CITY OF SUN VALLEY
PLANNING AND ZONING COMMISSION
AGENDA REPORT

To: Planning and Zoning Commission

From: MH Mark Hofman, Community Development Director

Meeting Date: February 27, 2014

Agenda Item: **Lane Meadows Annexation and Development**

SUBJECT: Continued public hearing for the proposed Lane Meadows development applications, including: Annexation request to incorporate into the City of Sun Valley from unincorporated Blaine County; Comprehensive Plan/Future Land Use Map Amendment (CPA 2013-02) for a Low Density Residential land use designation; Zoning Map Amendment (REZ 2013-03) to zone the property to the Single-Family Residential (RS-1) Zoning District; Master Plan/Planned Unit Development (CUP 2013-01) for single family residential development, including a private street and an open park parcel; Preliminary Plat (SUBPP 2013-11) for a twelve lot single family residential subdivision with associated improvements; and, Development Agreement for a single phase residential development. **Applicant:** Scott Thompson for Evergreen Ventures, LLC. **Application Filing Date:** November 4, 2013. **Location:** 12671 and 12673 Highway 75; Tax Lots 5994 and 6790, Blaine County.

BACKGROUND: A request to annex into the incorporated limits of the City of Sun Valley and associated development applications were submitted by Evergreen Ventures, LLC for two tax lots in Blaine County that are accessed directly from Highway 75 south of the Elkhorn Road intersection. The two tax lots are contiguous with the City limit and are surrounded on three sides by the existing Lane Ranch Subdivision. The Planning and Zoning Commission is the recommending body for such requests and the project will be reviewed in an additional public hearing by the City Council in the future. The Planning and Zoning Commission began a review of the requests/applications with a presentation by the applicant at a noticed public hearing on Thursday, January 23, 2014. For that presentation meeting, the Commission received a project materials and application binder prepared by the applicant and project drawings, all stamped received by the City on December 31, 2014. Additionally, the Commission received all public comment emails and letters for the proposed project received by the City as of the writing of the January 23, 2014 staff report. After the presentation and public hearing, the Planning and Zoning Commission requested a publicly noticed site visit for the February 13, 2014 regular meeting and continued the public hearing date and time certain.

At 9am on Thursday, February 13, 2014 the Commission toured the site of the proposed development and viewed adjacent properties and existing conditions. After the site visit the Commission adjourned back to City Hall for the continued public hearing and discussion. The Commission's discussion centered on the entire project as a package/design and then separated

out individual applications for specific comment. The Commission indicated their preliminary thoughts and direction on the Annexation, Comprehensive Plan Amendment, and Zoning Map Amendment applications before continuing the public hearing date certain to 9am, Thursday, February 27, 2014.

ANALYSIS: The Planning and Zoning Commission has now received an initial presentation of the project from the applicant on January 23, 2014 and conducted a publicly noticed site visit on February 13, 2014. To facilitate the continued public hearing and discussion of the Commission at the February 27 meeting, staff has attached numerous project review and comment materials to this Report. Due to the extensive amount of materials, most will not be analyzed or summarized here in this Report but all are listed below in the "List of Attached Materials" section. A few items of significant note though are as follows:

Public Comment- Four new public comment emails have been received by the City after the February 13, 2014 meeting and prior to the writing of this Report. These comment emails are attached as **Exhibit "PZ-A"**, **Exhibit "PZ-B"**, **Exhibit "PZ-C"**, and **Exhibit "PZ-D"** for review and consideration by the Planning and Zoning Commission throughout the review and public hearing process to address the concerns of those commenting.

Site Visit Handout- The applicant provided a laminated handout at the site visit showing proposed lots, adjacent lots, view corridors, landscaping, and a staking guide. The Commission requested that the two-sided information be put together on one exhibit for their guide and reference. The applicant completed a one-sided exhibit as requested (**Exhibit "PZ-T"**).

Traffic Study Revision- At the February 13, 2014 meeting, the Commission requested additional information regarding the project's traffic study. The revised February 21, 2014 Lane Meadows Preliminary Traffic Evaluation memorandum from JUB Engineering, Inc. (**Exhibit "PZ-N"**) includes requested AM traffic data in its analysis as requested.

Public Notice- An initial submittal of the project applications was publicly noticed by a mailed and posted Notice of Pending Development Application Review on November 7, 2013. The initial Planning and Zoning Commission presentation and public hearing of January 23, 2014 and the individual development applications were publicly noticed by: 1.) publication in the Mtn. Express on January 8, 2014; 2.) posting in two places on the project site; 3.) mailing of notice to all property owners within a minimum 300 foot radius of the site; 4.) posting of notice in five prominent public places in the City, including Sun Valley City Hall, Sun Valley Post Office, Elkhorn Springs Store Post Office, St. Thomas Episcopal Church and the Elkhorn Fire Station; 5.) electronic notification to all parties who have notified the City of interest to receive agendas and notices; and, 6.) posting of the notice on the City's web site. The February 6, 2014 site visit by the Planning and Zoning Commission and continued public hearing was publicly noticed by the same methods listed above for the January 23, 2014 public hearing. On February 6, 2014 the public hearing was continued date and time certain to Thursday, February 27, 2014 at 9am.

RECOMMENDATION: The Commission should disclose all information and contacts received outside the public hearing on this item upon which the recommending decisions will be based. The Commission should receive and review the attached project comment and review materials, including the new public comment emails, hold the continued public hearing, and discuss the project design and elements.

LIST OF ATTACHED EXHIBITS:

Exhibit "PZ-A"	Public comment email stamped received by the City on February 13, 2014 from Joanne Mercer, Lane Ranch.
Exhibit "PZ-B"	Public comment email stamped received by the City on February 15, 2014 from Libby and Jim Huyck, 6 Dogwood Lane, Lane Ranch.
Exhibit "PZ-C"	Public comment email stamped received by the City on February 19, 2014 from Tim and Mary Hogan, 11 Meadow Road, Lane Ranch.
Exhibit "PZ-D"	Public comment email stamped received by the City on February 21, 2014 from Connie Price, 4 Willow Road, Lane Ranch.
Exhibit "PZ-E"	Memorandum to the Planning and Zoning Commission dated February 21, 2014 from City Attorney, Adam King, regarding annexation.
Exhibit "PZ-F"	Informational email stamped received on January 27, 2014, from project applicant John Gaeddert, with attached Memorandum and County Code sections for background information regarding the possible land uses and densities for the Lane Meadows property under Blaine County jurisdiction.
Exhibit "PZ-G"	Fiscal Review- Lane Meadows Annexation Request letter from City Administrator, Susan Robertson stamped received by the Community development Department on February 21, 2014.
Exhibit "PZ-H"	Informational email stamped received on January 15, 2014, from project applicant John Gaeddert, with attached background information regarding the basis of the assumed market values of the proposed homes and lots, and absorption rates used for the fiscal analysis review of the City Administrator.
Exhibit "PZ-I"	Informational email stamped received on January 20, 2014, from project applicant John Gaeddert, with attached background information regarding construction cost estimates for the Lane Meadows site infrastructure work.
Exhibit "PZ-J"	City of Sun Valley Fire Department review and comment letter stamped received by the Community Development Department on January 14, 2014.
Exhibit "PZ-K"	City of Sun Valley review and comment email from Chief of Police, Walt Femling, stamped received by the Community Development Department on February 19, 2013.
Exhibit "PZ-L"	Review and comment letter from Idaho Transportation Department stamped received by the City of Sun Valley on December 20, 2013 for the Lane Meadows Proposed Annexation Review.

