**MEETING AGENDA**

**THURSDAY, April 9, 2015 AT 9:00 A.M.**
**SUN VALLEY PLANNING AND ZONING COMMISSION**
**TO BE HELD IN SUN VALLEY COUNCIL CHAMBER AT CITY HALL**

**1. Call To Order**

The Idaho Code requires that, "…A member or employee of a [Planning and Zoning] Commission shall not participate in any proceeding or action when the member or employee or his employer, business partner, business associate, or any person related to him by affinity or consanguinity within the second degree has an economic interest in the procedure or action." Any actual or potential interest in any proceeding shall be disclosed at or before any meeting at which the action is being heard or considered. A knowing violation of this section shall be a misdemeanor.

**2. Public Comment**

Opportunity for the public to talk with the Planning and Zoning Commissioners about general issues and ideas not otherwise agendized below (3 minutes max. each).

**3. Consent Agenda**

A. Draft Minutes from the Planning and Zoning Commission Meeting of March 12, 2015.....1

**4. New Business**

A. Alpine Enterprises, PLS for Mary & Louis Hoffer; Public hearing for a **Plat Amendment Application** proposing to combine condominium units 2 and 4 and its associated three dimensional condominium property line, as shown on the condominium map for The Villager Condominiums (otherwise referenced as Bldg A, doors 1202 & 1204) into a singular Amended Unit 2A. Subject plat amendment approval to be a condition of approval for design review application (No. DR 2015-03), which is a remodel of the proposed new Unit 2A, in the Multi-Family Residential (RM-1) Zoning District. Location: 1202 & 1204 Villager Condo Drive. Application No: SUBPA 2015-01.....7

B. Review draft 2015 Transportation Plan Update as prepared by Keller Associates (no action required).....19

C. Sun Valley Elkhorn Association; Public hearing for a **Design Review Application** proposing the installation of two new Elkhorn entry signs and a new Harker Center sign. Location: north entrance at the intersection of Elkhorn Road and Village Way, south entrance across from Sunrise Drive, and the intersection of Morningstar Road and Harker Lane. Application No: DR 2014-032. .....116

**5. Continued Business**

**6. Discussion Items**

**7. Adjourn**

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**Meeting Schedule:**

Regular Meeting at 9:00 am on Thursday, April 23, 2015.

Regular Meeting at 9:00 am on Thursday, May 14, 2015.

**Minutes of the Planning and Zoning Commission**
**March 12, 2015**

The Planning and Zoning Commission of the City of Sun Valley, Blaine County, State of Idaho, met in regular session in the Council Chambers of Sun Valley City Hall on March 12, 2015 at 9:00 a.m.

**1. Call To Order**

The meeting was called to order at 9:07 a.m. in Council Chambers. Chairman Ken Herich declared a quorum present.

**Present**: Commission Chairman Ken Herich; Commissioners Bill Boeger, Jake Provonsha, John O'Connor, and Margaret Walker.
**Absent**: None.

**Also Present**: Associate Planner Abby Rivin, City Clerk Alissa Weber, City Attorney Adam King, Tim Hogan, Mary Ann Hogan, Scott Thomson, Chrissy Grove, Clint Lightner, Marlene Lowry, Chase Gouley.

**2. Public Comment**

No public comment.

**3. Consent Agenda**

A. **Draft Minutes from the Planning and Zoning Commission Meeting of February 19, 2015.**

Commissioner Provonsha requested several language changes to clarify and streamline portions of the minutes. Chairman Herich requested edits to correct terminology in the minutes.

**MOTION**

Commissioner John O'Connor moved to accept the February 19, 2015 draft Planning and Zoning Commission meeting minutes with the requested changes, seconded by Commissioner Margaret Walker. All in favor, none opposed. The motion carried.

**4. New Business**

None.

**5. Continued Business**

A. **Evergreen Ventures, LLC; Continued public hearing for a Design Review Application for the construction of three new, custom two-story single family dwellings and associated site improvements on existing lots in the Single-Family Residential (RS-1) Zoning District. Location: Lots 1, 2, and 6 Lane Meadows Subdivision; Lane's Way at Highway 75. Application No: DR 2015-01.**

Scott Thomson, applicant, presented additional Lot 1 information requested by the Commission at its last meeting.

Thomson detailed the landscaping plans and the anticipated tree heights at both planting and maturity. He stated that the trees will be between six and eight feet tall at planting. The Commission discussed and reviewed the plans with the applicant.

Thomson presented the updated construction management plan, stating that all items were moved to Lot 10, which acts as an entrance/exit control point for all three Lots. He then presented an updated

materials list for Lot 1, noting they selected western red cedar for the interior and exterior of the outdoor living space wall.

Thomson discussed the two "neighbor's perspective" renderings of Lot 1. The first demonstrated the tilt of the house towards the neighbor's property. He noted the house is planned at a 25-foot setback from the property line, rather than 20 feet as stated at the February 19, 2015 meeting. With regard to the second rendering, he noted the neighbor will not see the first floor of the house, including the outdoor living space. Chairman Herich pointed out that the rendering is of the landscaping at maturity, not at planting. Chase Gouley, representing the applicant, offered to put in more mature, taller trees to abate any concerns. Thomson also noted he offered neighbor Robin Sias excess evergreens to plant on her property to help block the view of the Lot 1 house.

Thomson provided further information on external lights. He provided spec sheets of non-replaceable LED lights. Commissioner Herich stated the new lights relieved his concerns about whether the light would be well-controlled.

Thomson described the electrical and lighting plan for, and showed a rendering of, the outdoor living area. Thomson noted the proposal actually includes only six lights, not the ten shown on the rendering. Chairman Herich stated he would be amenable to more lights.

Whitney Sander, architect, discussed plans for roof drainage. He explained that drains, solar panels and roof vents are positioned toward the middle of the roof to hide them from view. He noted all drains are placed inside the house and drainage would be directed into the property's drywells. He also showed the boiler vent on the plans, stating they are placed eight feet from the edge of the roof. Chairman Herich noted a need to condition the placement of the vents.

Commissioner Walker requested a visual of the solar panels. Thomson showed the solar array at a 26% angle on one rendering, stating his belief that the visual impact will be minimal. The Commissioners and applicant discussed whether the panels would be visible from various vantage points. Sander suggested that the panels could either be screened or replaced with a different hot-water production element – an eight-foot long horizontal tube that sits about eight inches off of the roof. The Commission and applicant discussed the option of raising the parapet of the roof to screen the panels and the effectiveness of the glass hot water tube option. Clint Lightner noted the PV panels can be oriented horizontally to lower their profile. The applicant agreed to substitute the glass tubes for the larger thermal panels and reorient the PV panels horizontally to reduce visibility.

Sander explained the design of the chimney flue in response to a question from Chairman Herich.

The Commission began its conversation on the follow-up information for Lot 2.

Gouley presented the landscaping plan, including tree height at planting and maturation. The Commission discussed various aspects of the plan, including irrigation and landscaping for the subdivision.

Scott Thomson agreed to make the same solar panel adjustments as were discussed for Lot 1.

The Commission began its conversation about the follow-up information for Lot 6.

Gouley discussed the landscaping plan, including tree height at planting and maturation.

Thomson presented the updated materials list, noting it includes only one external light fixture and corrects Material D. Commissioner Walker asked follow-up questions regarding other materials, to which Thomson responded.

Thomson discussed the solar panels, noting the panels will be more visible on the tilted roof on Lot 6. He stated the panels are flush with the roof and only on the side of the house facing the road. He also noted the color of the panels will match the roof's color. Sander stated they are using a simple box enclosure for the flues on the roof and the boiler vent would appear more like a fireplace vent.

Thomson and the Commission discussed whether a fence around the pool is required by code. Thomson stated the current plans include a pool cover without a fence, but, if required, they would propose a 48-inch slatted cedar fence around the pool.

Chairman Herich asked about the pool vault design. Thomson responded that it would be below grade. Gouley noted they would have a flue stack with a gas boiler that would be hidden by landscaping.

Commissioner Walker asked about the decking around the pool. Gouley stated it is concrete and showed the outline for the deck on the plans.

Chairman Herich opened the public hearing for Lots 1, 2 and 6.

Tim Hogan, residing at 11 Meadow Road, provided a map of Lots 1 and 2 with respect to his house. Chairman Herich stated for the record that the Commission received an email from Mr. Hogan dated March 11 regarding the application, which was not included in the packet. He stated they also received one from Robin Sias on the same date. Tim Hogan expressed concerns about the compatibility of Lots 1 and 2 with the neighborhood, the way Lot 1 would impact the view from his house, and the proposed landscaping.

Mary Ann Hogan, residing at 11 Meadow Road, expressed concern about the compatibility of the designs for Lots 1 and 2. She stated a desire for a more complementary design.

Chairman Herich closed the public hearing.

Scott Thomson, applicant, responded to the public comment by stating that the design type is not foreign to Sun Valley and cited modern designs in Lane Ranch. He also noted the building zones and height of the trees were part of an extensive negotiation process.

Commissioner O'Connor asked about the progress on the sidewalk in the development. Thomson discussed the infrastructure projects, including sidewalks and base landscaping, noting they must complete those prior to receiving building permits.

Commissioner Boeger asked Tim Hogan about his concern with landscaping and tree height. Hogan stated he would prefer more and taller trees to block the view of Lots 1 and 2. Thomson reiterated the tree height was part of the negotiations that led to the development agreement. He offered to provide four evergreen trees to plant on the Hogan property if desired.

The Commission discussed the relevant aspects of the development agreement, including building heights. Chairman Herich asked about the view corridors outlined in the CC&Rs, which Thomson pointed out on the plans.

Chairman Herich asked about address monuments for the properties. Gouley discussed the options for addressing. Thomson offered to build monuments that complement the respective buildings.

The Commission took a break at 10:54 a.m. The meeting resumed at 11:04 a.m.

The Commission began its deliberations on compliance with all Findings of Fact. Chairman Herich noted the Commission's decision must apply to all three properties because they were part of a single application.

Regarding Finding 1, the Commission discussed whether the structure of the pool was relevant. Chairman Herich noted the building code is the relevant code, not the zoning code. Commissioner Walker stated her concern about drainage and runoff from the pool on Lot 6 and how that would affect adjacent properties. Gouley discussed the drainage plan for the property. The Commission discussed how safety concerns about the pool related to the building code. The Commission unanimously decided the application complied with Finding 1.

The Commission discussed Finding 2 regarding conformance with applicable standards and the surrounding neighborhood. The Commission held a lengthy conversation about whether the designs were complimentary to the surrounding neighborhood, with each Commissioner stating his or her opinion separately. Chairman Herich discussed the requirements in Chapter 3a and stated his opinion that the code does not require things to all look the same and the quality of the design and materials is high. The Commissioners unanimously decided the application complied with Finding 2.

The Commission discussed and unanimously agreed the application complied with Findings 3 and 4.

In regards to Finding 5, the Commission discussed whether the larger masses on some designs were in compliance with the requirements. Chairman Herich stated that while some of the masses were long, unarticulated planes, the houses were smaller than others in the City. The Commissioners unanimously agreed the application complied with Finding 5. The Commission also agreed that the application complied with Factor 6.

With regards to Finding 7, the Commission discussed whether the type of architecture in the application complied with wall-articulation and roof-design requirements. The Commission agreed it was. The Commission also agreed the application complied with Finding 8.

Chairman Herich asked the applicant to discuss screening and enclosures for meters. Gouley pointed out where the power, gas and other meters were placed on each of the designs. He stated they will try to keep them all in one vault made of the same materials of the house. He noted they are trying to shield the vaults from view with landscaping for all three properties.

Chairman Herich acknowledged the Commission was leaning towards approval so needed to modify the Conditions of Approval.

City Attorney Adam King suggested changing Condition 1 to read "shall comply with all applicable City codes and ordinances," Condition 2 to begin with "Design review approval," instead of "Site review approval," and the code referred to in Condition 5 be changed to 9-5A-9.

Chairman Herich discussed Condition 8 regarding address monuments. The applicant stated they would likely create pole monuments with vertical numbers in materials that complemented each design. The Commission had a conversation about approval of the monuments, and agreed that the language in the Condition would be changed to allow approval by the Community Development Department.

Chairman Herich added several conditions of approval. He stated Condition 12 should read, "The applicant shall resubmit the new solar equipment and the layout for review and approval by the Community Development Department, showing changes of thermal equipment and reorientation horizontally of the photovoltaic panels for Lots 1 and 2." Condition 13 shall read, "All drainage shall be kept on site and channeled to drywells as necessary." The Commission held a discussion and agreed Condition 14 shall read, "The choke cherry planting height for Lot 1 along the north property line fence shall be increased to eight to ten feet. Alternate similar plant materials in this height range are acceptable." Condition 15 shall read, "Up to eight canned lights are allowed on the outdoor living ceiling on Lot 1." Condition 16 shall read, "No mechanical flues and caps exceeding eight inches in diameter are allowed without appropriate screening or shrouds." Condition 17 shall read, "Lot 6 is proposed to have a safety pool cover. If a fence is required and/or desired, applicant will submit for approval by the Community Development Department."

**MOTION**
Commissioner John O'Connor moved to approve Application No: DR 2015-01, with the changes and additions made to the Conditions of Approval, seconded by Commissioner Bill Boeger. Commissioner Jake Provonsha was absent for the vote. All were in favor, none opposed. The motion carried.

**B. Evergreen Ventures, LLC; Continued public hearing for a Design Review Application for a new entry monument sign at the Highway 75 entryway to the Lane Meadows Subdivision. Location: 12673 State Highway 75 at Lane's Way, near Lane Ranch. Application No: DR 2015-02.**

Chase Gouley addressed the concerns the Commissioners raised at the site visit. The first dealt with whether the monument would obstruct views for drivers pulling out of the subdivision on to the highway. He demonstrated where the stop bar was placed and, given its placement, the obstruction should be alleviated. The second concern related to the size of the lettering. He stated the lettering will be nine square feet, while the code allows up to 16 square feet. The final concern was about sign lighting. He presented an exhibit demonstrating the lighting color and noted it is built into the sign. He also described the surrounding landscaping plan and materials to be used on the sign. The applicant and Commission discussed placement of the street name and stop signs.

The Commission discussed the various Findings of Fact and made some edits to language. The Commission determined the application complied with all Findings. Chairman Herich added Finding of Fact 9, to read, "The proposed internal sign LED lighting is in conformance with applicable City Code," and Condition of Approval 8, to read, "Applicant shall submit lettering material for approval by the Community Development Department."

**MOTION**
Commissioner Bill Boeger moved to approve Application No: DR 2015-02, subject to the changed

Findings of Fact and Conditions of Approval, seconded by Commissioner John O'Connor. Commissioners Jake Provonsha and Commissioner Margaret Walker were absent for this vote. All were in favor, none opposed. The motion carried.

**6. Discussion Items**

A. **Review and agreement on the draft Planning and Zoning Commission Regular Meeting Schedule for 2015.**

The Commission approved the 2015 Planning and Zoning Commission calendar with the March 26, 2015 meeting deleted.

B. **Nomination and selection of Commission Chairperson and Vice Chairperson for 2015.**

**MOTION**

Commissioner John O'Connor moved to approve Ken Herich to serve as Commission Chairman for 2015, seconded by Commissioner Bill Boeger. Commissioners Jake Provonsha and Commissioner Margaret Walker were absent for this vote. All were in favor, none opposed. The motion carried.

The Commission elected to postpone the vote on the Commission Vice Chair position.

**7. Adjourn**

**MOTION**

Commissioner John O'Connor moved to adjourn, seconded by Commissioner Bill Boeger. Commissioner Jake Provonsha and Commissioner Margaret Walker was absent for this vote. All were in favor, none opposed. The motion carried.

The meeting adjourned at 12:55 p.m.

******

_____

Ken Herich, Chairman

_____

Alissa Weber, City Clerk

**CITY OF SUN VALLEY**
**PLANNING AND ZONING COMMISSION**
**AGENDA REPORT**

**To:** Planning and Zoning Commission

**From:** Abby Rivin, Associate Planner

**Meeting Date:** April 9, 2015

**Agenda Item:** Combining Units 2 and 4 of the Villager Condominiums
Plat Amendment Application No. SUBPA 2015-01

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**SUBJECT:** Public hearing for a plat amendment application proposing to change the footprint and three dimensional condominium property line as a condition of approval for an administrative design review application (No. DR 2015-03) for a remodel that combines units 2 and 4 of the Villager Condominiums into Amended Unit 2A, in the Multi-Family Residential (RM-1) Zoning District. No new lots or units will be formed. Applicant: Bruce Smith, PLS for Louis and Mary Hoffer. Application Filing Date: February 9, 2015. Location: 1202 & 1204 Villager Condominiums.

**BACKGROUND:** The project owner received approval of an administrative design review application from the City of Sun Valley on April 2, 2015 for a remodel that combines units 2 and 4 via a 55 square foot first floor entry pop-out addition and deck expansion. Because the remodel physically combined units 2 and 4 and expanded the units beyond their recorded footprint and three dimensional condominium property lines, the Community Development Director placed a condition of approval (#8 in attached **Exhibit "PZ-D"**) on the project requiring that:

8. *The condominium property owner, or authorized representative, shall submit for the recordation of the Plat Amendment to convert the project's approved new common area footprint and airspace to single use area and airspace. The required Plat Amendment mylar shall be submitted to the City and deemed complete by the Community Development Department prior to any issuance of a final certificate of occupancy on the addition and remodel project.*

Prior to issuance of a certificate of occupancy by the City, the applicant must submit a complete application for the required plat amendment. The condominium lot line shift is fully depicted on the attached Plat Amendment Exhibit (**Exhibit "PZ-E"**).

**ANALYSIS:** The Plat Amendment application consists of an expanded footprint and three dimensional condominium property line shift as a result of a remodel and pop out addition that combines condominium units 2 and 4. No new condominium lots/units will be formed and the

existing unit will be recorded as Amended Unit 2A. The plat amendment combines unit 2 (877 square feet) with unit 4 (536 square feet) and adds a 55 square foot pop out addition. Newly recorded Amended Unit 2A of The Villager Condominiums will have a total new footprint area of 1,468 square feet. No adjacent condominium units will be affected.

The completed review of the application and supporting materials by the Community Development Department finds no unresolved issues, code conflicts or fatal flaws in the plat amendment nor any needed Fire Department comments or conditions. The public hearing was properly noticed in accordance with Development Code regulations and the City received one comment email and one comment letter (**Exhibit "PZ-B"** and **Exhibit "PZ-C"**) both in favor of the project.

**Alternative Actions-** Alternative actions available to the Commission include: (1) make the required findings and adopt the attached draft Findings of Fact and Conclusions of Law recommending approval of the plat amendment to the City Council; (2) Continue the hearing for further information and review; or (3) Close the public hearing, discuss the findings, vote to recommend denial of the plat amendment application and direct staff to return on a date certain with a resolution of denial reflecting the comments and findings of the Commission.

**RECOMMENDATION:** Before public comment is received, the Commission should disclose all information and contacts received outside the hearing on this item upon which the decision will be based, receive public testimony, and consider the facts and findings necessary to make a recommendation on the plat amendment to the City Council. The Community Development Director recommends approval of the plat amendment application subject to the Conditions of Approval contained in the attached draft Findings of Fact (**Exhibit "PZ-A"**).

**LIST OF ATTACHED EXHIBITS:**

| | |
|---|---|
| Exhibit "PZ-A" | Draft Findings of Fact, Conclusions of Law and Decision for Plat Amendment Application No. SUBPA 2015-01. |
| Exhibit "PZ-B" | Public comment email received March 17, 2015 from Todd Cook on behalf of Burbidge Properties, which owns 3 Villager Condominiums, in favor of the project. |
| Exhibit "PZ-C" | Public comment letter stamped received by the City March 26, 2015 from Betsy Brooks, a member of the Villager Board of Directors, supporting the combination of Villager units 2 and 4. |
| Exhibit "PZ-D" | Approved Findings of Fact for Design Review Application No. DR 2015-03. |
| Exhibit "PZ-E" | Reduced 11" by 17" Plat Amendment Exhibit forming Amended Unit 2A of The Villager Condominiums, dated received by the City of Sun Valley on February 19, 2015. |

** The entire administrative record for this Plat Amendment application is available for review in the Community Development Department at City Hall.

## EXHIBIT "PZ-A"

## (DRAFT) SUN VALLEY
## PLANNING AND ZONING COMMISSION

| | | |
|---|---|---|
| **PLAT AMENDMENT** | **)** | **FINDINGS OF FACT/CONCLUSIONS** |
| **UNITS 2 & 4** | **)** | **OF LAW, DECISION** |
| **THE VILLAGER CONDOMINIUMS** | **)** | **AND CONDITIONS** |
| **APPLICATION NO. SUBPA 2015-01** | **)** | |

This matter came before the Sun Valley Planning and Zoning Commission for consideration on April 9, 2015 as a duly noticed public hearing for an expanded footprint and three dimensional condominium property line shift as a result of renovations and an addition that combine units 2 and 4 of the Villager Condominiums. No new condominium lots/units will be formed and the amended residential unit will be recorded as Amended Unit 2A. The Commission conducted a properly noticed public hearing, reviewed the Agenda Report and heard the comments of City staff, the applicant's representatives, and the public. Additionally, the Commission reviewed the approval recommendation document with suggested Findings of Fact, Conclusions of Law, and Conditions of Approval recommended by the Community Development Director. Based on the evidence presented, the Commission hereby recommends approval of the proposed plat amendment to the City Council with the following Findings of Fact and Conclusions of Law and subject to specific conditions of approval.

### FINDINGS OF FACT/CONCLUSIONS OF LAW

1. The applicant is Bruce Smith, PLS for Louis and Mary Hoffer. The plat amendment combines unit 2 (877 square feet) with unit 4 (536 square feet) and adds a 55 square foot pop out addition. Newly recorded Amended Unit 2A of The Villager Condominiums will have a total new footprint area of 1,468 square feet. No adjacent condominium units will be affected.

2. The lot line adjustment will reconfigure the condominium property line to reflect the newly constructed addition and interior space remodel for units 2 and 4. The resulting Amended Unit 2A will remain consistent with existing developed condominium in the development.

3. The applicant has provided the information required for application, review, and action on a plat amendment as set forth in City of Sun Valley Municipal Code Section 9-5A-4, Required Application Information. On March 23, 2015 proper notice for the public hearing was completed by: 1.) publishing of a public notice of a public hearing in the local newspaper of record; 2.) mailed to adjacent properties within a minimum 300-foot radius; 3.) posted at Sun Valley City Hall, the Sun Valley Post Office, Elkhorn Springs Store Post Office, St. Thomas Episcopal Church and the Elkhorn Fire Station; 4.) posted on the site; 5.) electronically transmitted to all those requesting receipt of such notices; and, 6.) posted on the City's website under public notices.

4. The required findings for review of a proposed plat amendment are contained in Municipal Code Section 9-4B-1F.

5. The residential condominium unit property line shift application will not lower the dimensions below any minimum dimensional standard prescribed by Title 9, Development Code. The plat amendment will not increase or decrease the number of lots and the property line shift will not change or move any public streets or publicly dedicated areas in any manner. The overall density of the project remains the same and each aspect of the proposed adjustment to the property line complies with all applicable provisions of the Development Code.

6. The plat adjustment is appropriate for the design and physical location of existing and future development. The amendment is appropriate for the multi-family development because the new property line location will reflect existing site conditions and account for the recent combination of the two condominium units and the first floor pop out addition.

7. The property line shift plat amendment is consistent with the Sun Valley Comprehensive Plan designation for Medium Density Residential and does not significantly change the existing allowed land uses nor cause any conflict with the goals and policies of the Comprehensive Plan. There are no designated scenic, agricultural, recreational, or traditional sites identified for the lot by the Comprehensive Plan.

8. The plat amendment will not affect the character of the neighborhood in a materially adverse manner because the new property line location is consistent with the existing layout of the development and improvements on the site. The condominium property line shift is minor and, once recorded, the plat modification will appear as though designed as part of the original development.

9. The condominium property line shift does not involve or alter any area used for access to the overall development nor any associated or adjacent public or private access or parking areas. The new Amended Unit 2A Villager Condominium configuration is consistent with all applicable easements and rights of way and with the original design of the access, traffic, circulation, and parking areas of the development.

## DECISION

Therefore, based upon the foregoing Findings of Fact/Conclusions of Law, the Sun Valley Planning and Zoning Commission hereby recommends approval of the plat amendment to the City Council to expand the footprint and three dimensional condominium property line as a result of a constructed addition and combination of the two condominium units, according to the plat amendment map, supporting plans, and documents submitted as part of the development application, subject to the following specific conditions of approval.

## CONDITIONS OF APPROVAL

1. The action by the Planning and Zoning Commission on the plat amendment is a recommendation only and requires final action by the City Council at a noticed public hearing. The plat amendment and all aspects of the project design shall conform to the project drawings stamped received by the City of Sun Valley on February 19, 2015 and reviewed by the Planning and Zoning Commission on April 9, 2015.

2. Upon approval of the plat amendment by the City Council to combine condominium units 2 and 4 and their associated three dimensional condominium property line, the applicant shall record

the plat with the Office of the County Recorder and provide a copy of the recorded document to the Community Development Director. This plat amendment approval shall expire three hundred sixty five (365) days from the date of approval unless extended pursuant to Code Section 9-5A-9.

3. Approval conditioned on compliance or with successful satisfaction of all Conditions of Approval as set for in DR 2015-03.

Dated this 9th day of April, 2015.

_____
Ken Herich, Chairman
Planning and Zoning Commission
City of Sun Valley

_____
Date Findings of Fact Signed

## Abby Rivin

**From:** todd.cook@wellsfargoadvisors.com
**Sent:** Tuesday, March 17, 2015 2:53 PM
**To:** Abby Rivin
**Subject:** Combining Villager 1202 and 1204

City of Sun Valley Community Development Department
PO Box 416
Sun Valley, Id 83353

RE: Application (No. SUBPA 2015-01)

To whom it may concern:

On behalf of Burbidge Properties, which owns 3 Villager Sun Valley Condo's (units 1220, 1218 and unit 1325), we are in favor of allowing Louis and Shannon Hoffer as owners of Villager Condo's units 1202 and 1204 to combine those units as described. We have always wanted to combine our units 1220 and 1218. We are certain their pop out addition, new windows, and landscaping will be attractive and functional, and will in no way disturb the overall look of the building.

Regards,

**Todd J. Cook**
**Senior Vice President - Investment Officer**
**Wells Fargo Advisors, LLC**
201 South Main Street, Suite 160
Salt Lake City, Utah 84111
Tel 801-531-3921 direct
Fax 801-535-4099
Toll-free 800-662-3733

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Villager 1217

Sun Valley. ID 83353

March 24, 2015

RECEIVED
MAR 26 2015
CITY OF SUN VALLEY

City of Sun Valley Community Development Dept.

P.O. Box 416

Sun Valley, ID 83353

To Whom It May Concern:

I'm writing in full support of Plat Amendment Application (no. SUBPA 2015-01) proposing to combine Villager units 1202 and 1204 for Louis and Mary Hoffer. Unit 1204 has been somewhat of an eyesore and for sale for several years. The architectural plans for the combination of the two will enhance the Villagers.

Sincerely,

Betsy Brooks

Member Villager Board of Direstors

## Abby Rivin

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**Sent:** Tuesday, March 17, 2015 2:53 PM
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Regards,

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**FINDINGS OF FACT AND CONCLUSIONS OF LAW**
**CITY OF SUN VALLEY**
**DESIGN REVIEW**

Project Name: **Hoffer Addition and Remodel**

Applicant: **Nicole Ramey, AIA of Michael Doty Associates for Louis and Shannon Hoffer**

Location: **The Villager Condominiums Units 1202 and 1204**

Zoning District: **Multiple-Family Residential (RM-1) Zoning District**

Project Square Footage: Units 2 and 4 will be combined via a 55 square foot first floor entry pop out addition. 88 square foot deck addition of an existing 1,594 square foot existing building.

Project Description: The applicant submitted an application for design review approval for a remodel that combines units 2 and 4 in the Villager Condominiums. The units will be combined via a first floor entry pop out addition of 55 square feet. The project includes a deck addition of approximately 88 square feet. The existing deck material will be replaced with new cedar and the deck railing will be expanded on the proposed pop out addition adjacent to unit 4. New windows will be installed on unit 4 as well as a new door on the first floor pop out addition to match the existing windows and door on unit 2. One existing exterior light fixture will be relocated to the pop out addition. New landscaping is proposed that includes the addition of new perennial flower beds, shrubs, lawn, boulders, and a paver walkway. Interior renovations include the conversion of the existing first floor kitchen to a mud room as well as combining the existing bedroom and living room in unit 4 into a master suite. The interior renovations are not exterior improvements and are not subject to design review by the City, though will require building permit review prior to construction. The renovations and addition are the standard design approved for such units by the Villager Condominium Association and the exterior will retain essentially the same design and utilize materials consistent with the existing exterior of the condominium unit. No other improvements or changes are proposed. The project drawings stamped received by the City of Sun Valley on February 9, 2015 detail all proposed changes and alterations to the existing structure.

Required Findings: In order to approve a design review application and based on the standards set forth in **Sun Valley Municipal Code, Title 9, Chapter 3A DESIGN REVIEW REGULATIONS,** the Community Development Director shall make the following findings pursuant to **Development Code Section 9-5B-3 DESIGN REVIEW.**

1. The proposed design is in conformance with the purpose of the zoning district and all dimensional regulations of that district. **The pop out addition, deck expansion, window replacement, landscape enhancements, and interior space remodel project do not propose improvements or modifications that exceed the height, setback, nor any other requirement for the Multiple-Family Residential (RM-1) Zoning District set forth in Title 9, Chapter 2A. The proposed addition and remodel are in conformance because the design complies with all applicable standards appropriate for multiple family residential units within the RM-1 Zone and are consistent with the original design of the overall development. The project has been approved by the Villager Condominium Association (letter dated December 8, 2014) for design modifications and common area intrusion. This approval is conditioned to require the submittal of a plat amendment application**

**by the condominium owner, or authorized representative, to the City prior to any final inspection or issuance of a certificate of occupancy for the addition and remodel project. The terms of this condition of approval allow the applicant to pursue construction during the limited calendar time periods as controlled by the Association and additional time to prepare, complete and submit a proper plat amendment application to the City.**

2. The proposed design is in conformance with the standards for design review as set forth in Chapter 3A DESIGN REVIEW REGULATIONS of this Title. **The proposed addition and remodel is in conformance with all applicable design review standards because the new addition retains the existing wall planes, general design, materials and appearance of the existing condominium structure. All new exterior materials and colors will match the existing structure and the general appearance of the exterior will remain consistent and cohesive. The new addition changes the existing area footprint of the condominium unit and a plat amendment approval is required from the City to convert the new common area footprint and airspace to single use area and airspace for the development. The project does not however alter the general design, access or layout of the fully developed multi-family residential site.**

3. The proposed design does not significantly impact the natural, scenic character and aesthetic value of hillsides, ridges, ridgelines, ridge tops, knolls, saddles, and summits in the City. **The subject site is currently developed with clusters of attached condominium units surrounded by common use areas. The proposed addition and remodel design to one condominium unit has no impact because no significant natural features lie on or directly adjacent to the fully developed residential site.**

4. The proposed design is in context and complimentary to adjacent properties. **The proposed addition and remodel is consistent with the original design of the multiple-family residential structure's exterior and with surrounding existing residential development because of the limited design changes and matching of materials. The new addition does not extend any higher than the existing structure's height and does not pose any view issue to or from adjacent properties. The proposed design is in context and complimentary to adjacent properties because of adequate separation and similarity in design bulk and mass.**

5. The proposed design is compatible with the community character and scale of the neighborhood. **The addition and remodel project is compatible with the community character and neighborhood scale because the new addition elements are consistent with the original design of the clustered two-level condominium unit and with the surrounding existing property. The new design will appear as if constructed as part of the original residential project and will remain compatible with the community character and scale of the neighborhood. The site is sufficiently screened by existing vegetation and set back sufficiently enough to maintain privacy. No significant modifications to existing site landscaping or grading are proposed. No aspect of the project design significantly changes the existing multi-family residential development's general design, access, or layout.**

6. The proposed design adheres to standards for the protection of health, safety, and general welfare. **The subject application adheres to applicable public safety standards because no activity or development is proposed that adversely affects any aspect of access or other public safety design element. Adequate emergency access will continue to serve the condominium unit and surrounding area.**

7. The proposed design is of quality architectural character and materials. **The proposed**

**addition and remodel design is of quality architectural character and materials because all new exterior materials and colors will match the existing structure while providing an updated appearance. The general appearance of the condominium structure's exterior will remain consistent with the original design concept of the overall multi-family residential development.**

8. The use is not in conflict with the Comprehensive Plan or other adopted plans, policies, or ordinances of the City. **The subject application is in accordance with the City's Comprehensive Plan and the goals and policies of the City because while two existing multi-family residential dwellings will be combined, the units will remain largely unchanged in layout or site disturbance. No land use change is involved with this addition and remodel project and the existing multi-family residential land use is consistent with the Medium Density Residential Land Use Designation of the City's Future Land Use Map.**

## CONDITIONS OF APPROVAL

1. **Applicant and their representatives shall comply with all applicable City codes and ordinances.**
2. **Design Review approval is good for one year from the date of approval, unless extended pursuant to Sun Valley Municipal Code Section 9-5A-8.**
3. **Any requirements and/or approvals of private associations or other entities are the sole responsibility of the property owner.**
4. **Any permits issued during the 10-day appeal period provided for under section 9-5A-9 may be subject to a stop work order in the event of an appeal. Any work commenced during the appeal period shall be at the applicant's own risk.**
5. **Approval is specific to the project drawings dated received by the City of Sun Valley on February 9, 2015.**
6. **To the satisfaction of the Community Development Director and the Building Official, the applicant shall provide manufacturer's cut sheets and related materials depicting any new exterior lighting for the project and demonstrate compliance for all existing exterior lighting <u>prior to issuance of a Certificate of Occupancy for the new addition and remodel</u>. Exterior lighting shall be fully shielded downcast exterior lighting fixtures compliant with the City's Exterior Lighting Ordinance.**
7. **To the satisfaction of the Building Official or Community Development Director, prior to issuance of a Certificate of Occupancy for the addition and remodel, snow retention devices shall be installed where appropriate on any new portion of the roof if needed to adequately protect usable areas below.**
8. **The condominium property owner, or authorized representative, shall submit for the recordation of the Plat Amendment to convert the project's approved new common area footprint and airspace to single use area and airspace. The required Plat Amendment mylar shall be submitted to the City and deemed complete by the Community Development Department prior to any issuance of a final certificate of occupancy on the addition and remodel project.**

## CONCLUSIONS OF LAW

Therefore, this project <u>does</u> meet the standards for approval under Title 9, Chapter 3A, City of Sun Valley Municipal Code provided the conditions of approval are met. Design Review approval shall expire 365 days from the date of approval, unless extended as per Municipal Code Section 9-5A-8.

