-turn lane on Main Street provides the opportunity for two-stage crossing of Main Street, which reduces the number of conflict points during an individual stage of a turning maneuver.

Right-Turn Lane Warrant Analysis

A right-turn lane warrant analysis was completed for the two accesses on Main Street using NCHRP Report 457 (Reference 7). Based on the westbound approach volume and the westbound right-turn volume at the driveway, a right-turn deceleration lane is warranted at this location. *Attachment J includes the right-turn warrant worksheet.*

Intersection Sight Distance

Based on guidance from AASHTO's *A Policy on Geometric Design of Highways and Streets* (Reference 8), there is adequate intersection and stopping sight distance at the proposed southern access driveway on Main Street.

Truck Accessibility and Circulation

The proposed development is anticipated to receive several large deliveries (WB-67 design vehicle) on a weekly basis, but far less than 10 on a daily basis. A truck turning maneuver analysis was performed at both driveways accessing Main Street to evaluate the feasibility of a design vehicle entering the development site at the southern driveway on Main Street and exiting at the northern driveway. This analysis demonstrated that the site plan and planned driveways could accommodate a

WB-67 truck entering and exiting the site.⁴ Attachment K is the figure presenting the path of a truck into and out of the development site.

CONCLUSIONS AND RECOMMENDATIONS

The results of the traffic impact analysis indicate that the proposed development can be constructed while maintaining acceptable levels of service on the surrounding transportation system. The findings of this analysis and our recommendations are discussed below.

CONCLUSIONS

- All of the study intersections currently operate at acceptable levels of service and volume-to-capacity ratios during the weekday PM peak hour.
- One in-process development, the King's discount store expansion, and a 2% background growth rate are included in the year 2016 background traffic conditions.
- All of the study intersections are projected to operate at acceptable levels of service and volume-to-capacity ratios under the year 2016 background conditions, weekday PM peak hour.
- The proposed development is estimated to generate 550 daily net new trips and 60 weekday PM (26 in/34 out) peak hour net new trips, which constitutes a 2% increase in weekday PM peak hour traffic on Main Street.
- All of the study intersections are anticipated to operate at acceptable levels of service and volume-to-capacity ratios in the year 2016 total traffic conditions during the weekday PM peak hour.
- Truck deliveries to and from the site development can be made adequately using the south and north site accesses to Main Street.
- Site accesses on Main Street are acceptable due to low to moderate volumes accessing the site, the opportunity for two-stage left-turns to/from the site, lower posted speed on Main Street, and adequate sight distance.

RECOMMENDATIONS

- Prepare approach permit applications for the two full-access driveways and submit to ITD for review and approval.

⁴ Using AASHTO 2011 WB-67 design vehicle

- Continue to operate the existing northern driveway as a full-access driveway with the proposed development and maintain landscaping, shrubbery, and buildings outside of sight lines for the driveway.
- Continue to operate the existing southern driveway as a full-access driveway with the proposed development and maintain landscaping, shrubbery, and buildings outside of sight lines for the driveway.
- Construct the new connection to N. First Avenue and provide a full-access driveway with landscaping, shrubbery, and buildings set outside of sight lines of the driveway.

We trust that the information provided herein adequately address the transportation impact analysis for the proposed Natural Grocers development. Please let us know if you have any questions or need any additional information.

Sincerely,
KITTELSON & ASSOCIATES, INC.



Andy Daleiden, PE
Associate Engineer



Brian Dunn, PE (Oregon)
Associate Engineer



Amy Lopez
Engineering & Planning Associate

REFERENCES

1. Hailey Transportation Master Plan. November 2007.
2. Idaho Transportation Department. *Roadway Design Manual*. August 2013.
3. Transportation Research Board. *Highway Capacity Manual*. 2000.
4. Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition*. 2012.
5. Institute of Transportation Engineers. *Trip Generation Handbook, 3rd Edition*. 2014.
6. Idaho Transportation Department. IDAPA 39.03.42.
7. Transportation Research Board. *NCHRP Report 457: Evaluating Intersection Improvements: An Engineering Study Guide*. 2001.
8. American Association of State Highway and Transportation Officials. *A Policy on Geometric Design of Highways and Streets, 6th Edition*. 2011.

ATTACHMENTS

- A. Draft Functional Classification Map, Hailey Transportation Master Plan
- B. Traffic Counts
- C. Signal Timing Worksheets
- D. 2015 Existing Traffic Conditions, Weekday PM Peak Hour Worksheets
- E. King's Discount Store Draft Site Plan
- F. 2016 Background Traffic Conditions, Weekday PM Peak Hour Worksheets
- G. Summary of Custom Trip Generation Rates for Natural Grocers
- H. 2016 Total Traffic Conditions, Weekday PM Peak Hour Worksheets
- I. 2016 Total Traffic Conditions with Lane Reduction, Weekday PM Peak Hour Worksheets
- J. Right-Turn Lane Warrant Analysis Worksheets
- K. Truck Circulation Review

ATTACHMENT A
DRAFT FUNCTIONAL CLASSIFICATION MAP,
HAILEY TRANSPORTATION MASTER PLAN

Figure 6. Street Functional Classification



ATTACHMENT B
TRAFFIC COUNTS

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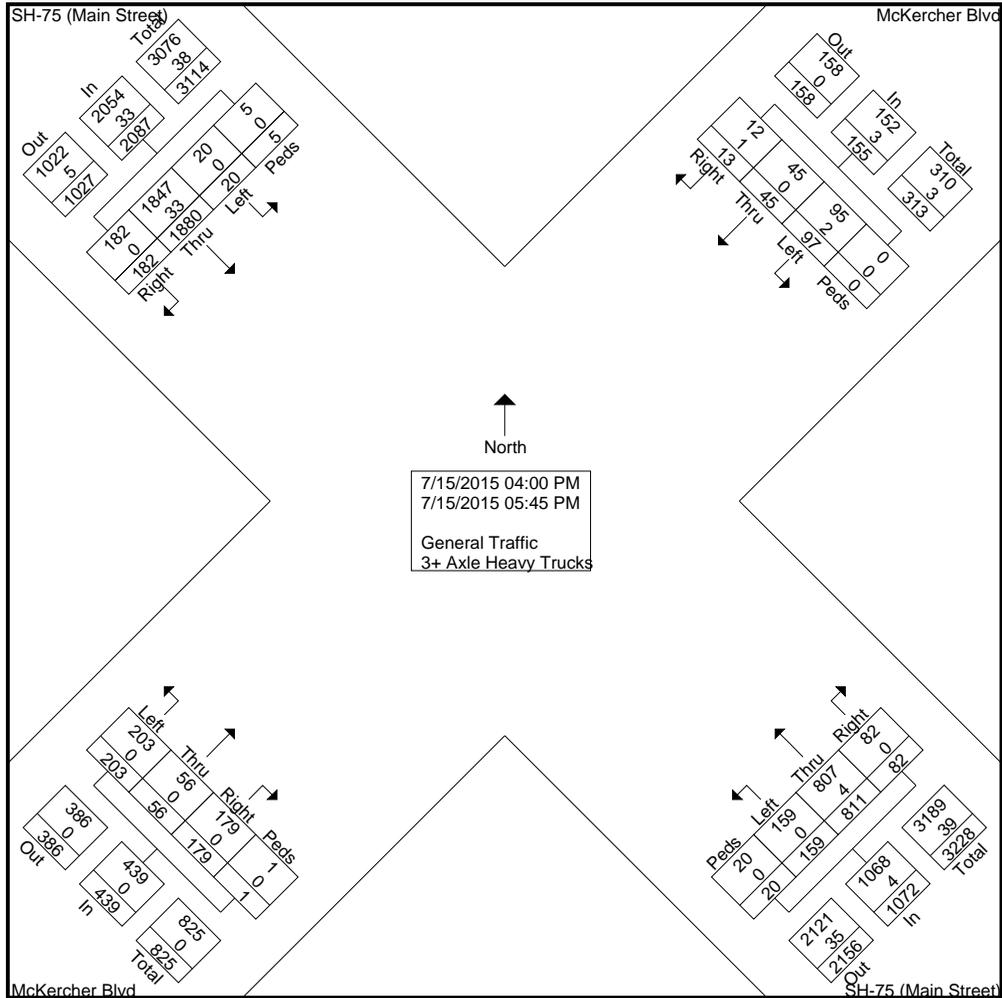
L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / McKercher Blvd
 City: Hailey, Idaho
 Control: Signalized

File Name : SH-75 & McKercher PM
 Site Code : 00000000
 Start Date : 7/15/2015
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-75 (Main Street) From Northwest					McKercher Blvd From Northeast					SH-75 (Main Street) From Southeast					McKercher Blvd From Southwest					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	11	210	1	1	223	3	9	15	0	27	6	102	19	2	129	17	5	22	0	44	423
04:15 PM	24	227	4	0	255	4	2	15	0	21	11	88	16	2	117	20	7	25	0	52	445
04:30 PM	23	266	0	2	291	0	5	9	0	14	14	116	19	1	150	23	5	25	1	54	509
04:45 PM	32	257	3	0	292	3	2	17	0	22	11	106	26	3	146	17	8	27	0	52	512
Total	90	960	8	3	1061	10	18	56	0	84	42	412	80	8	542	77	25	99	1	202	1889
05:00 PM	19	253	3	2	277	1	7	12	0	20	16	105	26	5	152	27	8	24	0	59	508
05:15 PM	20	236	3	0	259	0	12	10	0	22	5	122	16	3	146	33	9	36	0	78	505
05:30 PM	30	236	2	0	268	2	5	12	0	19	7	100	15	2	124	15	8	22	0	45	456
05:45 PM	23	195	4	0	222	0	3	7	0	10	12	72	22	2	108	27	6	22	0	55	395
Total	92	920	12	2	1026	3	27	41	0	71	40	399	79	12	530	102	31	104	0	237	1864
Grand Total	182	1880	20	5	2087	13	45	97	0	155	82	811	159	20	1072	179	56	203	1	439	3753
Apprch %	8.7	90.1	1	0.2		8.4	29	62.6	0		7.6	75.7	14.8	1.9		40.8	12.8	46.2	0.2		
Total %	4.8	50.1	0.5	0.1	55.6	0.3	1.2	2.6	0	4.1	2.2	21.6	4.2	0.5	28.6	4.8	1.5	5.4	0	11.7	
General Traffic	182	1847	20	5	2054	12	45	95	0	152	82	807	159	20	1068	179	56	203	1	439	3713
% General Traffic	100	98.2	100	100	98.4	92.3	100	97.9	0	98.1	100	99.5	100	100	99.6	100	100	100	100	100	98.9
3+ Axle Heavy Trucks	0	33	0	0	33	1	0	2	0	3	0	4	0	0	4	0	0	0	0	0	40
% 3+ Axle Heavy Trucks	0	1.8	0	0	1.6	7.7	0	2.1	0	1.9	0	0.5	0	0	0.4	0	0	0	0	0	1.1



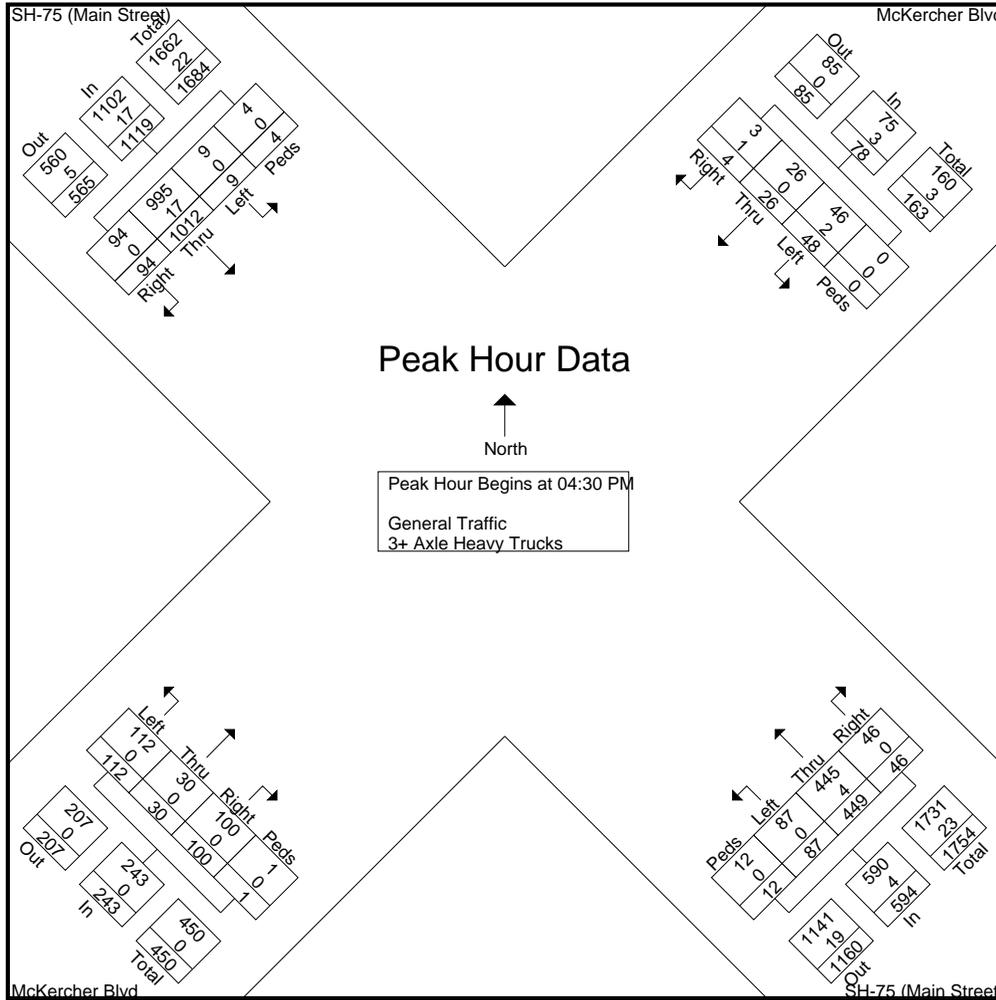
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Study: KITT0050
 Intersection: SH-75 / McKercher Blvd
 City: Hailey, Idaho
 Control: Signalized

File Name : SH-75 & McKercher PM
 Site Code : 00000000
 Start Date : 7/15/2015
 Page No : 2

Start Time	SH-75 (Main Street) From Northwest					McKercher Blvd From Northeast					SH-75 (Main Street) From Southeast					McKercher Blvd From Southwest					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	23	266	0	2	291	0	5	9	0	14	14	116	19	1	150	23	5	25	1	54	509	
04:45 PM	32	257	3	0	292	3	2	17	0	22	11	106	26	3	146	17	8	27	0	52	512	
05:00 PM	19	253	3	2	277	1	7	12	0	20	16	105	26	5	152	27	8	24	0	59	508	
05:15 PM	20	236	3	0	259	0	12	10	0	22	5	122	16	3	146	33	9	36	0	78	505	
Total Volume	94	1012	9	4	1119	4	26	48	0	78	46	449	87	12	594	100	30	112	1	243	2034	
% App. Total	8.4	90.4	0.8	0.4		5.1	33.3	61.5	0		7.7	75.6	14.6	2		41.2	12.3	46.1	0.4			
PHF	.734	.951	.750	.500	.958	.333	.542	.706	.000	.886	.719	.920	.837	.600	.977	.758	.833	.778	.250	.779	.993	
General Traffic	100	98.3	100	100	98.5	75.0	100	95.8	0	96.2	100	99.1	100	100	99.3	100	100	100	100	100	98.8	
% General Traffic	0	17	0	0	17	1	0	2	0	3	0	4	0	0	4	0	0	0	0	0	0	24
3+ Axle Heavy Trucks	0	1.7	0	0	1.5	25.0	0	4.2	0	3.8	0	0.9	0	0	0.7	0	0	0	0	0	1.2	



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Study: KITT0050
 Intersection: SH-75 / McKercher Blvd
 City: Hailey, Idaho
 Control: Signalized

