CITY OF SUN VALLEY

2015 COMPREHENSIVE PLAN UPDATE

ADOPTED

SEPTEMBER 10, 2015

CITY OF SUN VALLEY

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Mountain Rides
Sawtooth Board of Realtors
Sun Valley Company
Sun Valley Economic Development
Sun Valley Fire Department
Sun Valley Police Department
Sun Valley Water and Sewer District
U.S. Census Bureau

VISION STATEMENT

Our vision is to sustain scenic beauty, a sense of community, and a world renowned year round resort to make the City of Sun Valley a highly desirable place to live, work, play and visit. Its recreational amenities, pristine mountains and vistas, clean air and water are highly valued. The City of Sun Valley respects its history as the first destination resort in the United States and its place in a unique natural mountain environment. Sun Valley enjoys social and cultural richness and a unique character and quality of life. The City and its residents are committed to fostering economic growth, environmental sustainability and educational opportunity.

EXECUTIVE SUMMARY

The Sun Valley *2015 Comprehensive Plan Update (2015 Update)* is based on community planning principles that focus on the long-term sustainability of our community, the environment, and the economy. The *2015 Update* supports a ten year time frame and presents goals, objectives, guidelines, and policies for the immediate and long-range protection of our City's natural assets and proposes strategies for managing growth while preserving community character. This planning effort includes an understanding of the importance of the natural environment to our community's quality of life and acknowledges that land use decisions can affect human society, the City's natural features, and wildlife habitats far into the future.

The process to develop the *2015 Update* was designed to be inclusive, beginning with the formation of a citizen's steering committee in 2012 and the first public meeting in January 2013. To that end, the planning process offered a variety of ways for the public to share its ideas for the community's future, including citizen surveys, workshops, Town Hall and Steering Committee meetings, and public hearings with the Planning and Zoning Commission and the City Council.

All recommendations within the *2015 Update* endeavor to address the fundamental principle inherent in planning for the next ten years:

> ***Managing significant growth and change while preserving the unique qualities that attracted us to Sun Valley in the first place.***

The Steering Committee identified three organizing principles and eight guiding goals with supporting objectives that reflect the values of the community and the planning and development direction that residents wish the City to achieve. The organizing principles and goals contained in the *2015 Update* are:

PRESERVE THE UNIQUE CHARACTER OF SUN VALLEY

Goal 1. Preserve and Protect Natural and Scenic Resources, the Environment, and Open Spaces

Goal 2. Promote the Health of the Area's Resort Economy

Goal 3. Foster Social, Economic, and Educational Diversity and Protect the Vitality and Cultural Heritage of Sun Valley

Goal 4. Develop a Plan to Comprehensively Manage Water Resources

ENCOURAGE GROWTH AND MANAGE DEVELOPMENT

Goal 5. Promote Development That Honors Private Property Rights, is Sensitive and Complementary to Adjacent Properties, and Respects the Natural Scenic Setting and Views

Goal 6. Provide for Necessary and Appropriate Public Facilities, Services, and Educational Opportunities to Serve Existing Populations and New Growth

Goal 7. Support the Continued Development of an Integrated Transportation System That Promotes a Recreationally-Active Community, Encourages Non-Motorized Transportation, and Reduces Congestion and Air Pollution

FOSTER REGIONAL COOPERATION

Goal 8. Promote Partnerships with Neighboring Communities, Businesses, Agencies, and Organizations to Advance the City's and the Region's Social, Cultural, Economic, and Environmental Health

The *2015 Update* document is presented in four major chapters: The **Overview and Framework** chapter provides planning considerations for updating the *2005 Comprehensive Plan Update* and the **Situational Analysis** section in this chapter summarizes existing conditions and establishes a perspective from which the actions needed to accomplish the City's goals can be viewed. The **Goals, Objectives and Action Items** chapter sets forth organizing principles and specific measurable and achievable tasks toward accomplishing the City's goals. This chapter will be used as a defining guide when considering the form and pattern of all future development including rezoning requests, annexation, subdivisions, planned unit developments, master plans, and site specific development plans. It will also be used to direct provision of public infrastructure and to advance strategies for cooperating with regional partners.

The **Future Land Use** chapter provides updated maps and definitions for land use classifications and expands on direction and guidance for development of three prominent areas, called Specific Plan Areas that have been identified as deserving special and specific attention. The three Specific Plan Areas require detailed master planning effort and include: Sun Valley Resort/Village Core; Sun Valley Gateway; and Prospector Hill.

Land use categories in the *2015 Update* include: three residential classifications (*low-density residential, medium-density residential,* and *high-density residential*); two commercial classifications (*resort commercial and commercial*); as well as *public/quasi-public,* and *Special Sites;* also, an *open space* classification identifies those areas that are precluded from development except that which is specifically needed or related to open space use; a *recreational* classification identifies areas appropriate for recreational purposes where development may be limited. The *2015 Update* includes an Area of City Impact renegotiated with Blaine County and approved in 2012 to address those contiguous lands outside of, but contiguous to, the City boundary which, if developed or redeveloped, will have a significant impact on Sun Valley's entryway, public services and economy.

The **Plan Implementation** chapter explains how the Action Items are prioritized and how the plan will be monitored and reviewed to achieve the Goals and Objectives.

The **Appendices** contains tables, notes, figures, and maps that expand on the information in the main document; common terms and acronyms used in this plan are also included.

The City will need to implement various programs and accomplish a number of tasks for the vision of this plan to be realized. Thus, the *2015 Update* serves as the beginning, not the end, of the planning process.

ORIGINAL

CITY OF SUN VALLEY
RESOLUTION 2015-20

A RESOLUTION ADOPTING THE
CITY OF SUN VALLEY 2015 COMPREHENSIVE PLAN UPDATE

WHEREAS, Idaho State Code 67-6508 sets forth the duty of the Planning and Zoning Commission to conduct a comprehensive planning process designed to prepare, implement, review and update a comprehensive plan; and

WHEREAS, pursuant to such authority, the City of Sun Valley ("the City") adopted its first Comprehensive Plan in 1978, which was last updated in 2005 and which Plan serves as a guiding document containing the policy framework under which new development and redevelopment within the City will be evaluated; and

WHEREAS, the Sun Valley City Council in January, 2013 formally initiated a process to review and update the *2005 Comprehensive Plan Update* with the appointment of a Steering Committee whereby a broad representation of community residents and business stakeholders participated directly in the drafting of a Vision Statement and a proposed framework plan for land use and future development within the City and on lands adjacent to the City where development will have a significant impact on the services, community design and facilities of Sun Valley; and

WHEREAS, the Steering Committee held fifteen meetings over thirteen months, beginning in 2013, and including two town hall meetings in August and September 2013; and

WHEREAS, the Steering Committee recommended a draft of the *2015 Comprehensive Plan Update* to the Sun Valley Planning and Zoning Commission on January 28, 2014; and

WHEREAS, the Idaho Code 67-6509 sets out the manner in which a Comprehensive Plan may be amended; and

WHEREAS, the Planning and Zoning Commission duly met the provisions of Idaho Code 67-6509 with seven noticed public hearings, between February 2014 and July 2015, to review and gather public input on the *2015 Comprehensive Plan Update*; and

WHEREAS, the Planning and Zoning Commission on July 24, 2014 recommended approval of the *2015 Comprehensive Plan Update* to the Sun Valley City Council; and

WHEREAS, the City Council has held noticed work sessions and public meetings on September 30, 2014, February 9 and 19, 2015, July 6 and 21, 2015, August 6 and 11, 2015, and September 10, 2015; and

WHEREAS, the City Council has completed its review of the *2015 Comprehensive Plan Update* and desires to approve and adopt such Plan in its final form as set forth in Exhibit A; and

WHEREAS, the *2015 Comprehensive Plan Update* is guided by the following three organizing principles and eight guiding goals that reflect the values of the community and the planning and development

direction that residents wish the City to achieve:

PRESERVE THE UNIQUE CHARACTER OF SUN VALLEY

Goal 1. Preserve and Protect Natural and Scenic Resources, the Environment, and Open Spaces

Goal 2. Promote the Health of the Area's Resort Economy

Goal 3. Foster Social, Economic, and Educational Diversity and Protect the Vitality and Cultural Heritage of Sun Valley

Goal 4. Develop a Plan to Comprehensively Manage Water Resources

ENCOURAGE GROWTH AND MANAGE DEVELOPMENT

Goal 5. Promote Development That Honors Private Property Rights, is Sensitive and Complementary to Adjacent Properties, and Respects the Natural Scenic Setting and Views

Goal 6. Provide for Necessary and Appropriate Public Facilities, Services, and Educational Opportunities to Serve Existing Populations and New Growth

Goal 7. Support the Continued Development of an Integrated Transportation System That Promotes a Recreationally-Active Community, Encourages Non-Motorized Transportation, and Reduces Congestion and Air Pollution

FOSTER REGIONAL COOPERATION

Goal 8. Promote Partnerships with Neighboring Communities, Businesses, Agencies, and Organizations to Advance the City's and the Region's Social, Cultural, Economic, and Environmental Health

WHEREAS, the adoption of the *2015 Comprehensive Plan Update* will promote the health, safety, and welfare of the present and future residents of and visitors to the City; and

WHEREAS, the City Council finds that the *2015 Comprehensive Plan Update* will serve the general purpose of guiding and accomplishing coordinated and harmonious development of the City and its environs, and that the Plan is a sound and appropriate long-term guide for the planning and development of the City; and

WHEREAS, the *2015 Comprehensive Plan Update* embodies a community-based vision for the City, and contains all necessary principals, policies, goals, plans and implementation strategies for land use, community design, transportation, economic development, housing, recreation, property rights, schools, natural resources, public services, facilities, and utilities, hazardous areas, special areas and sites and other matters the Planning and Zoning Commission and City Council have determined to be appropriate for inclusion in the Plan; and

WHEREAS, the City Council has duly considered all matters relevant and applicable to an update of the *2005 Comprehensive Plan Update*; and that the *2015 Comprehensive Plan Update* meets all applicable requirements and should be approved, and further finds and recognizes that the Plan is a community-based document that should and will be subject to periodic review and update; and

WHEREAS, the pending adoption of this plan has been published in the newspaper, posted at City Hall, and direct mailed to every registered voter and recorded property owner within city limits; and

WHEREAS, all entities, agencies, and districts providing services within and to the City of Sun Valley

have been directly and duly notified in accordance with state law.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUN VALLEY, IDAHO:

The *City of Sun Valley 2015 Comprehensive Plan Update*, in the form attached hereto as Exhibit A, is hereby approved and adopted by the City Council of the City of Sun Valley, Idaho.

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR THIS 11 DAY OF September, 2015.

Dewayne Briscoe, Mayor

Alissa Weber, City Clerk

2015 COMPREHENSIVE PLAN UPDATE

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CHAPTER 1: OVERVIEW AND FRAMEWORK

The *2015 Comprehensive Plan Update* (*2015 Update*) is a guiding document to balance future development within the City of Sun Valley. The *2015 Update* establishes a general framework, or community vision, for use in making decisions about the physical, social, economic, and environmental development of the community. While the *2015 Update* looks at the community in a comprehensive manner, it does not contain specific details concerning how each problem, issue, use, or location must be addressed in the future. Instead, the *2015 Update* provides guidance for evaluating future issues in a context which reflects Sun Valley's unique character and development goals. Goals, objectives, necessary actions and strategies are identified to implement the *2015 Comprehensive Plan Update* based upon the community vision and a set of organizing principles.

I. INTRODUCTION

The City of Sun Valley's current *Comprehensive Plan* was first adopted in 1978 and updated in 1994, 2005, and 2015. The *1994 Update* identified five principal goals, all of which were carried through as the principles for the *2005* and *2015 Updates*:

- Community/Resort Balance
- Protection of Environmental Resources
- Management of Future Growth
- Improvement of Transportation Systems
- Intergovernmental Cooperation/Public-Private Partnerships

Recommendations for implementation of the goals and specific near- and long-term action plans were included in the *1994, 2005* and *2015 Updates*. During the decade following approval of the *1994 Update*, significant actions were implemented by the City, including adoption of a hillside protection ordinance, mandatory workforce housing regulations (since repealed), and a dark sky ordinance. Road and path improvements were scheduled and constructed.

In recognition of these factors, the City of Sun Valley finds itself at a challenging juncture in its evolution. As an industry leader in an international environment, the Sun Valley Resort must continually enhance its tourist offerings and provide additional housing for new guests and seasonal residents. As a successful community, the City must ensure the continuing vibrancy of the residential community, provide high-quality municipal services that satisfy the discerning needs of its full- and part-time residents, and meet the seasonal needs of the Resort guests and visitors. And, with an unspoiled landscape as the City's primary asset, all stakeholders must work diligently to protect the environment that bespeaks its image.

A. PLAN PREPARATION

In early 2013, Mayor Dewayne Briscoe organized a 21-member citizen Steering Committee for the update of the 2004 Comprehensive Plan. Residents were selected from across a variety of geographies

in the city along with two representatives of the Sun Valley Company. In the interest of meeting an accelerated timetable, the Steering Committee chose to make changes to the existing plan instead of crafting a new plan from scratch. Over the next thirteen months, fifteen meetings were held to update components of the existing plan.

After review by the City's Planning and Zoning Commission, and then public input from the community in August 2014, the Council began their deliberation on the plan content. Due to the resignation of a councilmember in late 2014, and the departure of the long-time Community Development Director in early 2015, the plan languished until summer of 2015. A public meeting was held on August 11, 2015, for public review, comment, and adoption of the plan. Final adoption of the plan occurred on September 10, 2015 with unanimous approval by the City Council of Resolution 2015-20.

B. COMMUNITY PLANNING STRATEGIES

The *1978 Plan* focused almost exclusively on the need for the Sun Valley Resort to maintain its status as an internationally known destination resort and the desire to maintain the City's economic base in community planning. The *1994 Update* laid out a more balanced development plan which recognized the need to accommodate the growth of a permanent residential community in conjunction with the development of the Resort.

The *2005 Update* addressed the needs of the permanent and part-time community, in concert with the expansion needs of the Resort, the important regional issues that affect the wider community, and the challenges presented by change. The *2005 Update* endeavored to aid in developing and implementing policies and guidelines that guide growth in a knowledgeable, rational, and sustainable manner based on what the City envisioned as its potential build-out.

Around the time of the adoption of the *2005 Update*, there was a burst of development within the city, including major improvements to Dollar Mountain, the redevelopment of Elkhorn Village, and other improvements to the core of Sun Valley Resort. Residents and developers expected a period of unprecedented growth, but in 2007-2008, the economic "bubble burst" caused substantial downturn and the cancellation or suspension of a variety of projects as the nation entered a liquidity crisis. Now that the economy is rebounding, the city is again seeing growth and redevelopment, with such improvements as the White Clouds subdivision, the complete renovation of the iconic Sun Valley Lodge, an increasing number of home remodels and additions, and regional growth - including the expansion of air service and the permitting of two new hotels in neighboring Ketchum.

II. SITUATIONAL ANALYSIS

The purpose of the Situational Analysis is to describe the existing situation within the City of Sun Valley. It is a baseline inventory of conditions – economic, environmental, and social – from which the City can then form an appropriate action plan for future planning efforts. It is also a method for assessing Sun Valley's situation relative to other resort communities throughout the west.

A. HISTORICAL PERSPECTIVE

Sun Valley began as a destination resort, the brainchild of Averell Harriman, Chairman of the Board of the Union Pacific Railroad. In 1936, Sun Valley was established as the first ski resort in the United States; in 1947, it was incorporated as a City.

The Janss Corporation purchased the Sun Valley Resort from the Union Pacific Railroad in 1964, initiating a period of increased development of the area. The original Elkhorn Resort was jointly developed by Janss and the Johns-Manville Corporation from 1970-72, but has had numerous ownership changes. Most recently the resort was purchased by C.G. Elkhorn LLC and renamed Elkhorn Springs. The Sun Valley Resort was acquired by Earl Holding in 1977 and renamed the Sun Valley Company; the resort saw chairlift, gondola, and lodge improvements as well as expanded real estate development over the next several decades. Continued residential development in the Elkhorn Valley and along Fairway Road occurred, coupled with rapid expansion of residential, industrial, and commercial development in Ketchum, mid-Valley, Hailey, Bellevue, and other areas of Blaine County.

The *1978 Comprehensive Plan* and the *1994 Update* established a blueprint for the City's future. The central theme of both comprehensive plans was to preserve and reinforce the present Sun Valley and Elkhorn Village Centers with pedestrian- and bicycle-oriented residential areas adjacent to various recreational and entertainment facilities. Recognizing the intrinsic value of open space to the future of the community, development proposals were confined to the valley floors and lower slopes of the surrounding hillsides. Existing open space adjacent to the entrances to the City and public access to trailheads were protected.

Many of the significant goals in the *1994 Update* had been achieved, including the development of a workforce housing ordinance (since repealed), confinement of commercial development to village centers, the institution of a hillside protection ordinance, coordination of regional transportation planning efforts, dark sky preservation regulations, and protection of public access to certain open space trails and trailheads. However, the City's success in achieving these goals is, in large part, a result of limited resort and commercial development activity.

In the years following the adoption of the *1994 Update*, the City of Sun Valley benefited from the Sun Valley Resort's (the Resort) maintenance, enhancement, and refurbishment of its accommodations and tourist amenities. With the exception of *Carol's Dollar Mountain Lodge,* which opened in the winter of 2004 and provided an immediate vibrancy to Dollar Mountain/Elkhorn ski area (with increased skier days and plans for summer activities), the Resort did not pursue development of its remaining lands until April 2004. Master planning of the Resort and their remaining undeveloped lands is essential for the proper planning, budgeting, and provision of municipal services, including fire, police, and streets. Additionally, implementation of the Resort's development plan is important to the City as it will:

- principally determine the future success of the Sun Valley Resort,
- assist it in maintaining its preeminent position in the competitive resort industry, and
- help to sustain the quality of life in Sun Valley as expressed in the City's Vision Statement.

In 2004, the Elkhorn Village core hotel and commercial center was demolished and a design for a new Elkhorn Village was approved. Breaking ground in late 2004, construction began on golf course

improvements, new residential accommodations, on-site workforce housing, and appropriate commercial and recreational amenities. The approved development expanded the tax base and provided important commercial and recreational amenities for residents and visitors to Sun Valley. Though the Elkhorn area never regained the vibrancy lost as a result of the redevelopment, developable land still exists around the Elkhorn Springs "Village" area, most of it zoned for commercial and multi-family residential uses.

Though the economic downturn, often called the Great Recession, was officially from 2007 to 2009, the effects lingered in numerous communities across the country such that some places are still recovering from the loss of jobs and economic activity. Sun Valley, as a community of predominantly second-home owners and tourist-based business, suffered dramatically until 2012 and is still recovering to pre-recession levels.

Since 2004, the resort has undergone several major improvements, including the reconstruction of Carol's Dollar Mountain Lodge, the construction of the Pavilion for outdoor concert events, the upgrade of the chairlifts and installation of snowmaking on Dollar Mountain, construction of a new laundry facility, and the renovation of the historic Sun Valley Lodge with a substantial addition of a 20,000 square foot spa and salon. The Sun Valley Company also purchased the Elkhorn Golf Club and Clubhouse. After relocating the Gun Club (skeet shooting range) north on Trail Creek Road, they have further developed the White Clouds Golf Course and a subdivision of mixed single-family and multi-family homes surrounding the links.

The Sun Valley Resort’s limited expansion up to 2004 and the development of high income, second home construction and housing redevelopment on private lands not owned by the Resort have resulted in an economic change in Sun Valley. Once a destination resort community with a diverse resident and moderate income second home population, the City is now composed of more part-time residents and significantly fewer moderate-income residents. This transition continues to occur in resorts nationwide as the accumulation of wealth accelerates the demand for vacation homes in easily accessible locations. This trend is particularly noticeable in areas such as Sun Valley that offer a respite from omnipresent concerns about personal safety, traffic congestion, and the hurried urban lifestyle.

Figure 1-1: Remodeled Sun Valley Lodge, 2015

As the City of Sun Valley continues into the 21st century, its goal is to be a vibrant community with a successful destination resort and an independent day and boarding school in its midst. This community will be characterized by pedestrian- and bicycle-oriented activities, public access to its recreational amenities, reduced reliance on the private vehicle, and strict commitment to the protection of open space and natural resources, including the quality of air and water.

As the Sun Valley Resort proceeds with plans for extensive renovation and expansion, the *2015 Update* provides for a diverse range of housing opportunities, the development of regional transportation and parking facilities and services, and partnership relations, as appropriate, with the private sector and Blaine County jurisdictions. These efforts will help to ensure the long-term sustainability of the wider community, its environment, and its economy.

B. POPULATION AND DEMOGRAPHICS

Sun Valley's population is an aging community with high levels of education and income. Its population consists of permanent year-round residents, seasonal (part-time) residents, and seasonal Resort employees. Sun Valley's population changes significantly over a period of several days as seasonal residents come and go; this constant flux creates difficulty in assessing accurate population estimates.

Table 1-1: 1990 to 2014 Population Change in Blaine County

Area	1990 Population	2000 Population	2010 Popluation	2014 Population	Number Change 2000-2014	Percent Change 2000-2014
Sun Valley	938	1,427	1,406	1,412	-15	-1.05%
Bellevue	1,275	1,876	2,287	2,300	424	22.60%
Carey	427	513	604	603	90	17.54%
Hailey	3,575	6,200	7,960	8,076	1,876	30.26%
Ketchum	2,523	3,003	2,689	2,720	-283	-9.42%
Unincorporated Blaine County	4,814	5,972	6,420	6,371	399	6.68%
Total Blaine County	13,552	18,991	21,376	21,482	2,491	13.12%

Source: United States Census Bureau, 2010 Census, 2013 American Community Survey, 2014 Population Estimates

a. POPULATION AND DEMOGRAPHIC FORECAST

The City of Sun Valley, like other resort communities, has evolved over the past ten years in response to factors such as:

- *The Great Recession,* resulting in decreased disposable income available for second home purchases;
- *A high demand for the resort lifestyle* and mountain properties, including urban quality cultural and educational amenities; and
- *Technological advances* that have made mountain resorts much more accessible to those who telecommute while living and recreating far from their jobs.

The increasing year-round appeal of mountain communities is expected to push Sun Valley's population growth rates upward.. A survey of western mountain resort counties supports the projection that rapid growth will continue over the next decade and suggests that seasonal peaks in population may become more pronounced and are likely to last longer (North Lake Tahoe Tourism and Community Investment Plan, July 2004).

Table 1-2 (below) summarizes historic and forecast year-round permanent population for the nation, mountain resort counties, and their states.

Table 1-2: Mountain Resort Historic & Forecast Populations

	1990	2000	2010	2014	Number Change 2000-2014	Percent Change 2000-2014	2020 Forecast Population
United States (millions)	249.5	282.1	309	318.9	36.8	13.05%	334
Placer County (Lake Tahoe)	172,796	248,399	348,432	348,432	100,033	40.27%	391,682
California (millions)	29.8	33.9	37	38.8	4.9	14.45%	40.6
Summit County (Breckenridge, Keystone, Copper)	12,939	25,725	27,994	29,404	3,679	14.30%	37,543
Eagle County (Vail, Beaver Creek)	22,118	43,354	52,197	52,921	9,567	22.07%	68,350
Pitkin County (Aspen, Snowmass)	12,691	15,913	17,148	17,626	1,713	10.76%	20,585
Colorado (millions)	3.3	4.3	5	5.4	1.1	25.58%	6
Teton County (Jackson Hole)	11,172	18,251	21,294	22,930	4,679	25.64%	23,360
Wyoming (millions)	0.5	0.5	0.56	0.58	0.08	16.00%	0.62
Summit County (Park City, Deer Valley, The Canyons)	15,518	29,736	36,324	39,105	9,369	31.51%	56,001
Utah (millions)	1.7	2.2	2.8	2.9	0.7	31.82%	3.4
Blaine County	13,552	18,991	21,376	21,482	2,491	13.12%	21,463
Idaho (millions)	1	1.3	1.57	1.6	0.3	23.08%	1.7

Sources: U.S. Census Bureau; California Dept. of Finance; Wyoming Dept. of Administration and Information; Division of Economic Analysis, State of Colorado; Demography Section, Idaho Department of Labor, Utah Governor's Office of Planning and Budget, UPED Model System

From 1990 to 2000, the population of Sun Valley grew by 52.1% and reached its peak at 1,427 residents. After the peak in 2000, the population of Sun Valley decreased until 2011. From the year 2000 to 2011, the population decreased by 2.45%. The decrease may be attributed to the impacts of the Great Recession. Due to the economic downturn, fewer citizens had the disposable income to purchase vacation homes. Since 2011, the population has steadily increased. In 2014, the population reached 1,412 residents.

Citizens in Sun Valley are aging. In 2000 17.31% of residents were ages 65 and older. In 2013 32.24% of residents were ages 65 and older. The median age has been steadily increasing since 1990. In 2013 the median age was 52.9, whereas, in 1990 the median age was only 36. As Sun Valley continues to develop, the City must consider the needs of its aging residents. Baby boomers, ages 51 to 69 in 2015, represent a large segment of the U.S. population. Since some of them have the means to purchase real estate in mountain resort communities, their choice of Sun Valley as a retirement location may have a significant impact on the City's future population mix. Thus, it is reasonable to expect that the permanent population of Sun Valley will continue to have a high percentage of residents over the age of 60. While the population of Sun Valley has experienced steady growth since 2011, the population Blaine County

has increased significantly. In 2014 the population in Blaine County reached 21,482 residents, which is a 13% increase from the year 2000.

Blaine County's economy has become increasingly dependent on construction of second-homes and resort-related infrastructure. This is evidenced by the fact that construction activities employ the majority of workers within the county, followed closely by tourism-related employment sectors, including accommodations and food services, retail, and real estate. This employment mix is expected to remain constant over the 20-year planning horizon of years 2000-2025, with the vast majority of all new employees residing outside of the Sun Valley city limits.

The 2005 Comprehensive Plan Update anticipated that the City would have 2,196 residents by 2015; the City actually now has fewer residents than even in 2005. Despite the volume of new single and multi-family homes, the population of the city is stagnating and even slightly decreasing as full-time residents are being replaced by part-time residents and visitors in rented homes. With the projected new home construction volume and types over the next few years, the aging population, and the increasingly positive trend towards part-time residents occupying the few new units coming online, it's anticipated for the long-term that the population will not increase by 2030 and may actually continue to decline.

Table 1-3: Forecast Year-Round Resident Population

Year	Population
2000	1,427
2010	1,406
2014/15	1,412
2030	1,400

Source: City of Sun Valley. Community Development Department

Blaine County is home to a growing Hispanic community that makes important contributions to the success of the area's tourism and second-home economies as well to the diversity and social fabric of the community. In recognition of this important segment of the population, the City of Sun Valley should consider the social, housing, and cultural diversity afforded to the greater community by this ethnicity and address these issues appropriately.

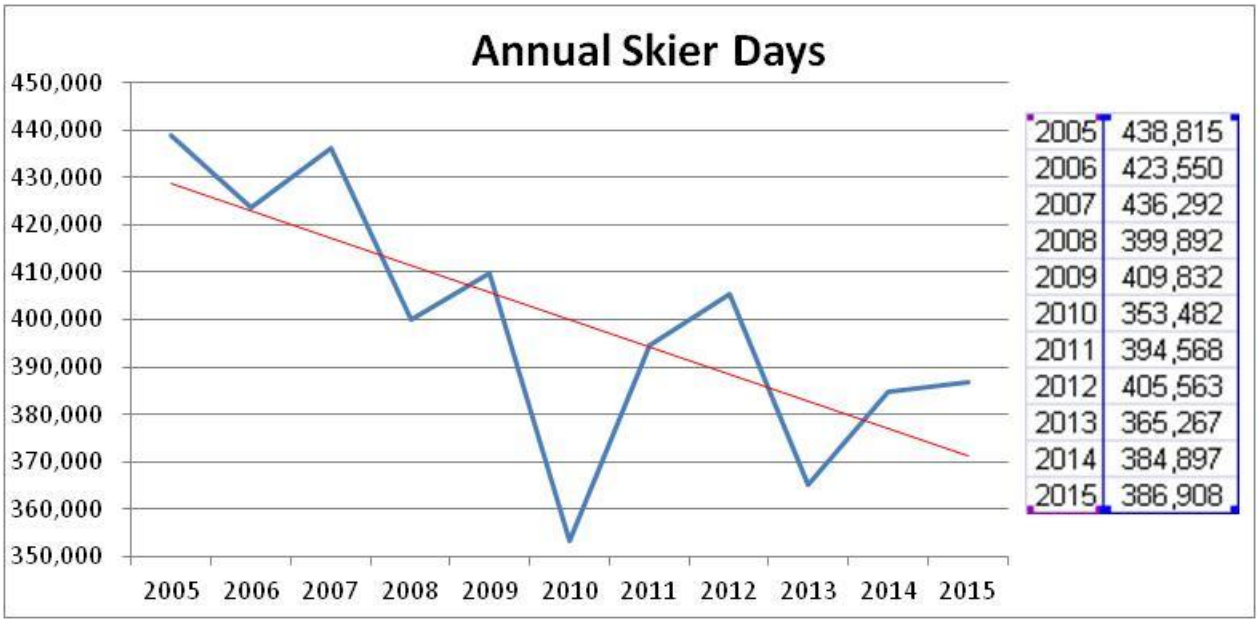
Though the number of new homes is increasing, the supply of usable land and natural resources is finite. Through careful planning, the City of Sun Valley should thoughtfully monitor and project its future population based on available land, available natural resources, and the goals established by the community input process. The City should prepare a carrying capacity analysis and evaluate a growth scenario based on the results of that analysis. This will aid in the City's development of sustainability efforts which focus on issues of social equity, economic security, and ecological integrity.

C. ECONOMIC INDICATORS

1. LOCAL AND REGIONAL TRENDS

The *1994 Update* concluded that the economy of Sun Valley was that of a maturing resort community. While remaining an important and critical piece of the Sun Valley economy, tourism continues to lag behind its high point of earlier years.

Winter tourism, as measured by annual skier days, declined in 2009 as a result of Great Recession, increased from 2010-2012, declined in 2012, and has been steadily increasing since 2013. Annual skier days in Sun Valley have decreased overall since 2005



SOURCE: SUN VALLEY COMPANY

Figure 1-2: Annual Skier Days, 2005-2015

This trend is due to all winter resorts competing with one another to attract a relatively small and static pool of destination skiers as well as climate change disrupting the length of the ski season and the quality/depth of snow. The highest number of skier days for the Sun Valley Resort was reported in 1985, a record that has not been surpassed since then. For the past decade, the highest number of skier days has been 438,815 in 2005. The lowest number of skier days occurred in 2010 with 353,482 total skiers. This decline was a 13.7% decrease from 2009 levels.

Airline travel is also a significant indicator of tourism. Airplane travel was highest in 2003 with 76,966 commercial enplanements (See Table 5-5). While not yet reaching prerecession levels, Friedman Memorial Airport traffic data indicates that commercial enplanements have steadily increased. Total enplanements in 2014 totaled 68,136, which was an increase of 17,444 since 2012. The creation of Fly Sun Valley Alliance, which works to expand air service through negotiating contracts with airlines, has contributed to this increase.

Local option tax collections, an important economic indicator of tourist spending on lodging, retail and liquor, has steadily decreased due to the Great Recession. From FY 2007 to FY 2010, local options tax collections fell by 23%. Local options tax receipts total $1,231,000 in 2014.