## DECISION

Therefore, the Community Development Director or authorized staff approves this Design Review Application No. DR 2015-03, subject to the Conditions of Approval stated above.

Dated this 2 day of April, 2015.

Abigail Rivin

Abby Rivin
Associate Planner
City of Sun Valley

City of SUN VALLEY

# Transportation Plan

November 21, 2014

DRAFT

KELLER associates

213112

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# CHAPTER 1 INTRODUCTION

## 1.1 Purpose

In 2013, the City of Sun Valley received a grant from the Local Rural Highway Investment Program (LRHIP), administered by the Local Highway Technical Assistance Council (LHTAC), for the development of a new transportation plan. A prior transportation plan was completed 16 years previously, in 1997. Significant growth since that time, and seasonally-fluctuating populations due to the resort nature of the area, necessitate new planning. A new transportation plan is further supported by the City's 2005 Comprehensive Plan, which calls for an updated transportation plan that establishes 5-year and long-range transportation-related capital improvement plans. This transportation plan takes a critical look at the existing transportation network within the City of Sun Valley. The purpose is to evaluate the existing transportation network within Sun Valley, identify needs within the system, and present a plan to address those needs.

## 1.2 Scope

The study began with the collection of existing data, including traffic counts, collision records, and geometric data. Evaluation of the data led to recommendations for improvements. The Plan also addresses bicycle and pedestrian movements and pathways, multi-modal transportation (public transit, trailheads, etc.), and the future transportation system. It takes into account projected growth plus present and future land uses, and evaluates future problems and solutions. Structured discussions with city residents and officials led to an understanding of the challenges facing Sun Valley in maintaining and improving their transportation network. This analysis provided the basis for the proposed improvements. The Sun Valley Transportation Plan establishes five-year and long-range Capital Improvement Programs (CIPs) in response to the needs identified.

The Transportation Plan is intended to be a living document that the City of Sun Valley can use to continually identify and prioritize transportation deficiencies within the City. As part of the development of this plan, tools were developed to assist City officials in making informed decisions. Pavement Management and Sign Management programs currently reside in iWorQ, a web-based data management system created for local government agencies. Through a partnership between LHTAC and iWorQ, Pavement Management and Sign Management applications are provided at no cost to Idaho counties and municipalities with populations less than 5,000. The inventories in these programs were updated as part of the transportation plan to help the City track and maintain their infrastructure.

## 1.3 Technical Advisory Committee

A Technical Advisory Committee (TAC) was established for this study. The TAC was formed to extend participation in the study to other interested parties, and to act as a conduit for local information regarding the efficiency of the current transportation system. The TAC reviewed study findings and documentation to ensure that the study is responsive to the actual needs of the City.

Members of the TAC include:

- Mark Hofman, Community Development Director, City of Sun Valley
- Bill Whitesell, Street Superintendent, City of Sun Valley
- Ray Franco, Fire Chief, City of Sun Valley
- Reid Black, Fire Code Compliance Officer, City of Sun Valley
- Walt Femling, Police Chief, City of Sun Valley
- Tim Silva, General Manger, Sun Valley Resort
- Kurt Nelson, Ketchum District Ranger, United States Forest Service
- Jim Keating, Executive Director, Blaine County Recreation District
- Jason Miller, Executive Director, Mountain Rides
- Mark Gilbert, Community Representative, Mountain Rides
- Nils Ribi, Community Representative, former City Councilmember

### 1.3.1 TAC Meetings

Five TAC meetings were held during the development of this study. The first meeting was held on February 6, 2014 and introduced members of the Technical Advisory Committee and explained the purpose of the Transportation Plan. The planning process and the role of the TAC were discussed. The committee was asked to start thinking about information they felt would be important to the study and to identify problem areas in town. This meeting was also Keller Associates' opportunity to gather information from city officials, businesses, and citizens about the nature and qualitative condition of the transportation system in and around Sun Valley.

The second meeting was held on April 1, 2014, and included a presentation to the TAC and public. The presentation focused on Sun Valley's pavement infrastructure. Exhibits showed the current conditions of path and roadway pavement. A draft Capital Improvement List and a sample prioritization system for ranking the improvements were presented. The TAC was asked what capital improvement needs should be considered, and to think about how to prioritize them.

In the third meeting, held on June 9, 2014, Keller Associates presented pavement maintenance scenarios utilizing various levels of funding. The scenarios illustrated the methodology behind pavement maintenance. An updated Capital Improvement list, with a rating system incorporating the thoughts and comments from the second TAC meeting, was presented.

A fourth meeting was held on August 5, 2014 to present additional maintenance scenarios along with traffic sign inventory findings. The TAC was asked to prioritize capital improvements according to criteria and weighting factors developed in the previous meetings. An electronic table was distributed to TAC members with the intent to get additional input to fine tune the CIP list and prioritization of projects. Comments and suggested changes were to be returned to Keller Associates by August 22.

A fifth meeting was held on October 7, 2014 and a draft Transportation Plan was presented to the TAC. Keller Associates went through key portions of the report and gathered initial comments from the TAC.

# CHAPTER 2 DEMOGRAPHICS

## 2.1 Sun Valley and Surrounding Area

The City of Sun Valley is a mountain resort community located east of Highway 75 and the Big Wood River in Blaine County, Idaho. It is on the edge of the Sawtooth and Challis National Forests in the Wood River Valley, adjacent to the city of Ketchum. Sun Valley sits at an elevation of 5,750 feet next to Dollar Mountain. Nearby, Mount Bald (Baldy) is considered to be a world class ski mountain with a resort run by the Sun Valley Company, the City's major employer. The Friedman Memorial Airport in Hailey to the south serves the area. Skiing, biking, hiking, ice skating, trail riding, tennis, fishing, and hunting are area attractions that draw tourists from all over the world. A lively arts community offers a variety of opportunities as well.

## 2.2 Population

The City of Sun Valley is unique in that it is a mountain resort community. Resort communities experience fluctuating population with seasonal peaks. The July 2014 draft of the Sun Valley Comprehensive Plan identifies a strong economy, resulting in increased real estate values and disposable income, as well as technological advances, which make mountain resorts more accessible for telecommuters, as factors that increase year-round appeal of mountain communities like Sun Valley. The draft Comprehensive Plan also provides that mountain resorts are forecasted to have even more pronounced and longer-lasting seasonal peaks.

Based on traffic counts conducted by the city, Sun Valley experiences population peaks during the winter and summer months, especially during holidays, corresponding with the areas seasonal recreation such as winter sports and mountain biking. Refer to Section 6.3 for further information on traffic volumes corresponding to the seasonal population peaks. The following Section 0discusses dwelling units, showing that the majority of units are typically vacation or second homes and are not used as primary residences.

The permanent, year round populations of Sun Valley and Blaine County from the 2000 Census were 1,427 and 19,123, respectively. The city population from the 2010 census was 1,406, and the estimated population for 2013 is 1,408. Based on these values, the growth rate in Sun Valley from 2000 to 2010 was -1.5%. Table 1 lists growth rates for Sun Valley and nearby communities.

**Table 1 - Populations of Local Communities**

| Community | Population 2000 | Population 2010 | % Change |
|---|---|---|---|
| Sun Valley | 1,427 | 1,406 | -1.5% |
| Ketchum | 3,003 | 2,689 | -10.5% |
| Hailey | 6,200 | 7,960 | 28.4% |
| Bellevue | 1,876 | 2,287 | 21.9% |
| Twin Falls | 34,469 | 44,125 | 28.0% |

Historic and forecasted populations for Sun Valley are shown on the following page in Figure 1.

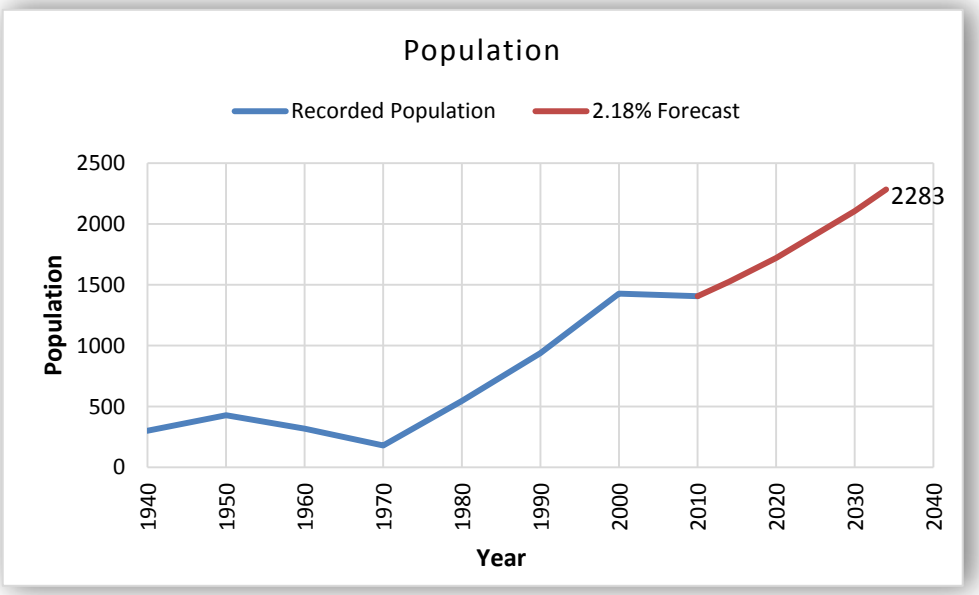



**Figure 1 - Sun Valley Population**

Based on the 2.2% annual growth dynamic from 1990 to 2010, it is anticipated that Sun Valley will have a population of 2,283 individuals by 2034, a 62% increase from 2010 population.

Using data taken from the United States 2010 Census, the following figure was created.

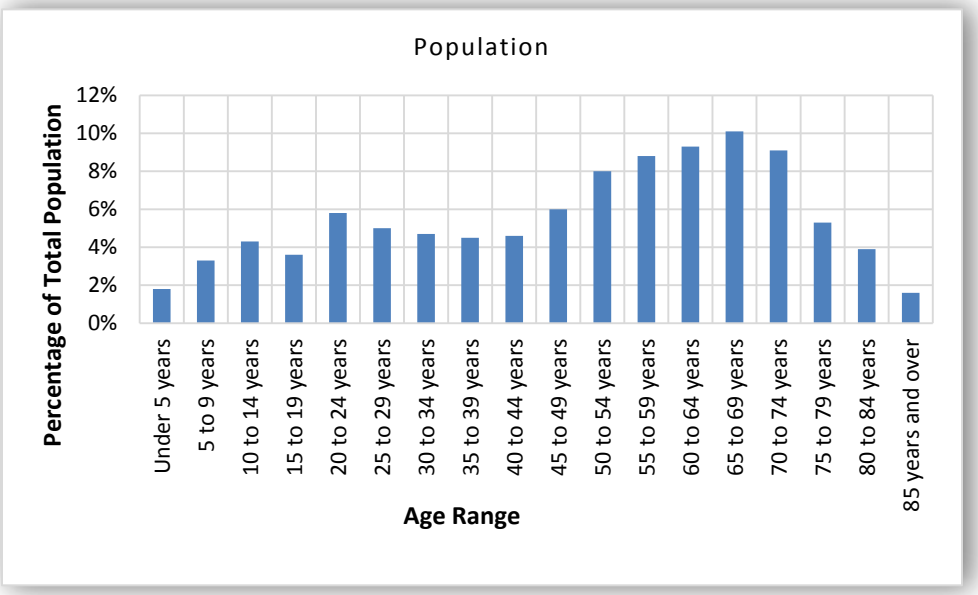



**Figure 2 - Sun Valley Population Age Distribution**

As shown in Figure 2, the population of Sun Valley is fairly uniformly distributed across ages 25 to 44. There is a slightly higher percentage of the population older than 44 years old and a slightly lower percentage of people that are younger than 25 years old. These numbers put the median age in Sun Valley at 54 years old. The median age for the population of the State of Idaho is 35 years, and 37 years for the United States.

## 2.3 Housing Units

As reported by the 2010 U.S. Census, there were 2,597 housing units, 622 (24%) of which were reported as occupied. Occupied generally means used as a permanent residence. There were 1,975 (76%) units reported as vacant. Vacant housing units are: for rent, rented and unoccupied, for sale, sold and not occupied, for seasonal, recreational, or occasional use, for migratory workers, or "other."

1,674 units were reported as being for seasonal, recreational, or occasional use, which represents 65% of Sun Valley's total housing units.

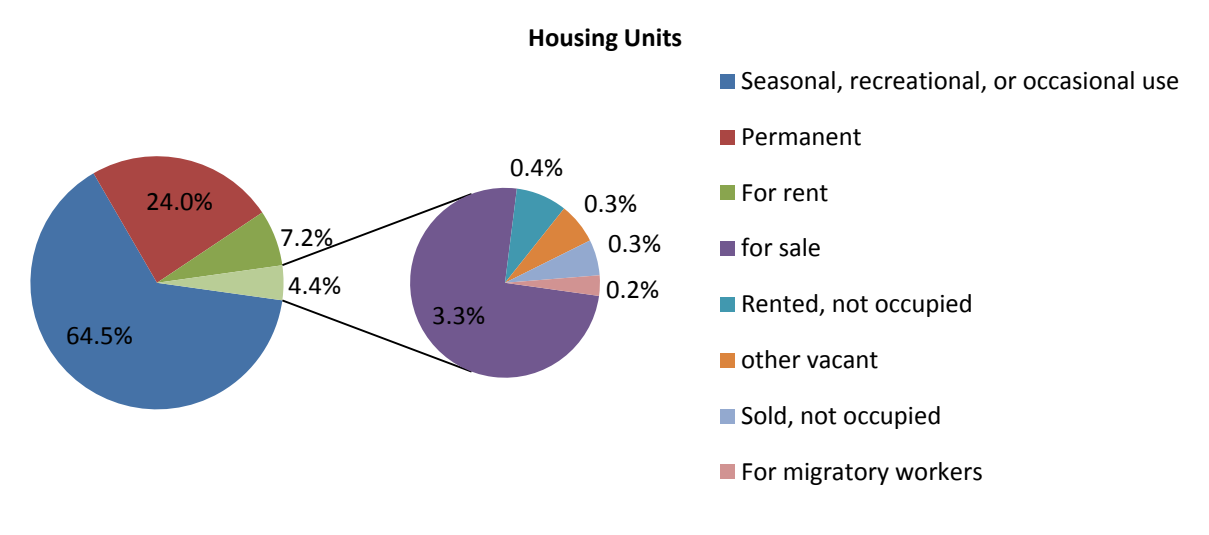



**Figure 3 - Housing Units**

It is important to remember that Sun Valley is a resort community, resulting in the average number of persons per occupied dwelling unit is normal (2.3%), however the majority of residences (65%) are typically for seasonal use.

## 2.4 Employment Characteristics

The mean household income for the City of Sun Valley (as reported in the 2008-2012 American Community Survey by the U.S. Census Bureau) was $69,874, compared to $59,974 for the State of Idaho and $51,371 for the United States (in 2012 dollars). Using an inflation calculator provided by the U.S. Bureau of Labor, the current mean household income in Sun Valley is estimated at $70,0897 (2014 dollars). The table below shows the labor force distribution by industry (U.S. Census 2012).

As Table 2 shows, the arts, entertainment, recreation, and accommodation and food services industries account for nearly 40% of Sun Valley jobs. The major employer in the area is the Sun Valley Company at the resort and related businesses.

**Table 2 - Employment Distribution**

| Employment Distribution | |
|---|---|
| **Industry** | **Percent** |
| Arts, Entertainment, and Recreation, and Accommodation and Food Services | 39.7 |
| Finance and Insurance, and Real Estate and Rental Leasing | 15.6 |
| Educational Services, and Health Care and social Assistance | 11.3 |
| Professional, Scientific, and Management, Administrative and Waste Management Services | 10.8 |
| Construction | 7.5 |
| Wholesale Trade | 6 |
| Agriculture, Forestry, Fishing and Hunting, and Mining | 4.7 |
| Transportation and Warehousing, and Utilities | 3.3 |
| Other Services | 1.7 |
| Retail Trade | 1.6 |
| Public Administration | 1.5 |
| Information | 1.2 |
| Manufacturing | 1.1 |

## 2.5 Current Land Use

Land use within the city limits of Sun Valley can be broken into three major categories: residential, commercial, and recreation-public. Table 3 shows the percentage of land use in Sun Valley in each of those three categories. The majority of the land within the city limits is open space and is used for recreational purposes. This is consistent with the Comprehensive Plan, which calls for open space.

**Table 3 - Existing Land Use**

| Land Use | |
|---|---|
| Residential | 25% |
| Commercial | 2% |
| Recreation-Public | 73% |

Figure 4 shows the locations of activity generators including schools, emergency services, hospitals, and major retail, commercial, and employment nodes within and around the city. Figure 5, based on land use GIS data obtained from the Blaine County GIS department, shows the land use within the city limits by area.

Land use categories are residential (RA, RS-1, RS-2, RM-1, RM-2) defined by dwelling units per acre (du/ac), resort commercial (CC), open space (OR-1 and OS), commercial (SC), and public/quasi-public (PI). The 2014 Comprehensive Plan update has new designations and categories for land use. See Section 5.3 for future land use information.

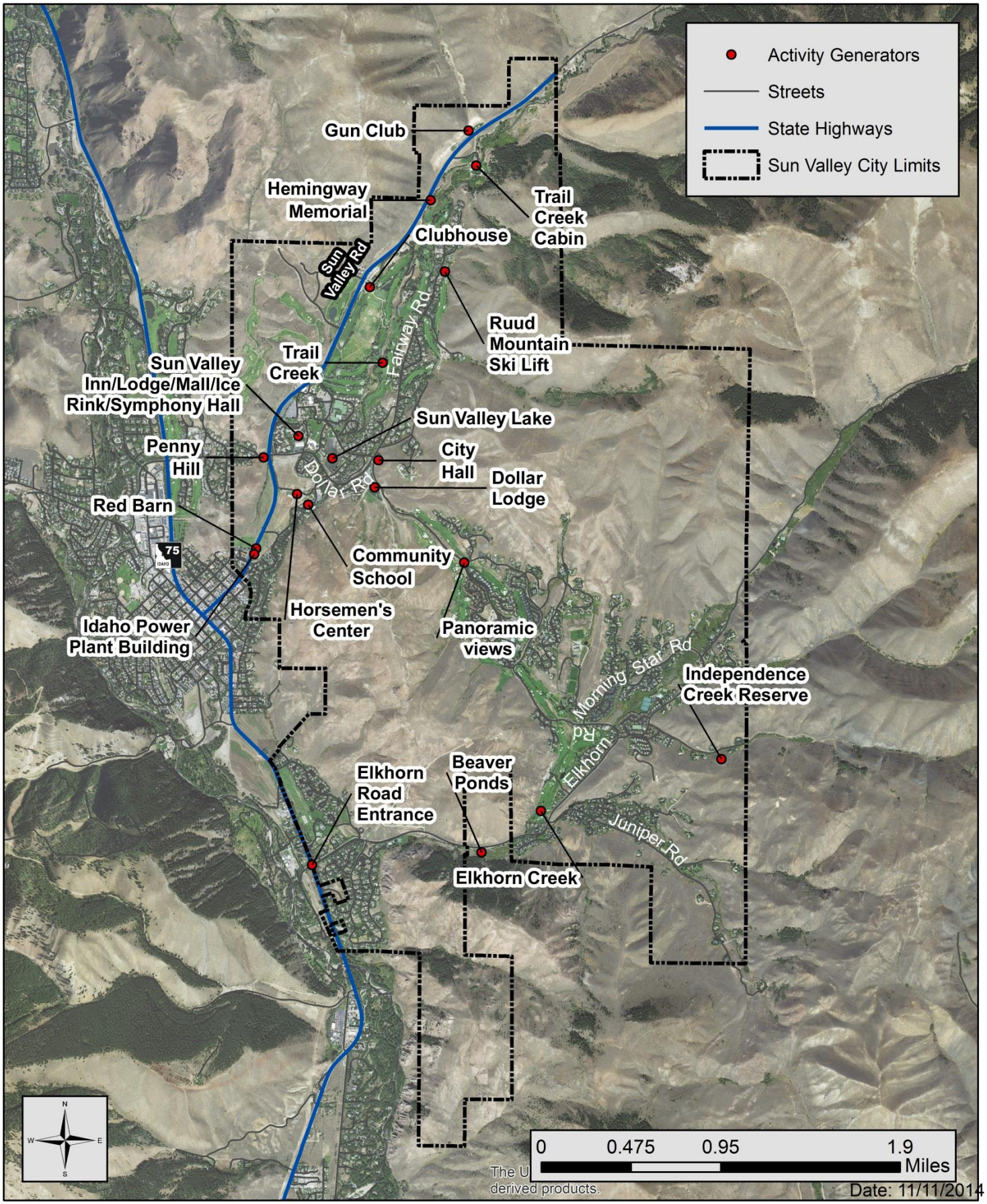



**Figure 4 - Activity Generators**

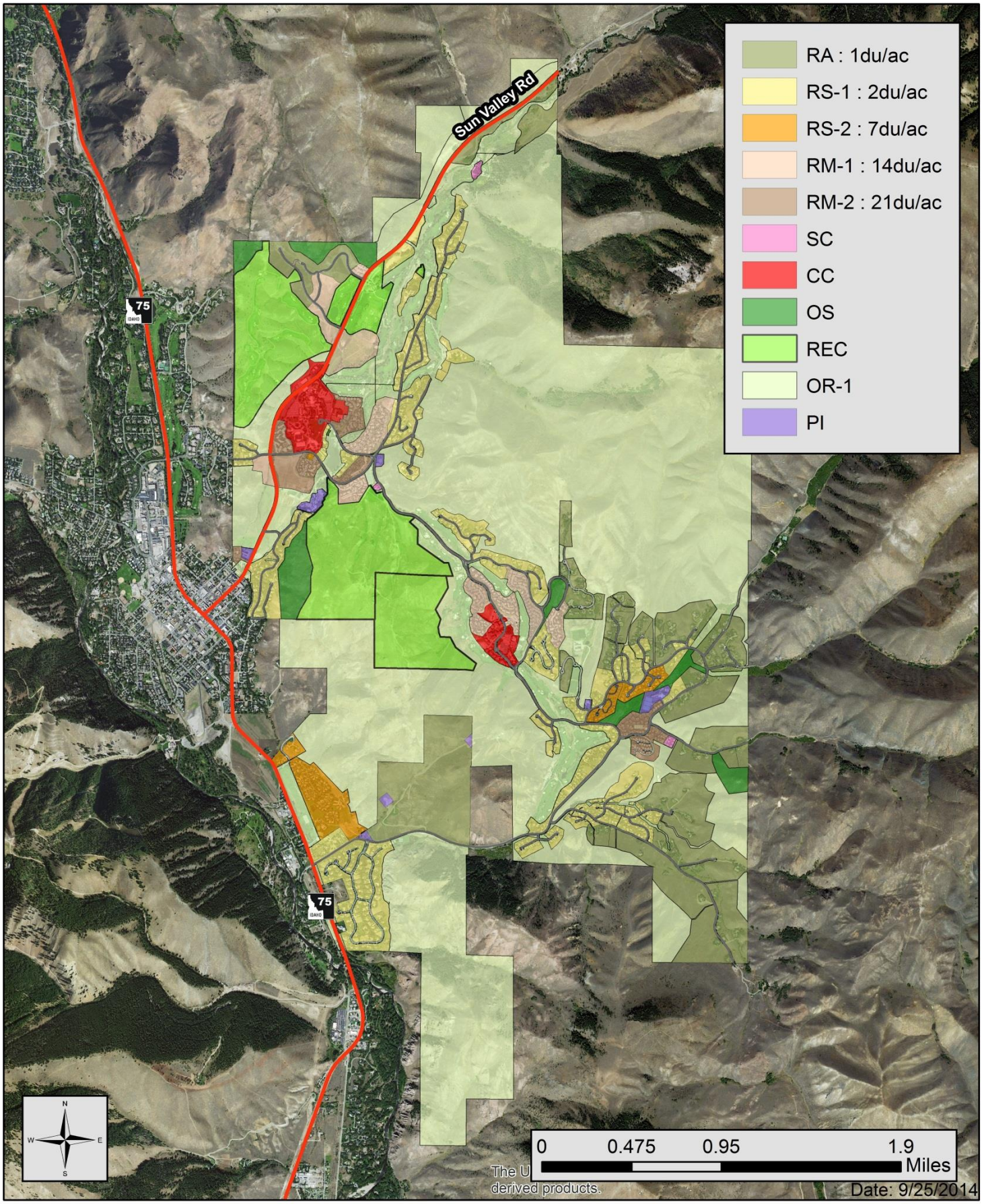



**Figure 5 - Existing Land Use**

# CHAPTER 3 EXISTING TRANSPORTATION SYSTEM

This chapter details current conditions of the transportation system.

## 3.1 Street Jurisdiction

Keller Associates worked with City personnel to establish ownership and maintenance jurisdictions of streets within and around Sun Valley. The City of Sun Valley owns and maintains approximately twenty (19.8) centerline miles of asphalt streets. Sun Valley also maintains nearly 11 miles of shared-use asphalt pathways (see section 0for more information on pathways). There are no unpaved streets in the City's inventory. The Idaho Transportation Department (ITD) owns and maintains Sun Valley Road (aka Trail Creek Road), which is designated as SH-75 Spur from SH-75 in Ketchum and northeast through Sun Valley to the City's northern city limit. There are also many privately-owned streets within City limits. Private roads in Sun Valley include the following:

| | | | |
|---|---|---|---|
| Angani Way | Cottonwood Condo Dr. | Indian Springs Condo Dr. | Senabi Ln. |
| Arapaho Ct. | Coyote Ct. | Indian Springs Ln. | Shoshone Ct. |
| Arrowwood Dr. | Creekside Ln. | Inn Entry Ln. | Snow Creek Condo Dr. |
| Aspen Ln. | Crown Point Ln. | Inn Service Rd. | Snowcup Ln. |
| Atelier Condo Dr. | Crown Ranch Rd. | Kitzbuhler Strasse | Summit 1 Condo Dr. |
| Back Pay Way | Dogwood Ct. | Kootenai Ct. | Summit 2 Condo Dr. |
| Badeyana Dr. | Dogwood Ln. | Lane Creek Rd. | Sun Valley Condo Dr. |
| Baldy View Loop | Dollar Meadow Condo Dr. | Larrys Ln. | Sunburst Condo Dr. |
| Bannock Ct. | E Lane Ranch Rd. | Legends Condo Dr. | Sunflower Ln. |
| Black Birch Dr. | East Lake Rd. | Lodge Apartments Dr. | Teheya Ct. |
| Bluff Condo Dr. | Fairway Nine Dr. | Lodge Entry Ln. | Trail Creek Cabin Rd. |
| Boleanna Ln. | Fairway One Condo Dr. | Lower Ranch Condo Dr. | Trail Creek Condo Dr. |
| Bonne Vie Condo Dr. | Farnlun Place Rd. | Mall Ln. | Upper Ranch Condo Dr. |
| Boulder Ct. | Firewood Ln. | Meadow Rd. | Villa Ct. |
| Buck Ln. | Fox Ln. | Mock Orange Dr. | Villager Condo Dr. |
| Bunchberry Dr. | Foxtail Dr. | Moritz Rd. | W Lane Ranch Rd. |
| Camp Way | Golf Ln. | New Villager Condo Dr. | West Lake Rd. |
| Cayuse Ct. | Half Dollar Ln. | Nez Perce Ct. | Weyyakin Dr. |
| Chateau Cir | Harker Ln. | Nine Iron Dr. | Wildflower Condo Dr. |
| Chateau Ct. | High Country Ln. | Ranch Ct. | Wildrose Ln. |
| Cheyenne Ct. | Highland Ct. | Ridge Ln. | Willow Rd. |
| Chief Joseph Ct. | Highlands Dr. | Rose Ct. | Woodruff Ct. |
| Cloud Nine Dr. | Horsemans Center Rd. | Sage Creek Reservoir Rd. | |
| Community School Rd. | Huckleberry Ln. | Sagewillow Rd. | |

Figure 6 shows roadways in the Sun Valley area and their respective owners (ITD, cities, and private).