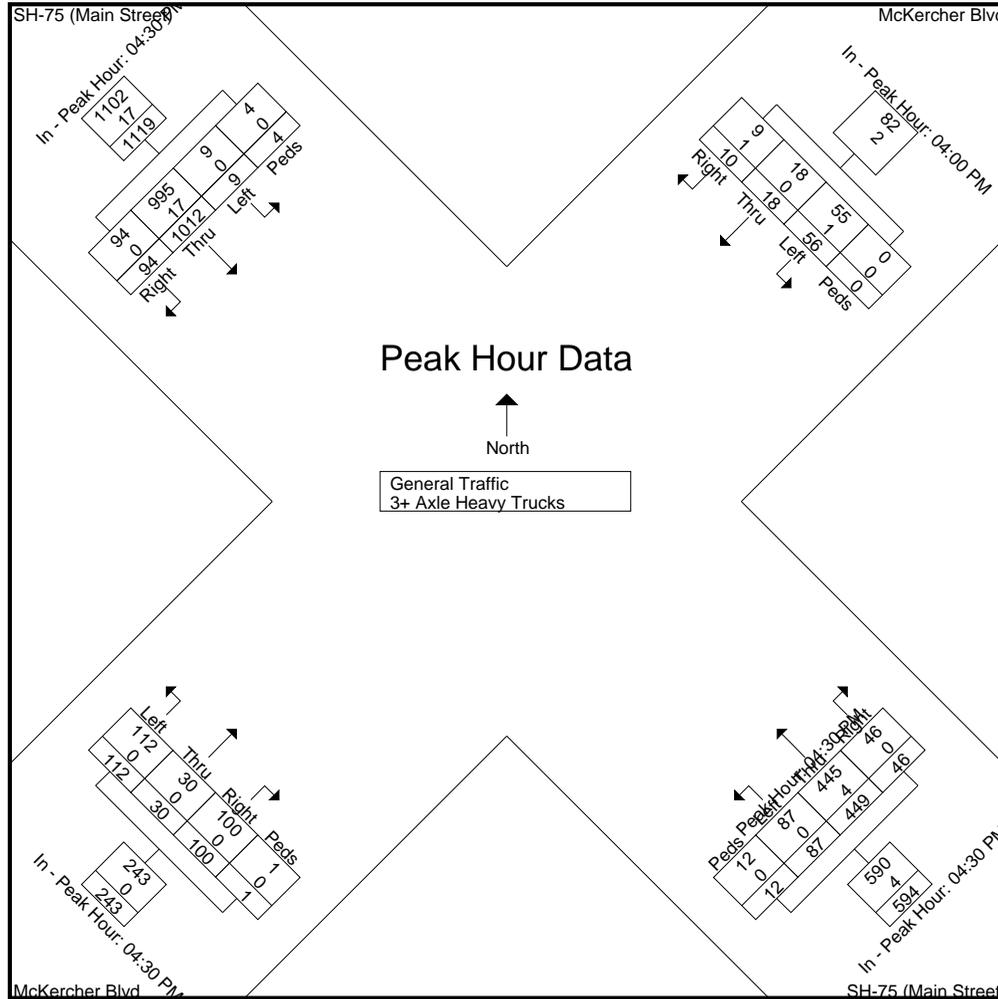
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 Site Code : 00000000
 Start Date : 7/15/2015
 Page No : 3

Start Time	SH-75 (Main Street) From Northwest					McKercher Blvd From Northeast					SH-75 (Main Street) From Southeast					McKercher Blvd From Southwest					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					04:30 PM					04:30 PM				
+0 mins.	23	266	0	2	291	3	9	15	0	27	14	116	19	1	150	23	5	25	1	54
+15 mins.	32	257	3	0	292	4	2	15	0	21	11	106	26	3	146	17	8	27	0	52
+30 mins.	19	253	3	2	277	0	5	9	0	14	16	105	26	5	152	27	8	24	0	59
+45 mins.	20	236	3	0	259	3	2	17	0	22	5	122	16	3	146	33	9	36	0	78
Total Volume	94	1012	9	4	1119	10	18	56	0	84	46	449	87	12	594	100	30	112	1	243
% App. Total	8.4	90.4	0.8	0.4		11.9	21.4	66.7	0		7.7	75.6	14.6	2		41.2	12.3	46.1	0.4	
PHF	.734	.951	.750	.500	.958	.625	.500	.824	.000	.778	.719	.920	.837	.600	.977	.758	.833	.778	.250	.779
General Traffic	100	98.3	100	100	98.5	90	100	98.2	0	97.6	100	99.1	100	100	99.3	100	100	100	100	100
% General Traffic	0	17	0	0	17	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0
3+ Axle Heavy Trucks	0	1.7	0	0	1.5	10	0	1.8	0	2.4	0	0.9	0	0	0.7	0	0	0	0	0
% 3+ Axle Heavy Trucks																				



L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
Intersection: SH-75 / McKercher Blvd
City: Hailey, Idaho
Control: Signalized

File Name : SH-75 & McKercher PM
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Start Date : 7/15/2015
Page No : 4

Image 1



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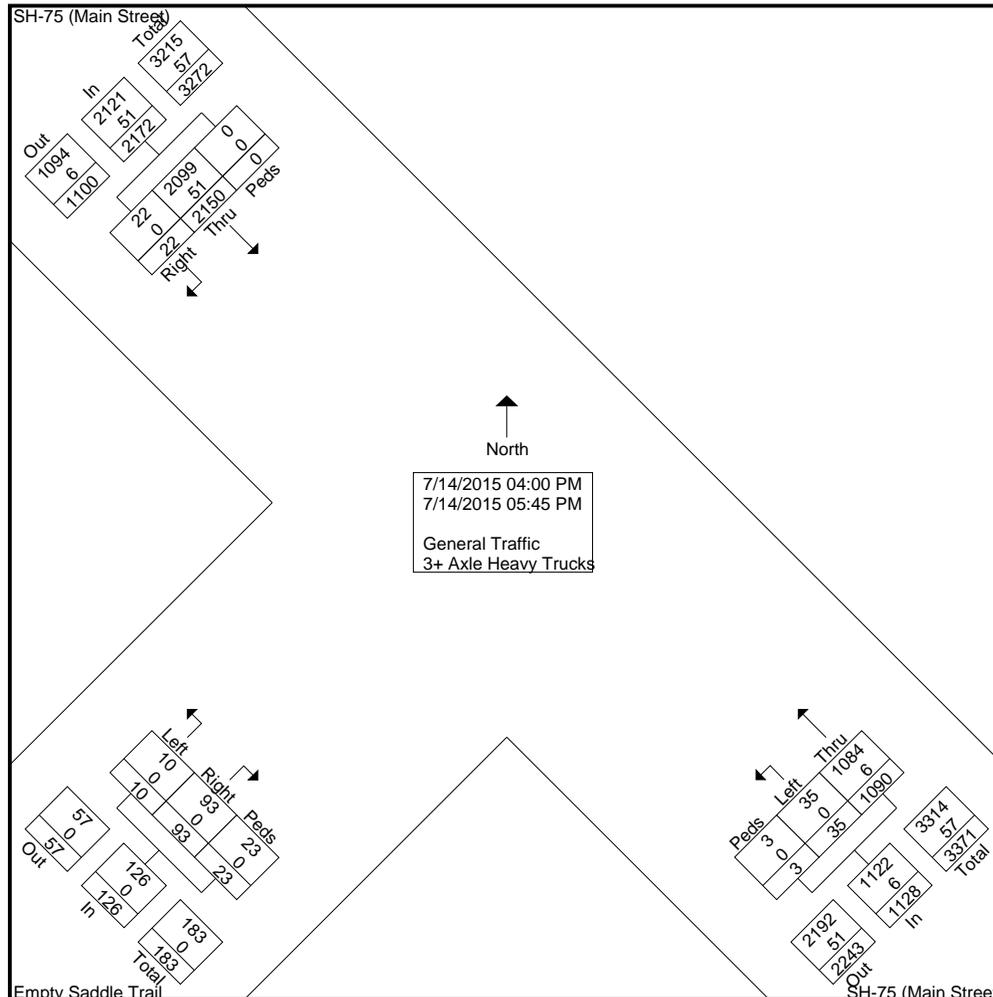
L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / Empty Saddle
 City: Hailey, Idaho
 Control: Stop Sign

File Name : SH-75 & Empty Saddle PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-75 (Main Street) From Northwest				SH-75 (Main Street) From Southeast				Empty Saddle Trail From Southwest				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	2	219	0	221	122	6	1	129	14	0	4	18	368
04:15 PM	1	283	0	284	122	2	0	124	11	0	0	11	419
04:30 PM	4	273	0	277	143	6	1	150	14	0	1	15	442
04:45 PM	4	316	0	320	132	2	1	135	13	0	1	14	469
Total	11	1091	0	1102	519	16	3	538	52	0	6	58	1698
05:00 PM	4	301	0	305	158	8	0	166	16	2	4	22	493
05:15 PM	2	275	0	277	153	2	0	155	4	3	11	18	450
05:30 PM	4	276	0	280	143	2	0	145	16	3	1	20	445
05:45 PM	1	207	0	208	117	7	0	124	5	2	1	8	340
Total	11	1059	0	1070	571	19	0	590	41	10	17	68	1728
Grand Total	22	2150	0	2172	1090	35	3	1128	93	10	23	126	3426
Apprch %	1	99	0	2172	96.6	3.1	0.3	1128	73.8	7.9	18.3	126	3426
Total %	0.6	62.8	0	63.4	31.8	1	0.1	32.9	2.7	0.3	0.7	3.7	
General Traffic	22	2099	0	2121	1084	35	3	1122	93	10	23	126	3369
% General Traffic	100	97.6	0	97.7	99.4	100	100	99.5	100	100	100	100	98.3
3+ Axle Heavy Trucks	0	51	0	51	6	0	0	6	0	0	0	0	57
% 3+ Axle Heavy Trucks	0	2.4	0	2.3	0.6	0	0	0.5	0	0	0	0	1.7



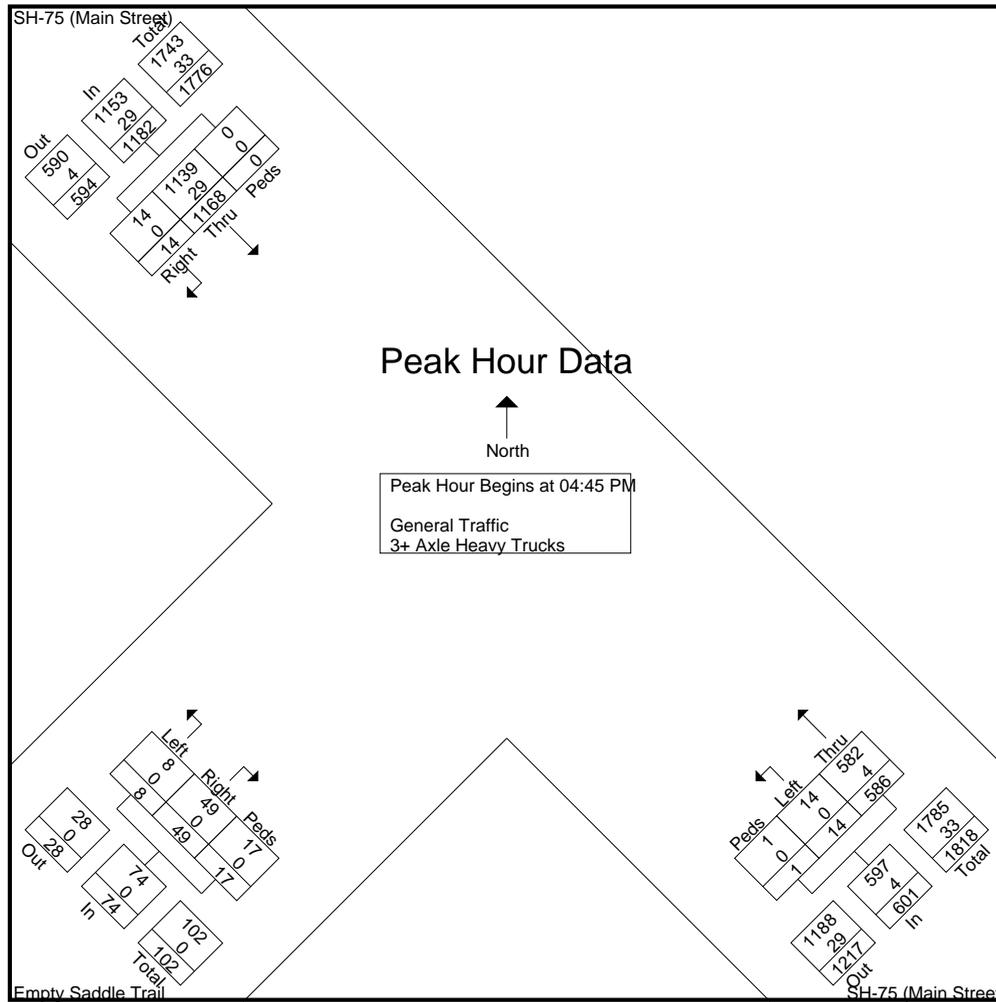
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / Empty Saddle
 City: Hailey, Idaho
 Control: Stop Sign

File Name : SH-75 & Empty Saddle PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 2

Start Time	SH-75 (Main Street) From Northwest				SH-75 (Main Street) From Southeast				Empty Saddle Trail From Southwest				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	4	316	0	320	132	2	1	135	13	0	1	14	469
05:00 PM	4	301	0	305	158	8	0	166	16	2	4	22	493
05:15 PM	2	275	0	277	153	2	0	155	4	3	11	18	450
05:30 PM	4	276	0	280	143	2	0	145	16	3	1	20	445
Total Volume	14	1168	0	1182	586	14	1	601	49	8	17	74	1857
% App. Total	1.2	98.8	0		97.5	2.3	0.2		66.2	10.8	23		
PHF	.875	.924	.000	.923	.927	.438	.250	.905	.766	.667	.386	.841	.942
General Traffic	14	1139	0	1153	582	14	1	597	49	8	17	74	1824
% General Traffic	100	97.5	0	97.5	99.3	100	100	99.3	100	100	100	100	98.2
3+ Axle Heavy Trucks	0	29	0	29	4	0	0	4	0	0	0	0	33
% 3+ Axle Heavy Trucks	0	2.5	0	2.5	0.7	0	0	0.7	0	0	0	0	1.8



L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / Empty Saddle
 City: Hailey, Idaho
 Control: Stop Sign

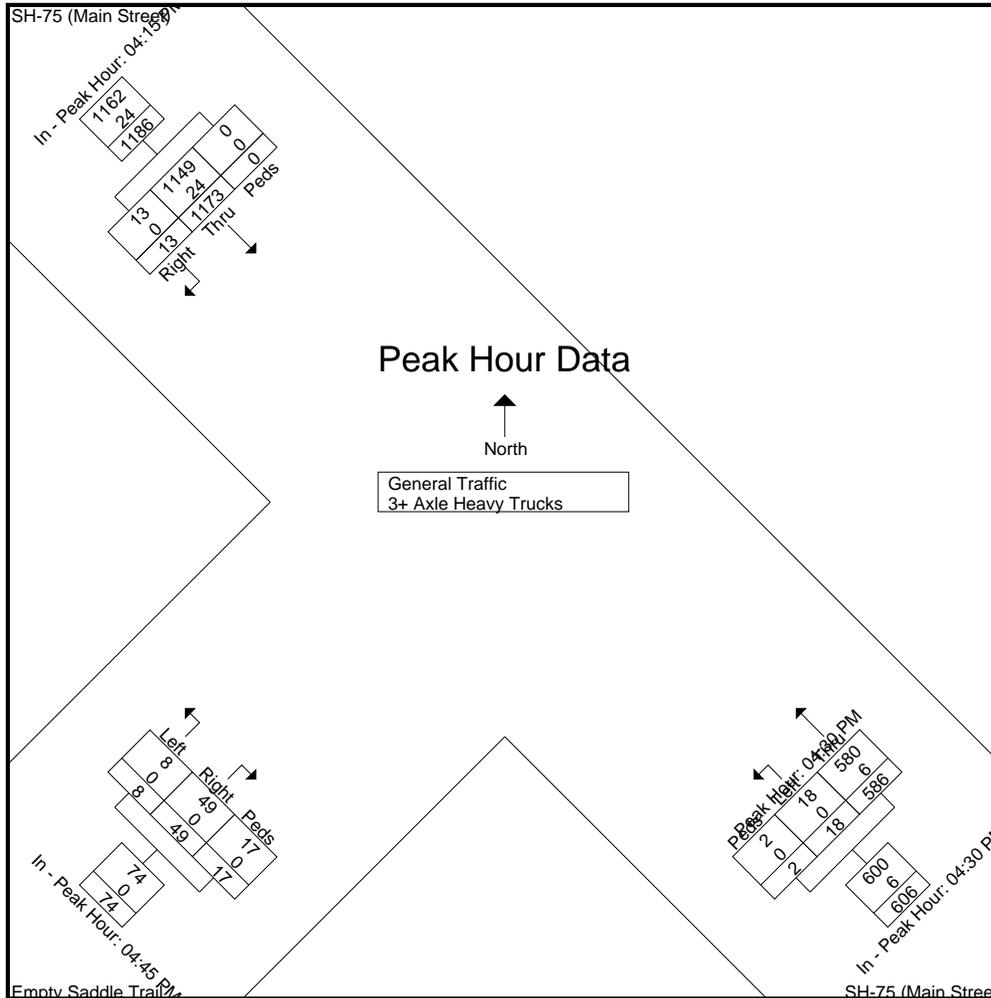
File Name : SH-75 & Empty Saddle PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 3