Summer tourism grew consistently over the past decade. The quarterly collection pattern of local option taxes also has not changed since 1990, with the summer season collections continuing to outpace winter season collections and the "shoulder" seasons (first and third quarters of the fiscal year that begins in October) showing no growth over the past fifteen years.

The second home market in the City of Sun Valley experienced substantial repercussions due to the Great Recession. Total building permits for new construction fell by 94% from the year 2007 to 2008. Since 2010 building permits for new single family and multiple family construction has been steadily increasing, except for a decrease in the 2013. In 2014, four single family and seventeen multiple family residential building permits were issued. A total of 30 new single-family home building permits were issued since 2008; additionally, 49 new condominium building permits were issued over the same time frame.

Since the Great Recession in 2008, building permits issued for new residential units have steadily increased. A total of 49 new building permits were issued for new housing units since 2008.

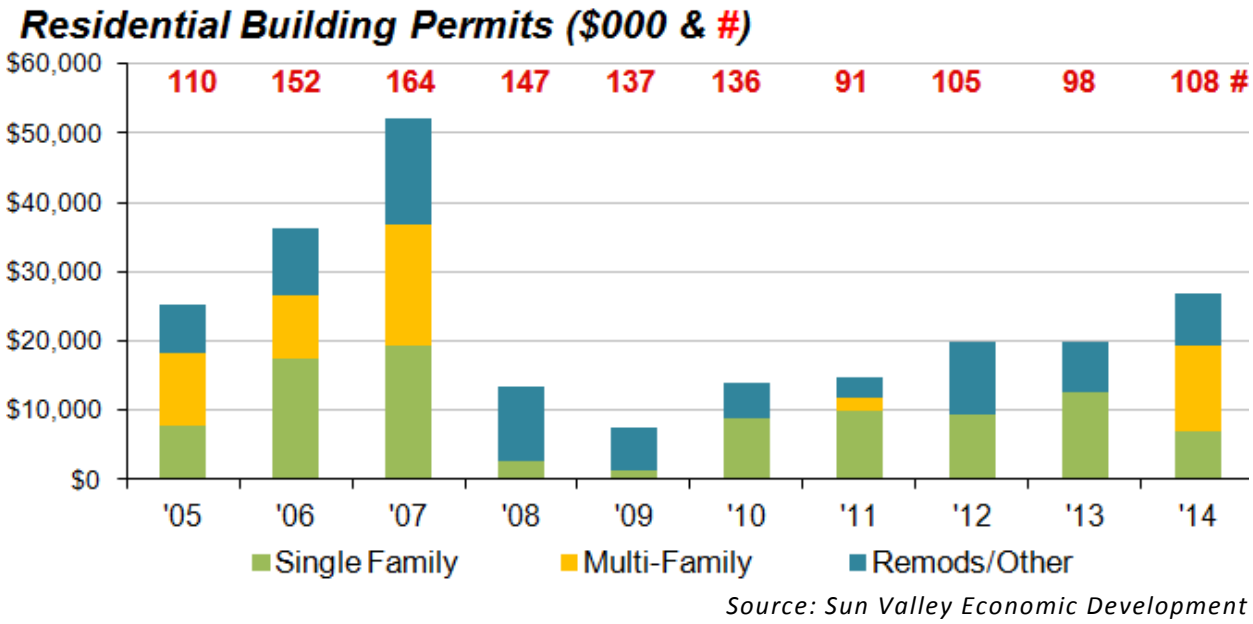


Figure 1-3: New Residential Building Permits, 2005-2014

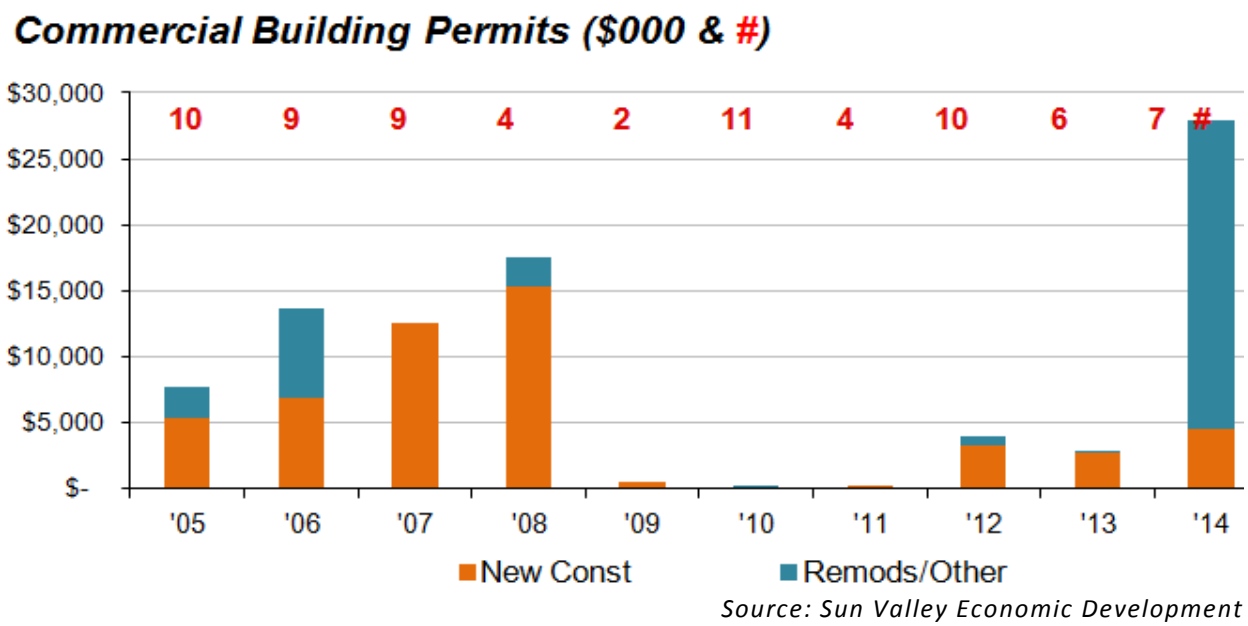


Figure 1-4: New Commercial Building Permits

Blaine County and Sun Valley share this recent experience of construction decline due to the Great Recession and subsequent rebound. The County experienced a steady decrease in total assessed property value since the economic downturn until the year 2014. From 2009 to 2013, total assessed property value decreased by 31%. 2014 was the first year the total assessed property value grew since the Great Recession. Total assessed property values grew from $8.176 million in 2013 to $10.157 million in 2014, which is an increase of 24%.

The Great Recession also affected average housing prices in Sun Valley. In June 2005, the lowest-priced condominium listed for sale in Sun Valley was $260,000 and the lowest-priced single family home sold for $950,000. The 2004 median price for new residential construction in the City of Sun Valley was $1,114,000, excluding land costs. The average housing price in the City of Sun Valley in 2008 was $967,296. Average housing price decreased by 39% from 2008 to 2011, Since 2011, average housing prices have steadily increased. In 2014 the average housing price in the City of Sun Valley was $811,008.

As forecast in the *1994 Update,* the increased demand for second and permanent homes in Sun Valley caused an escalation in housing prices of both new and existing units, rendering virtually all units unaffordable to the local workforce. The result is the relocation of the work force farther down-valley from the City.

This high demand and cost of homes in Sun Valley has shifted the City's demographics toward the higher income population segment. The general result of this trend is that community age and social diversity diminishes when the housing costs rise at a substantially greater rate than wages.

2. WESTERN MOUNTAIN RESORT COMMUNITY TRENDS

Mountain destination resort communities are different from other destination resorts as a result of challenges unique to these increasingly popular communities. Successful mountain destination resort

communities strategically have addressed elements such as vision and leadership, economic sustainability, the maintenance of an attractive natural environment, extensive recreational opportunities and cultural attractions, community character, access and mobility. While every resort is different, all are facing similar dilemmas (See pg 86, note #2) including:

- Competition for visitors
- Retention of full-time residents
- Soaring workforce housing costs
- Extraordinary land costs
- Automobile congestion and transportation inefficiencies
- Community vitality and diversity
- Preservation and conservation of the surrounding natural environment
- Community evolution from small town to urban community

SEASON	Northeast	Southeast	Midwest	Rocky Mtn.	Pacific Southwest	Pacific Northwest	Pacific West (total)	Total
2013/14	13.386	5.769	7.695	21.100	5.154	3.387	8.541	56.491
2012/13	13.334	5.155	7.273	19.800	7.140	4.202	11.342	56.904
2011/12	11.021	4.405	6.382	19.130	6.066	3.962	10.028	50.966
2010/11	13.887	5.789	7.811	20.900	8.111	4.042	12.153	60.540
2009/10	13.411	6.016	7.718	20.378	8.411	3.853	12.264	59.787
2008/09	13.730	5.664	7.247	19.974	7.091	3.647	10.738	57.354
2007/08	14.261	5.204	8.099	21.324	7.617	3.998	11.615	60.502
2006/07	11.801	4.888	7.200	20.849	6.536	3.794	10.330	55.068
2005/06	12.505	5.839	7.787	20.717	7.916	4.133	12.049	58.897

Source: National Ski Areas Association

Figure 1-5: National Annual Skier Visits (1,000's) by Region, 2005-2014

Nationwide, skier visits have fluctuated drastically since 2005. The impact of the recession was to eliminate 4 million skier days per year. Bad snow years in the Pacific Northwest and Southwest have reduced the number of ski visits by several million over the last few years as well.

Statistically, mountain resort community population growth rates outpace state and national levels. This influx of people has increased the need for resorts to focus on community issues such as workforce housing, transportation, and vacation home demand. The rapid increase in population is also taking its toll on the natural environment and the limited supply of developable land. This demand for land is fueling redevelopment and the creation of new facilities and amenities, but it is also forcing a geographic segmentation of the communities. No longer do people live where they work.

In order for the City of Sun Valley to maintain its viability as a competitive year-round resort, it is important to study it in relation to other comparable resort communities throughout the western United States. This level of scrutiny is necessary in order to ensure that the City is addressing the needs of all its constituents.

While great resorts may be singular in focus, great communities have a character and an appeal that transcends a particular vision. A great community includes a variety of housing types in a wide range of prices, contextual architecture, a broad mix of uses, and a pedestrian- and bicycle-friendly public realm, and seamless, efficient, and frequent public transit. To combat the dilemmas noted above, resorts are repositioning themselves in new ways including:

- **Vibrancy:** Addressing all aspects of every visitor's experience is paramount to the success of a resort. To remain competitive, resorts must compete for visitors from all segments of the resort tourism market. In Vail, Snowmass, and Sun Valley, resort-wide redevelopment is presenting a rare window of opportunity for greater selection in visitor and residential housing and for increased commercial enterprise. In Beaver Creek and Jackson Hole, luxury resort hotels located at the base of the slopes are giving skiers everything the visitor wants and capturing the attention and interest of both young families and empty-nesters.

- **Community:** An engaged and diverse community of full-time residents is essential to the success of a resort. Affordable housing alternatives and community facilities are integral to the stability of a long-term resident community which provides both the economic support and workforce local businesses need to thrive year-round and which creates an authentic and valued relationship with travelers. Durango Mountain Resort, Teton Village, and Big Mountain are all transforming their village cores into communities in order to sustain a variety of residential and commercial/retail offerings that appeal to a broader range of visitors.

- **Transportation and Connectivity:** Convenience and innovation are keys to a successful resort experience. Many of the most successful resorts have a coordinated and seamless transportation system, with the needs of private automobile travel and parking considered secondary to pedestrian- and bicycle-oriented activities. Many resorts have instituted direct flights from major urban centers in order to lure weekend visitors. The Breckenridge Resort and the town of Breckenridge financed a mile-long gondola that will alleviate the previously awkward parking and busing combination.

In summary, the economic trends occurring in this area are not unique to Sun Valley. As in other prominent year-round resorts, issues that demand a wide public agenda include: land use, environmental quality and protection, the need and demand for affordable work force housing, a shift to regional transportation planning, questions of community growth management, and demographic and social diversity. The transition from serving as a family vacation destination to a year-round community of active citizens with a resort in its midst has heightened the urgency to address these issues.

The success of the City of Sun Valley is contingent upon its ability to meet the needs of the changing demographics while focusing on authenticity, environmental sustainability, diversity, and affordability. Private investment on the part of the Sun Valley Resort, a comprehensive and valley-wide transportation plan, and an affordable housing plan are all critical to this success.

D. NATURAL RESOURCES

Characterized as a preeminent year-round destination resort, Sun Valley is surrounded by the stunning Sawtooth, Pioneer, Smoky, Boulder, and White Cloud mountain ranges to the north, west and east and the rolling sagebrush hills to the south. The essential qualities of clean water, fresh air, striking scenic beauty, open space, abundant plant and animal life, and vast opportunities for public recreation are elements that attract visitors and residents to the region. A commitment to high standards for environmental stewardship is vital to preserving these qualities and is of primary importance to retaining a healthy economy and to sustaining the well-being of Sun Valley.

1. HILLSIDES

Among the most notable characteristics of Sun Valley are its high, undeveloped sage and rock-covered hills, its wildlife corridors, its ridge tops, ridgelines, knolls, saddles and summits, and the natural, undeveloped skyline. The City has traditionally respected the intrinsic visual value of keeping these natural shapes free of any development. Hillside slopes greater than 25 percent have been identified and mapped as very important visual and environmental characteristics of the community; the City of Sun Valley has adopted a Hillside Ordinance that restricts development on these hillside slopes, including road cuts. Further refinement of requirements for hillside development are both necessary to fully protect their aesthetic attributes and to prevent vegetation loss and destabilization.

2. VISUAL FEATURES AND OPEN SPACE

In the *1994 Update,* the City mapped important public views in Sun Valley based upon field inspection. Public views are those seen from public locations such as roads or areas where people frequently assemble within the City. Surrounding mountains, including the ski areas, prominent agricultural/recreational lands, ridgelines, and open lands were depicted. Historic locations and buildings, such as the Red Barn, Trail Creek Cabin, and Sun Valley Lodge, were also indicated and mapped in 1994, and remain vitally important today to the citizens of Sun Valley.

Over the past decade, the community has further identified certain historic building sites, open spaces, scenic corridors, and vistas as assets worthy of preservation. The City of Sun Valley will consider more detailed mapping of its built and natural visual resources and the enactment of an ordinance to ensure protection of these valued public spaces; an ordinance was previously considered, at the recommendation of the 2005 plan, but not passed. In addition, consideration of street landscaping and mass, scale, and appropriate setback requirements will be important to maintain the open and scenic nature of the City.

3. CLIMATE AND AIR QUALITY

Sun Valley's climate is typical of a high-mountain desert environment with dry, sunny summers and mild, sunny winters. Annual precipitation averages 15 inches; with an annual snowfall of 150 inches. Low humidity contributes to a comfortable year-round climate.

Climate change is of growing concern throughout the resort industry, in other tourist-related segments, and in many parts of the world. Winter and summer resorts are beginning to implement techniques to reduce carbon dioxide emissions, including mass transportation and energy conservation initiatives.

While the City of Sun Valley and Blaine County do not currently monitor air quality, the Idaho Department of Environmental Quality (IDEQ) evaluated particulate matter within the Sun Valley/Ketchum area from 1995 to 1998; evaluation results showed that this area was within all federal and state standards for particulate matter and the current perception is that Sun Valley has excellent air quality. Maintaining this valuable natural resource, however, will be challenged by increased development and the ever-increasing number of vehicular trips primarily attributable to commuters and construction-related vehicles. The City may support an air monitoring program with appropriate mitigation measures, should future development make this necessary.

4. WATER RESOURCES

Trail Creek and Elkhorn Creek are the primary surface waters that flow through the City of Sun Valley. Besides providing valuable riparian habitat and supporting cold water aquatic life, these waterways benefit the City by providing scenic stream corridors and limited recreational opportunities. Golf course runoff can significantly affect natural habitats and water quality.

Various land uses are found along the creeks and the associated floodplain of Trail Creek. The City of Sun Valley has adopted flood hazard maps which depict 100- or 500-year flood plains. Maps also show the perennial drainages, identifying where aquatic habitat and unique vegetation may need to be protected. Future peak flows along Trail Creek have the potential to dramatically increase; however, the establishment of stream corridor setbacks and the initiation of protection measures of riparian corridors could avert problems raised by increased urbanization. Protection of riparian habitats was improved by the enactment of the Riparian Buffer with the major zoning overhaul of 2006 (Ord#382) and is, to a lesser degree, enabled by the City's restrictions on floodplain and floodway development.

The Sun Valley Lake dam forms a man-made lake located on Trail Creek just north of Dollar Road. It has a surface area of approximately 4.5 acres and holds water in the late spring and summer months primarily for Resort irrigation purposes and also serves as an aesthetic water feature in the City and for Resort recreation.

Wells drilled into shallow aquifers located throughout the Trail Creek and Big Wood River valleys provide drinking and landscape irrigation water to the cities of Sun Valley and Ketchum. The Sun Valley Water and Sewer District (SVW&SD) provides water and wastewater treatment service for Sun Valley. The City of Ketchum provides water to a small percentage of homes in Sun Valley.

Protection and maintenance of the creek corridors will become more important as recreational demands increase and as new development occurs. The City of Sun Valley should continue to develop management plans and protection measures for all of its watersheds and waterways. Establishing footprints for construction and construction equipment along the creek corridors and requiring no-mow buffer zones to reduce fertilizers, pesticides and herbicides from entering the water system are two examples of surface water protection measures for consideration. Every effort should be made to develop and implement progressive conservation measures for landscaping, golf course irrigation, and domestic use. The water conservation ordinance (Ord#421) in 2010 was a good step towards reducing water usage in the community, limiting the amount of irrigable land to 22,000 square feet per lot; future

water conservation ordinances may see more drastic landscaping requirements and water usage curtailments, in partnership with SVWSD.

5. WETLANDS

Wetlands are important for clean water, animal and bird habitat, and for aquifer recharge. City Maps adopted with the *1994 Update* depict certain wetlands in the City that are included in the *Draft Plan National Wetlands Inventory, U.S. Department of the Interior, 1989*. In reality, some areas depicted on the maps are wetlands which have been filled and developed but nevertheless are shown on the City's maps to create a historical record and to better explain how the City's subsequent development patterns have affected these natural features. The City should update City Maps to meet current federal regulations and should commit to wetland protection.

6. VEGETATION

City Maps adopted with the *1994 Update* identify significant masses of trees within the City. Groves of aspen, cottonwood and evergreen trees are the predominant plantings. The developed ground cover is predominantly lawn varieties with some limited areas of natural flora. The surrounding hillsides are covered with sagebrush, native grasses, a limited range of wildflowers, and weeds. Many of these weeds are noxious and highly invasive, taking over areas where native species have previously provided food and shelter for wildlife. There is a substantial need for additional goals, actions, and resources to address the noxious/invasive weed issue.

Existing native vegetation within the City and surrounding areas provide important aesthetic and environmental benefits to the community and support wildlife habitat for many birds and small and large animals. Stands of trees and shrubs provide natural habitat for wildlife while buffering against development.

To maintain species diversity and to protect the existing natural vegetation, the City of Sun Valley should consider several measures including updating vegetation mapping and reviewing and maintaining current wetland protection, stream setbacks and reclamation measures. To address the invasion of noxious weeds, the City of Sun Valley will need to establish an aggressive city-wide plan in cooperation with the Blaine County Cooperative Weed Management Area to eradicate and control these species.

Due to the recent 2007 Castle Rock fire and the 2013 Beaver Creek fire, which burned over 160,000 combined acres, extensive revegetation work occurred by US Forest Service Burned Area Emergency Rehabilitation (BAER) Teams. Vegetation management and fuels treatments will be essential for protecting the unburned areas of the valley - specifically around Bald Mountain, which is the last major unburned forest adjacent to the populated areas.

7. WILDLIFE HABITAT

City maps, adopted with the *1994 Update,* trace critical wildlife habitat areas as identified by the Idaho Department of Fish and Game Department. Areas depicted include critical elk wintering areas and fish and beaver habitat. Although development within the City of Sun Valley has offset some of the natural habitat, the large lot sizes and availability of open space still provide favorable habitat for a variety of

wildlife. Big game and upland game animals use riparian areas located along Trail Creek, Elkhorn Creek, and the other drainages for water, food, and cover. Plant production and diversity are highest in riparian areas, thus increasing the value of these areas to wildlife. Critical elk wintering areas and fish and beaver habitat are also found within the Areas of City Impact. Population increase and development in the Areas of City Impact may diminish wildlife habitats and increase conflicts between humans, domestic animals, and wildlife. And, while there is an abundance of publicly-owned land adjacent to Sun Valley, property divisions do not conform to natural system boundaries.

The retention of a range of wildlife activity is important to the ecological health of the region and is a valued attraction by residents and visitors. To be faithful stewards of the land and to more adequately protect endangered habitats and the wildlife corridor system, Sun Valley should update its wildlife habitat maps over time and establish productive relationships with land management agencies in conjunction with its efforts to preserve open space within the City limits.

E. NATURAL HAZARDS

1. FLOODS

As previously mentioned, the City has two major perennial streams, Elkhorn Creek and Trail Creek, which are Special Flood Hazard Areas (SFHA) as defined by the Federal Emergency Management Agency (FEMA). The unnumbered A-zones indicate a one-percent chance annual flood, commonly called "100-year" flood.

The city participates in the National Flood Insurance Program (NFIP) through FEMA (ID# 160024) which provides low-rate flood insurance to property owners. Through the city's further participation in the Community Rating System (CRS) and rating of Class 8, policy holders receive an additional 10% rate discount. Activities that merit the city's current rating include:

- **Activity 310 – Elevation Certificates**: The City of Sun Valley Planning Department maintains elevation certificates for new and substantially improved buildings. Copies of elevation certificates are made available upon request. (38 points)

- **Activity 420 – Open Space Preservation**: Credit is provided for preserving approximately 69 percent of the Special Flood Hazard Area (SFHA) as open space. (1061 points)

- **Activity 430 – Higher Regulatory Standards**: Credit is provided for enforcing regulations that require enforcement of building codes and state mandated regulatory standards. (48 points)

- **Activity 440 – Flood Data Maintenance**: Credit is provided for maintaining and using digitized maps in the day to day management of the floodplain. (106 points)

- **Section 502 - Repetitive Loss Category**: The City of Sun Valley, ID is a Category A community for CRS purposes and no action is required. (No credit points are applicable to this section)

- **Activity 630 – Dams**: Credit is provided for a State Dam Safety Program. (45 points)

- **Activity 710 – County Growth Adjustment**: All credit in the 400 series is multiplied by the growth rate of the county to account for growth pressures. The growth rate for Blaine County is 1.06.

Continued participation in the NFIP and CRS are essential to protecting properties in Flood Hazard Areas within the community. Regular review of the CRS program should be undertaken to identify potential areas to improve the city's rating. Possible credits could be obtained from a dam replacement or retrofit, amongst other programs.

2. AVALANCHE ZONES

In the late 1970's, the City of Sun Valley established an Avalanche Overlay District Zone within which special design guidelines must be met (see City Maps adopted with the *1994 Update)*. While updates of these maps have not been performed since that time, the existing data is valuable as baseline information for future studies. In the absence of a comprehensive avalanche study, site-specific avalanche studies should be required prior to project review and approval.

3. WILDFIRE HAZARD

The 2007 Castle Rock fire and 2013 Beaver Creek fires burned a combined 160,000 acres west of Ketchum, but the smoke inundated the valley and affected Sun Valley residents for weeks. The last unburned forest areas are those on Bald Mountain, home to the Sun Valley Resort's primary ski area. Given the large amount of beetle-killed trees on the mountain, the potential for fire is present and the economic impacts to the valley would be nothing short of disastrous.

The threat of wildfires is a constant concern with over 80 percent (80%) of the City boundaries adjacent to open space and large areas of open space existing within the City. To mitigate that threat in the past, the City has removed sagebrush from potential wildfire areas, created a 150-foot buffer zone adjacent to certain subdivisions and adopted an ordinance requiring roofing materials to meet either fire-resistant or non-combustible standards: wood-shingle roofs and wood-shake siding were prohibited in 2014 with Ordinance 467. Additional measures to protect against a catastrophic wildfire incident should include encouraging the use of noncombustible siding materials and the development of landscaping codes to locate highly flammable vegetation away from buildings.

F. LAND USE AND COMMUNITY DESIGN

1. GENERAL SETTING AND LAYOUT

The City of Sun Valley covers just over 6,300 acres (approximately 9.8 square miles) and is distinguished by the Trail Creek and Elkhorn drainages. The land use pattern can be generally described as cluster developments along the valley floors which are separated by undeveloped hills and ridges retained as scenic, natural landscape buffers. Trails and paths circulate along the major roads in both the Trail Creek and Elkhorn valleys and throughout the City's other hills and valleys. The Sun Valley and Elkhorn Springs golf courses and Dollar Mountain/Elkhorn ski area are distinctive recreational land uses located within the city limits.

In the *1994 Update*, Sun Valley adopted its initial Land Use Map, which depicted lands suitable for residential and commercial development, lands suitable for outdoor recreational uses, and lands categorized for undeveloped recreational or agricultural use. Also in that update, the City of Sun Valley adopted an Area of City Impact Map depicting lands located in the general area south of city boundaries and certain lands north along Trail Creek Road. The City of Sun Valley shares its boundaries with several other jurisdictions, including lands managed by either the USFS and the BLM to the north and east, and private and public lands to the south and west held under the jurisdictions of either the City of Ketchum, Blaine County, or agencies of the federal or state governments.

The most recognized portion of the City, the Sun Valley Resort, is located in the northwest segment of the city, within the Trail Creek drainage. Most visitor and commercial uses are found in this vicinity. Higher density residential development occurs in proximity to the Sun Valley Resort and around the Elkhorn Springs commercial core.

Within the Elkhorn drainage, residential development is clustered along cul-de-sacs and minor drainages. The redevelopment master plan for the Elkhorn Springs village core, approved in 2004, includes a new golf course club house, commercial, condominium, and paired home construction. Workforce housing, public amenities, and road improvements complete the redevelopment. Multi-family residential is the predominant surrounding land use in the Elkhorn Springs area.

2. COMMUNITY DESIGN

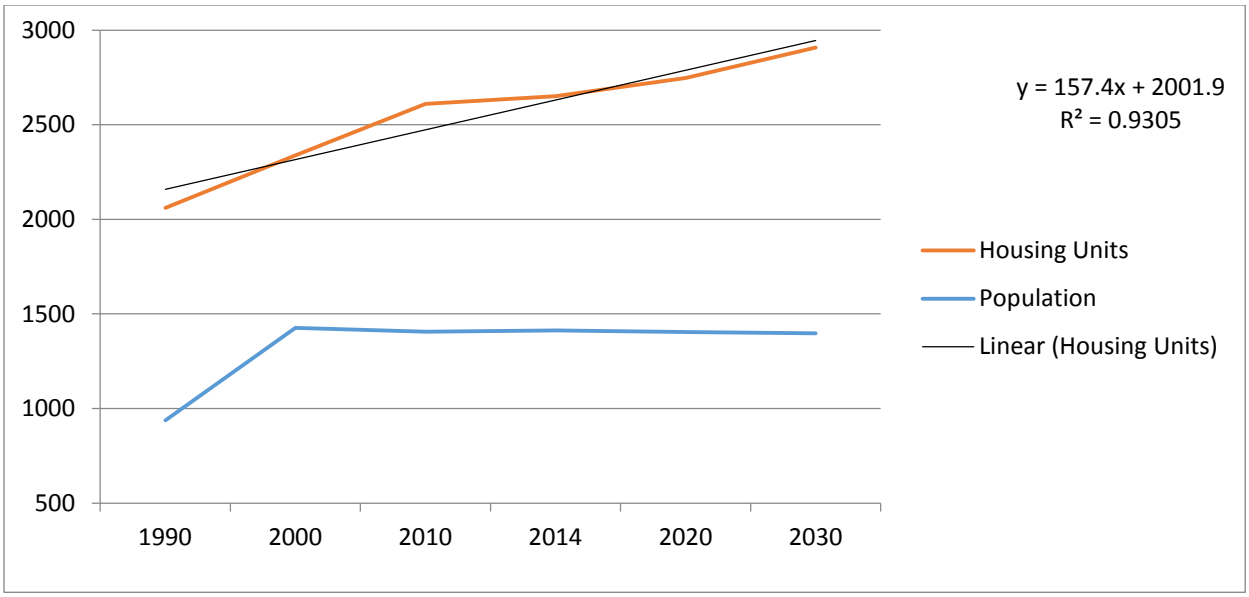
The development of the City of Sun Valley has, in large part, been complementary to the surrounding natural landscape, with mass and size of structures built to "human scale", below the existing permitted maximums, and surrounded by abundant landscaping. The open and natural landscape of the City is one of the most notable attributes of Sun Valley and city streets, entryways, streams, wetlands, and trails also provide important scenic and open areas. Also, the City's design guidelines and development regulations protect the night sky, another significant attribute of the ambient, natural environment.

Physical construction is generally clustered with consistent architectural design elements. The redevelopment of the Elkhorn Springs village consists of a dense core development of tall, multi-family structures and retail spaces. The design of the Sun Valley Resort village core recalls the historic integrity of Sun Valley with rustic buildings and distinctive public space. In addition, numerous Special Sites of historic, natural, ecological, architectural, archaeological, and scenic value or significance exist within the City. These include, but are not limited to: the Hemingway Memorial, Red Barn, Trail Creek Cabin, Ruud Mountain Ski Lift, Sun Valley Road pastures and Sun Valley Lake. These sites will be given special consideration for active protection and preservation (See pg 57, SPECIAL SITES).

G. HOUSING

1. HOUSING CHARACTERISTICS AND FORECAST

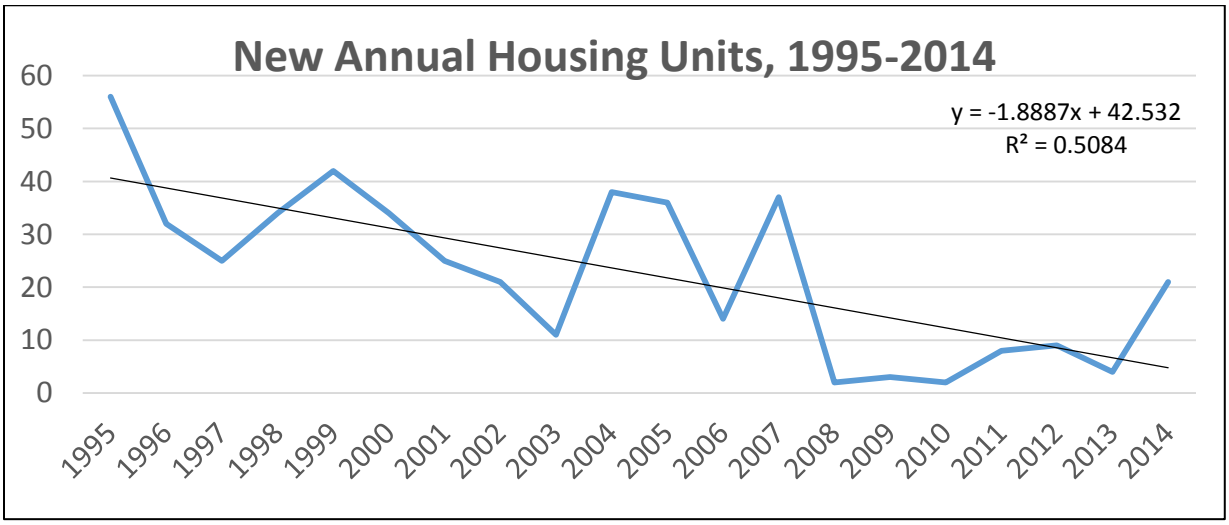
Sun Valley's housing stock primarily consists of two types of units: those occupied by year-round residents and those occupied part-time by either second-homeowners or seasonal and recreational renters.