Exhibit "PZ-M"	Project review and comment memorandums from the City's engineer, CH2MHill, including two (2) preliminary plat review memorandums dated December 30, 2013 and January 17, 2014, and one (1) Traffic Evaluation Review memorandum dated February 19, 2014.
Exhibit "PZ-N"	Revised Lane Meadows Preliminary Traffic Evaluation Update produced by JUB Engineers, Inc. from Vijay Kornala and stamped received by the City of Sun Valley on February 21, 2014.
Exhibit "PZ-O"	Review and comment email to the City of Sun Valley from Jim Finch, Mountain Rides, stamped received on December 18, 2013.
Exhibit "PZ-P"	Review and comment letter stamped received on January 29, 2014 from Mike Chatterton, Business Manager of the Blaine County School District #61.
Exhibit "PZ-Q"	Review and comment letter stamped received on February 3, 2014 from Julianne Shaw, Assistant Planner for the Idaho Department of Lands.
Exhibit "PZ-R"	Required Findings of Fact listing as detailed in the February 13, 2014 Lane Meadows Planning and Zoning Commission Staff Report.
Exhibit "PZ-S"	Commitment For Title Insurance for the Lane Meadows property, including Legal Description, submitted by the applicant and stamped received by the Community Development Department on November 13, 2013.
Exhibit "PZ-T"	Lane Meadows Field Guide with staking information, consisting of one (1) 11" by 17" color sheet stamped received by the City of Sun Valley on February 13, 2014.

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

EXHIBIT "PZ-A"

Mark Hofman

From: elliott mercer [elliottmercer@gmail.com]
Sent: Thursday, February 13, 2014 10:08 PM
To: Mark Hofman
Subject: Lane Meadows Site Meeting

RECEIVED FEB 13 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

Mark Hofman

City of Sun Valley Community Development Department

Sun Valley, Idaho

Dear Mark:

I know that my husband, Elliott Mercer, wrote a letter earlier in this process with concerns about the density of Scott Thomsom's proposed Lane Meadows development as well as traffic issues with access to and from Highway 75.

However, after today's site meeting and speaking with my neighbors (Tony and Connie Price), I wish to voice additional concerns. Lane Meadows as proposed does not fit in well in the Lane Ranch development. With 12 homes, a large grassy area in the middle and differing setbacks, there is no relationship to our beautiful development.

I now realize that we (#10) as well as our neighbors (#11, 12) have lost our view corridor to the North with the placement of a home on Lot 8. This will severely impact the value of our home and others nearby.

My question for Mr. Thomson is this: Why can't he have a less dense project that fits in aesthetically within Lane Ranch that allows ALL homes affected by this new development to keep their view corridors? In carving out a view corridor for his mother (#9), he has severely impacted others. My feeling is that the amount of homes in Lane Meadows should be cut 50%.

We will be in Sun Valley February 17-28 and will attend the next meeting

on February 27. I have been looking at this acreage for the past 17 years. I have no objection to someone building there, but the possibility of 12 homes is hard to fathom.

Sincerely, Joanne Mercer

EXHIBIT
"PZ-B"

Mark Hofman

RECEIVED
FEB 15 2014
CITY OF SUN VALLEY
COMMUNITY DEVELOPMENT DEPT.

From: libonpv@aol.com
Sent: Saturday, February 15, 2014 3:00 PM
To: Mark Hofman
Subject: Lane Meadows development

Hi Mark,

Thank you for meeting all of us neighbors the other day on the site for the Lane Meadows development. I was particularly happy that they had cleared the road for us to walk on and see the "peanut" shaped open space.

As a neighbor in Lane Ranch who doesn't have a serious impact from this development, I do have serious concerns about the density of this project. As most of us in Lane Ranch have extensive experience in real estate development, including us, we were immediately struck at the idea of trying to squeeze 12 parcels on this relatively small piece of "ranch" land. As a farmer myself, I have tremendous respect for open space, but the best way to respect open space is to enlarge the parcels, not condense them. As Tim Hogan mentioned in his email, Lane Meadows parcels should be 0.76 lot size per acre not 0.46 to "conform" to neighboring parcel sizes. So work within these parameters and we all would be happy. We also believe these six or seven larger parcels would attract a higher price by conforming to Lane Ranch standards.

And to make this development even better, please widen the entry off the road. This is THE interstate highway 75. Use the Weyyakin entrance as a perfect example of how to improve the entry. We all know how much easier (and much safer) it is to pull into wider road versus narrower road, especially in winter. And once this entry is widened, plant crabapples along that entry open space for about 200 feet and then start the home sites. Nobody would want his/her driveway near the entry anyway.

There was much discussion on preserving the "view corridor" of neighbors. Well, that's very nice, but what about the view of 12 immense homes to look at. Not much of a view there. Especially when you have only 20 foot setbacks. You have to increase the setback to at least 40, preferably 60 feet.

The best way to develop is to make it simple. A cul-de-sac (with an island like we have on Dogwood) would be the best. No peanut island necessary. It's not like you would want your kids to run across the street to this "peanut island" of crabapple trees. Not even a safe idea.

Keep the shapes simple, easier (and less expensive) to develop too,.

Finally, the ITD sounded like the southbound dedicated left-turn lane would be a requirement for this development, and I strongly agree. Just last week, I was almost rear-ended by someone who didn't see the car ahead of me who had to stop on the left lane of highway 75 to make a left turn. And I see this situation all the time on that highway.

I would really like to see this area developed well so we all can be happy living together. Lane Ranch is a wonderful community and we would like to continue to preserve its beauty for a long time too. Indeed just like the original Lane family would like.

Thank you for your time.

Libby and Jim Huyck

6 Dogwood Lane

Sun Valley, ID 83353

EXHIBIT
"PZ-C"

Mark Hofman

From: Tim Hogan [tim@hoganedgcomb.com]
Sent: Wednesday, February 19, 2014 5:13 PM
To: Mark Hofman
Subject: Lane Meadows
Attachments: Exhibits Lane Meadows.pdf

RECEIVED
FEB 19 2014
CITY OF SUN VALLEY
COMMUNITY DEVELOPMENT DEPT.

Tim and Mary Ann Hogan
11 Meadow Road
Sun Valley, ID 83353
February 19, 2014

Mark Hofman
Planning Director, City of Sun Valley
81 Elkhorn Road
Sun Valley, ID 83353

Dear Mr. Hofman,

As a follow up with discussion relating to the lack of compatibility with the 12 lot Lane Meadows proposal, I would like to address in more detail the setback, view corridor and multiple homes between the Lane Ranch and proposed Lane Meadows homes. The proposed development plan is required to be "The harmonious development of land situated within the jurisdiction of the city and in context with the immediate neighborhood". The developer has made an attempt to address the setbacks and view corridors but has not fully completed the task as shown on the attached exhibits. With Lane Meadows being an "infill" project adjacent to Lane Ranch, It's very important to the Lane Ranch neighbors that this project be compatible in all aspects.