Start Time	SH-75 (Main Street) From Northwest				SH-75 (Main Street) From Southeast				Empty Saddle Trail From Southwest				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:45 PM			
+0 mins.	1	283	0	284	143	6	1	150	13	0	1	14
+15 mins.	4	273	0	277	132	2	1	135	16	2	4	22
+30 mins.	4	316	0	320	158	8	0	166	4	3	11	18
+45 mins.	4	301	0	305	153	2	0	155	16	3	1	20
Total Volume	13	1173	0	1186	586	18	2	606	49	8	17	74
% App. Total	1.1	98.9	0		96.7	3	0.3		66.2	10.8	23	
PHF	.813	.928	.000	.927	.927	.563	.500	.913	.766	.667	.386	.841
General Traffic	13	1149	0	1162	580	18	2	600	49	8	17	74
% General Traffic	100	98	0	98	99	100	100	99	100	100	100	100
3+ Axle Heavy Trucks	0	24	0	24	6	0	0	6	0	0	0	0
% 3+ Axle Heavy Trucks	0	2	0	2	1	0	0	1	0	0	0	0



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
Intersection: SH-75 / Empty Saddle
City: Hailey, Idaho
Control: Stop Sign

File Name : SH-75 & Empty Saddle PM
Site Code : 00000000
Start Date : 7/14/2015
Page No : 4

Image 1



L2 Data Collection

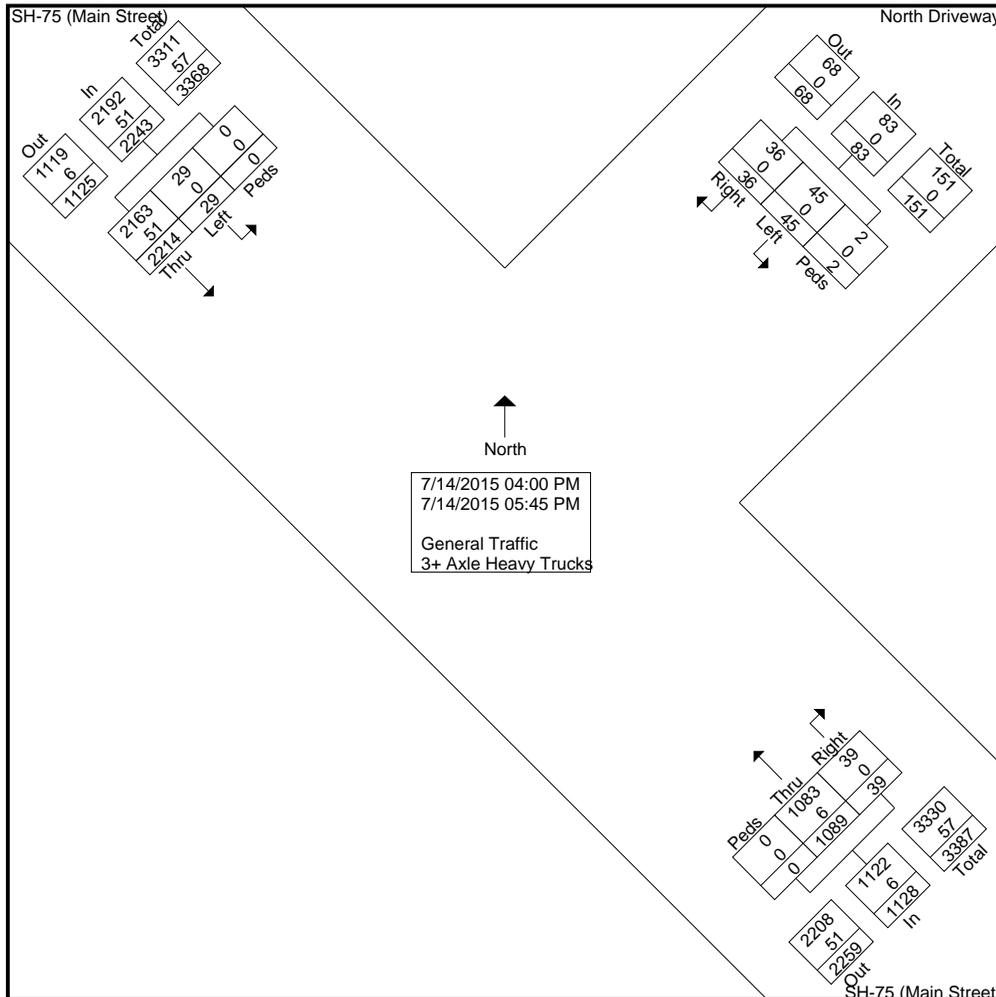
L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / North Driveway
 City: Hailey, Idaho
 Control: Stop Sign

File Name : SH-75 & North Driveway PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-75 (Main Street) From Northwest				North Driveway From Northeast				SH-75 (Main Street) From Southeast				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	228	5	0	233	3	6	0	9	0	125	0	125	367
04:15 PM	290	4	0	294	2	7	1	10	6	122	0	128	432
04:30 PM	284	3	0	287	8	8	0	16	6	141	0	147	450
04:45 PM	327	2	0	329	6	3	1	10	4	128	0	132	471
Total	1129	14	0	1143	19	24	2	45	16	516	0	532	1720
05:00 PM	312	5	0	317	8	4	0	12	7	158	0	165	494
05:15 PM	278	1	0	279	3	4	0	7	4	152	0	156	442
05:30 PM	287	5	0	292	0	6	0	6	6	145	0	151	449
05:45 PM	208	4	0	212	6	7	0	13	6	118	0	124	349
Total	1085	15	0	1100	17	21	0	38	23	573	0	596	1734
Grand Total	2214	29	0	2243	36	45	2	83	39	1089	0	1128	3454
Apprch %	98.7	1.3	0		43.4	54.2	2.4		3.5	96.5	0		
Total %	64.1	0.8	0	64.9	1	1.3	0.1	2.4	1.1	31.5	0	32.7	
General Traffic	2163	29	0	2192	36	45	2	83	39	1083	0	1122	3397
% General Traffic	97.7	100	0	97.7	100	100	100	100	100	99.4	0	99.5	98.3
3+ Axle Heavy Trucks	51	0	0	51	0	0	0	0	0	6	0	6	57
% 3+ Axle Heavy Trucks	2.3	0	0	2.3	0	0	0	0	0	0.6	0	0.5	1.7



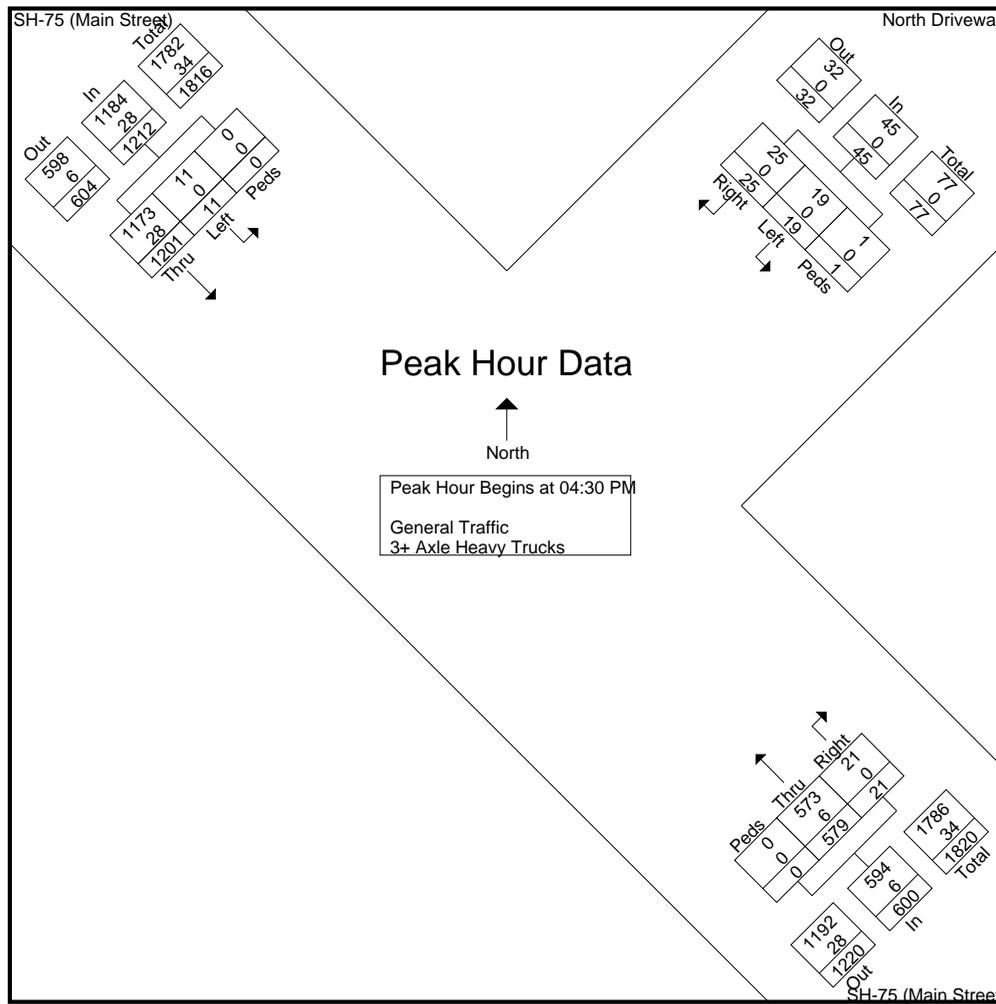
L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / North Driveway
 City: Hailey, Idaho
 Control: Stop Sign

File Name : SH-75 & North Driveway PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 2

Start Time	SH-75 (Main Street) From Northwest				North Driveway From Northeast				SH-75 (Main Street) From Southeast				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	284	3	0	287	8	8	0	16	6	141	0	147	450
04:45 PM	327	2	0	329	6	3	1	10	4	128	0	132	471
05:00 PM	312	5	0	317	8	4	0	12	7	158	0	165	494
05:15 PM	278	1	0	279	3	4	0	7	4	152	0	156	442
Total Volume	1201	11	0	1212	25	19	1	45	21	579	0	600	1857
% App. Total	99.1	0.9	0		55.6	42.2	2.2		3.5	96.5	0		
PHF	.918	.550	.000	.921	.781	.594	.250	.703	.750	.916	.000	.909	.940
General Traffic	1173	11	0	1184	25	19	1	45	21	573	0	594	1823
% General Traffic	97.7	100	0	97.7	100	100	100	100	100	99.0	0	99.0	98.2
3+ Axle Heavy Trucks	28	0	0	28	0	0	0	0	0	6	0	6	34
% 3+ Axle Heavy Trucks	2.3	0	0	2.3	0	0	0	0	0	1.0	0	1.0	1.8



L2 Data Collection

L2DataCollection.com
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Study: KITT0050
 Intersection: SH-75 / North Driveway
 City: Hailey, Idaho
 Control: Stop Sign

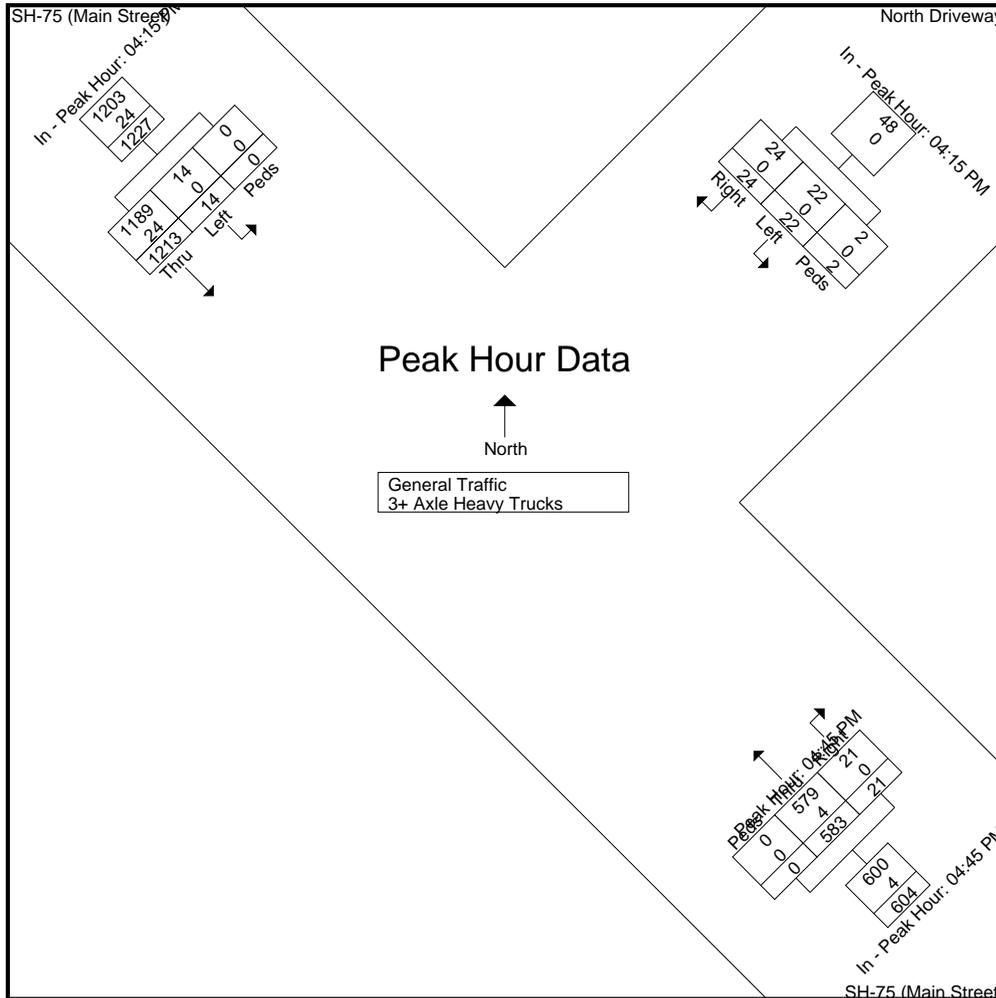
File Name : SH-75 & North Driveway PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 3

Start Time	SH-75 (Main Street) From Northwest				North Driveway From Northeast				SH-75 (Main Street) From Southeast				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM			
+0 mins.	290	4	0	294	2	7	1	10	4	128	0	132
+15 mins.	284	3	0	287	8	8	0	16	7	158	0	165
+30 mins.	327	2	0	329	6	3	1	10	4	152	0	156
+45 mins.	312	5	0	317	8	4	0	12	6	145	0	151
Total Volume	1213	14	0	1227	24	22	2	48	21	583	0	604
% App. Total	98.9	1.1	0		50	45.8	4.2		3.5	96.5	0	
PHF	.927	.700	.000	.932	.750	.688	.500	.750	.750	.922	.000	.915
General Traffic	1189	14	0	1203	24	22	2	48	21	579	0	600
% General Traffic	98	100	0	98	100	100	100	100	100	99.3	0	99.3
3+ Axle Heavy Trucks	24	0	0	24	0	0	0	0	0	4	0	4
% 3+ Axle Heavy Trucks	2	0	0	2	0	0	0	0	0	0.7	0	0.7



L2 Data Collection

L2DataCollection.com

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Study: KITT0050
Intersection: SH-75 / North Driveway
City: Hailey, Idaho
Control: Stop Sign