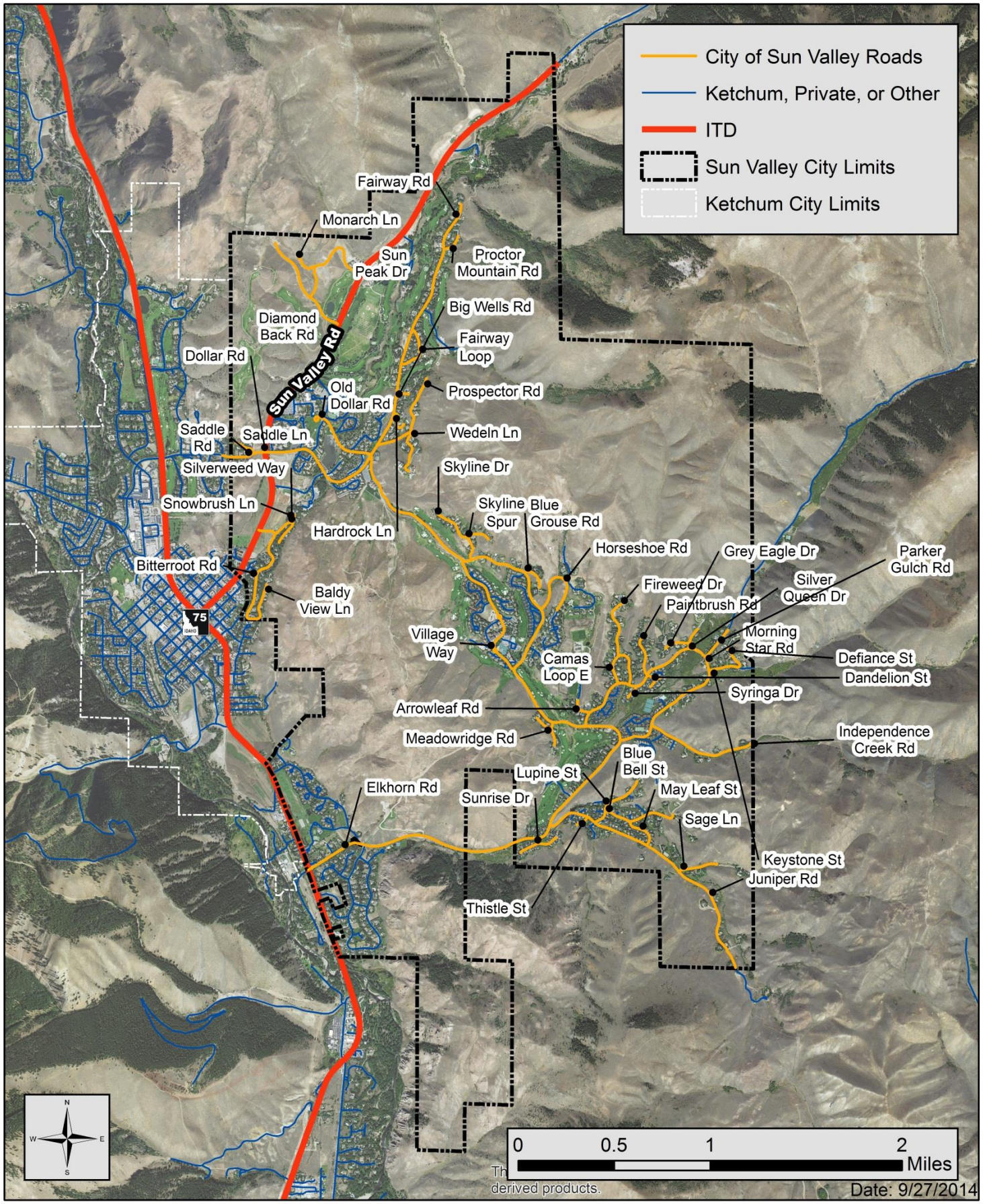
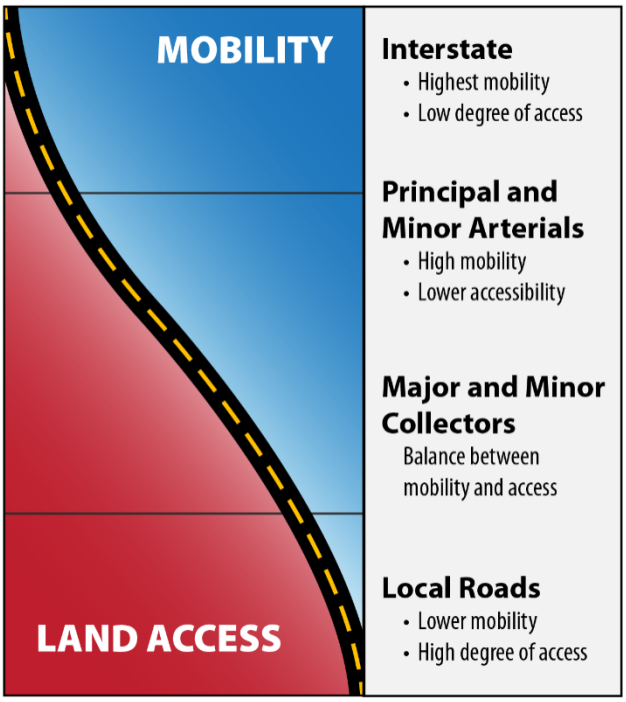



**Figure 6 - Street Jurisdiction**

## 3.2 Functional Classification

The Functional Classification System is the process by which streets and highways are grouped into classes, according to the type of service they are intended to provide. In simplistic terms, functional classification reflects a roadway's balance between providing land access versus providing point-to-point mobility. Generally, roadways fall into one of three broad categories: arterials, collectors, and local roads.




Historically, urban and rural area functional classification designations differed from one another. In 2013, the FHWA changed this policy so that there is now no difference between urban and rural classifications. The FHWA functional classifications are explained below.

- Principal Arterial
  - Interstate
  - Other Freeways & Expressways
  - Other
- Minor Arterial
- Collector
  - Major Collector
  - Minor Collector
- Local

**Arterial:** These roads have the highest speeds, with the goal of providing a high level of mobility with limited access. They are more numerous than interstates and provide a connection between regional areas. Common characteristics of arterials are:

- Moderate to long distance
- High speed
- High traffic volume (can be multi-lane)
- Link between smaller communities
- Link communities to interstates

**Collectors**: Collectors gather traffic from local roads and connect them with arterials. They provide the most balance between access and mobility. In rural areas, collectors are often divided into major and minor collectors. Common characteristics of collectors include:

- Moderate distance
- Moderate speeds
- Moderate to high traffic volumes

**Local**: Local roads primarily provide access to land and individual homes, but with limited mobility. Common characteristics of local roads include:

- Access to adjacent land
- Shortest distance
- Low speed
- Low volume

The majority of the streets within Sun Valley are local roads serving residential areas. Historically, the City has classified their main roads as follows:

- Highway
  - SH-75
  - Sun Valley/Trail Creek Road
- Arterial
  - Saddle Rd
  - Dollar Rd
  - Elkhorn Rd
- Collector
  - Fairway Rd
  - Morning Star Rd
  - Juniper Rd

A map of this information is shown in Figure 7 on the following page. These historical classifications by the City do not necessarily match current FHWA-recognized functional classifications. Functional classifications for Sun Valley roads, as shown in Figure 8, were taken from an ITD-generated GIS database and represent the official classifications recognized by FHWA and ITD for funding purposes.

Classifications may change depending on the roadways' type of use. Currently Sun Valley/Trail Creek Road is classified as a Major Collector. It provides access to local roads within Sun Valley and National Forest land, and is used heavily by both commercial and non-commercial traffic. It becomes a Forest Service road north of the City limits. State Highway 75 is classified as a Minor Arterial. Though not within City limits, it is a major route to Sun Valley for out-of-area visitors. The Friedman Memorial Airport lies adjacent to the west side of SH-75 south of Sun Valley, and is another main means of transportation to the Sun Valley area.

### 3.2.1 Recommendations

Saddle, Dollar, and Elkhorn Roads, which provide access to local roads between SH-75 and Sun Valley Road, should be classified as Major Collectors. Elkhorn Road is the main means of access to Dollar Mountain amenities and the Elkhorn Village area. It also serves as a de facto SH-75 “bypass route” when road work and other causes of delay occur on SH-75. Fairway, Morning Star, and Juniper Roads, which provide access to many local roads along their rights-of-way, could potentially be classified as Minor Collectors.

As functional classification plays a part in qualifying for some Federal Aid funding programs, it would be beneficial for the City of Sun Valley to request a change in the functional classification of the previously

mentioned streets. This process involves submitting an Idaho Functional Classification/Urban Boundary Change Request Form to ITD. This form requires information about the roadway and justification for the request. Excerpts from the ITD 2014 Systems Manual regarding Functional Classification updates can be found in Appendix A[1]. Recommended classifications are illustrated in Figure 9.

A number of factors affect turnaround time for a functional classification approval from ITD and FHWA. If an application is submitted during the interim of a statewide update based on the decennial census and depending on the number of changes proposed, it could take one to two months from the time of submittal. If a request is submitted during the statewide update, it generally takes much longer because of larger amounts of changes being input into the state's system.

[1] *ITD is constantly changing the update process. The most current edition of the ITD Systems Manual should be consulted. At the time of this report the most current is Version 1.9, printed September 1, 2014.

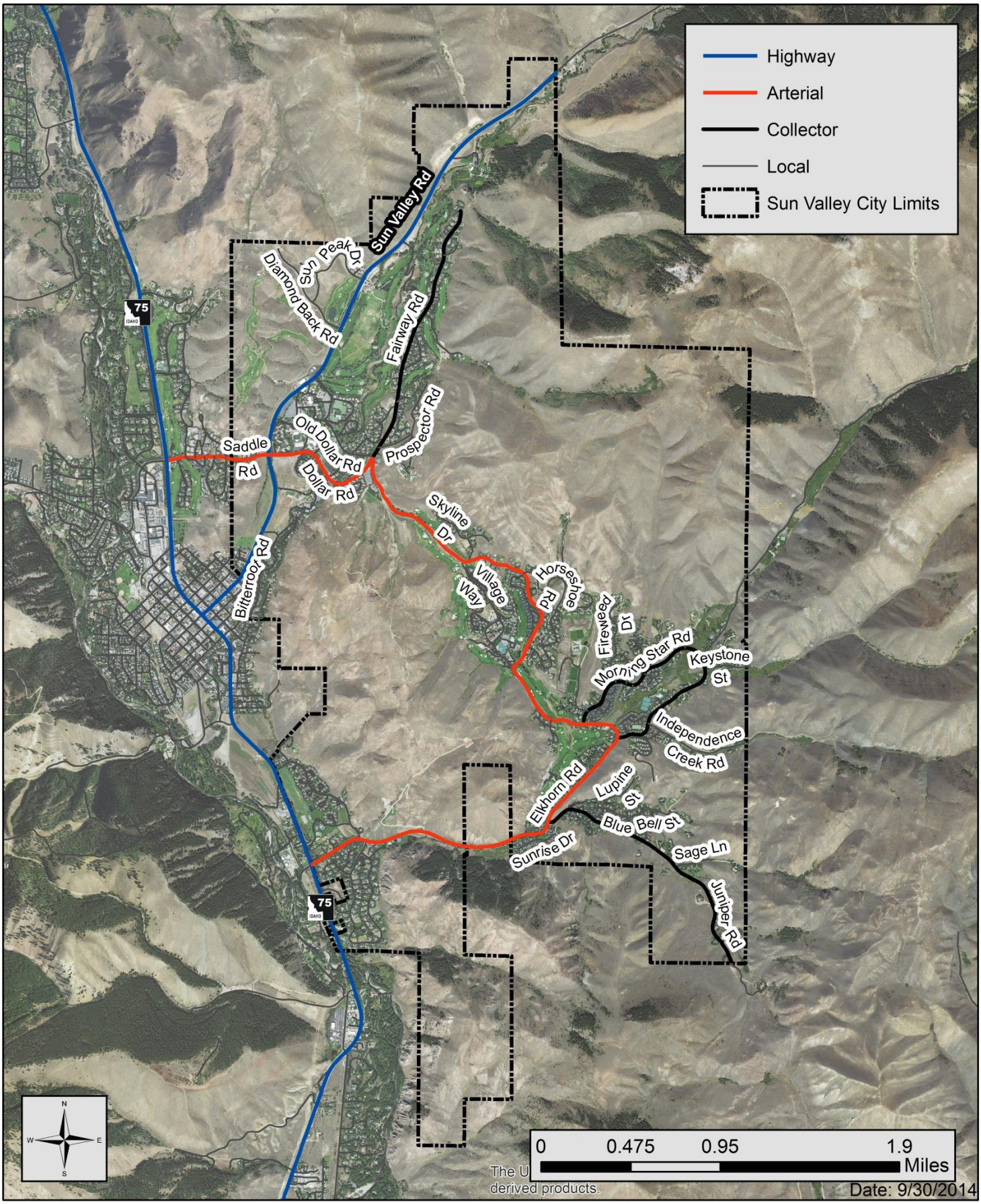



**Figure 7 - City Historical Functional Classifications**

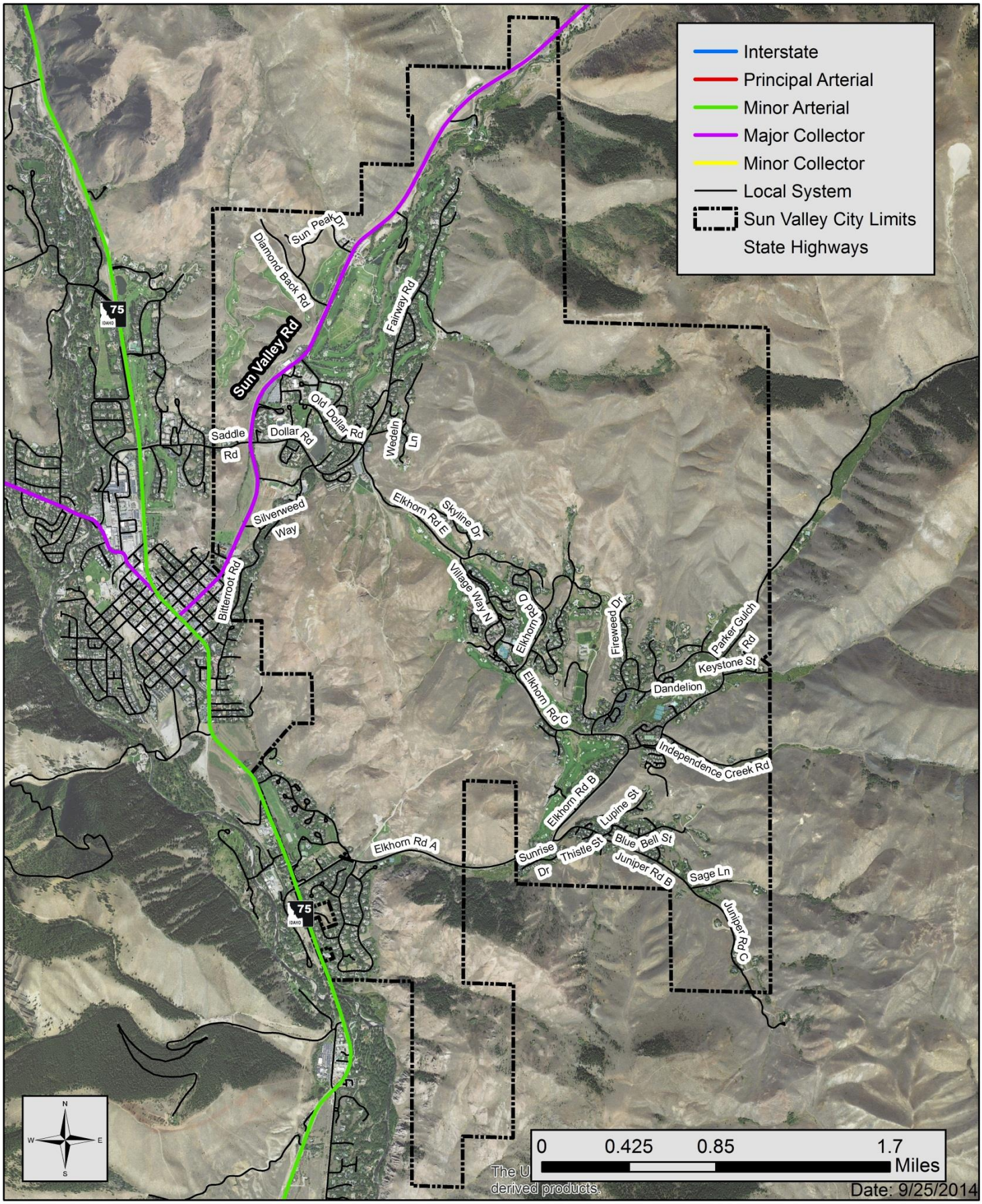



**Figure 8 - 2015 ITD Functional Classification**

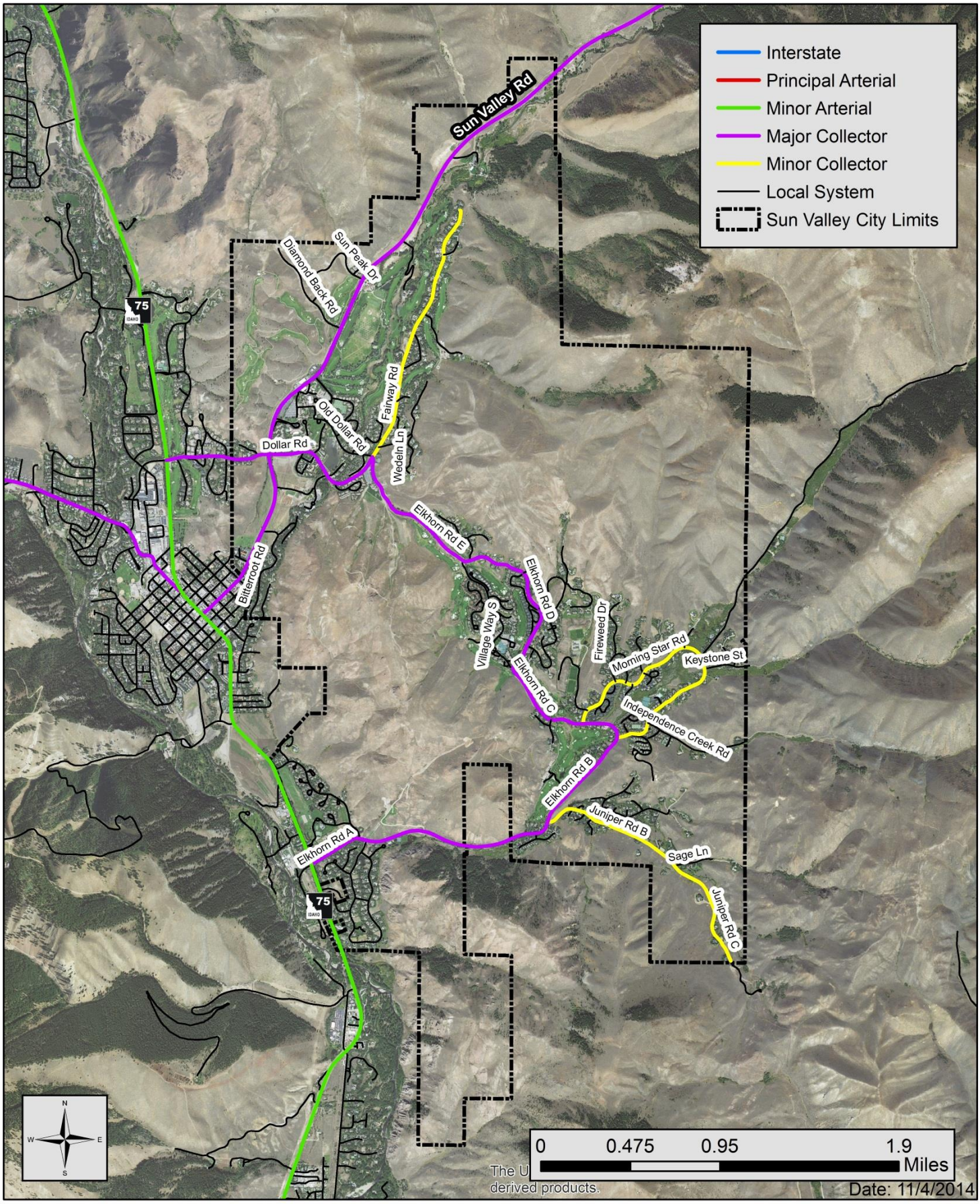



**Figure 9 - Recommended Functional Classification**

## 3.3 Bicycle and Pedestrian Facilities

A major component of Sun Valley's transportation system is a heavily used pathway and trail network. The City owns and maintains nearly 11 miles of shared-use pathways. They serve pedestrians, bicyclists, joggers, rollerbladers, and equestrians. There were no traditional concrete sidewalks and no ADA ramps under the jurisdiction of Sun Valley at the time of this study.

Pathways in Sun Valley are asphalt paths, typically 12 feet wide. Paths along Diamond Back Rd. and Sun Peak Dr. in the White Cloud development are brick pavers. They are in City right-of-way but are maintained by the local home owners association. Traffic control on pathways is provided by wooden bollards with plaques. Bollard and pathway pavement conditions were inventoried; pathway pavement conditions and maintenance analysis are discussed in Section 6.1.4. Refer to Appendix D for a copy of the bollard inventory and photos.

**Picture 1 - Typical Bollard**

Pathways are present alongside Dollar, Elkhorn, Morning Star, Saddle, Sun Valley/Trail Creek, and Village Way Roads. Pathways are either located immediately adjacent to streets (Picture 3), separated by concrete curbing and gutter; or else they are offset from the street (Picture 2), separated by a swale. Figure 10 on the following page shows pathway and bollard locations.

Paths immediately adjacent to roads are two-way, which results in cyclists moving in the opposite direction of adjacent motorist traffic. This is problematic at intersections, where motorists typically do not expect bike traffic from the direction opposite of motor traffic. This issue is identified in the Blaine County Bicycle and Pedestrian Master Plan. The Bike/Ped Master Plan recommends that if new adjacent pathways are constructed, they should be one-way in the direction of adjacent traffic and located on both sides of the street.

**Picture 3 - Separated Pathway**

**Picture 2 - Adjacent Pathway**

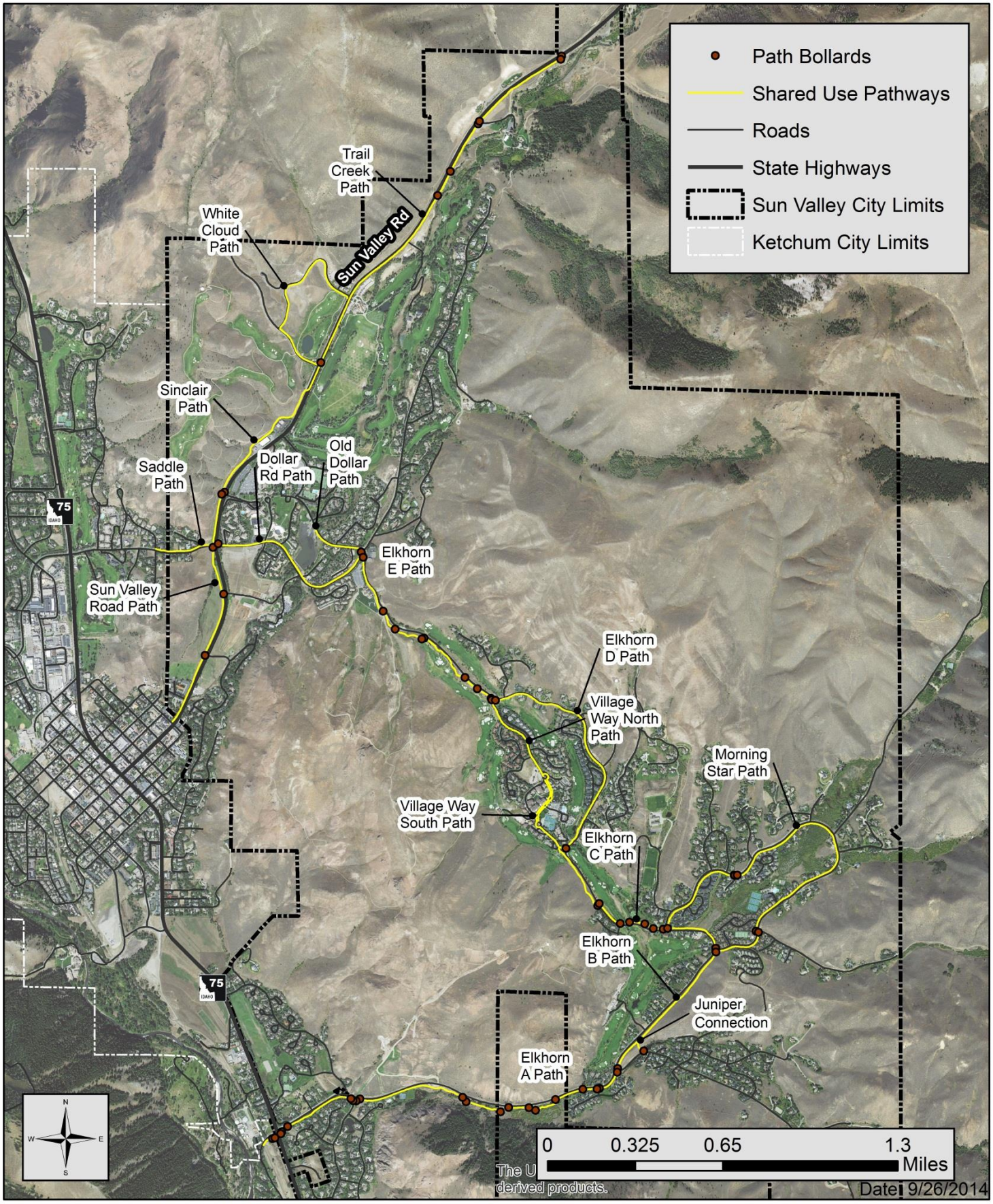



**Figure 10 - Pathways and Bollard Locations**

## 3.4 Intermodal Inventory

Sun Valley is served by several forms of intermodal transportation.

### 3.4.1 Airport

Approximately 15 miles to the south of Sun Valley is the Friedman Memorial Airport. The Friedman Memorial Airport is jointly owned by the City of Hailey and Blaine County, and conducts approximately 3,300 Aircraft Traffic Control Tower (ATCT) operations per month.

### 3.4.2 Public Transit

Mountain Rides Transportation Authority was formed in 2007 after merging three separate local organizations including Ketchum Area Rapid Transit (KART). It is jointly operated as a public agency by participating cities and Blaine County. Mountain Rides provides public transportation in the form of bus, van and car pool, and bike share. Bus services include free town bus with two year-round and three peak season routes for Ketchum and Sun Valley. A valley route connects Bellevue, Hailey, Ketchum, and Sun Valley. Van routes run to Sun Valley from Twin Falls, Shoshone, Gooding, Jerome, and Fairfield.

**Picture 4 - Bus Stop Sign**

**Picture 5 - Bus Stop Shelter**

Mountain rides operates a fleet of 17 buses and 15 vans. There are 40 bus stops and 6 bus shelters within City of Sun Valley right of way. Shelters at bus stops throughout Sun Valley provide limited protection from the elements for transit users, which helps encourage public transportation use. Many shelters have been constructed or upgraded in recent years. Sheltered stops include a wooden shelter, bench, and a bicycle parking rack (Picture 5).

Passenger data for 2013 obtained from Mountain Rides was used to create Figure 11. Over 484,000 riders used Mountain Rides' bus and van services in 2013. The month when most rides occurred was January.

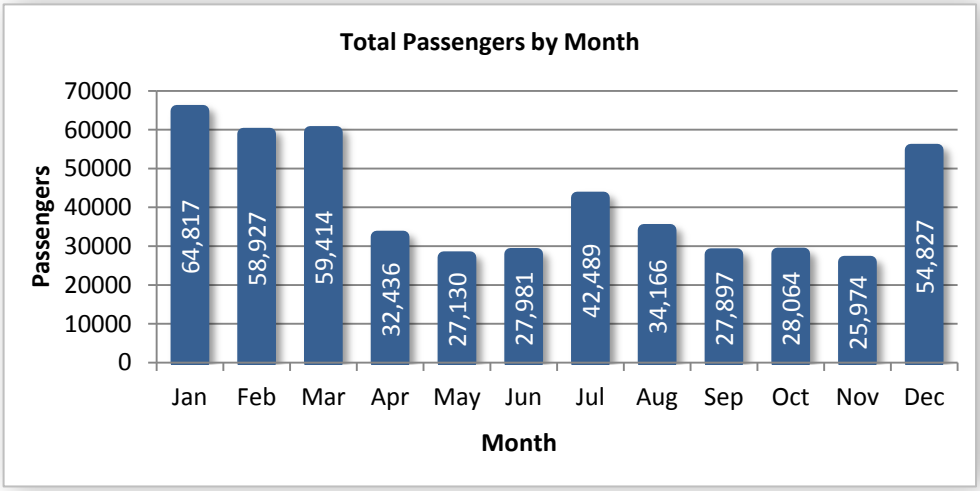



**Figure 11 - Mountain Rides 2013 Monthly Ridership**

Transit levels are described by Mountain Rides as follows:

- Current transit levels
  - Peak – 30 min. frequency with service to all areas of Sun Valley
  - Off-peak – 1 hour frequency with service from Elkhorn Springs with no service in Morning Star or Twin Creeks
- Future transit level need:
  - Peak – 15 min. frequency to all areas of Sun Valley
  - Off-peak – 30 min. frequency to all areas of Sun Valley

Increased funding will be needed to meet future transit level needs. Mountain Rides provided information on historic and projected public transportation investment by Sun Valley shown in Figure 12.

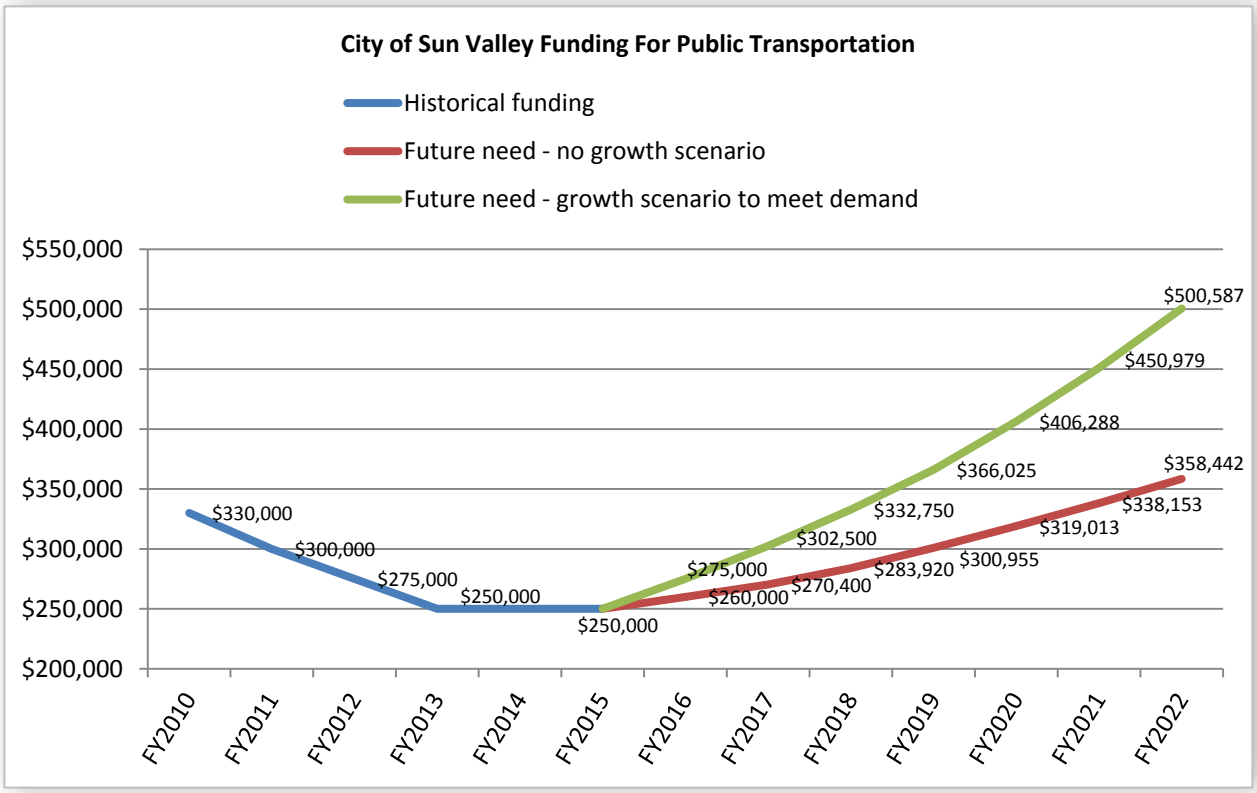



**Figure 12 - Sun Valley Public Transportation Funding**

Annual funding has decreased since 2010. It is projected that an increase in annual funding is required to meet expected needs due to demand and growth of public transportation.

### 3.4.3 Other Services

Other transportation services are provided by various agencies that serve special needs populations and operate in an "on demand" mode. School bus service is provided throughout Blaine County. Mountain Rides also provides ADA service. None of these transit services place a significant burden on the City roadway system.

## 3.5 Bridges

Bridges with a span of 20 feet or greater are inspected through a national program administered by ITD. The visual inspection is intended to document surface and underwater structural conditions, as well as provide a planning-level cost estimate for improvements. From these inspections, a sufficiency rating is calculated. The sufficiency rating (range of 0 to 100) reflects the structural adequacy and condition, serviceability and functional obsolescence, compliance with current design standards, and importance for public use; and determines eligibility for federal funds. Bridge conditions are inspected every 12 to 24 months.

