

**AGENDA**  
**HAILEY PLANNING & ZONING COMMISSION**  
**Monday, February 1, 2021**  
**Virtual Meeting**  
**5:30 p.m.**

From your computer, tablet or smartphone: <https://www.gotomeet.me/CityofHaileyPZ>

Via One-touch dial in by phone: <tel:+15713173122,,506287589#>

Dial in by phone: United States: +1 (571) 317-3122 Access Code: 506-287-589

**Call to Order**

**Public Comment for items not on the agenda**

**Consent Agenda**

**CA 1** Adoption of the Meeting Minutes from the January 19, 2021 PZ Hearing. **ACTION ITEM.**

**Public Hearing**

**PH 1** Consideration of Zone Change Applications submitted by Silver Creek Property Holdings, LLC, and Larry Green, L.L. Greens, for an amendment to the City of Hailey Zoning District Map, Section 17.05.020. Proposed changes include amendments from Limited Business (LB) and General Residential (GR) to Business (B) and change from Limited Residential 1 (LR 1) to General Residential (GR) and Downtown Residential Overlay (DRO) Districts. **ACTION ITEM.**

**PH 2** Consideration of a Conditional Use Permit Application submitted by Silver Creek Property Holdings, LLC, represented by Bliss Architecture, for an auto dealership and related auto repair/maintenance, to be located at Lot 1, Block 2, Northridge X (21 E McKercher Blvd), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street) within the Limited Business (LB), General Residential (GR) and Downtown Residential Overlay (DRO) Zoning Districts. This project will be heard concurrently with a Design Review Pre-Application and Rezone Application. **ACTION ITEM.**

**PH 3** Consideration of a Design Review Pre-Application by Silver Creek Property Holdings, LLC, and Larry Green, L.L. Greens, represented by Bliss Architecture. Three design options are presented. **ACTION ITEM.**

**Staff Reports and Discussion**

**SR 1** Discussion of current building activity, upcoming projects, and zoning code changes.

**SR 2** Discussion of the next Planning and Zoning meeting: **February 16, 2021**

- DR: Kearns
- DR: Kavanagh
- District Use Text Amendment to GR setbacks

**Return to Agenda**

**Meeting Minutes**  
**HAILEY PLANNING & ZONING COMMISSION**  
**Tuesday, January 19, 2021**  
**Virtual Meeting**  
**5:30 p.m.**

From your computer, tablet or smartphone: <https://www.gotomeet.me/CityofHaileyPZ>

Via One-touch dial in by phone: <tel:+15713173122,506287589>

Dial in by phone: United States: +1 (571) 317-3122 Access Code: 506-287-589

**Present**

**Commission:** Dan Smith, Richard Pogue, Janet Fugate, Owen Scanlon, Dustin Stone

**Staff:** Lisa Horowitz, Robyn Davis, Jessica Parker

[5:29:59 PM](#) Chair Fugate called to order.

[5:30:08 PM](#) Public Comment for items not on the agenda. No Comment.

[5:30:55 PM](#) **Consent Agenda**

**CA 1** Adoption of the Meeting Minutes from the January 4, 2021 PZ Hearing. **ACTION ITEM.**

**CA 2** Adoption of Findings of Fact, Conclusions of Law and Decision of a Design Review Application by Butterfly, LLC, represented by B.Y.L.A. Landscape Architects, for a new mixed-use development consisting of two (2) live-work units, each unit is 943 square feet. A detached 1,485 square foot two bay garage is also proposed. This project is located at Lots 2D, Block 3, Airport West Subdivision #2 (1911 Lear Lane) within the SCI Industrial (SCI-I) Zoning District. **ACTION ITEM.**

**CA 3** Adoption of Findings of Fact, Conclusions of Law and Decision of a Design Review Application by Concrete Construction Supply (C.C.S.), represented by Insight Architects, for a 3,705 square foot single-story commercial building. This proposal includes a display area, office and warehouse. This project is located at Lot 18 and 19, Block 43, Woodside Subdivision #10 (4060 Black Oak Dr and 4130 Black Oak Dr) within the Light Industrial (LI) Zoning District. **ACTION ITEM.**

[5:31:14 PM](#) Scanlon motioned to approve CA 1, CA 2 and CA 3. Smith seconded. All in Favor.

**Public Hearing**

**PH 1** [5:32:20 PM](#) Consideration of a Design Review Pre-Application by Hailey Airport Inn, LLC, represented by Owen Scanlon, for the addition of two (2) new three-story apartment buildings. Building One will consist of three (3) one-bedroom units and nine (9) two-bedroom units, ranging in size from 484 square feet to 745 square feet. Building Two will include four (4) one-bedroom units, two (2) two-bedroom units and three (3) three-bedroom units, ranging in size from 598 square feet to 1,020 square feet. This project is located at Lot 1A, Block 137, Hailey Townsite (804 South 4<sup>th</sup> Avenue) within the Limited Business (LB) Zoning District. **ACTION ITEM.**

[5:33:35 PM](#) Scanlon recused himself from PH 1.

[5:33:50 PM](#) Davis introduced project, and summarized remodel approved in 2017. Davis explained applicant is here to complete the proposed remodel from 2017. Davis turned floor over to applicant.

Owen Scanlon, Architect, summarized the proposed buildings to be built. Scanlon explained location of each building with a total of 20 units, that parking meets requirements and noted location of snow storage. Scanlon stated some snow may be hauled offsite. Scanlon went on to explain the layout of the buildings, the unit floor plans of each building, elevations and colors to be used.

[5:40:42 PM](#) Stone asked if the back of the stairwell will be the same siding. Scanlon confirmed.

[5:42:07 PM](#) Horowitz asked what the total square footage is. Scanlon stated 7,651 square feet for building one and 6,682 square feet on building 2.

[5:43:00 PM](#) Smith asked the total height of the building. Scanlon stated it was 34'7".

[5:43:51 PM](#) Pogue asked if construction would be done in one phase. Scanlon stated that is to be determined, may do building 1 then building 2. Pogue asked where the bicycle rack is located. Scanlon described areas for bicycle and motorcycle parking. Pogue asked if there is storage provided in the stairwells. Scanlon confirmed and each unit has a storage closet that is approximately 4'x8'.

[5:45:32 PM](#) Smith asked if the ground floor storage units are for the tenants or maintenance crew. Scanlon believes it will be used for maintenance crew at this time.

[5:46:20 PM](#) Stone asked what the site is being used for now. Scanlon stated it is being used for snow storage and extra parking. Stone asked for total parking spots adding. Davis pointed out location of new parking sites and confirmed a total of 28 new parking spaces.

[5:48:01 PM](#) **Chair Fugate opened public comment.**

[5:49:13 PM](#) Elizabeth Jeffery, 201 N 3<sup>rd</sup>, glad looking at affordable housing. She is concerned about no winter storage for bicycles and/or ski equipment. She would love to see a EV charging station installed for future clean energy plans.

[5:49:32 PM](#) **Chair Fugate closed public comment.**

[5:49:48 PM](#) Pogue likes the like color and banding. Pogue believes the brown will work on the roof and trim for windows. Pogue believes Jeffery had a good idea about putting a charging station in.

[5:51:01 PM](#) Smith believes the horizontal bands accentuate the length of the buildings, he is wondering if there is some way to add more vertical in the stairwells in the back as well as mirroring the gable on the back similar to what was done to the front. Smith stated given the number of units and size, suspects will have children present and would like to know if have space for picnic or play area. Smith agrees with idea of including EV charging. Smith believes this is a nice project.

[5:53:31 PM](#) Stone asked if possible to make the two buildings feel more like four instead of two. Stone stated something that divides these up from the front and back would be helpful. Stone likes the color palate. Stone agrees with comment for additional storage and believes EV charging may be needed to be addressed in future. Stone is interested in possibility of producing two EV charging spots. Stone asked if this project is coincidence with any changes to the Airport Inn or if that is staying the same. Scanlon confirmed Airport Inn is staying the same.

[5:56:37 PM](#) Chair Fugate agrees the breakup of the façade is important. Chair Fugate confirmed Scanlon will look into the chagrining stations and let them know if possible. Chair Fugate confirmed storage size is 4'x8'. Scanlon confirmed. Chair Fugate complimented the project. Chair Fugate confirmed no central laundry area. Scanlon explained each unit will have its own stacked washer dryers. Chair Fugate stated looks forward to seeing the landscaping as it comes available. Chair Fugate asked if there will be a maintenance manager and complex manager. Scanlon confirmed.

### **Staff Reports and Discussion**

**SR 1** Discussion of current building activity, upcoming projects, and zoning code changes.

**SR 2** Discussion of the next Planning and Zoning meeting: **February 1, 2021**

- Rezone: Silver Creek Property Holdings and LL Greens
- DR Pre-App: Silver Creek Property Holdings and LL Greens
- CUP: Silver Creek Property Holdings and LL Greens

[6:00:32 PM](#) Horowitz summarized upcoming projects for next hearing.

[6:01:05 PM](#) Horowitz explained change to previous approved project – River Street Apartments. Horowitz stated if any significance change will bring it back to the board. Chair Fugate stated to have Scanlon review the project changes.

[6:05:27 PM](#) Horowitz and Davis provided update on proposed campground.

[6:08:36 PM](#) Smith requested to have the information on the next meeting as soon as available.

[6:10:05 PM](#) Scanlon motioned to adjourn. Pogue seconded. All in Favor.

**Return to Agenda**



## STAFF REPORT

### Hailey Planning and Zoning Commission

### Regular Meeting of February 1, 2021

**To:** Hailey Planning & Zoning Commission

**From:** Lisa Horowitz, Community Development Director  
Robyn Davis, Community Development City Planner

**Overview:** Rezone regarding an amendment to Zoning District Map – change from Limited Business (LB) and General Residential (GR) to Business (B), and change from Limited Residential (LR-1) to General Residential (GR) and Downtown Residential Overlay (DRO) Districts.

**Hearing:** February 1, 2021

---

**Applicant:** Silver Creek Property Holdings, LLC and L.L. Greens

**Request:** Consideration of Zone Change Applications submitted by Silver Creek Property Holdings, LLC, and Larry Green, L.L. Greens, for an amendment to the City of Hailey Zoning District Map, Section 17.05.020. Proposed changes include amendments from Limited Business (LB) and General Residential (GR) to Business (B), and change from Limited Residential (LR-1) to General Residential (GR) and Downtown Residential Overlay (DRO) Districts. This project will be heard concurrently with a Design Review Pre-Application and Conditional Use Permit Application.

Property Owner	Address	Current Zone	Requested Zone
West of First LLC	Lot 1, Block 2, Northridge X (21 East McKercher Blvd)	Limited Business and Downtown Residential Overlay (DRO)	Business (B) and would remain within the Downtown Residential Overlay (DRO)
West of First LLC	Lot 1, Block 27, Northridge IX	Limited Residential (LR 1)	General Residential (GR) and Downtown Residential Overlay (DRO)
FJZ LLC	FR SESW TL 7589 SEC 4 2N 18E (910 North Main Street)	General Residential (GR) and Downtown Residential Overlay (DRO)	Business (B) and would remain within the Downtown Residential Overlay (DRO)

**Location:** Lot 1, Block 2, Northridge X (21 E McKercher Blvd), FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street)

**Current Zoning:** Limited Business (LB), Limited Residential (LR-1) and General Residential (GR)

**Proposed Zoning:** Business (B), General Residential (GR) and Downtown Residential Overlay (DRO).

**Notice:** Notice for the public hearing scheduled for was published in the Idaho Mountain Express January 13, 2021 and mailed to property owners and agencies within 300 feet on January 12, 2021. Notice was posted on the property on January 22, 2021.

**Background:** Silver Creek Ford is partnering with L.L. Greens to develop vacant property at the north end of Main Street for the following uses. Three (3) lots are involved, totaling 5.4 acres. The property is bounded by Main Street, McKercher Boulevard, First Avenue and Cobblestone Lane. The three (3) properties surround the AmericInn Hotel.

Three (3) design options are presented, which will be discussed in the Preapplication Design Review Staff Report. Design options include:

- A new two-story car dealership and automotive repair building, approximately 20,533 square feet in size, to be located at FR SESW TL 7589 SEC 4 2N 18E (910 North Main Street);
- A new two-story hardware store, approximately 16,178 square feet in size, to be located at Lot 1, Block 2, Northridge X (21 East McKercher Blvd)
- 44-48 new residential units averaging approximately 750 square feet in size, located in either six (6) or eight (8) buildings, to be located at Lot 1, Block 27, Northridge IX

Further analysis of Silver Creek Ford's proposed Automobile Dealership and Automotive Maintenance and Repair Shop can be found in the accompanied Conditional Use Permit Staff Report.

**Application:** The Applicant is requesting an amendment to the City of Hailey Zoning District Map with a Rezone Application. The proposed changes would rezone Lot 1, Block 2, Northridge X (21 East McKercher Blvd) from Limited Business (LB) and Downtown Residential Overlay (DRO) to Business (B) and would remain within the Downtown Residential Overlay (DRO); FR SESW TL 7589 SEC 4 2N 18E (910 North Main Street) from General Residential (GR) and Downtown Residential Overlay (DRO) to Business (B) and would remain within the Downtown Residential Overlay (DRO); and Lot 1, Block 27, Northridge IX from Limited Residential (LR-1) to General Residential (GR) and Downtown Residential Overlay (DRO).

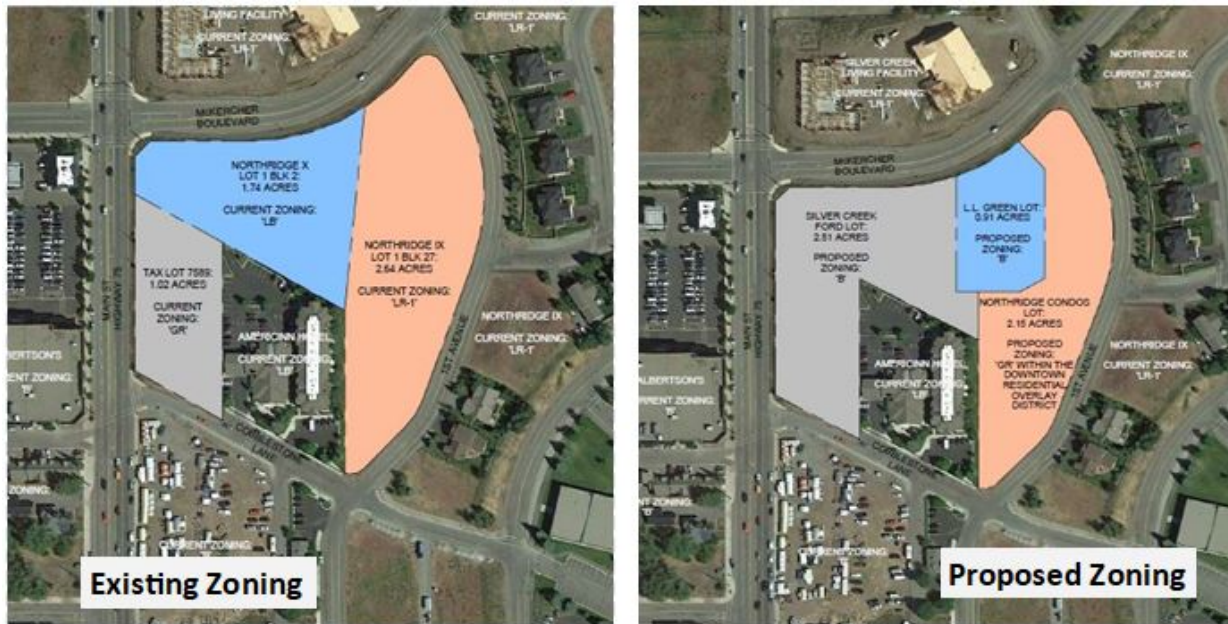
Current Zoning is as follows:

Property Owner	Address	Current Zone	Requested Zone
West of First LLC	Lot 1, Block 2, Northridge X (21 E McKercher Blvd)	Limited Business and Downtown Residential Overlay (DRO)	Business (B) and would remain within the Downtown Residential Overlay (DRO)
West of First LLC	Lot 1, Block 27, Northridge IX	Limited Residential 1 (LR 1)	General Residential (GR) and Downtown Residential Overlay (DRO)



FJZ LLC	FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street)	General Residential (GR) and Downtown Residential Overlay (DRO)	Business (B) and would remain within the Downtown Residential Overlay (DRO)
---------	--	--	--

As described in the above table and shown in the image below, there are three (3) parcels the Applicant is requesting a zone change for.