File Name : SH-75 & North Driveway PM
Site Code : 00000000
Start Date : 7/14/2015
Page No : 4

Image 1



L2 Data Collection

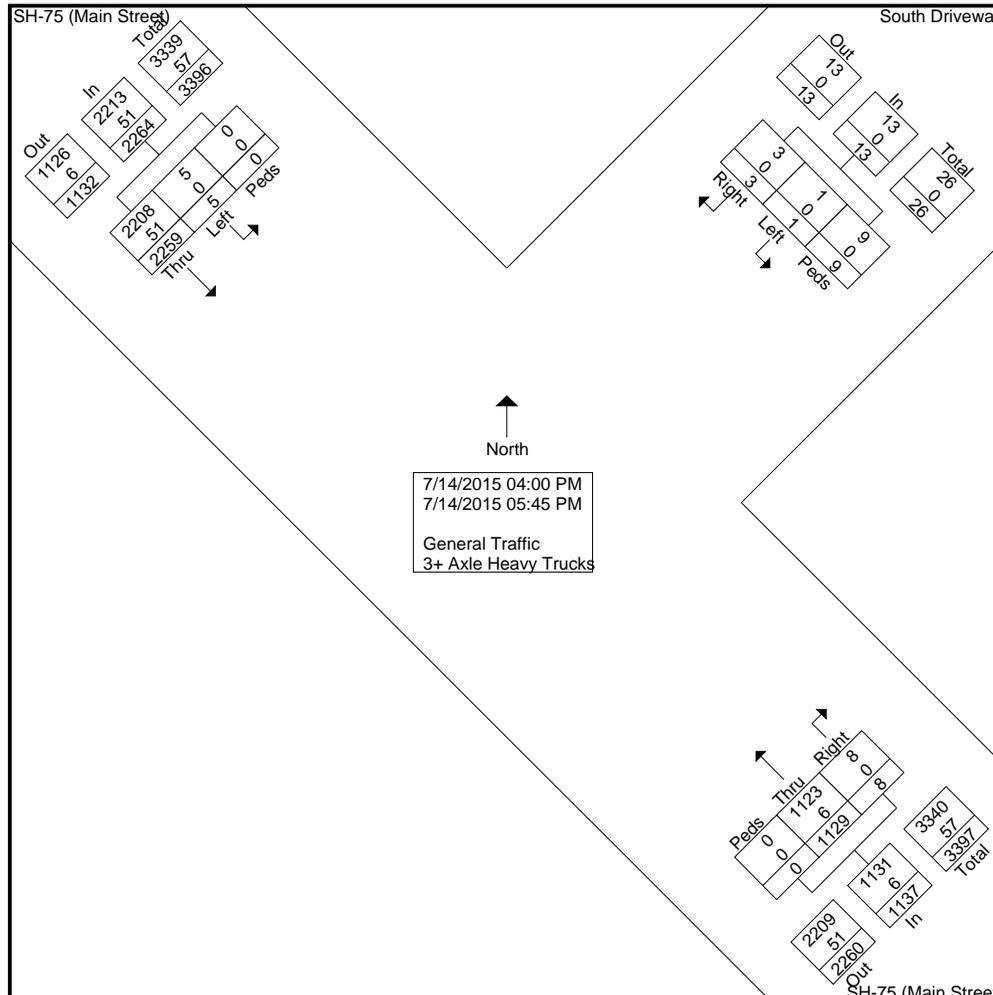
L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / South Driveway
 City: Hailey, Idaho
 Control: Stop Sign

File Name : SH-75 & South Driveway PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-75 (Main Street) From Northwest				South Driveway From Northeast				SH-75 (Main Street) From Southeast				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
04:00 PM	233	1	0	234	1	0	1	2	1	125	0	126	362
04:15 PM	295	1	0	296	2	0	0	2	1	127	0	128	426
04:30 PM	292	0	0	292	0	1	0	1	1	148	0	149	442
04:45 PM	332	1	0	333	0	0	4	4	0	133	0	133	470
Total	1152	3	0	1155	3	1	5	9	3	533	0	536	1700
05:00 PM	317	0	0	317	0	0	3	3	1	165	0	166	486
05:15 PM	282	2	0	284	0	0	0	0	2	156	0	158	442
05:30 PM	293	0	0	293	0	0	1	1	2	151	0	153	447
05:45 PM	215	0	0	215	0	0	0	0	0	124	0	124	339
Total	1107	2	0	1109	0	0	4	4	5	596	0	601	1714
Grand Total	2259	5	0	2264	3	1	9	13	8	1129	0	1137	3414
Apprch %	99.8	0.2	0		23.1	7.7	69.2		0.7	99.3	0		
Total %	66.2	0.1	0	66.3	0.1	0	0.3	0.4	0.2	33.1	0	33.3	
General Traffic	2208	5	0	2213	3	1	9	13	8	1123	0	1131	3357
% General Traffic	97.7	100	0	97.7	100	100	100	100	100	99.5	0	99.5	98.3
3+ Axle Heavy Trucks	51	0	0	51	0	0	0	0	0	6	0	6	57
% 3+ Axle Heavy Trucks	2.3	0	0	2.3	0	0	0	0	0	0.5	0	0.5	1.7



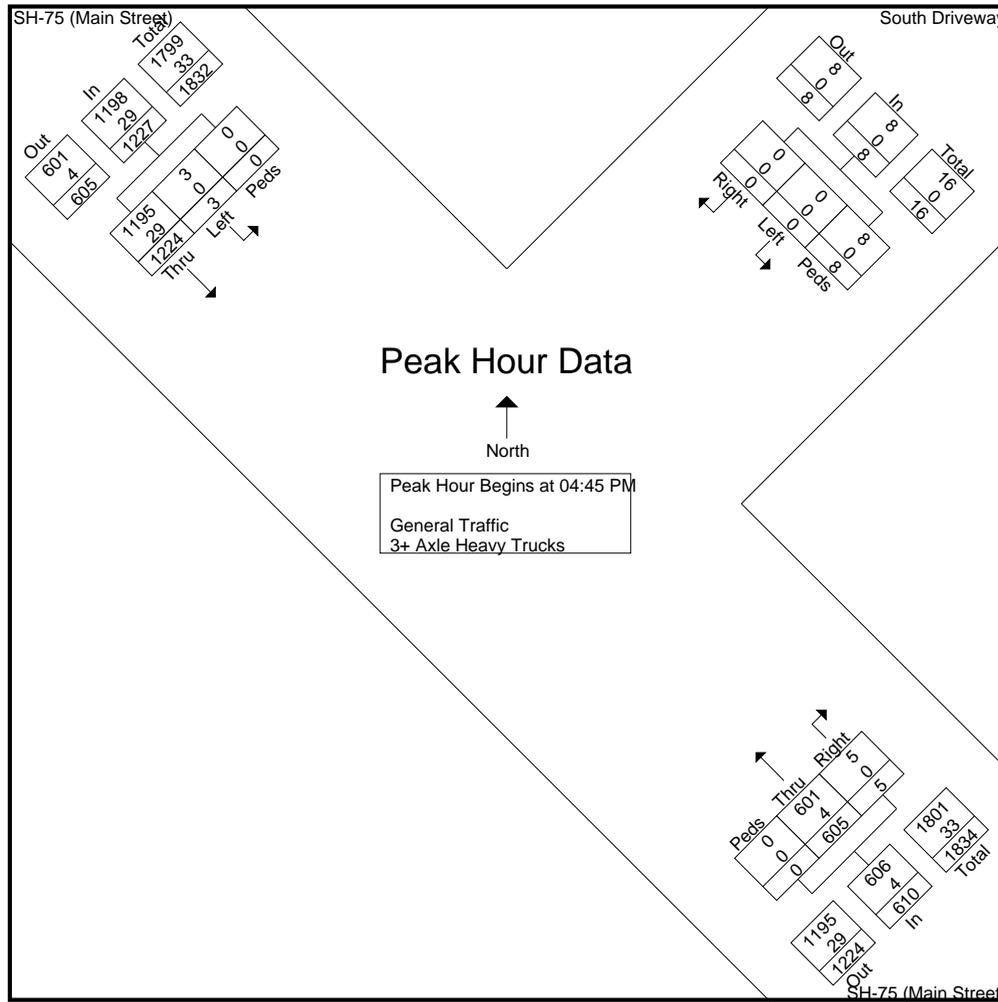
L2 Data Collection

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Study: KITT0050
 Intersection: SH-75 / South Driveway
 City: Hailey, Idaho
 Control: Stop Sign

File Name : SH-75 & South Driveway PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 2

Start Time	SH-75 (Main Street) From Northwest				South Driveway From Northeast				SH-75 (Main Street) From Southeast				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	332	1	0	333	0	0	4	4	0	133	0	133	470
05:00 PM	317	0	0	317	0	0	3	3	1	165	0	166	486
05:15 PM	282	2	0	284	0	0	0	0	2	156	0	158	442
05:30 PM	293	0	0	293	0	0	1	1	2	151	0	153	447
Total Volume	1224	3	0	1227	0	0	8	8	5	605	0	610	1845
% App. Total	99.8	0.2	0		0	0	100	100	0.8	99.2	0		
PHF	.922	.375	.000	.921	.000	.000	.500	.500	.625	.917	.000	.919	.949
General Traffic	1195	3	0	1198	0	0	8	8	5	601	0	606	1812
% General Traffic	97.6	100	0	97.6	0	0	100	100	100	99.3	0	99.3	98.2
3+ Axle Heavy Trucks	29	0	0	29	0	0	0	0	0	4	0	4	33
% 3+ Axle Heavy Trucks	2.4	0	0	2.4	0	0	0	0	0	0.7	0	0.7	1.8



L2 Data Collection

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
 Intersection: SH-75 / South Driveway
 City: Hailey, Idaho
 Control: Stop Sign

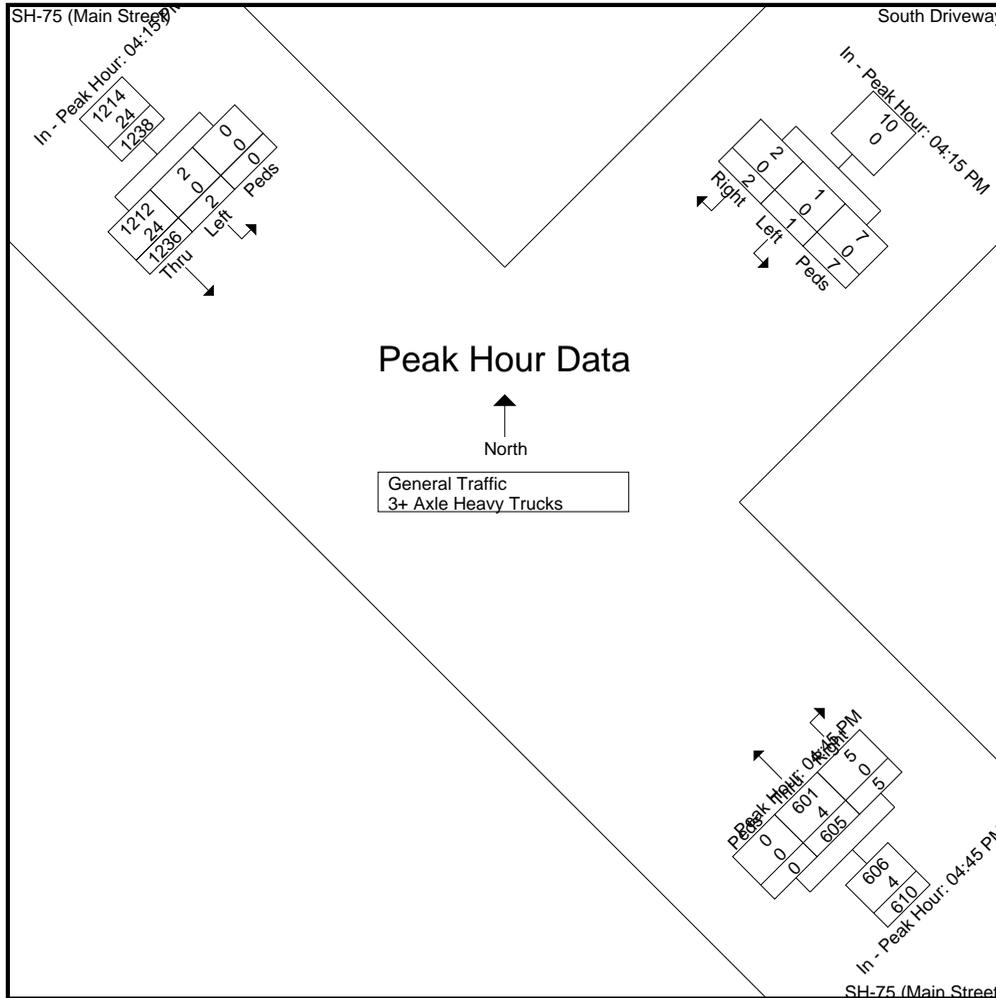
File Name : SH-75 & South Driveway PM
 Site Code : 00000000
 Start Date : 7/14/2015
 Page No : 3

Start Time	SH-75 (Main Street) From Northwest				South Driveway From Northeast				SH-75 (Main Street) From Southeast				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM			
+0 mins.	295	1	0	296	2	0	0	2	0	133	0	133
+15 mins.	292	0	0	292	0	1	0	1	1	165	0	166
+30 mins.	332	1	0	333	0	0	4	4	2	156	0	158
+45 mins.	317	0	0	317	0	0	3	3	2	151	0	153
Total Volume	1236	2	0	1238	2	1	7	10	5	605	0	610
% App. Total	99.8	0.2	0		20	10	70		0.8	99.2	0	
PHF	.931	.500	.000	.929	.250	.250	.438	.625	.625	.917	.000	.919
General Traffic	1212	2	0	1214	2	1	7	10	5	601	0	606
% General Traffic	98.1	100	0	98.1	100	100	100	100	100	99.3	0	99.3
3+ Axle Heavy Trucks	24	0	0	24	0	0	0	0	0	4	0	4
% 3+ Axle Heavy Trucks	1.9	0	0	1.9	0	0	0	0	0	0.7	0	0.7



L2 Data Collection

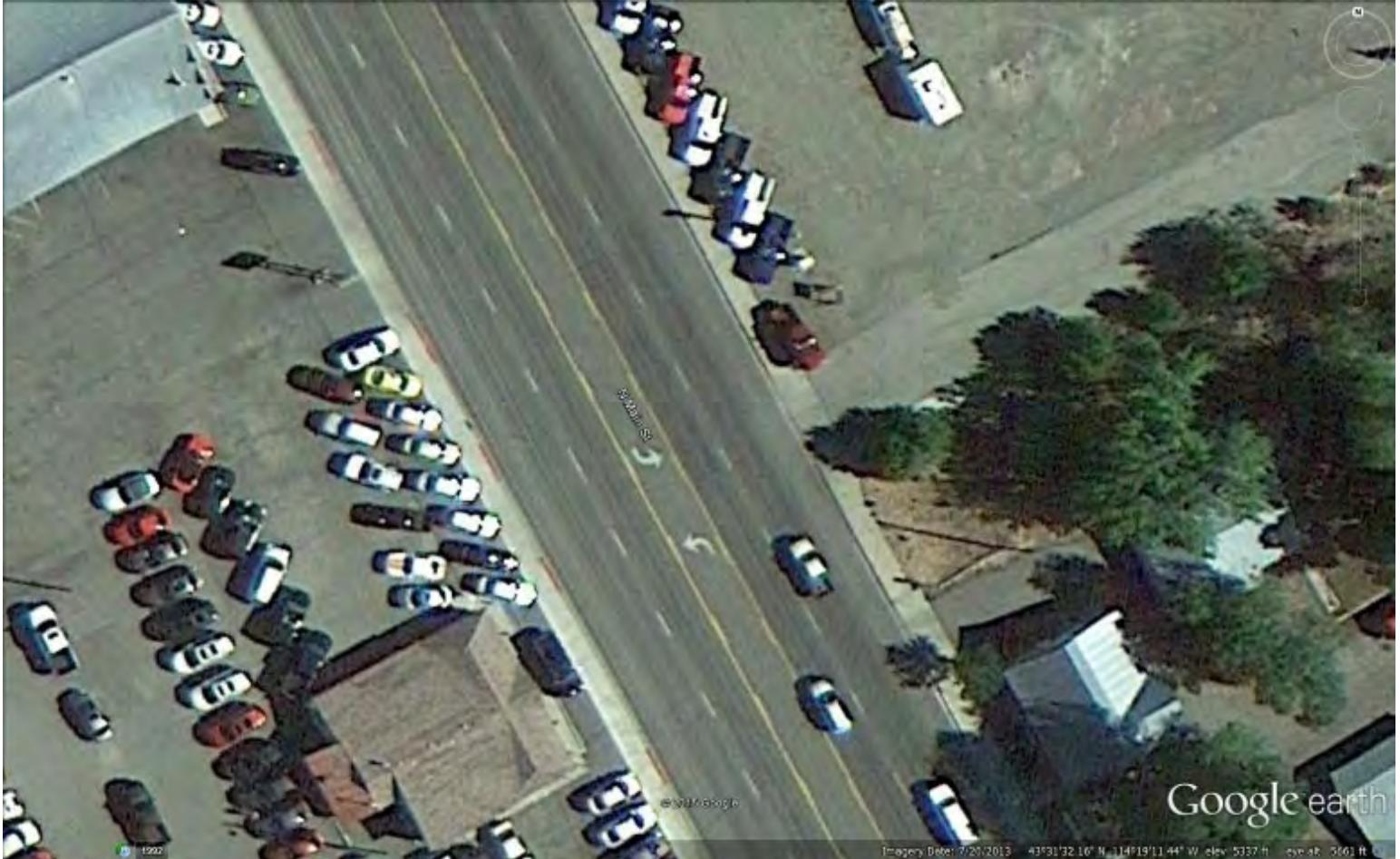
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: KITT0050
Intersection: SH-75 / South Driveway
City: Hailey, Idaho
Control: Stop Sign