SOURCE: U.S. CENSUS BUREAU, 2010; CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPARTMENT 2015

Figure 1-6: Forecast Housing Units and Population

The population of Sun Valley declined slightly (21 persons) between the 2000 Census and the 2010 Census, but then increased by 6 individuals by the time of the 2014 American Community Survey data. The number of new housing units, however, paints a different picture entirely: since 2008, the city has added 49 new single family and multifamily units.



SOURCE: CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPARTMENT 2015

Figure 1-7: New Annual Housing Units, 1995-2014

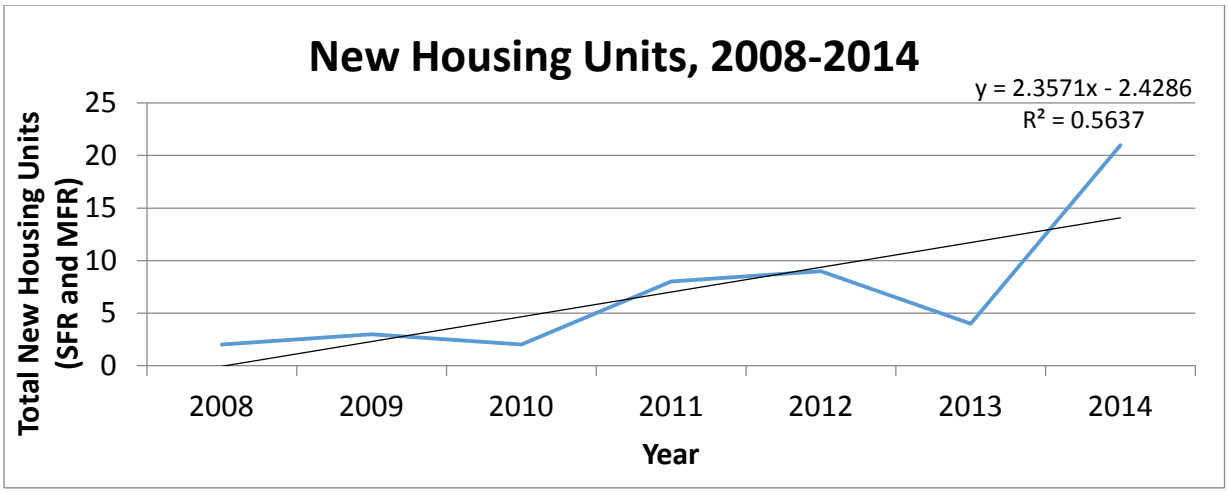


Figure 1-8: New Annual Housing Units, 2008-2014

Given the impact of the recession, a straight-linear model of estimation is in appropriate. Modeling from zero new units constructed in 2008 forward to 2014 with 21 new permitted units, we can estimate approximately 3 new single family homes and 16 multi-family units per year. Estimates will vary by market conditions and available land. Sixty new multi-family and thirty-two single family units can be constructed in the Prospector area, while the White Clouds area has almost three dozen units scheduled to come online within the next five years.

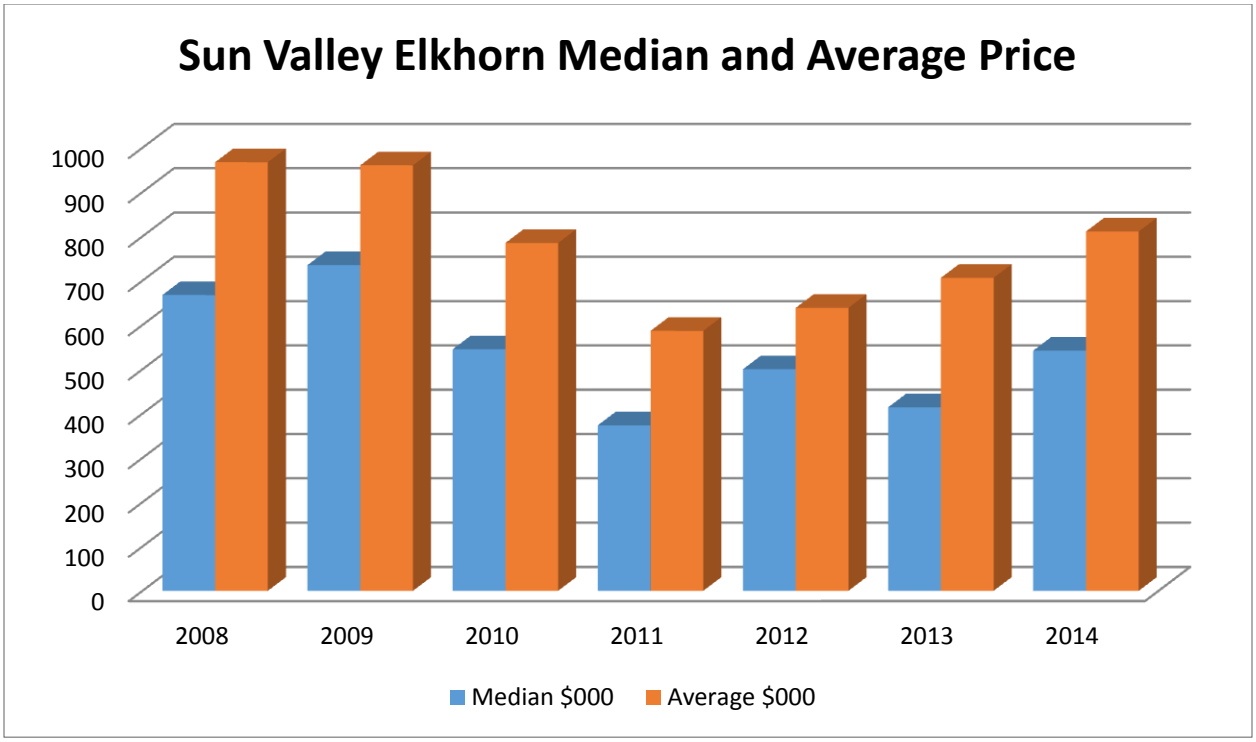
While it may seem counterintuitive that population could be stagnant or decreasing while 157 new units are added every decade, a vast majority of new homes are being purchased by second-home owners; changing demographics and rising prices will result in the retiring population eventually being replaced by more absentee and part-time owners. While the City's revenues will rise with the increase in total assessed value, the vibrancy of the community will likely diminish.

Sun Valley's part-time, second homeowner or seasonal/recreational, housing component is indicative of the national, multi-billion dollar second home market, a market demand that is not expected to peak in the near future. Many of these households consist of individuals seeking lifestyles, amenities, and exceptional settings like those found in Sun Valley. The City should consider actions which will ensure a strong full-time residential component in support of a vibrant, sustainable community. As the demand for permanent and second homes continues to grow, the demand for service workers can also be expected to increase significantly.

2. WORKFORCE HOUSING

For the past three decades, the affordability of housing in Sun Valley has become particularly difficult to address because of the limited housing stock and the increasing scarcity and rising price of available land. Affordable housing is defined as housing that requires no more than 30 percent of a family's annual household income to rent or purchase. Using the research of the Blaine County Housing Authority (BCHA), Sun Valley defines affordable workforce housing in the City of Sun Valley as housing

(both rental and owned) for households earning between 60 percent and 120 percent of the area median income.



Source: Sawtooth Board of Realtors

Figure 1-9: Sun Valley Real Estate Sales Data

According to the 2000 Census, 37% of Sun Valley's residents were "cost burdened" by mortgage payments or rents (i.e. paying more than 30 percent of their total household income), even with 55 percent of this group earning over $50,000 per year. Those households paying a disproportionate share of their income for housing tended to be between 35 and 54 years of age. Based on the 2014 median home sales price of $460,000 in Sun Valley, the income required for affordability is almost $107,000 per year; based on an average sales price of $735,000, the income required for affordability is over $169,000.

During the past ten years, traditional middle class households, such as mid-level managers, small business owners, school teachers, law enforcement officers, and medical workers, increasingly have become "priced out" of the Sun Valley housing market. This loss of affordable housing stock in Sun Valley and the north valley has made it difficult for local businesses to attract and retain employees. The Sun Valley Resort provides housing for approximately 40 percent of its high-season employees (486 beds in one-bedroom, two-bedroom and studio units). While this is a significant contribution to workforce housing as it relates to the ability of the Resort to attract service personnel, a large percentage of the total workforce lives outside the boundaries of Sun Valley in order to afford housing. This has resulted in increased traffic congestion on Highway 75 and long distance busing of employees from Twin Falls and Shoshone.

During the preparation of the 2005 *Update,* the importance of providing for a sufficient mix of affordable workforce housing became a continuous planning theme. By working together with other local jurisdictions on a regional basis and in partnership with the private sector, the provision of workforce housing should help to provide a more sustainable economy and contribute a substantial long-term benefit to the community.

In April, 2005, as a part of a multi-faceted approach, the City of Sun Valley enacted two workforce housing ordinances related to mandates on affordable housing in all zoning districts. Due to legal concerns over the repeal of similar regulations in McCall, the city repealed both ordinances in 2008 and has not replaced them in intent or scope since that time. The City's current affordable housing efforts include annual payments, from the General Fund, to the Blaine County Housing Authority for the management of affordable units within the City; additionally, the City requires set-aside affordable housing in the Commercial Core zoning district, in an amount equivalent to typically 5% of the development of the site.

The economic downturn drastically reduced the appearance of a need for affordable housing. As conditions improve, the City should continue to explore opportunities to provide affordable housing within the community, as well as contribute to regional housing initiatives. As affordable housing and traffic impacts are substantially linked, the City should also promote the expansion of the transit system to reduce the impact of "down-valley" commuters, who live as far away as Shoshone and Twin Falls for housing affordability but travel to Sun Valley for work.

H. PUBLIC SERVICES, FACILITIES, AND UTILITIES

Informed land use decisions require consideration of the impacts of development on the existing infrastructure and the ability to extend adequate level of public service to growth areas. The strategic provision and location of public facilities and services are effective means for creating a desired pattern of growth in the City.

1. WATER

The domestic and irrigation needs of Sun Valley are met primarily by the Sun Valley Water & Sewer District (District). The District's water supply is provided by ten groundwater wells. Six wells are located along Trail Creek and provide water for the Sun Valley Village and most properties located in the Trail Creek Drainage. Four additional wells are located near the Big Wood River and supply water to the Elkhorn area, St. Luke's Hospital, and McHanville. A fifth well along the Big Wood has been assigned a water right and will be developed by the District in the near future. Currently the District is capable of producing 11 million gallons per day (m.g.d.) of domestic water supply. Daily usage runs from 1.5 m.g.d. in the winter to 8.9 mgd during irrigation season. Average demands on the water system are between 2.3 and 2.4 m.g.d., and are driven by seasonal population peaks. The incorporated area of the City of Sun Valley accounts for 95% of the District's usage and the remaining 5% is delivered to unincorporated Blaine County parcels. The City of Ketchum provides domestic and irrigation waters for the Weyyakin subdivision within the City of Sun Valley.

The District's wastewater reuse system pumps treated wastewater uphill from the plant to a reservoir above the Elkhorn Golf Course. The system was brought on line in September 2014, at the end of the irrigation season, delivering approximately one million gallons each month in September and October. In 2015, a wet May 2015 saw usage of only four million gallons, with June consumption up to 15 million gallons. As currently operating, the Elkhorn Golf Course is the only customer on the District portion of the system and uses approximately 700,000 gallons per day. Recycled water fire suppression hydrants have been installed in the Lane Ranch North subdivision. Potential expansion of the reuse system could include snowmaking on Dollar Mountain and Bald Mountains.

District facilities, both water and sewer, are designed to accommodate build out of the City of Sun Valley. The future price of irrigation water will be driven by the Idaho Department of Water Resources Conjunctive Management, and the cost of mitigation to senior water right holders.

Prior to approval of development applications, the City of Sun Valley requires proof of water availability from the SVWSD for domestic and irrigation purposes. The City should evaluate the need to more fully document water availability, including water rights, storage and distribution capacities for new development applications, and for anticipated build-out. As water availability becomes a growing concern, the City should continue its level of involvement in SVWSD matters through representation at the District Board. Additionally, the SVWSD asked the City to consider water conservation methods in planning activities to better manage water resources; the City responded by approving an ordinance limiting irrigation on single-family parcels to 22,000 square feet.

The Sun Valley Resort has senior surface water rights on Trail Creek, which are used to irrigate the White Cloud Nine, the Trail Creek Golf Course, and the majority of the Sun Valley Village. A series of ditches conveys surface water throughout the Resort property for irrigation and aesthetic purposes.

a. Water Call

In February 2015, members of the Big Wood & Little Wood Water Users Association filed delivery calls with the Idaho Department of Water Resources, alleging that upstream water users, with junior rights, were depleting surface flows to downstream users. IDWR sent notice in March 2015 to groundwater users in the north Big Wood River Valley who may be impacted by the delivery calls. The communities of Hailey, Bellevue, Ketchum, and Fairfield joined with the Blaine County School District, Sun Valley Water & Sewer District, and Sun Valley Company in preparing technical studies to study the issue in further detail. Two groundwater districts have been proposed in response to the potential need for mitigation - the Galena Groundwater District will serve the north valley communities and users, including the City of Sun Valley.

2. WASTEWATER TREATMENT

Located south of Ketchum on River Ranch Road, the Ketchum/Sun Valley Wastewater Treatment Plant is jointly owned by the Sun Valley Water & Sewer District and the City of Ketchum. The City of Ketchum operates the plant, with capital costs shared equally, and expense costs determined by metered flows from each entity. Sun Valley is currently responsible for 48% of the average daily 1.6 million gallons per day (m.g.d.) flow. Wastewater flows during peak high season can reach 2.3 m.g.d. The Treatment Plant

is designed for a peak capacity of 7.5 m.g.d., and an average annual flow of 4.0 m.g.d. The Treatment Plant has the capacity to provide for projected influent loads and flows for the next 20 years.

The wastewater treatment plant upgrade includes a new $1.5 million ultraviolet disinfection system, $2.5 million in filters to remove sufficient suspended solids and phosphorus to meet limits established by the Big Wood River Watershed Management Plan, and new aeration basins that would double existing aeration capacity. These enhancements mean that no chemicals will be present in the discharge to the river, and the addition of filtration will produce an effluent that will be a source of reuse water available for irrigation, landscaping, and snowmaking.

As mentioned in the previous section, the District has begun a wastewater reuse program, using quaternary treatment methods on effluent to allow for use in fire suppression and irrigation. Absent a reuse program, the plant simply discharges the treated effluent into the Big Wood River.

3. SOLID WASTE MANAGEMENT AND RECYCLING

Solid waste disposal, curbside rubbish, and recycling collection are provided to Sun Valley residents through a contract with Clear Creek Disposal (formerly Wood River Rubbish). Blaine County provides both the region's landfill and recycling center. The transfer station is maintained by Blaine County Solid Waste, part of the Southern Idaho Solid Waste (SISW) District. In 2003 it underwent expansion to accommodate waste from construction and demolition activities. From its mid-valley location in Ohio Gulch, waste is transferred to the Milner Butte Landfill near Jerome, Idaho. Most recyclables are transferred to the Twin Falls Recycling Center in Twin Falls, Idaho while others are used directly in the community. As of February 2015, 604 households and 34 multi-family or business customers participated in the "curbside" recycling program.

In 2005, the County formed a regional planning group of local jurisdictions to evaluate the opportunities, trade-offs, and costs of a more coordinated recycling program targeted at reducing landfill hauls. The City understands the ongoing and evolving nature of waste reduction and recycling and anticipates the evaluation of plans to reduce residential and commercial waste generation. Further, the City encourages recycling those homes slated for replacement by new home construction. The Building Materials Thrift Store, a non-profit organization that is affiliated with the Wood River Land Trust, leads the effort on behalf of interested homeowners wishing to preserve and recycle natural resources.

ARCH was successful in the recycling and reuse of three single-family homes; the non-profit housing agency is also in possession of three additional homes awaiting sites in the valley for relocation.

4. PUBLIC SAFETY

a. Sun Valley Fire Department

Established in 1972, the Sun Valley Fire Department is responsible for fire prevention, public education programs, fire code inspections, and code enforcement. The department staffing consists of a fire chief, assistant fire chief, training officer, fire code enforcement officer, two full-time firefighter/EMTs and 27 paid on-call firefighters. Department firefighters are qualified to respond to various back-country and avalanche rescue demands. The Department has mutual aid agreements with other area fire

departments as well as the USFS and BLM. The City currently has two fire stations, one located at the intersection of Elkhorn Road and Dollar Road and another at the intersection of Arrowleaf Road and Morningstar Road. Ambulance transport and Advanced Life Support services for Sun Valley, Ketchum, and the north Blaine County area are provided by the Ketchum Fire Department and funded by the Blaine County Ambulance District.

Prior to 1972, firefighting in Sun Valley was handled by the Sun Valley Fire Brigade of the Railroad (Union and Pacific Railroad). Today, the Sun Valley Fire Department is capable of rapid response times and maintains a system of hydrants spaced at intervals of approximately 250 feet within developed areas within their 19-square-mile jurisdiction. Firefighting equipment includes one tanker, two class-A pumper trucks, a wildfire brush truck, a ladder truck, a Special Services Unit vehicle, a mobile air supply support truck, and command vehicles for the Chief and Assistant Chief. The Ketchum Fire Department maintains three four-wheel drive ambulances in two locations to best meet the needs of the communities they serve, including Sun Valley.

Designated as a "community at risk" for wildfires because of its topography and proximity to volatile fuels, Sun Valley has taken measures over the past several years to reduce fuel hazards in urban interface areas, including wild lands brush management and roofing material regulations. Continued efforts to improve the fire safety of the City will include consideration of new construction to have non-combustible exterior finishes, landscaping limitations, and additional setbacks in high wildfire hazard areas. In January 2014, with fire safety in mind, the City amended the Building Code to prohibit wood shake roofs on new construction or re-roofing projects.

b. Sun Valley Police Department

Law enforcement is provided by the Sun Valley Police Department with offices in the Municipal Complex located at the intersection of Elkhorn Road and Dollar Road. The department includes the Police Chief, Assistant Police Chief, ten sworn officers, and a deputy clerk. Mutual aid agreements with the City of Ketchum and Blaine County provide needed backup, jail services, dispatch, communications, narcotics enforcement and critical incident assistance. The Police Department provides services to a local population that can range from 1,000 to 10,000 people, depending on the season. It provides such public services as crime prevention presentations and annual bicycle safety training and participates in various special teams such as the Critical Incident Response Team, Narcotic Enforcement Team, and the Child Abuse Response Team.

The first law enforcement officers in Sun Valley were Special Agents for the Railroad (Union and Pacific Railroad). For the first 25 years, Railroad Special Agents were responsible for law enforcement. In 1972, separate offices for City Hall were designated and full-time staff was hired. A Chief of Police and five special agents became the City of Sun Valley's first police department. Over the years, the role of law enforcement changed dramatically. In 1972, when the City had few year-round residents, the department served as a security force; during the growth period of the 1980s, the department's role changed to that of a professional police department.

c. Public Safety Staffing

Over the past decade, the rapidly increasing cost of residential housing has resulted in the displacement of police officers and volunteer firefighters to neighborhoods distant from the City. The Fire Department has identified the shortage of affordable housing as the greatest challenge facing it. The City of Sun Valley is aware of the crucial need to locate essential public safety personnel within rapid response call zones and has initiated programs intended to provide for a mix of essential workforce housing.

5. CITY FACILITIES

The City of Sun Valley has 10 full-time and 3 part-time employees, not including the Fire and Police personnel. The City maintains its municipal services at 81 Elkhorn Road. Police and fire services share the facility with administration, street, and community development services; Council Chambers are also located in this building, while street maintenance vehicles are stored and serviced in an adjacent building. The current site offers limited capacity for facilities expansion, should additional services be required. For example, sand storage for use by the winter road crews is currently located at The Community School's Sagewillow Farm in Elkhorn. Suitable permanent locations for facilities expansions to address any additional future services (e.g. fire stations, recycling facility) and for a city yard facility (operations, sand, plows, trucks, and other storage needs) will need to be identified.

The Ketchum Cemetery Maintenance District is a taxing authority in the region and operates a facility on Main Street, just south of the Bigwood Golf Course and north of Knob Hill. Certain properties within the Morningstar, Weyyakin, and Lane Ranch subdivisions are assessed for the cemetery district, and the remainder are not. Properties which are assessed by the district are eligible for substantially reduced rates for burial lots.

6. RECREATION

The City currently has one park site of five acres (known as the Meadows Parcel) located on Sun Valley Road near the City's southern boundary with Ketchum. Currently undeveloped, the City's plans for use of the Meadows Parcel are not yet decided; however, this park area offers significant benefits to the City and should be identified on the Future Land Use Map. With the *2015 Update*, the Festival Meadows has been designated as Recreational as opposed to the previous designation of Public/Quasi-Public.

A primary recreational amenity is the eleven miles of paved multi-use, non-motorized path system which runs throughout the City on a combination of City-owned right of way and private property. The City will coordinate with Blaine County Recreation District and other partners (such as the Sun Valley Community Trails group) to develop an integrated recreation system to link neighborhoods and neighboring communities to open space, trails, parks, and other non-motorized recreational amenities and services for hiking, biking, and nature walks. Where appropriate, parking for recreation will be located in areas that minimize impact of vehicular travel and disperse usage throughout the recreational system.

Recreational amenities in Sun Valley add significantly to the quality of life and serve a healthy, athletic, and vigorous population of residents and visitors. While our recreational amenities (e.g., ice rinks, swimming pools, golf courses, ski facilities, sports fields, children's playgrounds, Nordic ski tracks, tennis

courts, gun club, and the extensive, park-like grounds of the Sun Valley Resort) are all privately owned and managed, historically these facilities have remained open and welcoming to the public. In 2004, the Elkhorn golf course was privatized but continued to provide a limited number of public access passes through a contract with the City. The sale of the Elkhorn Golf Course to the Sun Valley Resort in 2010 did not affect the contracted limited public access pass policy. The City should continue to work closely with the Resort and other owners of recreational amenities to ensure that, where practicable, all current and future recreational offerings remain open to the public.

The Sun Valley region received certification as a United States Olympic Committee (USOC) training site for cross-country skiing in 2013. In 2015, the Sun Valley Ski Education Foundation received certifications as an Olympic and Paralympic training site for all five snow sports: nordic skiing, alpine skiing, freestyle skiing, freeride skiing, and snowboarding.

One of the City's primary strategies to ensure public access to open space (across public and/or private property) for recreational use of trailheads and trails is to conserve open space in perpetuity through permanent easements. The City plans to coordinate with the Sun Valley Resort to preserve approximately 1,500 acres of Resort-owned land as permanent open space, including the pasture along both sides of Sun Valley Road (Penny Pasture), a 0.5-acre parcel at the end of Fairway Road, the Ruud Mountain chairlift, Trail Creek, Prospector Hill, and selected ridgelines and steep hillsides. The City also plans to develop a partnership with the Sun Valley Elkhorn Association (SVEA) to designate and protect common open lands as permanent open space. Additionally, coordination with federal and state agencies that manage public lands adjacent to the City's north, east, and south boundaries is integral to the comprehensive effort of open space conservation.

The Sun Valley Summer Symphony, featuring over 100 professional musicians, resides in Sun Valley for two weeks each summer, bringing together thousands of classical music lovers to hear free concerts on the lawn at Sun Valley Resort; since 2008, the performances have occurred in the new Pavilion. The Sun Valley Writer's Conference, the annual Wellness Festival and the annual fall Swing'n' Dixie Jamboree expand the cultural menu for guests and residents. The City of Sun Valley enjoys the remarkable facility and literary collections of the Community Library. Located in Ketchum, the Library is a non-profit organization supported entirely by charitable donation and is open to everyone. A United States Post Office, providing general delivery and postal box service to approximately 2,200 customers, is located in the Sun Valley Resort mall with a satellite facility in the Elkhorn village; currently, mail delivery to City addresses is not available.

7. SCHOOLS AND LIFELONG LEARNING

Area public schools are administered by the Blaine County School District, serving students living in Bellevue, Hailey, Ketchum, Carey, and Sun Valley.

Blaine County School District #61 serves the public school needs for the City of Sun Valley. Although located outside the city, these schools are: Wood River High School (Hailey), Wood River Middle School (Hailey), and Hemingway Elementary (Ketchum). Several private pre-schools and kindergartens, including a Montessori school, operate in Ketchum and Hailey. The College of Southern Idaho, with its

main campus located in Twin Falls, operates a comprehensive satellite program in Hailey and offers Associate of Arts degrees and adult education courses. The City of Sun Valley supports the goal of providing a high quality student educational system and is committed to evaluating the future facility and operating needs of schools as growth materializes.

The Community School, a small private college preparatory school located in Sun Valley, enrolls approximately 325 students in grades pre-K through 12. The school entrance is on Dollar Road across from Sun Valley Lake. Facilities include a gymnasium, 220-seat theater, and two regulation soccer fields in Elkhorn, all available for community use. The City values The Community School and appreciates the benefits it brings to the region's children and the cultural and educational programs it provides to the greater community. The City desires to work in partnership with the school and private property owners to meet the school's future needs for land, facilities, parking, transportation, student boarding, and workforce housing as its student population grows. In 2014, the Community School received approval for a long-range master plan which will increase the number of buildings on campus and facilitate more enrollment.

8. PUBLIC HEALTH

The health service needs of the Sun Valley community are served principally by St. Luke's Wood River Medical Center, a private not-for-profit organization. It is located in Blaine County on Highway 75, approximately 1/4 mile south of Sun Valley. St. Luke's, which opened in 2001 and is a full-service facility with 24-hour emergency care, is one of the Wood River Valley's largest employers. The City should work with St. Luke's to ensure that medical support services are available for the community and that housing is available for essential medical staff in both the immediate- and long-term time frames. South Central District Public Health, a State of Idaho agency, maintains a primary clinic in Twin Falls with a satellite clinic and office in Bellevue with a staff that includes nurses, environmental health specialists, and a nutritionist; appointments are available on a limited basis and provides public immunizations as well as health services for WIC program participants.

The Hunger Coalition, a valley-based non-profit, has been seeking to increase food security for Blaine County residents through a variety of programs, including a Community Food Needs Assessment. While a city with such a high median income as Sun Valley may not appear to have food security issues, many people employed within our community are struggling to put food on the table: the county as a whole has as many as 13% of residents without adequate access to healthy food or the recommended daily allowance of calories and nutrients.

9. UTILITIES

With the number of new homes expected by the year 2030, and the subsequent need for additional housing and related services, the City's utility needs will increase substantially. To accommodate this growth, Idaho Power Company, Intermountain Gas, and communications service providers are expected to increase services to the area as necessary. Where possible, the City of Sun Valley plans to coordinate with Idaho Power to relocate power lines underground in areas of high visual impact and to partner with appropriate utility providers to extend services where growth occurs.

a. Telecommunications

CenturyLink provides land line telephone and internet service. Cox Communications has a franchise to provide cable television and broadband internet services in the City.

The City is also home to, or adjacent to, a number of wireless communications facilities, including at the top of Dollar Mountain, atop the Sun Valley Water & Sewer District reservoir near Sage Creek, near the Harker Center, and at the Sun Valley Lodge. A web search of the area using the Federal Communications Commission (FCC) mapping service reveals only one tower which meets their permitting requirements; the remainder predate their rulemaking or are too small to necessitate approvals from other agencies. the City adopted a Wireless Communication Facility ordinance in October 2006 (Ord.#382). Providers Verizon and AT&T maintain a service presence in the area, and through partnership agreements, other carriers may utilize their networks.

b. Gas

Intermountain Gas, Inc., supplies the city of Sun Valley, and the rest of the Big Wood River Valley, with plumbed natural gas.

c. Electricity

Idaho Power Company provides electrical service to Sun Valley. While there are no power generation facilities in the area, power is delivered to the community via a main transmission line that runs over the Elkhorn section of Sun Valley and Dollar Mountain to a distribution substation in Sun Valley. Idaho Power completed the Wood River Electrical Plan in 2007 and then amended it in 2011. The plan underscores the vulnerability of Ketchum and Sun Valley to outages along the aging Hailey-Ketchum line, primarily due to the inaccessibility of the line during weather events; the plan further states the need for the new Wood River to Ketchum underground line. The plan also mentions the likelihood of undergrounding about two miles of the existing Hailey to Ketchum line, in the Juniper Springs area, during the line's inevitable reconstruction.

The Hailey-Ketchum transmission line went down on Christmas Day 2009 for 24 hours due to heavy fog and subsequent current induction. The loss of power affected residents in Sun Valley and Ketchum, closing chairlifts at the Resort, and bringing the city to a halt at one of its traditionally busiest times of the year.

The replacement of the aging Hailey-Ketchum transmission line, through East Fork and Juniper Springs, will necessitate a six to nine month repair timetable during which the line will be down for substantial periods of time. Idaho Power, at the behest of the Ketchum Energy Advisory Committee, has begun permitting for a redundant line running underground along the bike path from near St Luke's Wood River Hospital to the substation at the city boundary between Sun Valley and Ketchum. Idaho Public Utilities Commission statues require that any undergrounding of utilities due to city ordinances be funded by the impacted cities and not the ratepayers. The additional cost of undergrounding has long been the hurdle to getting the redundant line through Ketchum.

Figure 1-10: Wood River Electrical System

The City should continue to investigate and encourage opportunities for renewable energy (e.g. solar, wind), energy efficiency programs, and alternative clean energy sources in the City and region.

I. TRANSPORTATION

Transportation – the system of roads, paths, parking, transit, pedestrian, and bicycle facilities and services - frequently defines land use development patterns and is a strong contributor to the very culture of a municipality. In resort towns, a seamless, efficient, and clean transportation network is often prioritized to meet the expectations of visitors and the needs of residents.

The *1997 City of Sun Valley Transportation Plan* (*1997 Transportation Plan)* provides the framework for shaping the city's transportation service. In support of the *1994 Update,* which emphasized that Sun Valley should be pedestrian- and bicycle-oriented, the *1997 Transportation Plan* identified the development of a multi-modal transportation system that reduces dependence on private automobile use and offers opportunities for greater reliance on pedestrian, bicycle, and mass transit modes of travel as an important step toward maintaining Sun Valley's quality of life. The following summarizes the contents of the *1997 Transportation Plan* and provides a brief description of current conditions and future trends.

The Transportation Plan is currently being updated to identify future funding and maintenance needs.

1. STREET NETWORK

The city is served by one major highway, State Route 75, which forms the western boundary of the southern portion of the town. The principal streets within the city are Sun Valley Road/Trail Creek Road, Saddle Road/Dollar Road/Elkhorn Road, and Morningstar Loop. There are 19.8 miles of paved street centerlines within the City and no unpaved public streets.

In 1995, the City approved a bond for reconstruction of, or improvements to, all streets maintained by the City; in 2005, additional funds were secured to improve Fairway Road and Paintbrush Road. Today, all City-maintained streets operate at acceptable levels of service and comply with City street standards. Additionally, Sun Valley Road, a collector street, is maintained by Idaho Department of Transportation while other private, non-conforming streets within city limits are maintained by the homeowners. For example, some private roads are used as entrances into condominium complexes or private facilities such as The Community School, while other roads function as internal street networks for residential subdivisions, such as the Lane Ranch subdivision.