There are four bridges in Sun Valley with a span of 20 feet or greater. These bridges are generally in good condition, with an average sufficiency rating above 80. Full copies of the inspection reports can be found in Appendix E. The bridge sufficiency ratings and National Bridge Inventory (NBI) ratings are summarized in Table 4.

**Table 4 - 2014 Bridge Ratings**

| Bridge Key | Features | Route | NBI Rating* | Sufficiency Rating |
|---|---|---|---|---|
| 33310 | Trail Creek | Silverweed Way Rd | FO | 74.8 |
| 33320 | Trail Creek | Dollar Rd | ND | 79.4 |
| 33326 | Trail Creek | Old Dollar Rd | ND | 82.9 |
| 33305 | Trail Creek | Bitterroot Rd | ND | 84.2 |

***NBI Rating: FO = Functionally Obsolete, ND = Not Deficient**

Based on available inspection reports, one city bridge is functionally obsolete. A functionally obsolete bridge is one that was built to outdated standards that no longer meet the minimum federal requirements for a new bridge. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges include those that have sub-standard geometric features such as narrow lanes, narrow shoulders, poor approach alignment or inadequate vertical under clearance. The classification of functionally obsolete (FO) is also a term used as a priority status for federal bridge replacement and rehabilitation funding eligibility.

## 3.6 Daily Traffic

As discussed in Chapter 2, due to the resort nature of the area, Sun Valley experiences seasonal population fluctuations and nontraditional travel patterns; this is reflected in daily traffic data collected during various times of year. A small permanent population in relation to total housing units and substantial seasonal and weekly population variations are characteristics of Sun Valley. Visitation is highest in winter and summer as opposed to spring and fall, and weekends as opposed to weekdays.

The 1997 Transportation Plan utilized these unusual conditions in the collection of a series of traffic counts to identify local patterns and times of peak traffic conditions. "Peak traffic" represents the highest volumes of traffic experienced at specific locations. Peak summer traffic is traditionally experienced during the Fourth of July and Labor Day weekends and the winter peak between Christmas and New Year's Eve. Late October is indicative of non-peak traffic volumes. This methodology was repeated by the city in 2013 for this updated transportation plan. Traffic counts for 2013 are summarized in Table 5.

**Table 5 - 2013 Traffic Volumes (Average Daily Traffic)**

| Location | Fourth of July (7/4-7/5) | Labor Day* (9/1-9/3) | October (10/25-10/28) | Christmas Week (12/27-12/28) |
|---|---|---|---|---|
| Dollar Road (East of Sun Valley Road) | 6,790 | 4,284 | 3,137 | 9,556 |
| Elkhorn Road (South) (East of SH 75) | 4,045 | 2,418 | 2,026 | 4,310 |
| Morningstar Road (North of Elkhorn Road) | 1,108 | 720 | 474 | 1,211 |
| Sun Valley Road (South of Bitterroot Road) | 10,102 | 7,023 | 4,831 | 11,538 |

From L2 Data provided by City * Volumes abnormally low due to Beaver Creek Fire

For comparison, the 1995 traffic volumes found in the 1997 Transportation Plan are shown in Table 6.

**Table 6 - 1995 Traffic Volumes (24 Hour Counts)**

| Location | Fourth of July | Labor Day | October | Christmas Week |
|---|---|---|---|---|
| Dollar Road (East of Sun Valley Road) | NA | 8,100 | 2,700 | 9,700 |
| Elkhorn Road (South) (East of SH 75) | 2,500 | 4,300 | 1,600 | 4,100 |
| Morningstar Road (North of Elkhorn Road) | 1,500 | 1,000 | 500 | 1,400 |
| Sun Valley Road (South of Bitterroot Road) | - | - | - | - |

*Data from 1997 Transportation Plan

It should be noted that in late summer 2013, in result of the Beaver Creek Fire, traffic volumes were

significantly lower than expected. Reported 2013 AADT from ITD for Highway 75 and Sun Valley Road was also lower than expected. Ridership data obtained from Mountain Rides for 2012 was used to try and extrapolate Labor Day traffic volumes for 2013; however, the data was inconclusive.

Overall, traffic volumes in Sun Valley are low (reflective of October volumes); however, peak seasons and events affect traffic volumes. Traffic is highest during the winter holiday season, coinciding with winter activities at the resort. During peak seasons, mobility and congestion are affected; intersections become more congested and mobility suffers.

It is also important to note that residential mail service is not available in Sun Valley. All mail is delivered to the post office located at 100 Sun Valley Road near the village shops. Residents travel to the post office to collect daily mail and these trips increase traffic volume which contributes to congestion.

Figure 13 on the following page shows the locations of City traffic counts and 2013 Average Annual Daily Traffic (AADT) for highways obtained from ITD. City traffic counts for Sun Valley road during peak times is double that of ITD's AADT.

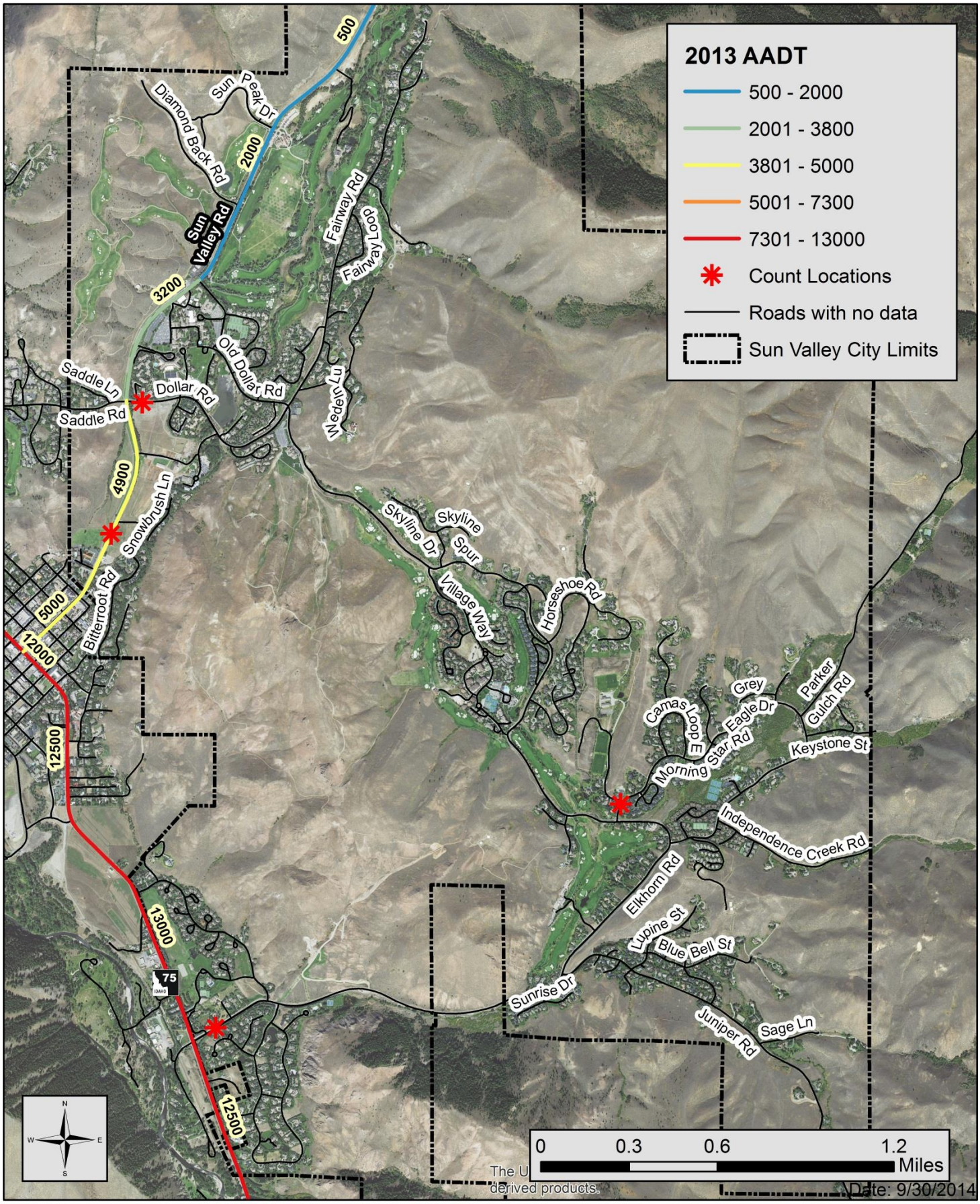



**Figure 13 - Traffic Volumes**

## 3.7 Crashes

Crash data from 2009 to 2013 was obtained from an ITD database containing comprehensive crash locations and causes for all of Idaho. This data is typically received from crash reports filed by Idaho State Patrol, local sheriff's offices, and municipal police departments. The data was imported into a GIS program to identify intersections and roadway segments with a high frequency of crashes. Crash-related injuries within Sun Valley city limits are summarized in Table 7 below.

**Table 7 - Crash Injury Summary**

| Severity | Description | Number of Occurrences |
|---|---|---|
| A Injury Accident | Serious Injury | 2 |
| B Injury Accident | Evident Injury | 6 |
| C Injury Accident | Possible Injury | 10 |
| Property Damage Report | Property Damage Only | 26 |

Overall, 45 crashes involving 63 vehicles were reported between 2009 and 2013. These crashes involved 83 people and resulted in 30 injuries. There were no fatalities. Of the 45 crashes, 11 occurred on a state highway system road (Sun Valley Road). Of the 45 total crashes, 8 were intersection related (3 on a State Highway System intersection).

Crash events and the frequency at which they occurred are shown graphically in Figure 14 below. The most frequently-occurring crash involved rear-ending.

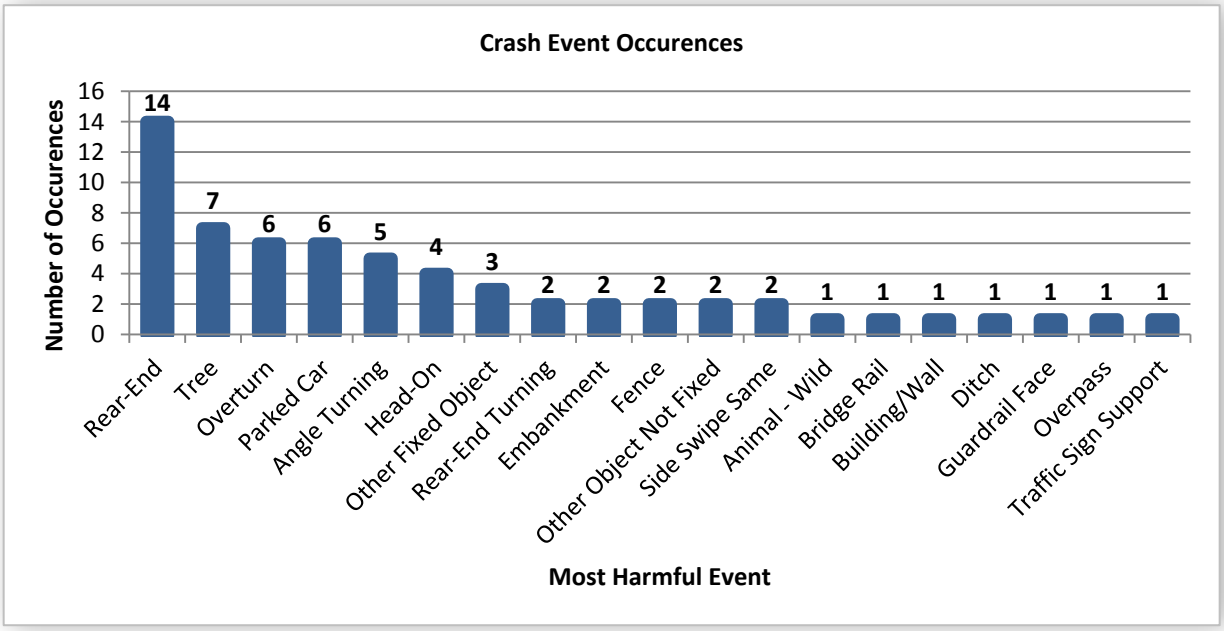



**Figure 14 - Crash Events**

Contributing circumstances for the crashes are shown graphically in Figure 15.

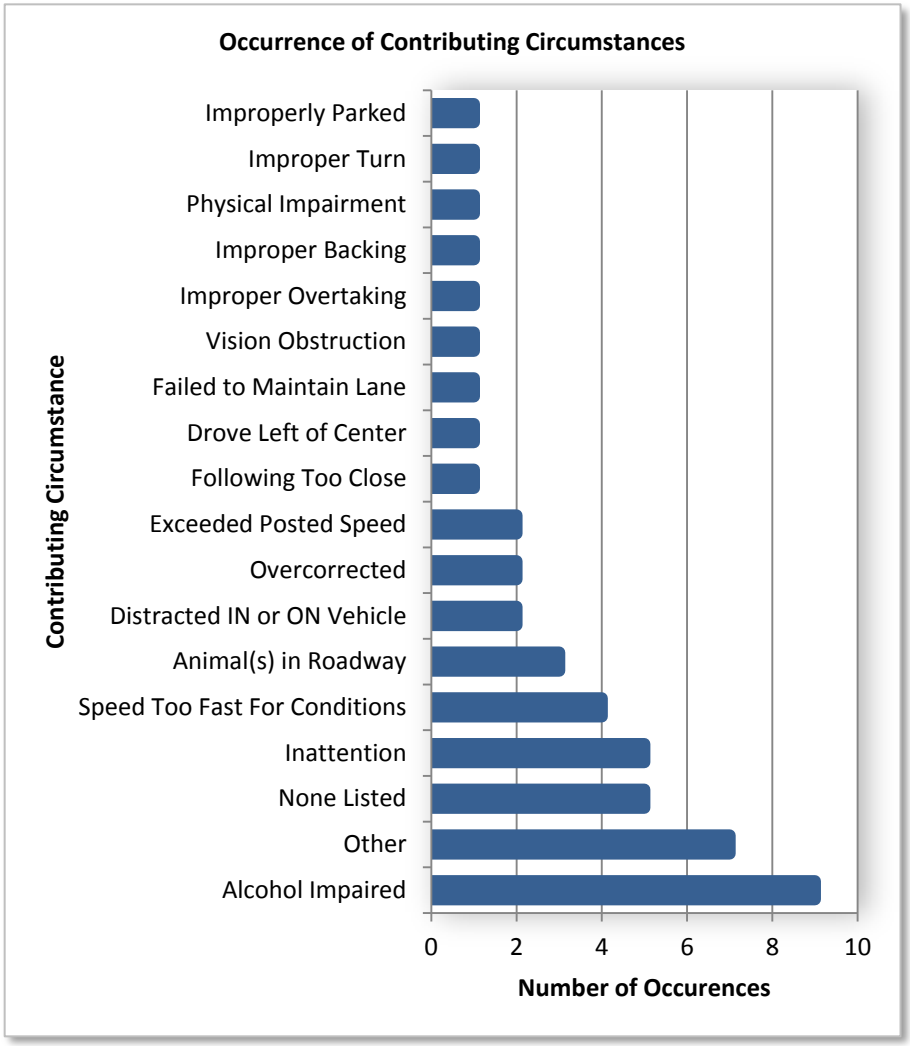



**Figure 15 - Crash Contributing Occurrences**

The most common contributing circumstance was alcohol impairment. A map showing the locations of all reported crashes in Sun Valley between 2009 and 2013 can be found in Figure 16. The map is color coded to injury severity.

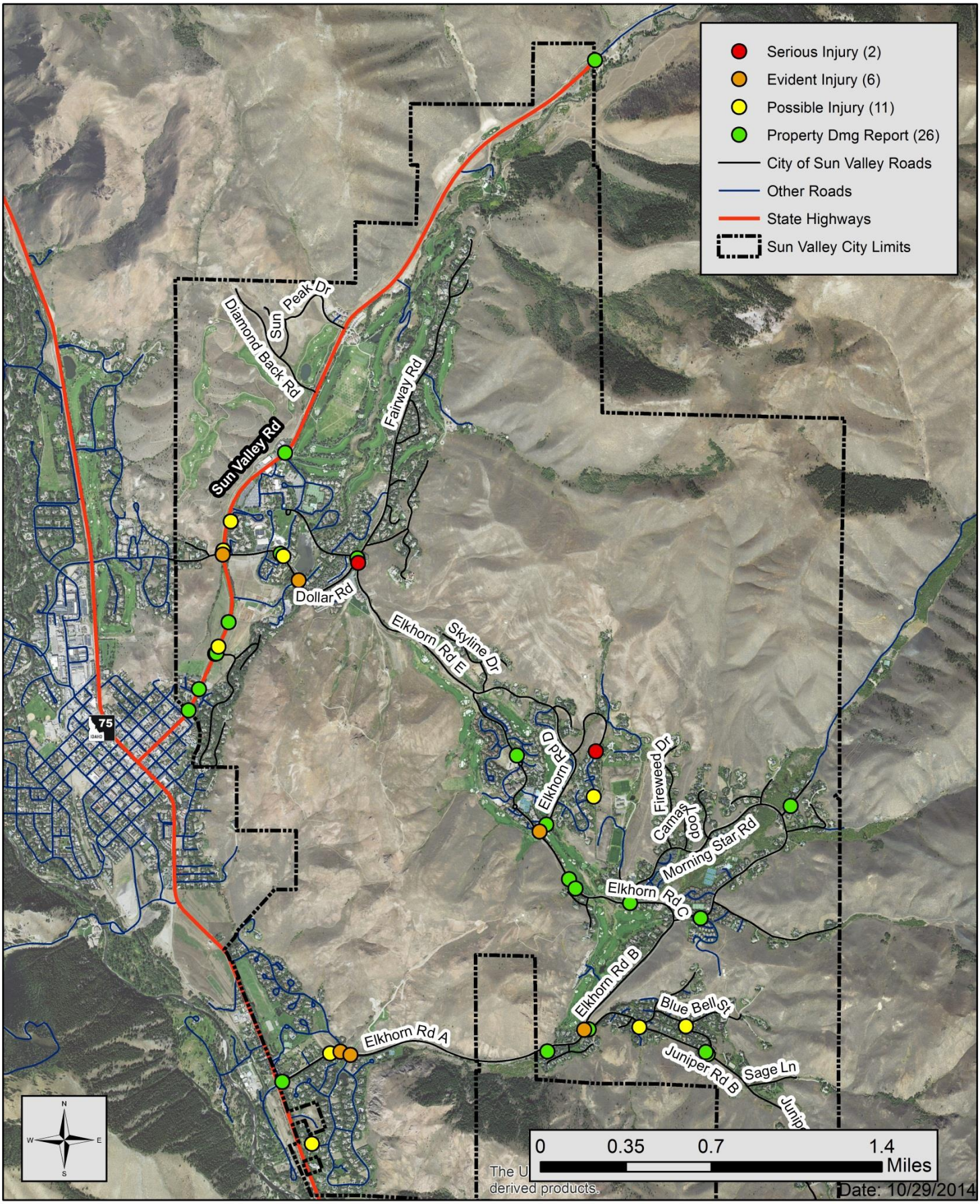



**Figure 16 - 2009-2013 Crash Locations and Severity**

## 3.8 Speed Limits

Speed limits throughout the City were recorded and analyzed for consistency. The speed limit in Sun Valley varies from 15 miles per hour to 35 miles per hour.

Elkhorn Road is 30 mph from the Dollar Road intersection to past the southeastern Morning Star Road intersection. From the southeastern Morning Star Road intersection, the Elkhorn Road speed limit raises to 35 miles per hour to its intersection with SH 75.

Dollar, Old Dollar, Fairway, Village Way, Morning Star, and Juniper Roads have a posted speed limit of 25 miles per hour. Exceptions to this include the southern segment of Morning Star Rd from Elkhorn Rd to Independence Creek Road (15 miles per hour) and the portion of Village Way between Bonne Vie Condo Drive and Legends Condo Drive (20 miles per hour).

The TAC identified roadways that potentially warrant lower speed limits. Elkhorn Road covers mountainous terrain characterized by curves and varying grades. Elkhorn Road may warrant lower speed limits. Morning Star Road faces similar geometric challenges and was identified as a potential candidate for lower speeds. A portion of Juniper Road (Segment A) from its intersection with Elkhorn Road to approximately the Thistle Street intersection is one such roadway segment. The current speed limit is 25 mph.

The Community School area of Dollar Road was also identified as a problematic area in regards to speeding. The Police Department received several calls from citizens and parents of students about people driving too fast for school conditions. A speed radar trailer was parked near the Community School Road intersection as a deterrent to speeding and to log data. Police Department analysis revealed that speeding during high volume times for the school was done by school-related vehicles and traffic.

# CHAPTER 4 REGIONAL COMPREHENSIVE AND TRANSPORTATION PLANNING

Regional comprehensive, transportation, and other planning studies were evaluated to ensure this Transportation Plan works in conjunction with regional planning documents.

## 4.1 Comprehensive Plan

A 2014 update to the Sun Valley Comprehensive Plan was underway at the time this report was being prepared. The prior plan and draft versions of the update support a new City Transportation Plan. Drafts of the comprehensive plan update indicate that currently there are three prominent areas for development within Sun Valley: the Sun Valley Resort/Village Core; Sun Valley Gateway; and the Dollar Mountain, Prospector Hill, and Sun Valley Municipal Complex.

Traffic impact studies are recommended for these developments. An initial study was conducted prior to the 2008 economic recession; it is typical for studies conducted prior to the recession to be redone to reflect current economic conditions.

## 4.2 City Design Policies and Standards

The Comprehensive Plan calls for the development and implementation of design, streetscape and signage standards to serve pedestrian, bicycle, and vehicular traffic. City Code identifies the most current edition of the Idaho Standards for Public Works Construction (ISPWC) as the minimum engineering standards for use within the city.

## 4.3 Sun Valley Water and Sewer District and Wastewater Facility Planning

Water and Sewer District improvements requiring road work should be coordinated with street network capital improvements, with utility work occurring in the year prior to road work when possible.

## 4.4 Sun Valley Resort

A 2007 Transportation Study carried out by consultants for the Sun Valley Company analyzed how the build-out of five Land Use Planning Areas (LUPAs) and two residential and commercial developments would impact transportation conditions in Sun Valley. The LUPAs and developments identified in the 2007 include:

- The Resort/Village Core LUPA #1
- Gun Club/White Clouds LUPA #2
- Gateway LUPA #3
- Horseman's Center/Community School LUPA #4

- Dollar Mtn./Prospector Hill/Sun Valley Municipal Complex LUPA #5
- Elkhorn Springs Master Plan
- Sunshine Master Plan

The main focus of the 2007 study was the Gun Club LUPA (LUPA #2). The Gun Club LUPA #2 project has since been completed. The Symphony Hall, part of LUPA #1, has also been completed.

Planning studies conducted prior to the economic recession (circa 2008) reflect pre-recession conditions and forecasts. These studies should be redone to incorporate post-recession conditions.

## 4.5 Blaine County Transportation Plan

Capital improvement projects listed in the Blaine County Transportation Plan which are in or near Sun Valley include Trail Creek Road from the end of pavement to the county line. Base improvements, widening, and drainage improvements would occur. The affected portion of Trail Creek Road is not in City Limits.

## 4.6 Blaine County Bicycle and Pedestrian Master Plan

The Blaine County Bicycle/Pedestrian Master Plan was being finalized at the time of this report. The Master Plan recommends capital improvement projects in the Sun Valley area.

# CHAPTER 5 FUTURE CONDITIONS EVALUATION

This chapter discusses future conditions of the transportation system.

## 5.1 Future Traffic Projections

To identify areas that should be improved in the Capital Improvement Plan, it was necessary to examine the future roadway conditions in Sun Valley. ITD provided forecasted traffic data for certain roadways in Sun Valley, which is summarized in Table 8.

**Table 8 - Future Average Annual Daily Traffic (AADT)**

| Route | Beginning MP | End MP | Road Name | From | To | AADT 2013 | AADT 2015 | AADT 2035 | Annual Growth | % Change |
|---|---|---|---|---|---|---|---|---|---|---|
| SH-75 | 128.21 | 128.376 | SH-75 | River St E | Sun Valley Rd | 12000 | 12970 | 22700 | 2.8% | 75.0% |
| SH-75 Spur | 0.189 | 1.488 | Sun Valley Rd | Walnut Ave | Hospital Rd | 4270 | 5200 | 7200 | 1.6% | 38.5% |

These traffic projections apply only to roads listed, and do not reflect changes in other local roads. Traffic volumes on the minor arterial (SH-75) outside of Sun Valley and on the major collector (Sun Valley Road) through Sun Valley are projected to increase by an average of 75 and 39 percent, respectively, over 20 years. However, traffic volumes on these roads are still relatively low, and this increase will not likely result in recurring congestion to Sun Valley facilities. As is currently experienced, congestion can be expected during special events.

Since the population in Sun Valley is forecasted to increase approximately 62% by 2034, the traffic volume on local roads is expected to increase proportionally. This is consistent with ITD's area forecasts.

## 5.2 Future Employment

Unless there are significant changes to the demographics of Sun Valley, it is believed that the future employment distribution will remain similar to the existing employment distribution. Examples of significant changes could include a new large employment entity or an employment entity leaving the area. None of these changes is expected to take place in the near future.

## 5.3 Future Land Use

The 2014 Proposed Updated to the Comprehensive Plan identifies three prominent areas for future development within Sun Valley. Each area is called a Land Use Planning Area (LUPA). These areas are the Sun Valley Resort/Village Core; Sun Valley Gateway; and the Dollar Mountain, Prospector Hill, and Sun Valley Municipal Complex.

Land use designations and categories identified on the 2014 Comprehensive Plan update Future Land Use Map are defined as follows: Public/Quasi-Public, High Density Residential (up to 21du/ac), Medium Density Residential (up to 14du/ac), Low Density Residential (up to 4du/ac), Commercial, Resort Commercial, Recreational, and Open Space. A copy of the map is shown in Appendix H.

# CHAPTER 6 ASSET MANAGEMENT

An asset management plan is a strategic and systematic process for operating, maintaining, upgrading, and expanding an organization's infrastructure with the goal of maintaining a set standard. In terms of transportation, pavement is typically one of the most valuable assets an agency possesses, after city personnel. That being said, one of the most important programs an agency can implement is a pavement management plan that enables its leadership to make informed decisions on how to allocate resources to best maintain its assets.

The asset management plan detailed in this document involves Sun Valley's pavement and signage. As discussed in Chapter 1, the management program is facilitated through iWorQ, a web-based platform that provides a mapping application with tools for inventory, data collection, inspection, and data management. The actual pavement analysis in this report was produced using Transportation Asset Management Software (TAMS), a program developed by the Utah Local Technical Assistance Program (LTAP – similar to Idaho's LHTAC) at Utah State University. TAMS functions essentially the same as the iWorQ pavement program, but it is used by Keller Associates in conducting pavement analysis because it offers more in-depth analysis functions.

Though public transit is not included in the asset management sections of this report, it is a highly valuable asset in which the city should invest in and manage like any other asset. The development of a public transportation management plan should be coordinated with Mountain Rides.

## 6.1 Target Goals for Transportation Assets

Asset management plans outlined in this chapter target standards and goals. Targeted goals for pavement utilize the concept of remaining service life (RSL), a value of 0 to 20 years, which is explained in the following sections.

For most road departments and municipalities in Idaho, a system-wide average RSL of 12 years is recommended, with less than 3% of the network at a terminal service level (RSL 0 to 3 years). Due to the resort-nature of Sun Valley, a higher system-wide RSL may be desired. Section 6.2 explains pavement maintenance and maintenance strategies to achieve a targeted RSL.

For pathways in Sun Valley, a higher level of service should be maintained due to the nature of pedestrian and bicycle activities. Poor pavement condition is essentially harder on bicycle and pedestrian activities than cars. A system-wide average RSL of 16 is recommended, with minimal amounts of the network in poor condition.

Traffic control signs in Sun Valley should be inspected yearly. Signs with a condition rating of fair, poor, or replace should be replaced with MUTCD compliant signs. Sign supports should be repaired and replaced as necessary and as soon as they are identified as deficient.

## 6.2 Pavement Management

A Pavement Management Program (PMP) consists of the evaluation of existing pavement structures to determine their condition, predict future deterioration, and determine the type of work required to maintain or improve pavements cost effectively. To be used effectively, it must be used in conjunction with good engineering judgment.

### 6.2.1 Pavement Inventory and Condition Survey

A database containing roadways that Sun Valley owns and maintains was created by Keller personnel and linked to a GIS map. Data was obtained from the City and from field inspections by Keller personnel. The street network was broken into 53 management segments, and each segment was given a unique identification number in the database. The management segments were identified by Sun Valley Street Department personnel and represent the City's historical management segments.

Segments are homogenous management units allowing for a comprehensive inventory with respect to physical features (width, length, surface type). Segments in Sun Valley are generally an entire street length. Exceptions to this include Elkhorn, Juniper, Prospector and Village Way, which are broken into sub-segments. The GIS map enables a user to select a road segment and view its associated data.

A pavement condition survey consisting of a visual inspection was conducted in November 2013 by Keller personnel. Each street segment was inspected to create an inventory. Figure 17 illustrates the typical inventory information collected for each pavement segment as found in iWorQ.

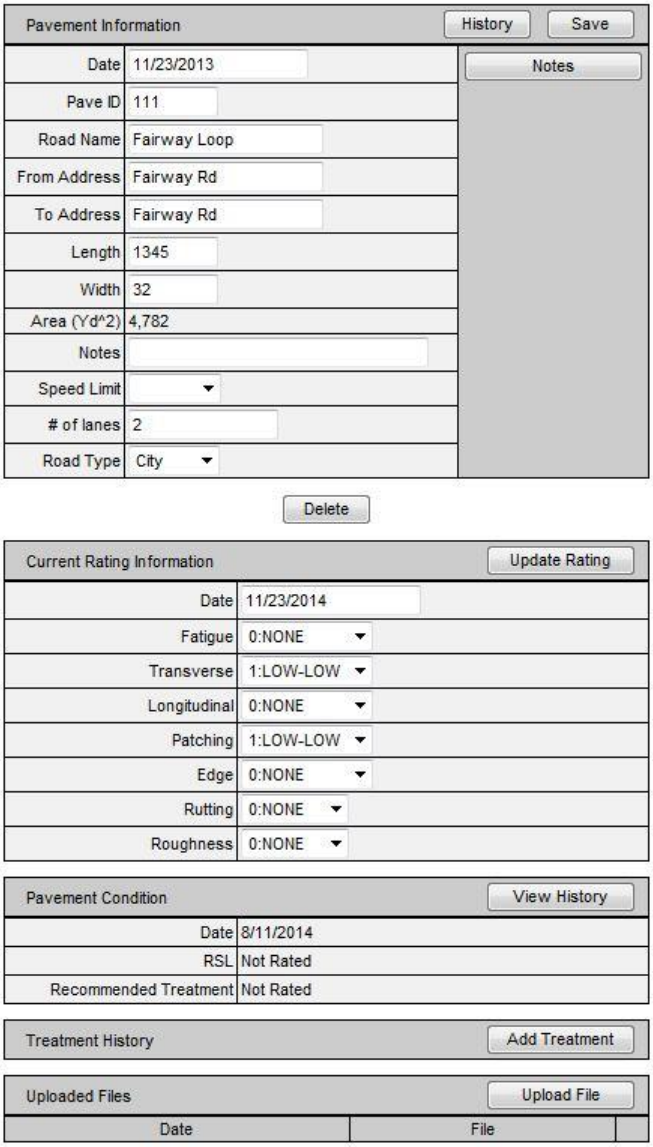



**Figure 17 - Typical iWorQ Pavement Data**

There are several methods to evaluate pavement condition. Distress types observed in Sun Valley were rated based on the Strategic Highway Research Program (SHRP) Distress Identification Manual published by Federal Highway Administration (FHWA, which is a leading resource for pavement condition surveys. This is the rating system utilized by iWorQ and TAMS pavement management software.

The rating system uses a matrix format that scores the severity of the distress against the extent of the distress. Extent is determined by the amount of road surface area which is affected by the pavement distress. Low extent means the distress appears in less than 10% of the segment. Medium extent means the distress appears in 10-30% of the segment. High extent generally means the distress is present in 30% or more of the segment.

Severity refers to how far the cracking has progressed, and is often a function of the crack width. For example, a low severity crack is less than ¼ in. wide, a medium severity crack is between ¼ and ¾ in. wide, and a high severity crack is over ¾ in. wide. A copy of the asphalt distress rating sheet (found in Appendix F) shows the distress types and their corresponding rating matrices. More information on the various distress types is discussed in Section 6.2.2 .