**Analysis and Discussion:** The subject property is located on the northern edge of downtown, on the east side of Main Street. The parcels are vacant and the AmericInn is nestled between the three (3) lots. The area is primarily commercial, but transitions to residential along First Avenue. Properties to the south and west are zoned Business (B) and are located within the Downtown Residential Overlay (DRO), and the property to the north, occupied by Silver Creek Assisted Living (31 East McKercher Boulevard), is zoned Limited Residential (LR-1).

- Purposes of Zone Districts. Business (B):** The purpose of the B District is to provide areas for general business and commercial activities and a limited number of residential uses. The Applicant is proposing that two of the three parcels, originally zoned General Residential (910 North Main Street) and Limited Business (21 East McKercher Boulevard), both within the Downtown Residential Overlay (DRO), be zoned Business (B) and remain in the DRO.

The change in zoning at 910 North Main Street and 21 East McKercher Boulevard, under a Conditional Use Permit, would allow for Automobile Dealerships, and Automotive Repair and Maintenance, whereas under the Limited Business (LB) Zone District, Automobile Dealerships, and Maintenance and Repair, are not permitted.

The Silver Creek Ford Dealership, residing currently at 920 South Main Street, is a long-standing business in Hailey that is looking to expand, update and relocate its facility to the undeveloped

parcels noted above. Silver Creek Ford is proposing to combine the two parcels into one parcel (approximately 2.44 acres) and rezone said parcel to Business (B) within the DRO (see image above). To further support the rezone request, the Applicant has stated:

- The rezone from GR and LB to Business would align with the use and zoning of the DRO District along the Main Street Corridor, as every lot within the DRO on both sides of Main Street are currently zoned Business;
- The rezone is a logical extension of the Business District and would not create a spot zoning condition within the area;
- The rezone will retain a compact City comprised of a central downtown with surrounding diverse neighborhoods, areas and characteristics;
- The rezone will further support downtown as the area containing the greatest concentration of commercial, cultural and civic activity;
- By rezoning 910 North Main Street from GR to Business and 21 East McKercher Boulevard from LB to Business, both will allow for commercial and retail development along the Main Street Corridor.

**General Residential (GR): The purpose of the GR District is to provide areas for a variety of residential uses, and a limited number of other uses compatible with this type of residential development. The intent is to preserve the favorable amenities associated with a residential neighborhood.** Located near the north entrance of the City, the subject parcel is undeveloped and underutilized. The Applicant is proposing to rezone the parcel (Lot 1, Block 27, Northridge IX) from Limited Residential (LR-1) to General Residential (GR), and include it within the Downtown Residential Overlay (DRO). This rezone would reduce the parcel size to 2.06 acres.

Per the Applicant, the change in zoning would protect the traditional character and scale of the residential zoning districts; however, provide a higher density of residential infill adjacent to the Main Street Corridor. Additionally, the rezone will provide a residential buffer between the existing single-family homes and lower density housing (east side of First Avenue) and the existing/proposed commercial uses to the west.

The inclusion and modification of the DRO is also a logical and continuous extension of the boundary, and would not create an island or isolated pocket within the district. **The purpose of the DRO District is to promote the health, safety and welfare of current and future residents of the City of Hailey; to modify the density, bulk and parking requirements of certain areas of the Business, Limited Business and General Residential Zoning Districts in order to encourage the development of mid-density residential housing to help meet the housing needs of the community; to encourage infill while retaining neighborhood character; to create sufficient flexibility to allow for desirable development; to conserve building resources; and to enhance neighborhoods with increased pedestrian orientation, all in accordance with the City of Hailey Comprehensive Plan, for the desirable future development of the City of Hailey.** There is a documented need for housing within the City of Hailey and the Wood River Valley. By including the subject parcel within the DRO, City Staff feels we are working toward fulfilling an unmet need – providing a mid-range housing development, subject to Design Review, in an area within walking distance to many town services; an amenity to the area.

**Summary of Uses:** The proposed zone changes would increase the range of uses permitted on these

properties, as well as provide greater flexibility with density, setback and bulk requirements. Comparisons of existing and proposed rezones are noted below.

- 2. Density, Setback and Bulk Requirement Comparison:** The density, setbacks and other bulk requirements would see the following changes, if rezoned as proposed:

Address/Parcel/Use		Existing Zone District	Proposed Zone District
<b>910 North Main Street (FR SESW TL 7589 SEC 4 2N 18E) – Silver Creek Ford</b>		<b>GR/DRO</b>	<b>B/DRO</b>
Setbacks	Minimum front yard setback (feet)	20	0 <sup>7</sup>
	Minimum side yard setback (feet)	10 <sup>7, 19, 20</sup>	0 <sup>7, 19, 20</sup>
	Minimum rear yard setback (feet)	10 <sup>7, 19, 20</sup>	0 <sup>7, 19, 20</sup>
Height	Maximum building Height	35'	35'
Notes	7.	Townhouse unit shall be allowed 0 setbacks from the lot lines created by a townhouse subplot and the separation of the building containing townhouse units in a townhouse development parcel shall be not less than 6 feet as measured between any wall or any projection of a building, including, but not limited to, eaves, cornices, canopies, or other similar roof overhang features, pergolas, chimney chases, bay windows, decks, steps, wainscot, and utility meters; or the minimum distance required by the IBC and IFC, whichever is greater.	
	19.	See also subsections <a href="#">17.07.010</a> F and G of this title.	
	20.	See also subsections <a href="#">17.07.010</a> F and G of this title.	

The existing parcel at 910 North Main Street (FR SESW TL 7589 SEC 4 2N 18E) is approximately 1.02 acres. It is zoned GR and is within the DRO. This parcel is a remnant zone (only parcel within the area and along Main Street that is zoned GR), and is not appropriate for this part of town.

Within the GR Zone District, the underlying density is 10 units per acre and has a maximum lot coverage of 40%. That said, the parcel is also located within the DRO, and within the DRO, the use and bulk requirements shall meet those of the underlying zoning district; however, some have been amended to allow for no maximum residential percentage on the ground level, and no provisions for residential units per acre applies. Additionally, density is limited by required open space, parking, landscaping and the Design Review Standards.

By reconfiguring and rezoning the existing parcel to Business (new parcel size would be approximately 2.44 acres), the proposed use, Silver Creek Ford Automobile Dealership, and Automotive Maintenance and Repair, would be permitted as a Conditional Use within the district. The change in zoning districts could also result in a building setback of zero (0) feet on all sides of the property line (in Business Zone District) rather than setbacks of 20 feet in the front yard and 10 feet in the side yards and rear (in General Residential Zone District). That said, the Applicant does not intend to construct the proposed

building on the property lines and has shown both the dealership and repair shop setback from Main Street, McKercher Boulevard, and all other property lines.

Address/Parcel/Use		Existing Zone District	Proposed Zone District
<b>21 East McKercher Boulevard (Lot 1, Block 2, Northridge X) – L.L. Greens</b>		<b>LB/DRO</b>	<b>B/DRO</b>
Setbacks	Minimum front yard setback (feet)	20	0 <sup>7</sup>
	Minimum side yard setback (feet)	10 <sup>7, 19, 20</sup>	0 <sup>7, 19, 20</sup>
	Minimum rear yard setback (feet)	10 <sup>7, 19, 20</sup>	0 <sup>7, 19, 20</sup>
Height	Maximum building Height	35'	35'
Notes	7.	Townhouse unit shall be allowed 0 setbacks from the lot lines created by a townhouse subplot and the separation of the building containing townhouse units in a townhouse development parcel shall be not less than 6 feet as measured between any wall or any projection of a building, including, but not limited to, eaves, cornices, canopies, or other similar roof overhang features, pergolas, chimney chases, bay windows, decks, steps, wainscot, and utility meters; or the minimum distance required by the IBC and IFC, whichever is greater.	
	19.	See also subsections <a href="#">17.07.010</a> F and G of this title.	
	20.	See also subsections <a href="#">17.07.010</a> F and G of this title.	

The existing parcel at 21 East McKercher (Lot 1, Block 2, Northridge X) is approximately 1.74 acres. It is zoned LB and is within the DRO. Within the LB Zone District, the underlying density is 20 units per acre and does not have a maximum lot coverage. That said, the parcel is also located within the DRO, and within the DRO, the use and bulk requirements shall meet those of the underlying zoning district; however, some have been amended to allow for no maximum residential percentage on the ground level, and no provisions for residential units per acre applies. Additionally, density is limited by required open space, parking, landscaping and the Design Review Standards.

This reconfiguration and zone change (new parcel size would be approximately 0.90 acres) is a logical extension of the Business Zone District and would not create a spot zoning condition within the area. Furthermore, the zone change would allow for commercial and retail development along the Main Street Corridor.

The proposed use, L.L. Greens, another long-standing business in the City of Hailey, is permitted in the Business Zone District. The change in zoning districts could result in a building setback of zero (0) feet on all sides of the property line (in Business Zone District) rather than setbacks of 20 feet in the front yard and 10 feet in the side yards and rear (in Limited Business Zone District). The Applicant does not intend to construct the proposed building on the property lines (in any alternative) and has shown the building setback from all property lines.

The maximum building height in the LB Zone District is 35'. The maximum building height in the Business District shall be thirty-five feet (35'), except a building containing at least one (1) residential dwelling unit shall have a maximum height of forty feet (40'). A residential unit for the proposed use (L.L. Greens) is not shown on the drawing set; therefore, the maximum height for the building within the Business District is 35'. Additionally, any building exceeding thirty feet (30') shall comply with relevant sections and appendices of the IFC, such as, fire access lanes, provisions for exterior roof access, and provisions of sprinkler systems. No building may exceed three (3) stories from the street frontage. L.L. Greens is proposed to be two (2) stories in height.

Address/Parcel/Use		Existing Zone District	Proposed Zone District
<b>Address TBD (Lot 1, Block 27, Northridge IX) – Northridge Condos</b>		<b>LR-1</b>	<b>GR/DRO</b>
Setbacks	Minimum front yard setback (feet)	25	20
	Minimum side yard setback (feet)	10 <sup>3, 19, 20</sup>	10 <sup>7, 19, 20</sup>
	Minimum rear yard setback (feet)	10 <sup>3, 19, 20</sup>	10 <sup>7, 19, 20</sup>
Height	Maximum building Height	30'	35'
Notes	3.	The setback from the adjacent property shall be 1 foot for every 2 feet of building height for all portions of the building exceeding 20 feet in height, provided, however, no side or rear yard shall be less than 10 feet. See the figure located at section <a href="#">17.04B.050</a> of this title for more explanation.	
	7.	Townhouse unit shall be allowed 0 setbacks from the lot lines created by a townhouse subplot and the separation of the building containing townhouse units in a townhouse development parcel shall be not less than 6 feet as measured between any wall or any projection of a building, including, but not limited to, eaves, cornices, canopies, or other similar roof overhang features, pergolas, chimney chases, bay windows, decks, steps, wainscot, and utility meters; or the minimum distance required by the IBC and IFC, whichever is greater.	
	19.	See also subsections <a href="#">17.07.010</a> F and G of this title.	
	20.	See also subsections <a href="#">17.07.010</a> F and G of this title.	

The existing parcel at Lot 1, Block 27, Northridge IX is approximately 2.64 acres. It is zoned LR-1 and is not within the DRO. Within the LR Zone District, mixed-use and multifamily units are not permitted without a zone change. The addition of an overlay, like the DRO, offers greater flexibility with bulk requirements.

The Applicant is proposing to rezone the newly configured parcel (new parcel size would be 2.06 acres) to General Residential, and within the DRO. By rezoning the parcel, the Applicant would construct 44-48 new residential units averaging approximately 750 square feet in size, located in either six (6) or eight

(8) buildings. This density would be allowed and per the Comprehensive Plan, is encouraged within the area.

As is, and without reconfiguring the lot lines of Lot 1, Block 27, Northridge IX, the Applicant would be able to construct approximately 14 single-family homes on the parcel. With a rezone to GR and without the DRO, the Applicant could construct 10 units per acre or approximately 20 residential units, which would include multifamily or single-family residential units. The proposed change in zoning to GR and within the DRO would permit the proposed density - a total of 44-48 dwelling units, dependent upon design alternative. That said, the Commission may wish to discuss and/or consider limiting the density to less units under a Development Agreement.

Per the Applicant, the proposed change in zoning (to GR and within the DRO) would protect the traditional character and scale of the residential zoning districts; however, provide a higher density of residential infill adjacent to the Main Street Corridor. Additionally, the rezone will provide a residential buffer between the existing single-family homes and lower density housing (east side of First Avenue) and the existing/proposed commercial uses to the west.

The change from LR to GR only minimally affects bulk, in the form of front yard setback and building height. The front yard setback would change from 20' to 25', and would place buildings 5' closer to 1<sup>st</sup> Avenue. The height change would allow for buildings to be 5' taller. The Commission may wish to discuss and/or consider limiting maximum building height between 35' and 40' with a Development Agreement.

Furthermore, the addition of the DRO would not change bulk, but would increase vehicular traffic due to the increase in number of residential units. Note that the current LR Zoning does not provide any 'step-down' in scale and size from the adjacent commercial uses. This may explain why this parcel remains undeveloped as single-family uses over the 20+ year life of the Northridge neighborhood buildout.

An additional requirement for useable open space shall be provided if the parcel were to be included in the DRO, as noted below. The useable open space requirement is not required in either the GR or LR Zoning Districts.

1. Useable open space of not less than ten percent (10%) of the total lot area shall be included in the project design. Useable open space shall not include private decks, patios or rooftop gardens.

The total lot area of this parcel is 2.06 acres or 89,733 square feet. Ten percent (10%) of this is 8,973 square feet, or the amount required for useable open space. The Applicant is proposing approximately 36% of the lot area or 32,627 square feet of useable open space on Lot 1, Block 27, Northridge IX.

3. **Existing Land Uses:** The subject property is located on the northern edge of downtown, on the east side of Main Street. The parcels are vacant and the AmericInn is nestled between the three (3) lots. The area is primarily commercial, but transitions to residential along First Avenue. Properties to the south (both vacant) and west (Albertsons Grocery and Stinker Gas Station) are zoned Business (B) and are located within the Downtown Residential Overlay (DRO). The property to the north, occupied by Silver Creek Assisted Living (31 East McKercher Boulevard), is zoned Limited Residential (LR-1).

**Criteria for Review:**

**17.14.060(A) Criteria Specified: When evaluating any proposed amendment under this Article, the**

**Commission shall make findings of fact on the following criteria:**

**1) 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 the rezone as Community Activity Areas, High Density Residential and Residential Buffer. The area in question sees varied land use opportunities given its location and size, and the Land Use Map purposefully does not demarcate between land uses that are specific to property boundaries, allowing for decision-making processes such as this to determine actual zoning boundaries.