The City's staff report dated February 13th, which references the Development Code sections 9-5b-9e and 9-5b-4e, paragraph 2 – neighborhood, defines the following:

1. There shall a compatible transition in scale, building and proportion between proposed structures/uses and existing structures and landscape.
2. All development shall comply with the standards and criteria as set forth in chapter 3, article A of the City code.
3. The proposed uses and development of the subject property shall be appropriate for the location, lot and neighborhood.
4. The proposed use and development shall not adversely affect the character, public health, safety and general welfare of the neighborhood and community.

Since a number of Lane Ranch lots will be affected, I have attached 6 exhibits describing a variety of issues that do not meet the standards listed above:

Exhibit	Lane Ranch lot number	Lane Meadows lot number
1.	Lot 1 (LR lot 66)	Lots 1 & 2

2.	Lot 2 (LR lot 67)	Lot 3
3.	Lots 10 & 11 (LR lots 37 & 38)	Lots 7 & 8
4.	Lot 12 (LR 36)	Lots 8 & 9
5.	Lot 13 (LR 34)	Lots 8,9 & 10
6.	Lot 14 (LR 35)	Lots 9,10,11 & 12

If you combine the analysis addressed in my February 5th letter of comparing the lot sizes -20,000 sq. ft. to 37,000 sq. ft. and the inconsistencies with the setbacks and blocked view corridors as shown in the exhibits, the 12 lot subdivision is not compatible and should be reduced in density. I proposed that Lane Meadows be reduced to a maximum of 6 lots which will give the developer an opportunity to solve a number of the project issues. Although the traffic and pedestrian and bicycle access issues remain, a less dense project will help.

Accordingly, I recommend the Planning Commission deny the annexation into the City of Sun Valley and request a revised application reflecting the following:

1. Maximum of 6 lots.
2. Average lot size of 35,000 sq.ft. (If 60 ft. right of way is included)
3. The street right of way will be increased per the City's Development Code to 60 ft.
4. The setbacks will be increased up to 60 ft. depending upon the lot configuration and distance between homes.
5. Incorporating a building envelop within each lot.
6. The revised site plan that will reflect the view corridor issues in Exhibits 1 – 6.

Also, I propose that the neighborhood group would be available to meet with the developer and consultants in a working session to review a revised Lane Meadows site plan.

Tim Hogan

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Tim Hogan
Hogan Edgcomb Consulting
20201 SW Birch Street, Suite 155
Newport Beach, CA 92660
B: (949) 251-0625
C: (949) 228-0822
tim@hoganedgcomb.com

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EXHIBIT 1

Lot 1 (LR 66) - Lots 1 & 2 LM

1. Lot 1 is 1.01 acres vs. 2 lots at .46 acres
2. 15 ft setbacks
3. 2 homes directly to the south
4. Blocked south view corridor (30 ft opening)

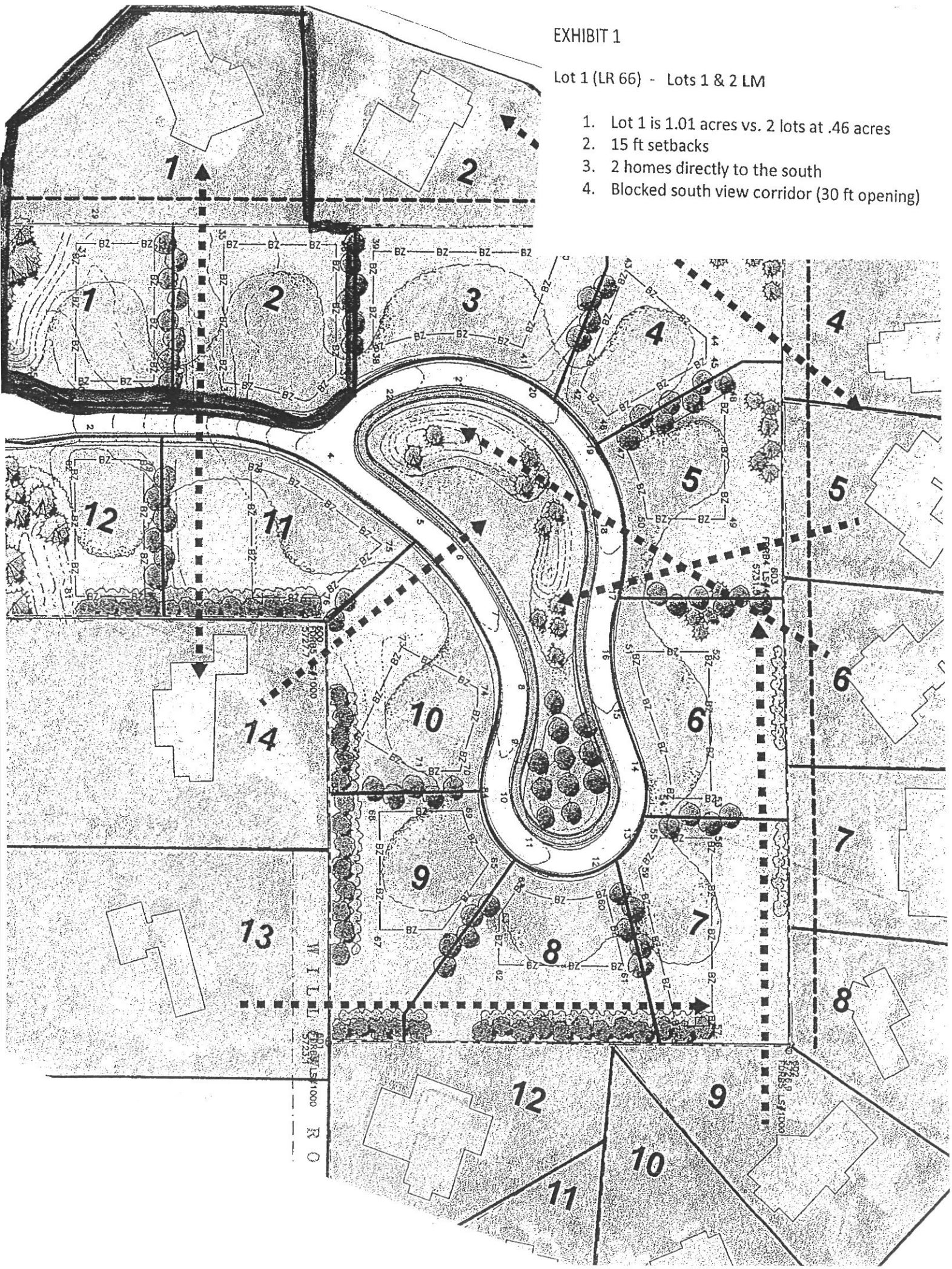

EXHIBIT 2

Lot 2 (LR 67) - Lot 3 LM

1. Lot 2 is .84 acres vs. lot3 at .46 acres
2. 20 ft setbacks
3. Totally blocked south view corridor
4. Kitchen area looking directly at LM home