The *1997 Transportation Plan* identified specific improvements for roadway capacity, including intersection and entryway improvements; it further required development applications to integrate into the existing roadway network in a manner that avoids producing increased congestion and that maintains the character of the community. The plan set out improvements for alternate travel modes, including transit stops, bike lanes, and sidewalks. The plan also recommended that comprehensive transportation studies be completed by new development applicants to address potential traffic volume issues.

The *1997 Transportation Plan* prioritized the thoughtful design and enhancement of the City's gateways to improve safety, to strengthen the community's image, and to help visitors find their way. Scenic pullouts were listed as a safety need and as a visitor amenity. Streetscape and signage standards were recommended to unify elements of the transportation system.

In 2011, the idea of a long-range capital improvements bond in the amount of $17 to $20 million was considered, and then failed, leaving the city with a shortfall for long-range capital projects such as a new fire training facility, a new streets maintenance facility, and additional city infrastructure. The 2015 Transportation Plan will explore funding requirements and options for transportation infrastructure improvements.

2. SIGNAGE AND WAYFINDING

The City's roads, paths and developments have a wide assortment of safety, locational, directional and other signage in place. The Resort, tourist and second home owner based community of Sun Valley requires clear and up to date signage and the implementation of way finding measures to facilitate transportation and recreational opportunities. There is no welcoming signage at the southern entrance to the City at the intersection of Elkhorn Road and Highway 75. There are two inconsistently styled wayfinding signs immediately at the intersection of Sun Valley Road and Dollar Road, and then none anywhere else in the town.

Coordination of signage of all types is encouraged among the City, Sun Valley Company, Sun Valley Elkhorn Association, existing and future developments, and other regional cities and agencies to ensure complimentary functionality of signs and markings while minimizing confusion and visual sign pollution.

3. PATHS AND TRAIL SYSTEM

A key component of the area's transportation system, Sun Valley's paved pathway system is a well-used, recognized benefit for pedestrians, bicyclists, rollerbladers, roller skiers, and joggers. With the primary

pathway system completed, the *1997 Transportation Plan* recommended that a secondary pathway system be developed to promote greater pedestrian and bicycle travel along less heavily traveled streets in the City. While this proposal is currently unfunded, opportunities exist to expand the path system and connect to open space areas and other trail systems. With the support of trail management groups, the City can identify and obtain permanent access easements for recreational trailheads, trails, and parking. Hiking, horseback riding, and mountain biking trails are found on virtually all the hills and mountains throughout the City, often traversing private property and homeowner association lands. At this point, a secondary recreation trail system is needed to connect neighborhoods, open space, and public land while minimizing impacts and trespassing concerns to private property owners.

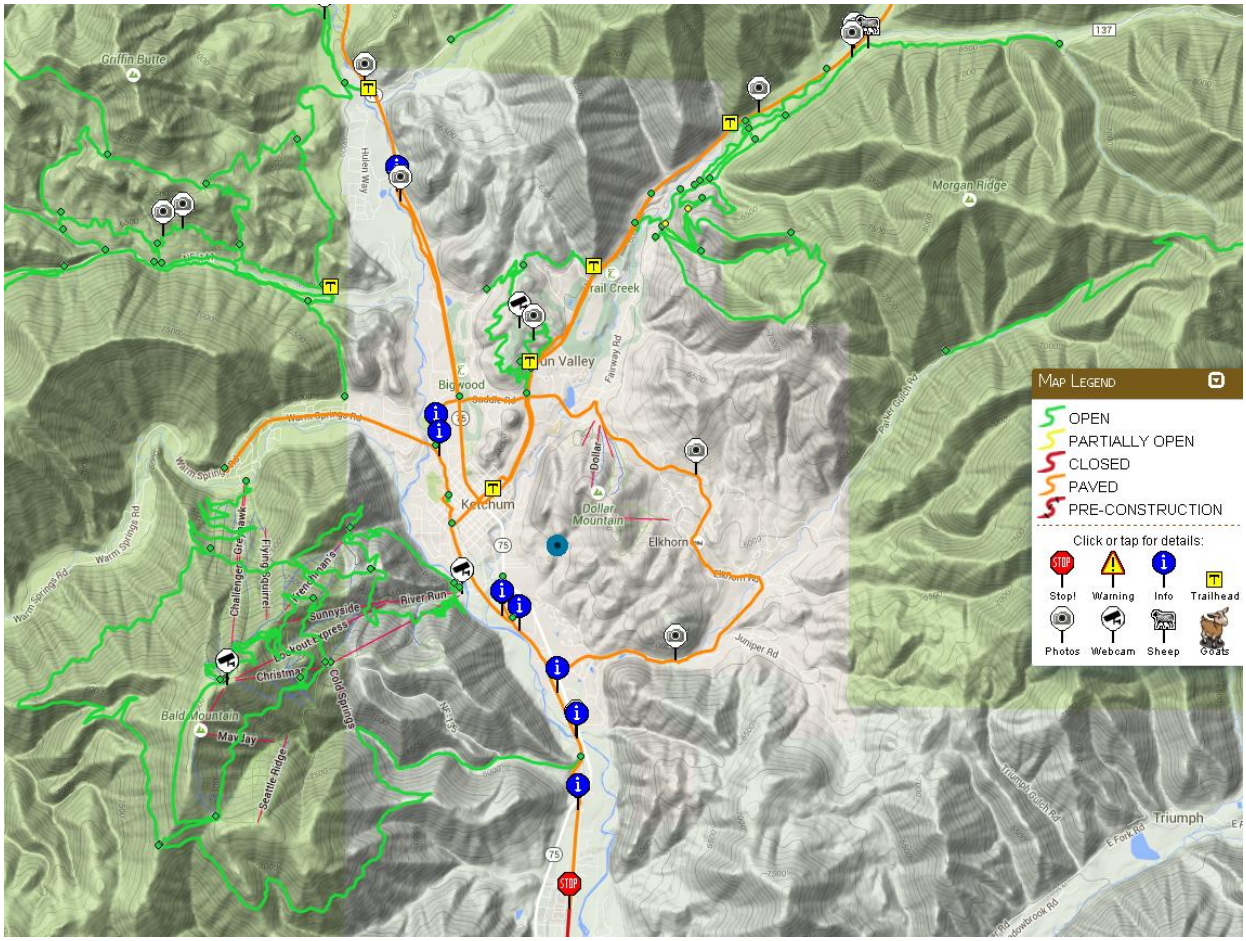


Figure 1-11: Blaine County Recreation District Trails Map

Pathway improvements and reconstruction have occurred to the paved path along Elkhorn and Dollar Roads, Village Loop, Morningstar Road, and Sun Valley Road. Sun Valley has completed the primary path system as outlined in the 1983 *Sun Valley Trails* plan. The City's eleven miles of paths connect to those of the City of Ketchum as well as the Wood River Bike Path, connecting the North Valley with Hailey. Mountain bike trails and hiking trails extend above the White Clouds Golf Course and on Proctor Mountain.

4. PARKING

Parking facilities within the City of Sun Valley are provided by "activity generators", (e.g., commercial, recreational, and cultural activities, etc.). The largest and most frequently used parking lots are those in the Sun Valley Resort/Village Core. On-street parking is discouraged and, except for brief periods during residential construction, is rarely a traffic safety issue. The *1997 Transportation Plan* proposed that the City develop strict parking standards as part of design reviews and plan approvals; parking standards were adopted in most zoning districts and for most uses in October 2006 (Ord#382).

Parking for construction equipment and contractors working on projects must be addressed by a Construction Management Plan, typically submitted to the Community Development Director at the time of building permit application or preliminary plat approval.

5. BUS TRANSPORTATION

Mountain Rides is the comprehensive provider of public transportation programs within Blaine County and adjacent communities including fixed route bus, commuter bus, demand response van service, vanpool, rideshare, and bike and pedestrian programs. Mountain Rides is a public agency, established as a Joint Powers Agreement, of which Sun Valley is one of the partners. Formed in 2007, it combined three separate organizations (Ketchum Area Rapid Transit, Peak Bus, and Wood River Rideshare) into a single provider of all public transportation options in the Sun Valley area.

Mountain Rides transit services include free Town Routes in Ketchum and Sun Valley, a fare based commuter Valley Route that runs the length of the Wood River Valley, a Hailey Route, and commuter vanpool with 15 routes that originate in the Shoshone and Twin Falls areas. Other Mountain Rides programs include a bike share launched in 2015, a Safe Routes to School program, public education and outreach, and other transportation planning services.

The Mountain Rides Joint Powers Agreement currently includes the cities of Ketchum, Sun Valley, Hailey, and Bellevue, as well as Blaine County, as signators. The JPA is valid for four years and has been extended once in 2011 and is due to be extended again in October of 2015. The Mountain Rides' JPA establishes an eight member board of directors that is comprised of representatives appointed by each city and the county as well as one at-large seat. Ketchum and Sun Valley each have two seats and Hailey, Bellevue, and Blaine County each have one seat. The board members currently include Mark Gilbert, Board Chair (Sun Valley); David Patrie, Vice Chair (Blaine Co.); Steve Wolper, Secretary (at-large); Michael David (Ketchum); Kristen Derrig (Ketchum); Susan McBryant (Hailey); Joe Miczulski (Bellevue); and Jane Conard (Sun Valley).

The board sets strategic direction, budget, policies, and high level goals, as well as approving the budget and managing the Executive Director. The Executive Director and staff are responsible for carrying out the direction of the board.

Mountain Rides installed six bus shelters within the city and has plans for more as funding becomes available. A informal bus transfer center at the Sun Valley Resort allows riders to transfer between the Blue Route and the Valley Route; funding availability may result in improvements to the area, including shelters and automated bus arrival information. The proposal for a downtown Ketchum Transit Center

has been scrapped, leaving north valley riders to wait for transfers outdoors, on sidewalks and in other public places.

The Sun Valley Resort operates its own winter skier bus service from the Resort village to Dollar Mountain/Elkhorn, Warm Springs, River Run, and Bald Mountain ski areas. Also under contract with Sun Valley Resort, the privately owned Sun Valley Express provides daily commuter service for Resort employees from outlying communities as distant as Twin Falls. Sun Valley Express and Sun Valley Stages provide high-season daily roundtrip bus service between Sun Valley and the Boise air terminal.

In addition to the public and private transit systems, Blaine County School District #61 operates buses during the school year, transporting elementary, middle school, and high school students throughout the County. The Community School also offers a student bus from Hailey each morning, returning to Hailey after classes each afternoon.

6. TRANSPORTATION CORRIDORS

The Idaho Transportation Department's *Highway 75 Corridor Study* estimated 9,000 persons commute daily in 1998/1999 between their homes in Bellevue/Hailey and their work in Sun Valley/Ketchum (Appendix, Table A-9). The 2001 *Timmerman to Ketchum EIS Origin-Destination Study* found 40 percent of these commuters indicated an interest in public transit. The *2005 Blaine County Transit Development Plan Concept, 2005 – 2010* found that only 17 percent of the work trips are considered short (three miles or less) and over half of the commuter trips in the highway corridor were to work destination in Sun Valley and Ketchum. About 11 percent of highway travelers are commuters who live in the Shoshone and Twin Falls areas, 50 to 80 miles from their work in the Blaine County area.

The comprehensive plans of Ketchum, Sun Valley, and Blaine County, and ancillary transportation studies and other regional plans recommended valley-wide mass transit system for commuters, residents, and tourists. Each plan identified the need to reduce the number of single occupancy vehicles and the total number of vehicle trips, and recommended the development of alternative modes of transportation.

In the spring of 2005, the Idaho Transportation Department announced funding to complete the widening of Highway 75, north from the intersection at Highway 20 to Ketchum. In 2013, additional lanes were added from north of Hailey to McHanville; one of the bridges over the Big Wood River will be replaced starting in 2016. Local jurisdictions see the opportunity to create high occupancy vehicle (HOV) travel lanes and thus reduce traffic congestion. In May 2005, Blaine County invited all Wood River Valley municipalities, Carey, the Blaine County School District, KART, Wood River Ride Share/Peak Bus, and the Sun Valley Resort to participate in a regional planning group to prepare a unified transportation plan. Group participants agreed that: a) a successful transit system depends upon providing increased service; b) new behaviors that accept transit as the primary mode of transportation can be adopted; and c) a sustainable and equitable funding mechanism to support regional mass transportation improvements and operations can be developed. Analysis of a transportation link that originates at River Run and serves downtown Ketchum and the Sun Valley Resort core will be a critical ~~a~~ part of the mass transit planning effort.

Visitors and guests expect successful western resorts to maintain a seamless and sustainable multi-modal transportation system and that the resort environment will be free of pollution, traffic congestion, and parking problems. With these expectations in mind, traffic volumes should be reduced and residents, guests, and visitors should have options for transportation needs. The adopted *1997 Transportation Update* emphasized the need for land use planning and public funding to support an integrated system in which the automobile plays a smaller role in the lives of Sun Valley residents and visitors. In designing a transportation system for Sun Valley, consideration should be given to improving the ease of use, creating less dependence on personal vehicles, providing safe and convenient alternative modes of transportation, and reducing negative impacts on air, water, climate, and visual quality. This could include reducing the amount of surface area devoted to parking automobiles, creating clustered developments with convenient access to mass transit and linkage to path and trail systems, and adding bus shelters to facilitate mass transit usage.

To meet present and growing transit demands, the City of Sun Valley encourages pedestrian and bicycle travel and increased transit use, both locally and regionally; promotes full integration of the paths and trails into the transportation system; and supports consideration of a gondola that has been proposed by the Resort to serve Dollar and Baldy mountains from the Resort property. The feasibility of a trolley service from the Resort to Ketchum may also be evaluated. Furthermore, Sun Valley should cooperate with Ketchum to minimize traffic congestion in the Ketchum commercial district.

7. AIR TRAVEL

Sun Valley is served by Friedman Memorial Airport which is located twelve miles south in Hailey on 211 acres. State Highway 75 abuts the eastern edge of the airport. Ground transportation between Sun Valley and the airport is provided by commercial taxi service, private and rental vehicles, and Sun Valley Resort shuttles. The airport has undergone a series of improvements to the terminal and airside facilities after a two-month closure in early 2015.

The Friedman Airport is functional but operationally limited in its present location: planes can only land during tailwinds of less than 20 knots and only from the south. Due to the peculiarity of the valley topography, planes often are unable to land in Hailey; up to 7% of inbound flights are forced to divert to Boise or Twin Falls, or return to their airport of origin. The airport is also geographically constrained from growing northwards by the city of Hailey, which further prevents the extension of the runway and the arrival of larger jet aircraft in the Design Group 3 category such as 737 and 757 jets. As a result, the Airport Authority Board is also studying the future possibility of relocating the airport, but there are few optimal locations and most are south of the Big Wood River Valley, resulting in an hour drive to Sun Valley. Airport relocation is also potentially stymied by environmental impacts on endangered species such as the sage grouse.

As convenient and dependable air service is paramount to the sustainable success of Sun Valley and the Sun Valley Resort, the City maintains that a Sun Valley representative be appointed to the Friedman Memorial Airport Authority Board. The City further maintains that an empowered governing body of regional partners be formed to include all stakeholders in future decision-making regarding air transport

issues. The City of Sun Valley also seeks to work cooperatively to address shared ground transportation to provide for a seamless transportation experience to and from the City and the Resort.

The Fly Sun Valley Alliance was borne of the dismantling of the Chamber of Commerce and given a separate and distinct mission: to promote air travel into the valley. With sporadic flights and inconvenient flight times, getting mid-week resort visitors was difficult; often the passengers were discouraged from visiting by a lengthy ground trip from Boise or the inconsistency of other regional airports. Without guaranteed passenger revenues, the airlines couldn't increase services to Friedman, but without increased air service, the tourist industry couldn't keep consistent schedules needed to attract the air passengers. The "1% for Air" local option tax increase pays guaranteed revenue to airlines in exchange for flight guarantees. With more consistent air service, visitors can more easily choose Sun Valley as their destination - now from major cities across the West like Denver, Salt Lake, Los Angeles, San Francisco, and Seattle.

The airport is also home to Atlantic Aviation, a fixed-base operator (FBO) serving private jets from around the world. The airport reaches capacity during the winter and during the Allen & Company annual conference in July; some aircraft are forced to drop off their passengers and then leave for another airport in the region just to park during the peak events.

8. 2015 TRANSPORTATION PLAN

In 2014, the City began updating the Transportation Plan with the assistance of Keller Associates, an Idaho-based consulting engineering firm. The Plan details very little new infrastructure installation or program creation, but identifies maintenance opportunities for the next several years. The Transportation Plan is anticipated to be complete in late 2015.

CHAPTER 2: GOALS, OBJECTIVES, & ACTION ITEMS

Sun Valley identified three organizing principles from which the goals, objectives, and action items were created:

- Preservation of community character
- Encouragement of growth and management of development in a manner that sets the highest standards
- Strategies for working with neighboring communities to resolve regional concerns

The *goals* are stated as an ideal achievement that reflects broad public purposes; *objectives* are discrete steps by which the broader goal may be achieved; and *action items* are specific statements of action (or tasks) that assist the decision making process in achieving the goals and objectives to which they relate. Together these action items create a "work plan" that guides the City in making informed decisions. This work plan is discussed in greater detail in the Plan Implementation chapter (see Chapter IV).

I. PRESERVE THE UNIQUE CHARACTER OF SUN VALLEY

> *Community character is a comprehensive representation of an area that includes the relationship between the natural and man-made environment. It addresses all aspects of the community land use, public facilities, arts and culture, education, social and economic issues and the physical and natural environment.*

Sun Valley is a special place where the breathtaking natural environment blends seamlessly with quality residential development and a four-season resort to produce a small mountain community of exceptional beauty. This unique character is the singular asset that creates a sense of awe, invites visitors and guests to return, attracts investment in real estate and secures the quality of life for its residents.

The fundamental challenge to Sun Valley in the coming decade is to preserve this community character in the face of growth and significant change. In addition to extensive existing seasonal accommodations and amenities, the Sun Valley Resort proposes development of new luxury accommodations, elegant recreational amenities, and year round activities which target discerning guests interested in longer stays, cultural stimulation, and a low-key ambiance. As beneficiaries of the cultural and recreational aspects of gracious modern living offered by the Resort, Sun Valley residents are poised to enjoy enhanced returns with these proposed additions.

Residents, planners, and elected officials are firmly committed to striking a balance between protection of the existing natural and built assets that enhance our quality of life and the responsible growth that enriches our unique "sense of place". This commitment extends to meeting high standards for

environmental stewardship and to maintaining a development pattern that retains the City's culture, history, and authenticity while encouraging and endorsing the continued success of our resort economy. This effort will continue to differentiate Sun Valley from other destination resorts and will secure the well-being of the community for generations to come.

GOAL 1: PRESERVE AND PROTECT NATURAL AND SCENIC RESOURCES, THE ENVIRONMENT, AND OPEN SPACES.

OBJECTIVE 1.1: Protect natural and scenic vistas, view corridors, and landmarks.

Action Items:

1.1.1 Continue to update all City maps with respect to visual features, open space, water resources, vegetation type, wildlife habitat, and hazardous areas.

1.1.2 Identify and map major scenic vistas, grand view corridors, and significant landmarks and continue to develop guidelines to ensure general view protection when considering new development. The identified areas for general mapping and protection consideration include, but are not limited to:

- Prominent views of Dollar and Bald Mountains
- The high, undeveloped ridges surrounding the City
- The panoramic mountain and valley views from the saddle of Elkhorn hill
- The ridge between Trail Creek and Elkhorn Valleys
- Sun Valley Road pastures (both sides of the road)
- Penny Hill
- Elkhorn Road entrance at Highway 75
- The Lane Ranch North Parcel
- Elkhorn Creek (and associated creeks and ponds)
- Bluff Parcel open space
- The Wood River Land Trust's Independence Creek Preserve open space
- Sun Valley Lake and dam
- Proctor, Dollar and Ruud Mountains
- Trail Creek

1.1.3 Coordinate with Idaho Power to relocate the power lines underground in high visual impact areas such as the Horseman's Center and where residential development occurs, including Twin Creeks. Consider various methods of payment.

1.1.4 Continue to implement appropriate building setbacks from the center line of Trail Creek Road beginning north of the Sun Valley Laundry to the City limits at Boundary Campground to maintain an adequate scenic corridor and rural transition.

OBJECTIVE 1.2: Protect wildlife corridors and critical habitats for the ongoing presence and survival of wildlife in the region.

Action Items:

1.2.1 Utilizing information from the Idaho Department of Fish and Game or, when necessary, from primary studies, require development to map wildlife activity including, but not limited to, deer and elk corridors and wintering habitats; standards for protection should meet or exceed those created by federal, state and local regulations.

1.2.2 Protect wildlife corridors, critical habitats, and urban/wild land interface areas on public and private lands through public-private partnerships, adequate setbacks, and design standards.

OBJECTIVE 1.3: Protect natural waterways, lakes, and watersheds for present and future generations.

Action Items:

1.3.1 Promote the protection of wetlands to secure their value as wildlife habitat and for aquifer recharge.

1.3.2 Determine whether current wetland mapping is up-to-date and revise as needed.

OBJECTIVE 1.4: Protect, conserve, and preserve open space in perpetuity.

Action Items:

1.4.1 Identify environmentally and visually sensitive lands on the Future Land Use Map as Open Space. Preserve key open space parcels that help establish the character of the Sun Valley area. Critical tracts of land include, but are not limited to: a) on the west side of Sun Valley Road in the Gateway, the open space land from the road centerline to at least the 2004 tree line; b) on the east side of Sun Valley Road in the Gateway from the Red Barn to the northern edge of the Horseman's Center parcel a fifty (50') foot open space area from the property line; c) from the northern edge of the Horseman's Center parcel to Dollar Road an open space area from the property line along Sun Valley Road to ten (10') feet beyond the eastern edge of the tree line foliage with an extended fan of designated open space at the Dollar Road/Sun Valley Road intersection; d) Penny Hill; e) lands along Trail Creek; f)Sun Valley Resort land at the Ruud Mountain chairlift and the end of Fairway Road; g) ridgelines, steep hillsides, and common open space lands in Elkhorn; and h) ridgelines, steep hillsides and open space lands identified in the City of Sun Valley.

1.4.2 When housing and open space/park proposals are jointly considered, housing should be clustered and the property should be planned to allow for the preservation of the most

important open space features (i.e. wildlife habitat or wetlands protection). Sites should be developed and designed with regard to the existing landscape. Buildings should be clustered and the property should be planned to allow for the preservation of the most important open spaces and natural features.

1.4.3 Educate and encourage the owners of open space lands to donate properties or easements to conservation land trusts or to the City for permanent open space protection and, when possible, maximize gift benefits to the landowner.

1.4.4 Develop a partnership with the Sun Valley Elkhorn Association (SVEA) to designate and protect common open lands within the Association as permanent Open Space.

1.4.5 Continue to work with agencies and groups, such as the Nature Conservancy Land Trust, to investigate the creation of an Open Space Fund and to explore funding options for acquiring open space, including new revenue sources such as impact fees, innovative partnerships, and bonding mechanisms. Encourage public and private land owners of open space tracts to prepare and administer management plans so that responsible stewardship of the land is maintained (such as waterways, permanent public access easements, preservation of the natural vegetation, "Leave No Trace" education, control of noxious weeds, and other potential issues).

OBJECTIVE 1.5: Safeguard environmental hazard areas from development.

Action Items:

1.5.1 Maintain Flood Insurance Maps that depict areas within the 100- and 500-year floodplain, including a map of the inundation areas associated with a potential failure of the dam below the Sun Valley Lake.

1.5.2 At regular periods, coordinate with the Sun Valley Resort to verify that the Sun Valley Lake dam is in compliance with applicable state and federal safety and maintenance requirements.

1.5.3 Require new development in or near an avalanche area, as identified on the City's Natural Hazard Map, to delineate precise boundaries and to provide necessary engineering mitigation to ensure that safe building occurs.

1.5.4 Evaluate changes to the City's landscaping ordinances in high probability wildfire hazard areas.

1.5.5 Continue an aggressive City-wide plan, in cooperation with the Blaine County –Weed Abatement Department, to eliminate noxious weeds on all public and private property in the City and the surrounding area.

GOAL 2: PROMOTE THE HEALTH OF THE AREA'S RESORT ECONOMY.

OBJECTIVE 2.1: Seek to maintain and enhance Sun Valley Resort's status as an internationally renowned year-round resort.

Action Items:

2.1.1 Provide the Sun Valley Resort with the support and partnership it needs to continue to be a distinctive year-round resort in its highly competitive industry, while maintaining the unique character of the region, protecting the natural beauty and resources of the region, and providing for the long-term needs of the City.

2.1.2 Encourage the development of Sun Valley Resort amenities and facilities that serve tourists, residents, and visitors, for the purpose of promoting the economic success of the Resort.

2.1.3 Facilitate, to the extent possible, the quality, affordability, and reliability of commercial air service to Sun Valley and the Wood River Valley.

OBJECTIVE 2.2: Promote a healthy and diverse economic base that enriches the local economy and the tourist industry.

Action Items:

2.2.1 Seek to maintain and encourage businesses and nonprofits (e.g. Community School) that offer a diverse range of services and retail sales for the needs of the tourist base and the permanent residents.

2.2.2 Support a strategic and unified marketing effort that reinforces the unique nature of Sun Valley and character of the community.

2.2.3 Recognize the role that Ketchum currently fills as the commercial center for northern Blaine County and work to uphold its continued success.

GOAL 3: FOSTER SOCIAL, ECONOMIC, AND EDUCATIONAL DIVERSITY AND PROTECT THE VITALITY AND CULTURAL HERITAGE OF SUN VALLEY.

OBJECTIVE 3.1: Provide a sufficient quantity and mix of workforce housing to retain a high-quality workforce and a diverse social and economic population of all ages.

Action Items:

3.1.1 Evaluate incentives to maximize the participation of the business community, residential developers, local governments, and nonprofit organizations to contribute to the development of workforce housing.

3.1.2 Where workforce housing is provided off site, evaluate the transportation impact and require development to mitigate increased transit demand (i.e., through mandatory park and ride, support for Wood River busing, phasing of development, etc).

3.1.3 Provide for a mix of workforce housing types, including sale and rental units, and encourage integration of units into all development zones of the City to provide for a healthy social and economic balance for the community.

3.1.4 Evaluate design guidelines for workforce housing to promote a high quality site planning and architecture that maintains the character of Sun Valley.

3.1.5 Evaluate funding mechanisms to assist with the development of workforce housing and to mitigate the transportation impacts of off-site development.

3.1.6 Pursue agreements with the Blaine County Housing Authority (BCHA) and other appropriate entities for the management of workforce housing units constructed under the development regulations and incentives of Sun Valley.

3.1.7 Monitor and update demographic data and workforce housing demand in order to appropriately meet the need.

OBJECTIVE 3.2: Maintain and enhance a wide range of recreational opportunities for residents and visitors to keep the Sun Valley experience unique and active.

Action Items:

3.2.1 Encourage Sun Valley Resort to ensure their current and future offerings of winter and summer recreation remain open to the public and are not limited to their guests. These offerings include, but are not limited to: ice skating, Nordic skiing, golf, access to Dollar Mountain/Elkhorn ski areas, and other open space use for snowshoeing, hiking, biking, and equestrian programs. Inventory these offerings, obtain needed public easements and seek use agreements as appropriate.

3.2.2 Encourage the Sun Valley Resort, Elkhorn Springs, and other property owners to expand the winter activities at Dollar Mountain/Elkhorn ski area and on their golf courses to meet the changing needs of the resort industry, such as the provision of additional skiing, snowboarding, sledding, and tubing activities.

3.2.3 Encourage the pasturing of horses and public access to equestrian amenities such as sleigh rides, horse trails, and the Horseman's Center Barn.

OBJECTIVE 3.3: Maintain and enhance the arts, educational, and cultural attractions for the enrichment and vibrancy of the community.

Action Items:

3.3.1 Support and encourage appropriate entertainment and cultural activities on the Meadows Site (City owned 5-acre parcel).

3.3.2 Partner with the Sun Valley Resort to utilize Dollar Mountain as a site for outdoor cultural activity and a large concert venue throughout the summer.

3.3.3 The Community School is an important community resource. Provide The Community School with the support and partnership it needs to continue to be a successfully educational institution and a key provider of arts, educational, and cultural attractions to meet the long-term needs of the City.

OBJECTIVE 3.4: Recognize and respect historically significant properties and landmarks within Sun Valley.

Action Items:

3.4.1 Support and work with Sun Valley Resort to protect sites of historical and cultural significance.

3.4.2 Periodically update the list of Sites of Historical and Cultural Heritage in Addendum A of the Appendix.

OBJECTIVE 3.5: Support the contributions of community-based assets to the social and economic fabric of the community.

Action Items:

3.5.1 Recognize the contribution of schools, religious organizations, and other nonprofit organizations to the richness and diversity of the community and support these non-profit organizations in resolving their need for workforce housing, facility maintenance, and expansion.

3.5.2 Foster long-term relationships with the Sun Valley Resort, SVEA, The Community School, and the City of Ketchum to continue the use of respective facilities for civic meetings, music, art and cultural events and for recreation.

3.5.3 Recognize The Community School's future needs, including lands, classrooms, sports fields, parking, and staff resident housing.

GOAL 4: DEVELOP A PLAN TO COMPREHENSIVELY MANAGE WATER RESOURCES

OBJECTIVE 4.1: Participate in efforts to encourage conservation and responsible stewardship of water and groundwater resources.

4.1.1 Continue to investigate water conservation measures for landscaping and recreational purposes, including golf course development and operations, that reduce the quantity

of water used through irrigation and evaporation technologies and, where appropriate, develop incentives to use gray and/or untreated water.

4.1.2 Cooperate with the Sun Valley Water and Sewer District Board to 1) ensure that adequate supplies of high-quality domestic water and waste treatment capacities are sufficient for current and future build-out of the densities zoned for the City, the Area of City Impact, and the region and 2) cooperating with supplemental studies, as necessary, on water quality surveys, sewer upgrades, and water conservation.

4.1.3 Conduct a specific study, in partnership with the Sun Valley Water and Sewer District, to evaluate measures to conserve water resources for existing and new developments, including but not limited to: metering, low-water landscape consumption, low-use watering technologies, gray water use, and a public education program.

II. ENCOURAGE GROWTH AND MANAGE DEVELOPMENT

The manner in which the man-made environment co-exists with its natural landscape represents community values. Every modification to that environment presents an opportunity to promote a sense of pride and should be developed in a manner that enriches and enlivens the community.

The City of Sun Valley will work with its citizenry and developers to generate heightened awareness of the importance of the built environment to the community's quality of life. This creates the context for appropriate land use and design at all levels, including the adjacent neighborhood, the City, and the region. Directing growth in a comprehensive manner, with a rational system of land uses and development guidelines, best ensures that the balance between community preservation, Sun Valley Resort needs, and environmental protection will be achieved. This includes a well-defined land use plan, established zoning criteria, quality design guidelines, and an explicit and adequately funded course of action for the provision of public services.

GOAL 5: PROMOTE DEVELOPMENT THAT HONORS PRIVATE PROPERTY RIGHTS, IS SENSITIVE AND COMPLEMENTARY TO ADJACENT PROPERTIES AND RESPECTS THE NATURAL SCENIC SETTING AND VIEWS.

OBJECTIVE 5.1: Ensure that development is designed and built in a manner that protects the natural landscape, is of high design quality, and is compatible with the traditional building scale of the neighborhood.

Action Items:

5.1.1 In multi-family residential zoning districts, evaluate the appropriate mass, scale, building heights, and setbacks to maintain the character of traditional building sizes on lots within the neighborhood, to develop residential buildings at human scale and to protect

the traditional development pattern within the natural environment and neighborhood. Amend ordinances, as appropriate.