TAMS and iWorQ use the results of the condition survey to assign each road segment a Remaining Service Life (RSL). RSL is a value between 0 and 20 that predicts the number of years the pavement has before it reaches the end of its useful life. Based on the RSL and the distress that caused the RSL, a maintenance action or treatment for each segment is recommended by the software.

### 6.2.2 Types of Pavement Distress

Below is a discussion of the major types of pavement distresses, including typical causes and repair options. More in-depth information can be found in the SHRP Pavement Distress Identification Manual. Pictures in this section are from the SHRP manual. For reference to scale, the ruler shown in the pictures is one foot long, unless otherwise specified.

Fatigue Cracking

Fatigue cracking occurs in areas that are subjected to repeated traffic loadings, such as in the wheel path. Such wear usually results in a series of interconnected cracks that in later stages will resemble a chicken wire or alligator pattern. Some common causes of fatigue cracking are loss of base support due to poor drainage, increased heavy traffic loading, inadequate structural design, or poor compaction during construction. Due to the failure of the underlying base layer, repair by crack sealing or seal coating is generally ineffective. Fatigue cracking can be repaired by excavating localized areas and replacing the base and sub-base. Large areas of distress require reconstruction of the entire road segment. Improvements to drainage should also be considered during repair.

Longitudinal Cracking

Longitudinal cracks are parallel to the pavement centerline. Centerline or lane cracks are caused by inadequate bonding during construction. They usually start as hairline cracks, and widen and erode with age. Longitudinal cracks in the wheel path indicate they may actually be fatigue cracks (see above). If caught early when the severity is low, crack sealing is an excellent repair option. However, if not addressed early they will continue to ravel, widen, develop into multiple cracks, and allow moisture to penetrate and weaken the base and sub-base.

Transverse Cracking

Transverse cracks are perpendicular to the pavement centerline. They are often regularly spaced and generally caused by movement due to temperature changes and hardening of the asphalt with aging. They usually begin as hairline cracks that are widely spaced (over 50' apart). Similar to longitudinal cracks, they will continue to ravel and widen with age and should be treated early by crack sealing.

Block Cracking

Block cracks are interconnected cracks that divide the pavement -into rectangular pieces. Larger blocks are generally classified as longitudinal and transverse cracking. Closer spacing indicates more advanced aging caused by shrinking and hardening of the asphalt over time. Possible causes are usually due to the inability of the asphalt binder to expand and contract. Low severity cracks can be repaired by a crack seal. High severity cracks require a mill and overlay for repair.

Potholes and Utility Cuts

Potholes are small bowl shaped depressions in the pavement surface that penetrate all the way through to the base course. Most usually occur on roads with thin asphalt surfaces, and seldom occur on roads with 4" of asphalt or greater. Generally, potholes are the end result of fatigue cracking often combined with poor drainage. As fatigue cracking becomes severe, small chunks of pavement begin to break away - creating the pothole. Utility trenches that exhibit signs of settlement are also a pavement distress. Poor compaction of the trench backfill is usually the underlying cause. Potholes and utility trenches can be repaired by patching; however, when the distress becomes extensive, reconstruction is usually the recommended treatment.

Edge Cracking

Edge cracking is the formation of crescent-shaped cracks near the edge of the road. It is caused by lack of support of the road edge, and is sometimes due to poorly drained or weak shoulders. If left untreated, additional cracks will form until it resembles alligator cracking. The appropriate treatment for edge cracking depends on its severity and extent. If caught in the early stages, crack sealing can be very effective. Once the damage has progressed, an overlay or reconstruction becomes necessary.

Rutting

Rutting is a surface depression in the wheel path. There are two basic types of rutting: pavement rutting and subgrade rutting. Pavement rutting is usually the result of insufficient compaction during construction. If not compacted enough initially, the pavement will continue to densify under traffic loads. Subgrade rutting occurs when the subgrade fails due to settlement or lateral movement. In this case, the pavement settles into the subgrade ruts causing the surface depression in the wheel path. The method of repair depends on the type of rutting. Severe pavement rutting should be repaired by a mill and overlay. Subgrade rutting can only be repaired by replacing the entire pavement and failed base. The ruler in picture to the right is three feet long.

## 6.3 Summary of Observed Conditions

Sun Valley maintains a total of 19.8 miles of asphalt roads. There are no unpaved roads under Sun Valley's jurisdiction.

Chip seals carried out in 2012 and 2013 covered approximately 64% of the street network. Underlying distresses were hidden under the sealcoats and were not apparent during the fall 2013 visual survey. To determine the underlying conditions of the roads covered with chip seal, 2012 pavement ratings and input from the Street Superintendent and City Engineer were used to determine current pavement conditions. Based on the determined conditions, further field inspections, and additional input from city personnel and the TAC, treatments and maintenance actions were recommended.

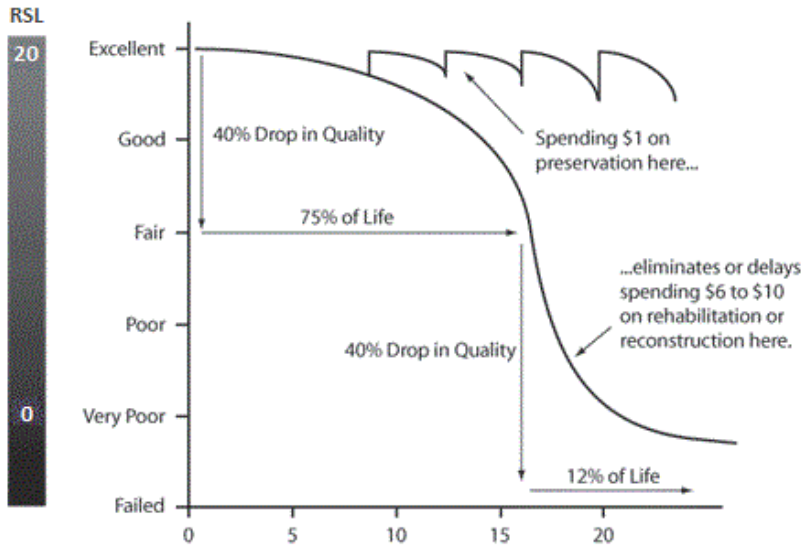
Road work has primarily consisted of crack and chip sealing, occasional overlays, and Cement Recycled Asphalt Base Stabilization (CRABS). CRABS is a reconstructive technique where existing pavement and a certain depth of base material are pulverized. The pulverized material is mixed together and laid down as a new base. The oils from the asphalt mixed with the existing base creates a very stable base upon which a new asphalt mat is laid. Cement is added to the pulverized mix along with water prior to laying and grading the mix as new base material. The addition of cement creates a much more stable base upon which to pave an asphalt mat.

Based on the determined conditions, Sun Valley's roads are in overall fair condition, with a network average remaining service life of 9.5 years. A map color-coded to pavement condition is found on the following page (Figure 18).

### 6.3.1 Pavement Management Philosophy

As discussed in Section 6.2.1 the pavement management software determines RSL and recommends a treatment based on the distresses present in a particular roadway segment. The critical challenge in managing a pavement network is timing routine and preventative maintenance, rehabilitation, and reconstruction to achieve the highest level of service and longest useful life at the lowest cost.

Most new asphalt pavements will deteriorate to a "Good" condition category after about 8 years (RSL = 12). This corresponds to a drop in the service life of the pavement of 33% and is the optimal time to apply preventative maintenance. After 12 years (RSL=8), most asphalt pavements will deteriorate to a "Fair" condition rating. This corresponds to a 60% drop in pavement life and is the optimal time to consider rehabilitation treatment. If no rehabilitation is undertaken at this point, the street will likely deteriorate to the "Poor" category within another three years (RSL=5). Cost comparisons show that reconstruction strategies cost three to five times more than rehabilitation strategies. The cost of preventative maintenance is about one-third the cost of rehabilitation strategies, or one-sixth the cost of reconstruction.




The graphic above is a generic pavement performance chart from FHWA which illustrates the idea behind pavement maintenance. By performing preventative maintenance early on in a pavement's life or once it has been restored to a like-new condition, the useful service life can be cost-effectively extended.

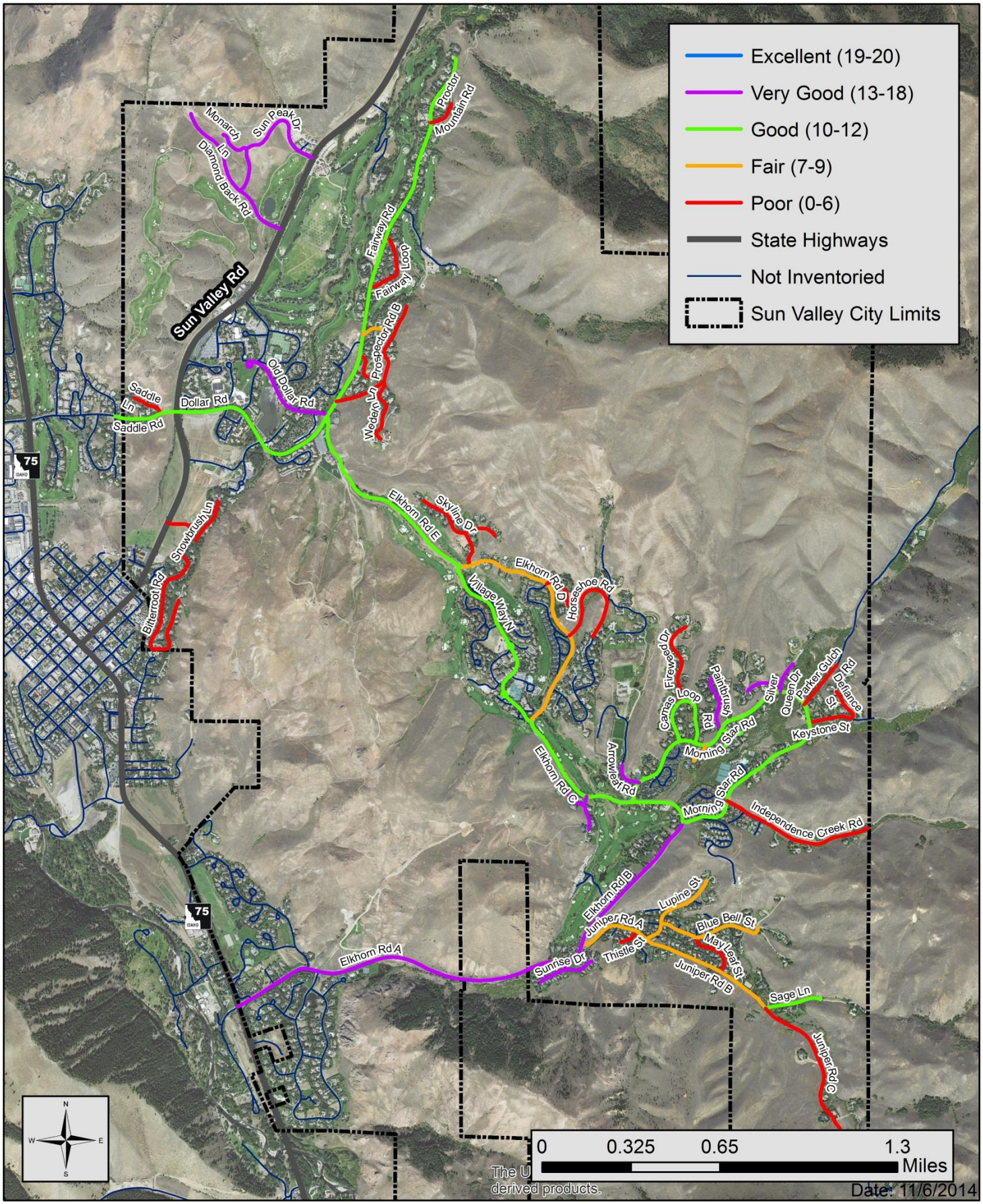



**Figure 18 - Pavement Condition Map**

### 6.3.2 Conditions Analysis

It is generally accepted that a good road network has the following characteristics:

- Average RSL of road network is 10 years or greater
- Less than 3% of the system has 0 - 3 years RSL
- A bell-shaped distribution with the mean falling at or about 12 years RSL

The City of Sun Valley is unique in its resort nature. Maintaining a higher level of service is a priority to promote tourism which is a major economic factor. Analyses outlined in section 6.3.3 target a higher average remaining service life in the various scenarios.

The current average RSL for the City of Sun Valley's street network is approximately 9.5 years. Figure 19 shows the current RSL distribution for Sun Valley's street network in terms of percent of surface area of the network.

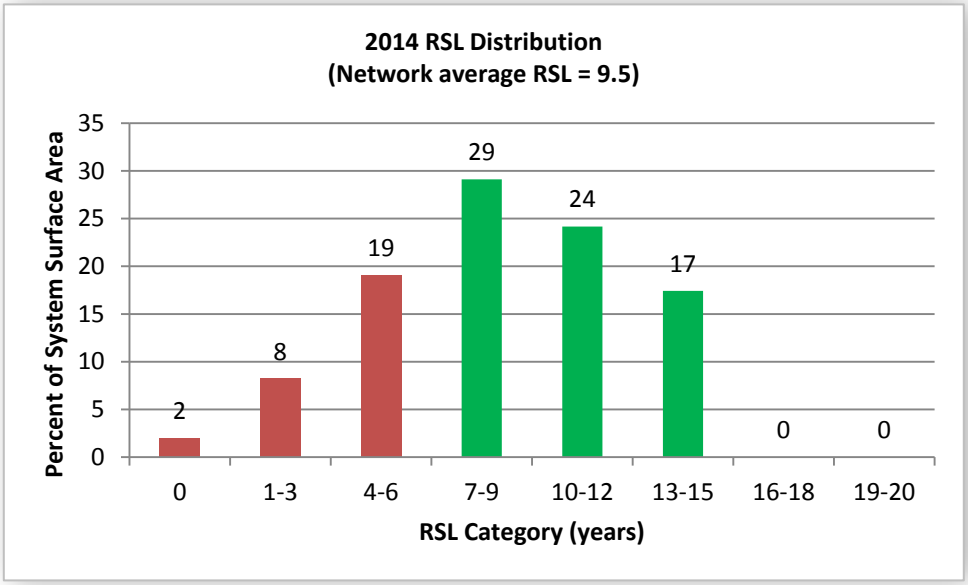



**Figure 19 - 2014 RSL Distribution**

Table 9 displays the same information along with corresponding subjective ratings of poor, fair, good, very good and excellent.

**Table 9 - Subjective Condition Ratings of Street Network**

| Rating | Poor | | | Fair | Good | Very Good | | Excellent |
|---|---|---|---|---|---|---|---|---|
| RSL (Years) | 0 | 1-3 | 4-6 | 7-9 | 10-12 | 13-15 | 16-18 | 19-20 |
| % of Network | 0% | 6% | 13% | 32% | 23% | 26% | 0% | 0% |
| Total % | 19% | | | 32% | 23% | 26% | | 0% |

Nineteen percent of the street network in Sun Valley is considered to be in poor condition. Approximately 32 percent is rated as in fair condition, while 49% of the network is considered to be in good and very good condition. None of the system is in excellent condition.

This distribution puts the current overall condition of Sun Valley's roads in "fair" condition. Approximately six percent of the network is currently at 3 years or less RSL. If no maintenance is to occur in the next five years (year 2019), then over 60 percent of the entire street network would be rated to be in poor condition.

### 6.3.3 Maintenance Scenario Analyses

Sun Valley has spent various amounts on pavement preservation over the years. Sun Valley's Annual Road and Street Financial reports from 2004 through 2013 were used to determine annual maintenance funding. Prior to 2010, street maintenance funds were procured through bonds. In 2010, when a bond did not pass, funding for street maintenance dropped significantly. Table 10 on the following page summarizes the Annual Road and Street Financial reports.

The data from the reports was used to develop maintenance scenarios to aid in understanding the pavement conditions in Sun Valley. The maintenance scenarios that were analyzed include:

- Scenario 1
  - 2004-2019 Average Annual Budget
    - $850k annual budget
    - Based on funding procured through bonds
- Scenario 2
  - "Current" budget
    - $195k annually
    - Based on 2010-2013 average annual budget
      - $135k to roads and $60k to pathways, annually
- Scenario 3
  - Modified "current" budget
    - Entire $195k budget to roads
- Scenario 4
  - Ideal Maintenance Scenario (no established funding level)

Each maintenance scenario assumes that no maintenance will occur in 2014. Funding for 2014 was applied to pathway projects, including the Sinclair Path retaining wall upgrades and Trail Creek rehabilitation. Due to lack of maintenance in 2014, the average network remaining service life was predicted to deteriorate by one year to 8.5 years RSL, bringing the starting year to 2015. All maintenance scenarios assume that the listed budget is allocated to streets only, not shared-use pathways. A separate analysis was conducted for pathways (Section 6.4 ).

Figure 20 shows the RSL distribution for 2015, the starting year for each maintenance scenario. All following distribution charts have the percent of system in the poor category (0-6 years RSL) shaded in red.

**Table 10 - 2004-2013 Annual Road and Street Financial Reports Summary**

| | | Fiscal Year | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Line** | **Description** | **2004** | **2005** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2013** |
| 30 | Roads (rebuilt, redesign, or 2" Overlay upgrade) | $ 488,384 | $ 636,717 | $ 70,782 | $1,055,359 | $1,006,938 | $ 718,217 | $ - | $ - | $ 61,886 | $ - |
| 31 | Bridges, culverts and storm drainage | $ 248,286 | $ 341,300 | $ - | $ - | $ 42,155 | $ - | $ - | $ 3,800 | $ 400 | $ - |
| | **Total** | $ 736,670 | $ 978,017 | $ 70,782 | $1,055,359 | $1,049,093 | $ 718,217 | $ - | $ 3,800 | $ 62,286 | $ - |
| 35 | Chip Sealing or Seal Coating | $ 57,247 | $ - | $ 141,196 | $ 88,885 | $ 11,314 | $ 79,053 | $ 80,785 | $ 22,365 | $ 111,481 | $ 375,960 |
| 36 | Patching | $ - | $ 12,177 | $ 1,125 | $ 11,356 | $ 8,702 | $ 8,954 | $ 14,333 | $ 24,054 | $ 11,427 | $ - |
| 38 | Grading/Blading | $ - | $ - | $ 2,297 | $ - | $ 6,536 | $ 38,892 | $ 60,819 | $ 5,189 | $ - | $ - |
| | **Total** | $ 57,247 | $ 12,177 | $ 144,618 | $ 100,241 | $ 26,552 | $ 126,899 | $ 155,937 | $ 51,608 | $ 122,909 | |
| | **Yearly Total** | $793,917 | $ 990,194 | $ 215,400 | $1,155,600 | $1,075,645 | $ 845,116 | $ 155,937 | $ 55,408 | $ 185,195 | $ 375,960 |
| | | **2004 through 2009 Average:** | | | | | **$ 845,979** | **2010 through 2013 Average** | | | **$ 193,125** |
| | | **Budget used for optimization and projections:** | | | | | **$ 850,000** | | | | **$ 195,000** |

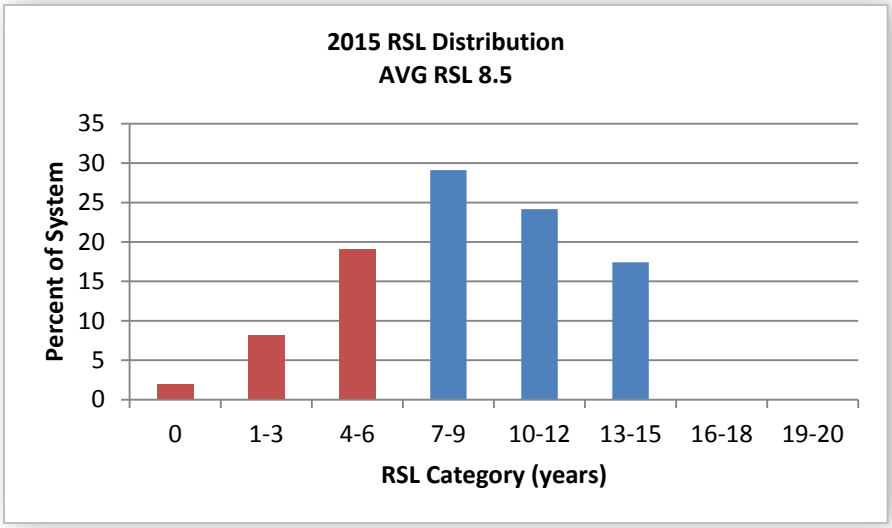



**Figure 20 - 2015 RSL Distribution**

### 6.3.3.1 Scenario 1: Pre-2010 Bond Years Funding Analysis

This analysis assumes annual funding of $850k based on the average annual funding for years 2004 through 2009, when funding was procured through bonds. Treatment types for this scenario include routine maintenance (chip sealing), and rehabilitation in the form of thin overlays or CRABS.

This scenario is a 3-step maintenance plan. The first step applies to years 2015 and 2016:

- 20% (in terms of surface area) of the street network would receive a chip seal
- 11% of the network would receive a thin overlay
- 5% of the street network would be rebuilt using CRABS

The second step applies to year 2017 and 2018:

- 20% of the network would receive crack sealing
- 5% of the network would receive a chip seal
- 5% of the network would receive a thin overlay
- 7% of the network would be rebuilt using CRABS

The third and final step applies to year 2019:

- 40% of the network would receive a crack seal
- 20% would receive a chip seal
- 2% would receive thin overlays
- 2% would be rebuilt using CRABS

The RSL distribution of the network over time is shown in Figure 21. By 2015, the RSL distribution of the network would improve to 9 years RSL.

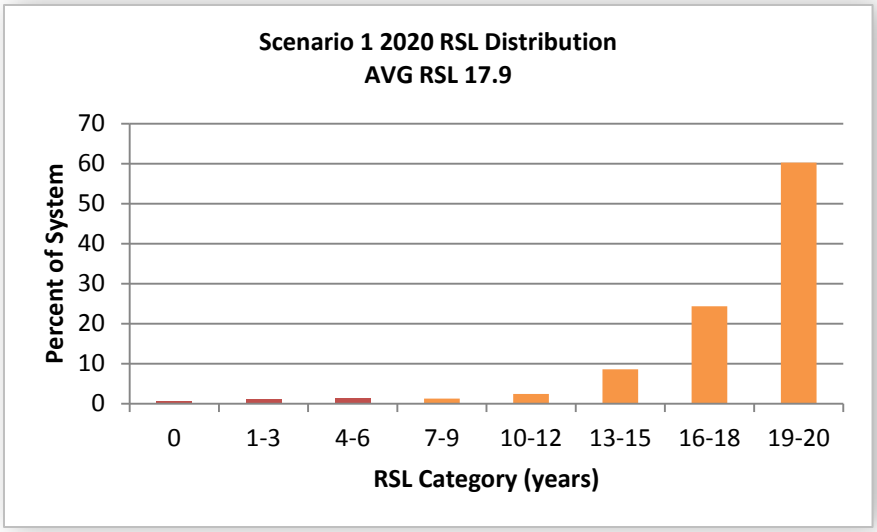



**Figure 21 - Scenario 1 2020 RSL Distribution**

After maintenance is performed in 2019, the average RSL would be 18 years. This is a very high level of service for Sun Valley. At this point, maintenance would be limited to routine and preventative maintenance such as crack and chip sealing.

#### 6.3.3.2 Scenario 2: "Current" Budget ($135k)

The average annual budget for both street and path maintenance for 2010 through 2013 is $195k. Approximately $60k of the $195k went to pathway maintenance; this scenario is based on a street budget of $135k. It is also a two-step plan.

The first step applies to years 2015 through 2017:

- 16% of the network would be chip sealed each year

The second step applies to years 2019 through years 2024:

- 6% of the network is crack sealed
- 4% of the network is chip sealed
- 1% of the network is reconstructed with CRABS

Network RSL distribution is shown in Figure 22.

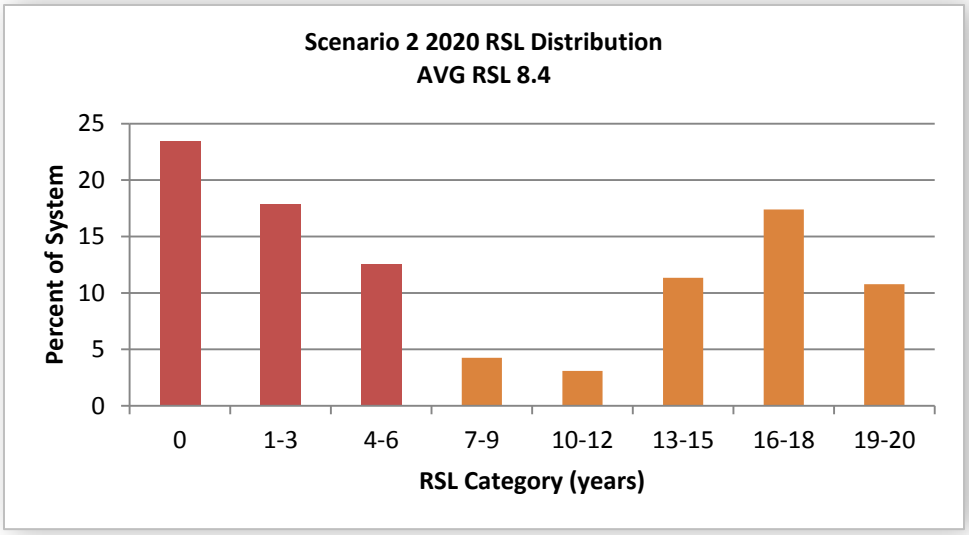



**Figure 22 - Scenario 2 2020 RSL Distribution**

By 2020, the average RSL would be approximately 8 years. In terms of average RSL, there is no change. However, a substantial amount of the network is projected to be in the poor category. It is clear that utilizing the current level of funding does not allow for real improvement in the street network.

The projection for this scenario was extended to 2025 utilizing the second step maintenance allocations (Figure 23).

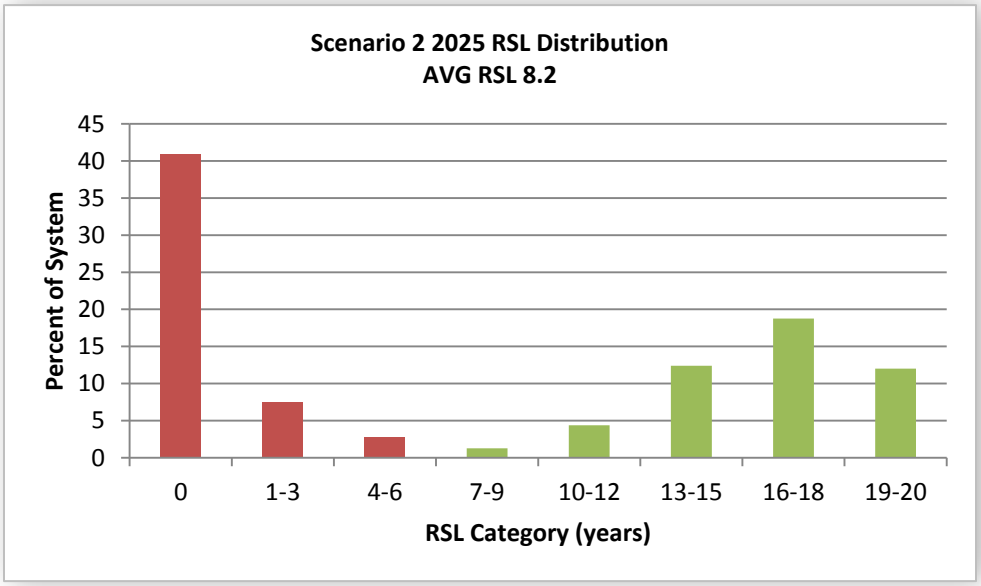



**Figure 23 - Scenario 2 2025 RSL Distribution**

The average RSL of Sun Valley's streets would be 8.5 years. Again, there would be no change in average RSL, but at this point roads in Sun Valley would be in extremely poor condition or very good condition. Roads in poor condition would require reconstructive efforts.

#### 6.3.3.3 Scenario 3: Modified "Current" Budget ($195k)

The previous scenario was modified such that the assumed $60k for pathway maintenance was allocated to road maintenance, to bring total road maintenance funding to $195k annually. This is a 3-step plan;

The first step applies to years 2015 and 2016:

- 14% of the network would be crack sealed
- 20% of the network would be chip sealed

The second step applies to years 2017 and 2018:

- 11% of network would be crack sealed
- 10% chip sealed
- 1% reconstructed using CRABS

The third step applies to years 2019 and beyond:

- Same allocations as 2nd step but applied to different RSL categories

The RSL distribution in 2020 is shown in Figure 24.

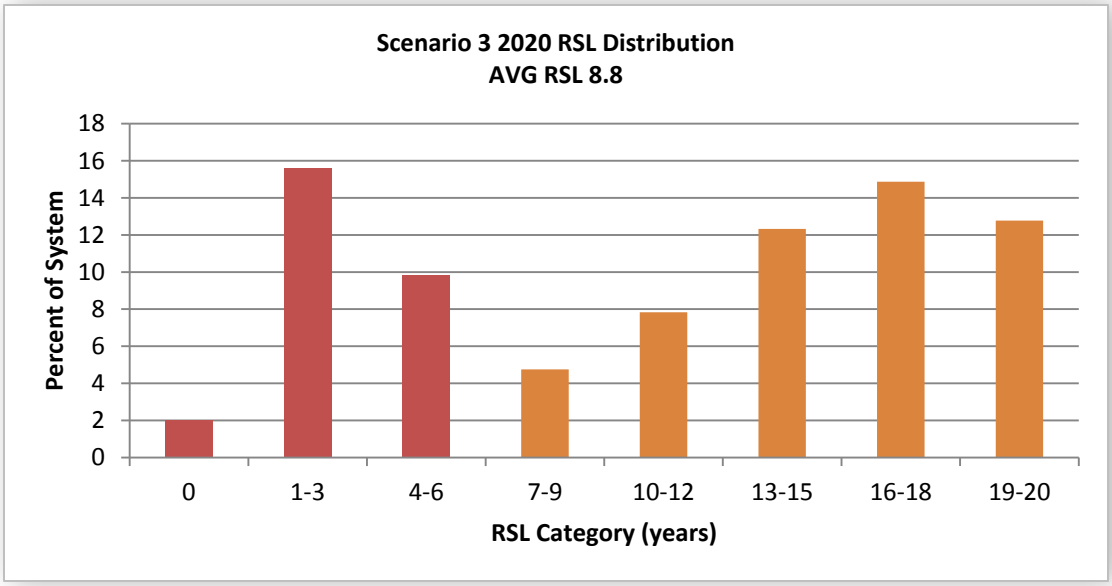



**Figure 24 - Scenario 3 2020 RSL Distribution**

In five years, the percent of the network in the poor category is somewhat less than that in the previous scenario. Distribution for 2025 is shown in Figure 25 on the following page.

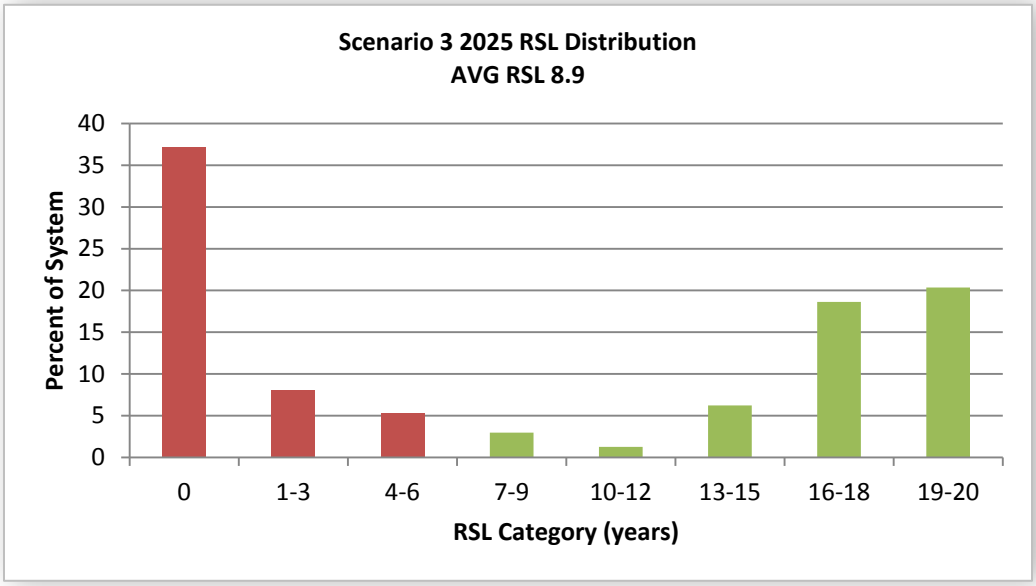



**Figure 25 - Scenario 3 2025 Distribution**

This distribution is also slightly better than that of the previous scenario, but still over 40% of roads would need to be reconstructed. This helps illustrate the need for additional funding for street maintenance.