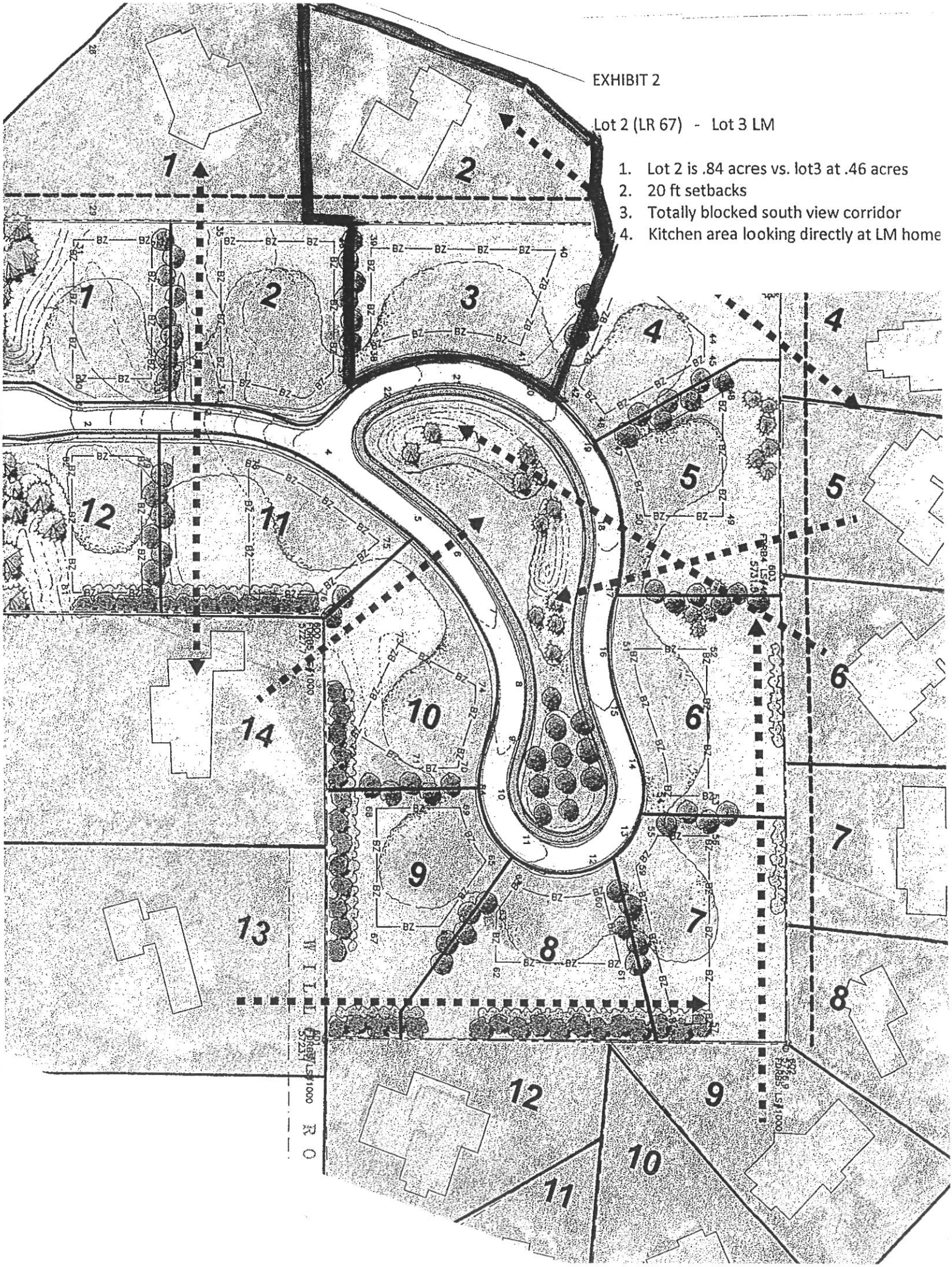

EXHIBIT 3

Lots 10 & 11 (LR 37 & 38)

1. North view blocked by lots 7 & 8

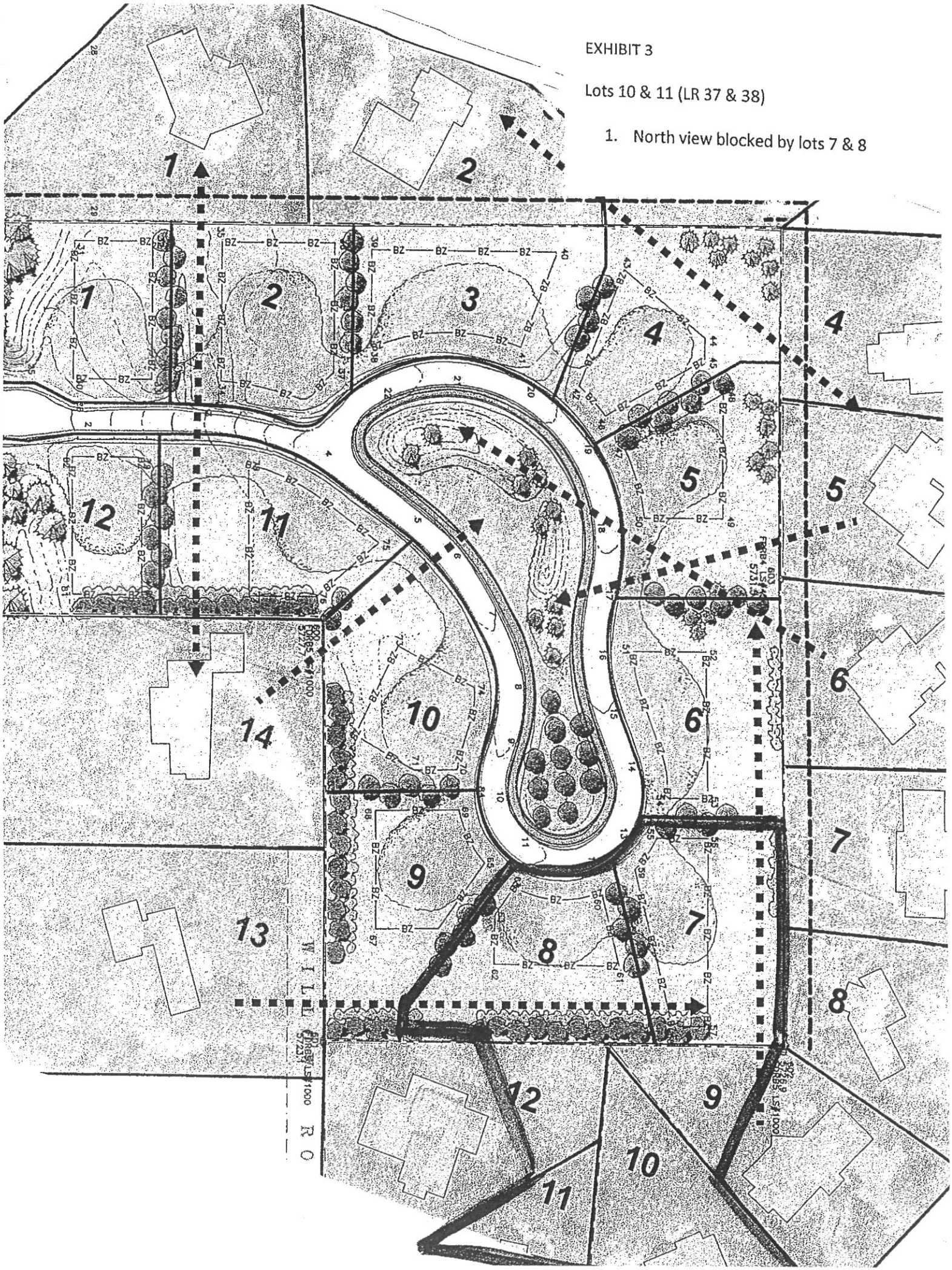

EXHIBIT 4

Lot 12 (LR 36)