**Silver Creek Ford.** This use is classified as an Automobile Dealership and Automotive Repair and Maintenance Facility, which is permitted as a conditional use within the Business Zone District, and is consistent with the purpose of the Business Zone District (see comments noted above). See further comments in the attached Conditional Use Permit Staff Report.

**L.L. Greens.** Pursuant the District Use Matrix, this use is classified as Mercantile within the Business Zone District. This use is permitted within the Business Zone District and is consistent with the purpose of said district -- Provide areas for general business and commercial activities and a limited number of residential uses.

Furthermore, the Comprehensive Plan calls for a strong retail core. The Comprehensive Land Use Map identifies this area as a Community Activity Area:

**Community Activity Areas – located at the north and south ends of Main Street Corridor. High density residential is encouraged. Commercial and mixed-use development is appropriate, but should be subordinate to the infill of Downtown.**

The proposed redevelopment is within a '1/4 Mile Service Area.' It is within walking distance of businesses that provide similar products and services. It is also within walking distance of other uses and activities not found within the Downtown Core.

The proposed development is within a Community Activity Area. It does not deter, detract, or compete with current and potential commercial activities within the Downtown Core. It will provide products and services that are not compatible with uses within the Downtown Core and Main Street Corridor. It's an infill project well within the City's limits. The site is not located near any waterways, floodplains, wildlife migration corridors, or near any avalanche or wildfire hazards. The proposed commercial development will be a year-round retail and service facility. It will serve the residents of both Hailey and Blaine County; potentially serving residents of Lincoln and Camas Counties as well. The proposed development will continue to help create economic diversity with products, services, and full-time jobs that are not directly dependent upon tourism and seasonal business. It will also provide local residents with quality products and services typically found in much larger cities than Hailey. The current location of the Silver Creek Ford Dealership is an assortment of outdated and inefficient industrial/commercial structures that provide insignificant historical or architectural value to the Main Street Corridor. Relocation of both Silver Creek Ford Dealership and L.L. Greens could allow for higher-density commercial and/or mixed-use developments.



The proposed development contributes to a year-round economy unrelated to the tourism industry. This project will bring civic activity to a vacant lot in Hailey's downtown, promote economic growth, as well as downtown diversity. In addition to providing competitive, career-oriented opportunities, more job opportunities are anticipated with the move and expansion of both businesses, Silver Creek Ford and L.L. Greens. Pay will vary depending on experience, and a variety of positions will become available – entry level positions and more experienced positions requiring certifications and/or specific trainings.

The Comprehensive Plan further states:

**A Land Use Map is a required element of the Land Use component of the Comprehensive Plan. Pursuant to Idaho Code requirements, the Land Use Map reflects suitable projected land uses for the City. The creation of a land use map establishes general direction for projected land uses within and adjacent to the city. The Land Use Map depicts broad community goals. When considering land use applications, site-specific data and circumstances should be balanced with the overall goals depicted on the map.**

Among others, the Application complies with the following goals and objectives of the Hailey Comprehensive Plan:

- 5.1 Retain a compact City comprised of a central downtown with surrounding diverse neighborhoods, areas and characteristics as depicted on the Land Use map.
- 5.2 Maintain Downtown as the area containing the greatest concentration of commercial, cultural and civic activity and the priority area of encouraging higher density commercial and mixed-use development.
- 6.1 Encourage a diversity of economic development opportunities within Hailey.
- 6.2 Encourage abundant, competitive and career-oriented opportunities for young workers.

**Northridge Condominiums.** The Hailey Comprehensive Plan also identifies housing as a high priority:  
**High Density Residential – 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.**

The Land Use Map identifies likely areas for housing. In addition to housing, the Plan stresses the importance of downtown housing, and the reason to plan for mixed-uses:

**Promoting mixed use in Downtown ensures a diversified, sustainable economic condition. Mixed-use buildings lining Downtown Main Street allow for commercial activity on the ground floor with residences or offices above. This type of planning helps maintain the neighborhood scale. These types of buildings also ensure round the clock activity and eyes on the street for added safety.**

While this project is not a traditional mixed-use project, in that the residential uses are not integrated into the commercial uses, the residential uses could serve as a buffer between commercial and the nearby single-family residential.

The Land Use Section describes High-Density Residential as follows:

**High Density Residential – 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.**

- 5.6 Manage and accommodate population growth by infill development and, when appropriate, minimal expansion by annexation and/or density increases.



- 5.7 Encourage development at the densities allowed in the Municipal Code.
- 7.2 Encourage projects and programs that seek to provide opportunities for cultural, cross-cultural and educational enrichment.
- 8.1 Encourage development that provides opportunities for home ownership and rental homes for individuals and families of all socioeconomic levels.

By rezoning Lot 1, Block 27, Northridge IX from Limited Residential (LR-1) to General Residential (GR) within the Downtown Residential Overlay (DRO), the change is compatible with the Comprehensive Plan, as it would facilitate the development of housing. The GR Zone District, paired with the DRO, would allow for varied setbacks and parking arrangements – both are necessary components of housing development.

Additionally, the request to include Lot 1, Block 27, Northridge IX within the DRO is compatible with the Comprehensive Plan Land Use Map, which calls for higher-density residential uses in the area.

**2) 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 to support the full range of uses permitted by the zone districts under consideration; however further analysis (described below) is needed to ensure services are available and sufficient to support the uses proposed. The buildings proposed would be compliant with the 2018 IBC, IRC and IFC. Depending on the building heights and total number of residential units, buildings may require a full sprinkler suppression system, include elevators and meet other code requirements. Streets, sidewalks, landscaping and other onsite improvements will be required as part of the Design Review process.

The change in zoning and the increase in residential uses from approximately 14 single-family homes permitted in LR to 44-48 residential units could have an impact on the Northridge Subdivision water pressure. The Applicant should provide an analysis of water demand associated with the increased residential density. The City Engineer does not believe that the proposed commercial uses will impact water demand above what is already permitted on the Main Street/McKercher Boulevard parcels under current zoning.

With regard to traffic and circulation, the Applicant has provided a Traffic Impact Study (attached). The study finds that the total project will generate 928 daily trips, of which 74 trips are within morning peak hours and 116 trips are within evening peak hour. These trip generation numbers can be managed by the roadway network in this area. Staff requests that the Applicant provide an analysis of the difference in trip generation volume (if any) from the proposal as compared to existing zoning.

Further analysis of all streets involved in the proposed development is as follows:

**Main Street.** Main Street contains a 5-lane road configuration between Cobblestone Lane and the McKercher Boulevard traffic light, which is the entire frontage of the proposed project. Traffic is high in this area. Staff concurs that the Main Street project entrance should be right in/right out, and should be

spaced at least 350 feet from the Main/McKercher traffic light, as shown in alternatives Versions 2 and 3. The entrance shown on Version 1 appears to be too close to the McKercher Boulevard intersection.

See Preapplication Design Review Staff Report for discussion regarding sidewalk width, landscaping, etc.

**McKercher Boulevard.** McKercher is an arterial street connecting Buttercup Road to Main Street and continuing west to River Street. A turn lane for southbound travel exists at the Main Street traffic light. Version 1 shows two entrances off of McKercher Boulevard, but pushes a third entrance around the corner (to service LL Greens) on to the residential street (1<sup>st</sup> Avenue). Staff does not find this to be preferred. Version 2 contains two entrances on McKercher, but results in the commercial building (LL Greens) to be pushed closer to 1st Avenue. Version 3 shows three entrances on McKercher, but the most easterly of these is a service entrance. Of the three entrances, the entrance closest to Main Street is appropriately shown as right in/right out. Staff concurs with the McKercher ingress/egress plan shown in Version 3.

See Preapplication Design Review Staff Report for discussion regarding sidewalk width, landscaping, etc.

**1<sup>st</sup> Avenue.** 1<sup>st</sup> Avenue is a residential street with a reasonably high traffic volume due to proximity of commercial uses and the Wood River Middle School, which is one block to the east. Version 1 contains a commercial entrance (LL Greens) on to 1<sup>st</sup> Avenue, which is not preferred. This version also shows an entrance to the residential apartments which contains a staggered offset from Winterberry Loop, also not preferred. Versions 2 and 3 show two residential ingress/egresses, of which the northerly ingress/egress is aligned with Winterberry Loop. Versions 2 and 3 are preferred along 1<sup>st</sup> Avenue.

See Preapplication Design Review Staff Report for discussion regarding sidewalk width, landscaping, etc.

**Cobblestone Lane.** Cobblestone Lane is a substandard connector street with a substandard skew angle. The portion of Cobblestone Lane in front of this property has no dedicated right-of-way. The road is located on a public easement which is located on the private property to the south (see attached plat). Cobblestone Lane carries high pedestrian traffic two times per day when Middle School starts and ends. Middle schoolers walk (most often in the road) from the Middle School west down Cobblestone Lane to the bus stop on Main Street (just south of the proposed project) or cross Main Street at the pedestrian-activated light connecting to Albertsons. Staff suggests that 20' of right-of-way be dedicated along the subject property frontage, so that eventually the street can have a 60' right-of-way. Due to the skew angle, an 80' right-of-way is not needed. The Public Works Director does not recommend any action regarding the skew angle at this time.

See Preapplication Design Review Staff Report for discussion regarding sidewalk width, landscaping, etc.

### **3) The proposed uses are compatible with the surrounding area; and**

The zones and overlays under consideration would follow the same bulk requirements as adjacent blocks within the Business Zone District, with the exception of the uses and bulk limitations described above. Proposed projects would be subject to Design Review, allowing for community input, and Commission discussion of compatibility. The area contains a variety of commercial, multifamily and single-family projects. The Commission should discuss in detail the increased building bulk of the

proposed projects, related to the change in zoning, and how it affects the adjacent areas of the subject property.

**4) The proposed amendment will promote the public health, safety and general welfare.**

City Staff notes a strong basis in the Hailey Comprehensive Plan for this type of amendment. These parcels have been vacant since their establishment as parcels. The proposed zone change would enable development of the site, and provide economic diversity with products, services, and full-time jobs that are not directly dependent upon tourism and seasonal business. It will also provide local residents with quality products and services typically found in much larger cities than Hailey.

Additionally, the City and the Wood River Valley have a documented need for housing. The Comprehensive Plan calls for housing initiatives. The current changes under consideration would allow for mid-range housing development, subject to Design Review, in an area within walking distance to many town services.

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

**17.14.040(B) Recommendation.**

- 1. 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.**
- 2. 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.**
- 3. 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 Hailey Municipal Code or Zoning Map can be amended.**

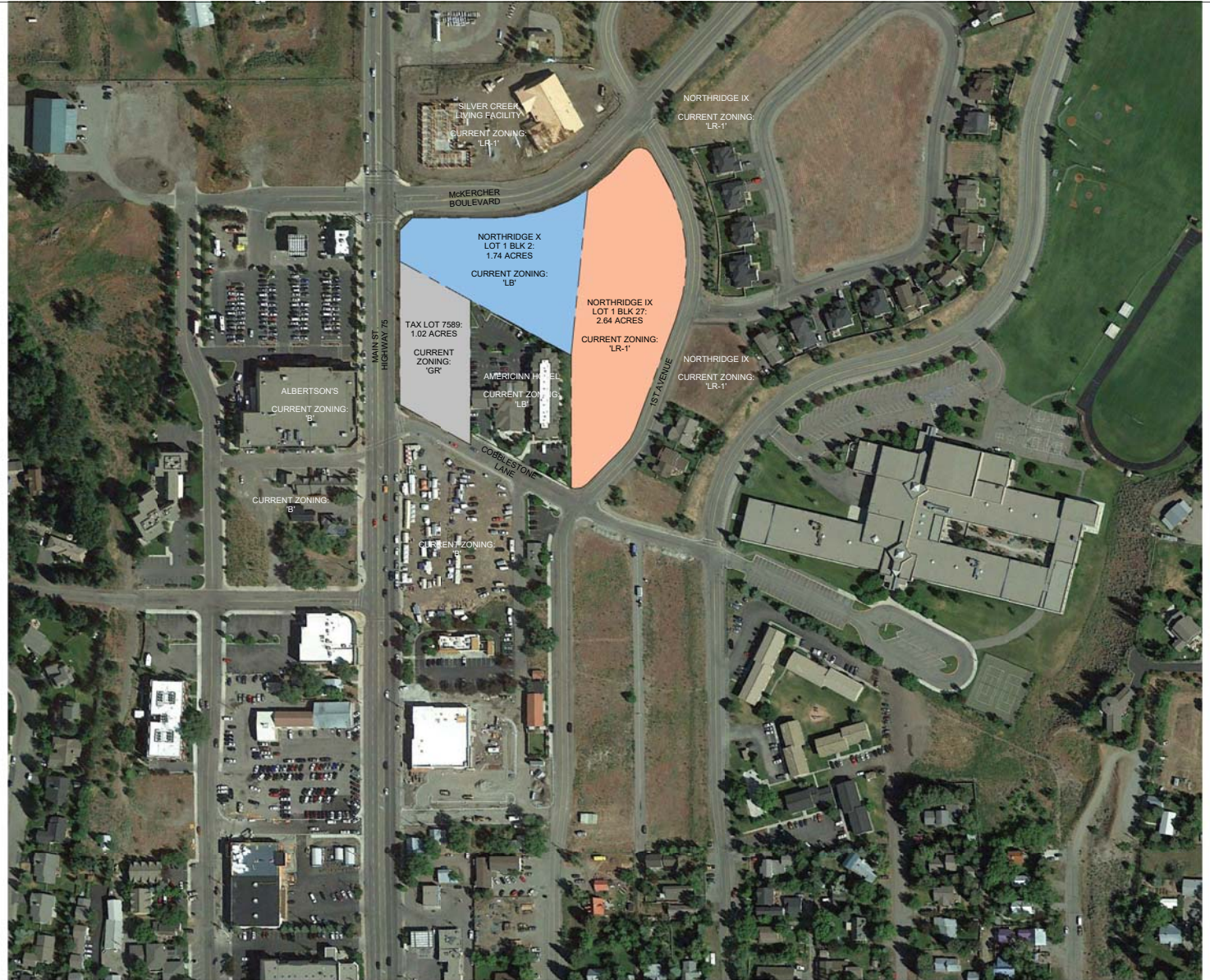
**Motion Language:**

**Approval:** Motion to approve the Rezone by Silver Creek Property Holdings, LLC, and L.L. Greens, for an amendment to the City of Hailey Zoning District Map, Section 17.05.010, Downtown Residential Overlay (DRO), Section 17.04R and General Residential (GR), Section 17.04C. The proposed changes would rezone Lot 1, Block 2, Northridge X (21 E. McKercher Blvd) from Limited Business (LB) and Downtown Residential Overlay (DRO) to Business (B) and would remain within the Downtown Residential Overlay (DRO); FR SESW TL 7589 SEC 4 2N 18E (910 N. Main Street) from General Residential (GR) and Downtown Residential Overlay (DRO) to Business (B) and would remain within the Downtown Residential Overlay (DRO); and Lot 1, Block 27, Northridge IX from Limited Residential (LR-1) to General Residential (GR) and Downtown Residential Overlay (DRO), finding that the changes are in accordance with the Comprehensive Plan, 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, the proposed uses are compatible with the surrounding area, and the proposed amendment will promote the public health, safety and general welfare.