5.1.2 Seek to maintain the existing nature of development in the City in architectural design features including the establishment of spatial and design characteristic guidelines.

5.1.3 Identify, protect, and improve, as appropriate, the entryways to Sun Valley through adopted design standards and land use development regulations, including distinctive, attractive, and readable signage, native vegetation, and setbacks.

5.1.4 Require landscape buffers, where appropriate, to separate land use changes and to maintain the open, non-urban nature of Sun Valley.

5.1.5 Work cooperatively with property owners to locate and design signage that is consistent, readable, and attractive.

5.1.6 Continue to fully implement and enforce the Dark Sky Ordinance.

OBJECTIVE 5.2: Ensure that development is designed, built, and managed in a manner that protects the environment including effects on air, water, and climate.

Action Items:

5.2.1 Evaluate incentives and design guidelines to encourage use of solar energy and other sustainable building practices throughout the City.

5.2.2 Encourage the reuse, relocation, and recycling of existing buildings and the recycling of used building materials instead of destruction and dumping in the landfill.

5.2.3 Maximize all aspects of mass transportation and pedestrian and bicycle travel in new development to reduce individual car trips.

5.2.4 Promote the use of fuel efficient vehicles and motorized vehicles that are low in emissions.

5.2.5 Install pet waste management systems at all parks, major trailheads, and along public pedestrian and bicycle ways within the City.

5.2.6 Encourage recycling efforts by residential and commercial properties.

OBJECTIVE 5.3: Promote residential and commercial land uses that provide for a diversity of resident and visitor housing and that support a year-round resort economy.

Action Items:

5.3.1 Evaluate zoning regulations to ensure 1) transitions from commercial to residential zoning have adequate setbacks, landscape buffers, and building transitions and 2)

residential development within the commercial core is apportioned in a manner that sustains commerce but does not displace businesses necessary to support visitors and full time residents.

5.3.2 Review and revise the commercial core ordinances to consider 1) the development and encouragement of a variety of residential uses, including smaller condominium units and studios; 2) commercial development parking standards; 3) requirements for transit facilities and operational support; and 4) the provision of public benefits.

5.3.3 Develop and implement subdivision and design review ordinances to accommodate fractional share properties and review current City regulations for time-share units.

OBJECTIVE 5.4: Direct and guide appropriate and limited development in three special areas; classify each area as a Specific Plan Area.

The City of Sun Valley, through the *2015 Update* process, has identified three Specific Plan Areas, formerly called Land Use Planning Areas (LUPA), as critical to the future of the Resort and the community. Each property is of particular importance due to its prominent location, valued open lands, scenic views, and capacity to provide for needed public facility expansion, community housing, Resort amenities and/or permanent open space. These areas include:

- Sun Valley Resort/Village Core
- Sun Valley Gateway
- Prospector Hill

Action Items:

5.4.1 Address the development of each Specific Plan Area on a case-by-case basis. The City may avail itself of contract zoning provisions (afforded by Idaho legislation) and/or Development Agreements in the approval of Plan Area development proposals.

5.4.2 Guide the development within the Specific Plan Areas by specific uses, area delineations, development parameters, and design standards. It is expressly understood that maximum potential densities are assigned to each Specific Plan Area and, in many cases, these density limits may be less than the density established through the underlying zoning. (Specific land uses and maps of each Specific Plan Area are presented in Chapter 3: FUTURE LAND USE)

OBJECTIVE 5.5: Manage growth surrounding the current City boundaries to protect the entries to the City and to meet future public facility, service, transportation, and community housing needs of the City.

Action Items:

5.5.1 Work cooperatively with the City of Ketchum and the Sun Valley Resort to ensure that transportation, community housing, Resort commercial development, and recreation uses are coordinated and meet the needs of both cities and the developer and are planned in accordance with the development of the Sun Valley Resort lands within the City of Sun Valley.

OBJECTIVE 5.6: Provide a regulatory system that is clear, consistent, predictable, and efficient.

Action Items:

5.6.1 Amend the zoning ordinances to implement the Future Land Use Map.

5.6.2 Continue to identify, update, and correct the zoning map for existing land uses that conflict with the underlying zoning and for nonconforming development.

GOAL 6: PROVIDE FOR NECESSARY AND APPROPRIATE PUBLIC FACILITIES, SERVICES, AND EDUCATIONAL OPPORTUNITIES TO SERVE EXISTING POPULATIONS AND NEW GROWTH.

OBJECTIVE 6.1: Plan for the public facility needs of population growth.

Action Items:

6.1.1 Require developers to prepare necessary studies to fully understand, assess, and mitigate impacts, including but not limited to traffic and transportation, streets and public rights of way, erosion and sedimentation, storm water management, landscape treatment, paths, parking, water, wastewater, schools, parks, recreation, natural systems, and open space.

6.1.2 Provide for the strategic phased development of large or master planned developments to ensure that sufficient public facilities and services exist prior to or concurrently with new development.

6.1.3 Plan for the expansion of City Hall by identifying a growth area on the Future Land Use Map.

6.1.4 Plan for the development of a Sand Storage Facility within the community that is easily accessible but strategically located out of the public eye.

6.1.5 Maintain and expand partnerships with schools, churches, and other nonprofit organizations to utilize facilities for community programs and meetings.

6.1.6 Create a parks and open space plan to identify and map potential pocket parks within the City including the City Complex, the old Elkhorn Stable, upstream from Old Dollar Bridge, near the Bluff Parcel, and at the entrance of Juniper Road. Where appropriate,

facilitate development of fitness and child play areas, benches, tables, and drinking fountains.

6.1.7 Work with Idaho Department of Transportation to evaluate mechanisms for including that portion of Trail Creek Road within the City limits into the purview of City of Sun Valley.

6.1.8 Explore the construction of a joint maintenance facility with the resorts and/or other public jurisdictions.

OBJECTIVE 6.2: Ensure that growth pays its own way by supporting necessary and expanded facilities and services.

Action Items:

6.2.1 Work with Sun Valley Water and Sewer District to ensure that sufficient wastewater treatment capacity, a sufficient, high-quality domestic water supply, and necessary levels of firefighting water supply are available for existing and future use.

6.2.2 Plan for a Fire substation and a potential Police substation in the Trail Creek/Sun Valley Village area with associated workforce housing units to accommodate anticipated growth and to ensure adequate public safety/emergency responsiveness.

6.2.3 Evaluate the impacts on public facility services in the proposed Area of City Impact.

6.2.4 Evaluate the need for development fees for new development, both residential and commercial, to assist in meeting the demands of new growth on public facilities and services both in Sun Valley and in the region.

6.2.5 Develop new systems for enforcing Idaho Transportation Department (ITD) street weight limits and develop new regulations for commercial carriers to cover building and waste materials while traveling within City limits.

6.2.6 Develop a specific plan for enforcing “break up” limits on City streets during wet spring seasons. Require mitigation plans as needed.

6.2.7 Evaluate and require all communication franchises to provide state of the art service and equipment.

GOAL 7 SUPPORT THE CONTINUED DEVELOPMENT OF AN INTEGRATED TRANSPORTATION SYSTEM THAT PROMOTES A RECREATIONALLY-ACTIVE COMMUNITY, ENCOURAGES NON-MOTORIZED TRANSPORTATION, AND REDUCES CONGESTION AND AIR POLLUTION.

OBJECTIVE 7.1: Anticipate and plan for a balanced, integrated transportation and parking system for residents, visitors, and commuters on an on-going basis.

Action Items:

7.1.1 Update the *1997 Transportation Plan,* including implementation actions and recommendations.

7.1.2 Require development applications to include transportation studies, proposed mitigation, expansion service, and infrastructure plans when new development or redevelopment is expected to significantly increase traffic, parking, trail, and/or transit demands. Plans should maximize pedestrian and bicycle-oriented travel; should encourage and design for mass transit travel; and should minimize increased vehicular traffic and parking on city streets and in the region.

7.1.3 Evaluate a transit system between Sun Valley and Ketchum commercial cores, such as a trolley or other people mover.

OBJECTIVE 7.2: Encourage and plan for the increased use and provision of mass transit service both locally and on a regional basis.

Action Items:

7.2.1 In approving new development, provide for the operations of Mountain Rides by evaluating existing bus routes and analyzing new trends in growth and use including bus pullouts, bus shelters, and increased bus frequency.

7.2.2 Work with the City of Ketchum and Sun Valley Resort to evaluate the feasibility of constructing a transit gondola that links the River Run base to the Village Core and to downtown Ketchum.

7.2.3 Continue to work with Blaine County, its municipalities, Mountain Rides, and the Sun Valley Resort to provide for mass transit (e.g., bus, rail, gondola, trolley) in a coordinated manner, under one umbrella organization, to meet the needs of commuters, tourists, and residents.

OBJECTIVE 7.3: Provide for a safe street system to meet current and future traffic needs.

Action Items:

7.3.1 As a part of the 1997 Transportation Plan update process, develop an understanding of traffic volumes on City streets by street type, identifying areas of traffic congestion and traffic safety concerns; where problems occur, explore and implement traffic calming strategies as necessary.

7.3.2 Consider alternatives that reduce the complexity and improve the safety at the Elkhorn/Dollar/Old Dollar/Fairway Road intersection, including consideration of a roundabout, turn lanes, well-marked pedestrian crossings, well-developed traffic signage and street striping, and/or minor relocation of either Elkhorn Road or Dollar Road.

7.3.4 Develop and implement streetscape and signage standards and design a distinctly-identifiable Sun Valley look that serve to safely direct pedestrian, bicycle and vehicular traffic.

7.3.5 Develop and implement design standards that maximize the use of public rights-of-way space for pedestrian and bicycle path amenities, safety, and environmental considerations.

7.3.6 Require and enforce encroachment agreements along all City streets and property to preserve City property and rights-of-way.

7.3.7 Develop a Five Year Capital Improvements Program to include schedules and estimated costs for identified projects; review the plan on a yearly basis for minor modifications.

OBJECTIVE 7.4: Encourage the use and expansion of public paths and trails.

Action Items:

7.4.1 Extend the primary pathway along Trail Creek Road to Boundary Campground.

7.4.2 In conjunction with the Sun Valley Community Trails Group or a similar organization, identify and obtain permanent access easements, land grants, conservation easements or other opportunities, where appropriate, for recreational trailheads, trails, and/or parking across open space lands. Obtain easements, whenever possible, at the time of development approvals.

7.4.3 Encourage the establishment and maintenance of a system of dedicated recreational trailheads and trails throughout the City that 1) connect existing neighborhoods, parking, open spaces, and other natural areas and that 2) provide trail linkages to neighboring communities, the bike path, parking, transit services, and federal lands.

7.4.4 Develop standards, policies, and educational programs designed to address potential impacts and to increase awareness of user impacts on open space trails. Promote a "Leave No Trace" ethic for City trails, parks, and open space.

7.4.5 Develop and enforce appropriate bike path site lines, safety regulations, and signage (to include safety items, directions, and distances point to point).

III. FOSTER REGIONAL COOPERATION

The goal of fostering regional partnerships is to focus on the needs of the broader Wood River Valley community as we seek mutually beneficial solutions to population growth, environmental impacts and sustainability.

The ability to resolve regional issues depends on cooperative partnerships that foster both rational growth and sustained prosperity in the broader community. Issues such as the environment, housing, transportation, social concerns, and economic stability cannot be addressed internally or unilaterally but must be considered as the shared responsibility of all jurisdictions. To that end, the City must develop productive, working relationships with its many regional partners to address issues that directly affect the future of the Wood River Valley. As good stewards of the region's assets, these partnerships can ensure a future that is sustainable and beneficial.

GOAL 8: PROMOTE PARTNERSHIPS WITH NEIGHBORING COMMUNITIES, BUSINESSES, AGENCIES, AND ORGANIZATIONS TO ADVANCE THE CITY'S AND THE REGION'S SOCIAL, CULTURAL, ECONOMIC, AND ENVIRONMENTAL HEALTH.

OBJECTIVE 8.1: Initiate, encourage, support, and participate in regional partnerships to provide for solutions to social, educational, and recreational issues.

Action Items:

8.1.1 Continue to evaluate appropriate site(s) for the performing arts (e.g., multiple use, indoor or outdoor, large amphitheater) and investigate options for possible regional development.

8.1.2 Initiate and participate in regional discussions on a full range of educational opportunities to meet the needs of the citizens of all ages.

8.1.3 Coordinate with Blaine County Recreation District (BCRD) and other partners such as the Sun Valley Community Trails Group to develop an integrated recreation system including open space, trails, parks, and other recreational amenities and services.

8.1.4 In partnership with Blaine County, monitor and evaluate the educational, social, cultural, and housing needs of the resident ethnic groups.

OBJECTIVE 8.2: Initiate, encourage, support, and participate in regional partnerships to provide solutions to environmental issues.

Action Items:

8.2.1 Recognizing the detrimental impacts of climate change, work with local governments to evaluate regulatory actions that reduce pollutants that contribute to climate change, including, but not limited to, industrial and vehicular emissions and building construction. Develop incentives and practices that support this goal.

OBJECTIVE 8.3: Encourage, support, and participate in regional partnerships to provide for workforce housing.

Action Items:

8.3.1 Actively participate on the Blaine County Housing Authority (BCHA) Board for the development and management of workforce housing.

8.3.2 Continue to participate in the planning for assisted living residential development either within the City or regionally.

OBJECTIVE 8.4: Encourage, support, and participate in regional partnerships to provide for public transportation.

Action Items:

8.4.1 Participate in regional partnerships to provide for efficient and cost-effective mass transit, efficient highway and street expansion, and non-motorized travel in the region.

8.4.2 Support funding for regional mass transportation improvements and operations that draw upon the resources of the Sun Valley Resort, commercial enterprises, residents, visitors, and the cities, county, state, and federal governments.

8.4.3 Continue to appoint a liaison to focus on regional transportation planning activities, including the *1997 Transportation Plan Update* and to communicate regularly with regional representatives such as Blaine County, Idaho Transportation Department, Ketchum, Hailey, Bellevue, Mountain Rides, and Sun Valley Resort.

8.4.4 Consider and evaluate a variety of transportation alternatives and issues in the *1997 Transportation Plan Update process,* including car pool parking areas, use of railroad right-of-way for transit opportunities, development of a gondola, shared ground transportation to and from the airport, additional bus services, bus stops and shelters, coordination with Ketchum on downtown parking, more frequent bus service to Ketchum, out of county commuters.

OBJECTIVE 8.5: Encourage, support, and participate in regional partnerships to provide for rational land use decision-making and for a healthy economy.

Action Items:

8.5.1 Actively inform other jurisdictions of Sun Valley Resort development and seek to identify and address regional concerns and opportunities that serve to meet the growth of the Resort.

8.5.2 Work with regional partners to jointly develop policies, standards, and fee structures that will be applied uniformly, when appropriate, throughout the region to ensure that growth pays its own way.

OBJECTIVE 8.6: Encourage new public and private enterprises.

Action Items:

8.6.1 Investigate and promote diversity in commercial enterprises.

8.6.2 Promote, support, and provide enhanced telecommunication infrastructure in the City of Sun Valley.

8.6.3 Partner regionally to investigate diversity in commercial enterprises; to coordinate with other agencies and land owners adjacent to the City; and to participate in regional discussions on enhanced telecommunication infrastructure.

8.6.4 Support the marketing efforts of the Sun Valley Marketing Alliance (SVMA), Sun Valley Economic Development (SVED, formally Sustain Blaine), and other similar groups.

8.6.5 Promote and support measures that enhance the economic climate for entrepreneurs and small businesses in the community.

8.6.6 Participate in the planning for financial support of assisted living residential development either within the City or regionally.

8.6.7 Consider regulations to ensure empty conduit is placed into appropriate open utility trenches so that fiber and other essential broadband infrastructure can be installed in the future, minimizing site and street infrastructure disturbance for future provision.

8.6.8 Ensure that development code regulations continue to support home based businesses while minimizing negative effects of enterprise on surrounding neighbors and the community.

CHAPTER 3: FUTURE LAND USE

Key components of implementing the Goals, Objectives and Action Items (Chapter II) are the preparation and adoption of a Land Use Designation System and Land Use Map. The City was fortunate that, during the preparation of the *2005 Update,* the Sun Valley Resort was actively preparing a master plan for future development of its lands. In a coordinated effort, the City and Sun Valley Resort worked together to meet the land use goals of the City. As a result, the City established new land use designations and mapped changes from the 1994 *Update* on several land parcels owned by the Resort. The City also identified six significant Resort land areas which required additional master planning prior to development. These six areas were marked as Land Use Planning Areas (LUPA) on the Future Land Use Map; five of these areas were located within the City of Sun Valley and one area was ~~is~~ located in Blaine County (River Run). As part of the *2015 Update,* the City reviewed the status of each of these six land areas to determine if they should remain identified on the Future Land Use Map as a Specific Plan Area. With the annexation of River Run to the City of Ketchum, the development of the former Gun Club area as the new White Clouds subdivision, and the inclusion of the Horseman's Center into the Gateway LUPA, the Committee removed those three LUPAs from the plan. Boundary adjustments to the Dollar/Prospector/Municipal Complex LUPA resulted in a new designation: Prospector Hill Plan Area. The Planning & Zoning Commission and City Council both recommended on keeping the LUPA concept in the Comprehensive Plan, but changing the name to Specific Plan Area to keep with commonly accepted planning technology.

I. FUTURE LAND USE MAP

The land use areas depicted in the Future Land Use Map represent a long-range vision of community development (see Figure 3-1: Future Land Use Map). It should be noted that the Future Land Use Map is general in nature and is not a zoning map; zoning must be implemented through a subsequent rezoning process. The Future Land Use Map is a depiction of appropriate, suitable and desired land uses throughout the City as defined by the general land use designations outlined below.

The map displays the relationships between parcels and the distribution and allocation of land by use in a composite presentation. The Future Land Use Map is most valuable as a planning tool to ensure that the City is thoughtfully planned for the continued success of the local economy, to ensure compatibility of uses, to protect property values, to reflect the vision of the community and to preserve the natural resources located within or near the City.

The Future Land Use Map designates certain properties within the City for possible amendments to land use classifications other than those depicted on the City's Official Zoning Map. In judging the suitability of future proposed Official Zoning Map amendments, the City shall assess the overall advantages and disadvantages to the community. Consideration shall be given to the harmonious and workable relationship among neighboring land uses, the delivery and capacity of on-site and off-site public services and facilities, mass transportation, including alternatives to the single occupancy vehicle, open space dedications, and workforce housing. When an Official Zoning Map amendment results in

demonstrable new demand on public services, facilities, mass transportation and workforce housing, the City shall require development to meet increased demands. The extent to which the proposed zoning map amendment provides for a harmonious and workable relationship among land uses, including the provision of open space, shall be evaluated for consistency with the goals and objectives stated in the *2015 Update*. In addition, when a zoning map amendment is applied for in a Specific Plan Area, specific terms and conditions applicable to the respective Specific Plan Area described in shall be addressed.

Proposals for future land annexation shall meet the Official Zoning Map amendment evaluation criteria stated in the preceding paragraph. In addition, benefits to the community of an annexation must substantially outweigh the negative impacts and provide for the additional demands on public services, facilities, mass transit and workforce housing. When evaluating proposals for annexation, the City shall seek to promote the goals and objectives of the *2015 Update*, listed herein.

The Future Land Use Map also depicts areas juxtaposed to City boundaries which will have an impact on the City as new development occurs. Each area outside of the City's boundaries is labeled as an Area of City Impact as described below. The Future Land Use Map also depicts public lands to the north, south and east which are managed by the BLM, Forest Service, and State of Idaho. The City has a continuing interest in future activity on these lands as it pertains to demands on public services, including transportation and workforce housing.

In addition to strong discussion regarding land use classifications in the Specific Plan Areas, the map was revised to reflect recent zoning changes, subdivision, and other entitlements in the White Clouds Subdivision (formerly the Gun Club LUPA).

Any changes to the Future Land Use Map designations is further discussed in the section on each individual Plan Area.

A. LAND USE DESIGNATIONS

The following designations appear on the Future Land Use Map: (utilities and transit facilities appropriate to the location may be found in any land use classification.)

Low-Density Residential*:* Allows single-family homes on medium to large lots at a density of up to four (4) dwelling units per acre.

Medium-Density Residential*:* Allows single-family and multi-family housing (townhouses, duplexes, and apartments) on medium to small lots at a density of up to fourteen (14) dwelling units per acre.

High-Density Residential*:* Allows multi-family housing (townhouses, duplexes, and apartments) at a density of up to twenty-one (21) dwelling units per acre.

Resort Commercial*:* Areas for tourists and residents providing transient and seasonal lodging facilities, parking, employee, workforce and resident housing, supporting entertainment, recreation, commercial activities and resort-related maintenance/ storage operations.

Commercial: Areas appropriate for retail, financial, office, restaurant, and similar commercial uses serving the business needs of the community. Encompasses areas south of the City that currently have some light industrial uses and the potential for neighborhood commercial and gateway uses.

Public/Quasi Public*:* Areas used or appropriate for public and community facilities and services including government facilities, schools and associated dorms or residence halls, churches, utility facilities, parks, and workforce housing, where appropriate.

Open Space*:* Areas appropriate for agriculture, conservation of undeveloped areas, and open space preservation that is precluded from development other than that which is specifically needed or related to open space use such as trails or trail-heads with tables and benches. This designation includes areas where the encroachment of development would compromise the intrinsic value of environmentally-sensitive lands (such as steep hillsides, avalanche areas, critical wildlife areas, watersheds, lakes, ponds, river and stream corridors, wetlands, parks, forested and grazing areas, view sheds and view corridors) and lands acquired specifically for preservation and conservation of permanent open space. Transit corridors and utilities may be permitted where appropriate. Initiation of changes in the use of areas designated as *Open Space* must be sustained by the presence of a major public benefit or asset to the City and its inhabitants.

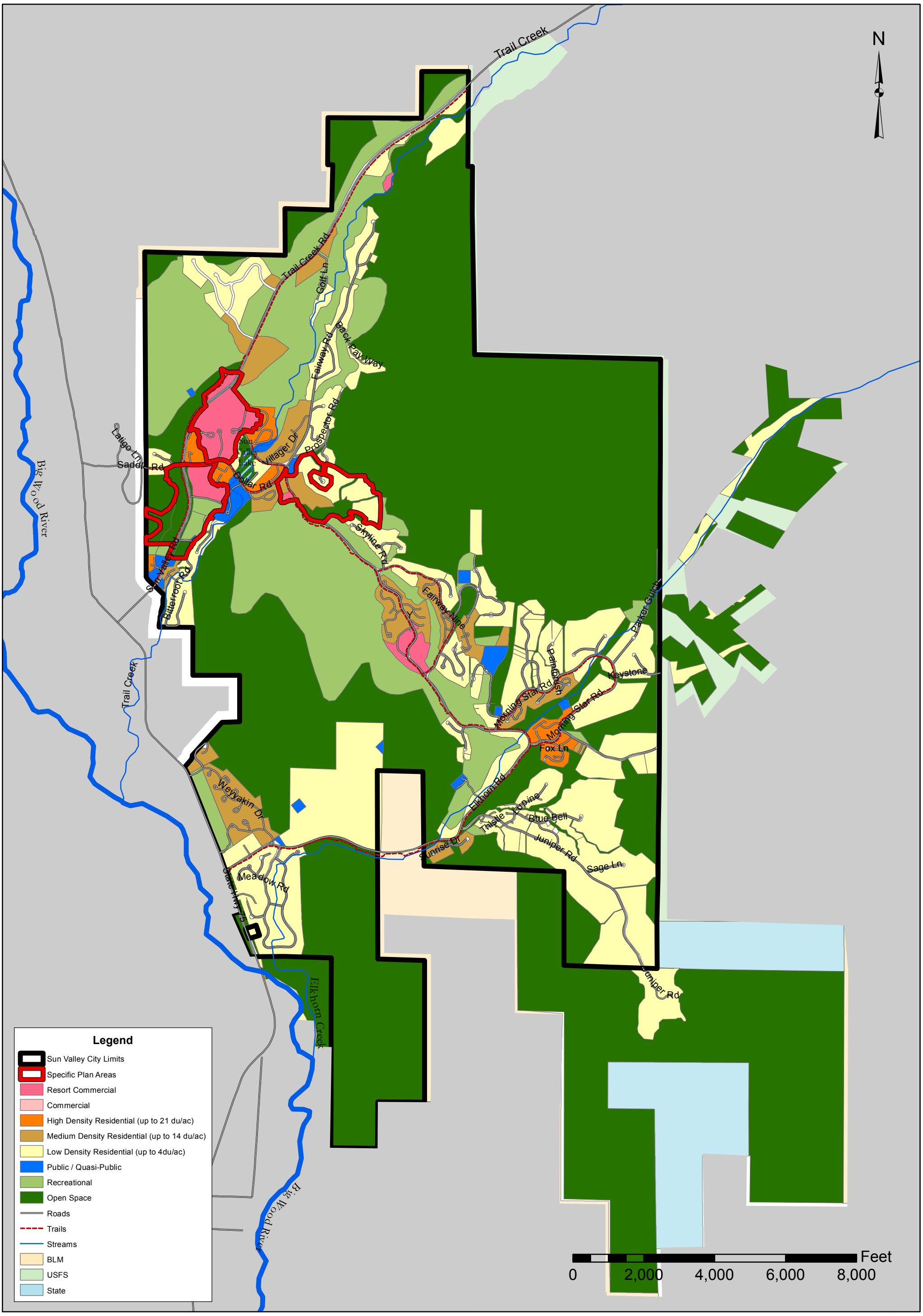
Recreational*:* Areas appropriate for recreational purposes – generally those lands that are open in nature where development may be limited. This designation includes areas for ski areas, golf courses, riding stables, developed campgrounds, developed picnic sites, recreational day lodges, and other similar recreational uses. Initiation of changes in the use of areas designated as *Recreational* must be sustained by the presence of a major public benefit or asset to the City and its inhabitants.

Special Sites*:* Areas, sites, or structures of historical, archeological, architectural, ecological, natural or scenic value or significance. These sites are closely associated with the unique character of Sun Valley and deserve recognition and respect. *Special Sites* exist in all land use classification areas.

B. SPECIAL SITES

Many Special Sites are located in the City's Specific Plan Areas. Special Sites are areas, sites or structures of historical, archeological, architectural, ecological, natural or scenic value or significance. These sites are closely associated with the unique character of Sun Valley and deserve recognition and respect (See Figure 3-2: Special Sites). Additional requirements could be used to preserve the special character of a special site if development is proposed. Special Sites are described in SPECIAL SITES on page 57.

With the *2015 Update*, Lane Ranch North has been removed from the list of special sites due to its subdivision and ongoing development.



Future Land Use Map

City of Sun Valley - 2015 Comprehensive Plan Update

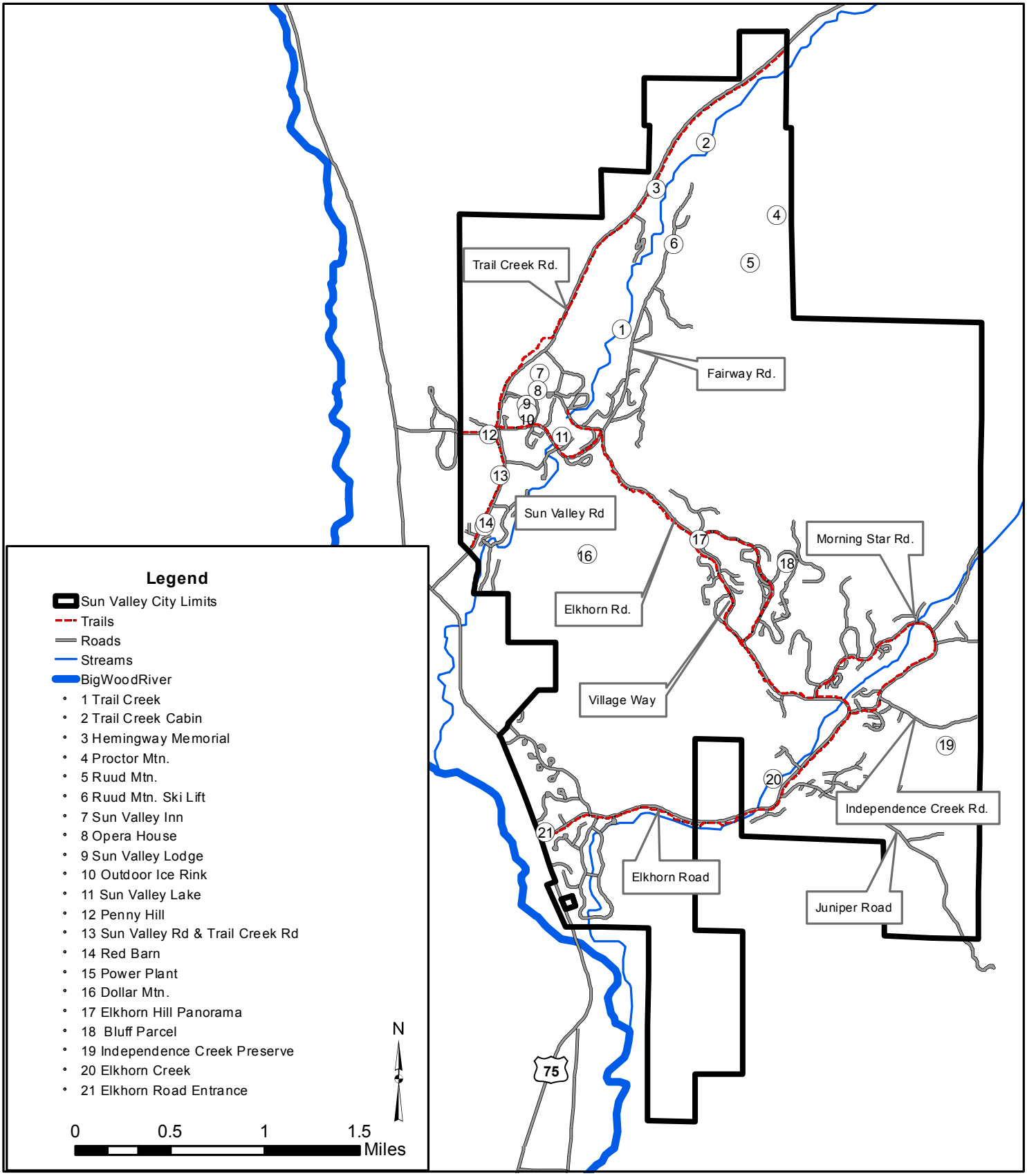


Figure 2. Special Sites

C. SPECIFIC PLAN AREAS

Certain areas in the City are significant and prominent and require specific, focused attention should development occur. These are identified in the *2015 Update* as Specific Plan Areas (formerly known as "Land Use Planning Areas" or LUPAs) and will require further detailed master planning and must comply with City codes, regulations and guidelines as planned units to ensure the Goals and Objectives of the *2015 Update* are achieved.

In the *2005 Update*, five Land Use Planning Areas (LUPA) were identified within the City of Sun Valley. An additional LUPA, River Run, was located outside of Sun Valley's incorporated limits. River Run LUPA was located in Blaine County and was included in the City of Ketchum's Area of City Impact. River Run was mapped as a Specific Plan Area in the *2005 Update* because the area is a key component of the Sun Valley Resort's long-term development plan and its economic success. As this LUPA had important operational links to Resort operations within Sun Valley, such as workforce housing, parking and transportation, it was a similarly key component of the success of the City of Sun Valley. The River Run Area was annexed to the City of Ketchum in 2010 and master planned by the Resort and thus was declassified as a LUPA by the City of Sun Valley as part of the *2015 Update*.