1. Lots 7, 8 and 9 block north view corridor

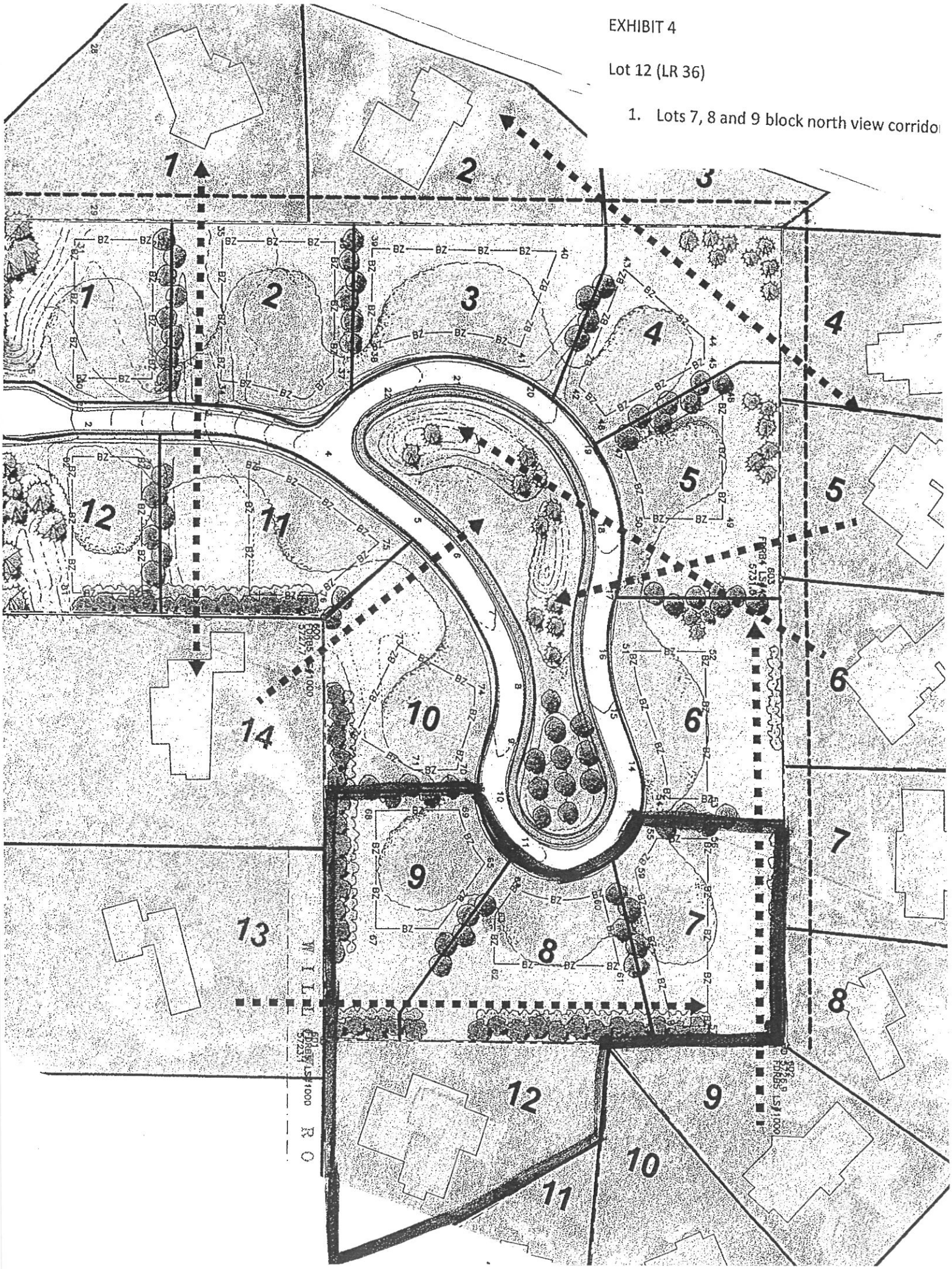

EXHIBIT 5

Lot 13 (LR 34)

1. Lots 8, 9 & 10 block east view

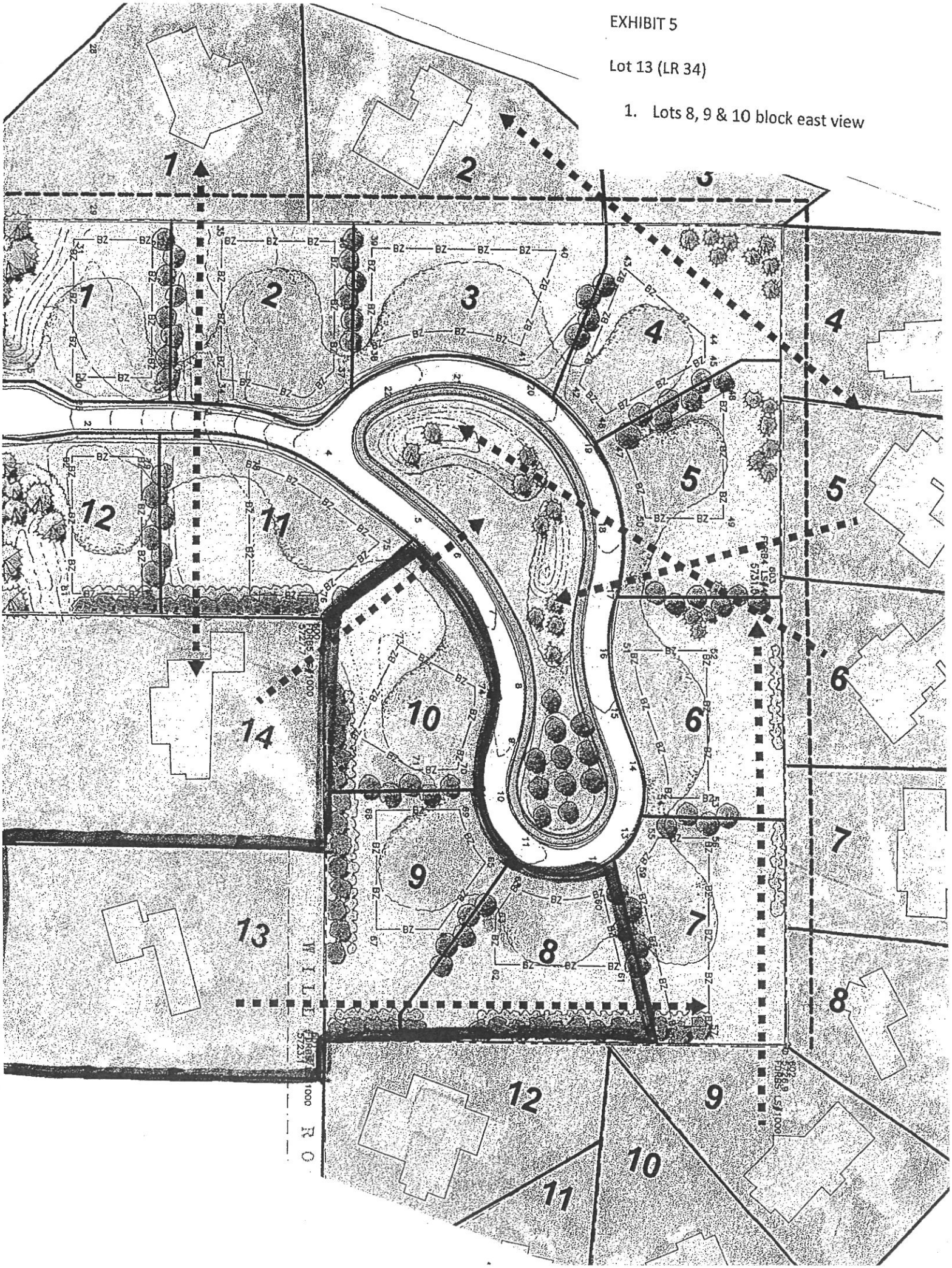

EXHIBIT 6

Lot 14 (LR 35)