**Denial:** Motion to deny the request for a Rezone by Silver Creek Property Holdings, LLC, and L.L. Greens, for an amendment to the City of Hailey Zoning District Map, Section 17.05.010, Downtown Residential Overlay (DRO), Section 17.04R and General Residential (GR), Section 17.04C. The proposed changes would rezone Lot 1, Block 2, Northridge X (21 E. McKercher Blvd) from Limited Business (LB) and Downtown Residential Overlay (DRO) to Business (B) and would remain within the Downtown Residential Overlay (DRO); FR SESW TL 7589 SEC 4 2N 18E (910 N. Main Street) from General Residential (GR) and Downtown Residential Overlay (DRO) to Business (B) and would remain within the Downtown Residential Overlay (DRO); and Lot 1, Block 27, Northridge IX from Limited Residential (LR-1) to General Residential (GR) and Downtown Residential Overlay (DRO), finding that \_\_\_\_\_ [Commission should cite which standards are not met and provide the reason why each identified standard is not met].

**Continuation:** Motion to continue the public hearing upon the request by Silver Creek Properties Holding, LLC, and L.L. Greens, to [the Commission should specify a date].



P.N.  
CONTEXT PLAN & EXISTING LOTS & ZONING  
SCALE: 1" = 100'-0"





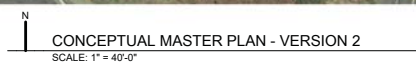
P.N.  
CONTEXT PLAN & PROPOSED LOTS & ZONING  
SCALE: 1" = 100'-0"





CONCEPTUAL MASTER PLAN - VERSION 1  
SCALE: 1" = 40'-0"









## LEGEND

LANDSCAPING - MATERIAL T.B.D.

CONC. PAVERS - COLOR/TYPE T.B.D.

ASPHALT PAVING

GRASSCRETE PAVING

## SILVER CREEK SITE & BLDG DATA

**SITE ADDRESS:**  
SOUTHEAST CORNER OF MAIN ST. AND MCKERCHER BLVD.  
HAILEY, IDAHO 83333

**ZONING DISTRICT:**  
EXISTING: GENERAL RESIDENTIAL AND LIMITED BUSINESS  
PROPOSED: BUSINESS

**PROPOSED LOT AREA:**  
2.44 ACRES

**PROPOSED GROSS BUILDING AREA:**  
FIRST FLOOR: 16,000 S.F.  
SECOND FLOOR: 4,533 S.F.  
**TOTAL: 20,533 S.F.**

**ON-SITE PARKING:**  
REQUIRED: 1 SPACE/1,000 S.F. GROSS BLDG AREA = 21 SPACES  
PROVIDED FOR CUSTOMERS: 15 SPACES  
PROVIDED FOR SERVICE AND EMPLOYEES: 38  
**TOTAL: 53 SPACES**

**VEHICLE DISPLAY:**  
NORTH VEHICLE DISPLAY LOT: +120 SPACES  
SOUTH VEHICLE DISPLAY LOT: +1107 SPACES  
**TOTAL: 1227 SPACES**

**ON-SITE LOADING/DELIVERIES:**  
REQUIRED: 2 SPACES AT A MIN. OF 500 S.F.  
PROVIDED: 2 SPACES AT 1,065 S.F.

## L.L. GREEN'S SITE & BLDG DATA

**SITE ADDRESS:**  
21 EAST MCKERCHER BLVD.  
HAILEY, IDAHO 83333

**ZONING DISTRICT:**  
EXISTING: LIMITED BUSINESS  
PROPOSED: BUSINESS

**PROPOSED LOT AREA:**  
0.90 ACRES

**PROPOSED GROSS BUILDING AREA:**  
FIRST FLOOR: 14,801 S.F.  
SECOND FLOOR: 1,577 S.F.  
**TOTAL: 16,378 S.F.**

**ON-SITE PARKING:**  
REQUIRED: 1 SPACE/1,000 S.F. GROSS BLDG AREA = 17 SPACES  
PROVIDED FOR CUSTOMERS: 21 SPACES  
PROVIDED FOR SERVICE AND EMPLOYEES: 11  
**TOTAL: 32 SPACES**

**ON-SITE LOADING/DELIVERIES:**  
REQUIRED: 2 SPACES AT A MIN. OF 500 S.F.  
PROVIDED: 2 SPACES AT FOR A SEMI & BOX TRUCK AT 1,700 S.F.

## CONDOS SITE & BLDG DATA

**SITE ADDRESS:**  
MCKERCHER BLVD. & 1ST AVE.  
HAILEY, IDAHO 83333

**ZONING DISTRICT:**  
EXISTING: LIMITED RESIDENTIAL 1  
PROPOSED: GENERAL RESIDENTIAL WITHIN THE DRO DISTRICT

**PROPOSED LOT AREA:**  
2.06 ACRES

**OPEN SPACE:**  
REQUIRED: 10% OF THE LOT AREA = 2 ACRES ( 8,973 S.F.)  
PROVIDED: 36% = 75 ACRES (32,627 S.F.)

**PROPOSED GROSS BUILDING 'A' AREA:**  
FIRST FLOOR (COVERED PARKING & STOR): 2,838 S.F. (3 UNITS)  
SECOND FLOOR: 2,838 S.F. (3 UNITS)  
THIRD FLOOR: 2,838 S.F. (3 UNITS)  
**TOTAL: 8,514 S.F. (9 UNITS)**

**PROPOSED GROSS BUILDING 'B' AREA:**  
FIRST FLOOR (COVERED PARKING & STOR): 3,668 S.F. (4 UNITS)  
SECOND FLOOR: 3,668 S.F. (4 UNITS)  
THIRD FLOOR: 3,668 S.F. (4 UNITS)  
**TOTAL: 11,004 S.F. (12 UNITS)**

**PROPOSED GROSS BUILDING 'C' AREA:**  
FIRST FLOOR (COVERED PARKING & STOR): 3,636 S.F. (4 UNITS)  
SECOND FLOOR: 3,636 S.F. (4 UNITS)  
THIRD FLOOR: 3,636 S.F. (4 UNITS)  
**TOTAL: 10,908 S.F. (12 UNITS)**

**PROPOSED GROSS BUILDING 'D' AREA:**  
FIRST FLOOR (COVERED PARKING & STOR): 4,910 S.F. (6 UNITS)  
SECOND FLOOR: 4,910 S.F. (6 UNITS)  
THIRD FLOOR: 4,910 S.F. (6 UNITS)  
**TOTAL: 14,730 S.F. (18 UNITS)**

**PROPOSED GROSS BUILDING 'E' AREA:**  
FIRST FLOOR (COVERED PARKING & STOR): 4,910 S.F. (6 UNITS)  
SECOND FLOOR: 4,910 S.F. (6 UNITS)  
THIRD FLOOR: 4,910 S.F. (6 UNITS)  
**TOTAL: 14,730 S.F. (18 UNITS)**

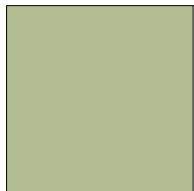
**PROPOSED GROSS BUILDING 'F' AREA:**  
FIRST FLOOR (COVERED PARKING & STOR): 2,845 S.F. (3 UNITS)  
SECOND FLOOR: 2,845 S.F. (3 UNITS)  
THIRD FLOOR: 2,845 S.F. (3 UNITS)  
**TOTAL: 8,535 S.F. (9 UNITS)**

**TOTAL PROPOSED GROSS AREA: 68,421 (48 UNITS)**

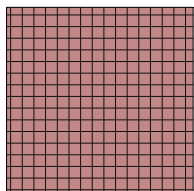
**ON-SITE PARKING:**  
REQUIRED: 1 SPACE/UNIT = 48 SPACES  
PROVIDED: 48 COVERED SPACES AT THE 1ST FLOOR OF EA. BLDG.  
**TOTAL: 48 SPACES**

**GUEST PARKING (OFF-SITE):**  
REQUIRED: 1 SPACE/6 UNITS = 8 SPACES  
PROVIDED: 22 SPACES  
**TOTAL: 22 SPACES**

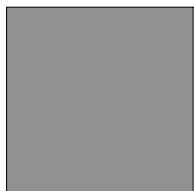
IG -  
3.D.



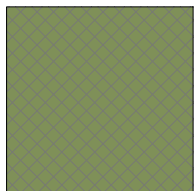
RS -  
3.D.



ALT  
ING



ETE  
ING



## SILVER CREEK SITE & BLDG DATA

### SITE ADDRESS:

SOUTHEAST CORNER OF MAIN ST. AND McKERCHER BLVD.  
HAILEY, IDAHO 83333

### ZONING DISTRICT:

EXISTING: GENERAL RESIDENTIAL AND LIMITED BUSINESS  
PROPOSED: BUSINESS

### PROPOSED LOT AREA:

2.44 ACRES

### PROPOSED GROSS BUILDING AREA:

FIRST FLOOR: 16,000 S.F.  
SECOND FLOOR: 4,533 S.F.  
**TOTAL: 20,533 S.F.**

### ON-SITE PARKING:

REQUIRED: 1 SPACE/1,000 S.F. GROSS BLDG AREA = 21 SPACES  
PROVIDED FOR CUSTOMERS: 15 SPACES  
PROVIDED FOR SERVICE AND EMPLOYEES: 38  
**TOTAL: 53 SPACES**

### VEHICLE DISPLAY:

NORTH VEHICLE DISPLAY LOT: +/-20 SPACES  
SOUTH VEHICLE DISPLAY LOT: +/-107 SPACES  
**TOTAL: +/-127 SPACES**

### ON-SITE LOADING/DELIVERIES:

REQUIRED: 2 SPACES AT A MIN. OF 500 S.F.  
PROVIDED: 2 SPACES AT 1,065 S.F.

## L.L. GREEN'S SITE & BLDG DATA

### SITE ADDRESS:

21 EAST McKERCHER BLVD.  
HAILEY, IDAHO 83333

### ZONING DISTRICT:

EXISTING: LIMITED BUSINESS  
PROPOSED: BUSINESS

### PROPOSED LOT AREA:

0.90 ACRES

### PROPOSED GROSS BUILDING AREA:

FIRST FLOOR: 14,601 S.F.  
SECOND FLOOR: 1,577 S.F.  
**TOTAL: 16,178 S.F.**

### ON-SITE PARKING:

REQUIRED: 1 SPACE/1,000 S.F. GROSS BLDG AREA = 17 SPACES  
PROVIDED FOR CUSTOMERS: 21 SPACES  
PROVIDED FOR SERVICE AND EMPLOYEES: 11  
**TOTAL: 38 SPACES**

### ON-SITE LOADING/DELIVERIES:

REQUIRED: 2 SPACES AT A MIN. OF 500 S.F.  
PROVIDED: 2 SPACES AT FOR A SEMI & BOX TRUCK AT 1,700 S.F.

# CONDOS SITE & BLDG DATA

---

**SITE ADDRESS:**

McKERCHER BLVD. & 1ST AVE.  
HAILEY, IDAHO 83333

**ZONING DISTRICT:**

EXISTING: LIMITED RESIDENTIAL 1  
PROPOSED: GENERAL RESIDENTIAL WITHIN THE DRO DISTRICT

**PROPOSED LOT AREA:**

2.06 ACRES

**OPEN SPACE:**

REQUIRED: 10% OF THE LOT AREA = .2 ACRES ( 8,973 S.F.)  
PROVIDED: 36% = .75 ACRES (32,627 S.F.)

**PROPOSED GROSS BUILDING 'A' AREA :**

FIRST FLOOR (COVERED PARKING & STOR): 2,838 S.F.  
SECOND FLOOR: 2,838 S.F. (3 UNITS)  
THIRD FLOOR: 2,838 S.F. (3 UNITS)  
**TOTAL: 8,514 S.F. (6 UNITS)**

**PROPOSED GROSS BUILDING 'B' AREA :**

FIRST FLOOR (COVERED PARKING & STOR): 3,668 S.F.  
SECOND FLOOR: 3,668 S.F. (4 UNITS)  
THIRD FLOOR: 3,668 S.F. (4 UNITS)  
**TOTAL: 11,004 S.F. (8 UNITS)**

**PROPOSED GROSS BUILDING 'C' AREA :**

FIRST FLOOR (COVERED PARKING & STOR): 3,636 S.F.  
SECOND FLOOR: 3,636 S.F. (4 UNITS)  
THIRD FLOOR: 3,636 S.F. (4 UNITS)  
**TOTAL: 10,908 S.F. (8 UNITS)**

**PROPOSED GROSS BUILDING 'D' AREA :**

FIRST FLOOR (COVERED PARKING & STOR): 4,910 S.F.  
SECOND FLOOR: 4,910 S.F. (5 UNITS)  
THIRD FLOOR: 4,910 S.F. (5 UNITS)  
**TOTAL: 14,730 S.F. (10 UNITS)**

**PROPOSED GROSS BUILDING 'E' AREA :**

FIRST FLOOR (COVERED PARKING & STOR): 4,910 S.F.  
SECOND FLOOR: 4,910 S.F. (5 UNITS)  
THIRD FLOOR: 4,910 S.F. (5 UNITS)  
**TOTAL: 14,730 S.F. (10 UNITS)**

**PROPOSED GROSS BUILDING 'F' AREA :**

FIRST FLOOR (COVERED PARKING & STOR): 2,845 S.F.  
SECOND FLOOR: 2,845 S.F. (3 UNITS)  
THIRD FLOOR: 2,845 S.F. (3 UNITS)  
**TOTAL: 8,535 S.F. (6 UNITS)**