In keeping with commonly accepted planning terminology, the 2015 Update will now refer to these areas as Specific Plan Areas, and may be abbreviated SPA.

The *2015 Update* requires that, before any significant development, with the exception of hotels and/or performing arts/symphony centers, within a SPA located in the City of Sun Valley can commence, a SPA master plan must be approved by the City and recorded. In addition to conformance with each area's respective Specific Plan Area Map, each SPA master plan and all associated development applications must comply with specific guidelines describing special opportunities and/or constraints specific to that SPA. Further, it should be noted that any significant amendment to an approved SPA master plan must be considered in the greater context of *all* the land uses within the City boundaries to ensure achievement of the Goals and Objectives of the *2015 Update*.

The City recognizes and supports the development of new hotels and performing arts/symphony centers. These developments are integral to maintaining the Resort's preeminent and international position in a competitive resort industry. Hotels and performing arts/symphony centers may, therefore, apply for master plan development, design review, and other necessary permit approvals, prior to the approval of a comprehensive master plan development for the respective SPA in which a hotel and/or performing arts/symphony center is proposed.

Maximum allowable unit densities of each Specific Plan Area are also identified, if available. These density maximums are subject to meeting design guidelines, ensuring view protection, providing for an integrated transportation and parking system, provision of workforce housing and mitigation of other site-specific concerns. Density transfers will require amendment to the *2015 Update.*

Many Special Sites of historic, ecological, natural or scenic value are located in the City's Specific Plan Areas; these sites are closely associated with the unique character of Sun Valley and deserve particular consideration (See Figure 2, Special Sites and Addendum A: Special Sites Descriptions).

Several guiding principles for development apply to all identified Specific Plan Areas. These guidelines direct development in compliance with the Goals and Objectives of the *2015 Update*, and are as follows:

1. Specific Plan Areas are required to prepare an integrated transportation and parking plan which promotes pedestrian and bicycle travel and mass transit. The plan should include methods to reduce private vehicular use and minimize the need for parking and vehicle storage.

2. Specific Plan Areas must be integrated into a comprehensive transportation plan which links parcels and maximizes mass transit and pathway system use.

3. Specific Plan Areas are to be developed in a manner which brings vitality to the area; therefore, a mix of housing that includes permanent, year-round residences as well as seasonal residential units and/or visitor lodging is encouraged.

4. Specific Plan Areas should provide for workforce housing including assessing and providing for the reasonable housing demand of workers generated by development of the SPA. A plan that disperses workforce housing within traditional residential development is most desirable and strongly encouraged.

5. Specific Plan Areas should provide for the increased demands on public services and facilities, including mass transportation systems which reduce single occupancy vehicle trips.

6. Specific Plan Areas are to be developed in a manner that maximizes preservation of open space; therefore, unless natural forms are better protected by dispersal, residential cluster development is preferred.

7. Specific Plan Areas are to be developed in a manner which meets the objectives of Resolution 2007-01 U.S Mayor's Climate Protection Agreement.

8. Specific Plan Areas are to be developed in a manner that is highly respectful of the natural setting, that conforms to human scale, and that respects the traditional scale of existing buildings in the neighborhood and surrounding area.

9. Specific Plan Areas should provide visitors and residents access to cultural, recreational, and entertainment amenities.

10. Specific Plan Areas should recognize and respect all Special Sites identified within the SPA.

Although other Specific Plan Areas may be identified, the *2015 Update* includes specific recommendations for the areas identified on the Future Land Use Map as follows:

D. SPECIFIC PLAN AREA #1: SUN VALLEY RESORT/VILLAGE CORE

Maximum Allowable Density:

840 Multi-Use Units, including Hotel and Replacement Workforce Housing Units

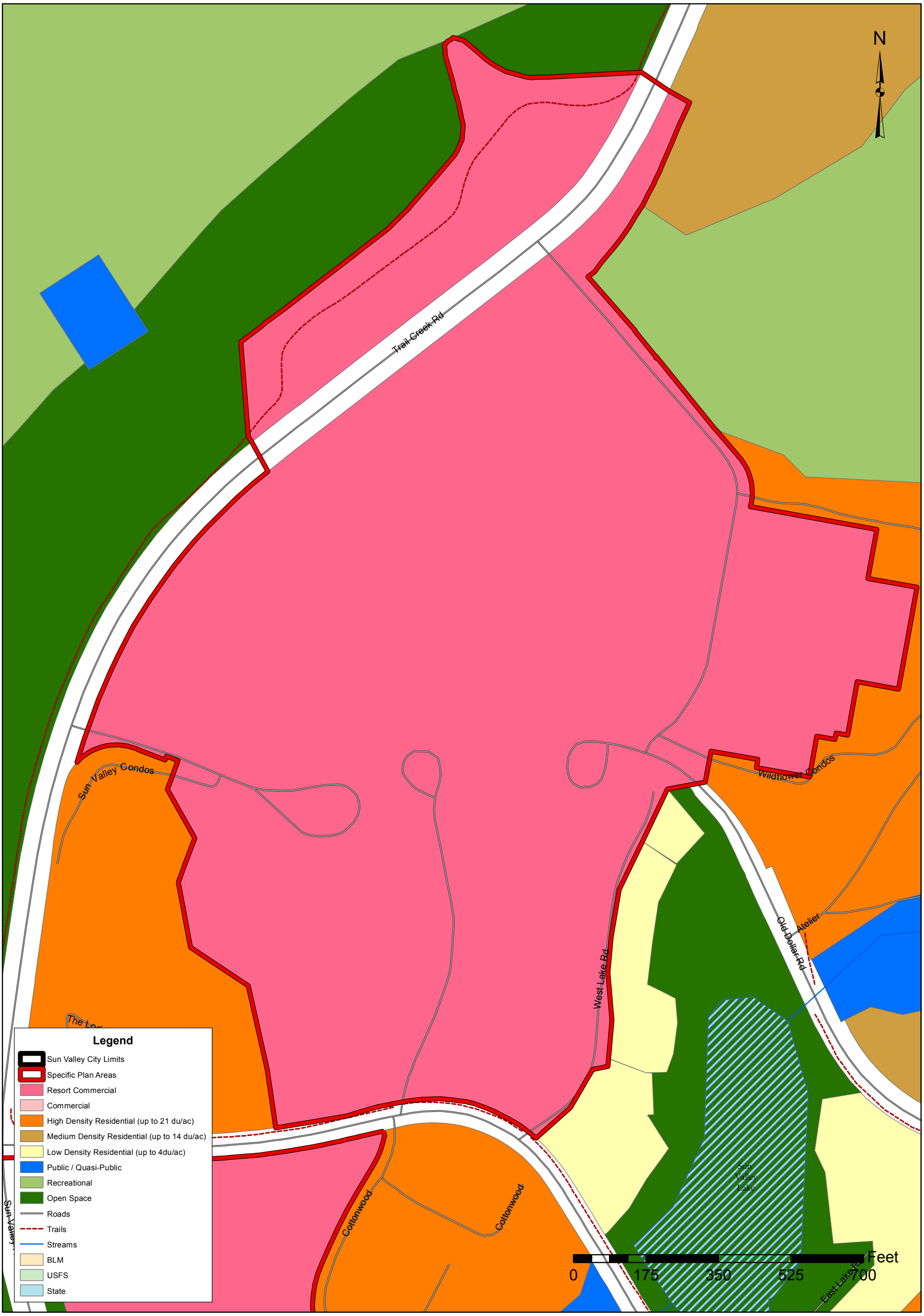
150 Workforce Housing Units

The Sun Valley Resort/Village core is identified as the primary center of commerce and community vitality in Sun Valley (See Figure 3-3: Sun Valley Resort/Village Core (Specific Plan Area #1)). Future development in this area will incorporate a mix of uses including, but not limited to, additional full service hotel(s), restaurants, market(s), post office, convention and cultural/theatre performance space, entertainment, storage and maintenance facilities, other Resort support facilities, small-scale cottages and cabins, condominiums and town homes, a health spa, ice rinks, tennis, open space, recreation, workforce housing, pedestrian and bike paths, parking and transit facilities, and sufficient commercial space to provide for a variety of Resort and resident needs. Many of these facilities and services already exist, including the new Pavilion - home to the Sun Valley Symphony - as well as the Sun Valley Lodge and it's new spa/salon addition. In coming years, it is anticipated that redevelopment will likely occur on older facilities within the Resort Core.

Development in the Resort village core must be guided by design standards and specific guidelines developed for this Specific Plan Area that retain an appropriate interface with the existing architecture of the historic Sun Valley Village. New structures should respect traditional height and mass and scale in this SPA as part of a development application. Furthermore, the design of plazas and public areas should preserve the existing sense of openness and be reflective of the natural surroundings. Resort amenities such as the ice skating rink, theater, golf courses, grounds, tennis courts, Nordic ski tracks, etc., should remain open and easily accessible to the general public.

In 2014, the Resort owner provided approximately 450 workforce housing employees housing in 200 workforce housing units within this SPA, representing approximately 40 percent of winter-seasonal and full-time employees retained by the Resort. It is anticipated that some or all of these existing workforce housing units may be demolished or redeveloped into commercial uses or as new workforce housing units as the Core develops and/or redevelops. If a demolition or loss of any or all of these 200 existing workforce housing units occurs, then new workforce housing shall be provided by the developer within this SPA for at least the same number of employees formerly housed in any unit lost to demolition or redevelopment.

In addition to the existing workforce housing units in this SPA, additional workforce housing units will be required for new commercial and new residential development. It is encouraged that additional workforce housing units be integrated into the residential and commercial developments on site.



Village Specific Plan Area

City of Sun Valley - 2015 Comprehensive Plan Update

E. SPECIFIC PLAN AREA #2: SUN VALLEY GATEWAY

This area includes lands on the west side of Sun Valley Road from the City's Meadows Parcel to the intersection of Saddle Road and Dollar Road and lands along the east side of Sun Valley Road from the Idaho Power Plant building north to the Horseman's Center access drive (See Figure 3-4: Sun Valley Gateway (Specific Plan Area #2)).

This Specific Plan Area is the signature entrance to the City of Sun Valley and is highly valued by residents and visitors, treasured for its spacious pastures, uncluttered view, and agricultural uses. It is these characteristics which must be protected as development is planned in this area. The lands on the west side of Sun Valley Road within the Plan Area boundary and the lands south and west of Bitterroot Road within the Plan Area Boundary shall be protected as Open Space (OS).

It is understood that there may be other configurations which can better retain the site's valued characteristics as new development is proposed. For example, should all of the density on the west side be transferred to other lands? Is the City's Meadows parcel best used as a municipal park or should a park be relocated somewhere within the Sun Valley Gateway SPA to better deal with parking and entryway issues?

Therefore, prior to any development, optional scenarios must be considered for the Sun Valley Gateway.

The land owner and City should work together to determine the optimum uses for this SPA. Scenarios should include schematic drawings and/or other graphic presentations and should address the following:

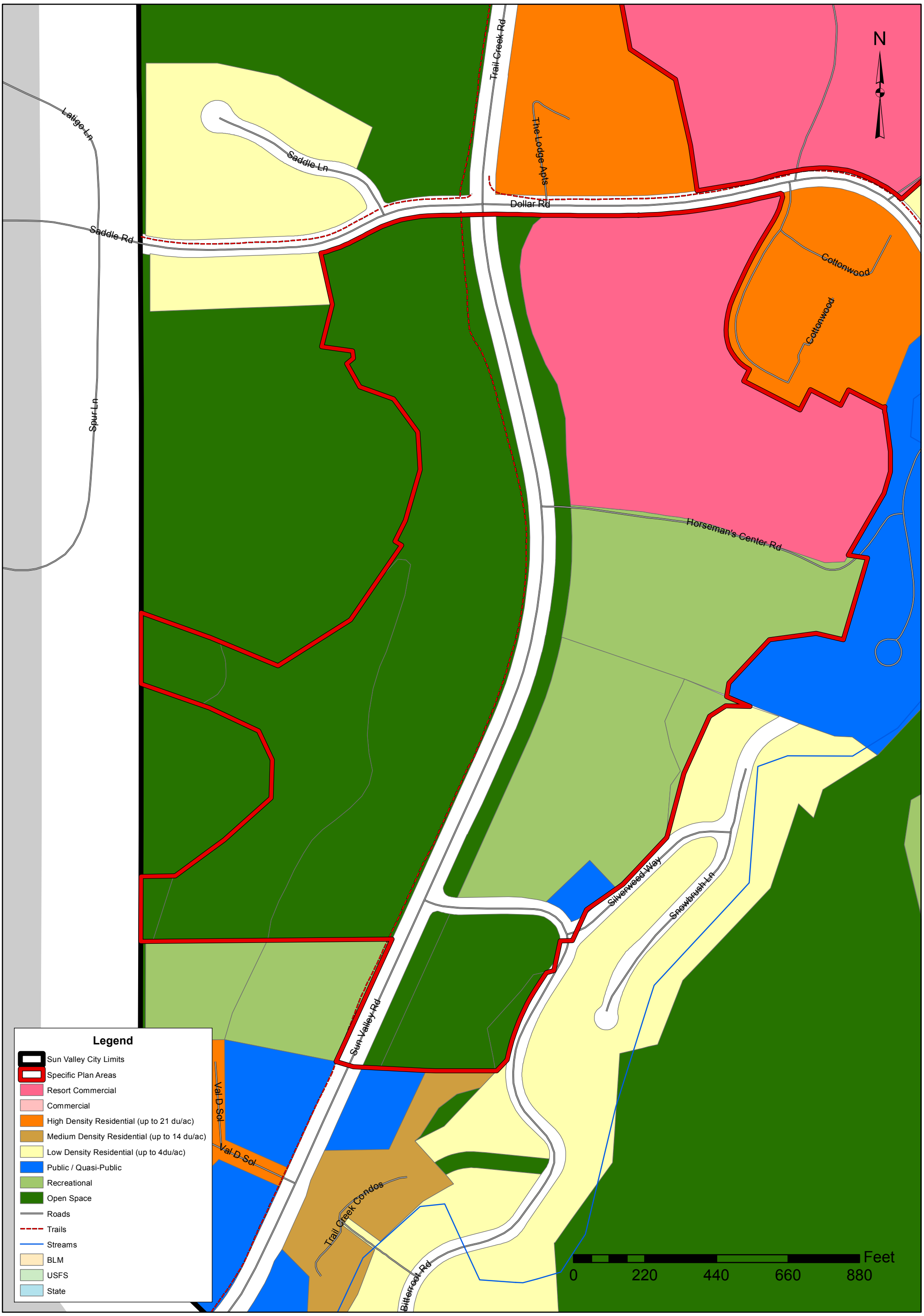
1.) An undisturbed view corridor along Sun Valley Road and maximum protection of open space;

2.) Designation of certain lands as permanent, deed-restricted open space for portions of the pastures along both sides of Sun Valley Road, with sufficient scenic view protection around the Idaho Power Plant building and Red Barn. The open space protection should be defined by a professional survey; however, the general description of the permanent, deed-restricted land would be:

    a. on the west side of Sun Valley Road, the open space land from the road centerline to at least the 2004 tree line, which is a minimum distance of three hundred (300') from the road centerline; and
    b. on the east side of Sun Valley Road:
        i. From the Red Barn to the southern edge of the Horseman's Center parcel, a fifty foot (50') open space area measured from the property line;
        ii. Along the Horseman's Center parcel, a fifty (50') foot open space area measured from the property line;
        iii. From the northern edge of the Horseman's Center parcel to Dollar Road, an open space area from the west property line along Sun Valley Road to ten feet (10') beyond the eastern edge of the tree-line foliage with an extended fan of designated open space at the Dollar Road/Sun Valley Road intersection;

3.) Building envelopes and design guidelines, including mass and scale characteristics, should be presented in three dimensional models or virtual computer diagrams;

4.) Adequate setback should be provided along the Bitterroot property boundary and for utilities and transmission facilities;



Gateway Specific Plan Area

City of Sun Valley - 2015 Comprehensive Plan Update

F. SPECIFIC PLAN AREA #3: PROSPECTOR HILL

Maximum Allowable Density:

Northeast Side of Elkhorn/East Side of Fairway: (Needs amendment?)

Single Family Units: 32

Multi-family Units: 60

Southwest Side of Elkhorn Road: (Needs amendment?)

Multi-family Units: 20

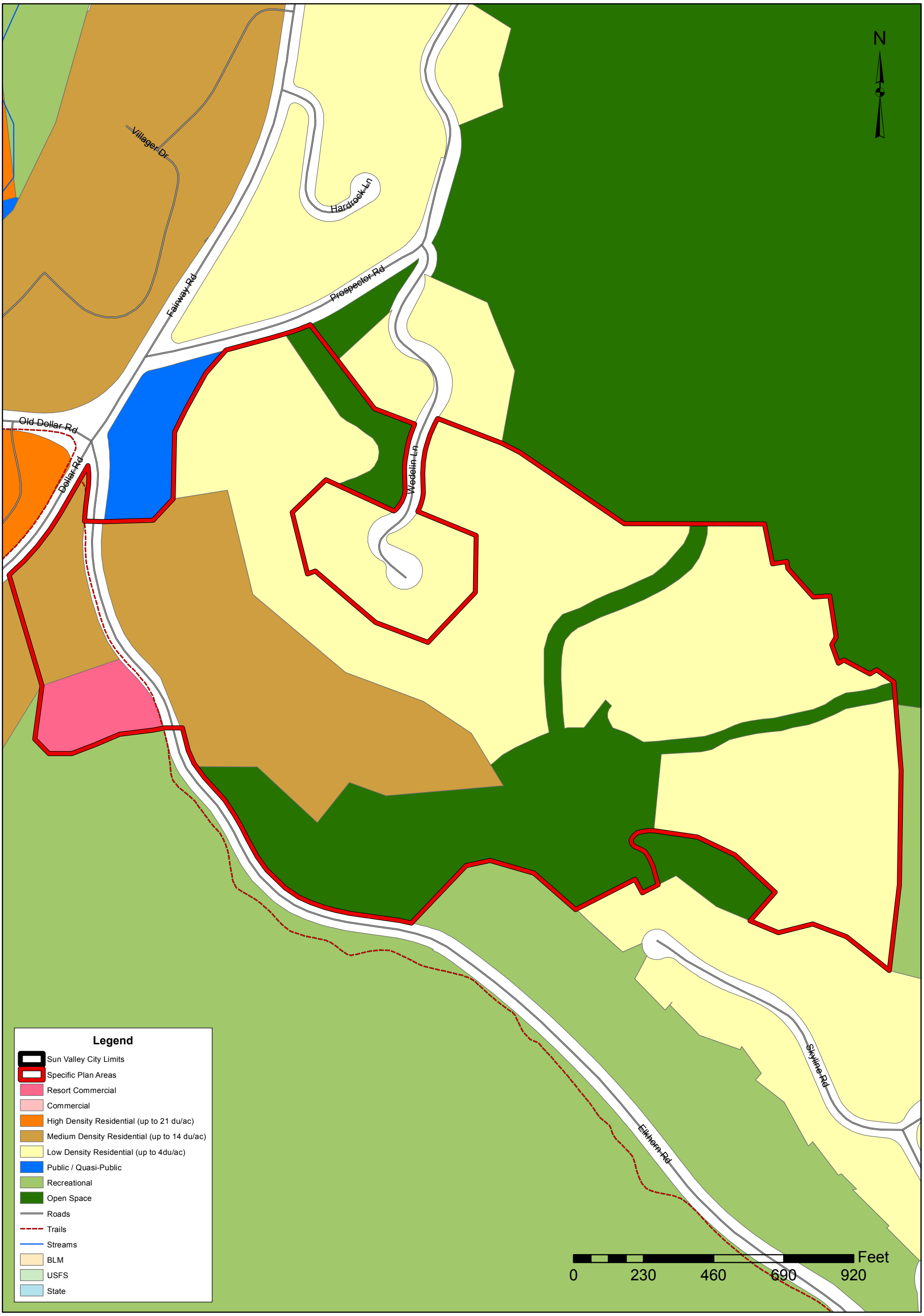
This SPA includes the base of Dollar Mountain/Elkhorn ski area and *Carol's Dollar Mountain Lodge*, the base of Prospector Hill, and the City of Sun Valley Municipal Complex (See Figure 3-5: Prospector Hill (Specific Plan Area #3)). This SPA will be evaluated for a mix of future uses that encourages an array of year-round resort and community activities at *Carol's Dollar Mountain Lodge* and Dollar Mountain/Elkhorn ski area and allows for the expansion of City Hall, transit and parking, the development of large residential lots, multi-family complexes, workforce housing, and open space.

Development should encourage, promote and support expanded year-round use of Dollar Mountain for recreational, educational and artistic events. Skiing, snowboarding and tubing will continue to evolve at Dollar Mountain/Elkhorn ski area as the base is a good location for the expansion of winter recreational activities. Summer uses for the base area may include a park, recreational activities and an outdoor concert venue. In addition, underground parking at *Carol's Dollar Mountain Lodge* could be built which would allow for medium-density residential development and a small Resort commercial component above the parking area. The possibility of Old Dollar Road serving as an additional entrance to the Resort core will be considered in the planning of this SPA. The expansion of City facilities could be accommodated on land northeast of the current municipal building, including appropriate landscaping and a public gathering area, unless another appropriate and financially feasible site becomes available.

Development in this SPA must first respect the environmentally-sensitive nature of the land, including protection of the panoramic mountain and valley views from the top of Elkhorn Hill. An evaluation of the topography of the base of Prospector Hill and the surrounding area will be required to ensure protection of connecting ridges as permanent open space. Development approvals and regulations should encourage clustering of residential units around logical nodes of development while leaving the remaining area as open space.

Appropriate design guidelines specific to this SPA will be required, including setbacks, building envelopes, height, mass, and scale evaluations and physical scale models. Lot sizes will reflect the surrounding development pattern and buildings will be highly restricted in size and height to protect the view corridors and vistas. Unit densities, total number, and building location and size may be limited to meet this objective. Existing trail access to public lands and open space should be maintained, wherever possible, and rerouted within the SPA if necessary.

In the 2015 Update, this SPA was amended to remove open space parcels, small privately-held parcels, and the Municipal Complex. The open space areas were adjusted and some low-density residential lands were redesignated as medium density residential to facilitate the "transfer" of development potential from the Gateway SPA; as such, the final density numbers and land designations have changed from the 2005 plan to allow for increased growth at the base of Prospector Hill. With all of these changes, the SPA has been renamed Prospector Hill.



Prospector Specific Plan Area

City of Sun Valley - 2015 Comprehensive Plan Update

II. AREAS OF CITY IMPACT

The Future Land Use Map delineates expanded Areas of City Impact (See Figure 3-6: Current Area of City Impact). These areas are identified as being of special interest to Sun Valley as the Sun Valley Resort commercial and commercial development, population growth and traffic congestion may affect the City's land use development pattern and its local economy and may create additional public service needs.

Southwest of Sun Valley: In 2004, Blaine County adopted a Community Housing Overlay Map which may result in urban densities near the City's southern boundary. Sun Valley desires to participate with Blaine County, the City of Ketchum, St. Luke's Wood River Medical Center and other private and public stakeholders in acting as a regional planning body to master plan this area prior to development or redevelopment. Commercial business and development in this area should include health services complementary to hospital operations. As part of the joint planning effort, evaluate whether this area more or less should be an adopted SPA as part of a future comprehensive plan amendment.

Southeast of Sun Valley: The Juniper Springs Ranch, an 1100-acre parcel just south of city limits on Juniper Road, was the subject of a revision to the future land use map during the *2015 Update*. The property, under existing county zoning, was entitled for less development than if the area had been annexed and developed under the 2005 Plan's land use designations, which made annexation a probability and therefore necessitated realistic map updates based on topography and carrying capacity of the land. All land with under 25% slope was designated Low Density Residential and above 25% slope - unbuildable under the City's Hillside Ordinance - was designated as Open Space.

East of Sun Valley: Several extant mining claims exist through the Forest Service property. While unclear as to which of these properties have been conveyed or patented, it is clear that some amount of residential development has already occurred and future substantial increases in density of development should result in annexation.

Public Land Areas: Large areas of land east, south and north of Sun Valley have been identified as important public lands where Forest Service, BLM, and State of Idaho activities may influence the economy or public service demands of Sun Valley. The City of Sun Valley will maintain close ties with inter-governmental agencies and other local cities to cooperate in future oversight and planning of these public land areas to enhance and protect the City of Sun Valley. The City will pursue intergovernmental agreements with appropriate public agencies for notification of proposed activities and regular information exchanges. Large acreages of mining claims and private in-holdings are included in the Areas of City Impact to ensure that all proposed development is reviewed and approved by the City of Sun Valley through a cooperative agreement with Blaine County.

In 2012, Blaine County and the City of Sun Valley redefined the current Area of Impact boundary and settled an ongoing dispute with Ketchum over future annexations to both cities west of State Highway 75. This agreement set the stage for the removal of River Run and the Hospital area as future annexations to the City of Sun Valley, and paved the way for the annexation of Lane Meadows.

As a part of the negotiations, the City and County both adopted Ordinances requiring notification on, and providing for comment regarding, any amendments to the Comprehensive Plan of either jurisdiction and any project-specific approvals in the unincorporated Area of City Impact.

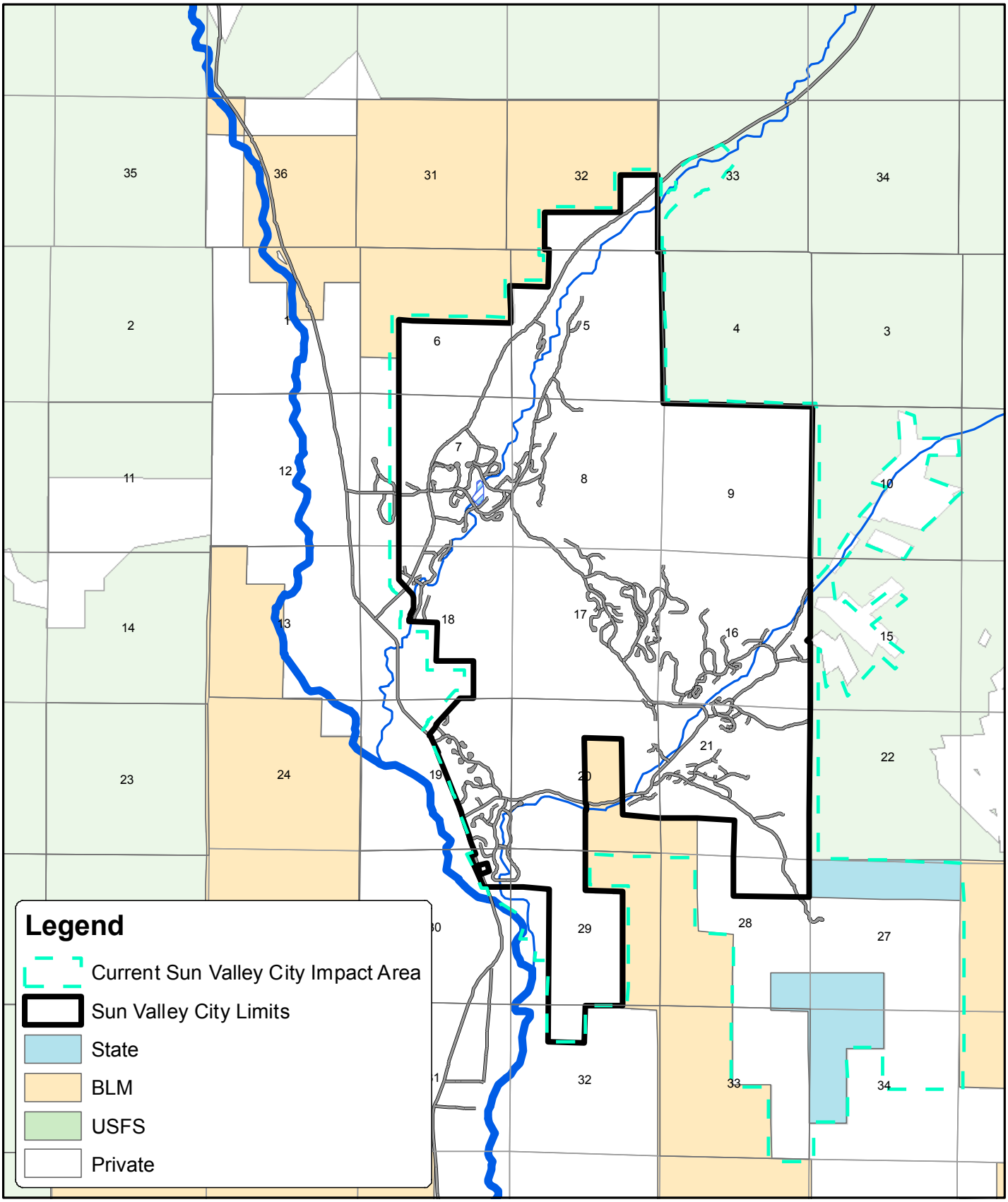


Figure 9. Current Area of City Impact, Sun Valley, Idaho

Miles
0 0.5 1 1.5

CHAPTER 4: PLAN IMPLEMENTATION

I. PLAN UPDATE AND REVIEW

Implementation of the Action Items assures the achievement of the Goals and Objectives set forth in the *2015 Update (See Chapter II, Goals, Objectives and Action Items).* With forecast information provided to year 2030, the 2015 Update reflects a 10-year time frame. This planning period allows adequate time to implement new development ordinances and land use patterns, including open space designations and Specific Plan Areas (SPA), transportation networks, a multi-faceted approach to workforce housing, infrastructure improvements and other important actions identified in the *2015 Update*. Budgetary policy, capital improvement funding strategies, planning techniques, and periodic plan review are important facets of the timely implementation of Action Items.

The 2015 Update will be monitored on a continual basis and reviewed periodically by the Planning and Zoning Commission. The summary results of the periodic review shall be reported to the public and the City Council to encourage an informed and engaged community. The purposes of the annual review are to a) reaffirm and/or update the plan to fit changing conditions or to address unforeseen planning problems and opportunities; b) to evaluate the progress of the plan implementation; and c) to establish the immediate implementation priorities, if necessary.

From time to time, a significant change of conditions may result in a need for Comprehensive Plan amendments. Amendments requested by any group, person, the City Council and/or the Planning and Zoning Commission will be accepted and processed according to Idaho Code.