File Name : SH-75 & South Driveway PM
Site Code : 00000000
Start Date : 7/14/2015
Page No : 4

Image 1



ATTACHMENT C
SIGNAL TIMING WORKSHEETS

↑
SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

EDIT/ENTER PROGRAMMING DATA

INTERSECTION NAME: SH75 & MCKERCHER

INSTALLATION DATE:

PROGRAMMED BY: JR/TM

PROGRAM DATE: LMD-P16-107 08-25-04

CONTROLLER SERIAL NUMBER:

CONTROLLER TYPE: LMD9200 [LC8000, LC2000, LC40, LS180, LS240, LRCU,
LMD8000]

SECURITY CODE: [1000 - 9999]
(VALID for LC8000 and LC2000 only)

HELP, F8-HANGUP

08/26/:4 15:54:07

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

	PHASE							
INTERVAL	1	2	3	4	5	6	7	8
MINIMUM GREEN	5	5	0	5	5	5	0	5
PASSAGE	2	2	0	2	2	2	0	2
YELLOW CHANGE	3.2	3.2	0	3.2	3.2	3.2	0	3.2
RED CLEARANCE	2.0	2.1	0	2.3	2.0	2.0	0	2.3
MAX I	15	50	0	20	15	50	0	20
MAX II	30	60	0	35	30	60	0	35
WALK	0	7	0	7	0	7	0	7
PEDESTRIAN CLEARANCE	0	19	0	22	0	19	0	22
SECONDS PER ACTUATION	0	0	0	0	0	0	0	0
TIME BEFORE REDUCTION	0	0	0	0	0	0	0	0
TIME TO REDUCE	0	0	0	0	0	0	0	0
MINIMUM GAP	0	0	0	0	0	0	0	0
MAXIMUM INITIAL	0	0	0	0	0	0	0	0
MAXIMUM EXTENSION	0	0	0	0	0	0	0	0
MAXIMUM TOTAL	0	0	0	0	0	0	0	0
ADDED MAX RED	0	0	0	0	0	0	0	0

All Entries Are [0 - 9.9 or 0 - 127] seconds

Except; MAX I, MAX II; MAXIMUM TOTAL which are [0 - 255] seconds

Sequence 1 [0 = Sequential, 1 = Dual Ring, 2 = Special #1, 3 = Special #2
4 = Special #3, 5 = Special #4, 6 = Special #5, 7 = Lead/Lag]

	PHASE							
FUNCTION	1	2	3	4	5	6	7	8
Phases Used	1	1	0	1	1	1	0	1
Memory	0	0	0	0	0	0	0	0
Extendible Recall	0	1	0	0	0	1	0	0
Max Recall	0	0	0	0	0	0	0	0
Ped Recall	0	0	0	0	0	0	0	0
Call to non-act CNA1	0	0	0	0	0	0	0	0
Call to non-act CNA2	0	0	0	0	0	0	0	0
Flashing Walk	0	0	0	0	0	0	0	0
Soft Recall	0	0	0	0	0	0	0	0

[0 = off
1 = on]

	Phase Pair			
Lead/Lag Code	1&2	3&4	5&6	7&8

[1 = odd phases lead
2 = even phases lead
3 = auto]

Lead/Lag Code used only if sequence = 7

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

Remote Flash Entry Phases Ring 1 2 Ring 2 6 [1 - 8 or 0 for not used]
 Remote Flash Exit Phases Ring 1 2 Ring 2 6 [1 - 8 or 0 for not used]

Remote Flash Exit Interval 3 [1 = red, 2 = yellow, 3 = green]

Initialization Phases Ring 1 2 Ring 2 6 [1 - 8 or 0 for not used]

Initialization Interval 3 [1 = red, 2 = yellow, 3 = green]

Red Revert Time 0 [0 - 9.9 or 0 - 127 seconds + 2]

Reduced Gap-Out 3 [1 = recall phase, 2 = LCP
 3 = not recall not LCP]

5 Section Head Logic PHASE
 1 3 5 7
 Yellow Blanking 0 0 0 0 [0 = does not blank
 1 = does blank]
 2 4 6 8
 Phase Restriction 0 0 0 0 [0 = does not omit
 1 = does omit]

Dual Entry Mode 2 [1 = off, 2 = on, 3 = called by CNA
 4 = called by system, 5 = called by input]

Dual Entry Phase	PHASE								[0 = no phase called 1 - 8 called phase]
	1	2	3	4	5	6	7	8	
	0	6	0	0	0	2	0	0	

Conditional Service / Reservice Mode	PHASE				MODE					MAX TIMES 0 - 99 seconds
	1	3	5	7	[0 = off, 1 = on 2 = on / I or C 3 = on if not system 4 = CS & RS on 5 = CS & RS on /I or C]					
Max Times	0	0	0	0						

Simultaneous Gap Out Mode	PHASE								[0 = passage can reset 1 = no passage reset 2 = no passage reset if input active]
	1	2	3	4	5	6	7	8	
	0	0	0	0	0	0	0	0	

Ped Enhancement 1 [1 = off, 2 = on]
 Auto Ped Clear 1 [1 = off, 2 = on]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

	PHASE							
	1	2	3	4	5	6	7	8
Overlap A Programming	0	1	0	0	0	0	0	0
Overlap B Programming	0	0	0	0	0	1	0	0
Overlap C Programming	0	0	0	0	0	0	0	0
Overlap D Programming	0	0	0	0	0	0	0	0

0 = off
1 = on
2 = fast flash
3 = NOT ped overlap

DETECTOR ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Memory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Called	1	2	3	4	5	6	7	8	2	4	6	8	1	5	3	7
Extended	1	2	3	4	5	6	7	8	2	4	6	8	1	5	3	7
Switched	1	2	3	4	5	6	7	8	5	4	1	8	1	5	3	7
Moe Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DETECTOR ->	17	18	19	20	21	22	23	24								
Memory	0	0	0	0	0	0	0	0								
Called	2	2	4	4	6	6	8	8	Called-Extended-Switched 0 = NO calling, extending, Switching, or Moe Use 1 - 8 = phase called, extended switched, or used by Moe							
Extended	2	2	4	4	6	6	8	8								
Switched	2	2	4	4	6	6	8	8								
Moe Phase	0	0	0	0	0	0	0	0								

[Memory 0 = off, 1 = on]

	Overlapping Phase (s)	Overlap Delay	Overlap phase(s) = 1 - 8 or 0 = none
Overlap Phase 1 Programming	0	0	delay 0 - 9.9 seconds or 0 - 127 seconds .0 = fast flash green
Overlap Phase 2 Programming	0	0	
Overlap Phase 3 Programming	0	0	
Overlap Phase 4 Programming	0	0	
Overlap Phase 5 Programming	0	0	
Overlap Phase 6 Programming	0	0	
Overlap Phase 7 Programming	0	0	
Overlap Phase 8 Programming	0	0	

Printer Data Format 0
 0 = 7 bits no parity
 1 = 7 bits odd parity
 2 = 7 bits even parity
 3 = 7 bits space parity

Flash Rate 0
 0 = 60 per minute
 1 = 120 per minute
 2 = 150 per minute
 3 = 180 per minute

Baud Rate 1200
 75, 110, 150, 300, 600
 1200, 2400, 4800, 9600

Test B Input 0
 0 = dimming
 1 = system free
 2 = system free w/delay

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

DETECTOR INPUT	DELAY ENABLE	DELAY TIME	DISCONNECT / STRETCH TIME
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0

[0-9] [0 - 9.9, or 0 - 127 sec.]

DETECTOR INPUT	DELAY ENABLE	DELAY TIME	DISCONNECT / STRETCH TIME
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0

[0-9] [0 - 9.9, or 0 - 127 sec.]

SIGNAL to INHIBIT	PHASE / OVERLAP											
	1	2	3	4	5	6	7	8	A	B	C	D
Overlap A Green	0	0	0	0	0	0	0	0	0	0	0	0
Overlap A Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Overlap A Red	0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Green	0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Red	0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Green	0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Red	0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Green	0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Red	0	0	0	0	0	0	0	0	0	0	0	0

- 0 = no inhibit
- 1 = inhibit during GREEN of indicated phase/overlap
- 2 = inhibit during YELLOW of indicated phase/overlap
- 3 = inhibit during RED of indicated phase/overlap
- 4 = inhibit during GREEN & YELLOW of indicated phase/overlap
- 5 = inhibit during YELLOW & RED of indicated phase/overlap
- 6 = inhibit during GREEN, YELLOW & RED of indicated phase/overlap

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

	DELAY FROM PARENT	YELLOW TIME	RED TIME	
Overlap A Times	0	0	0	[0 - 9.9 or 0 - 127 seconds]
Overlap B Times	0	0	0	
Overlap C Times	0	0	0	
Overlap D Times	0	0	0	
Minimum Flash	0	[0 - 9.9 or 0 - 127 seconds]		
1st All Red	0	[0 - 9.9 or 0 - 127 seconds]		

REPORT FUNCTION SCHEDULING

User Defined Input	Function	Schedule	Priority	MOE's
1	Clock Fail	0	High Priority PE	0
2	Power On / Off	0	Cycle Fail	0
3	NOT USED	0	Coordination Fail	0
4	Monitor Status Bits	0	Keyboard Operations	0
5	Checksum Fail	0	System / Free	0
6	Detector Fail	0	Flasher Monitor	0
7	Remote Flash	0	Low Priority PE	0
8	Manual Control Enable	0	Local Cycle MOE's	0

[0 = none; 1,2,3 = schedule a,b,c respectively; 4 = request]

	Phase							
	1	2	3	4	5	6	7	8
Service Plan 1								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0
Service Plan 2								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0

Call Mode entries [

- 0 = omit
- 1 = actuated
- 2 = non-actuated
- 3 = recall extendible
- 4 = recall max
- 5 = soft recall
- 6 = ped recall
- 7 = omit ped

]

All other entries are [0 - 9.9 or 0 - 127]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

	Phase							
	1	2	3	4	5	6	7	8
Service Plan 3								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0
Service Plan 4								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0

Call Mode entries [0 = omit
 1 = actuated
 2 = non-actuated
 3 = recall extendible
 4 = recall max
 5 = soft recall
 6 = ped recall
 7 = omit ped]

All other entries are [0 - 9.9 or 0 - 127]

	Phase							
	1	2	3	4	5	6	7	8
Service Plan 5								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0
Service Plan 6								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0

Call Mode entries [0 = omit
 1 = actuated
 2 = non-actuated
 3 = recall extendible
 4 = recall max
 5 = soft recall
 6 = ped recall
 7 = omit ped]

All other entries are [0 - 9.9 or 0 - 127]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

	Phase							
	1	2	3	4	5	6	7	8
Service Plan 7								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0
Service Plan 8								
Call Mode	0	0	0	0	0	0	0	0
Minimum Green	0	0	0	0	0	0	0	0
Passage	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0
Pedestrian Clearance	0	0	0	0	0	0	0	0

Call Mode entries [0 = omit
1 = actuated
2 = non-actuated
3 = recall extendible
4 = recall max
5 = soft recall
6 = ped recall
7 = omit ped]

All other entries are [0 - 9.9 or 0 - 127]

	Phase							
	1	2	3	4	5	6	7	8
Select Max Mode	0	0	0	0	0	0	0	0
Normal Max Plan 1	0	0	0	0	0	0	0	0
Failed Max Plan 1	0	0	0	0	0	0	0	0
Normal Max plan 2	0	0	0	0	0	0	0	0
Failed Max Plan 2	0	0	0	0	0	0	0	0
Normal Max Plan 3	0	0	0	0	0	0	0	0
Failed Max Plan 3	0	0	0	0	0	0	0	0
Normal Max Plan 4	0	0	0	0	0	0	0	0
Failed Max Plan 4	0	0	0	0	0	0	0	0
Normal Max Plan 5	0	0	0	0	0	0	0	0
Failed Max Plan 5	0	0	0	0	0	0	0	0
Normal Max Plan 6	0	0	0	0	0	0	0	0
Failed Max Plan 6	0	0	0	0	0	0	0	0
Normal max Plan 7	0	0	0	0	0	0	0	0
Failed Max Plan 7	0	0	0	0	0	0	0	0
Normal Max Plan 8	0	0	0	0	0	0	0	0
Failed Max Plan 8	0	0	0	0	0	0	0	0

Select Max Mode [0 = nema, 1 = time of day or cycle, split]
All other entries [0 - 9.9 or 0 - 127 seconds]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

Telephone #1
Telephone number: 1

Telephone #2
Telephone number: 2

Intersection
Telephone number:

[P = pulse dialing
T = tone dialing
W = wait for dial tone
, = hayes pause
0 - 9 = digits
spaces can be inserted]

Comm Type 0 [0 = RS232, 1 = Hayes, 2 = UDS, 3 = External 202]

Special Barrier 1 [1 = off, 2 = on]

Flashing DW 1 [1 = off, 2 = on]

TBC Backup Delay 0 [0 - 255 minutes]

Increase red/yel 0 [0 - 100%]

LNME Monitor Port 2 [1 = RS232A, 2 = RS232B]

System Wide Map Phases Signal 1 2 3 4 [0 = N/U
1 - 8 = phases 1 - 8
9 - 12 = overlaps A - D]

Dim / Overlap	PHASE / OVERLAP								A	B	C	D
Signal	1	2	3	4	5	6	7	8				
Dim Red	0	0	0	0	0	0	0	0	0	0	0	0
Dim Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Dim Green	0	0	0	0	0	0	0	0	0	0	0	0
Dim Walk	0	0	0	0	0	0	0	0	0	0	0	0
Dim Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0
Dim Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 1	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 2	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 3	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 4	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 5	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 6	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 7	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 8	0	0	0	0	0	0	0	0	0	0	0	0

[Dim, 0 = no dimming, 1 = dim positive, 2 = dim negative
Overlap, 0 = no overlap, 1 = overlap]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

PHASE ->	1	2	3	4	5	6	7	8
Actuated Walk Rest	0	0	0	0	0	0	0	0
Conditional Ped	0	0	0	0	0	0	0	0
Flashing Walk Thru Pcl	0	0	0	0	0	0	0	0

[0 = off, 1 = on]

Max Speed 0 [0 - 255]
 MOE Normal Sample Period 0 [0, 5, 6, 10, 15, 30, 60]
 MOE Alternate Sample Period 0 [0 = no sampling]

	9 to 10	11 to 12	13 to 14	15 to 16	
Speed Traps					distance -> 0 - 255 units -> 0 = inches, 1 = feet, 2 = centimeters 3 = decimeters
Distance	0	0	0	0	
Units	0	0	0	0	