**TOTAL PROPOSED GROSS AREA: 68,421 (48 UNITS)**

**ON-SITE PARKING:**

REQUIRED: 1 SPACE/UNIT = 48 SPACES  
PROVIDED: 48 COVERED SPACES AT THE 1ST FLOOR OF EA. BLDG.  
**TOTAL: 48 SPACES**

**GUEST PARKING (OFF-SITE):**

REQUIRED: 1 SPACE/6 UNITS = 8 SPACES  
PROVIDED: 22 SPACES  
**TOTAL: 22 SPACES**

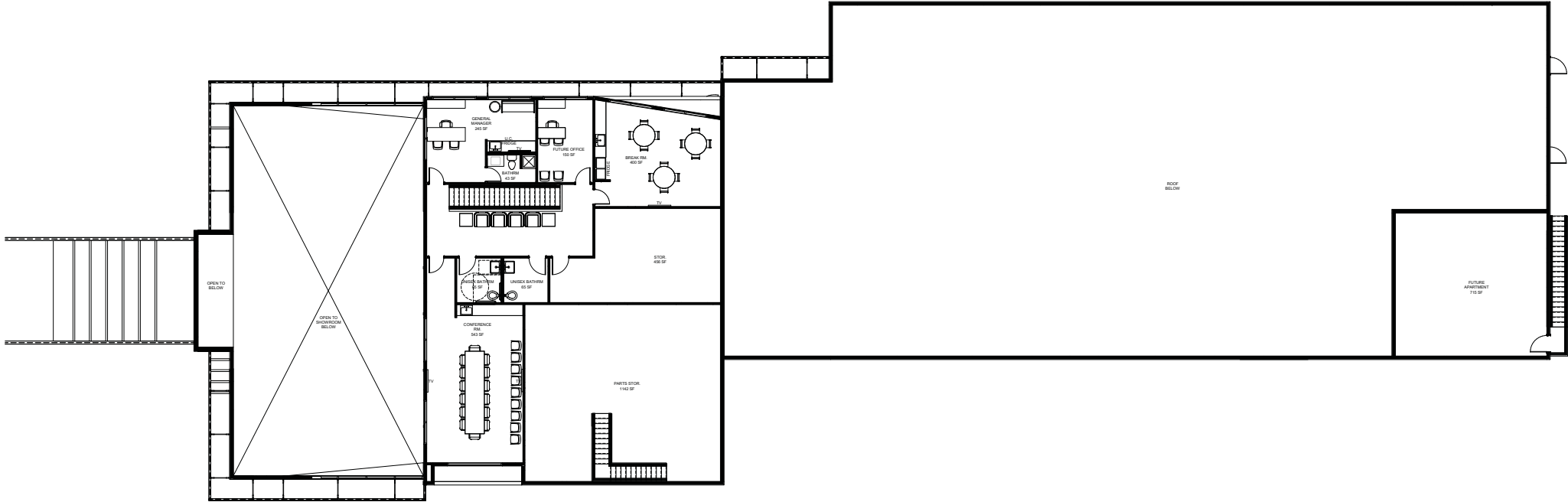


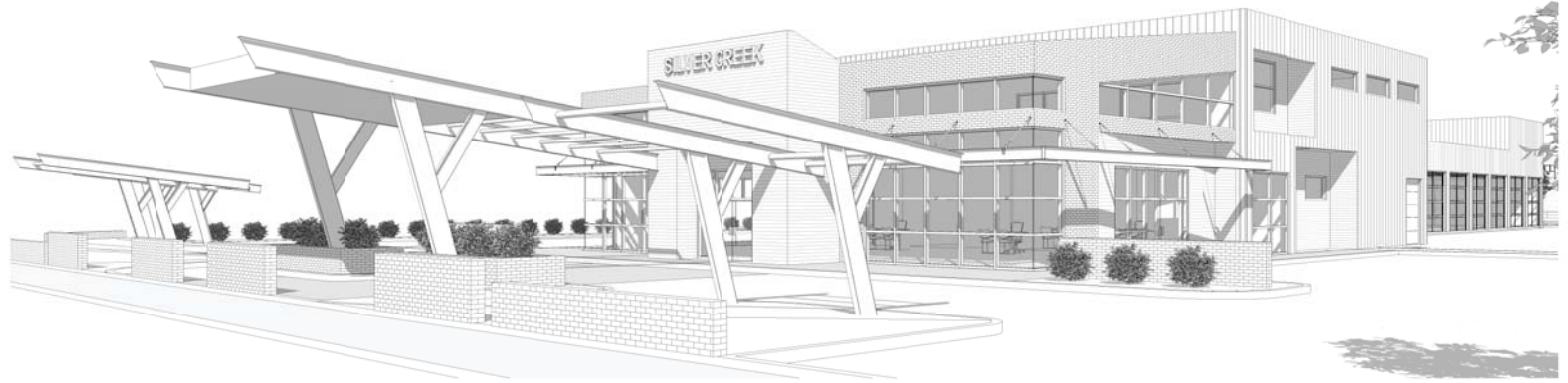


LEGEND	
OVERHEAD/BURIED POWER	---
SANITARY SEWER LINE	---
WATER LINE	---
NATURAL GAS LINE	---
TELEPHONE/DATA LINE	---

P.N.  
EXISTING UTILITIES PLAN  
SCALE: 1" = 40'-0"





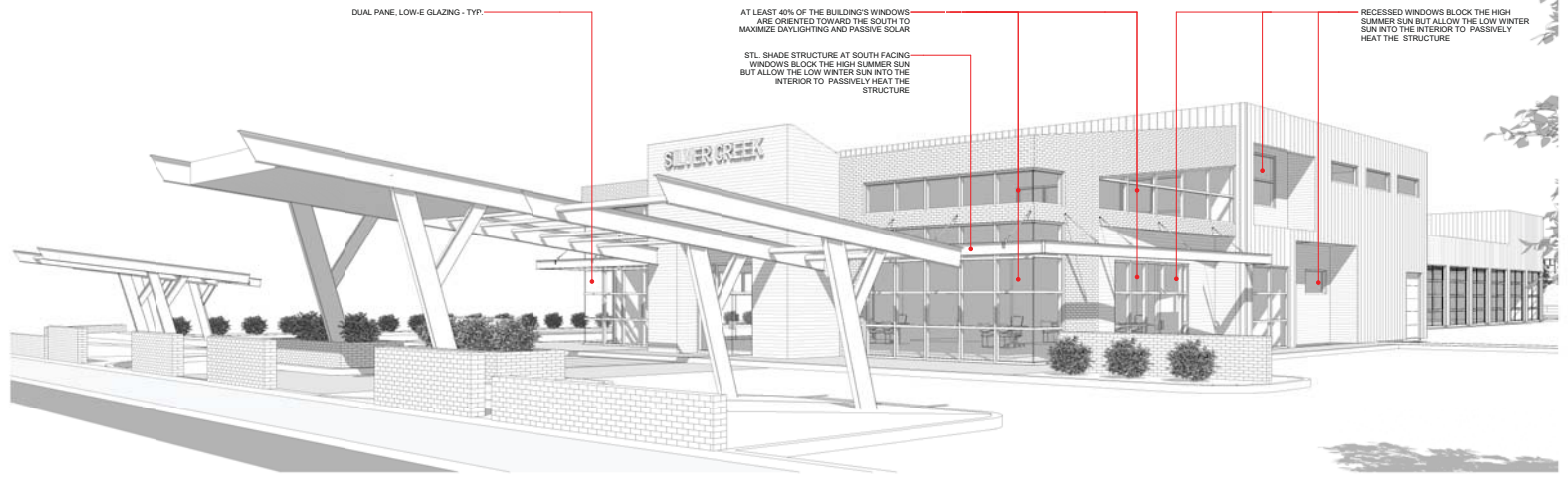


PERSPECTIVE VIEW LOOKING NORTHEAST  
SCALE: N.T.S.

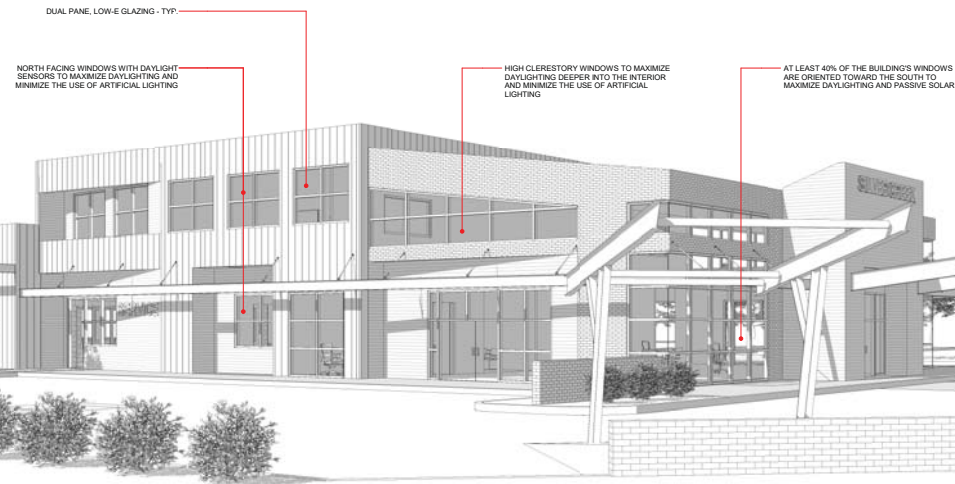


PERSPECTIVE VIEW LOOKING SOUTHEAST  
SCALE: N.T.S.





ENERGY EFFICIENT CONSIDERATIONS  
SCALE: N.T.S.



ENERGY EFFICIENT CONSIDERATIONS  
SCALE: N.T.S.

**BLISS**ARCHITECTURE  
ARCHITECTURE | PLANNING | INTERIOR DESIGN | CONSTRUCTION MANAGEMENT

SILVER CREEK FORD | SE CORNER OF MAIN ST & McKERCHER BLVD | HAILEY, IDAHO

A202

CITY OF HAILEY PRE-APP DESIGN REVIEW SUBMITTAL | DEC 21 2020

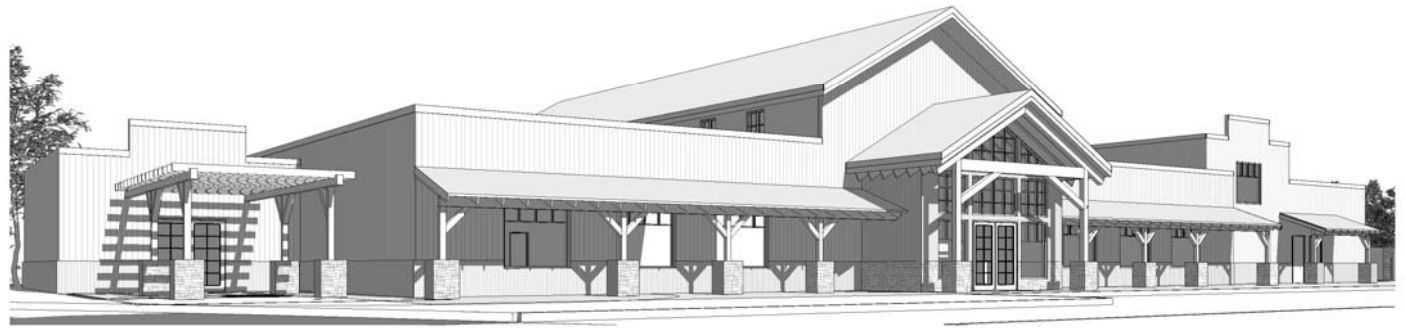




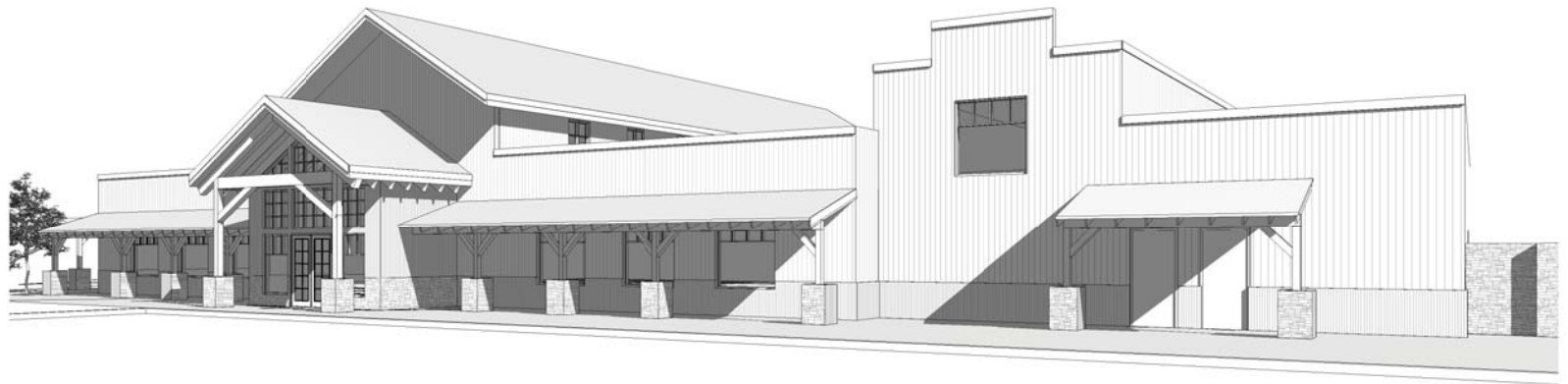
PERSPECTIVE VIEW FROM 1ST AVE  
SCALE: N.T.S.



PERSPECTIVE VIEW FROM 1ST AVE  
SCALE: N.T.S.



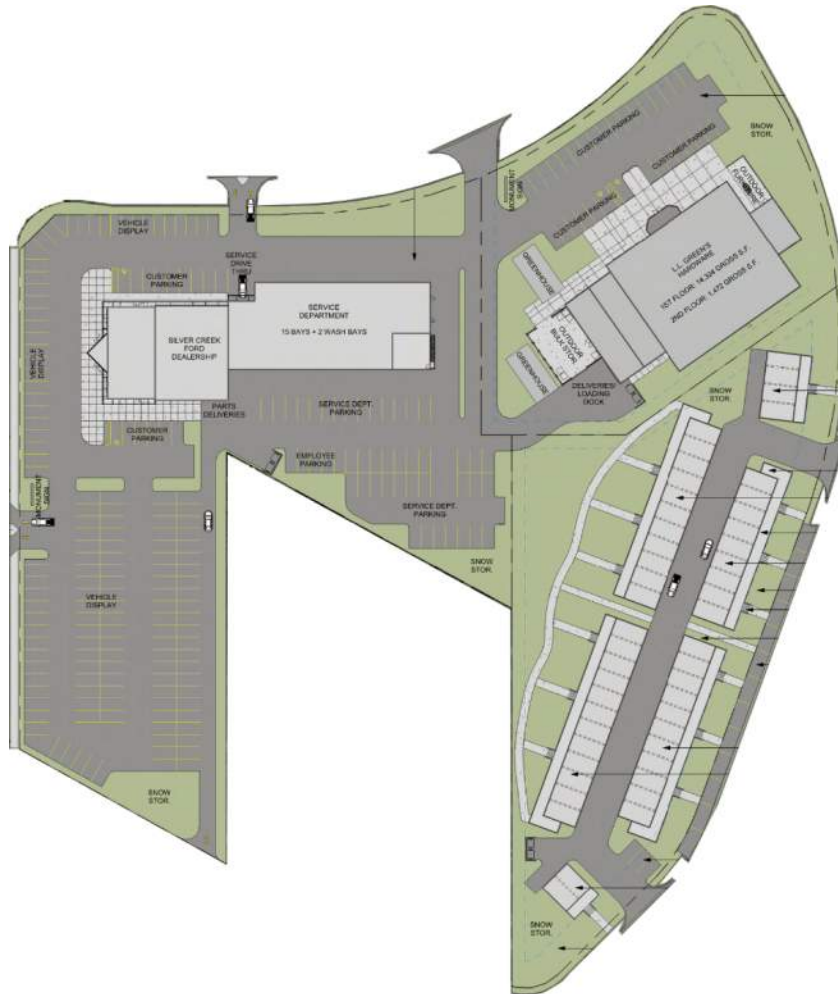
PERSPECTIVE VIEW LOOKING SOUTHEAST  
SCALE: N.T.S.



PERSPECTIVE VIEW LOOKING NORTHEAST  
SCALE: N.T.S.