II. PRIORITIZED ACTION ITEMS

A. SHORT-TERM ACTION ITEMS	
1.1.1	Continue to update all City maps regarding visual and natural resources
1.1.2	Map scenic vistas, view corridors/ landmarks & develop guidelines to ensure general view protection when considering new development
1.1.4	Continue to implement appropriate building setbacks along Trail Creek Road
1.2.1	Require development to map wildlife activity/corridors/ habitats
1.2.2	Protect wildlife corridors, habitats and urban/wild land interface
1.3.1	Promote the protection of wetlands
1.4.1	Identify & preserve key open space lands on Future Land Use Map
1.5.3	Require new development in or near an avalanche area to delineate precise boundaries and to provide necessary engineering mitigation

2.2.1	Seek to maintain and encourage businesses and nonprofits that offer a diverse range of services and retail sales
2.2.2	Support a strategic and unified marketing effort that reinforces the unique nature of Sun Valley and character of the community
3.1.2	Evaluate funding for workforce housing and transportation mitigation
3.1.3	Provide for a mix of workforce housing types/encourage integration of units into all development zones of the City
3.2.1	Encourage recreation at Sun Valley to remain open to the public
3.2.2	Encourage the Resort, Elkhorn Springs, and other property owners to expand Dollar Mountain/Elkhorn ski area winter uses
3.2.3	Encourage pasturing of horses and public access to equestrian amenities
3.3.1	Support appropriate cultural activities on the Meadows Site
3.3.2	Utilize Dollar Mountain for outdoor concert/ cultural activities
3.3.3	Provide The Community School with the support
3.4.1	Support and work with Sun Valley Resort to protect sites of historical and cultural significance
3.5.3	Plan for the Community School's future needs
4.1.1	Continue to investigate water conservation measures for landscaping and recreational purposes
4.1.3	Conduct a specific study, in partnership with the Sun Valley Water and Sewer District, to evaluate measures to conserve water resources for existing and new developments
5.1.1	Evaluate building mass/ scale, and amend ordinances as appropriate
5.1.2	Maintain existing nature of development, establish design guidelines
5.1.4	Require buffers to separate land uses, maintain open nature in Sun Valley
5.2.1	Evaluate incentives and design guidelines for solar energy
5.2.2	Encourage the reuse, relocation, and recycling of building materials
5.2.6	Encourage recycling efforts by residential and commercial properties

5.3.1	Evaluate commercial zoning setbacks, buffers, & residential development
5.3.2	Review and revise the commercial core ordinances
5.5.1	Work cooperatively with the City of Ketchum and the Sun Valley Resort to coordinate transportation, community housing, Resort commercial development, and recreation uses
5.6.1	Amend zoning ordinances to implement Future Land Use Map modifications
5.6.2	Correct the zoning map for conflicting/ nonconforming land uses
6.1.1	Require studies by developers to assess and mitigate public impacts
6.1.2	Provide strategic public facilities concurrent with phased development
6.1.4	Plan for development of a sand storage facility.
6.1.5	Maintain and expand partnerships to utilize facilities for community programs and meetings
6.1.8	Explore the construction of a joint maintenance facility with the resorts and/or other public jurisdictions
6.2.1	Ensure wastewater capacity and water supply is available for future use
6.2.2	Plan for a Fire substation and a potential Police substation in the Trail Creek/Sun Valley Village area with associated workforce housing units
6.2.3	Evaluate the impacts on public facility services in the proposed Area of City Impact
6.2.7	Evaluate and require all communication franchises to provide state of the art service and equipment
7.1.2	Require transportation studies for new development demand mitigation.
7.1.3	Evaluate a transit system between Sun Valley and Ketchum commercial cores, i.e., trolley or other people mover
7.2.1	Provide for facilities/ operations of Mountain Rides with new development
7.2.3	Continue to work with Blaine County, its municipalities, Mountain Rides, and the Sun Valley Resort to provide for mass transit
8.1.2	Initiate and participate in regional discussions on a full range of educational opportunities to meet the needs of the citizens of all ages

8.1.3	Coordinate with BCRD and other partners such as the Sun Valley Community Trails Group to develop an integrated recreation system
8.4.1	Participate in regional partnerships to provide for efficient and cost-effective mass transit, efficient highway and street expansion, and non-motorized travel in the region
8.4.2	Support funding for regional mass transportation improvements and operations
8.4.3	Continue to appoint a liaison to focus on regional transportation planning activities
8.6.1	Investigate and promote diversity in commercial enterprises
8.6.4	Support the marketing efforts of the Sun Valley Marketing Alliance (SVMA), Sun Valley Economic Development (SVED, formally Sustain Blaine), and other similar groups
8.6.5	Promote and support measures that enhance the economic climate for entrepreneurs and small businesses in the community
8.6.6	Participate in the planning for financial support of assisted living residential development either within the City or regionally
8.6.7	Ensure that empty conduit is placed into appropriate open utility trenches
8.6.8	Ensure that development code regulations continue to support home based businesses

B. MID- TO LONG-TERM ACTION ITEMS	
1.3.2	Evaluate wetland mapping and revise as needed
1.4.3	Encourage owners of open space lands to donate properties
1.4.4	Develop a partnership with the SVEA to protect Open Space
1.4.5	Establish committee, investigate creation of an Open Space Fund
1.5.2	Periodically verify Sun Valley Lake dam is in compliance
1.5.4	Evaluate design and landscaping ordinances in wildfire hazard areas
1.5.5	Establish an aggressive Weed Management Area plan
3.1.1	Evaluate incentives for the development of workforce housing.
3.1.6	Work with Blaine County Housing Authority to manage workforce housing

4.1.2	Ensure adequate domestic water and waste treatment capacities
5.1.5	Develop and implement design standards for signage
5.2.4	Promote fuel efficient vehicles low in emissions
5.2.5	Install pet waste management systems along public ways
5.3.3	Accommodate time-share and fractional share properties by ordinance
6.1.3	Plan for the expansion of City Hall on Future Land Use Map
6.2.2	Plan for the development of Trail Creek Fire and Police substations
6.2.4	Evaluate development fees to assist in meeting the demand of new growth
6.2.5	Develop new systems to enforce street weight limits
6.2.6	Develop plan to enforce break up limits on City streets with mitigation plans
7.1.1	Update the *1997 City of Sun Valley Transportation Plan*
7.2.2	Work with Ketchum on parking and transit gondola at River Run
7.3.2	Evaluate design alternatives for Dollar /Sun Valley Road intersection
7.3.3	Develop streetscape and signage standards.
7.3.4	Develop & implement standards to maximize use of public rights-of-way
7.3.6	Require and enforce encroachment agreements along all City streets
7.4.1	Extend pathway along Trail Creek Road to Boundary Campground
7.4.2	Identify and obtain permanent access easements across open space lands
7.4.3	Establish a system of linked recreational trailheads and trails
7.4.4	Develop standards and programs to address impacts on open space
8.3.2	Plan for City/ regional assisted living residential development
8.4.4	Evaluate variety of transportation alternatives and issues in Plan Update

C. ON-GOING ACTION ITEMS

1.1.3	Coordinate with ITD Power to underground power lines
1.4.2	Cluster housing to preserve open space and natural features
1.5.1	Maintain Flood Insurance Maps; include inundation areas below dam
2.1.1	Provide partnership & support for the Sun Valley Resort
2.1.2	Encourage the development of Sun Valley Resort amenities
2.1.3	Work towards quality, affordable and reliable commercial air service
2.2.1	Maintain and encourage diverse range of businesses
2.2.2	Support a marketing effort that reinforces the Sun Valley character
2.2.3	Recognize Ketchum's role as commercial center and uphold its success
3.1.5	Require transportation mitigation with off-site workforce housing
3.1.4	Promote workforce housing design to maintain character of Sun Valley
3.1.7	Monitor & update workforce housing demand data and information
3.4.2	Periodically update the list of historic properties and landmarks
3.5.1	Recognize nonprofit organizations and support their facility needs
3.5.2	Partner with Resort & nonprofit organizations to utilize their facilities
5.1.6	Continue to fully implement and enforce the Dark Sky Ordinance
5.2.3	Maximize mass transportation, bicycle & pedestrian travel in new development
5.4.1	Address Specific Plan Areas development on a case-by-case basis
5.4.2	Guide development in Specific Plan Areas
6.1.6	Identify and develop potential pocket parks within the City
6.1.7	Evaluate mechanism to bring portion of Trail Creek Road into City purview
7.3.1	Monitor traffic, explore and implement traffic calming strategies
7.3.7	Develop 5 year Capital Improvements Program, review annually
7.4.5	Develop and enforce appropriate bike path safety regulations

8.1.1	Evaluate appropriate site(s) for the performing arts, including regional
8.1.4	With Blaine County, monitor and evaluate needs of resident ethnic groups
8.3.1	Participate on the Blaine County Housing Authority
8.5.1	Identify, address regional concerns, opportunities for Resort growth
8.5.2	Jointly develop uniform policies, standards, fees through the region
8.6.2	Evaluate communication franchises to provide state-of-art service & equipment
8.6.3	Partner regionally to address commercial enterprises, telecommunication

CHAPTER 5: APPENDICES

I. DATA

Table 5-1: Sun Valley Population by Age Group

Age Group	1990 Population	2000 Population	2010 Population	2013 Population	Popluation Change 2000-2013	Percent Change 2000-2013
Under 19	205	215	183	170	-45	-20.93%
20 to 44	429	441	347	303	-138	-31.29%
45 to 64	241	524	453	437	-87	-16.60%
65 and Over	63	247	423	433	186	75.30%
Total	938	1,427	1406	1343	-84	-5.89%
Median Age	36	47.5	53.9	52.9		

Source: U.S. Census Bureau, 1990, 2000, 2010 Census Table DP-1/
ACS Demographic and Housing Estimates American Community Survey 5-Year Estimates

Table 5-2: Sun Valley Household Income Distribution

Income and Benefits (In 2013 Inflation-Adjusted Dollars)	Estimate	Percent
Total households	564	(X)
Less than $10,000	27	4.80%
$10,000 to $14,999	9	1.60%
$15,000 to $24,999	31	5.50%
$25,000 to $34,999	105	18.60%
$35,000 to $49,999	69	12.20%
$50,000 to $74,999	72	12.80%
$75,000 to $99,999	62	11.00%
$100,000 to $149,999	82	14.50%
$150,000 to $199,999	68	12.10%
$200,000 or more	39	6.90%
Median household income (dollars)	60,395	(X)
Mean household income (dollars)	89,565	(X)

Source: U.S. Census Bureau, 2009-2013 5-Year American
Community SurveySelected Economic Characteristics DP03

Table 5-3: Blaine County Employment by Industry

Industry	Number of Total	Percent of Total
Agriculture, forestry, fishing and hunting, and mining	407	3.50%
Construction	407	11.40%
Manufacturing	407	2.50%
Wholesale trade	407	2.30%
Retail trade	407	8.80%
Transportation and warehousing, and utilities	407	2.70%
Information	407	3.80%
Finance and insurance, and real estate and rental and leasing	407	7.70%
Professional, scientific, and management, and administrative and waste management service	407	16.90%
Educational services, and health care and social assistance	407	14.60%
Arts, entertainment, and recreation, and accommodation and food services	407	15.90%
Other services, except public administration	407	4.60%
Public administration	407	5.50%

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey DP03

http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_DP03&prodType=table

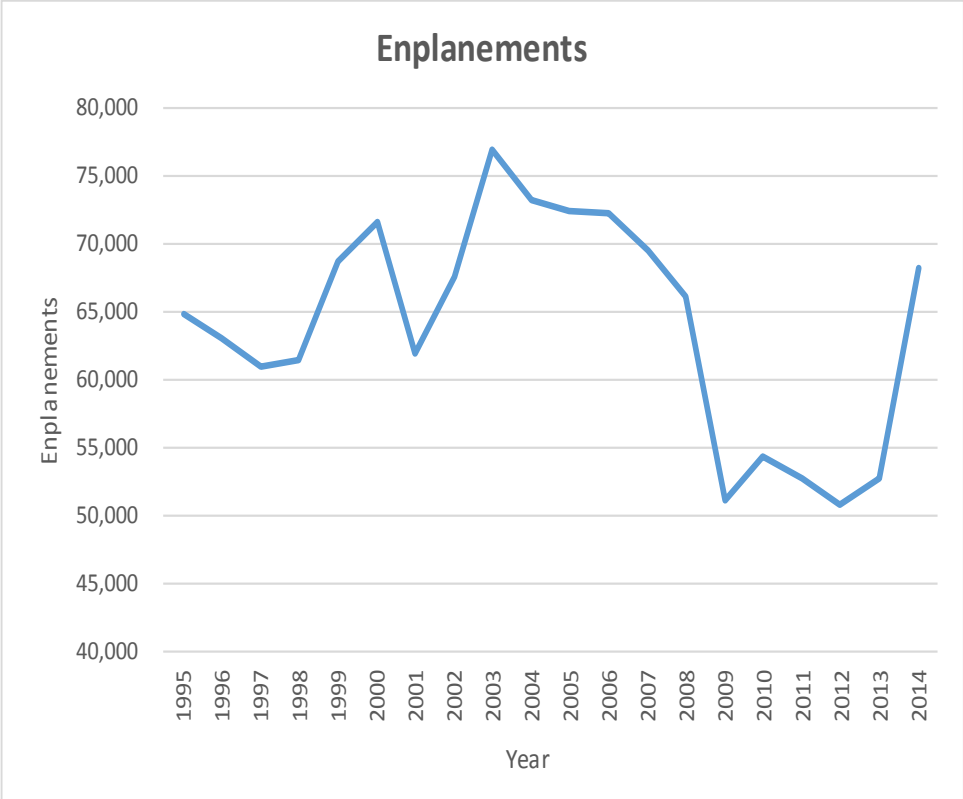
Table 5-4: Sun Valley Employment by Occupation

Occupation	Estimate	Percent
Civilian employed population 16 years and over	736	(X)
Management, business, science, and arts occupations	378	51.40%
Service occupations	219	29.80%
Sales and office occupations	77	10.50%
Natural resources, construction, and maintenance occupations	26	3.50%
Production, transportation, and material moving occupations	36	4.90%

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey Selected Economic Characteristics DP03

Table 5-5: Friedman Airport Operations

Year	Enplanements
1995	64,731
1996	63,071
1997	60,939
1998	61,430
1999	68,719
2000	71,611
2001	61,841
2002	67,483
2003	76,966
2004	73,281
2005	72,466
2006	72,282
2007	69,443
2008	66,145
2009	51,090
2010	54,319
2011	52,639
2012	50,692
2013	52,679
2014	68,136



Source: iflySUN.com Friedman Memorial Airport Historical Passenger Count 1995-2014
http://www.iflysun.com/assets/pdfs/fma-statistics/2014/Dec/Historical-Enplanement-Data-2014.pdf

Table 5-6: Quarterly Percentage of Local Option Tax Collection

Fiscal Years	1st QTR (Fall)	2nd QTR (Winter)	3rd QTR (Spring)	4th QTR (Summer)
1985-1990	14%	34%	13%	39%
1990-1995	14%	26%	15%	45%
2000-2004	16%	27%	15%	42%
2005-2009	17%	26%	16%	41%
2010-2014	18%	24%	15%	43%

Source: City of Sun Valley, 2015

Table 5-7: Mountain Rides Ridership

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
January	57,189	48,750	48,242	37,096	44,109	47,918	48,378	45,575	44,491	46,182	46,010
February	48,292	46,915	39,340	41,742	47,263	48,617	50,266	50,033	41,222	51,060	43,598
March	48,472	47,405	39,263	44,609	40,766	42,220	53,964	45,525	39,411	46,949	38,771
April	16,441	17,424	7,869	14,671	9,379	12,259	17,034	13,222	10,866	15,889	8,317
May	3,551	3,736	3,434	4,318	3,854	3,906	4,437	5,588	5,298	5,459	5,229
June	9,153	10,700	12,738	13,000	8,535	7,372	7,395	6,923	8,120	8,779	9,512
July	20,680	20,394	23,701	24,769	17,784	18,372	17,105	19,661	15,422	17,005	
August	20,047	23,095	22,982	23,017	18,408	18,266	18,423	14,853	13,908	16,470	
September	8,979	10,183	8,478	6,028	6,995	6,306	7,404	8,437	7,065	7,772	
October	12,110	9,377	10,073	9,644	8,159	4,753	6,780	7,224	5,772	6,179	
November	6,235	5,101	3,333	3,441	4,992	6,305	8,913	7,883	6,988	7,610	
December	36,438	29,369	27,579	30,070	34,198	39,929	36,385	38,406	36,061	38,168	
Totals	287,587	272,449	247,032	252,405	244,442	256,223	276,484	263,330	234,624	267,522	151,437

Source: Mountain Rides SV-K Town Buses Ridership by Calendar Year

Table 5-8: Highway 75 Corridor Traffic Counts (Hailey to Ketchum)

Year	Vehicle Count (Annual 24-hr Average)
1990	8,931
1991	8,675
1992	8,830
1993	7,607
1994	9,034
1995	10,911
1996	11,313
1997	11,605
1998	11,894
1999	12,336
2000	12,687
2001	12,756
2002	13,008
2003	13,405
2004	
2005	13,457
2006	13,091
2007	13,258
2008	12,514
2009	
2010	11,597
2011	
2012	11,264
2013	11,596
2014	11,831

Source: Idaho Transportation Department, Counter #68 Hailey, Automatic traffic recorder
http://www.itd.idaho.gov/highways/roadwaydata/counters/068/index.html

NOTES

1. PRIVATE PROPERTY RIGHTS

I. Goal:

The City of Sun Valley is authorized under the Local Land Use Planning Act (Idaho Code Section 67-6501 *et seq.*) to adopt land use regulations and policies for the protection of the health, safety and general welfare of its residents. Consistent with this authorization the City of Sun Valley shall evaluate, under particular circumstances, proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property.

1. Policy:

In evaluating whether a proposed regulatory or administrative action may result in an unconstitutional taking of private property, the City of Sun Valley shall, when requested, prepare a written takings analysis concerning the particular action consistent with the guidelines established by the Idaho State Attorney General pursuant to Idaho Code Section 67-8001 *et seq*.

Implementation:

a. The City of Sun Valley shall conduct this evaluation through the use of the attorney general checklist described in Idaho Code Section 67-8003 as promulgated and updated from time to time by the Idaho State Attorney General.

2. RELATED PERIODICALS

For related periodicals that discuss resort challenges see the following:

K. Castle. Shakeup in ski country. Winter travel section, Hemispheres Magazine. Winter 2004, pp 52-56.

S. Condon. Heavy traffic ahead. Pitkin County's job growth is Garfield County's population growth. Aspen Times. May 29 2005.

K. Johnson. Second homes are remaking the west's resorts. New York Times (national edition) May 8 2005.

G. Lichtenstein. Part time paradise. High Country News. Oct 25 2004. pp 6-12.

ibid. Can Vail find room for its workers? High Country News. Oct 25 2004. pp 6-12.

R. Zimmerman. Resort survival. Urban Land. Aug 2003. pp 46-52.

3. HIGHWAY 75 TRAFFIC

Blaine County plans to explore integrating public transportation into the management of the Highway 75 corridor for tourism, commerce, and local residents. This effort acknowledges that the mobility of people and commerce cannot be met solely with highway and road systems. As an example, traffic volumes along State Highway 75 are expected to increase approximately 50% by 2025 *(Blaine County*

Transit Development Plan Concept, 2005-2010. May 12, 2005). Monthly SH75 traffic counts conducted between Ketchum and Hailey indicate that summer volumes are substantially higher than winter volumes. Demographic and job generation data indicate that the basic premise for the increase in commuter traffic along SH 75 are found in the travel between place of residence and place of employment.

The Blaine County Transit Development Plan Concept addresses goals, strategies and priorities for the time period from October 2005 to September 2010. This concept is based on the need to shift currently underutilized transportation resources to better serve the growing demand for transporting workers to the business and employment areas of Ketchum and Sun Valley from residential populations in Bellevue, Hailey, and mid valley. This plan concept assumes a year-round baseline level of transit service, supplemented by additional service during the peak summer and winter seasons. The proposed transit service would consolidate and/or replace existing bus services, relying on intergovernmental agreements, a new organizational structure and equitable funding mechanisms.

According to the *2001 Blaine County Public Transportation Feasibility Study*, in order for a valley-wide transit system to be successful in the Wood River Valley, several important issues need to be addressed by individual municipalities and the County. Those issues include:

1. Locate transit system stops within reasonable walking distance of as many homes and businesses as possible.

2. Provide a “pedestrian-friendly”, transit-supportive environment.

3. Institute quality transit stop design details including pedestrian circulation and access, parking, platforms, shelter and structural systems, signage, linkage to trail and path systems, public art and landscaping.

II. ACRONYMS

B/KHA	Blaine County/Ketchum Housing Authority
BCHA	Blaine County Housing Authority
BLM	Bureau of Land Management
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FMAA	Friedman Memorial Airport Authority
GIS	Geographic Information System
IDEQ	Idaho Department of Environmental Quality
KART	Ketchum Area Rapid Transit
LUPA	Land Use Planning Area
NRCS	Natural Resources Conservation Service
PUD	Planned Unit Development
SISW	Southern Idaho Solid Waste
SPA	Specific Plan Area
SVEA	Sun Valley Elkhorn Association
SVWSD	Sun Valley Water & Sewer District
USFS	United States Forest Service

III. COMMON TERMS

Action Item – A specific statement of action that guides the decision-making process to achieve the realization of the goal or objective to which it relates. These items, when compiled, create a "work plan" that assists the City in making informed decisions.

Commercial Enplanement - the volume of passengers outbound (enplaned) from an airport on commercial air carriers.

Goal – A general condition, aim or achievement that reflects broad public purposes.

Impact Area – Also known as the City's planning area; it is the land area surrounding the limits of each city, negotiated between each individual city and the county in which it lies.

Land Use Planning Area – See "Specific Plan Area."

Specific Plan Area - Areas that require particular attention due to the presence of special sites, development opportunities or challenges. Each Specific Plan Area has carefully identified land use categories and a maximum number of dwelling, commercial and/or hotel units.

Objective – A discrete step, possibly among several, by which a broader goal may be accomplished.

Special Sites – Areas, sites or structures of historical, archeological, architectural, ecological, natural or scenic value or significance. Special sites are identified for the purpose of recognition and respect.

Workforce Housing – Preserving housing options for people who work in areas experiencing rapidly escalating land prices and who are at a financial disadvantage in the housing market. Usually deed-restricted units are provided by the developer or created through private-public partnerships.

IV. IDAHO STATUTORY COMPLIANCE

Idaho Code 67-6508 requires that the following components be addressed in a Comprehensive Plan. The following listing identifies where each component is addressed. Many of these components are addressed extensively throughout the plan and, therefore, this listing is not an exhaustive catalog but rather a summary of the key areas of component discussion.

1. PROPERTY RIGHTS
    a. pg 39, GOAL 5: PROMOTE DEVELOPMENT THAT HONORS PRIVATE PROPERTY RIGHTS, IS SENSITIVE AND COMPLEMENTARY TO ADJACENT PROPERTIES AND RESPECTS THE NATURAL SCENIC SETTING AND VIEWS.
2. POPULATION ANALYSIS
    a. pg 5, Chapter 1: II. B.
3. SCHOOL FACILITIES & TRANSPORTATION
    a. pg 28, SCHOOLS AND LIFELONG LEARNING
    b. pg 43, OBJECTIVE 3.3: Maintain and enhance the arts, educational, and cultural attractions for the enrichment and vibrancy of the community.
    c. pg 44, OBJECTIVE 3.5: Support the contributions of community-based assets to the social and economic fabric of the community.
4. ECONOMIC DEVELOPMENT
    a. pg 8, ECONOMIC INDICATORS
    b. pg 41, GOAL 2: PROMOTE THE HEALTH OF THE AREA'S RESORT ECONOMY.
5. LAND USE
    a. pg 18, LAND USE AND COMMUNITY DESIGN
    b. pg 45, ENCOURAGE GROWTH AND MANAGE DEVELOPMENT
    c. pg 55, FUTURE LAND USE
6. NATURAL RESOURCES
    a. pg 14, NATURAL RESOURCES
    b. pg 39, GOAL 1: PRESERVE AND PROTECT NATURAL AND SCENIC RESOURCES, THE ENVIRONMENT, AND OPEN SPACES.
7. HAZARDOUS AREAS
    a. pg 17, NATURAL HAZARDS
8. PUBLIC SERVICES, FACILITIES AND UTILITIES
    a. pg 23, PUBLIC SERVICES, FACILITIES, AND UTILITIES
    b. pg 48, GOAL 6: PROVIDE FOR NECESSARY AND APPROPRIATE PUBLIC FACILITIES, SERVICES, AND EDUCATIONAL OPPORTUNITIES TO SERVE EXISTING POPULATIONS AND NEW GROWTH.
9. TRANSPORTATION
    a. pg 31, TRANSPORTATION
    b. pg 49, GOAL 7 SUPPORT THE CONTINUED DEVELOPMENT OF AN INTEGRATED TRANSPORTATION SYSTEM THAT PROMOTES A RECREATIONALLY-ACTIVE COMMUNITY, ENCOURAGES NON-MOTORIZED TRANSPORTATION, AND REDUCES CONGESTION AND AIR POLLUTION.
10. RECREATION
    a. pg 27, RECREATION
    b. pg 32, PATHS AND TRAIL SYSTEM
11. SPECIAL AREAS AND SITES

a. pg 57, SPECIAL SITES
b. pg 60, SPECIFIC PLAN AREAS

12. HOUSING
    a. pg 19, HOUSING CHARACTERISTICS AND FORECAST
    b. pg 21, WORKFORCE HOUSING
    c. pg 53, OBJECTIVE 8.3: Encourage, support, and participate in regional partnerships to provide for workforce housing.
13. COMMUNITY DESIGN
    a. pg 19, LAND USE AND COMMUNITY DESIGN
14. AGRICULTURE
    a. a. pg 57, LAND USE DESIGNATIONS
15. IMPLEMENTATION
    a. pg 73, PLAN IMPLEMENTATION
16. NATIONAL INTEREST ELECTRIC TRANSMISSION CORRIDORS
    a. There are no corridors of national interest defined in the Big Wood River Valley; local corridors and electrical needs are addressed on pg 30 (Electricity)
17. PUBLIC AIRPORT FACILITIES
    a. pg 36, AIR TRAVEL

V. **SPECIAL SITES**

The purpose of the Special Sites designation is to conserve the natural beauty, cultural heritage and natural resource features that characterize Sun Valley's community values, its traditions and history. This section of the Sun Valley *2005 Comprehensive Plan Update,* serves to describe the rich legacy of historic buildings, landmarks, scenic view locations, physiographic features and natural resources that create the unique sense of place one feels when in the Sun Valley area. Most Special Sites are privately owned or managed; others are owned or managed by public bodies or non-government organizations. The Special Site designation serves as notice to private owners and public authorities that the site is to be recognized and respected for its unique character. New development should respect the Special Site and the City may require setbacks, view corridors, historic preservation designations, limits on demolition and/or other needed land use and design regulations to ensure that each Special Site remains its place of prominence in the City.

The Special Sites designated by the City are located in general order as shown in Figure 2, Special Sites, in Chapter III, Section C of the *Comprehensive Plan*. These Special Sites are considered under three general categories:

- **Sites of Outstanding Natural Beauty**- The purpose of this category is to identify and conserve those areas of natural beauty, rural landscape and vistas onto the nearby mountain scene. The City understands the visual and aesthetic value of its sites of outstanding natural beauty and will work to protect these community assets.

- **Sites of Historical and Cultural Heritage-** The community has identified certain cultural landscapes and buildings that are integral parts of our local heritage. Many of these sites are associated with historic events, activities, notable persons or groups of people that reveal our relationship with the natural landscape over time. In some cases, the sites are person-made expressions of regional identity; others exist in relationship to its ecological contexts. In every case, ongoing preservation and interpretation will yield an improved quality of life and a sense of place and identity for future generations. Since most of these sites are located on privately owned or managed property, preservation or conservation of these sites will require partnership with private owners and managers, planning authorities and other public bodies to maintain and acknowledge cultural and historical authenticity. New development within the Sun Valley Resort area should retain the existing building scale, the quality of public space and the prominence of the Sun Valley Lodge. It is also vital that new development respect the historic resources on the property. Development in the Commercial Core should seek to highlight and enhance these historical structures by respecting the mass and scale of the buildings as well as their traditional use.

- **Sites of Natural Resource Value**- This category takes account of the need to safeguard recreational area access, agriculture, and wildlife habitat as well as the economic and social needs of our local community. Important to the sustainability of Sun Valley's thriving

community, the sites in this category are of high natural resource value and, as such, are designated for special protection. As noted above, the undeveloped hills have significant scenic value but also are of great environmental importance. Deer and elk herds, mountain lions and other wildlife need undisturbed habitat as home range for watering, feeding and breeding throughout the year. The City of Sun Valley should seek protection against vegetation loss and destabilization in order to maintain adequate habitat for these wildlife populations. The City should seek opportunities, through partnerships with local and national non-governmental organizations, to become a leader in planning for sustainability and meeting environmental needs of the present and future generations.

A. DESCRIPTIONS

The specific sites to be considered under each of these three general categories are identified and described as follows, corresponding to the locations shown in Figure 3-2: Special Sites:

1. Trail Creek

Trail Creek begins at the top of Trail Creek Pass and flows into the City of Sun Valley from the northeast, passes through the City of Ketchum and empties into the Big Wood River. In the early settlement days, the Creek provided sufficient water to irrigate all of the area's ranches, including the old Brass Ranch where Sun Valley Resort is located. Trail Creek provides the majority of the City's surface water and more than 60% of the water supplied to Sun Valley Resort. It also plays a major role in the survival of Sun Valley's wildlife providing abundant fresh water and sheltering trees along its banks.

The habitat and water provided by Trail Creek should be protected from contamination, using riparian setbacks and establishing limits for chemical and fertilizer use in landscaping and agriculture.

2. Trail Creek Cabin

Built in 1937 by an unnamed gentleman who created the original landscaping for Sun Valley Resort, Trail Creek Cabin is located off Trail Creek Road, 1.5 miles *east of Sun* Valley Resort and near the Hemingway Memorial. The log cabin is tucked away next to the rushing waters of Trail Creek and hidden from public view by giant pine trees. The isolated, "rustic and enchanting" nature of the cabin is reported to have been ideal for wild parties attended by Sun Valley legends, including Ernest Hemingway, Gretchen Fraser and pianist, Eddy Duchin.

Today, the cabin hosts public outdoor concerts, private parties, weddings, and catered dinners. Winter guests enjoy the cabin as a remote destination for caroling and sleigh rides led by the resort's champion Clydesdale horses.

Any development near Trail Creek Cabin should respect its quaint nature and public use. Single and multi-family homes should be sited in a manner that continues to respect the nature of Trail Creek Cabin as a rustic retreat in an idyllic setting. Rehabilitation of the cabin should seek to retain the historic integrity of the building.

3. Hemingway Memorial

Movie stars and ski moguls weren't the only celebrities to call Sun Valley home; Ernest Hemingway also took up residence in the Wood River Valley. The resort originally sought out Hemingway, like it did many celebrities, as a way to generate publicity for the fledgling resort, but the offers were spurned by the author.

This made it all the more surprising when Hemingway appeared at the Lodge in his Buick late one night in September, 1939. Hemingway spent the next six months living in Room 206 of the Sun Valley Lodge while writing his Pulitzer Prize winning novel, *For Whom the Bell Tolls.* In exchange for allowing the resort to use his name and pictures for publicity, Hemingway received lower rates at the Lodge which he dubbed the "Glamour House."

Ernest Hemingway spent his final years in Ketchum. The Ernest Hemingway Memorial, featuring a bronze bust and engraved pedestal (which ironically includes portions of an epitaph he had written for a local friend) stands opposite a small, contemplative rest area along Trail Creek in Sun Valley. Nearby, in the Ketchum Cemetery on the northern edge of town on Route 75, is Hemingway's grave.

Access to the Ernest Hemingway Memorial and preservation of the site should be retained regardless of any future development near the site. This should include public parking, transit, and hiking access. Development should also seek to enhance and incorporate this memorial site into a celebrated piece of Sun Valley Resort history.

4. Proctor Mountain

Proctor Mountain, named for Charles N. Proctor and summiting at an altitude over 7,700 feet, serves as one of the most popular hiking attractions in the City of Sun Valley. Employed by Averell Harriman, Charles Proctor was instrumental in laying out many Sun Valley ski runs.