Detector Computed Speed Factor											
1	2	3	4	5	6	7	8	9	10	11	12
0	0	0	0	0	0	0	0	0	0	0	0
Detector Computed Speed Factor											
13	14	15	16	17	18	19	20	21	22	23	24
0	0	0	0	0	0	0	0	0	0	0	0

[0 - 255 average detector occupancy in hundredths of seconds]

Advanced Warning:

	Phases as overlaps								Overlaps			
Advanced Warning	1	2	3	4	5	6	7	8	A	B	C	D
	0	0	0	0	0	0	0	0	0	0	0	0

[0 = off, 1 = on]

Conditional Phase(s) or overlap(s):

	Phases as Overlaps								Overlaps			
Phase/Overlap	1	2	3	4	5	6	7	8	A	B	C	D
Phase/Overlap 1	0	0	0	0	0	0	0	0	0	0	0	0
Phase/Overlap 2	0	0	0	0	0	0	0	0	0	0	0	0

[0 = none, 1 - 8 = phase 1 - 8, 9 - 12 = overlap A - D]

Advanced Warning De-activation Delay: (for advanced warning timing see help)

	Phases as Overlaps								Overlaps			
Delay	1	2	3	4	5	6	7	8	A	B	C	D
	0	0	0	0	0	0	0	0	0	0	0	0

[0 - 99 seconds]

Call In Delays Schedule A Schedule B Schedule C Volume

0 0 0 0

[0 - 255 minutes]

↑
SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

EDIT/ENTER INTERSECTION TIME CLOCK DATA

INTERSECTION NAME: SH75 & MCKERCHER

INSTALLATION DATE:

PROGRAMMED BY: JR/TM

PROGRAM DATE: LMD-P16-107 08-25-04

CONTROLLER SERIAL NUMBER:

CONTROLLER TYPE: LMD9200 [LMD8000, LMD9200, TCT1700]

F1-HELP, F8-HANGUP

08/26/:4 15:54:15

*NO TIME
CLOCK PROGRAMMING
TM 8-26-04*

↑
SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

EDIT/ENTER INTERSECTION COORDINATION DATA

INTERSECTION NAME: SH75 & MCKERCHER

INSTALLATION DATE:

PROGRAMMED BY: JR/TM

PROGRAM DATE: LMD-P16-107 08-25-04

CONTROLLER SERIAL NUMBER:

CONTROLLER TYPE: LMD9200 [LMD8000, LMD9200, TCT1700]

F1-HELP, F8-HANGUP

08/26/:4 15:54:18

*No COORDINATION
DATA
Tuy
8-26-07*

↑
SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

EDIT/ENTER INTERSECTION PRE-EMPTION DATA

INTERSECTION NAME: SH75 & MCKERCHER

INSTALLATION DATE:

PROGRAMMED BY: JR/TM

PROGRAM DATE: LMD-P16-107 08-25-04

CONTROLLER SERIAL NUMBER:

CONTROLLER TYPE: LMD9200 [LMD8000, LMD9200, TCT1700]

F1-HELP, F8-HANGUP

08/26/:4 15:54:27

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

FUNCTION	PRE-EMPT						
	1	2	3	4	5	6	
Priority	6	6	6	6	1	1	[1 - 6, 1 = highest]
Flash Override	0	0	0	0	0	0	[0 = off, 1 = on]
Memory	0	0	0	0	0	0	[0 = off, 1 = on]
Delay Time	0	0	0	0	0	0	[0 - 255 seconds]
Omit Last X Sec Ped	0	0	0	0	0	0	[0 - 9.9 or 127 sec.]
Omit Last X Sec Ph	0	0	0	0	0	0	[0 - 9.9 or 127 sec.]
Minimum Reservice	0	0	0	0	0	0	[0 - 99 minutes]
Min Green	5	5	5	5	5	5	
Walk	.1	.1	.1	.1	.0	.1	[0 - 9.9
Ped Clear	10	10	10	10	5	5	or
Overlap Yellow	3.0	3.0	3.0	3.0	3.0	3.0	0 - 127
Overlap Red	1.0	1.0	1.0	1.0	1.0	1.0	seconds
Hold Time	0	0	0	0	0	0	
Special Hold	0	0	0	0	0	0	[0=sequence, 1=hold]
Overlap A Inhibit	0	0	0	0	0	0	
Overlap B Inhibit	0	0	0	0	0	0	[0 = normal
Overlap C Inhibit	0	0	0	0	0	0	1 = inhibit
Overlap D Inhibit	0	0	0	0	0	0	
Flashing DW thru Y	1	1	1	1	1	1	[1 = off, 2 = on]

PRE-EMPT	PHASE to HOLD								
	1	2	3	4	5	6	7	8	
1	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	

[0 = no hold
1 = hold]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

STEP	Sequence INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	1	0	0	0	0	1	0	0	5	1	1	
2	99	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9
 or
 0-127]

[0=none
 or
 1 - 6
 7=flash]

[0=no hold
 1=hold]

STEP	Sequence 2 INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	0	1	0	0	1	0	0	0	5	2	1	
2	99	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9
 or
 0-127]

[0=none
 or
 1 - 6
 7=flash]

[0=no hold
 1=hold]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

STEP	Sequence 3 INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	0	0	0	0	0	0	0	1	5	3	1	
2	99	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9
 or
 0-127]

[0=none
 or
 1 - 6
 7=flash]

[0=no hold
 1=hold]

STEP	Sequence 4 INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	0	0	0	1	0	0	0	0	5	4	1	
2	99	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9
 or
 0-127]

[0=none
 or
 1 - 6
 7=flash]

[0=no hold
 1=hold]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

STEP	Sequence 5 INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9
 or
 0-127]

[0=none
 or
 1 - 6
 7=flash]

[0=no hold
 1=hold]

STEP	Sequence 6 INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9
 or
 0-127]

[0=none
 or
 1 - 6
 7=flash]

[0=no hold
 1=hold]

SYSTEM: DIST. #4

INTERSECTION: SH 75 & MCKERCHER

SPECIAL INTERVAL	PHASE / OVERLAP											
	1	2	3	4	5	6	7	8	A	B	C	D
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0

- 0 = dark
- . = fast flash green
- 1 = green
- 2 = green / walk (phase only)
- 3 = flashing don't walk (phase only)
- 4 = yellow
- 5 = red
- 6 = flashing yellow WIG
- 7 = flashing yellow WAG
- 8 = flashing red WIG
- 9 = flashing red WAG

FUNCTION	Low Priority Pre-empt						
	1	2	3	4	5	6	
Memory	0	0	0	0	0	0	[0 = off, 1 = on]
Delay Time	0	0	0	0	0	0	[0 - 255 seconds]
Omit Last X seconds	0	0	0	0	0	0	[0 - 9.9 or 127 sec.]
Minimum Reservice	0	0	0	0	0	0	[0 - 99 minutes]
Min Green	0	0	0	0	0	0	
Walk	0	0	0	0	0	0	
Ped Clear	0	0	0	0	0	0	[0 - 9.9]
Overlap Yellow	0	0	0	0	0	0	[or]
Overlap Red	0	0	0	0	0	0	[0 - 127 seconds]

Priority Return Options

Mode: 0 [0 = off, 1 = on]
 Skip PE Phases: 0 [0 = off, 1 = on]

Phase	1	2	3	4	5	6	7	8
Priority Return A %	0	0	0	0	0	0	0	0
Priority Return B %	0	0	0	0	0	0	0	0
Priority Return C %	0	0	0	0	0	0	0	0
Priority Return D %	0	0	0	0	0	0	0	0
Priority Ped Return	0	0	0	0	0	0	0	0

[0-100]

ATTACHMENT D
2015 EXISTING TRAFFIC CONDITIONS,
WEEKDAY PM PEAK HOUR WORKSHEETS

HCM Signalized Intersection Capacity Analysis

Existing Traffic Conditions

1: Main Street & McKercher Blvd

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	112	30	100	48	26	4	87	455	46	9	1040	94
Future Volume (vph)	112	30	100	48	26	4	87	455	46	9	1040	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1800	1645		1722	1797		1805	3521		1805	3494	
Flt Permitted	0.74	1.00		0.67	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1397	1645		1220	1797		1805	3521		1805	3494	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	113	30	101	48	26	4	88	460	46	9	1051	95
RTOR Reduction (vph)	0	84	0	0	3	0	0	6	0	0	6	0
Lane Group Flow (vph)	113	47	0	48	27	0	88	500	0	9	1140	0
Confl. Peds. (#/hr)	4		12	12		4	1					1
Confl. Bikes (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	25%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	13.0	13.0		13.0	13.0		7.7	45.3		1.0	38.7	
Effective Green, g (s)	13.0	13.0		13.0	13.0		7.7	45.3		1.0	38.7	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.10	0.60		0.01	0.51	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	241	283		210	310		184	2118		23	1795	
v/s Ratio Prot		0.03			0.01		c0.05	0.14		0.00	c0.33	
v/s Ratio Perm	c0.08			0.04								
v/c Ratio	0.47	0.17		0.23	0.09		0.48	0.24		0.39	0.63	
Uniform Delay, d1	28.0	26.5		26.8	26.2		31.9	7.0		36.8	13.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.3		0.6	0.1		2.0	0.1		10.7	0.7	
Delay (s)	29.5	26.8		27.4	26.3		33.9	7.0		47.5	13.9	
Level of Service	C	C		C	C		C	A		D	B	
Approach Delay (s)		28.1			27.0			11.0			14.2	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			75.3				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			72.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

2: Main Street & Empty Saddle Trail

Existing Traffic Conditions
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	5	47	18	586	1165	114	
Future Volume (Veh/h)	5	47	18	586	1165	114	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	5	51	20	637	1266	124	
Pedestrians	17			2			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	3.5			3.5			
Percent Blockage	2			0			
Right turn flare (veh)							
Median type				TWLTL	TWLTL		
Median storage (veh)				2	2		
Upstream signal (ft)					861		
pX, platoon unblocked	0.78	0.78	0.78				
vC, conflicting volume	1704	714	1407				
vC1, stage 1 conf vol	1345						
vC2, stage 2 conf vol	358						
vCu, unblocked vol	1328	52	946				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)	5.8						
tF (s)	3.5	3.3	2.2				
p0 queue free %	98	93	96				
cM capacity (veh/h)	268	770	560				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	51	20	318	318	844	546
Volume Left	5	0	20	0	0	0	0
Volume Right	0	51	0	0	0	0	124
cSH	268	770	560	1700	1700	1700	1700
Volume to Capacity	0.02	0.07	0.04	0.19	0.19	0.50	0.32
Queue Length 95th (ft)	1	5	3	0	0	0	0
Control Delay (s)	18.7	10.0	11.7	0.0	0.0	0.0	0.0
Lane LOS	C	B	B				
Approach Delay (s)	10.8		0.4			0.0	
Approach LOS	B						
Intersection Summary							
Average Delay	0.4						
Intersection Capacity Utilization	46.6%			ICU Level of Service	A		
Analysis Period (min)	15						

HCM Unsignalized Intersection Capacity Analysis
3: Main Street & North driveway

Existing Traffic Conditions
PM Peak Hour

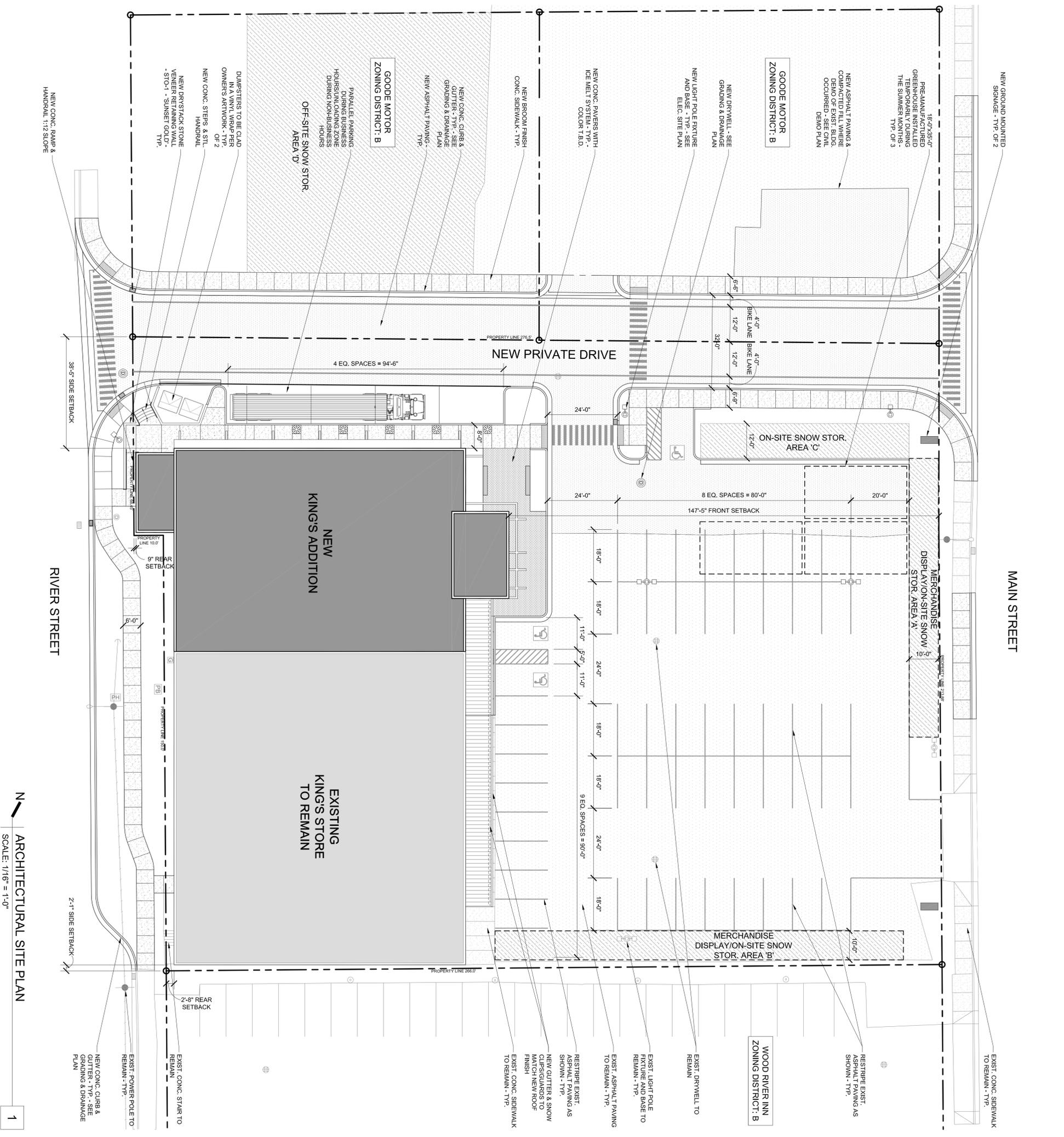
						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	25	579	21	11	1201
Future Volume (Veh/h)	19	25	579	21	11	1201
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	20	27	616	22	12	1278
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage (veh)			2			2
Upstream signal (ft)						1047
pX, platoon unblocked	0.82					
vC, conflicting volume	1291	320			639	
vC1, stage 1 conf vol	628					
vC2, stage 2 conf vol	663					
vCu, unblocked vol	911	320			639	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	96			99	
cM capacity (veh/h)	437	675			940	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	47	411	227	12	639	639
Volume Left	20	0	0	12	0	0
Volume Right	27	0	22	0	0	0
cSH	548	1700	1700	940	1700	1700
Volume to Capacity	0.09	0.24	0.13	0.01	0.38	0.38
Queue Length 95th (ft)	7	0	0	1	0	0
Control Delay (s)	12.2	0.0	0.0	8.9	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	12.2	0.0		0.1		
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			43.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & South driveway

Existing Traffic Conditions
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	596	4	3	1195
Future Volume (Veh/h)	1	0	596	4	3	1195
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	0	627	4	3	1258
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage (veh)			2			2
Upstream signal (ft)						1284
pX, platoon unblocked	0.85					
vC, conflicting volume	1271	322			638	
vC1, stage 1 conf vol	636					
vC2, stage 2 conf vol	635					
vCu, unblocked vol	958	322			638	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	432	675			935	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	1	418	213	3	629	629
Volume Left	1	0	0	3	0	0
Volume Right	0	0	4	0	0	0
cSH	432	1700	1700	935	1700	1700
Volume to Capacity	0.00	0.25	0.13	0.00	0.37	0.37
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	13.3	0.0	0.0	8.9	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	13.3	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			43.0%		ICU Level of Service	A
Analysis Period (min)			15			

ATTACHMENT E
KING'S DISCOUNT STORE DRAFT SITE PLAN



GENERAL NOTES

1. ALL ROOF MOUNTED MECHANICAL, PLUMBING, & ELECTRICAL EQUIP. TO BE SCREENED.
2. ALL GROUND MOUNTED MECHANICAL, PLUMBING, & ELECTRICAL EQUIP. TO BE SCREENED.
3. ALL SLOPED ROOFS SHEDDING SNOW AND RAIN ONTO PEDESTRIAN AND VEHICULAR CIRCULATION PATHWAYS BELOW TO BE PROVIDED WITH SNOW CLIPS, GUTTERS, & DOWNSPOUTS UNO.