#### 6.3.3.4 Scenario 4: Ideal Maintenance Level Funding Scenario

This scenario analyzes the cost to achieve ideal street network characteristics. This is a multi-step plan. It should be noted that 2015 funding has been appropriated to chip sealing Elkhorn Road in its entirety. This represents approximately 24% of the street network. The first step of the multi-step plan is as outlined:

- $665k average annual funding for 1st five years
- $300k average annual funding for 2nd five years
- $480k average annual funding for all 10 years

The RSL distribution for 2020 utilizing this funding level is shown in Figure 26.

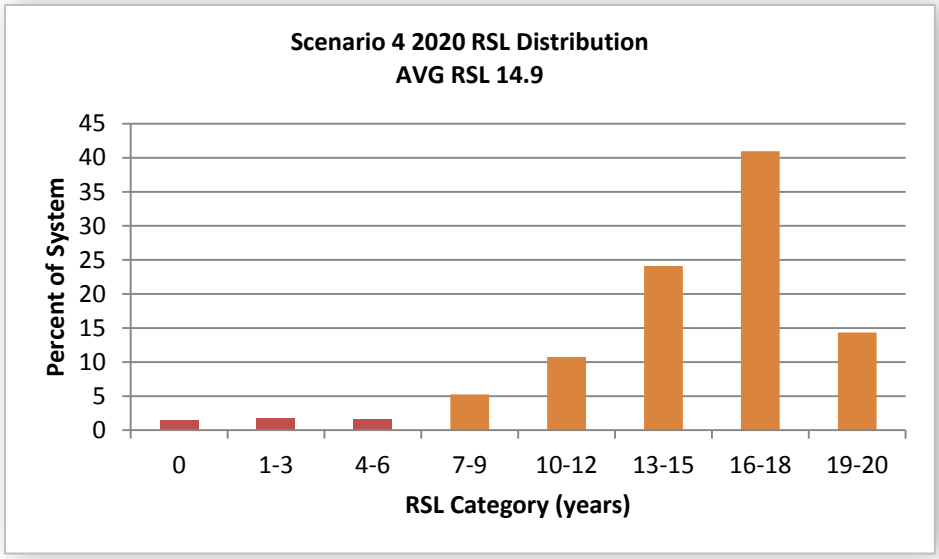



**Figure 26 - Scenario 4 2020 RSL Distribution**

At this point, 3.3 million dollars would have been spent, the overall condition of roads in Sun Valley would be very good, and funding could be lowered. The RSL distribution for 2025 is shown in Figure 27.

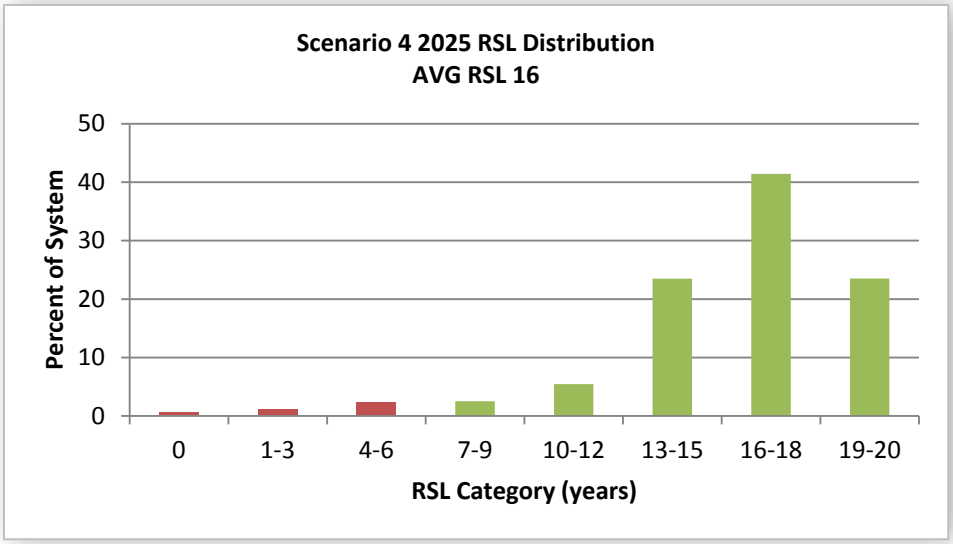



**Figure 27 - Scenario 4 2025 RSL Distribution**

The RSL distribution at this point is better than the minimum recommendations, with a high level of service and minimal amounts of the network in poor condition.

### 6.3.3.5 Maintenance Analysis Summary

The current average budget ($135k) would involve an expenditure of $675k over 5 years, and maintain an average RSL of 8 years with over 30% of the network in poor condition by 2020. To achieve ideal characteristics in the street network, $3.6 million would be needed over 5 years; this expenditure would provide a system average RSL of 15 years with minimal amounts of the network in poor condition. Figure 28 plots the ideal and current budget expenditures over time.

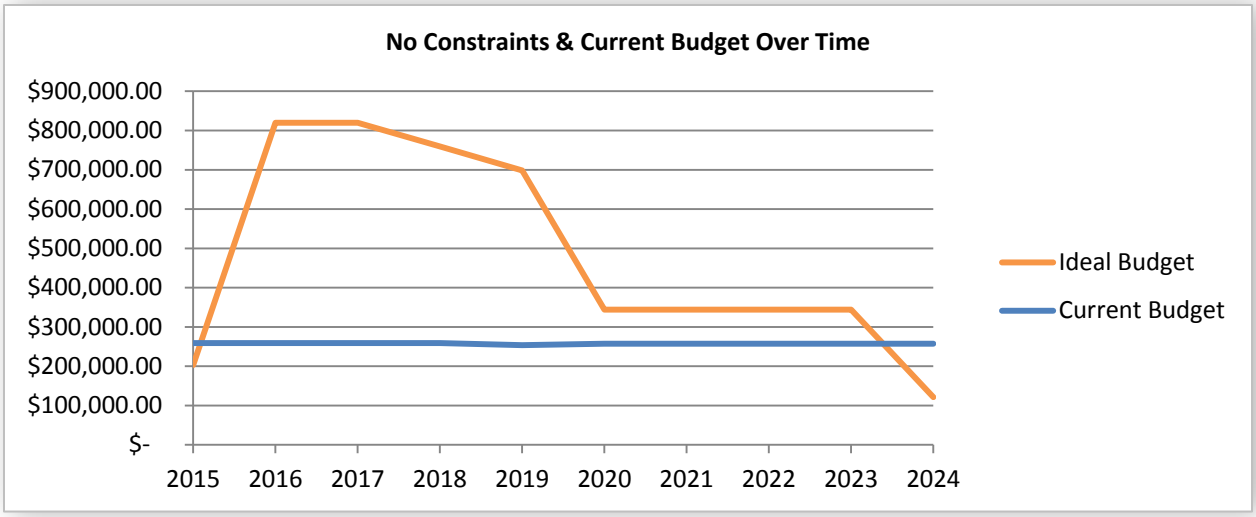



**Figure 28 - Current Funding vs. Ideal Funding over Time**

To put it in perspective, after 5 years of the current budget, $3.7 million in a single year would be required to increase the system-average RSL from 8 to 16 years (Figure 29).

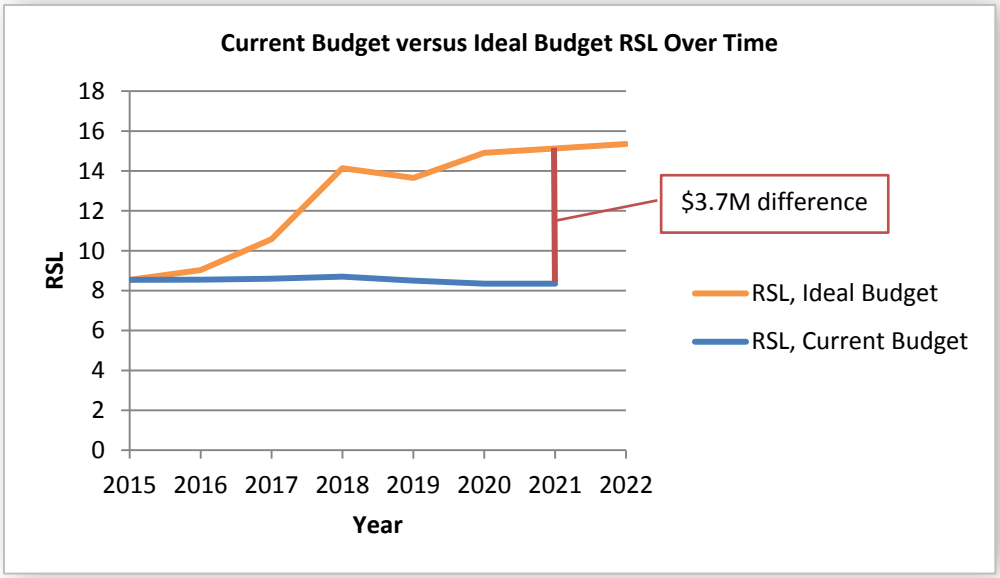



**Figure 29 - Current Budget RSL vs. Ideal Budget RSL over Time**

The total cost to achieve ideal characteristics becomes $4.7 million after 6 years, and will continue to increase as time progresses and improvements are delayed.

## 6.4 Pathway Management

Pavement condition of the shared-use pathways in Sun Valley was initially surveyed in fall of 2013. The Trail Creek Path was reconstructed and the Sinclair Path retaining walls were improved in summer 2014. These projects were incorporated into this report and inherent analysis. Pathway pavement overall is in good condition with a network average RSL of 12 years as of fall 2014.

Similar analysis techniques as used for roads were used for pathways. Pavement condition for pathways should target a higher system-wide RSL average than for typical streets. This is because of the nature of pedestrian and bicycle activities; poor pavement condition can be detrimental to bicycling, rollerblading, and other non-motorized modes of transport. Through discussion with the TAC, a system-average RSL of 16 years, with less than 3% of the system in a poor condition, was targeted.

Maintenance for pathways includes crack sealing, slurry seals, and CRABS. Two scenarios were analyzed: the "current" budget based on an annual average budget of $60k (scenario 1), and an ideal scenario that targets a system-wide RSL of 16 years (scenario 2). No pathway maintenance is scheduled for 2015, bringing the start year in the following scenarios to 2016.

### 6.4.1 Scenario 1: $60k Annual Pathways Budget

An annual average budget of $60k was assumed, which is what has been spent in recent years. The optimization starts in 2016. It should be noted that the amount of CRABS allocated over the maintenance scenario is not realistic. An annual expenditure of $10k to $20k won't fund much in the way of CRABS as is outlined in the scenario. However, these monies could be saved and applied to a larger project in the future. The RSL distribution for 2016 is shown in Figure 30.

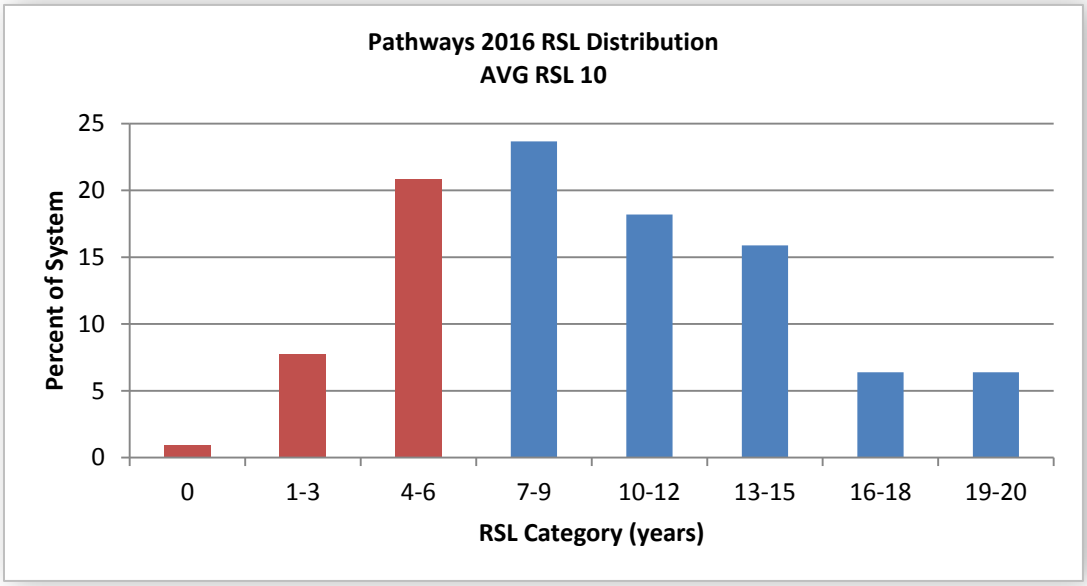



**Figure 30 - Pathways 2016 RSL Distribution**

After the maintenance in this scenario is performed, the RSL distribution is forecasted to resemble that shown in Figure 31.

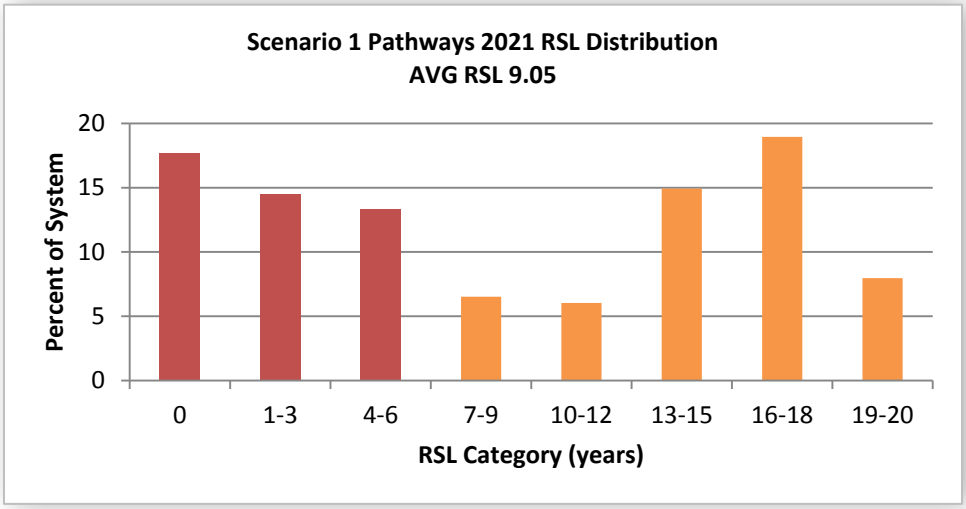



**Figure 31 - Pathways 2021 RSL Distribution**

There is a need for increased pathway maintenance funding; nearly half of the system is projected to be in poor condition (0-6 years RSL) by 2021 and the average RSL is less than desired. Approximately $315 would be spent over 5 years to achieve these conditions.

### 6.4.2 Scenario 2: Annual Pathways Budget for Targeted RSL

To help put a number on the funding needed to maintain a pathway pavement network with targeted conditions; Scenario 2 utilizes reconstruction and CRABS early on to lower the percentage of the system in fair and poor conditions with an annual average budget of $226k. The idea is that necessary reconstruction and rehabilitation occurs, and then pavements are sealed regularly. This maintenance plan is projected to raise the average RSL of pathways from 12 to 16 years by 2021. Figure 32 shows the pathway pavement condition as of fall 2013.

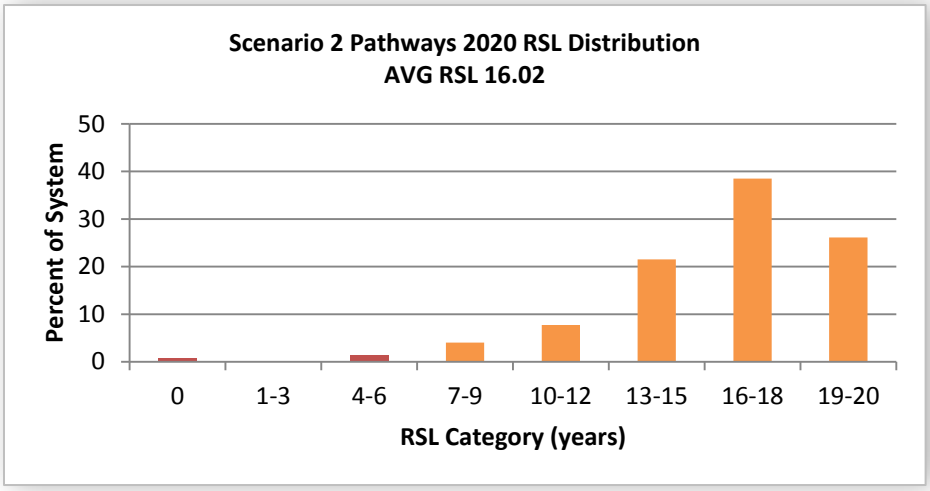



**Figure 32 - Pathways Scenario 2 2020 RSL Distribution**

The scenario achieves a system average RSL of 16 years with negligent amounts of the system at a terminal service level. Approximately $1.1M would be spent over 5 years to achieve these conditions.

### 6.4.3 Pathways Maintenance Conclusion

Annual funding for pathway maintenance must be increased to achieve the targeted system average RSL. In a single year, nearly $1.25 million would need to be spent to increase the RSL from 9 to 16 if current funding levels are carried out for the next five years as illustrated in Figure 33.

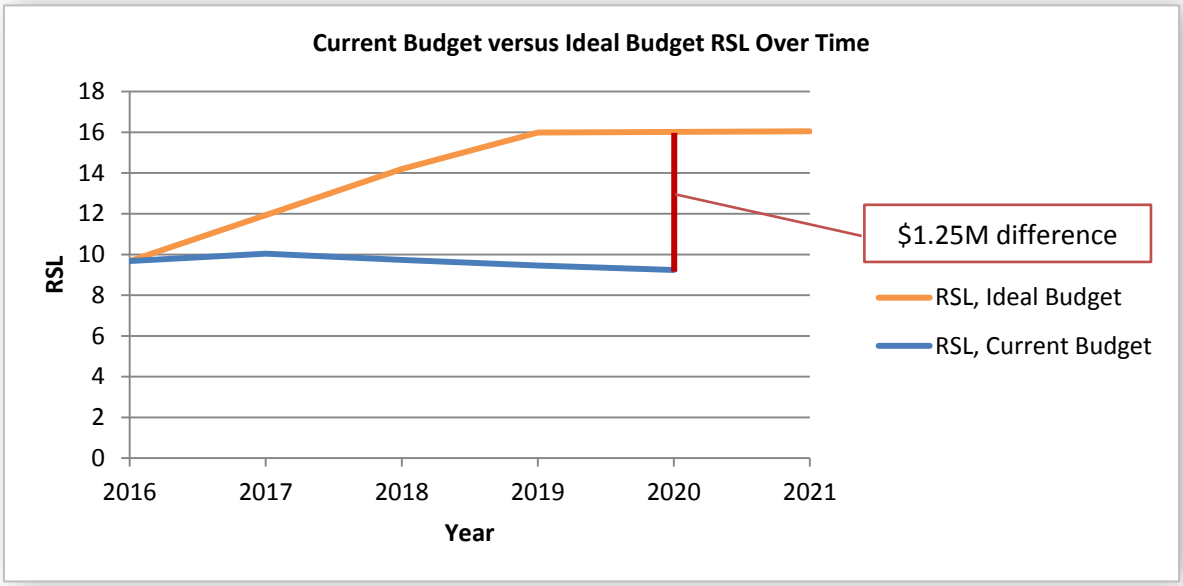



**Figure 33 - Current Pathway vs. Ideal Budget over Time**

Scenario 2 would spend less, in five years, than would be required to achieve the targeted conditions, in one year, after carrying out Scenario 1.

A map of pathways in Sun Valley, color-coded to condition, is shown in Figure 34.

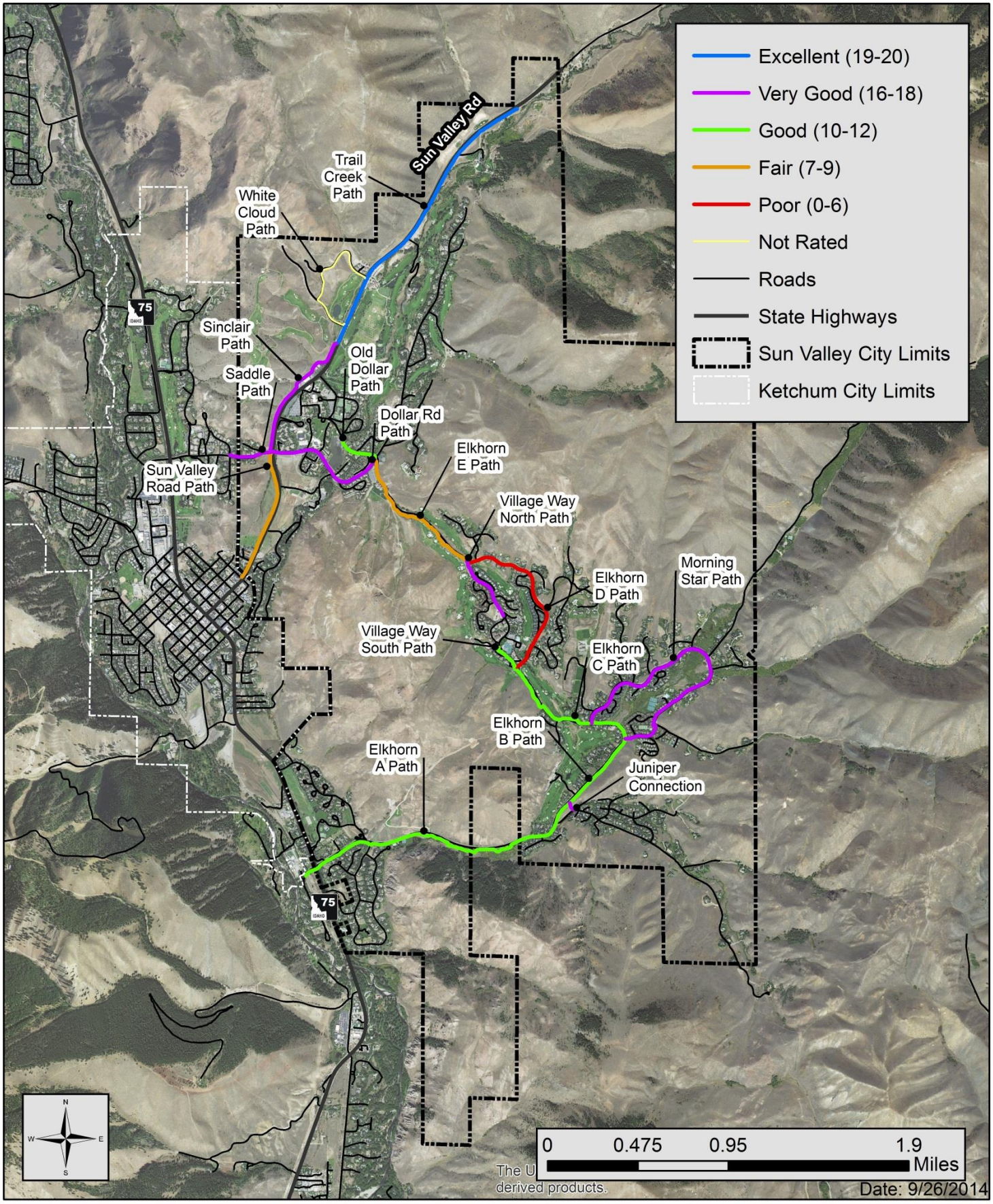



**Figure 34 - 2014 Pathway Pavement Conditions**

## 6.5 Sign Management

A sign management system is a tool to cost-effectively inventory, preserve, and improve the street sign network. Such a system provides:

- A complete physical inventory of the sign network
- Condition survey
- A needs assessment process
- Compliance with MUTCD requirements

Sun Valley has historically used an "as needed" approach to sign management. City, police and emergency personnel take note of sign installations in poor condition and pass that information to city personnel to fix the problem.

As part of this Transportation Plan, an iWorQ sign inventory was created. It allows for a detailed inventory of the City's sign network including condition and treatment methods. It also utilizes GIS in the form of an electronic map that provides a visual tool in maintaining the City's sign network.

### 6.5.1 Inventory and Condition Survey

Keller Associates personnel inventoried traffic sign installations in Sun Valley from June 17 through 20, 2014. Sun Valley has jurisdiction and maintains signs that control traffic on city streets. Signs located within city right of way, as well as signs that control traffic on private roads intersecting city roads, were inventoried. A support (sign post) was rated as follows:

- **Acceptable** if it was vertical and not bent, if the material of the support was in good condition, if the positioning of the support was correct, and if the support was secured safely.
- **Repair** was listed if the sign support was leaning diagonally, and/or if the support was not safely fastened into the ground. This rating only applied if the support was not bent beyond repair, and if the material of the support (especially at the base) was not deteriorated.
- **Replace** if it was not positioned correctly, the condition of the material was considerably deteriorated, it was bent beyond repair, or the base attachment was irreparable.

The MUTCD sets forth guidelines and standards for proper sign visibility, condition, and positioning in rural and urban locations.

A traffic sign was rated as follows:

- **Excellent** if it appeared to be brand new or without any indication of chips, cracks, rust, bends, or fading.
- **Good** if it appeared to be in its original excellent condition, with the exception of occasional minor chips, cracks, rust, bends, and/or fading.
- **Fair** if chips, cracks, rust, bends, and/ or fading were apparent throughout the face of the sign, but not to the point where the sign was difficult to read or understand.

- **Poor** if the text, numbers, or objects on the sign were defaced to the point that the sign was slightly difficult to read due to its distressed condition.
- **Replace** if the text, numbers, or object on the sign were defaced to the point that it was difficult to read.

These criteria coincide with MUTCD guidelines for cleanliness and visibility. The condition survey did not evaluate the signs' compliance with MUTCD retroreflectivity standards, which are explained in Section 6.5.2 .

The findings of the inventory and condition survey are summarized in Table 11 and Table 12.

**Table 11 - Traffic Sign Support Data Summary**

| **Supports - 247** | | |
|---|---|---|
| | Total | % Inventory |
| Support Condition | | |
| Acceptable | 233 | 94% |
| Repair | 6 | 3% |
| Replace | 8 | 3% |
| Support Type | | |
| 2x2 Steel | 21 | 9% |
| Bridge Structure | 2 | 1% |
| 4x4 or 4x6 Wood | 171 | 69% |
| 6x6 or 6x8 Wood | 53 | 21% |
| Telephone Pole | 0 | 0% |

**Table 12 - Traffic Sign Data Summary**

| **Signs - 326** | | |
|---|---|---|
| | Total | % Inventory |
| Sign Condition | | |
| Excellent | 65 | 20% |
| Good | 178 | 55% |
| Fair | 61 | 19% |
| Poor | 11 | 3% |
| Missing | 0 | 0% |
| Replace | 11 | 3% |
| MUTCD Type | | |
| Regulatory | 151 | 41% |
| Warning | 98 | 5% |
| Guide | 69 | 51% |
| School | 8 | 3% |

Refer to Figure 35 and Figure 36 on the following pages for maps showing post and sign locations, color-coded to condition.

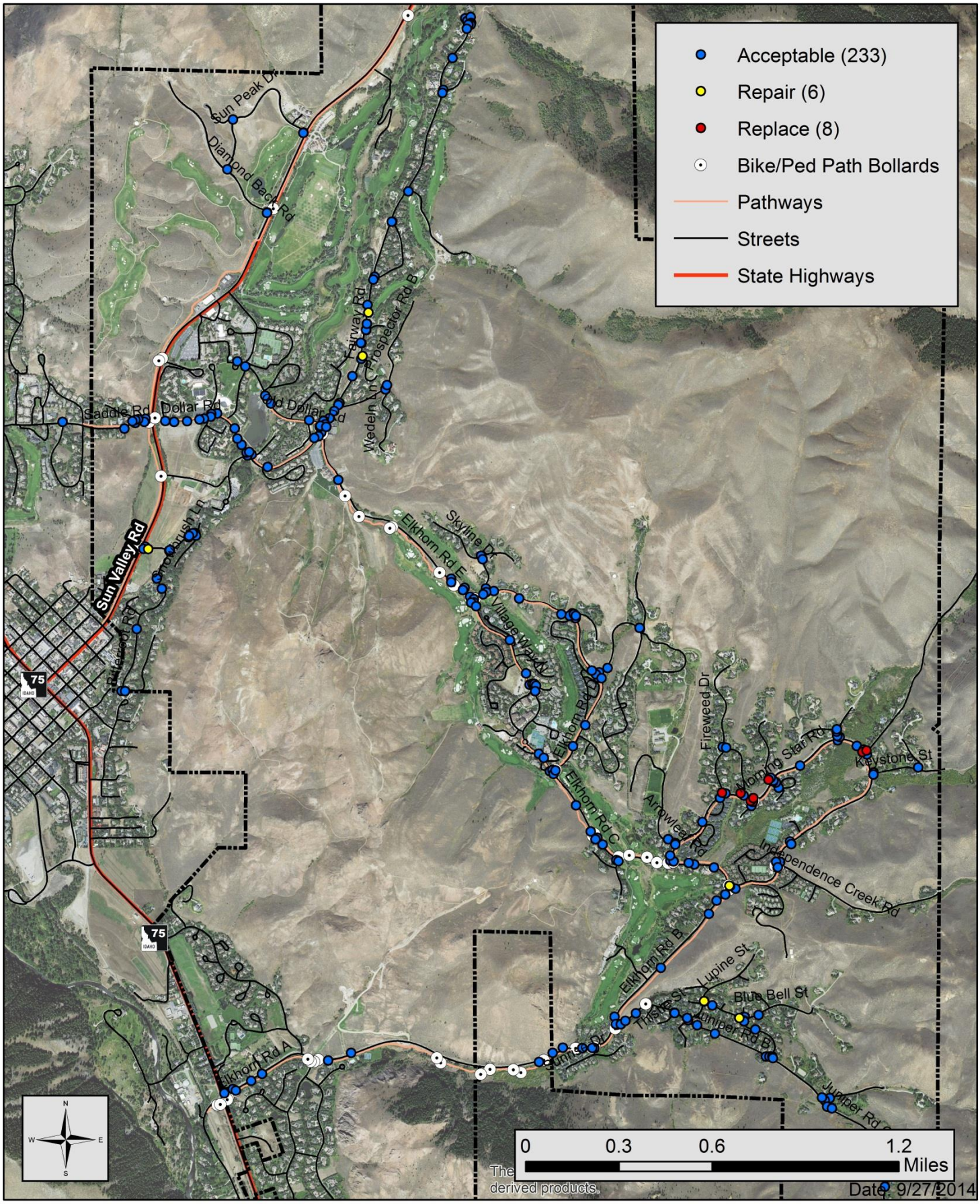



**Figure 35 - Sign Post Conditions**

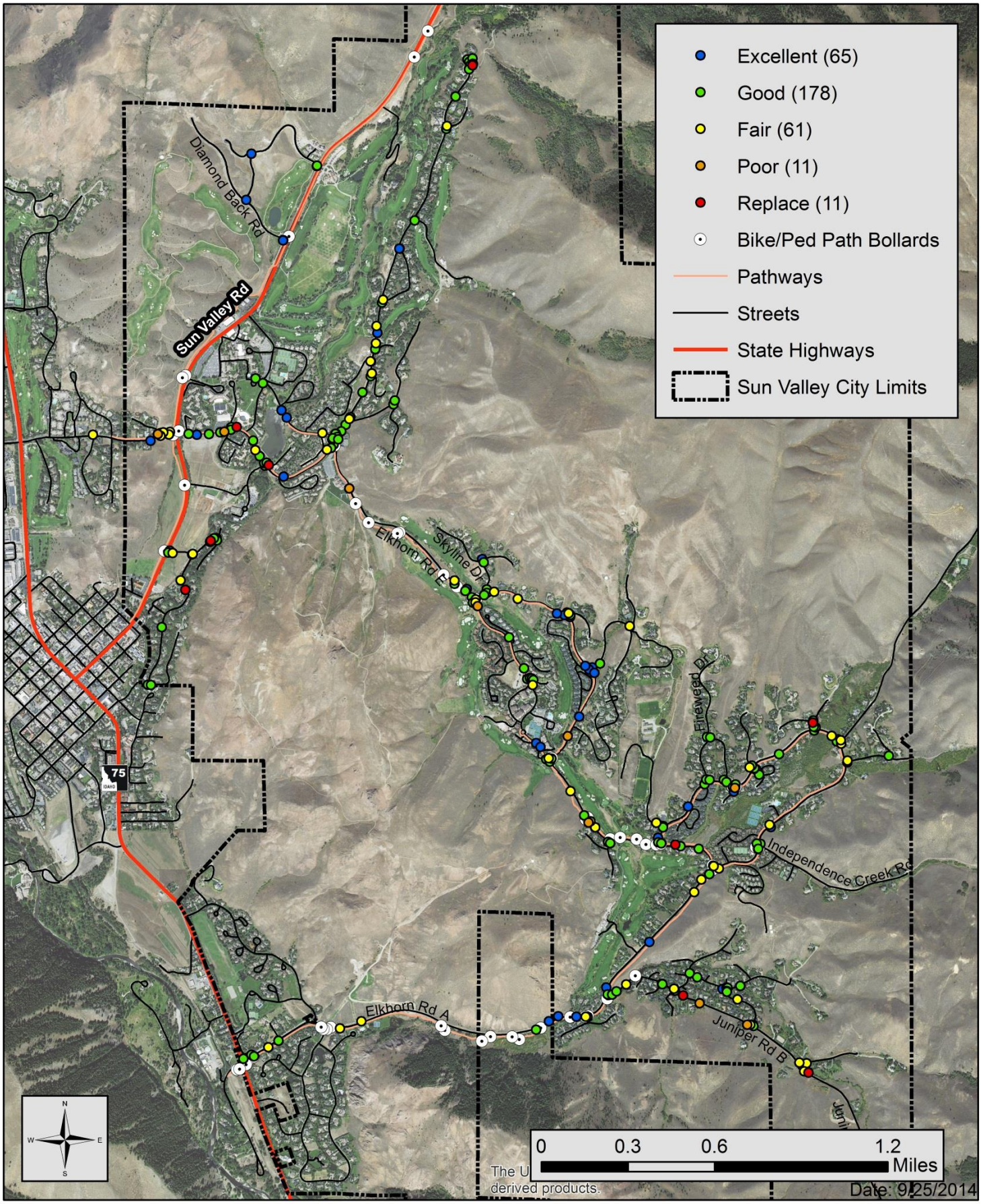



**Figure 36 - Traffic Sign Conditions**

### 6.5.2 MUTCD Retroreflectivity Requirements

New standards developed by the Manual on Uniform Traffic Control Devices (MUTCD) require that public agencies adopt a Sign Management Plan to ensure signs meet new minimum retroreflectivity requirements for traffic signs on public roads. Agencies must implement a sign management program by June 14, 2014. This date applies to regulatory and warning signs only. However, agencies are expected to replace guide signs (including street name signs) and other types of signs as resources become available.