# Silver Creek Ford

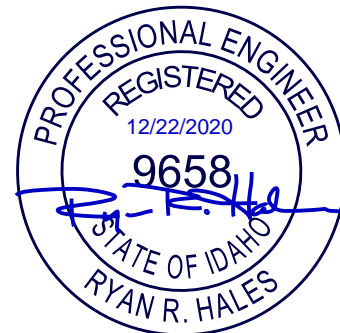
## Traffic Impact Study



**Hailey, Idaho**

**December 22, 2020**

**UT20-1741**



## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Silver Creek Ford development located in Hailey, Idaho. The Silver Creek Ford project. The proposed project is located on the east side of SH-75, between Cobblestone Lane and McKercher Boulevard.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2020), future (2025), and future (2030) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

**Table ES-1: Evening Peak Hour Level of Service Results**

Intersection		Level of Service					
		Existing (2020)		Future (2025)		Future (2030)	
		BG	PP	BG	PP	BG	PP
1	McKercher Boulevard / Main Street (ID-75)	A	A	B	B	B	B
2	1st Avenue / McKercher Boulevard	a	a	a	a	a	a
3	Winterberry Loop / Access 4 / 1st Avenue	a	a	a	a	a	a
4	Cobblestone Lane / 1st Avenue	a	a	a	a	a	a
5	Cobblestone Lane / Main Street (ID-75)	d	d	e	e	e	f
6	Access 1 / Main Street (ID-75)	-	a	-	a	-	a
7	Access 2 / McKercher Boulevard	-	a	-	a	-	a
8	Access 3 / McKercher Boulevard	-	a	-	a	-	a
9	Access 5 / 1st Avenue	-	a	-	a	-	a
10	Access 6 / Cobblestone Lane	-	a	-	a	-	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)  
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)

Source: Hales Engineering, December 2020

**Table ES-2: Recommended Storage Lengths**

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	McKercher Boulevard / Main Street (ID-75)	170	-	-	-	235	-	-	-	165	-	-	-	75	125	-	-
5	Cobblestone Lane / Main Street (ID-75)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50

1. Storage lengths are based on 2030 95th percentile queue lengths and do not include required deceleration / taper distances  
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, December 2020

## SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
	<ul style="list-style-type: none"> <li>The development will consist of residential condominium units, a hardware store, and an automobile dealership</li> <li>The project is anticipated to generate approximately 928 weekday daily trips, including 74 trips in the morning peak hour, and 116 trips in the evening peak hour</li> </ul>	
2020	Background	Plus Project
Findings	<ul style="list-style-type: none"> <li>Acceptable LOS</li> </ul>	<ul style="list-style-type: none"> <li>Acceptable LOS</li> </ul>
2025	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> <li><b>McKercher Blvd / SH-75:</b> Signal timing optimized</li> </ul>	None
Findings	<ul style="list-style-type: none"> <li>Poor LOS at Cobblestone Drive / SH-75</li> </ul>	<ul style="list-style-type: none"> <li>Poor LOS at Cobblestone Lane / SH-75</li> </ul>
Mitigations	<ul style="list-style-type: none"> <li><b>Cobblestone Lane / SH-75:</b> add a westbound right-turn pocket</li> </ul>	<ul style="list-style-type: none"> <li><b>Cobblestone Drive / SH-75:</b> Traffic may reroute to the McKercher Blvd / SH-75 signal via 1<sup>st</sup> Avenue if significant delay is present</li> </ul>
2030	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> <li><b>McKercher Blvd / SH-75:</b> Signal timing optimized</li> </ul>	None
Findings	<ul style="list-style-type: none"> <li>Poor LOS at Cobblestone Drive / SH-75</li> </ul>	<ul style="list-style-type: none"> <li>Poor LOS at Cobblestone Drive / SH-75</li> </ul>
Mitigations	<ul style="list-style-type: none"> <li><b>Cobblestone Drive / SH-75:</b> Traffic may reroute to the McKercher Blvd / SH-75 signal via 1<sup>st</sup> Avenue if significant delay is present</li> </ul>	<ul style="list-style-type: none"> <li><b>Cobblestone Drive / SH-75:</b> restrict the WB LT movement if safety/queuing issues are present in future conditions. Traffic may reroute to the McKercher Blvd / SH-75 signal via 1<sup>st</sup> Avenue, which has sufficient capacity</li> </ul>

**Return to Agenda**





## STAFF REPORT

### Hailey Planning and Zoning Commission

### Regular Meeting of February 1, 2021

**To:** Hailey Planning & Zoning Commission

**From:** Lisa Horowitz, Community Development Director

**Overview:** Consideration of a Conditional Use Permit Application submitted by Silver Creek Property Holdings, LLC, represented by Bliss Architecture, for an auto dealership and related auto repair/maintenance, to be located at Lot 1, Block 2, Northridge X (21 E McKercher Blvd), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street) within the Limited Business (LB), General Residential (GR) and Downtown Residential Overlay (DRO) Zoning Districts. This project will be heard concurrently with a Design Review Pre-Application and Rezone Application.

**Hearing:** February 1, 2021

---

**Applicant:** Silver Creek Property Holdings

**Location:** Lot 1, Block 2, Northridge X (21 E McKercher Blvd), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street)

**Zoning:** General Residential (GR) and Downtown Residential Overlay (DRO)

**Notice:** Notice for the public hearing scheduled for was published in the Idaho Mountain Express January 13, 2021 and mailed to property owners and agencies within 300 feet on January 12, 2021. Notice was posted on the property on January 22, 2021.

**Application:** The Applicant is requesting approval for a Conditional Use Permit for an auto dealership and related auto repair/maintenance, to be located at Lot 1, Block 2, Northridge X (21 E McKercher Blvd), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street). The Conditional Use Permit is predicated on a rezone of the subject property to Business (B). This project will be heard concurrently with a Design Review Pre-Application and Rezone Application. Note that the Design Review and Rezone applications comprise the entire development proposal: only the auto dealership and related repair/maintenance is subject to a Conditional Use Permit.

Silver Creek Ford, currently located at 920 S. Main Street, provides automotive sales, repair and maintenance. The dealership also sells small amounts of Ford merchandise and accessory parts. The new 2-story dealership would comprise 20,533 square feet, inclusive of the 1-story service department, consisting of 15 service bays and 2 wash bays.

**Procedural History:** The Conditional Use Permit Application was submitted on December 21, 2020, and certified complete on December 29, 2020. A public hearing before the Planning and Zoning Commission

for approval or denial of the project will be held on February 1, 2021 in the Hailey City Council Chambers and virtually via GoToMeeting.

General Requirements for all Conditional Use Permits				
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"/>	17.11.020	<p><b>Complete Application:</b>  <b>17.11.020</b> The application shall include at least the following information:</p> <ul style="list-style-type: none"> <li>a. Name, address, and phone number of the applicant.</li> <li>b. Proof of interest in the subject property by the applicant, such as a deed, contract of sale, option to purchase, or lease agreement.</li> <li>c. Legal description of the subject property, including street address.</li> <li>d. Description of existing use.</li> <li>e. Zoning district of subject property.</li> <li>f. Description of proposed conditional use.</li> <li>g. A plan of the proposed site for the conditional use showing the location of all buildings, parking and loading areas, traffic access and traffic circulation, open spaces, easements, existing and proposed grade, energy efficiency considerations, landscaping, exterior lighting plan as required by Article VIIIB of this Ordinance, refuse and service areas, utilities, signs, property lines, north arrow, and rendering of building exteriors, where applicable.</li> <li>h. A narrative statement evaluating the effects on adjoining property, the effect of such elements as noise, glare, odor, fumes, and vibration on adjoining property.</li> <li>i. A narrative statement identifying surrounding land uses and discussing the general compatibility of the proposed use with adjacent and other properties in the district.</li> <li>j. A narrative discussion of the relationship of the proposed use to the Comprehensive Plan.</li> <li>k. A list of the names and addresses of all property owners and residents within three hundred (300) feet of the external boundaries of the land being considered.</li> <li>l. Any other information as requested by the Administrator to determine if the proposed conditional use meets the intent and requirements of this Article.</li> <li>m. A fee established in a separate ordinance approved by the Council.</li> </ul>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>Staff Comments</b>	<p><b>Engineering:</b> No comments at this time; more comments will be provided.</p> <p><b>Life/Safety:</b> No comments at this time.</p> <p><b>Water and Sewer:</b> No comments at this time.</p> <p><b>Building:</b> No comments at this time.</p>



				<p><b>Streets:</b></p> <p><i>Traffic/Circulation</i>  <i>The applicant has provided a traffic impact study, attached to the Rezone Staff Report. The study has not been broken down to analyze just the Car Dealership, which is the only portion of the total project subject to a Conditional Use Permit.</i></p> <p><b>Road Improvements:</b>  <b>Main Street:</b> <i>Main Street contains a 5-lane road configuration between Cobblestone Lane and the McKercher light, which is the entire frontage of the proposal. Traffic is high in this area. Staff concurs that the Main Street project entrance should be right in/right out, and should be spaced at least 350 feet from the Main/McKercher traffic light as shown in alternatives Versions 2 and 3. The entrance shown on version 1 appears too close to the McKercher intersection.</i></p> <p><i>This section of Main Street contains a narrower right of way, and as such cannot accommodate parallel on-street parking. Staff suggests a 10-wide sidewalk and street trees at the curb line to match the Main Street section across the street in front of Albertson's. Note that additional landscaping between the sidewalk and the car display areas may also be appropriate to mitigate the amount of vehicle display/parking associated with the proposed use. Street lights will be required, location to be determined.</i></p> <p><b>McKercher:</b> <i>McKercher is an arterial connecting Buttercup Road to Main Street and continuing west to River Street. A turn lane for southbound travel exists at the Main Street light. Version 1 shows two entrances off of McKercher, but pushes a third entrance around the corner (to service LL Greens) on to the residential street (1<sup>st</sup> Avenue). Staff does not find this to be preferred. Versions 2 contains two entrances on McKercher, but results in the commercial building (LL Greens) to be pushed closer to 1st Avenue. Version 3 shows 3 entrances on McKercher, but the most easterly of these is a service entrance. Of these three entrances, the entrance closest to Main Street is appropriately shown as right in/right out. Staff concurs with the McKercher ingress/egress plan shown in Version 3.</i></p> <p><i>McKercher contains an aging 8' wide asphalt multiuse path that has seen about 50% of its useful life. Staff concurs with the street section of an asphalt multiuse path, with vegetation separating the path from the commercial uses. The path should likely be reconstructed in its entirety, and widened to 10'. As such, a sidewalk would not be needed in addition to the path. The applicant may wish to propose drought tolerant landscaping in the dirt ditch between the path and the paved street. Street lights should be planned for the westerly two-thirds, but not be added near the service entrance where approaching 1<sup>st</sup> Avenue. Various drainage issues will need to be addressed along McKercher.</i></p> <p><b>Cobblestone Lane.</b> <i>Cobblestone is a substandard connector street with a substandard skew angle. The portion of Cobblestone Lane in front of this property has no dedicated right of way. The road is located on a public</i></p>
--	--	--	--	--

				<p><i>easement located on the private property to the south (see plat). Cobblestone Lane carries high pedestrian traffic two times per day when Middle School starts and ends. Middle schoolers walk (most often in the road) from the Middle School west down Cobblestone Lane to the bus stop on Main Street (just south of the proposed project) or cross Main Street at the pedestrian-activated light connecting to Albertsons. Staff suggests that 20' of right of way be dedicated along the subject property frontage, so that eventually the street can have a 60' right of way. Due to the skew angle, an 80' right of way is not needed. The Public Works Director does not recommend any action regarding the skew angle at this time. One or two street lights near Main Street are recommended. A sidewalk and trees/landscaping behind the sidewalk are needed along Cobblestone Lane.</i></p> <p><b>Landscaping:</b> <i>No comments at this time: the project will be scheduled for review by the Hailey Tree Committee in February.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08A Signs	<p><b>17.08A Signs:</b> 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>
			Staff Comments	<p><i>New signage is expected, but has not been shown at this time. A Sign Permit Application shall be submitted, reviewed and approved prior to installation. All signage shall conform to City Standards. This has been made a Condition of Approval.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08C.040 Outdoor Lighting Standards	<p><b>17.08C.040 General Standards</b></p> <ol style="list-style-type: none"> <li>a. All exterior lighting shall be designed, located and lamped in order to prevent:             <ol style="list-style-type: none"> <li>1. Overlighting;</li> <li>2. Energy waste;</li> <li>3. Glare;</li> <li>4. Light Trespass;</li> <li>5. Skyglow.</li> </ol> </li> <li>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.</li> <li>c. Idaho Power shall not install any luminaires after the effective date hereof that lights the public right of way without first receiving approval for any such application by the lighting administrator.</li> <li>d. All exterior lighting shall be full cutoff luminaires with the light source downcast and fully shielded, unless exceptions are specified in subsection 17.08C.040.02, Type of Luminaires, of this Chapter.</li> </ol>
			Staff Comments	<p><i>Lighting will be carefully analyzed. Staff recommends that a photovoltaic study be requested of the applicant at such time as the project layout is determined.</i></p>

				<p><i>(At this time, three alternatives are presented, and a study at this time would be impractical.)</i></p> <p><i>All light fixtures will be downcast and comply with the Dark Sky Ordinance. If approved, further detail will be described during the Design Review Hearing.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.09.040</b> <b>On-site Parking Requirements</b>	<p><b>See Section 17.09.040 for applicable code.</b>  <i>Commercial: One (1) parking space per 1,000 gross square feet</i></p>
			<b>Staff Comments</b>	<p><i>The Hailey Municipal Code requires one (1) parking space per 1,000 gross square feet of commercial space. However, a car dealership is a very different type of retail use, as the purpose of the dealership is to display (and sell) cars. Staff would suggest that “display” parking is different from the parking required for customers coming and going. However, the visual impact of display parking should be discussed. One space per 1,000 would require 21 spaces.</i></p> <p><i>The applicant is proposing 15 guest spaces and 38 employee spaces for a total of 53 spaces.</i></p> <p><i>The applicant counts +/-20 vehicle display spaces in the north lot, and +/-107 in the south lot.</i></p> <p><i>39 of the “display” vehicle spaces are along the Main Street, McKercher and Cobblestone Lane frontages. See discussion in the Preapplication Design Review staff report about differentiating vehicle display parking from required customer/employee parking.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.09.020.08 (A)</b>	<p><b>A. Design: Except as otherwise provided herein, any parking area on private property shall be designed in such a manner that any vehicle leaving or entering the parking area from or onto a public street shall be traveling in a forward motion.</b></p>
			<b>Staff Comments</b>	<p><i>See earlier discussion of curb cuts proposed on Main McKercher and Cobblestone streets. The City Engineer supports the two right-in, right-out entrances described earlier in this report. All parking areas are designed to allow vehicles to travel in a forward motion.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>17.09.020.08 (B)</b>	<p><b>B. Through Alleys: Where alleys exist, access to onsite parking for any nonresidential use or for any multifamily dwelling of three (3) or more units shall be from the alley. Parking areas adjacent to alleys may be designed to allow a vehicle to back from the parking area into the alley.</b></p>
			<b>Staff Comments</b>	<p><i>N/A- no alley exists in this portion of north Main Street.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.09.020.08 (C)</b>	<p><b>C. Alley Not Present: If the site is not serviced by an alley, access shall be from a single approach to the street to confine vehicular/pedestrian conflict to</b></p>

				limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.
			<b>Staff Comments</b>	<i>It would be impossible, and likely unsafe, to meet this this standard with a project of this size and scope. While numerous ingress/egresses are proposed, they serve to separate uses: a customer traveling to the Service Department is likely to enter from McKercher, while a customer entering the Dealership may enter off of Main Street. The Commission can discuss the pros and cons of the various building/parking configurations proposed, and one alternate will be selected for final analysis.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.09.020.08 (D)	<b>D. Visibility:</b> Access for on-site parking areas or loading spaces shall be located in such a way that any vehicle entering or leaving such area shall be clearly visible by a pedestrian or motorist approaching the access or driveway from a public or private street.
			<b>Staff Comments</b>	<i>The proposed parking locations are clearly visible to both vehicular and pedestrian traffic off of Main Street, McKercher and Cobblestone Lane.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.09.020.08 (E)	<b>E. Subdivisions:</b> Access for subdivisions shall be provided in accordance with standards set forth in Section 4 of the Subdivision Ordinance.
			<b>Staff Comments</b>	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.09.020.08 (F)	<b>F. Backing Design Permitted:</b> Parking areas containing no more than two (2) parking spaces in any zoning district or parking areas within the LR, GR, TN, TI and LI Districts may be designed to allow a vehicle to back from the parking area into the public right-of-way.
			<b>Staff Comments</b>	<i>N/A, as the building is proposed to be located in the Business (B) Zone District (subject to rezone approval) and more than two (2) parking spaces are proposed.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.09.020.08 (G)	<b>G. Stacking:</b> Parking areas for residential uses only may be designed to allow required parking spaces for one vehicle to deny access to another vehicle, thus “stacking” the parking area. For non-residential uses, stacked parking may be allowed only for additional spaces that may be provided in excess of the required number of parking spaces.
			<b>Staff Comments</b>	<i>N/A, as this is a non-residential use. Proposed parking is not stacked.</i>
<b>Chapter 17.11 Criteria for Review of Conditional Use Permits</b>				
<b>Compliant</b>			<b>Standards and Staff Comments</b>	
<b>Yes</b>	<b>No</b>	<b>N/A</b>	<b>City Code</b>	<b>City Standards and Staff Comments</b>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.11.010</b>	<p><b>Purpose:</b> The City of Hailey recognizes that certain uses possess unique and special characteristics with respect to their location, design, size, method of operation, circulation, and public facilities. In order to protect the public welfare and promote conformance with the Comprehensive Plan, conditional use permits are required for such uses upon review by the Commission.</p>
			<b>Staff Comments</b>	<p><i>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 the rezone as Community Activity Areas, High Density Residential and Residential Buffer. The area in question sees varied land use opportunities given its location and size, and the Land Use Map purposefully does not demarcate between land uses that are specific to property boundaries, allowing for decision-making processes such as this to determine actual zoning boundaries.</i></p> <p><b>Silver Creek Ford.</b> This use is classified as an Automobile Dealership and Automotive Repair and Maintenance Facility, which is permitted as a conditional use within the Business Zone District, and is consistent with the purpose of the Business Zone District (see comments noted above). See further comments in the attached Rezone Staff Report.</p> <p><i>The Comprehensive Plan calls for a strong retail core. The Comprehensive Land Use Map identifies this area as a Community Activity Area:</i></p> <p><b>Community Activity Areas – located at the north and south ends of Main Street Corridor. High density residential is encouraged. Commercial and mixed-use development is appropriate, but should be subordinate to the infill of Downtown.</b></p> <p><i>The proposed redevelopment is within a '1/4 Mile Service Area.' It is within walking distance of businesses that provide similar products and services. It is also within walking distance of other uses and activities not found within the Downtown Core.</i></p> <p><i>The proposed development is within a Community Activity Area. It does not deter, detract, or compete with current and potential commercial activities within the Downtown Core. It will provide products and services that are not compatible with uses within the Downtown Core and Main Street Corridor. It's an infill project well within the City's limits. The site is not located near any waterways, floodplains, wildlife migration corridors, or near any avalanche or wildfire hazards. The proposed commercial development will be a year-round retail and service facility. It will serve the residents of both Hailey and Blaine County; potentially serving residents of Lincoln and Camas Counties as well. The proposed development will continue to help create economic diversity with products, services, and full-time jobs that are not directly dependent upon</i></p>

				<p><i>tourism and seasonal business. It will also provide local residents with quality products and services typically found in much larger cities than Hailey. The current location of the Silver Creek Ford Dealership is an assortment of outdated and inefficient industrial/commercial structures that provide insignificant historical or architectural value to the Main Street Corridor. Relocation of both Silver Creek Ford Dealership and L.L. Greens could allow for higher-density commercial and/or mixed-use developments.</i></p> <p><b>Land Use, Population, and Growth Management:</b></p> <ul style="list-style-type: none"> <li>• <b>Goal 5.2: Maintain Downtown as the area containing the greatest concentration of commercial, cultural and civic activity and the priority area for encouraging higher density commercial and mixed-use (commercial and residential) development.</b> <ul style="list-style-type: none"> <li>• <i>This project would bring more commercial activity to Hailey's Downtown. This is a vacant parcel. The proposed project could provide the opportunity for the business to grow in size, offering more services to meet the needs of Hailey residents and visitors alike. The southern end of Main Street could benefit from redevelopment and vitality.</i></li> </ul> </li> </ul> <p><b>Economic Development:</b></p> <ul style="list-style-type: none"> <li>• <b>Goal 6.1: Encourage a diversity of economic development opportunities within Hailey.</b> <ul style="list-style-type: none"> <li>• <i>The project will bring activity to the downtown area and promote economic growth and downtown diversity. A car dealership is commonly considered an anchor business for a small town.</i></li> </ul> </li> <li>• <b>Goal 6.2: Encourage abundant, competitive and career-oriented opportunities for young workers.</b></li> </ul> <p><i>There are currently 23 employees at Silver Creek Ford. The owner states, "once we move and expand to our new location, that will hopefully increase to at least 30 (which would be a 30% increase). Over ½ of those jobs will be service technicians (thus the importance of expanding our service shop). Those jobs pay anywhere from \$20-\$40 an hour, depending on experience and certification level with Ford. For instance, the higher end would be paid to an experienced technician who is master certified technician with Ford. In addition, we would add a couple sales professionals and depending on their experience, they can make anywhere from \$60,000 year and on up. We have some salespeople in our organization that make over \$150,000/year.</i></p> <p><i>In addition to very competitive pay, our benefits are great. We offer:</i></p> <ul style="list-style-type: none"> <li>• <i>Full health insurance benefits where we pay 100% of the employee's insurance premium</i></li> <li>• <i>\$25,000 in life insurance benefits paid 100% by the dealership</i></li> <li>• <i>Optional vision and dental benefits (pre-tax)</i></li> </ul>
--	--	--	--	--

				<ul style="list-style-type: none"> <li>• We pay 50% of employees cost as a member of Sterling Medical (meaning they can use all services at Sterling Urgent care as often as needed with no additional expense other than any procedures done, like X-rays, stitches etc. — which are only \$15)</li> <li>• Optional Aflac benefits (pre-tax)</li> <li>• We also have a 401(k) plan in which we match 5% of employees' contribution"</li> </ul>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.11.040.0 1(a)	<p><b>Standards: The Commission or Hearing Examiner shall review the particular facts and circumstances of each proposed conditional use in terms of the following standards and, if approved, shall find adequate evidence showing that such use at the proposed location:</b></p> <p><b>a. Will, in fact, constitute a conditional use as established for the zoning district involved; and</b></p>
			<b>Staff Comments</b>	<p>According to Section 17.05.010 of the Hailey Municipal Code, Auto Dealership, Auto Repair and Maintenance requires a Conditional Use Permit in the Business (B) Zoning District. A final decision on the Conditional Use Permit will not be made until the Planning and Zoning Commission decision on the zoning request is reached.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.11.040.0 1(b)	<p><b>b. Will be designed, constructed, operated, and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity, and that such use will not change the essential character of the same area;</b></p>
			<b>Staff Comments</b>	<p>The subject property is located on the northern edge of downtown, on the east side of Main Street. The parcels are vacant and the AmericInn is located behind (east) of the proposed car dealership. The area is the northern edge of Hailey's commercial district. Across the street is Albertson Grocery and related Stinker gas station. Properties to the south and west are zoned Business (B) and are located within the Downtown Residential Overlay (DRO), and the property to the north, occupied by Silver Creek Assisted Living (31 East McKercher Boulevard). While this property is zoned Limited Residential (LR-1), the use is more intensive than most LR-1 uses.</p> <p>Because the land is vacant, any proposed use would impact the character of the area. However, the site is bracketed by other commercial uses. Staff finds that an auto dealership is more appropriate at the edge of the commercial district, versus in the center. There are very few parcels in Hailey that could accommodate such a use.</p> <p>The applicant is proposing to limit the hours of operation to 8:00 am to 6:00 pm Monday through Saturday during the winter and 7:00 am to 7:00 pm during the summer. Note that these fall within the city's construction activity hours.</p>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.11.040.0 1(c)</b>	<b>c. Will not be hazardous or disturbing to existing or future neighboring uses.</b>
			<b>Staff Comments</b>	<i>The proposed use may produce noise from either pneumatic and/or electric tools. Most tools utilized are electric, which generally speaking, are quieter than their cousins, pneumatic tools. No auto body work, such as sanding, spray painting, or extensive use of solvents, will be performed. This minimizes concerns of fumes and noxious gases. All work will be completed inside the building. The doors to the shop will be closed, and doors will be insulated. This has been made a Condition of Approval.</i>  <i>Landscape strips/natural screening are also proposed on all three street frontages. As part of the Preapplication Design Review, the Commission will discuss additional landscape screening, particularly along Main Street.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.11.040.0 1(d)</b>	<b>d. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, and drainage structure. Agencies responsible for the establishment of the proposed use shall be able to provide adequately any such service.</b>
			<b>Staff Comments</b>	<i>It does not appear that this use will impact the ability for public facilities to provide services to this property. The vehicular and pedestrian access to the site can either be from Main Street, Cobblestone Lane or McKercher Boulevard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.11.040.0 1(e)</b>	<b>e. Will not create excessive additional requirements at public cost for public facilities and services; and</b>
			<b>Staff Comments</b>	<i>At this time, no additional cost will be incurred from any public agencies for the construction, function or operation of the proposed facility.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.11.040.0 1(f)</b>	<b>f. Will not involve uses, activities, processes, materials, equipment, or conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, dust, odors, vibration, water or air pollution, or safety hazards.</b>
			<b>Staff Comments</b>	<i>The proposed use may produce noise from either pneumatic and/or electric tools. Most tools utilized are electric, which generally speaking, are quieter than their cousins, pneumatic tools. No auto body work, such as sanding, spray painting, or extensive use of solvents, will be performed. This minimizes concerns of fumes and noxious gases. All work will be completed inside the building.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.11.040.0 1(g)</b>	<b>g. Will have vehicular approaches to the property which shall be designed so as not to create an interference with traffic on surrounding public thoroughfares;</b>
			<b>Staff Comments</b>	<i>See discussion of ingress/egress points under standard 17.11.020. Public Works staff prefers the ingress/egress for the Silver Creek Ford auto dealership and service bay shown in Versions 2 and 3.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>17.11.040.0 1(h)</b>	<b>h. Will not result in the destruction, loss or damage of a natural, scenic or historic feature.</b>



			<b>Staff Comments</b>	<i>The proposed project shall not result in the destruction, loss or damage of any natural, historic or scenic features. The subject parcel is currently vacant. No mature landscaping exists onsite.</i>
--	--	--	-----------------------	---

**17.11.060 Conditions.**

The Commission or Hearing Examiner may impose any conditions which it deems necessary to secure the purpose of City regulations and give effect to the Comprehensive Plan. Conditions which may be attached include, but are not limited to those which will:

- 17.11.060(A) Require conformity to approved plans and specifications.
- 17.11.060(B) Require or restrict open spaces, buffer strips, walls, fences, signs, concealing hedges, landscaping and lighting.
- 17.11.060(C) Restrict volume of traffic generated, require off-street parking, and restrict vehicular movements within the site and points of vehicular ingress and egress or other conditions related to traffic.
- 17.11.060(D) Require performance characteristics related to the emission of noise, vibration and other potentially dangerous or objectionable elements.
- 17.11.060(E) Limit time of day for the conduct of specified activities.
- 17.11.060(F) Require guarantees such as performance bonds or other security for compliance with the terms of the approval.
- 17.11.060(G) Require dedications and public improvements on property frontages.
- 17.11.060(H) Require irrigation ditches, laterals, and canals to be covered or fenced.
- 17.11.060(I) Minimize adverse impact on other development.
- 17.11.060(J) Control the sequence, timing and duration of development.
- 17.11.060(K) Assure that development is maintained properly.
- 17.11.060(L) Designate the exact location and nature of development.
- 17.11.060(M) Require the provision for on-site or off-site public services.
- 17.11.060(N) Require more restrictive standards than those generally found in this Ordinance.
- 17.11.060(O) Mitigate foreseeable social, economic, fiscal and environmental effects.
- 17.11.060(P) Set a limit on the duration of the permit when deemed necessary.
- 17.11.060(Q) Allow for subsequent periodic review.

**Summary**

Section 17.11.010 of the Hailey Municipal Codes states that, “the City of Hailey recognizes that certain uses possess unique and special characteristics with respect to their location, design, size, method of operation, circulation, and public facilities. In order to protect the public welfare and promote conformance with the Comprehensive Plan, Conditional Use Permits are required for such uses upon review by the Commission.”

Conditional Use Permits are subject to review and revocation pursuant to Section 17.11.090 of the Hailey Municipal Code. This statement will be included in the Findings of Fact, Conclusions of Law, and Decision for any Conditional Use Permit approved by the Planning and Zoning Commission.

By ordinance, the Commission is required to decide to approve, conditionally approve, or deny the application within forty-five (45) days after conclusion of the public hearing and issue its decision together with the reasons therefore. The Commission is required to review the application, all supporting documents and plans, and Section 17.11 of the Hailey Municipal Code, in making their decision.

If approved, the Commission should make Findings of Fact related to the criteria of Section 17.11, relative to the suggested Conditions (a) through (c), as noted below:

**Suggested Conditions:**

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

- a) All Fire Department and Building Department requirements shall be met with regard to all maintenance, administrative, and other functions of this facility.
- b) Hours of operation shall be 8:00 am to 6:00 pm Monday through Saturday during the winter and 7:00 am to 7:00 pm during the summer, unless specific exceptions are requested.
- c) Use of pneumatic tools shall only be utilized during the specified hours of operation, as noted herein.
- d) *Note: Additional conditions to be developed after Commission discussion, and once an alternative design is selected*

**Motion Language**

**Approval:** Motion to approve the Conditional Use Permit Application request by Silver Creek Property Holdings, LLC, represented by Bliss Architecture, for an auto dealership and related auto repair/maintenance. This project is to be located at Lot 1, Block 2, Northridge X (21 E McKercher Blvd), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street), finding that the application meets each of the Criteria for Review, (a) through (h) cited in the Hailey Municipal Code, that the Conditional Use Permit complies with the Comprehensive Plan, and that Conditions (a) through (\_\_\_) are met.

**Denial:** Motion to deny Conditional Use Permit Application request by Silver Creek Property Holdings, LLC, represented by Bliss Architecture, for an auto dealership and related auto repair/maintenance. This project is to be located at Lot 1, Block 2, Northridge X (21 E McKercher Blvd), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street), finding that \_\_\_\_\_ [the Commission should cite which standards are not met and provide the reason why each identified standard is not met].

**Continuation:** Motion to continue the public hearing to \_\_\_\_\_ [the Commission should specify a date].

Please see Rezone Drawings.  
Combined drawings submitted  
for Rezone, CUP and Design  
Review Pre-Application.

# BLISSARCHITECTURE

December 21, 2020

City of Hailey  
Community Development Department  
115 Main Street South

★ **Proposed hours of operation have been amended to 8:00 am to 6:00 pm Monday through Saturday during the winter and 7:00 am to 7:00 pm during the summer.**

Attn: Robyn Davis, City Planner

## Conditional Use Permit Analysis:

Silver Creek Ford, currently located at 920 S. Main Street, provides automotive sales, repair, and maintenance. The Dealership also sells small amounts of Ford merchandise and accessory parts over the counter. The use at its proposed new location, at the Southeast corner of Main Street and McKercher Boulevard would remain unchanged.

Silver Creek Ford has been a Main Street business for several decades in Hailey. Its proposed new location would continue that tradition by being on Main Street within an upgraded, code compliant, and energy efficient facility that would better serve its customers of not only Hailey but the entire Wood River Valley and beyond. In order for it to continue being on Main Street at its proposed new location, a Conditional Use Permit is required as a Business district use. Automotive sales and repair uses are permitted only in the Light Industrial district. Such a zoning designation would not be appropriate along the Main Street Corridor at the north entrance into the City. As noted in the analysis of the City's Comprehensive Plan and Land Use Map, all of the parcels located within the Downtown Residential Overlay District along the Main Street Corridor are zoned as a Business use, with the exception of the parcel being proposed as the new Dealership site. Changing the parcel to a Business use would be consistent with all of the other properties within the DRO along Main.