LEGEND

- NEW ASPHALT PAVING
- EXIST. ASPHALT PAVING TO REMAIN
- NEW BROOM FINISH CONC. SIDEWALK
- EXIST. CONC. SIDEWALK TO REMAIN
- NEW CONC. PAVERS WIDE MELT SYSTEM - COLOR T.B.D.
- ON-SITE & OFF-SITE SNOW STOR. AREAS

SITE DATA

SITE ADDRESS:
615 NORTH MAIN STREET
HAILEY, IDAHO 83333

PARCEL NUMBER:
RH4000068001A

ZONING DISTRICT:
B' BUSINESS WITHIN THE TOWNISITE OVERLAY DISTRICT

LOT AREA:
58,173 S.F. (1.33 ACRES)

BUILDING GROSS AREA:
EXISTING BASEMENT LEVEL: 10,792 S.F.
EXISTING MAIN LEVEL: 11,287 S.F.
PROPOSED BASEMENT LEVEL: 1,282 S.F.
PROPOSED MAIN LEVEL: 50,919 S.F.
TOTAL GROSS AREA: 82,280 S.F.

MIN. FRONT YARD:
REQUIRED: 0'-0"
PROPOSED: 14'-7"

MIN. REAR YARD:
REQUIRED: 0'-0"
PROPOSED: 0'-9" & 2'-8"

MIN. SIDE YARD:
REQUIRED: 0'-0"
PROPOSED: 38'-5" & 2'-1"

MIN. BUILDING HEIGHT:
REQUIRED: 35'-0"
PROPOSED: 28'-0"

PARKING:
REQUIRED: 1 SPACE FOR EVERY 1,000 S.F. OF GROSS BUILDING AREA
PROPOSED: 52 + 3 ACCESSIBLE SPACES = 55 TOTAL SPACES

SNOW STORAGE CALCS.

TOTAL IMPROVED PARKING, VEHICLE & PEDESTRIAN CIRCULATION AREAS:
41,478 S.F.

25% OF IMPROVED PARKING, VEHICLE & PEDESTRIAN CIRCULATION AREAS:
REQUIRED: 10,370 S.F.

SNOW STOR. PROVIDED - ON & OFF-SITE:
ON-SITE SNOW STOR. AREA A: 390 S.F.
ON-SITE SNOW STOR. AREA B: 318 S.F.
ON-SITE SNOW STOR. AREA C: 480 S.F.
OFF-SITE SNOW STOR. AREA D: 7,221 S.F.
TOTAL: 10,489 S.F.

ARCHITECTURAL SITE PLAN

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PROJECT NO. | 201505

DRAWN BY | EMB
CHECKED BY | EMB

DESIGN REVIEW
DATE | 06.26.2015

ARCHITECTURAL
SITE PLAN

AS102

KING'S VARIETY STORE

KING'S OF HAILEY ADDITION

615 NORTH MAIN STREET | HAILEY | IDAHO

BLISSARCHITECTURE

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ERRIN BLISS
NOT FOR CONSTRUCTION
STATE OF IDAHO

ATTACHMENT F
2016 BACKGROUND TRAFFIC CONDITIONS,
WEEKDAY PM PEAK HOUR WORKSHEETS

HCM Signalized Intersection Capacity Analysis

2016 Background Traffic Conditions

1: Main Street & McKercher Blvd

PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (vph)	112	30	100	48	26	4	87	469	46	9	1065	94
Future Volume (vph)	112	30	100	48	26	4	87	469	46	9	1065	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1800	1644		1722	1797		1805	3523		1805	3495	
Flt Permitted	0.74	1.00		0.67	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1397	1644		1220	1797		1805	3523		1805	3495	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	113	30	101	48	26	4	88	474	46	9	1076	95
RTOR Reduction (vph)	0	84	0	0	3	0	0	6	0	0	6	0
Lane Group Flow (vph)	113	47	0	48	27	0	88	514	0	9	1165	0
Confl. Peds. (#/hr)	4		12	12		4	1					1
Confl. Bikes (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	25%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	13.1	13.1		13.1	13.1		7.8	46.0		1.0	39.3	
Effective Green, g (s)	13.1	13.1		13.1	13.1		7.8	46.0		1.0	39.3	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.10	0.60		0.01	0.52	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	240	283		210	309		185	2129		23	1804	
v/s Ratio Prot		0.03			0.01		c0.05	0.15		0.00	c0.33	
v/s Ratio Perm	c0.08			0.04								
v/c Ratio	0.47	0.17		0.23	0.09		0.48	0.24		0.39	0.65	
Uniform Delay, d1	28.4	26.9		27.1	26.5		32.2	7.0		37.2	13.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.3		0.6	0.1		1.9	0.1		10.7	0.8	
Delay (s)	29.8	27.1		27.7	26.6		34.1	7.0		47.9	14.2	
Level of Service	C	C		C	C		C	A		D	B	
Approach Delay (s)		28.4			27.3			11.0			14.4	
Approach LOS		C			C			B			B	

Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	76.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
2: Main Street & Empty Saddle Trail

2016 Background Traffic Conditions
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	5	47	18	603	1192	114	
Future Volume (Veh/h)	5	47	18	603	1192	114	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	5	51	20	655	1296	124	
Pedestrians	17			2			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	3.5			3.5			
Percent Blockage	2			0			
Right turn flare (veh)							
Median type				TWLTL	TWLTL		
Median storage (veh)				2	2		
Upstream signal (ft)					861		
pX, platoon unblocked	0.77	0.77	0.77				
vC, conflicting volume	1742	729	1437				
vC1, stage 1 conf vol	1375						
vC2, stage 2 conf vol	368						
vCu, unblocked vol	1361	40	963				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)	5.8						
tF (s)	3.5	3.3	2.2				
p0 queue free %	98	93	96				
cM capacity (veh/h)	260	776	546				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	51	20	328	328	864	556
Volume Left	5	0	20	0	0	0	0
Volume Right	0	51	0	0	0	0	124
cSH	260	776	546	1700	1700	1700	1700
Volume to Capacity	0.02	0.07	0.04	0.19	0.19	0.51	0.33
Queue Length 95th (ft)	1	5	3	0	0	0	0
Control Delay (s)	19.1	10.0	11.8	0.0	0.0	0.0	0.0
Lane LOS	C	A	B				
Approach Delay (s)	10.8		0.4			0.0	
Approach LOS	B						
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilization			47.4%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
3: Main Street & North driveway

2016 Background Traffic Conditions
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	25	596	21	11	1229
Future Volume (Veh/h)	19	25	596	21	11	1229
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	20	27	634	22	12	1307
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)				1047		
pX, platoon unblocked	0.81					
vC, conflicting volume	1324	329	657			
vC1, stage 1 conf vol	646					
vC2, stage 2 conf vol	678					
vCu, unblocked vol	926	329	657			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	96	99			
cM capacity (veh/h)	429	666	926			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	47	423	233	12	654	654
Volume Left	20	0	0	12	0	0
Volume Right	27	0	22	0	0	0
cSH	539	1700	1700	926	1700	1700
Volume to Capacity	0.09	0.25	0.14	0.01	0.38	0.38
Queue Length 95th (ft)	7	0	0	1	0	0
Control Delay (s)	12.3	0.0	0.0	8.9	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	12.3	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay	0.3					
Intersection Capacity Utilization	44.0%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & South driveway

2016 Background Traffic Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	0	1	0	0	0	608	4	3	1218	5
Future Volume (Veh/h)	5	0	0	1	0	0	0	608	4	3	1218	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	0	0	1	0	0	0	640	4	3	1282	5
Pedestrians								7				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											1284	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1610	1942	644	1296	1942	329	1287			651		
vC1, stage 1 conf vol	1290	1290		649	649							
vC2, stage 2 conf vol	320	651		647	1293							
vCu, unblocked vol	1338	1734	181	961	1734	329	951			651		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	100	100			100		
cM capacity (veh/h)	223	244	700	381	244	668	611			939		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	5	1	0	427	217	3	855	432				
Volume Left	5	1	0	0	0	3	0	0				
Volume Right	0	0	0	0	4	0	0	5				
cSH	223	381	1700	1700	1700	939	1700	1700				
Volume to Capacity	0.02	0.00	0.00	0.25	0.13	0.00	0.50	0.25				
Queue Length 95th (ft)	2	0	0	0	0	0	0	0				
Control Delay (s)	21.5	14.5	0.0	0.0	0.0	8.8	0.0	0.0				
Lane LOS	C	B				A						
Approach Delay (s)	21.5	14.5	0.0			0.0						
Approach LOS	C	B										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			43.8%		ICU Level of Service					A		
Analysis Period (min)			15									

ATTACHMENT G
SUMMARY OF CUSTOM TRIP GENERATION RATES
FOR NATURAL GROCERS



DEVELOPMENT OF CUSTOM TRIP GENERATION FOR NATURAL GROCERS

KAI determined trip generation characteristics for Natural Grocers stores by collecting traffic demand data through a series of surveys at three comparable Natural Grocers store sites in Temple, TX, Boise, ID, and Wichita, KS. The criteria used to select these stores along with the methodologies used to collect and analyze the trip generation data are summarized in the following sections.

Selection of Survey Sites

Selection of the three comparable Natural Grocers survey sites for the trip generation study was based on three primary criteria:

1. The stores should be typical of the Natural Grocers family of stores in terms of size and sales volume, as well as store hours.
2. The stores should be in a setting in which other shopping opportunities are available within a short, walkable distance, whether in a shopping center or shopping district.
3. The stores should be adjacent and accessible to a major transportation corridor.

In addition to these criteria, store sites were chosen in the western part of the country to represent any trends in traffic volumes or shopping patterns specific to the west. Also, Natural Grocers has stores that range in size from about 8,000 gsf to 26,000 gsf, with an average size of 22,091 gsf.

Collection of Site Survey Data

Natural Grocers stores are open for 11 hours on weekdays (9:00 AM – 8:00 PM). Therefore, trip generation data were collected at each survey site over a 13-hour period, including one hour before and one hour after opening and closing times to capture all trips made to each store. Store representatives were consulted to assure that deliveries and employee trips occurred during the survey times.

Any vehicle that entered or exited the site that carried a driver or passengers that entered or exited the Natural Grocers store was counted. In some cases, there may have been patrons that entered another store in the vicinity and subsequently walked or drove internally to the Natural Grocers store. That trip, regardless of whether the Natural Grocers store was the only store visited, was recorded as one generated by the Natural Grocers store. Thus, the count that was conducted makes no distinction as to whether the trip was for multiple purposes. In addition, the count did not differentiate trips that may be pass-by or diverted linked trips. As a result, the vehicle trip counts that are reported in this analysis represent a worst case with respect to the total trip generation impacts of the Natural Grocers store on the surrounding street system.

Site Survey Trip Generation

The three study sites, their sizes and locations, dates that they were studied, and the trip generation count results are summarized below in Table 1. As shown, the trip generation for each store is very low during the weekday AM peak hour of adjacent street traffic, in the range of 1-5 trips. During the weekday PM peak hour of adjacent street traffic, a range of 66-93 trips were observed. And during the course of the entire surveys, a range of 704-740 weekday daily trips was observed.

Table 1 Trip Generation Survey Results

Store Location	Store Size (gsf)	Street Address	Data Collection Date	Weekday Peak Hour Trip Generation*		Weekday Daily Trip Generation**
				AM Peak Hour	PM Peak Hour	
Temple, Texas	21,062	3621 S. General Bruce Dr. Temple, TX	February 14, 2013	5	92	704
Boise, Idaho	20,526	1195 N. Milwaukie St. Boise, ID	February 14, 2013	1	66	731
Wichita, Kansas	24,687	1715 N Rock Road Wichita, KS	February 14, 2013	4	93	740

* Peak hour periods shown represent peak hours of adjacent street traffic, which are assumed to be from 7:00-9:00 a.m. and 4:00-6:00 p.m.

** Daily trips as observed on a typical midweek day over a 13-hour period from 1 hour before store opening to 1 hour after store closing.

Calculation of Trip Generation Rates

Based on the trip generation counts conducted at the three Natural Grocers' stores shown in Table 1, custom trip generation rates for the weekday AM and PM peak hours of adjacent street traffic were calculated as well as an average weekday daily trip generation rate for information purposes. Tables 2, 3, and 4 show the results of these calculations for these respective time periods.

Table 2 Weekday AM Peak Hour Trip Generation

Natural Grocers' Site	Store Size (sq. ft.)	Weekday AM Peak Hour Trips*	Weekday AM Peak Hour Trip Rate (trips per 1,000 sq. ft.)
Temple, TX	21,062	5	0.24
Boise, ID	20,526	1	0.05
Wichita, KS	24,687	4	0.16
Weighted Average			0.15

* Weekday AM peak hour of the adjacent street is defined as the Natural Grocers' highest four contiguous 15-minute driveway volumes as counted between the hours of 7:00 and 9:00 AM on a typical midweek day. This does not discount for internal, pass-by, or diverted trips to the site.

Table 3 Weekday PM Peak Hour Trip Generation

Natural Grocers' Site	Store Size (sq. ft.)	Weekday PM Peak Hour Trips*	Weekday PM Peak Hour Trip Rate (trips per 1,000 sq. ft.)
Temple, TX	21,062	92	4.37
Boise, ID	20,526	66	3.22
Wichita, KS	24,687	93	3.77
Weighted Average			3.79

* Weekday PM peak hour of the adjacent street is defined as the Natural Grocers' highest four contiguous 15-minute driveway volumes as counted between the hours of 4:00 and 6:00 PM on a typical midweek day. This does not discount for internal, pass-by, or diverted trips to the site.

Table 4 Weekday Daily Trip Generation

Natural Grocers' Site	Store Size (sq. ft.)	Weekday Daily Trips*	Weekday Daily Trip Rate (trips per 1,000 sq. ft.)
Temple, TX	21,062	704	33.43
Boise, ID	20,526	731	35.61
Wichita, KS	24,687	740	29.98
Weighted Average			32.82

* Data collected on a midweek day over a 13-hour period, including one hour before store opening and one hour after store closing.

In recognition of the common transportation policies referring to peak hour trip generation occurring within the 7:00-9:00 AM and 4:00-6:00 PM periods when combined traffic flows on the adjacent street reach their highest levels, the calculated average trip rates for a Natural Grocers store are 0.15 and 3.79 trips per 1,000 sq. ft. during the weekday AM and PM peak hours. For information purposes, the weighted average daily trip rate was calculated to be 32.82 trips per 1,000 square feet.