The MUTCD outlines two basic assessment methods and three management methods of compliance:

- Measured Retroreflectivity - Assessment
- Nighttime Visual Inspection - Assessment
- Expected Sign Life - Management
- Blanket Replacement - Management
- Control Sign - Management
- Other Methods

Retroreflectivity can be measured with a retroreflectometer. A retroreflectometer can be costly to obtain, with a basic cost of $9,000 ranging up to $15,000 when equipped with additional features such as GPS and bar code readers.

With the visual nighttime inspection method, the retroreflectivity of an existing sign is assessed by a trained inspector conducting a visual inspection from a moving vehicle during nighttime conditions.

With the expected sign life method, individual signs are replaced before they reach the end of their expected service life. The expected service life is based on the time required for the retroreflective material to degrade to the minimum level. The sign life can be based on several different sources of information such as sign sheeting warranties, the performance of control signs, or actual field measurements.

Blanket replacement is similar to the expected sign life method except that all signs, grouped in a corridor or area, are replaced at specific intervals. This eliminates the need to assess retroreflectivity or track the life on an individual sign. The replacement interval is based on the expected sign life.

With the control sign method, replacement of signs is based on the performance of a sample of control signs. The control sign might be located in a service yard or be located with a grouping of signs for a particular area. The control sign is monitored to determine the end of retroreflective life. All field signs represented by the control sign must be replaced before the control sign reaches minimum retroreflective levels.

Other methods developed based on engineering studies can be used.

Refer to Appendix G for a FHWA-published document with additional information on maintaining retroreflectivity.

### 6.5.3 Observed Conditions and Recommendations

Sun Valley has over 245 sign installations to maintain. It is recommended that an annual spring inspection of Sun Valley's sign installations be conducted. Some signs within the City are slightly overgrown by brush or trees. This issue was identified in the sign condition survey. Preventing sign overgrowth is an important maintenance task that can easily be overlooked. If ignored for too long, the signs will become less and less visible. The overgrowth should be identified and trimmed back during the annual sign inspection. See Picture 6 below for an example of overgrown vegetation obscuring sign visibility.

**Picture 6 - Obscured Bike/Ped Sign**

Street name signs within Sun Valley are consistent; however, most do not appear to meet retroreflectivity guidelines established by the MUTCD. The following is an excerpt from the 2009 MUTCD, page 162:

> ***Standard:***
> 14 ***The Street Name sign shall be retroreflective or illuminated to show the same shape and similar color both day and night. The color of the legend (and border, if used) shall contrast with the background color of the sign.***
> *Option:*
> 15 *The border may be omitted from a Street Name sign.*

Most street name signs in Sun Valley lack retroreflectivity (this was highly apparent to the naked eye, though retroreflectivity was not measured). Several sign installations appear to have mounted solar powered illumination (Picture 8). The functionality and effectiveness of these illumination devices was not evaluated as part of this study, though the TAC reported such illumination is generally not effective.

It is recommended that Sun Valley replace street name signs with retroreflective D3-1 signs (Picture 8) identified in the MUTCD, or that adequate illumination devices are added to the street name signs that currently lack them.

**Picture 8 - Illuminated Street Name Sign**

**Picture 8 - D3-1 Street Name Signs**

The MUTCD provides guidance on coloration of street name signs (Section 2D.43, page 163). The following is an excerpt:

> *An alternative background color other than the normal guide sign color of green may be used for Street Name (D3-1 or D3-1a) signs where the highway agency determines this is necessary to assist road users in determining jurisdictional authority for roads.*
> ***Standard:***
> *17* ***Alternative background colors shall not be used for Advance Street Name (D3-2) signs (see Section 2D.44).***
> *18* ***The only acceptable alternative background colors for Street Name (D3-1 or D3-1a) signs shall be blue, brown, or white. Regardless of whether green, blue, or brown is used as the background color for Street Name (D3-1 or D3-1a) signs, the legend (and border, if used) shall be white. For Street Name signs that use a white background, the legend (and border, if used) shall be black.***

As provided in the MUTCD excerpt above, Sun Valley may use brown background street name signs that would be similar to current signage (see Picture 8, prior page). This is an option when the city replaces current street name signs. It is recommended that private roads and developments be required to match city signage requirements (ultimately the MUTCD); signs should be upgraded as their physical condition warrants replacement.

Recent changes to the MUTCD provide text size requirements for street name signs (MUTCD Section 2D.43). Requirements are based on the speed limit of the road the sign serves, as shown in Table 13.

**Table 13 - MUTCD Street Name Sign Text Size Requirements**

| Street Speed Limit (mph) | Upper-case Minimum Height (inches) | Lower-case Minimum Height (inches) |
|---|---|---|
| 25 or less | 4 | 3 |
| 25 to 40 | 6 | 4.5 |
| 40 or greater | 8 | 6 |

Existing signs are not required to be replaced because of noncompliance with the new text size requirements; however, new signs and signs at the end of their service life must have the new letter sizes.

The sign inventory also found several "SLOW – CHILDREN AT PLAY" signs placed throughout Sun Valley ( and Picture 9, following page). These signs should be removed. These signs are found in some municipalities and are intended to promote safety; however, they are not recognized by the MUTCD or Idaho Transportation Department. In fact, several states ban the use of such signs altogether. There are many reasons why such signs should not be permitted. A few reasons include (Source: Wisconsin DOT):

- "SLOW CHILDREN AT PLAY" signs are typically designed to look like warning signs (yellow background, black legend)
    - Warning signs warn drivers of hazards at specific locations (curve, pedestrian crossing, etc.) but Slow Children signs do not specify a location

- If installed in one area but not another, drivers may be led to believe that there are no children in areas without signs, thus making children more vulnerable
- Parents and guardians are given a false feeling of security.
    - No level of signage can protect a child should they be hit by a car
- "CHILDREN AT PLAY" signs do not reduce traffic speeds or make drivers more observant
- Nearly 30% of tort cases filed against roadway agencies pertain to signs
    - Signs not conformant with the MUTCD increase an agency's liability should a child be hit

**Picture 10 - Sign on Mayleaf Street**

**Picture 9 - Sign at Parker Gulch and Morning Star Intersection**

There are alternatives for these signs. Playground signs can be used if near a playground or park. Pedestrian crossing signs should be used where children frequently cross the road to warn motorists.

There are several pedestrian crosswalks in Sun Valley. Signage at the crossings is somewhat inconsistent. All crosswalk signage should coincide with MUTCD guidelines:

- The crosswalk itself should have W11-2 signs supplemented with a W16-7P plaque (arrow pointing to crosswalk – Picture 11)
- Warning signs should be placed in advance of the crosswalk with a supplemental plaque.
- Supplemental plaques may state the distance to the crossing (W16-2P) or state "AHEAD" (W16-9P).
    - See following Picture 12 and Picture 13.

**Picture 11 - W11-2 with W16-7P Plaque**

**Picture 12 - W16-9P Plaque**

**Picture 13 - W16-2P Plaque**

- Pedestrian crossing signs and supplemental plaques may be either traditional yellow or fluorescent yellow/green.

Pedestrian-actuated flashing beacons are located at the crosswalk at 300 Dollar Road at the Sun Valley Pavilion (Picture 16). The beacons and signage should be upgraded to current MUTCD standards:

- Flashing beacons should be replaced with Rectangular Rapid Flashing Beacons (RRFBs) and incorporated into typical crosswalk signage per new MUTCD guidelines (Picture 16)
- Instructional signs for pedestrians to operate flashing beacons should be replaced with R10-25 signs (Picture 16)

**Picture 16 - Existing Beacons**

**Picture 16 - Typical RRFB Setup**

**Picture 16 - R10-25 Instructional Plaque**

### 6.5.4 Pathway Bollard Inventory

Bollards were mapped using a GPS device, assigned a unique ID, and photographed. Each bollard had its physical condition observed. Sun Valley has 62 bollards along its shared-used pathways. Bollards are wooden posts with sign plaques inlaid. Sign plaques are 8 inch squares.

**Picture 18 - Bollard with Regulatory Stop Sign**

**Picture 18 - Bollard with Warning Signs**

Exceptions to the typical bollards included post-mounted stop signs at the Syringa and Morning Star intersection (Picture 20), and a wall-mounted sign at either entrance to the SH-75 underpass of the Elkhorn Road A Path (Picture 20). It is recommended that stop signs on pathways be made consistent.

**Picture 20 - Post-mounted Path Sign**

**Picture 20 - Wall-mounted Path Sign**

For bicycle and shared-used pathways, the MUTCD requires that no portion of a sign or its support be placed less than two feet laterally from the near edge of the path. It also requires the minimum height of a sign, measured vertically from the bottom of the sign to the elevation of the near edge of path surface, must be four feet.

Bollards in Sun Valley were found to be mostly in compliance with these requirements with a few exceptions. Figure 37 on the following page shows bollard locations, color-coded to MUTCD offset compliance. Bollard inventory data and photos can be found in Appendix D.

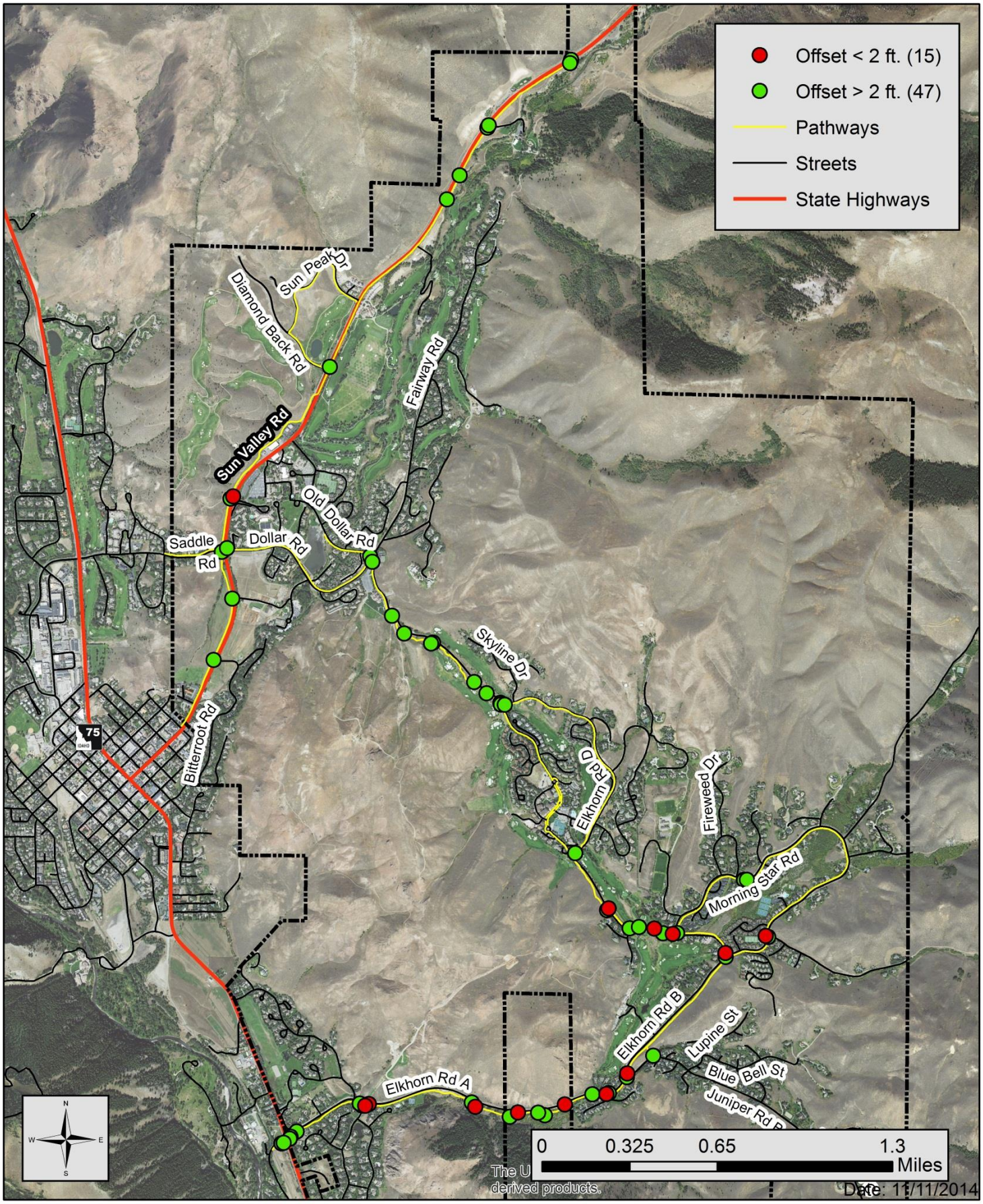



**Figure 37 - Bollard MUTCD Offset Compliance**

# CHAPTER 7 RECOMMENDATIONS

This chapter identifies and details specific projects. These recommended projects are based on the existing and forecasted transportation system conditions, the specific goals and objectives of the City of Sun Valley, and compatibility with the comprehensive plan and other planning documents.

## 7.1 Capital Improvements

After all the facts and figures were collected and evaluated, existing conditions were presented to the TAC. The TAC then prioritized a list of projects as Capital Improvements to be completed within 5 years or as long-range goals. The recommended projects presented below represent the highest priority transportation projects for Sun Valley.

### 7.1.1 Dollar Mountain Lodge and Elkhorn Road Intersection Improvements

A long term fix is needed for the Dollar Mountain Lodge corridor of Elkhorn Road. Buses have difficulty turning out onto Elkhorn from the lodge; police are required to physically exit vehicles and direct traffic, which can be dangerous. There is a potential need for turning lanes and widening the section of road to facilitate merging traffic. This project could be combined with City Hall Intersection improvements.

### 7.1.2 Dollar and Sun Valley Road (SH-75 Spur) Intersection Improvements

Major congestion occurs during special events. Left turn lanes and protected signal phasing would help facilitate event traffic. Such a project would require widening of the current intersection to facilitate additional lanes. Sun Valley should coordinate with ITD District 4 to develop a traffic and intersection study needed to accomplish the intersection improvements.

An alternative to a signal would be a single-lane roundabout. A roundabout has the benefits of less congestion compared to a signal and can serve as a gateway to Sun Valley.

### 7.1.3 Elkhorn/Dollar/Fairway/City Hall Intersection Improvements

The geometry of the intersection is not optimal and could possibly be improved with a roundabout. Three accidents have occurred since 2009, two of which were reported as property damage only, and one as a type-A (Serious) injury. A Level of Service analysis and further study is recommended to determine the best solution and design.

### 7.1.4 Traffic Sign Upgrades

Replacement of signs rated “fair”, “poor”, or “replace” is recommended. Supports rated as “repair” or “replace” should be addressed. MUTCD requires Sign Management Plan implementation by June 14, 2014. There are various methods of compliance. All roads accessible to the public are required to follow the MUTCD and State guidelines pertaining to signage. Street name signs in Sun Valley lack retroreflectivity as established in the MUTCD. Street name signs should be replaced with compliant signs. Street name signs can have a locally-themed aesthetic as long as they meet MUTCD requirements.

### 7.1.5 Elkhorn and State Highway 75 Intersection Improvements

Poor drainage results in many potholes and poor pavement condition. Severe pooling occurs in the intersection. The intersection is the primary access to Elkhorn Road, the only way of travel to the Elkhorn area in Sun Valley. It is recommended that the City work with ITD in identifying possible solutions to issues at the intersection.

### 7.1.6 Policy Statements: Encroachment, ROW, Sight Distance, Bypass, etc.

In certain areas, roadside drainage can be difficult to maintain due to landscaping encroaching into drainage swales within city right of way. Sight distance was also a concern raised by the TAC. It may be useful to enact policies to address encroachment, rights of way, and sight distances.

Elkhorn Road serves as a de facto bypass route when construction or other delays occur on State Highway 75. Village Way also gets used as a bypass of Elkhorn Road. A policy addressing bypass situations should be adopted.

In order to help promote intermodal travel and reduce congestion, it is recommended that adequate bicycle parking be provided during special events. A policy which requires bicycle parking facilities should be adopted. It is recommended that the City Council work to adopt such a policy.

### 7.1.7 Community School Crosswalk

Many children cross Dollar Road to the bus shelter located at the Community School Road intersection. The number of those who use public transportation is consistently growing and non-school pedestrians are also increasingly utilizing the crosswalk. Signage at the intersection should be brought to current MUTCD requirements and upgraded with pedestrian-actuated RRFBs to promote safety of children and other pedestrians.

If a problem is further perceived, a school zone speed limit study should be conducted. One possible solution may be flashers that activate during peak times of school traffic, implementing a temporary school zone speed limit.

### 7.1.8 Trail Creek Bicycle/Pedestrian Path Extension

The separated pathway along Trail Creek Road ends just south of the Boundary Creek Campground, a popular riding destination. This project would continue the separated paved path from the current terminus all the way to the Boundary Creek Campground. Right of way may need to be acquired; ITD should be consulted to determine right of way along Trail Creek Road (Sun Valley Road, SH-75 Spur).

### 7.1.9 Storm Water Master Plan

A study of storm water drainage facilities is recommended; ROW encroachment by private landscaping is an issue that should be addressed. The study should identify solutions and recommendations to problematic areas. The recommendations of such a study should be incorporated into Capital Improvements.

### 7.1.10 Pedestrian Crossing Improvements

It is recommended that major crosswalks in Sun Valley be upgraded with rectangular rapid flashing beacons (RRFBs) in compliance with MUTCD guidelines. All pedestrian crossings should have their signs updated as outlined in section 6.5.3 . Upgrading pedestrian crossings would help achieve consistent signage in Sun Valley.

### 7.1.11 Wayfinding Study

Signage throughout the city is inconsistent and there are unnecessary and illegal signs. A regional wayfinding study could be conducted to determine sign placement and upgrades needed to ensure signage within Sun Valley is consistent and up to current MUTCD and State requirements.

The study should include signage on bicycle/pedestrian pathways as well; stop signs in particular are not consistent on pathways.

### 7.1.12 Speed Limit Study

Due to the curving nature of roads in the hilly and mountainous terrain of Sun Valley, slower speed limits may be warranted on certain roadways. The TAC identified that slower speeds may be beneficial on certain areas of Elkhorn and Morning Star Roads. It is recommended that speed limit studies be conducted on roads of concern and the recommendations of those studies be followed.

## 7.2 Routine Annual Roadway Maintenance

This section outlines the annual routine pavement maintenance recommended for Sun Valley.

### 7.2.1 Crack Sealing and Patching

Crack sealing and patching are routine maintenance actions that help prolong the life and quality of pavement. Crack sealing should always be conducted prior to a chip seal to ensure a good seal of open cracks.

### 7.2.2 Chip Seal Cycle

The pavement maintenance plan outlines the maintenance recommendations for Sun Valley. The program incorporates a multi-year chip seal cycle. Under the program, the entire street network would ideally receive a chip seal within five years. Roads should receive rehabilitative maintenance (overlay or CRABS) or be reconstructed prior to receiving a chip seal if in poor condition (RSL 0-6). As mentioned previously, cracks in the roads should be sealed before applying a chip seal. For residential streets, ¼ inch chips should be considered to make the pavement surfaces smoother and friendlier to neighborhood activities. On major roadways a ½ inch chip is sufficient.

## 7.3 Road Rehabilitation and Reconstruction

This section recommends roadways identified by the TAC as being priorities for major rehabilitation above and beyond routine maintenance. Rehabilitation for these roads includes asphalt overlays, reconstruction, and CRABS.

### 7.3.1 Juniper Road Rehabilitation

Encroaching landscaping interferes with drainage which causes pavement edge cracking and deterioration. Reconstruction or CRABS and drainage improvements are necessary.

### 7.3.2 Independence Creek Road Reconstruction and Fire Improvements

Independence Creek Road is in poor condition. Condition surveys revealed extensive transverse, longitudinal, edge, and alligator cracking. Severe rutting is also present. CRABS or reconstruction is necessary. Drainage and shoulder improvements are recommended to facilitate proper drainage. The street is not up to city fire standards. Fire trucks are not able to turnaround. It is recommended the road be reconstructed in compliance with current City, State and Federal specifications regarding design and fire codes.

### 7.3.3 Elkhorn Road Rehabilitation

Elkhorn Road (Segment D) around the Village area is currently in fair condition but in need of rehabilitation. It serves as a primary road for Sun Valley and was given a high priority in regards to road projects. Transverse, longitudinal, and edge cracking are present as well as minor rutting. The recommended treatment is a thin overlay or CRABS with drainage improvements. Drainage improvement options should be studied in the Storm Water Master Plan. The road is still a fair candidate for a chip seal which would help preserve its condition for a few more years; all segments (A-E) of Elkhorn Road are scheduled for chip seal in 2015.

### 7.3.4 Prospector Road

Prospector Road is in poor condition. Extensive fatigue (alligator) and other cracking are present; such could be indicative of a poor base structure. The condition requires reconstruction or CRABS rehabilitation to correct deficiencies.

### 7.3.5 Other Road Rehabilitation and Reconstruction Projects

Table 14 represents additional roads requiring major rehabilitation or reconstruction that were identified in the pavement survey and input from the TAC and city personnel. These projects are coordinated with the Pavement Management Plan and timing coincides with a geographic zones. Refer to Section 7.5.2 .

**Table 14 - Road Rehabilitation and Reconstruction Projects**

| Street | Maintenance Action |
|---|---|
| Baldy View Lane | CRABS |
| Big Wells Rd | CRABS |
| Bitterroot Road | CRABS |
| Blue Bell St | Sectional reconstruction and drainage improvements |
| Blue Grouse Road | CRABS |
| Defiance St | CRABS |
| Fairway Loop | CRABS |
| Fireweed Dr | CRABS |
| Hardrock Ln | CRABS |
| Horseshoe Rd | CRABS |
| Independence Creek Road | CRABS |
| Juniper Rd A | Thin Hot Mix Overlay (<2 in.) |
| Juniper Rd B | Thin Hot Mix Overlay (<2 in.) |
| Juniper Rd C | CRABS |
| Keystone St | CRABS |
| Lupine St | Reconstruction |
| May Leaf St | CRABS and sectional reconstruction |
| Parker Gulch Rd | CRABS |
| Proctor Mountain Rd | Rotomill & Overlay (<2 in) |
| Saddle Ln | CRABS |
| Silverweed Way | CRABS |
| Skyline Dr | CRABS |
| Skyline Spur | CRABS |
| Snowbrush Ln | CRABS |
| Thistle St | CRABS |
| Wedeln Ln | CRABS |

## 7.4 Prioritization

To help Sun Valley prioritize the CIP list, a criterion weighting system was developed based on transportation needs and goals outlined by the TAC. There are ten rating criteria, each given a weighting factor and scoring criterion. The weighting factor is a value of 1 to 5 which is multiplied by a project's score, a value from zero to ten. The product of the weighting factor and project score is the final priority score.

The rating criteria are as follows:

**Safety**: Is there an imminent threat to the safety of the public or property?

**Maintenance and Surface Condition:** Is the project or action needed to maintain existing operations or service levels? Ordinary maintenance is not included as part of this criterion. This criterion is related maintaining a current service level through improvement of a capital asset. Maintaining a level of service indicates an ability to stay abreast of growth. Improvements may be major expenditures that would prevent damage to critical property or disruption of service to the community.

**Economic Impact:** What are the economic effects of the project or action? Does it benefit the economy? Does the project or action enhance the City of Sun Valley as a resort community? This criterion is intended to focus on projects that will provide a better visitor experience. What effects would it have in terms of development? Facilitate or hinder future development? What effect on existing development?

**Traffic Considerations (Volume, Road Use, Access, etc.):** What is the reported traffic volume for the road/path in consideration? What is the functional classification and primary use of the road/path in consideration? What are the effects of the project or action in terms of access?

**Multi-Jurisdictional Opportunity:** What is the potential for multi-jurisdictional cooperation for the project or action? What are the potential effects on funding and costs by working with another agency?

**Recreational Value:** What effects on recreation will the project or action cause?

**Regulation:** Does a local, state, or federal law or regulation require the project or action?

**Difficulty of Project:** What administrative and managerial challenges does the project or action entail, and to what degree?

**Planned Activity:** Is the project or action a goal, objective, or action item identified in the Comprehensive Plan, Council Priorities, or Transportation Plan?

**Cost:** What is an estimated cost for the project or action?

The weighting and scoring system for criteria is shown in Table 15

**Table 15 - CIP Prioritization System**

| Rating Criterion | Criterion Weighting Factor | Scoring Criteria |
|---|---|---|
| Safety | 5 | 0-10; 0 for minimal safety concerns to 10 for high safety concerns based on relative crash experience and conflicts between pedestrian and bicycle modes |
| Maintenance & Surface Condition | 5 | 1-10; RSL 20 = 0, RSL 6 or below = 10 |
| Economic Impact | 4 | 1-10; minimal impact - 1-3, moderate impact - 4-6, high impact - 7-10 |
| Traffic Considerations (Volume, Road Use, Access) | 4 | 0-10; 1-3 for low traffic volumes (0-100 ADT), 4-7 for moderate traffic volumes (100-500 ADT), 8-10 for high traffic volumes (500-1500+ ADT) |
| Multi-Jurisdictional Opportunity | 3 | 0-10; 0 = only City, 5 = 2 agencies, 10 = many (3+) agencies |
| Recreational Value | 3 | 1-10, 1-3 for low recreational use, 4-7 for mid recreational use, and 8-10 for high recreational use |
| Regulation | 3 | 0-10; not required - 0, other - 5, required - 10 |
| Difficulty of Project | 2 | 0-10; 0 - most difficult, 10 - easy |
| Planned Activity | 2 | 0-10; 0 - none, 1-3 - minimal, 4-6 - moderate, 7-10 - high |
| Cost | 1 | 0-10; 1 per $200,000; 0 = over $2 million, 10 = low cost |

After the various projects had been identified, Keller Associates developed an initial project ranking based on engineering analysis and known goals of Sun Valley. This prioritization was presented to the TAC and discussed during the fourth TAC meeting. Following the meeting, adjustments were made by Keller personnel and then distributed to TAC members for further revision. A three-week deadline was set for revisions. Comments and revisions from TAC members were incorporated into the final project prioritization.

Projects are presented in their final prioritization in the following Section 7.5 .

## 7.5 Capital Improvement and Maintenance Plans

This section presents the prioritized Capital Improvement Plan and Pavement Management Plan. These plans represent the culmination of this study.

### 7.5.1 Capital Improvement Plan

Table 16 shows the final ranking of capital improvement projects and planning level cost estimates.

**Table 16 - Capital Improvement List**

| Rank | Capital Improvements | Priority Score | Cost Estimate |
|---|---|---|---|
| 1 | Dollar Mountain Lodge / Elkhorn Road Improvements | 204 | $ 100,000 |
| 2 | Dollar and Sun Valley Road Intersection Improvements | 198 | $ 200,000 |
| 3 | Elkhorn/Dollar/Fairway; City Hall Intersection Improvements | 175 | $ 400,000 |
| 4 | Traffic Sign Upgrades | 173 | $ 15,000 |
| 5 | Elkhorn and SH-75 Intersection Improvements | 168 | $ 50,000 |
| 6 | Policy Statements - ROW, Sight Distance, and Bypass | 168 | $ - |
| 7 | Trail Creek Bike/Ped Path Extension | 154 | $ 280,000 |
| 8 | Community School Crosswalk | 154 | $ 10,000 |
| 9 | Bus Stop Shelters and Signage | 151 | $ 50,000 |
| 10 | Storm Water Master Plan | 149 | $ 40,000 |
| 11 | Pedestrian Crossing Upgrades | 138 | $ 5,000 |
| 12 | Wayfinding Study | 136 | $ 30,000 |
| 13 | Speed Limit Study | 126 | $ 10,000 |
| **Routine Annual Roadway Maintenance** | | | |
| 14 | Crack Sealing and Patching | NA | |
| 15 | Chip Seal Cycle | NA | |
| **Road Rehabilitation and Reconstruction** | | | |
| 16 | Juniper Road | 127 | $ 650,000 |
| 17 | Independence Creek Road | 127 | $ 260,000 |
| 18 | Elkhorn Rd D | 144 | $ 46,000 |
| 19 | Prospector Road | 119 | $ 200,000 |

### 7.5.2 Pavement Management Plan

To effectively implement and carry out the management a pavement network, the road and path networks are broken into five geographic zones (Figure 38 and Figure 39). All pavements in a particular zone should be treated in a year, determined on a rotating basis. With such a model, and assuming all work in a given zone is completed in the assigned year, the entire pavement network would receive a seal coat or be rehabilitated within five years. A seal coat cycle could be implemented as it would be assumed pavements have been rehabilitated or reconstructed to very good condition.