1. Lot 14 is 1.12 acres vs. 4 lots at .46 acres
2. Lots 9, 10, 11 & 12 are adjacent
3. Lots 11 & 12 -15 ft setbacks
4. Lots 10 & 11 block east view

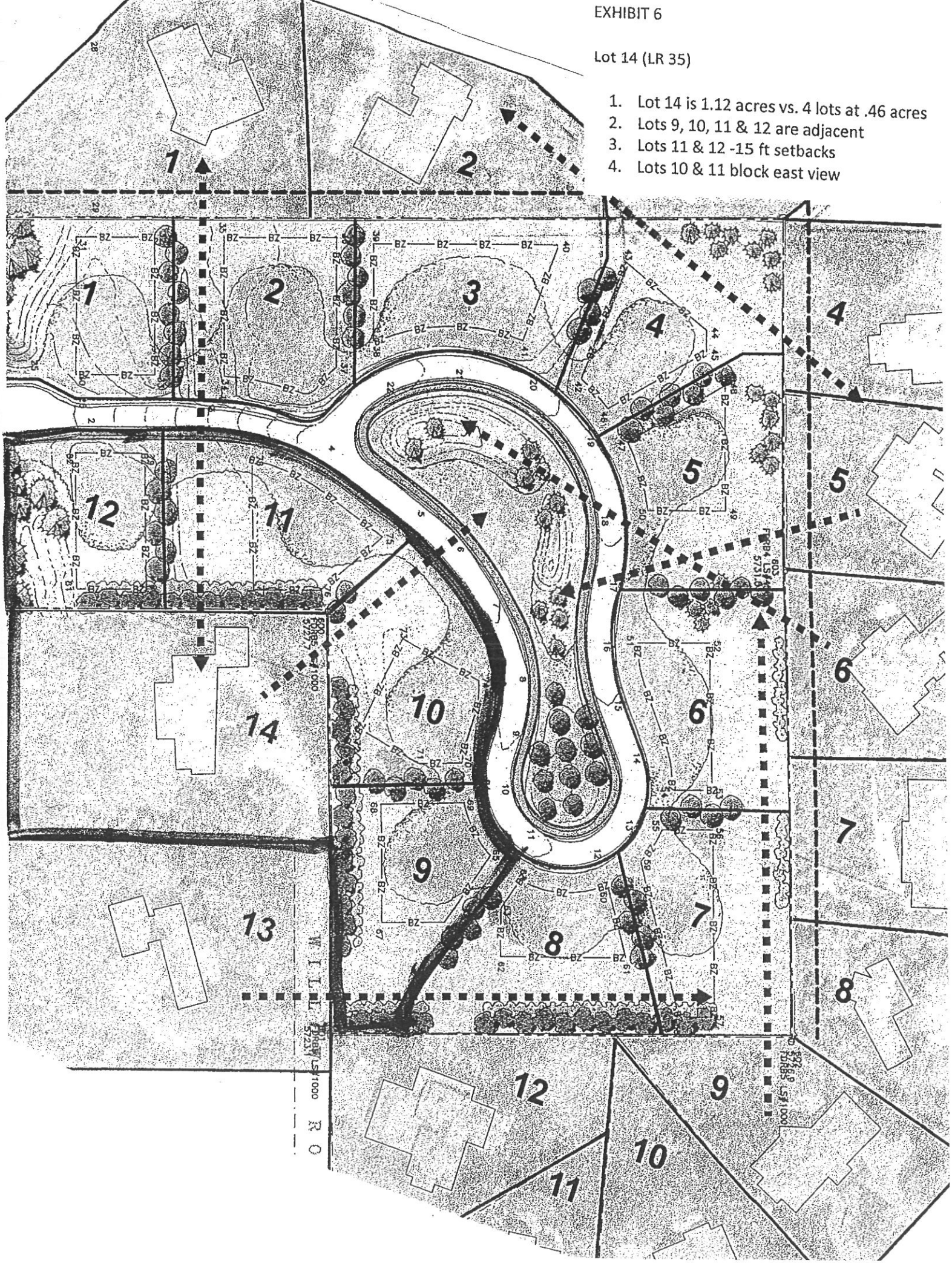

EXHIBIT "PZ-D"

Mark Hofman

RECEIVED FEB 21 2014 COMMUNITY DEVELOPMENT DEPT.

From: Connie Price [connieprice@mac.com]
Sent: Friday, February 21, 2014 1:24 PM
To: Mark Hofman
Cc: Joanne & Elliott Mercer; Tony Price; Kristen Allen
Subject: Emails about Lane Meadows

Good Morning Mark,

I see in your memo that only 3 emails are listed regarding Lane Meadows. However, I sent an email and I believe our neighbors the Mercers sent an email as well. I am attaching the email I sent. And by the way, I meant to say "we love living in Lane Ranch" but it came out "we love in Lane Ranch." Well, that is true too!

Now that we have seen the layout of the proposed development, we are struck with the realization that if Lot 8 remains the same, our only view will be completely blocked by a two story house. It is directly behind our house and there are no view lines. Maybe one option is to make some of the houses one story.

Thanks for your attention to this. Will you let me know why my email was not listed? Maybe I am missing something.

Connie

Connie Cox Price
Cell 415-722-4464
4 Willow Road

E MAIL:abk@ketchumlegal.com
FAX:208.726.8716
www.ketchumlegal.com

Adam B. King
Attorney at Law, PC
371 North Walnut Ave., Suite A P.O. Box 4962
Ketchum, Idaho 83340
208.721.7859

Idaho Bar No. 6365
Member, American Immigration
Lawyers Association

EXHIBIT
"PZ-E"

RECEIVED
FEB 21 2014
CITY OF SUN VALLEY
COMMUNITY DEVELOPMENT DEPT.

MEMORANDUM

From: Adam B. King
To: Mark Hofman, Planning & Zoning Commission
Re: Annexation Issues
Date: February 21, 2014
Cc: Susan Robertson

Issues:

1. INTRODUCTION

Annexation is controlled by Idaho Code Section 50-222. The annexation sought by Lane Meadows is a "Category A" annexation, i.e. where the land is (1) not land-locked by the city, and (2)where all landowners in the parcel to be annexed consent to the annexation.

a) Idaho State Code

A Category A annexation is evaluated as follows: If the parcel meets the Category A requirements, i.e. all landowners consent to the annexation, the Planning & Zoning Commission evaluates the annexation vis-à-vis the Comprehensive Plan, and possible zoning classifications. Idaho Code Section 50-222(5)(a).

b) City of Sun Valley Code

The City of Sun Valley Code treats annexations in several sections, and requires a public hearing both at the Planning &

Zoning Commission level and the City Council level. Also required is consideration of Comprehensive Plan amendments where needed, as well as a Zoning Map Amendment.