ATTACHMENT H
2016 TOTAL TRAFFIC CONDITIONS,
WEEKDAY PM PEAK HOUR WORKSHEETS

HCM Signalized Intersection Capacity Analysis

2016 Total Traffic Conditions

1: Main Street & McKercher Blvd

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	30	100	48	26	4	87	472	46	9	1068	94
Future Volume (vph)	112	30	100	48	26	4	87	472	46	9	1068	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1800	1644		1722	1797		1805	3523		1805	3495	
Flt Permitted	0.74	1.00		0.67	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1397	1644		1220	1797		1805	3523		1805	3495	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	113	30	101	48	26	4	88	477	46	9	1079	95
RTOR Reduction (vph)	0	84	0	0	3	0	0	6	0	0	6	0
Lane Group Flow (vph)	113	47	0	48	27	0	88	517	0	9	1168	0
Confl. Peds. (#/hr)	4		12	12		4	1					1
Confl. Bikes (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	25%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	13.1	13.1		13.1	13.1		7.8	46.0		1.0	39.3	
Effective Green, g (s)	13.1	13.1		13.1	13.1		7.8	46.0		1.0	39.3	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.10	0.60		0.01	0.52	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	240	283		210	309		185	2129		23	1804	
v/s Ratio Prot		0.03			0.01		c0.05	0.15		0.00	c0.33	
v/s Ratio Perm	c0.08			0.04								
v/c Ratio	0.47	0.17		0.23	0.09		0.48	0.24		0.39	0.65	
Uniform Delay, d1	28.4	26.9		27.1	26.5		32.2	7.0		37.2	13.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.3		0.6	0.1		1.9	0.1		10.7	0.8	
Delay (s)	29.8	27.1		27.7	26.6		34.1	7.0		47.9	14.2	
Level of Service	C	C		C	C		C	A		D	B	
Approach Delay (s)		28.4			27.3			10.9			14.4	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.5				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			76.1				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			73.1%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
2: Main Street & Empty Saddle Trail

2016 Total Traffic Conditions
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	5	47	18	606	1195	114	
Future Volume (Veh/h)	5	47	18	606	1195	114	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	5	51	20	659	1299	124	
Pedestrians	17			2			
Lane Width (ft)	12.0			12.0			
Walking Speed (ft/s)	3.5			3.5			
Percent Blockage	2			0			
Right turn flare (veh)							
Median type				TWLTL	TWLTL		
Median storage (veh)				2	2		
Upstream signal (ft)					861		
pX, platoon unblocked	0.77	0.77	0.77				
vC, conflicting volume	1748	730	1440				
vC1, stage 1 conf vol	1378						
vC2, stage 2 conf vol	370						
vCu, unblocked vol	1365	37	964				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)	5.8						
tF (s)	3.5	3.3	2.2				
p0 queue free %	98	93	96				
cM capacity (veh/h)	259	777	545				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	51	20	330	330	866	557
Volume Left	5	0	20	0	0	0	0
Volume Right	0	51	0	0	0	0	124
cSH	259	777	545	1700	1700	1700	1700
Volume to Capacity	0.02	0.07	0.04	0.19	0.19	0.51	0.33
Queue Length 95th (ft)	1	5	3	0	0	0	0
Control Delay (s)	19.1	10.0	11.9	0.0	0.0	0.0	0.0
Lane LOS	C	A	B				
Approach Delay (s)	10.8		0.3			0.0	
Approach LOS	B						
Intersection Summary							
Average Delay			0.4				
Intersection Capacity Utilization			47.5%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 3: Main Street & North driveway

2016 Total Traffic Conditions
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	26	598	21	13	1230
Future Volume (Veh/h)	19	26	598	21	13	1230
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	20	28	636	22	14	1309
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)				1047		
pX, platoon unblocked	0.81					
vC, conflicting volume	1330	330	659			
vC1, stage 1 conf vol	648					
vC2, stage 2 conf vol	682					
vCu, unblocked vol	932	330	659			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	96	98			
cM capacity (veh/h)	427	665	924			
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	48	424	234	14	654	654
Volume Left	20	0	0	14	0	0
Volume Right	28	0	22	0	0	0
cSH	540	1700	1700	924	1700	1700
Volume to Capacity	0.09	0.25	0.14	0.02	0.39	0.39
Queue Length 95th (ft)	7	0	0	1	0	0
Control Delay (s)	12.3	0.0	0.0	9.0	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	12.3	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay	0.4					
Intersection Capacity Utilization	44.0%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
4: Main Street & South driveway

2016 Total Traffic Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	1	30	0	7	0	604	24	11	1212	5
Future Volume (Veh/h)	5	0	1	30	0	7	0	604	24	11	1212	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	0	1	32	0	7	0	636	25	12	1276	5
Pedestrians					7							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					1							
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											1284	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1628	1970	640	1318	1960	338	1281			668		
vC1, stage 1 conf vol	1302	1302		656	656							
vC2, stage 2 conf vol	325	668		663	1305							
vCu, unblocked vol	1361	1771	182	992	1759	338	947			668		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	91	100	99	100			99		
cM capacity (veh/h)	215	236	699	373	238	660	614			925		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	6	39	0	424	237	12	851	430				
Volume Left	5	32	0	0	0	12	0	0				
Volume Right	1	7	0	0	25	0	0	5				
cSH	243	405	1700	1700	1700	925	1700	1700				
Volume to Capacity	0.02	0.10	0.00	0.25	0.14	0.01	0.50	0.25				
Queue Length 95th (ft)	2	8	0	0	0	1	0	0				
Control Delay (s)	20.2	14.8	0.0	0.0	0.0	8.9	0.0	0.0				
Lane LOS	C	B				A						
Approach Delay (s)	20.2	14.8	0.0			0.1						
Approach LOS	C	B										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			43.7%	ICU Level of Service	A							
Analysis Period (min)			15									

ATTACHMENT I
2016 TOTAL TRAFFIC CONDITIONS WITH LANE REDUCTION,
WEEKDAY PM PEAK HOUR WORKSHEETS

HCM Signalized Intersection Capacity Analysis 2016 Total Traffic Conditions with Lane Reduction
 1: Main Street & McKercher Blvd PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	30	100	48	26	4	87	472	46	9	1068	94
Future Volume (vph)	112	30	100	48	26	4	87	472	46	9	1068	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	0.96		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.98	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.98		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1794	1613		1707	1793		1805	1854		1805	1839	
Flt Permitted	0.74	1.00		0.63	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1393	1613		1134	1793		1805	1854		1805	1839	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	113	30	101	48	26	4	88	477	46	9	1079	95
RTOR Reduction (vph)	0	86	0	0	3	0	0	2	0	0	2	0
Lane Group Flow (vph)	113	45	0	48	27	0	88	521	0	9	1172	0
Confl. Peds. (#/hr)	4		12	12		4	1					1
Confl. Bikes (#/hr)			5			5			5			5
Heavy Vehicles (%)	0%	0%	0%	4%	0%	25%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	14.1	14.1		14.1	14.1		8.5	64.2		1.2	57.0	
Effective Green, g (s)	14.1	14.1		14.1	14.1		8.5	64.2		1.2	57.0	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.09	0.67		0.01	0.60	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.2	5.3		5.2	5.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	205	238		167	264		160	1246		22	1097	
v/s Ratio Prot		0.03			0.01		c0.05	0.28		0.00	c0.64	
v/s Ratio Perm	c0.08			0.04								
v/c Ratio	0.55	0.19		0.29	0.10		0.55	0.42		0.41	1.07	
Uniform Delay, d1	37.8	35.7		36.2	35.2		41.7	7.1		46.8	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.2	0.4		1.0	0.2		4.0	0.2		11.9	47.3	
Delay (s)	40.9	36.1		37.2	35.4		45.7	7.4		58.7	66.5	
Level of Service	D	D		D	D		D	A		E	E	
Approach Delay (s)		38.3			36.5			12.9			66.5	
Approach LOS		D			D			B			E	
Intersection Summary												
HCM 2000 Control Delay			46.6				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			95.5				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			102.5%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis - Total Traffic Conditions with Lane Reduction
 2: Main Street & Empty Saddle Trail
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	47	18	606	1195	114
Future Volume (Veh/h)	5	47	18	606	1195	114
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	51	20	659	1299	124
Pedestrians	17			2		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	3.5			3.5		
Percent Blockage	2			0		
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage (veh)				2	2	
Upstream signal (ft)					861	
pX, platoon unblocked	0.41	0.41	0.41			
vC, conflicting volume	2077	1380	1440			
vC1, stage 1 conf vol	1378					
vC2, stage 2 conf vol	699					
vCu, unblocked vol	2891	1211	1355			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	44	90			
cM capacity (veh/h)	109	91	210			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	
Volume Total	5	51	20	659	1423	
Volume Left	5	0	20	0	0	
Volume Right	0	51	0	0	124	
cSH	109	91	210	1700	1700	
Volume to Capacity	0.05	0.56	0.10	0.39	0.84	
Queue Length 95th (ft)	4	63	8	0	0	
Control Delay (s)	39.6	85.5	24.0	0.0	0.0	
Lane LOS	E	F	C			
Approach Delay (s)	81.4		0.7		0.0	
Approach LOS	F					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			80.6%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis Total Traffic Conditions with Lane Reduction
 3: Main Street & North driveway
 2016 PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	26	598	21	13	1230
Future Volume (Veh/h)	19	26	598	21	13	1230
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	20	28	636	22	14	1309
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)				1047		
pX, platoon unblocked	0.44					
vC, conflicting volume	1985	648			659	
vC1, stage 1 conf vol	648					
vC2, stage 2 conf vol	1337					
vCu, unblocked vol	2610	648			659	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	84	94			98	
cM capacity (veh/h)	125	470			928	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	48	658	14	1309		
Volume Left	20	0	14	0		
Volume Right	28	22	0	0		
cSH	218	1700	928	1700		
Volume to Capacity	0.22	0.39	0.02	0.77		
Queue Length 95th (ft)	20	0	1	0		
Control Delay (s)	26.1	0.0	8.9	0.0		
Lane LOS	D		A			
Approach Delay (s)	26.1	0.0	0.1			
Approach LOS	D					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			74.7%		ICU Level of Service	D
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis - Total Traffic Conditions with Lane Reduction
 4: Main Street & South driveway PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	1	30	0	7	0	604	24	11	1212	5
Future Volume (Veh/h)	5	0	1	30	0	7	0	604	24	11	1212	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	0	1	32	0	7	0	636	25	12	1276	5
Pedestrians								7				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								1				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage (veh)								2			2	
Upstream signal (ft)											1284	
pX, platoon unblocked	0.45	0.45	0.45	0.45	0.45		0.45					
vC, conflicting volume	1946	1970	1278	1956	1960	656	1281			668		
vC1, stage 1 conf vol	1302	1302		656	656							
vC2, stage 2 conf vol	643	668		1301	1305							
vCu, unblocked vol	2485	2541	1010	2510	2519	656	1016			668		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	99	72	100	98	100			99		
cM capacity (veh/h)	113	125	133	113	124	466	312			925		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	6	39	0	661	12	1281						
Volume Left	5	32	0	0	12	0						
Volume Right	1	7	0	25	0	5						
cSH	116	131	1700	1700	925	1700						
Volume to Capacity	0.05	0.30	0.00	0.39	0.01	0.75						
Queue Length 95th (ft)	4	29	0	0	1	0						
Control Delay (s)	37.7	43.8	0.0	0.0	8.9	0.0						
Lane LOS	E	E			A							
Approach Delay (s)	37.7	43.8	0.0		0.1							
Approach LOS	E	E										
Intersection Summary												
Average Delay				1.0								
Intersection Capacity Utilization			74.1%		ICU Level of Service					D		
Analysis Period (min)			15									

ATTACHMENT J
RIGHT-TURN LANE WARRANT ANALYSIS WORKSHEETS

Hailey Retail Development TIS
 Right Turn Warrant at Northern Driveway
 (Main Street as 4 Lanes)

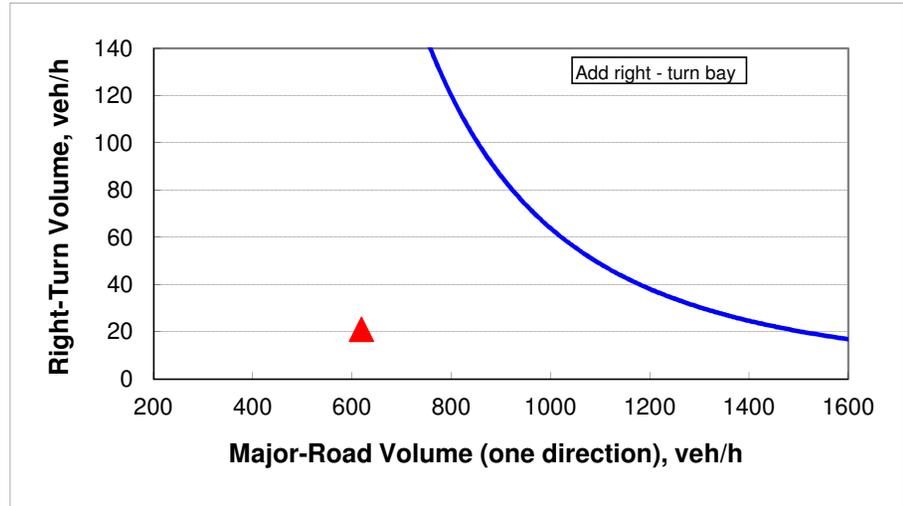
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	619
Right-turn volume, veh/h:	21

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	248
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



Hailey Retail Development TIS
 Right Turn Warrant at Southern Driveway
 (Main Street as 4 Lanes)

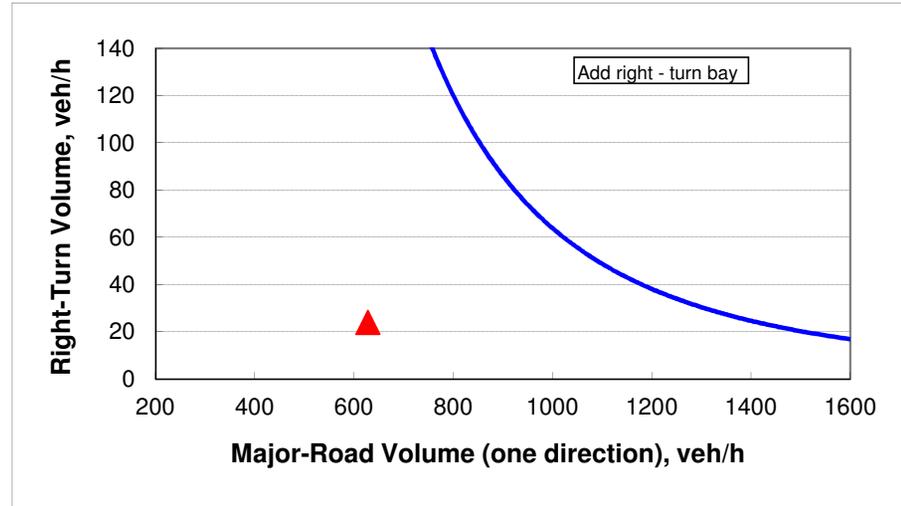
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

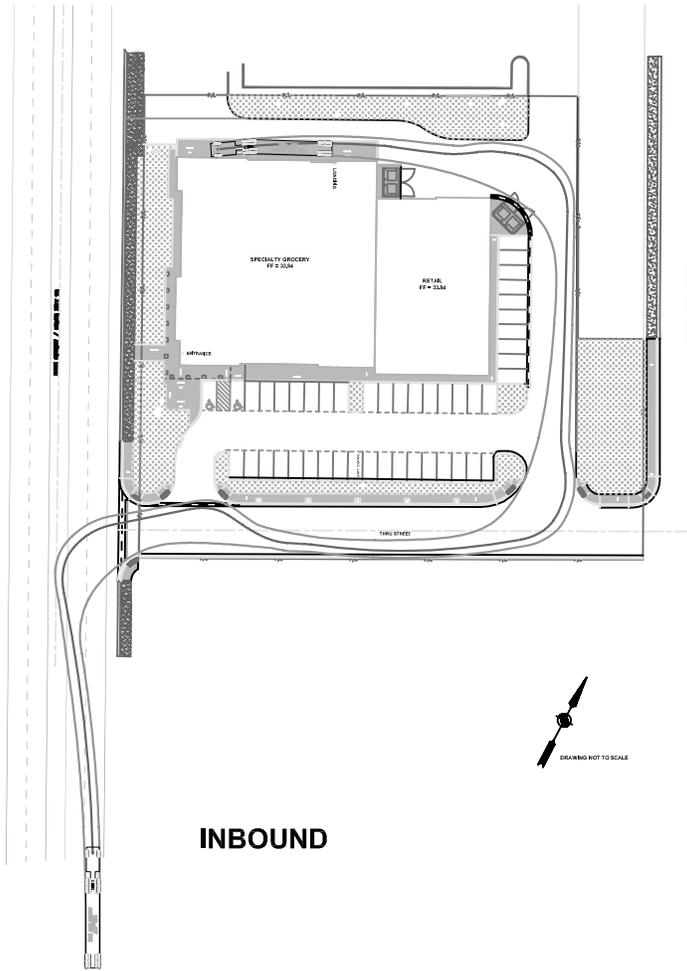
Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	628
Right-turn volume, veh/h:	24

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	238
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



ATTACHMENT K
TRUCK CIRCULATION REVIEW



INBOUND