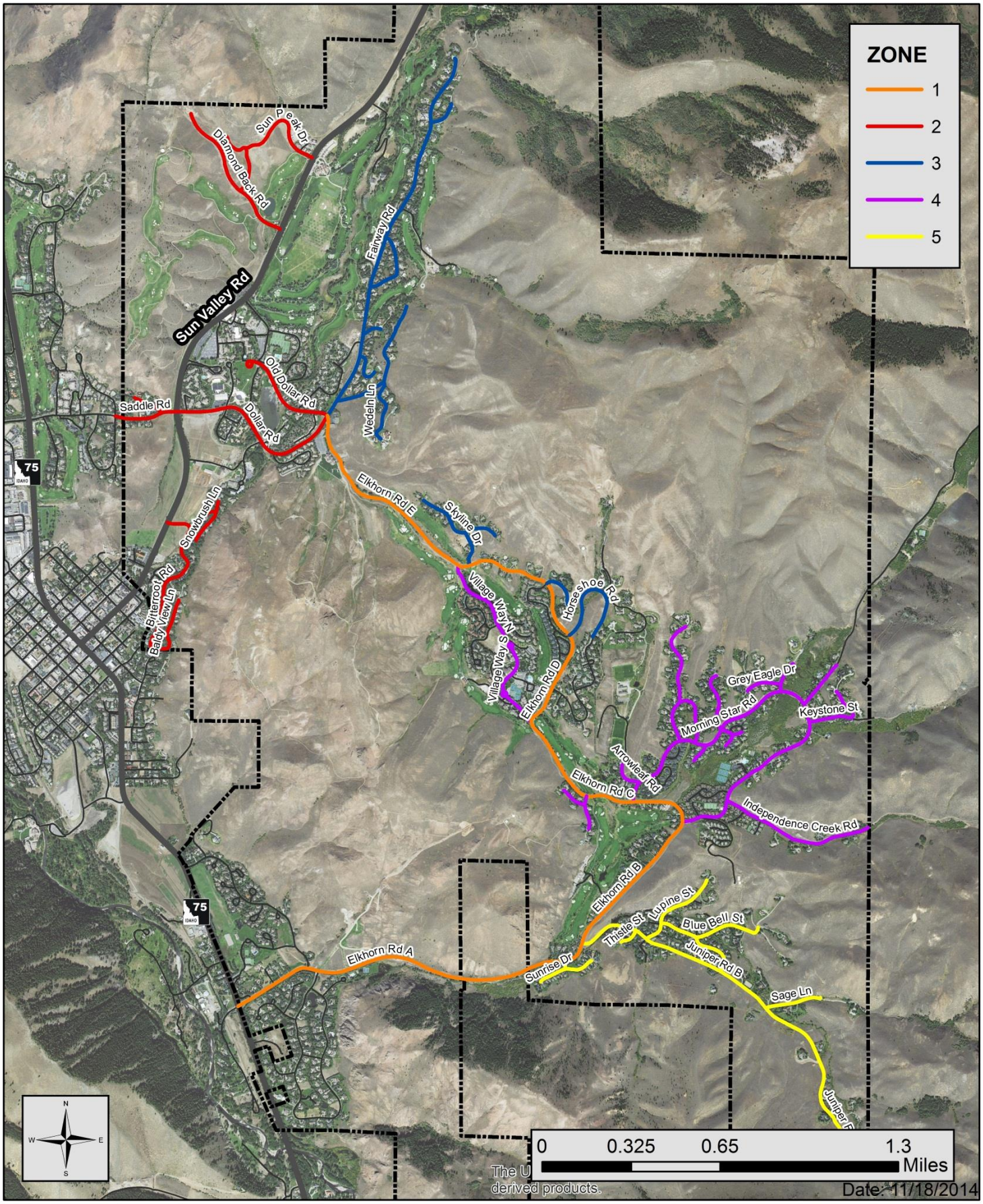



**Figure 38 - Pavement Management Zones**

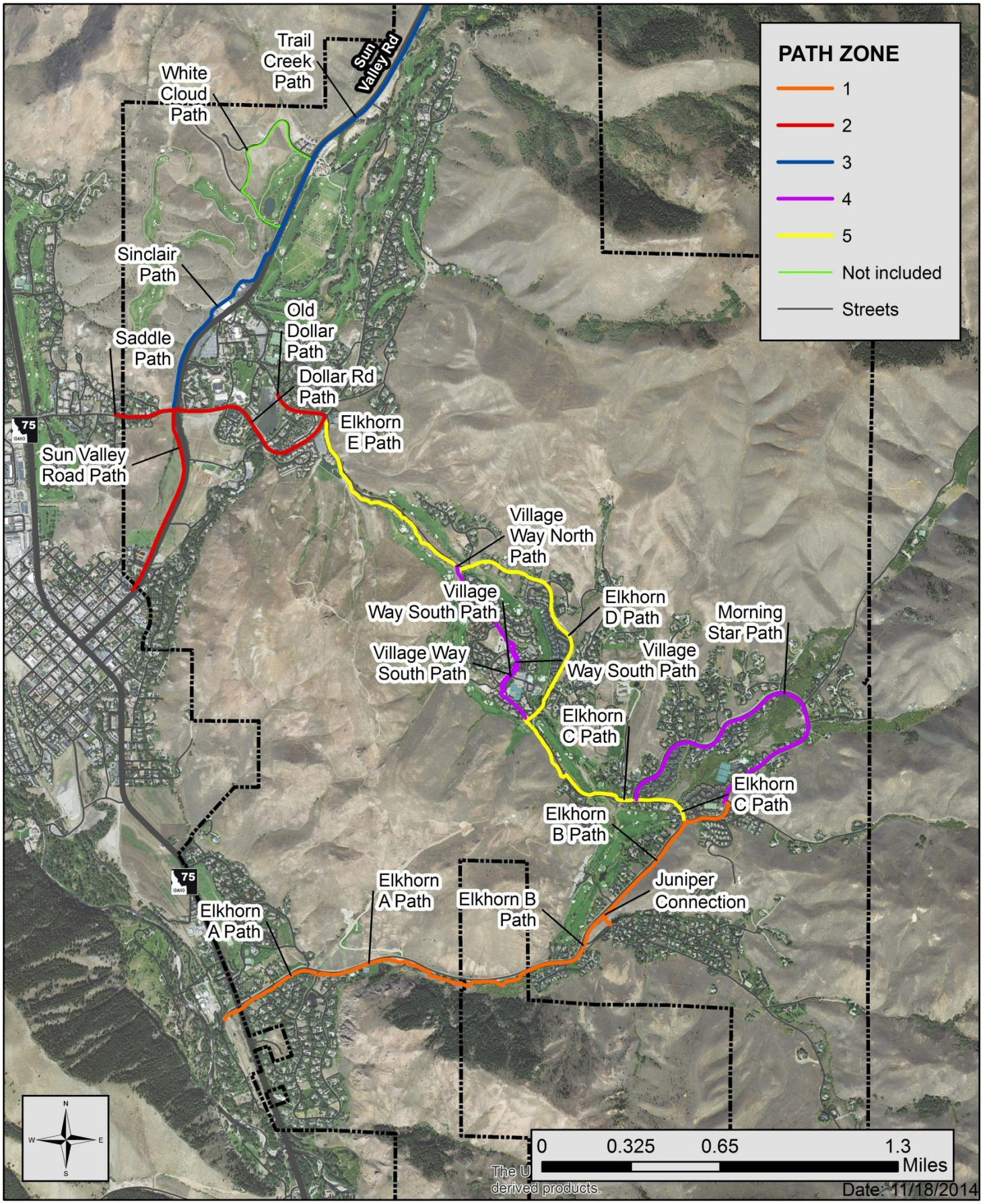



**Figure 39 - Pathway Management Zones**

# CHAPTER 8 FUNDING

Many sources of project funding are available to Sun Valley. These funding opportunities vary by type of project, project size, and local match. Available funding sources are detailed below.

Local Funding

- Idaho Users Revenue Fund
- Vehicle Registration Fees
- Impact Fees

State and Federal Funding

- Local Rural Highway Investment Program (LRHIP)
- Surface Transportation Program (STP)
- Local Highway Safety Improvement Program (LHSIP)
- Federal Bridge Program
- Federal Lands Access Program (FLAP)
- Community Choices for Idaho (CC4I)
  - Safe Routes to School (SR2S)
  - Recreational Trails
  - Congestion Mitigation & Air Quality Improvement (CMAQ)
  - Scenic Byways
  - Enhancement Program

## 8.1 Local Funding

The most prevalent forms of funding for local (county and city) roadway needs are as follows:

### 8.1.1 Idaho Users Revenue Fund

This is the primary source for ongoing roadway maintenance and rehabilitation. The funds are collected by the state in the form of motor fuel taxes and license fees. It is distributed annually to all governmental units responsible for roadway maintenance based on a formula that considers population and number of roadway miles in the jurisdiction.

### 8.1.2 Vehicle Registration Fees

The Idaho Code allows counties to raise revenue by increasing vehicle-licensing fees. Section 49-207 of the Idaho Code states that “the voters of any county may authorize the board of county commissioners to adopt an ordinance by majority vote of the board of county commissioners to implement and collect motor vehicle registration fee not to exceed two (2) times the amount established in section 49-402”. Section 49-402 stipulates state licensing fees for all vehicles less than 8,000 pounds gross vehicle weight.

### 8.1.3 Impact Fees

The number of county and city jurisdictions that are imposing impact fees on development is increasing. To do so, it is necessary to determine the ultimate (build-out) improvement needs, the proportion related to new development, and a fee schedule based on a rational connection between development-induced needs and fees. This can be an important source of revenue. However, rarely does this source of revenue pay for the full cost of constructing the roadway system and fees are usually not applicable for maintenance functions. Furthermore it is only effective in areas experiencing sustained growth. Consequently, it may not be a viable option for Sun Valley at this time.

### 8.1.4 Property Taxes

Property taxes are the primary means by which local governments raise money to provide services. They are also perhaps the most politically unpopular method. It is increasingly clear that all forms of funding (state and local) will need to be increased as roadway needs continue to grow.

### 8.1.5 Sales Tax

A sales tax option to fund public transportation is common in resort communities. Such a tax typically helps take some of the financial burden off of the local full-time population with the assumption that resort-drawn tourists and out-of-towners contribute to local sales.

## 8.2 State and Federal Funding

Much of the information on state and federal funding presented below is available on the Local Highway Technical Assistance Council's (LHTAC's) website. State and federal funding programs are being updated constantly, so check their website at http://www.lhtac.org for the latest information.

### 8.2.1 Local Rural Highway Investment Program (LRHIP)

The Local Rural Highway Investment Program (LRHIP) is financed through an exchange of STP-Rural funds by LHTAC with the Idaho Transportation Department at $0.61 per $1.00 up to a maximum of $2.8 million in state funds. The program has four categories of grants: Transportation Planning Grants ($50,000 max), Sign Grants ($30,000 max), Construction Grants ($100,000 max), and Federal-Aid Match Grants ($100,000 max). Through these grants, the program provides funding for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road. Matching funds are encouraged but not required. If the project is $50,000 or more, the work must be contracted out or used exclusively for the purchase of materials.

Each September LHTAC makes the application available to all Local Highway Jurisdictions NOT located within a city of over 5,000 in population. The applications are typically due by early December. The applications are ranked by the members of the LHTAC board and the results made available after the March Council meeting each year. Effective July 2012, all jurisdictions who are awarded a construction grant are put on a one-year hiatus from applying for construction grants. This allows LHTAC to award these grants to more jurisdictions throughout the state.

LHTAC reserves $200,000 of this fund annually to help with emergency type projects. Up to $100,000 can be applied for to help with an emergency. If you have an emergency and you need additional information on the LRHIP Program, visit the LHTAC website at www.lhtac.org.

### 8.2.2 Surface Transportation Program (STP)

Surface Transportation Program (STP) Local Rural funds are allocated for projects in rural areas, and in cities with populations below 5,000. They may be used for new construction, reconstruction or rehabilitation of roadways functionally classified with FHWA as **major collectors** or **arterials** with a small percentage allowed for **minor collectors**. STP funds can also be used for activities such as transportation planning and corridor studies. The local match requirement is 7.34 percent. The Idaho Transportation Board has designated approximately $10 million annually for the Program. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC.

Eligible projects are identified, prioritized, and requested by the Local Highway Jurisdictions through a formal biennial project application process November through February. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects, based on funding, is then presented to the Idaho Transportation Board, for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

### 8.2.3 Local Highway Safety Improvement Program (LHSIP)

Beginning in 2014, the Idaho Transportation Improvement Program (ITIP) has approximately $4 million available for the Local Highway Safety Improvement Program (LHSIP). This money is the Local Highway Jurisdictions' (LHJ) portion of the state's Highway Safety Improvement funds. Funds are for projects to improve the safety at single site locations or for utilizing a systemic approach in multiple locations. The local or state match requirement is 7.34 percent.

Funds are distributed based on ITD District and an analysis of highway miles, vehicle-miles traveled, and 5-year crash data (specifically fatalities and serious injury crashes). Eligible jurisdictions are notified in writing by LHTAC staff and receive applications and project identification instructions. Projects are ranked according to individual cost-benefit ratios. Projects are funded first based on their cost-benefit ratio within their ITD District, and then by their overall cost-benefit ratio throughout the state.

Final project selection is by the Idaho Transportation Board.

### 8.2.4 Federal Bridge Program

The bridge program provides funds for the replacement or rehabilitation of bridges. LHTAC continues to take applications for Bridge Replacement Projects on the local highway system. In order to qualify for Bridge Replacement funds, it must meet all four of the following criteria:

- Must be in the National Bridge Inventory (NBI) Database, which requires that the bridge be longer than 20 feet and that it must be on a public road.

- The bridge must have a sufficiency rating of less than 50. This is the number shown on the Annual Bridge Inspection Reports.
- The bridge must be classified as either structurally deficient or functional obsolete or both.
- If the sufficiency rating is less than 75, bridge funds may be used for rehabilitation.

The Idaho Transportation Board makes 35 percent of the Bridge funds available to use on local (non-state highway) bridges. Presently, there is approximately $5 million in the "On-System" Program and $3.8 million in the "Off-System" Program with a 7.34 percent local match.

### 8.2.5 Federal Lands Access Program (FLAP)

The Federal Lands Access Program (FLAP) was created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) to improve access to federal lands. The program is administered by the Federal Highway Administration (FHWA), Western Federal Lands Highway division. It is directed towards public highways, roads, bridges, trails, and transit systems that are under state, county, town, township, tribal, municipal, or local government jurisdiction or maintenance, and provide access to federal lands.

The goal of the Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is designed to provide flexibility for a wide range of transportation projects.

See their website for the most current eligible project types and program status:

http://www.wfl.fhwa.dot.gov/programs/flap/

### 8.2.6 Community Choices for Idaho (CC4I)

The Idaho Transportation Department's Division of Transportation Performance (ITD-TP) administers a variety of programs funded through the Federal Highways Administration (FHWA), including the Transportation Alternatives Program (TAP), which is used to fund Community Choices for Idaho (CC4I). The purpose of CC4I is to advance ITD's strategic goals of Mobility, Safety, and Economic Opportunity while maximizing the use of federal funds. The program will (1) provide an annual mechanism to solicit locally identified projects and deliver a process to identify potential funding and leveraging of federal funding opportunities, and (2) enhance ITD's ability to leverage funding sources for sponsored projects, including the Transportation Alternatives Program funding source.

CC4I is to serve as an umbrella mechanism for administering many of the traditional state and federal Transportation Alternatives Program funding programs administered by ITD, including Safe Routes to School, Idaho ADA Compliance Program, Recreational Trails, Scenic Byways, Congestion Mitigation & Air Quality Improvement, and the Enhancement Program. Many of these programs are currently unfunded; but if they become funded, they will be included in the CC4I funding program. As this program is newly created and still transforming, check the ITD website for up-to-date details about program eligibility and requirements: http://itd.idaho.gov/transportation-performance/cci/

# Appendices

**Appendices** ..... I

*Appendix A* *Excerpts from the 2014 ITD Systems Manual* ..... II

*Appendix B* *Pavement Condition Inventory* ..... III

*Appendix C* *Traffic Sign Inventory* ..... IV

*Appendix D* *Pathway Bollard Inventory* ..... V

*Appendix E* *ITD Bridge Inspection Reports* ..... VI

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# Appendix A Excerpts from the 2014 ITD Systems Manual

# Appendix B Pavement Condition Inventory

# Appendix C Traffic Sign Inventory

# Appendix D Pathway Bollard Inventory

# Appendix E ITD Bridge Inspection Reports

# Appendix F Asphalt Distress Rating Sheet

# Appendix G FHWA Maintaining Retroreflectivity Handout

# Appendix H Future Land Use Map

# Appendix I Traffic Sign Photos

# CITY OF SUN VALLEY
# PLANNING AND ZONING COMMISSION
# AGENDA REPORT

**To:** Planning and Zoning Commission

**From:** Abby Rivin, Associate Planner

**Meeting Date:** April 9, 2015

**Agenda Item:** **Sun Valley Elkhorn Association Entrance and Harker Center Signs Design Review Application No. DR 2014-32**

---

**SUBJECT:** Public hearing for a design review application proposing the installation of two new entrance signs and a new Harker Center sign. **Applicant:** Sun Valley Elkhorn Association. **Application Filing Date:** September 19, 2014 with revised drawings submitted February 11, 2015. **Location:** Intersection of Elkhorn Road and Village Way, Elkhorn Road across from Sunrise Subdivision, Intersection of Morningstar Road and Harker Lane

**BACKGROUND:** The Sun Valley Elkhorn Association submitted an administrative design review application for two new entrance signs and a new Harker Center sign stamped received by the City of Sun Valley on September 19, 2014. During the public notice period conducted September 19, 2014 through March 3, 2014, the Community Development Department received public comment from John and Joan Parker who objected to certain design features of the Harker Center sign and also the proposed height of plants (**Exhibit "PZ-A"**). These concerns were subsequently addressed with a revised Harker Center sign site plan design (sheet L-1) stamped received by the City of Sun Valley on February 11, 2015. These changes incorporate plantings that adequately screen the sign as well as an existing transformer and were approved by the Parker's (**Exhibit "PZ-B"**).

In order to place the north entrance sign in the city right-of-way in accordance with Section 9-3F-4I, SVEA had to file an encroachment permit. The Signage Area Maintenance Agreement was signed February 6, 2015 (agreement not included in packet, but available for review if desired).

**ANALYSIS:** As per Section 9-3F-3A of the Sun Valley City Code, all permanent signs are subject to review and approval by the Planning and Zoning Commission. A design review approval of the proposed project and a noticed public hearing is required. The applicant has submitted project drawings (**Exhibit "PZ-D"**) depicting sign design and proposed landscape improvements.

**Development Standards-** The proposed sign project is required to meet all of the dimensional standards listed in Title 9, Chapter 2, Article C for development in the OR-1 Zoning District. The standards in Table 9-2C-2 are not applicable to the elements of the proposed project design for such criteria as density, lot size, lot dimensions, frontage, building height, and open site area. The project adds no new units, significant structures, new roads, etc to the residential site.

**Design Review Findings and Evaluation Standards-** The required Findings for action on a Design Review application are specified in Development Code Section 9-5B-3 and the Evaluation Standards are contained in Section 9-3A-3. These required findings are contained in the Draft Findings of Fact, Conclusions of Law, and Conditions of Approval for Design Review Application No. DR 2014-32 attached to this Report as (**Exhibit "PZ-C"**). All proposed features of the entrance and Harker Center signs shall comply with applicable standards and criteria for residential developments, landscaping, street improvements, exterior lighting, and signs within the OR-1 Zoning District.

**Public Notice and Comment-** The project application was publicly noticed by: 1.) publication in the Mtn. Express on March 25, 2015 and April 1, 2015 ; 2.) posting on the project sites; 3.) mailing of notice to all property owners within a minimum 300 foot radius of the site; 4.) posting of notice in five prominent public places in the City, including Sun Valley City Hall, Sun Valley Post Office, Elkhorn Springs Store Post Office, St. Thomas Episcopal Church, and the Elkhorn Fire Station; 5.) electronic notification to all parties who have notified the City of interest to receive agendas and notices; and, 6.) posting of the notice on the City's website. No public email comments, phone calls or letters have been received by staff as of the writing of this Report.

**Alternative Actions-** Alternative actions available to the Commission include: (1) close the public hearing, discuss the findings, and vote to adopt the attached draft Findings of Fact and Conclusions of Law (**Exhibit "PZ-C"**); (2) continue the public hearing for further information and review; or (3) close the public hearing, discuss the findings, vote to deny the application and direct staff to return on a date certain with a resolution of denial reflecting the comments and findings of the Commission.

**RECOMMENDATION:** Before public comment is received, the Commission should disclose all information and contacts received outside the public hearing on this item upon which the decision will be based, receive public testimony, and consider the facts and findings necessary to make a decision on the application. The Community Development Department recommends the Commission review the project drawings, hold the public hearing, discuss any remaining issues, and provide direction to the applicant and staff regarding the design review application.

**LIST OF ATTACHED EXHIBITS:**

| | |
|---|---|
| Exhibit "PZ-A" | Public comment from the Parker's objecting to the original Harker Center sign proposal. |
| Exhibit "PZ-B" | Public comment from the Parker's expressing approval of revised Harker Center sign site plan. |
| Exhibit "PZ-C" | Required Findings of Fact, Conclusions of Law and Conditions of Approval for Design Review Application No. DR 2014-32. |
| Exhibit "PZ-D" | Project drawings depicting sign design and site plans for the two entrance signs and the Harker Center sign. |

**The entire administrative record for this Design Review application is available for review in the Community Development Department at City Hall.

**Joan Parker**

9:53 AM (2 hours ago)

Reply

to me, John, Kelly

Please see the lat email I sent Marlene. I have not received an answer. Today is the deadline to post comments to the Sun Valley Community Development Dept.

I have called Mark Hoffman at 208 622 4438 but he has not returned my call. ← ** !

The notice says to fax comments to 208 622 3401. My fax is not working. would one of you please print out our concerns in the email below and fax to Mark Hoffman at 208 622 3401.

Thanks, Joan

# to call 650-851-3435

**Joan Parker 280 Mapache Drive; Portola Valley, CA 94028**
**650-851-3435**

On Thursday, October 2, 2014 9:46 AM, Joan Parker <joanparker@yahoo.com> wrote:

Thanks for the photos, Marlene.

We do not want the height of the plants on our property cut because the height of those plants screens, the road, driveway and sign from our front entrance view.

We also object to the red background and height of the elk head. The previous sign with just the Harker Center was appropriate and in only two colors. We understand that there are many who wish the designation of Elkhorn to disappear and only use the designation of Sun Valley.

One option is for you to place the sign on the other side of the driveway. Any reason why not to do this? There is a right of way on both sides!

all the best, Joan

**Joan Parker 280 Mapache Drive; Portola Valley, CA 94028**
**650-851-3435**

On Wednesday, September 24, 2014 12:58 PM, John W. Parker III <john@parkerwine.com> wrote:

## Abby Rivin

**From:** Marlene Lowry <marlene@elkhorninsunvalley.com>
**Sent:** Wednesday, February 11, 2015 4:33 PM
**To:** Abby Rivin
**Cc:** Mark Hofman
**Subject:** FW: Revised Landscape Plan for Harker Center Sign

Hi Abby,
As discussed, here is the email approval from the Parker's for including a portion of the plantings on their June Day Lot 66.
Thank you,
Marlene

ELKHORN
IN SUN VALLEY


***Marlene Lowry***
**SVEA General Manager**
**208-622-7420, ext. 402**
**208-622-3215 fax**
**P. O. Box 1708**
**Sun Valley, ID 83353**


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**From:** Joan Parker [mailto:joanparker@yahoo.com]
**Sent:** Tuesday, February 10, 2015 10:48 PM
**To:** John Parker
**Cc:** Marlene Lowry; George Parker; Kelly Parker
**Subject:** Re: Revised Landscape Plan

Ok. Then we are all set to go.

Many thanks to Marlene.

Sent from my iPhone

On Feb 10, 2015, at 9:38 PM, John Parker <john@parkerwine.com> wrote:

> Yes they look good to us and the pine is great.
>
> Thank you,
>
> John W. Parker III
> Sent from my iPhone

**FINDINGS OF FACT AND CONCLUSIONS OF LAW**
**CITY OF SUN VALLEY**
**PLANNING AND ZONING COMMISSION**
**DESIGN REVIEW**

Project Name: **Sun Valley Elkhorn Association Entrance and Harker Center Signs**

Applicant: **Sun Valley Elkhorn Association**

Location: **Intersection of Elkhorn Road and Village Way, Elkhorn Road across from Sunrise Subdivision, Intersection of Morningstar Road and Harker Lane**

Zoning District: **OR-1 Zoning District and City Right of Way**

**North and South Entrance Entry Sign Area Calculation:**

| | **Area (sq. ft.)** |
|---|---|
| Proposed Sign | 52.8 |
| Max Permitted* | 70 |

*Per Section 9-3F-7 requirements for 1,600 member SVEA.

Setbacks: All sign elements will be located on Sun Valley Elkhorn Association and the City of Sun Valley property and comply with all applicable setback and line-of-sight standards.

Building Footprint Allowed: N/A

Entry Sign Height Allowed: 10 feet maximum.

Proposed Sign Height: 9'8" above existing record grade.

**Harker Center Sign Area Calculation:**

| | **Area (sq. ft.)** |
|---|---|
| Proposed Sign | 14.5 |
| Max Permitted* | 70 |

*Per Section 9-3F-7 requirements for 1,600 member SVEA.

Setbacks: All sign elements will be located on Sun Valley Elkhorn Association and the City of Sun Valley property and comply with all applicable setback and line-of-sight standards.

Building Footprint Allowed: N/A

Entry Sign Height Allowed: 10 feet maximum.

Proposed Sign Height: 7' above existing record grade.

**Project Description:**

The two entrance signs have a painted gray face with the text "ELKHORN IN SUN VALLEY" in white with an orange line. The signs will have internal LED lights with dimmer switches and photovoltaic cells, which complies with Section 9-3F-7 and its allowance for indirect or pan channel lighting. The Harker Center sign has aluminum plate sign face painted grey with white cut out aluminum lettering, "ELKHORN IN SUN VALLEY HARKER CENTER" and an orange line. The Harker Center sign does not include lighting.

The landscaping improvements on the north entrance project site include replacing dead and dying aspens with 4 Isanti Dogwood trees, planting various perennials, and incorporating native lichen sandstone boulders. The landscaping improvements will also include removing weeds and reseeding the area with Canadian Bluegrass. Landscaping improvements on the Harker Center sign include planting pines and perennials as well as installing native lichen sandstone boulders. No landscape improvements are proposed for the south entrance sign.

As per Section 9-3F-3A of the Sun Valley City Code, all permanent signs are subject to review and approval by the Planning and Zoning Commission. A design review approval of the proposed project and a noticed public hearing is required. The applicant has submitted project drawings depicting the proposed sign designs and associated landscaping improvements. All aspects of the project have been reviewed by the Planning Commission and staff to ensure compliance with all applicable standards including signs, maximum height, grading, landscaping and exterior lighting regulation compliance. The Planning and Zoning Commission conducted a properly noticed public hearing to review the project design and supporting application materials and to take public comment.

**Required Findings:** In order to approve a design review application and based on the standards set forth in **Sun Valley Municipal Code, Title 9, Chapter 5B, Section 3 DESIGN REVIEW,** the Planning & Zoning Commission shall make the following findings:

**1. The proposed design is in conformance with the purpose of the zoning district and all dimensional regulations of that district.** The SVEA entrance and Harker Center signs meet all of the dimensional standards listed in Title 9, Chapter 2, Article A for development in the OR-1 Zoning District and the city right of way. The standards in Table 9-2C-2 are not applicable for such criteria as density, lot size, lot dimensions, frontage, building height, and open site area. The project adds no new units, significant structures, new roads, etc. to the three sites. The project involves the installation of two new entrance sign and a new Harker Center sign. The entrance sign areas of 52.8 square feet and the Harker Center sign of 14.5 square feet comply with the maximum of 70 square feet for entry signs to commercial and resort cores. The sign heights do not exceed the maximum allowed height of ten feet. The proposed sign's indirect, interior LED lighting is permissible for such entry signs.

**2. The proposed design is in conformance with the standards for design review as set forth in Chapter 3A DESIGN REVIEW REGULATIONS of this Title.** The project proposal is in conformance with all applicable standards for design review because the design employs a variation in sign and landscape materials, minimizes grading and exterior lighting, and blends into the surrounding development while retaining high visibility and safety. The number of entry signs also complies with Section 9-3F-3-B1. Discussion regarding landscaping for the south entrance sign is required as a rate of irrigated landscaped area to sign face area of 2 SF to 1 SF is recommended.

**3. The proposed design does not significantly impact the natural, scenic character and aesthetic value of hillsides, ridges, ridgelines, ridge tops, knolls, saddles, and summits in the City.** No negative impact will occur to surrounding natural features because the sign installation will occur on the less constrained, least sloped, most developable portion of SVEA property and city right of way. No areas of significant slopes over 25% exist on or near the development site. Safe, adequate, and direct access will be maintained to the development via the existing road and driveway system.

No avalanche hazard area or other significant natural features have been identified on or near the subject property.

**4. The proposed design is in context and complimentary to adjacent properties.** The project complies with all applicable design standards and is in context with and complementary to adjacent properties because the sign and landscaping modifications create visual interest while retaining adequate line-of-sight and safety measures.

**5. The proposed design is compatible with the community character and scale of the neighborhood.** The proposed design is compatible with the community character and scale of the neighborhood because the signs and landscape upgrade recognize and respect the natural dynamic state of the land and minimize the disruption of existing natural conditions.

**6. The proposed design adheres to standards for the protection of health, safety, and general welfare.** All applicable services such as sewer and water are available to fully serve the project. No site conditions or aspects of design have been identified that would be adverse to the protection of health, safety and general welfare of the community.

**7. The proposed design is of quality architectural character and materials**. The design of the signs and landscaping upgrade project is of quality architectural character because the design employs a variation in materials, architectural ornament, and a variety of landscaping materials.

**8. The use is not in conflict with the Comprehensive Plan or other adopted plans, policies, or ordinances of the City.** The subject site is designated as OR-1 by the Future Land Use Map of the Comprehensive Plan. The OR-1 Zoning District implements the Land Use Designation and the signs and associated landscaping improvements are consistent with all applicable provisions of the OR-1 Zoning District.

## CONCLUSIONS OF LAW

That this project does meet the standards for approval under Title 9, Chapter 3A (Design Review Regulations), of the City of Sun Valley Municipal Code provided the below conditions of approval are met. Design review approval shall expire 365 days from the date of approval, unless extended as per Municipal Code Section 9-5A-8.

## CONDITIONS OF APPROVAL

1. **The applicant(s) and their representatives shall comply with all applicable City codes ordinances.**
2. **Any requirements and/or approvals of private associations or other entities are the sole responsibility of the property owner.**
3. **Any permits issued during the 10-day appeal period provided for under section 9-3A-4 may be subject to a stop work order in the event of an appeal. Any work commenced during the appeal period shall be at the applicant's own risk.**
4. **A final construction management plan shall be submitted to the Building Official at the time of application for a building permit that addresses adjacent site and path preservation and safety, construction parking, material storage, nuisance control (noise, dust, trash, street cleaning, and construction fencing) and each issue of concern of the Planning and Zoning Commission addressed as part of the project approval. *Prior to the issuance of a building permit, final review and approval of the construction management plan by the Community Development Director is required.* No construction parking or staging shall occur on the public or private right-of-ways and the site access shall be kept free and clear for emergency vehicle access at all times. Temporary construction fencing shall protect all sensitive areas and**

**surrounding vegetation throughout the development process. Temporary dirt and grading staging areas shall be clearly identified on the construction management plan.**

5. **The subject Design Review Application shall be specific to the project drawings (8 Sheets) stamped received by the City on September 19, 2014 and February 11, 2015 and approved by the Planning & Zoning Commission on April 9, 2015. Any changes or modifications to the approved design shall be reviewed by the Community Development Department pursuant to Code Section 9-5A-10, Substantial Conformance.**
6. **To the satisfaction of the Community Development Department, the applicant shall comply with the lighting plan and related materials reviewed and approved by the Commission on April 9, 2015. Any new future exterior lighting for the project shall be in conformance with Development Code Section 9-3B, Exterior Lighting Regulations. All nonessential exterior lighting shall be turned off when applicable. Lights shall be on a timer or sensor activated.**

## DECISION

Therefore, the Sun Valley Planning and Zoning Commission approves this Design Review Application No. DR 2014-32.

Dated this 9th day of April, 2015.

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Ken Herich
Chairman
Sun Valley Planning and Zoning Commission