Procedurally, an annexation request starts with the Planning & Zoning Commission. The Planning & Zoning Commission, after a public hearing, site visit, etc. makes a recommendation to the City Council to annex, or not to annex the land. The City Council may accept or reject the recommendation. Rejection could include a remand to the Planning & Zoning Commission for additional determinations.

Importantly, a Category A annexation is wholly discretionary. **There is no inherent right whatsoever to be annexed into the city.** Unlike many other applications, such as design review, subdivision, etc., where there may be vested development rights, an annexation is at the full discretion of the city. Moreover, there is no right to appeal a denial of an application to annex under Category A. Idaho Code Section 50-222(6).

EXHIBIT "PZ-F"

RECEIVED JAN 27 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

Mark Hofman

From: John Gaeddert [clpe2@aol.com]
Sent: Monday, January 27, 2014 12:15 PM
To: tbergin@co.blaine.id.us
Cc: Mark Hofman; sthomson@stridergroup.com
Subject: Lane Meadows / County R-1 Analysis
Attachments: CLPE R-1 Memo To Bergin RE Lane Meadows.pdf

Hi Tom:

A question came up from one of the Sun Valley P&Z Commission members at our annexation hearing this past Thursday that I thought might be best clarified by you. The question dealt with the possibilities for the Lane Meadows property under county jurisdiction. To that end, I have analyzed the county code and ACI agreement between Sun Valley and Blaine County in an attempt to document city involvement and standing if Lane Meadows were developed under a variety of county R-1 development scenarios versus being annexed into Sun Valley. See attached.

I would appreciate your written feedback as to the accuracy of my assessment. Mark is looking for the answer to this question as well, so I've copied both Mark and Scott (property owner/my client) on this email.

I hope all is well and I appreciate your feedback. I'll aim to give you a call in a few days and possibly it makes sense for you, Mark and me to meet to discuss. Please let me know of any questions.

Thanks and my best, John

Land Planning + Project Management

CORPORATION FOR LAND PLANNING & ENGINEERING
John D. Gaeddert, AICP, Owner / (208) 720-5049 / clpe2@aol.com

CLPE Corporation
for Land Planning & Engineering
John D. Gaeddert, AICP

MEMO

TO: Tom Bergin
CC: Mark Hofman, Scott Thomson
FROM: John Gaeddert
DATE: January 27, 2014

SUBJECT: Lane Meadows / County R-1

I have analyzed the county code and ACI agreement between Sun Valley and Blaine County in an attempt to document city involvement and standing if Lane Meadows were developed under a variety of county R-1 development scenarios versus being annexed into Sun Valley. I would appreciate your written feedback as to the accuracy of my assessment. Our next hearing is February 13th.

The Lane Meadows property is zoned R-1 in the County and in the Sun Valley – Blaine County ACI. As such, there are certain notification procedures you provide Sun Valley in the event of a development application made to the County within the ACI. The procedures are well documented in the agreements, but essentially Sun Valley is a commenting agency only and jurisdiction of the matter rests wholly with Blaine County.

Uses permitted in the county R-1 are set forth in Title 9, Chapter 10. Such uses include permitted and accessory uses as denoted in §9-10-3 and §9-10-4, including: agricultural uses, single-family residential uses, and duplexes on double lots (permitted); and, storage of boats, campers or travel trailers by resident owners; farm and garden buildings; riding horses for use of the residents; provided, that at least one-third ($^1/_3$) acre is available for each horse; and, accessory dwelling units (accessory).

Rear yard setbacks in the R-1 district are ten feet (10') for the first ten feet (10') of building height and one foot (1') for each additional two feet (2') of building height. The maximum building height for structures is 35'. There is no minimum or maximum building size unless the project is subject to a public benefits planned unit development. Blaine County does not have a design review process.

The Lane Meadows parcel, which is 7.16 acres in size, would be eligible to apply for subdivision or a planned unit development. The county has established procedures for such applications. The base density of any such project would have to be determined, however, it is likely the base density is approximately 6 units and eligible for a 20% density bonus. Such density bonuses can be achieved through a public benefits PUD when, among other items, community housing is included.

The county has adopted procedures that allow for an accessory dwelling on lots that are one acre or greater in size. Such units may be rented. If attached to the main residence, accessory dwelling units are permitted uses subject to health district and related approvals and may be as large as 2,400 square feet (1,200 square feet of garage, the remainder the accessory dwelling). Thus, a single-family residential lot one acre or greater in size in Blaine County when complying with specific provisions of the county code may have two homes on one lot.

End Memo

1 Quigley Road • P.O. Box 2368 • Hailey, Idaho 83333 • 208-720-5049 • Email: clpe2@aol.com

Chapter 10
LOW DENSITY RESIDENTIAL DISTRICT (R-1)

9-10-1: PURPOSE:

The purpose of this district is to permit residential development at a medium low density. (Ord. 77-5, 3-28-1977, eff. 4-7-1977)

9-10-2: DEVELOPABLE DENSITY:

A. Minimum Lot Area: The minimum lot area in a subdivision shall be one acre.

B. Base Density: The base density for PUDs shall be one unit per one acre.

C. Maximum PUD Density Bonus: Maximum PUD density bonus shall be twenty percent (20%). (Ord. 77-5, 3-28-1977, eff. 4-7-1977)

9-3-13: PLANNED UNIT DEVELOPMENTS (PUDs):

Planned unit developments may be allowed only in the following districts: R-10, R-5, R-2$^1/_2$, R-2, R-1, R-.4, R-$^1/_4$, RD, commercial, light industrial and heavy industrial.

10-6-8: PUBLIC BENEFIT PLANNED UNIT DEVELOPMENT (PBPUD):

A. Purpose: To ensure superior design and public benefit are incorporated into developments requesting waivers from base district standards beyond lot size or road widths.

B. PBPUD Developable Residential Density: Total acreage, including all hazard lands, calculated according to the density of the underlying zoning district.

C. Public Benefit And Superior Design: Public benefit is an essential component of superior design. To meet the superior design standard, PBPUD applications shall incorporate all primary public benefits listed in subsection C1 of this section, and two (2) secondary public benefits listed under subsection C2 of this section.

1. Primary public benefits:

a. Community housing of at least ten percent (10%) of the units proposed or if in the ACI twenty percent (20%). Units shall be in addition to the established base density. Unless the board determines that an alternative community housing approach would better serve the objective of creating community housing, housing shall be provided under Blaine County housing authority guidelines as amended through in-lieu payment, on site construction, off site construction, transfer of equivalent value land or existing housing stock;

b. Reduced impacts on road systems through the provision of bike and pedestrian friendly infrastructure such as bus stops, bike paths and bike designated road sections; or a substitute financial contribution;

c. Road impact mitigation as quantified using the Blaine County road mitigation fee formula.

2. Secondary public benefits:

a. Recreational amenities accessible and affordable to the general public;

b. The maximum structural square footage per lot shall be limited to four thousand (4,000) square feet, including accessory dwelling units, garages or other accessory uses. Said floor area shall be the total of all conditioned floor area as measured from the interior face of the exterior walls, excluding basements;

c. Federal EPA Energy Star or leadership in energy and environmental design (LEED) basic certification for all structures; residential or commercial;

d. Other design elements based upon the specific attributes of the property, which serve to promote the public benefit goals of this section and provide a significant public benefit exceeding the requirements of other applicable review standards.