In regards to the Conditional Use Permit and its effects on adjoining properties please consider the following items:

- ★ 1. The hours of operation are from 8 am to 6 pm, Monday through Saturday and closed on Sunday.
2. In regards to traffic, the increased amount to the proposed location is minimal. Please reference the traffic study and report completed by Hale Engineering.
3. The Dealership will have insignificant amounts of noise pollution. The loudest part of the operation is the use of certain tools used in the mechanical shop. The doors to the shop and service bays will be closed with insulated doors that will mute the majority of the noise. The doors will only be open to move vehicles in and out of the facility.
4. Outdoor lighting will be provided in the customer parking areas and vehicle display areas. The LED lights will be dark sky compliant, compliant with City Code, and shielded as necessary from residential areas.
5. Odors will not be generated from the Dealership.
6. Fumes will not be generated by the Dealership.

Sincerely,



Errin Bliss, Architect, AIA

**Return to Agenda**





## STAFF REPORT

### Hailey Planning and Zoning Commission

### Regular Meeting of February 1, 2021

**To:** Planning and Zoning Commission

**From:** Lisa Horowitz, Community Development Director

**Proposal:** Consideration of a Design Review Pre-Application by Silver Creek Property Holdings, LLC, and Larry Green, L.L. Greens, represented by Bliss Architecture, for a new car dealership, hardware store and 44-49 residential units. Three design options are presented for preapplication design review.

**Hearing:** February 1, 2021

---

**Applicant:** Silver Creek Property Holdings, LLC, and Larry Green, L.L. Greens

**Location:** 910 N Main Street and 21 E McKercher Blvd

**Zoning:** Various: see rezone staff reports for existing and requested zoning

**Notice:** Notice for the public hearing was published in the Idaho Mountain Express on January 13, 2021 and mailed to property owners on January 12, 2021.

---

**Background and Project Overview:** Silver Creek Ford is partnering with LL Greens to develop vacant property at the north end of Main Street for the following uses. Three lots are involved, totaling 5.4 acres. The property is bounded by Main street, McKercher Boulevard, 1st Avenue and Cobblestone Lane. The three properties surround the AmericInn Hotel.



Three design options are presented, which include:

- A new two-story car dealership and automotive repair building, 20,533 square feet in size, to be located at FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street)
- A new two-story mercantile store, 16,178 square feet in size, to be located at Lot 1, Block 2, Northridge X (21 E McKercher Blvd)
- 44-49 new residential units averaging approximately 750 square feet, located in either six (6) or eight (8) buildings or in two (2) mixed use buildings with commercial use on the main floor and residential on the second and third floors, to be located at Lot 1, Block 27, Northridge IX

The Applicant has submitted a Site Plan, Floor Plans and Renderings, as outlined in the Hailey Municipal Code, Pre-Application Design Review submittal requirements. A conceptual Landscape Plan has been submitted. A colored rendering will be brought to the meeting.

**Chapter 17.06: Design Review. Section 17.06.050: Application:**

**C. Design Review Pre-Application:**

1. **Required:** An application for PreApplication Design Review shall follow the procedures and be subject to the requirements established by section [17.03.070](#) of this title, and shall be made by at least one holder of any interest in the real property for which the PreApplication Design Review is proposed.
2. **Information Required:** The following information is required with an Application for PreApplication Design Review:
  - a. The Design Review Application form, including project name and location, and Applicant and representative names and contact information.
  - b. One (1) eleven inch by seventeen inch (11" x 17") and one electronic copy showing at a minimum the following:
    - i. Vicinity map, to scale, showing the project location in relationship to neighboring buildings and the surrounding area. Note: A vicinity map must show location of adjacent buildings and structures.
    - ii. Site plan, to scale, showing proposed parking, loading and general circulation.
    - iii. One color rendering of at least one side of the proposed building(s).
    - iv. General location of public utilities (survey not required). (Ord. 1226, 2017; Ord. 1191, 2015)

**Items for Discussion and/or Other Items of Note:**

**1. Building Location:**

The Commission should discuss the pros and cons of the building locations in the three design versions submitted:

Version 1: Silver Creek Ford Dealership located on the corner of McKercher and Main, with related vehicles for sale primarily to the south. LL Greens angled along McKercher, with a vehicular connection to 1<sup>st</sup> Avenue. Residential components in two large mixed use buildings along 1st Avenue.

Version 2: Silver Creek Ford Dealership located on the corner of McKercher and Main, with related vehicles for sale primarily to the south. LL Greens angled along McKercher, with a vehicular connection to 1<sup>st</sup> Avenue and parking in front of the building along McKercher. Residential components in six buildings along 1<sup>st</sup> Avenue.

Version 3: Silver Creek Ford Dealership located on the corner of McKercher and Main, with related vehicles for sale primarily to the south. LL Greens squared up to the Silver Creek Ford buildings, eliminating the need for a vehicular connection to 1<sup>st</sup> Avenue and eliminating highly visible parking along McKercher. Residential components in eight buildings along 1st Avenue.

*Staff makes the following observations:*

*A. None of the alternatives contain a variation where Silver Creek Ford Dealership and Service Bay is located to the south at the corner of McKercher and Cobblestone Lane. Staff does not think this alternative should be pursued, as display parking would be pushed to the corner of Main and McKercher, creating the feel of a “parking lot” at the northern entrance to the City. Staff concurs that anchoring the dealership at the corner of Main and McKercher is preferred.*

*B. Staff does not support the versions where commercial vehicular access to 1<sup>st</sup> Avenue is shown. It is preferable to keep residential uses and access points along 1<sup>st</sup> Avenue, as a buffer between commercial and adjacent residential neighborhoods.*

*C. Breaking up the residential buildings is preferable to the two large mixed-use buildings shown in Version 1.*

## **2. Parking location and screening:**

Both of these uses are vehicle-intensive. An auto dealership needs areas to display cars by nature of the business model. The applicant has provided the following parking breakdown for Silver Creek Ford:

PROPOSED GROSS BUILDING AREA:  
FIRST FLOOR: 16,000 S.F.  
SECOND FLOOR: 4,533 S.F.  
**TOTAL: 20,533 S.F.**

ON-SITE PARKING:  
REQUIRED: 1 SPACE/1,000 S.F. GROSS BLDG AREA = 21 SPACES  
PROVIDED FOR CUSTOMERS: 15 SPACES  
PROVIDED FOR SERVICE AND EMPLOYEES: 38  
**TOTAL: 53 SPACES**

VEHICLE DISPLAY:  
NORTH VEHICLE DISPLAY LOT: +/-20 SPACES  
SOUTH VEHICLE DISPLAY LOT: +/-107 SPACES  
**TOTAL: +/-127 SPACES**

ON-SITE LOADING/DELIVERIES:  
REQUIRED: 2 SPACES AT A MIN. OF 500 S.F.  
PROVIDED: 2 SPACES AT 1,065 S.F.

*Staff makes the following observations:*

- A. *Display of vehicles for sale is intrinsic to the nature of a car dealership; therefore, it will be impossible for all of the Hailey design review standards to be met. Most notably, the use will require, in some location, that cars be displayed for sale. Staff suggests that the vehicle display areas and related parking areas devoted to car sales be thought of differently than the parking that is required to serve the customers as suggested by the applicant. However, large expanses of parked cars still need to be broken up with landscaping, architectural details or other design ideas. The Commission could explore some creative ways of “dressing up” the display areas closest to the street. The porte-cochere elements shown on the elevations are examples of this type of creative design. Creating areas that feel like a “plaza” for the most prominent car displays (along Main Street) could also be desirable. Photo examples have been provided of other car dealerships for the Commission to consider. The large parking lot referred to by the applicant as the “south Parking Lot” could also be broken up with landscaping.*
- B. *A wide range of options can be considered with regards to landscape screening for this type of use. The Commission could:*
- 1. Screen with landscaping all of the vehicles displayed for sale, creating a thick landscape wall;*
  - 2. Creatively integrate the most prominent vehicle display locations into the design (such as the Porte Cochere elements shown, or Plaza elements seen in the attached examples;*
  - 3. A combination of the above. Each street façade should be discussed separately in terms of the best solution. Note that extensive screening of the most prominent display vehicles will result in a more “suburban” solution: wide landscape strips as commonly seen along strip development highways; therefore, Staff recommends a blend of landscape screening and other creative elements, reflecting of this project being located “in town” and not out on a strip.*
- C. *Parking for LL Greens should not be located on the street side of the building, if at all possible. Version 3 is preferred with regard to the LL Greens building and parking layout. The applicant provides the following analysis for LL Greens mercantile use:*

PROPOSED GROSS BUILDING AREA:  
FIRST FLOOR: 14,601 S.F.  
SECOND FLOOR: 1,577 S.F.  
**TOTAL: 16,178 S.F.**

ON-SITE PARKING:  
REQUIRED: 1 SPACE/1,000 S.F. GROSS BLDG AREA = 17 SPACES  
PROVIDED FOR CUSTOMERS: 21 SPACES  
PROVIDED FOR SERVICE AND EMPLOYEES: 11  
**TOTAL: 38 SPACES**

ON-SITE LOADING/DELIVERIES:  
REQUIRED: 2 SPACES AT A MIN. OF 500 S.F.  
PROVIDED: 2 SPACES AT FOR A SEMI & BOX TRUCK AT 1,700 S.F.

### **3. Street connections/curb cuts:**

The applicant has provided a traffic impact study, attached to the Rezone Staff Report. The study finds that the total project will generate 928 daily trips, of which 74 trips are within morning peak hours and 116 trips are within evening peak hours. These trip generation numbers can be managed by the roadway network in this area.

*As part of the rezone analysis, Staff requests that the applicant provide an analysis of the difference in trip generation volume (if any) from the proposal as compared to existing zoning.*

#### **Road Improvements:**

**Main Street:** Main Street contains a 5-lane road configuration between Cobblestone Lane and the McKercher light, which is the entire frontage of the proposal. Traffic is high in this area. Staff concurs that the Main Street project entrance should be right in/right out, and should be spaced at least 350 feet from the Main/McKercher traffic light as shown in alternatives Versions 2 and 3. The entrance shown on Version 1 appears too close to the McKercher intersection.

*This section of Main Street contains a narrower right of way, and as such cannot accommodate parallel on-street parking. Staff suggests a 10'-wide sidewalk and street trees at the curb line to match the Main Street section across the street in front of Albertson's. Note that additional landscaping between the sidewalk and the car display areas may also be appropriate to mitigate the amount of parking required by the proposed use, combined with creative design solutions such as the Porte Cochere elements shown. See discussion under Item 2, above. Street lights will be required, location to be determined.*

**McKercher:** McKercher is an arterial connecting Buttercup Road to Main Street and continuing west to River Street. A turn lane for southbound travel exists at the Main Street light. Version 1 shows two entrances off of McKercher, but pushes a third entrance around the corner (to service LL Greens) on to the residential street (1<sup>st</sup> Avenue). Staff does not find this to be preferred. Versions 2 contains two entrances on McKercher, but results in the commercial building (LL Greens) to be pushed closer to 1st Avenue. Version 3 shows 3 entrances on McKercher, but the most easterly of these is a service entrance. Of these three entrances, the entrance closest to Main Street is appropriately shown as right in/right out. Staff concurs with the McKercher ingress/egress plan shown in Version 3.

*McKercher contains an aging 8'-wide asphalt multiuse path that has seen about 50% of its useful life. Staff concurs with the street section of an asphalt multiuse path, with vegetation separating the path from the commercial uses. The path should likely be reconstructed in its entered, and widened to 10' in width. As such, a sidewalk would not be needed in addition to the path. The applicant may wish to propose drought tolerant landscaping in the dirt ditch between the path and the paved street. Street lights should be planned for the westerly two-thirds, but not be added near the service entrance approaching 1<sup>st</sup> Avenue.*

*Various drainage issues will need to be addressed along McKercher.*



**1<sup>st</sup> Avenue:** 1<sup>st</sup> Avenue is a residential street with a reasonably high traffic volume due to proximity of commercial uses and the Wood River Middle School one block to the east. Version 1 contains a commercial entrance (LL Greens) on to 1<sup>st</sup> Avenue, which is not preferred. This version also shows an entrance to the residential apartments which contains a staggered offset from Winterberry Loop, not preferred. Versions 2 and 3 show two residential ingress/egresses, of which the northerly ingress/egress is aligned with Winterberry Loop. Versions 2 and 3 are preferred along 1<sup>st</sup> Avenue. Public Works staff notes that the on-street parking shown along 1<sup>st</sup> Avenue will not be practical in the winter, and the City cannot keep this area free of snow. Drainage will also need to be addressed.

A 6'-wide sidewalk with street trees/landscaping located back of curb is preferred along this residential street frontage. No street lights are recommended by Staff.

**Cobblestone Lane.** Cobblestone is a substandard connector street with a substandard skew angle. The portion of Cobblestone Lane in front of this property has no dedicated right of way. The road is located on a public easement located on the private property to the south (see plat). Cobblestone Lane carries high pedestrian traffic two times per day when middle school starts and ends. Middle schoolers walk (most often in the road) from the middle school west down Cobblestone Lane to the bus stop on Main Street (just south of the proposed project) or cross Main Street at the pedestrian-activated light connecting to Albertsons. Staff suggests that 20'-wide of right of way be dedicated along the subject property frontage, so that eventually the street can have a 60' right of way. Due to the skew angle, an 80' right of way is not needed. The Public Works Director does not recommend any action regarding the skew angle at this time. One or two street lights near Main Street are recommended.

A sidewalk and trees/landscaping behind the sidewalk are needed along Cobblestone Lane.

**Transit.** Mountain Rides has reviewed the proposal, and has no comments. They do not plan to relocate the Cobblestone Lane/Main Street bus stop, as it is a primary location. In the future, if the site adjacent to the bus stop redevelops, a bus stop would be desired.

#### **4. Internal Circulation:**

- A. In all of the versions presented, the internal circulation for the residential uses is separate. Staff discussed at length whether the circulation should be integrated, as integration of circulation would be desired if this were a true "mixed use" project. However, a car dealership is not the type of use typically planned within mixed use developments. The uses are generally considered incompatible within the same development. Mixed use projects most often contain retail, office, restaurant or similar. Staff concluded that this project is not a true mixed-use project, and as such, circulation between the residential and commercial components is best kept separate.
- B. Because the uses to the east are residential, Staff did not pursue an alternative that would connect a street through the project from either McKercher or Main, as this solution would likely drive additional traffic into residential neighborhoods. In the alternatives presented, commercial uses are buffered and separated from nearby residential neighborhoods.
- C. Staff encouraged the applicant to reach out to The AmericInn to see if the AmericInn would like to integrate their circulation into this project. When looking at the project in aerial view, this

*seems like a natural solution. (Note on the AmericInn site the oddly shaped fire-truck turnaround which could be used to access the rear portion of the Silver Creek Ford site.) However, there does not appear to be a symbiotic relationship between hotel guests and car dealership or mercantile (LL Green) uses, so, in practicality the connection may not serve as a good function. The AmericInn did not see an advantage from a business standpoint to integrate their parking lot into these new proposed uses; therefore, this idea was not pursued further.*

**5. Useable Open (Park) Space:**

*Useable park/open space for the residential uses should be discussed. With this number of units, an on-site play area could be desirable and well-used.*

**6. Residential design components:**

*While the residential buildings are described as two-story, they read as 3-story buildings due to the tuck-under parking. Further break-up of building massing may be desired, as this property is a transition to single-family neighborhoods.*

Action:

No formal action is required a Pre-application design review. The Commission should give feedback on the above items, and any other that may arise, so that the applicant can incorporate the feedback.

Please see Rezone Drawings.  
Combined drawings submitted  
for Rezone, CUP and Design  
Review Pre-Application.

















































**Return to Agenda**