Proctor Mountain also plays a historically-significant role in the evolution of the modern ski resort as it was the original site of the world's first chairlift. Other mechanisms for escalating the mountain previously existed, such as rope tows and aerial trams; but Sun Valley was the first resort to host a "first-class route to the top" which was a single-seat chairlift that included a footrest. The chairlift was erected by Union Pacific in 1936 on Proctor Mountain; it was eventually moved to Bald Mountain and referred to as "Lift Number 5”.

Proctor Mountain should be protected as permanent open space and as a cultural landscape amenity. Any significant development or redevelopment in the vicinity of Proctor Mountain should preserve view corridors and access to the widely-used hiking trails and permit trailhead parking and transit opportunities.

5. Ruud Mountain

Ruud Mountain was named after champion ski jumpers, Sigmund and Birger Ruud, who helped design an exhibition ski jump on the mountain.

Ruud Mountain and its chairlift serve as memorials to Sun Valley as the birthplace of skiing in the Western hemisphere. Development near the mountain and lift must recognize the National Historic

Register designation and the contribution to Sun Valley's unique history. Development setbacks, limitations on the mass and scale of buildings near the site should be enforced and continued public access to Ruud Mountain hiking trails and to the Ruud Mountain Chairlift should be maintained. The natural growth of vegetation should be kept clear for site preservation, fire mitigation, and aesthetic visibility purposes.

6. Rudd Mountain Chairlift

Ruud Mountain and its chairlift overlook the tees and fairways of the Sun Valley Golf Course. The Ruud Mountain chairlift was the third of its kind in the world. The design for the chairlift was ingeniously borrowed from the techniques used to move stalks of bananas from boats onto trains in the Southern Hemisphere. Inventor James Curran simply removed each big hook that hung from the rotating overhead cables (used to hold the banana stalks) and replaced it with a chair. In 1980, the Ruud Mountain Chairlift was placed in the National Register of Historic Places as the nation's first ski lift because the original Proctor Lift was no longer in place.

7. Sun Valley Inn

The Sun Valley Inn was erected in the summer of 1937 and began operation in December of that year as the Challenger Inn. Located in the center of the Sun Valley Mall, the Inn was built to accommodate moderately-priced hotel guests visiting Sun Valley. This marketing strategy was much like the Union Pacific's *Challenger* passenger trains that were targeted at the middle class.

The same architect that designed the Lodge was charged with creating a Tyrolean facade for the Sun Valley Inn. By using a variety of exterior finishes and articulating the building, he created the look of many separate buildings. This treatment has the visual effect of making the Inn look less imposing than its sister building, the Sun Valley Lodge, even though some exterior walls of the Inn are at least 300 feet long. Its relatively lower height also gave the Inn an Alpine Village appearance. The Tyrolean style gave the Inn a romantic flare which was popular with its middle class guests. The Inn's proximity to the Lodge also allowed them to be close to the resort's amenities and the visiting "rich and famous".

8. Opera House

The Sun Valley Opera House was one of the first buildings on the Sun Valley Mall, constructed around the same time as the Challenger Inn. A fitting addition to a resort that prided itself on its celebrity draw, the Opera House provided a multitude of entertaining activities on the resort property. Besides nightly showings of movies, concerts occasionally were held at the Opera House and, at one time, Bing Crosby performed for resort guests. In its early days, admission to The Opera House was only ten cents and, even though the theater seats 500 people, frequently there was standing room only.

The Opera House remains open today and is used most frequently as a movie house for resort visitors and Wood River Valley residents. Although it is not used as heavily today as during the 30's and 40's, the Opera House remains an important entertainment venue and a valued historic structure.

9. Sun Valley Lodge

The Sun Valley Lodge was opened on December 21, 1936, amid great fanfare. The building was originally designed to represent Averill Harriman's sense of "roughing it in luxury". As such, it resembles a grand wooden structure, yet is constructed of Portland Cement to resist fire and improve durability. During construction, the wet concrete finish was impressed with wood grain then acid-stained brown to imitate wood. The prominence of the Lodge is reinforced by its height as it rises well above nearby buildings and the canopy of trees that surrounds it.

The interior design of the Lodge includes a central open lobby with guestroom wings angling off each corner of the public area, thus allowing each guest quarters to take advantage of the surrounding views. It was a veritable million-dollar palace in the middle of the snowy Idaho wilderness. Even today, the Lodge receives plaudits for its high-quality craftsmanship and unique design in addition to the remarkable construction speed of less than one year.

The Sun Valley Lodge is both a visual and economic focal point, visible from many vantage points within the City of Sun Valley, including Dollar Mountain and the summits of many hiking trails. Because of its height, it is frequently useful as a familiar landmark for guests and residents.

10. Outdoor Ice Rink

The Outdoor Ice Rink is located on the south side of the Sun Valley Lodge and was constructed at the same time as the Lodge. Harriman wanted to make the ice rink a focus and so it sits as the centerpiece to the Lodge with nearly every guest room overlooking the rink.

As it did in earlier times, the Ice Rink still attracts people of all ages to the resort. The rink also helped Sun Valley create the allure it desired by attracting not only skating celebrities who perform in the summer Ice Shows but also celebrities as ice skating fans. Sonja Henie Fraser was the first of a long line of Olympic skaters who have performed in the weekly Ice Show.

Today, the Outdoor Ice Rink, which is visible from the outdoor dining patio, serves the Lodge's summer guests as free entertainment. A large indoor rink on the south side is used by figure skaters and ice hockey players alike.

Any development near the Outdoor Ice Rink should allow for its continued use as a performance and practicing stage for ice skaters. Further, Commercial Core development should allow for continued foot-traffic access to the rink as well as easily accessible parking and transit opportunities for the events.

11. Sun Valley Lake

This small lake was created in 1937 when Union Pacific Railroad engineers built a dam to hold back the flowing waters of Trail Creek. The dam represents the only significant altering of the waterway since Ernest Brass dug irrigation canals on the Brass Ranch. Today, it is one of the few reservoirs located in Blaine County. An important visual feature and resort amenity, people use the grounds around Sun Valley Lake as a picnic site, peddle-boating and fishing on the lake. The first homes built in the City were located around Sun Valley Lake and many old timers fondly remember the lake as their first "fishin' hole."

All new development near Sun Valley Lake should comply with the riparian, wetland and floodplain regulations, including codes that create a buffer between the built and natural_environments and seek to limit the contamination of Trail Creek with harmful pesticides and fertilizers. Development should maintain public use of the lake through access easements.

12. Penny Hill

Penny Hill is located on the west side of Sun Valley Road, adjacent to the Sun Valley Resort's commercial core. It is a rocky, sage-covered knoll, rising just under 200 feet off the valley floor. Although not intended as a skier's destination by the resort's founders, the hill was used by guests and ski instructors for beginner's lessons and other outdoor winter activities, such as sledding and tubing.

Today, Penny Hill is no longer used for ski instruction, but it remains the community's most popular sledding site for people of all ages. Penny Hill is located next to another of Sun Valley's more memorable features, the open grassland pastures alongside Sun Valley Road used for horse grazing.

Development near Penny Hill must protect the view corridors and natural topographical separation afforded by the hills and ridge that extends from Ketchum to Sun Valley. Furthermore, development should enhance the open space area on the west side of Sun Valley Road as well as the single family homes on Saddle Road. Efforts should be made to relocate sledding activities to different location which has adequate parking and better manages the inherent dangers of the activity.

13. Sun Valley Road and Trail Creek Road

Sun Valley Road is the main thoroughfare between Ketchum and Sun Valley and the main entrance for visitors and residents coming to the Sun Valley Resort. North of the junction with Dollar and Saddle Roads, Sun Valley Road becomes Trail Creek Road. These roads existed prior to the existence of Sun Valley Resort and were used by the Ketchum, and Challis Toll Road Company to access the Lost River Basin northeast of the Wood River Valley via the Trail Creek Pass.

Development near Sun Valley Road should respect the use of the roadway as the signature gateway to the City and to Sun Valley's western resort properties; a minimum 50-foot open space buffer or building setback between the road and any development should be retained.

Trail Creek Road is still used today as a connector into the Lost River Basin as well as the only public access route to Trail Creek Cabin, the Hemingway Memorial, USFS campgrounds and various non-motorized trailheads. The multi-use path along Trail Creek Road is also heavily used by cyclists, pedestrians and runners. In order to protect the view corridor from the public right-of-way and maintain a continuous rural landscape, development should create a permanent setback along Trail Creek Road that protects the view corridor.

14. Red Barn

Located on the east side of Sun Valley Road, the Red Barn is one of the few remaining structures that recall the early development of central Idaho's transportation routes. After Isaac I. Lewis and others founded the neighboring village of Ketchum, Isaac and his son, Horace, started the Ketchum and Challis Toll Road Company and built the first wagon road over Trail Creek Pass. The Red Barn, built by Horace

Lewis, was used to service this endeavor. While the actual date of construction of the Red Barn is unknown, it appears in photos from the early 1880's and was most likely used to house and maintain the ore wagons that traveled Trail Creek Road between Ketchum and Mackay.

The Red Barn remained a notable landmark for over a century and serves today as a distinct emblem of the Sun Valley resort village. Development near the Red Barn should respect its historic context as a gateway feature and respect its placement within the empty field that surrounds it. Any development near the Red Barn should be set back and complement and enhance the Red Barn's iconic value with limitations on mass, scale and building forms and finishes.

15. Idaho Power Plant Building

The first public use of electricity in Idaho was for street lights in Hailey in the late 1880's. As early as 1882, the Idaho Power Plant Building was used by a Ketchum smelter to generate electricity to power the water wheel and a small dynamo used for lighting operations. The small wooden building that sits at the gateway entrance along Sun Valley Road is a replica of that building and is iconic of the area's mining history.

The bipolar generator currently housed within the Idaho Power Plant Building is a relic of the type used in the early days of commercial mining. Rated at 20 kilowatts, 125 volts and 160 amperes, it was manufactured by the Edison General Electric Company in 1888. The generator was first used at Pontiac, Michigan, and is displayed in the Idaho Power Plant Building, courtesy of the University of Idaho.

16. Dollar Mountain

Dollar Mountain is located on Elkhorn Road close to the core of the Sun Valley Resort. As one of the first skiing slopes developed in Sun Valley, it has a 650 foot vertical rise and was the site of some of the earliest chairlifts developed in the world.

At a summit elevation of 6,638 feet, Dollar Mountain was most popular for its dry, powdery snow and its rolling, treeless terrain. At the time the resort opened, skiing was a relatively new sport in America; European and local instructors taught celebrity guests how to ski. Today, with advanced skiers challenging the more difficult slopes of Bald Mountain, Dollar Mountain is known as the "beginners' hill." Winter visitors still find a great number of helpful ski instructors on Dollar Mountain; but instead of loose-footed celebrities dotting the slopes, kids of all ages are getting their first lessons in skiing or snowboarding.

Dollar Mountain has three lifts from its main base and one lift from the Elkhorn Village, providing easy access for Elkhorn residents. Carol's Dollar Mountain Lodge is located at the main base; built in 2004, the building is frequently noted for its excellent architectural quality. It is identified as a valuable community venue for concerts, weddings, and conferences. Any development surrounding Dollar Mountain should not interfere with its traditional use as a skiing hill nor should it inhibit future community uses for the area. Access for the public should be also maintained as development occurs in the Elkhorn Village area.

The dramatic changes since 2005 in operations, use, and amenities, including a successful world class terrain park feature and half pipe, reinvigorated the area and continues to draw in use for the region.

17. Elkhorn Hill Panorama

The panoramic vistas of the mountains and valleys as viewed from the top of Elkhorn Hill are some of the most lauded throughout the Wood River Valley and Blaine County. From this vantage point, many of the awe inspiring Idaho mountain ranges are visible, including the Sawtooth, Pioneer, Smoky, Boulder and White Cloud Mountain ranges. Development should respect and not interfere with these scenic vistas.

18. Bluff Parcel

The Bluff Parcel is located on the east side of Elkhorn Road at Horseshoe Bend. Its previous owner, the Johns Manville Company, was one of the original developers of the Elkhorn portion of Sun Valley. In 2000, the City received a request to develop the 2.87 acre parcel into private residences. Once the property was recognized for its open space and view corridor values, the community purchased the property using monies from the City's general fund, homeowner's association dues and private donations. The Bluff Parcel, with a restrictive open space deed, was donated to the Wood River Land Trust and is managed by the Sun Valley Elkhorn Master Association. This successful, community-wide preservation effort creates a precedent for future open space acquisition in the commitment to conserving the open, rural landscape of the City. The Bluff Parcel was successfully rezoned as Open Space (OS) by the City in 2009.

19. Independence Creek Preserve

Independence Creek Preserve is located in the southeastern quadrant of the City, on Independence Creek Road. In 2000, the Cutter and Lyon families donated the fifteen-acre property to the Wood River Land Trust in order to protect the Reserve as open space in perpetuity. Besides being an aesthetic asset to Sun Valley, the property is a natural drainage way and an important wildlife habitat. Hikers share the area with wildlife, crossing the reserve to access the undeveloped ridges around Sun Valley. The Independence Creek Preserve property was successfully rezoned as Open Space (OS) by the City in 2009.

20. Elkhorn Creek

Elkhorn Creek is located in the southeastern portion of Sun Valley, northeast of the Lane Ranch subdivision and flows from Parker Gulch to the southwest, connecting with the Big Wood River. The Elkhorn Creek's historic stream channel had been dry for many years because of the irrigation practices that occurred at the old Lane Ranch which diverted all of the water. In 2000, the Wood River Land Trust restored the Creek and associated habitats, including returning the creek's stream channel to its original location, re-vegetating the creek banks and installing a fish ladder. The fish populations are proliferating since this work was done.

The City should maintain this area as wildlife habitat, including its designation as open space, require riparian setbacks and educate the public to help eliminate the use of chemicals and fertilizers near the Creek. The City should recognize the maintenance and water rights of Lane Ranch in this area.

21. Elkhorn Road Entrance

The Elkhorn Road Entrance is located at the southwestern border of the City limits at the intersection with Highway 75. For visitors traveling north along the highway, this area is the introduction to the cities of Ketchum and Sun Valley. The vistas seen from this site should be protected.

a. References:

Holland, Gwendolyn Spence. Sun Valley: An Extraordinary History. Ketchum, Idaho: The Idaho Press, 1998.

Elevations determined from The United States Geological Services Topographical Maps.

Photos courtesy of The Community Library Regional History Department, Ketchum, Idaho.

B. MAJOR AREA VIEWSHEDS

1. Prominent views of Dollar and Baldy Mountains (Site A)

The prominent views of Dollar Mountain and Baldy Mountain, as seen from many locations throughout the city, should be protected. Dollar and Baldy Mountains are enduring reminders of Sun Valley's skiing heritage and the area's close economic ties to the tourism and recreation industries; and are visual reminders of the easily accessible recreational opportunities afforded to all Sun Valley patrons. Efforts should continue to retain and enhance the viewing sites to these mountains from the public right-of-ways and other public locations where people frequently assemble.

2. The high undeveloped ridges surrounding the City and the ridge between Trail Creek Valley and Elkhorn Valley (Sites B and C)

The high undeveloped, sage- and rock-covered foothills and ridges surrounding the City of Sun Valley, including the vast ridge between Trail Creek Valley and Elkhorn Valley, are defining natural characteristics of the community. As foreground to the immense mountain ranges beyond, the wild, undeveloped nature of the hillsides and ridgelines is one of the most pleasing features differentiating Sun Valley from most other high mountain resorts. The City should continue to keep the hillsides and ridgelines free of development by not allowing any significant temporary or permanent disturbances to slopes greater than 25 percent (25%).

VI. SUPPLEMENTARY MAPPING

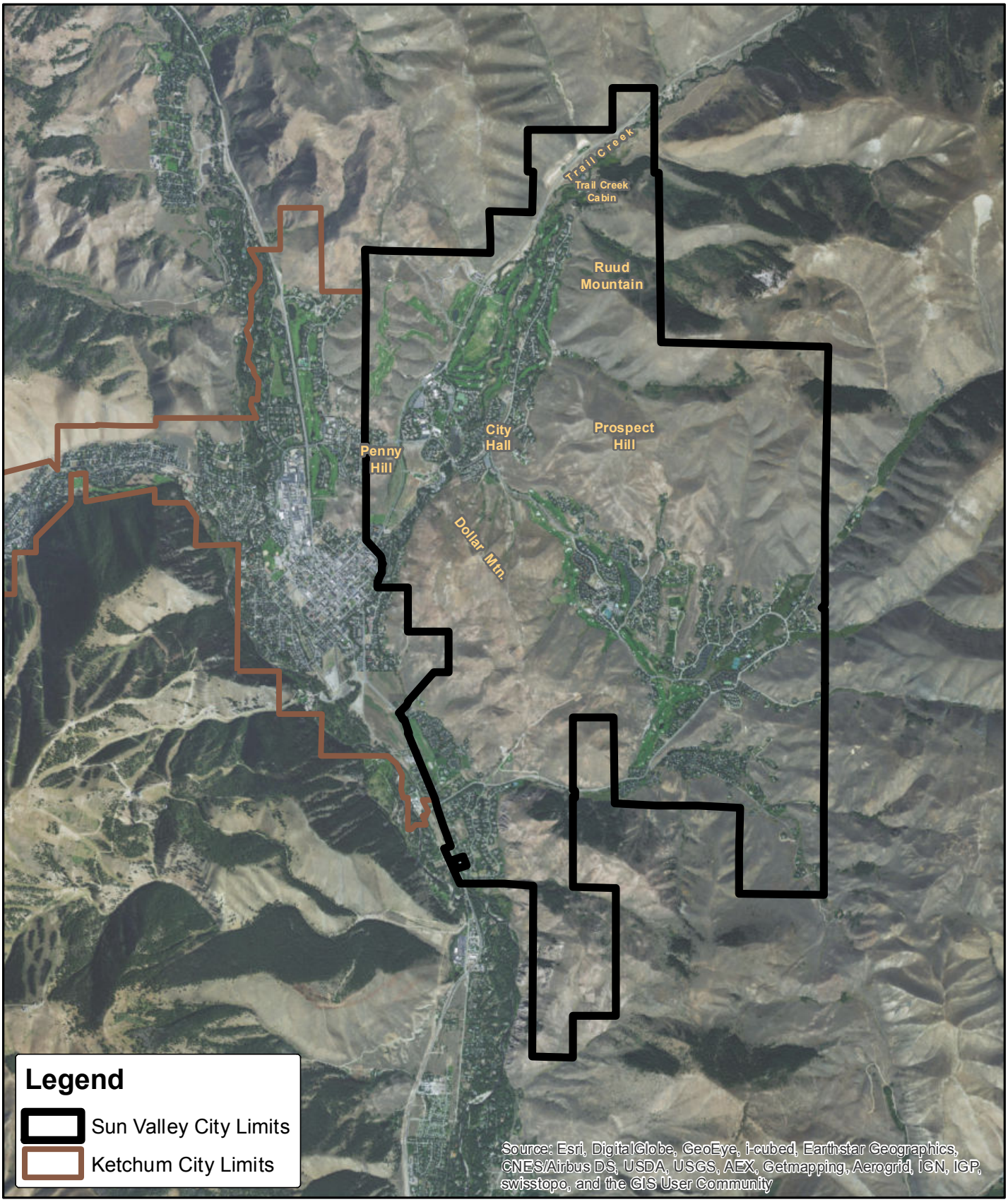
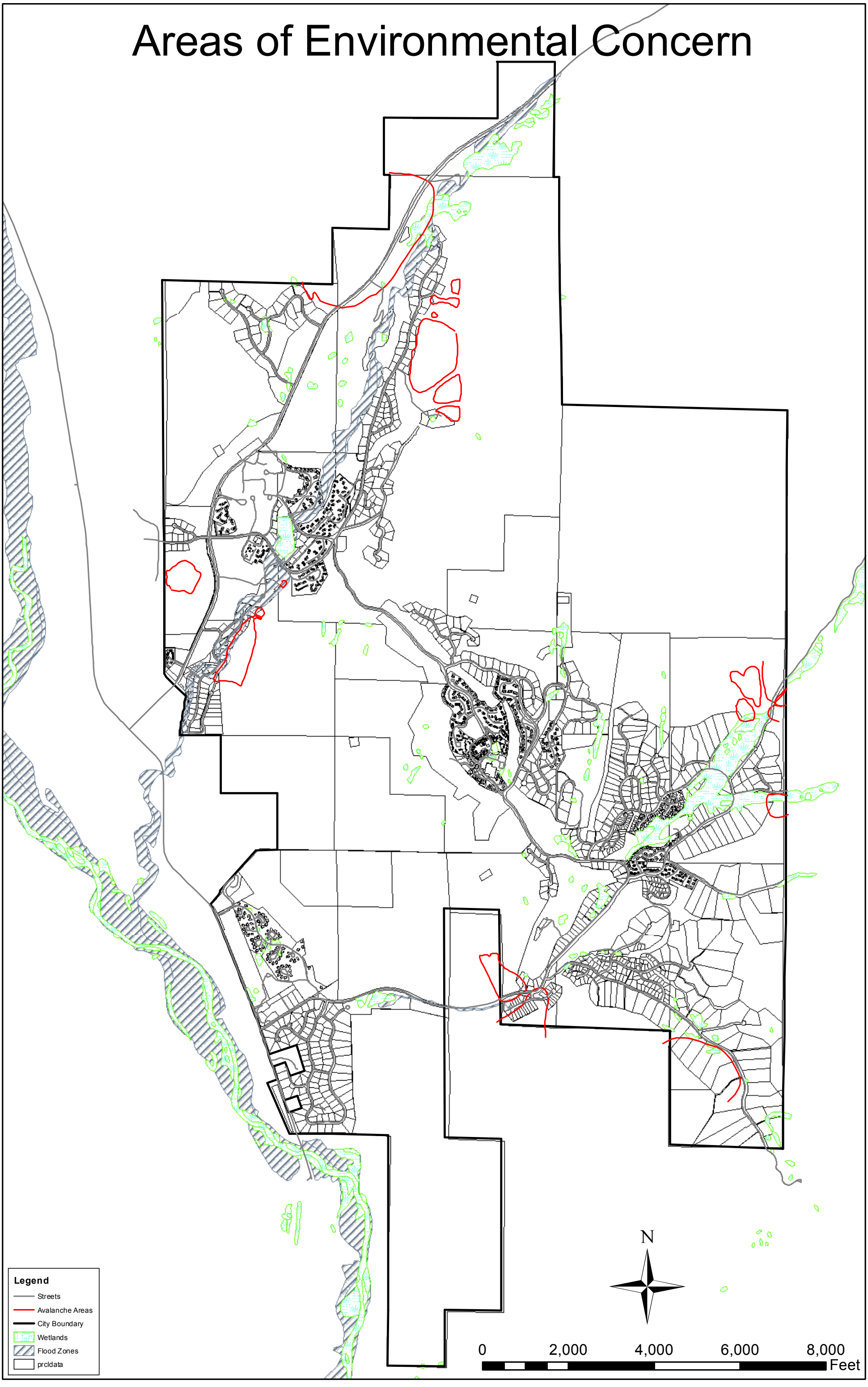


Figure XX. Aerial Photo, Sun Valley, Idaho

Miles
0 0.5 1 1.5

Areas of Environmental Concern



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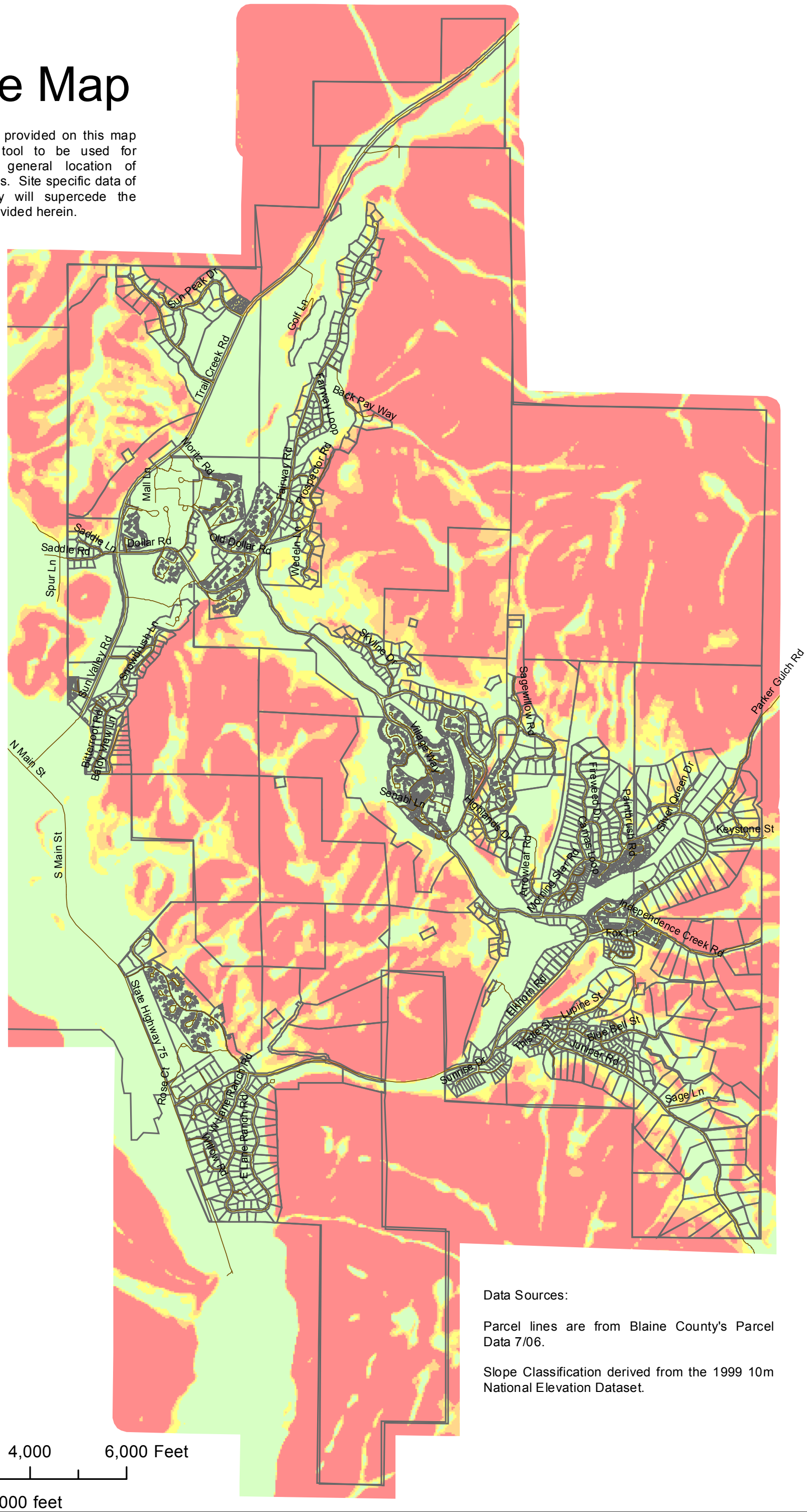
Slope Map

The information provided on this map is a planning tool to be used for identifying the general location of natural resources. Site specific data of higher accuracy will supercede the general map provided herein.



Legend

- Streets
- City Boundary
- Parcels

Slope

Value

- 0-15%
- 15%-20%
- 20%-25%
- 25%-40%

N

0 1,000 2,000 4,000 6,000 Feet

1 inch = 2,000 feet

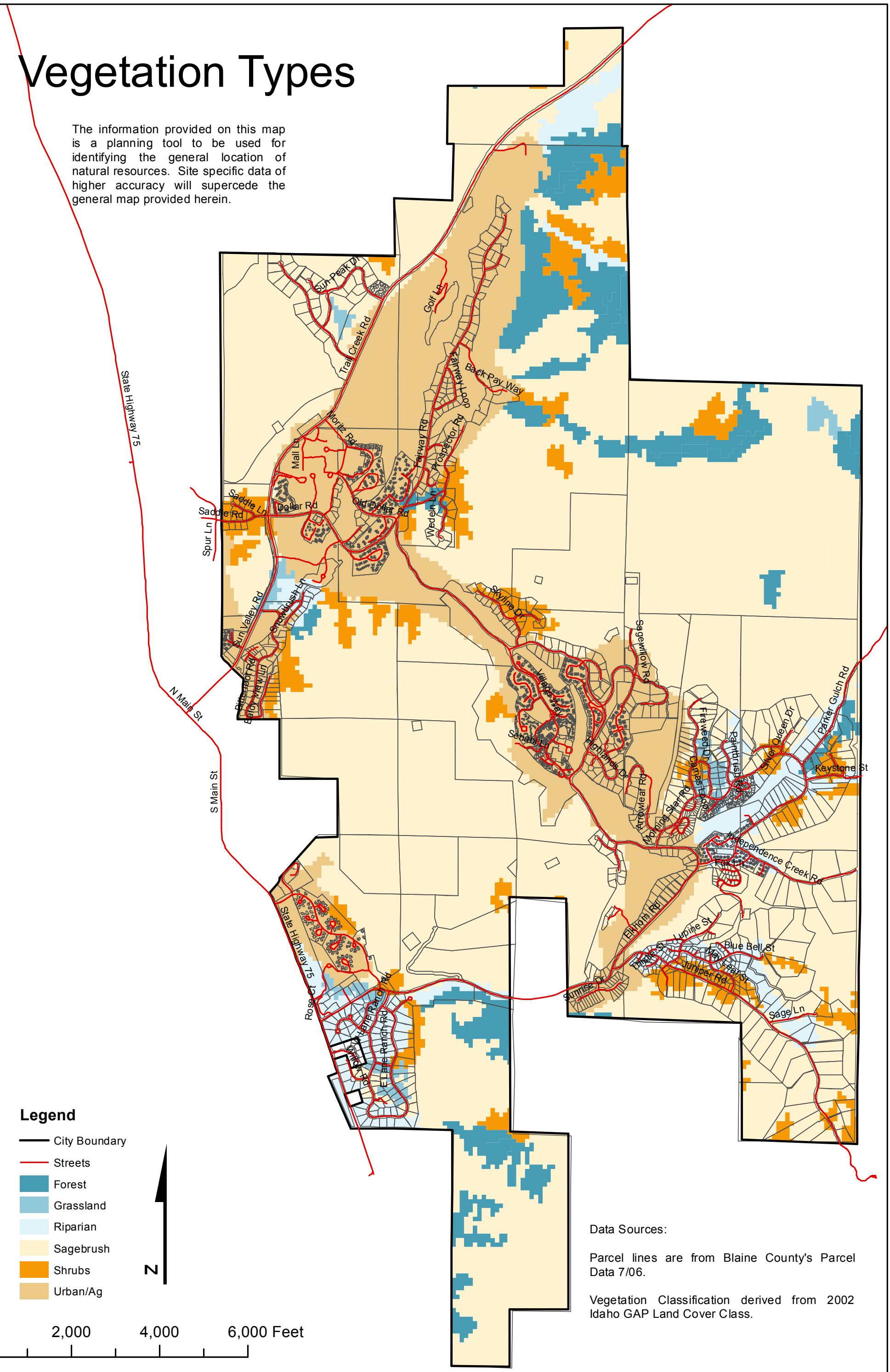
Data Sources:

Parcel lines are from Blaine County's Parcel Data 7/06.

Slope Classification derived from the 1999 10m National Elevation Dataset.

Vegetation Types

The information provided on this map is a planning tool to be used for identifying the general location of natural resources. Site specific data of higher accuracy will supercede the general map provided herein.



Data Sources:

Parcel lines are from Blaine County's Parcel Data 7/06.

Vegetation Classification derived from 2002 Idaho GAP Land Cover Class.