9-10-3: PERMITTED USES:

Permitted uses for this district are limited to the following:

A. Agricultural uses.

9-2-1: DEFINITIONS OF WORDS AND TERMS AGRICULTURAL PURPOSES AND AGRICULTURAL USES: Refers to the growing of timber, crops, or livestock including grazing, horticulture, floriculture, nurseries, and the necessary accessory uses such as processing, packing, treating, storing, or selling products limited to those grown on the premises or as part of an integrated agricultural operation under common management with no on site retail facility. The operation of any such accessory use shall be secondary to that of normal crop, livestock or timber growing, and shall not include feedlots, slaughterhouses, rendering plants, or sawmills.

B. Single-family residential use.

C. Duplexes on double lots. (Ord. 77-5, 3-28-1977, eff. 4-7-1977)

9-10-4: ACCESSORY USES:

The accessory uses for the R-1 district include, but are not limited to, the following:

A. Storage of boats, campers or travel trailers by resident owners.

B. Farm and garden buildings.

C. Riding horses for use of the residents; provided, that at least one-third ($^1/_3$) acre is available for each horse.

D. Accessory dwelling unit (see section 9-3-11 of this title). (Ord. 95-5, 4-3-1995; Ord. 77-5, 3-28-1977, eff. 4-7-1977)

9-3-11: ACCESSORY DWELLING UNIT(S):

The purpose of the accessory dwelling unit regulations is to define what an accessory dwelling unit is; address under what circumstances it is appropriate to allow increased density on a lot; and address the impacts an accessory dwelling unit may have on the surrounding area such as the need for potable water and sanitation, increased traffic and compatibility with the neighborhood.

A. Standards: One accessory dwelling unit may be constructed on a lot provided the following standards are met prior to issuance of a building permit:

1. On lots of one acre to less than two (2) acres in size (where allowed by South Central district health):

a. One accessory dwelling unit which is directly attached to the principal residential dwelling unit with a common interior wall of not less than one hundred twenty (120) square feet shall be a permitted use; or

b. One accessory dwelling unit that is detached from or indirectly attached by a breezeway or other feature to the principal residential dwelling unit may be allowed under a conditional use permit obtained from the commission. Notice and hearing procedures contained in chapter 25 of this title shall be followed. The application shall be subject to the provisions contained herein and the standards of evaluation contained in subsections 9-25-3A3 and A4 of this title.

B. Restrictions: All accessory dwelling unit(s):

1. Shall be limited to a maximum one thousand two hundred (1,200) square foot floor area with a maximum of two (2) bedrooms. Said floor area shall be the total of all floor areas as measured from the exterior face of the exterior walls. Garage space up to an additional one thousand two hundred (1,200) square feet is allowed.

   a. The area encompassing the mechanical system shall be included in the square footage calculation based upon the location of the mechanical system. If the mechanical equipment is located in the crawl space, it shall be exempt from the square footage calculation.

   b. Exterior stairs that are not enclosed shall be excluded from the square footage calculation.

   c. When an attic roof truss system creates an unusable and inaccessible attic space between the interior and exterior wall, the floor area measurement shall be taken from the outside of the interior wall;

2. Shall be allowed in the A-20, A-40, R-10, RR-40, R-5, R-2$^1/_2$, R-2, R-1, R-.4, R-$^1/_4$, and RD zoning districts and shall not be allowed in any designated overlay district; except where an accessory dwelling unit is proposed in the floodplain overlay district (see subsection B3 of this section) or on property located within the CH overlay district that is not part of a CH-PUD; or within the MOD and within a platted building envelope or categorically excluded pursuant to section 9-21-4 of this title;

3. May be allowed in the floodplain overlay district as a residential use only upon approval by the commission of a conditional use permit pursuant to chapter 17 of this title and these provisions;

4. Shall meet setbacks for the zoning district in which it is located;

5. Shall require a building permit;

6. Shall be located on the same lot as the principal residential dwelling unit;

7. Shall provide for one parking space in addition to the minimum required for the principal residential dwelling unit;

8. Shall meet requirements of the South Central health district evidenced by approval therefrom upon application for building permit;

9. Shall be prohibited on any lot less than one acre in size, regardless of the applicable zoning district;

10. May be part of an accessory building containing other accessory uses, as allowed in the zoning district provided that: a) the gross floor area of the accessory building does not exceed seventy five percent (75%) of the gross floor area of the primary residence; b) the accessory dwelling unit portion of the building satisfies all applicable regulations; c) the floor area of the accessory dwelling unit and garage associated therewith is separate and distinct from other accessory uses contained within the same building. (Ord. 2011-01, 1-18-2011; Ord. 2007-02, 3-20-2007; Ord. 2006-11, 8-22-2006; Ord. 2006-08, 6-29-2006; Ord. 2004-04, 6-7-2004; Ord. 2001-08, 9-10-2001; Ord. 95-5, 4-3-1995)

9-10-5: CONDITIONAL USES:

Conditional uses for this R-1 district are limited to the following:

A. Public facilities.

B. Home occupations.

C. Outdoor recreational facilities, except public campgrounds.

D. Temporary use of a mobile home during construction of a dwelling for a period not to exceed twelve (12) months.

E. Public utility installation, not including business offices, repair or storage facilities.

F. Group daycare facilities.

G. Mobile/manufactured home subdivisions, mobile/manufactured home parks, and mobile/manufactured home PUDs.

H. Accessory dwelling unit (see section 9-3-11 of this title).

I. Churches; the building density of a church shall correspond with the allowable density of residential uses.

J. Wireless communication facilities (see section 9-3-16 of this title). (Ord. 2012-05, 6-5-2012; Ord. 2001-10, 10-1-2001; Ord. 95-5, 4-3-1995; Ord. 88-5, 1-12-1989; Ord. 77-5, 3-28-1977, eff. 4-7-1977)

9-10-6: DIMENSIONAL STANDARDS:

Dimensional standards for this district are the following:

A. Minimum lot width: One hundred feet (100').

B. Side and rear yard setback: Ten feet (10') for the first ten feet (10') of building height and one foot (1') for each additional two feet (2') of building height.

C. Minimum front yard setbacks: One hundred feet (100') on U.S. Highway 75, fifty feet (50') for other major roads and twenty five feet (25') for minor roads.

D. Maximum building height: Thirty five feet (35'). (Ord. 2009-09, 12-22-2009; Ord. 94-4, 3-20-1995; Ord. 77-5, 3-28-1977, eff. 4-7-1977)

EXHIBIT "PZ-G"

City of SUN VALLEY

Mayor
Dewayne Briscoe

Council
Keith Saks
Council President
Michelle Griffith
Franz Suhadolnik
Peter Hendricks

February 21, 2014

RECEIVED FEB 21 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

TO: Mark Hofman
Community Development Director

FR: Susan E. Robertson, ICMA-CM
City Administrator

RE: Fiscal Review – Lane Meadows Annexation Request

BACKGROUND

Evergreen Ventures, LLC has submitted an annexation request to incorporate 7.16 acres that border State Highway 75 to the west and Lane Ranch subdivision to the north, east, and south. As part of the consideration to determine if an annexation request should proceed, the City of Sun Valley Municipal Code requires that certain findings be made regarding the impact of the annexation on the City. These findings include that the proposed annexation be in the best interest of the City, that the cost of public services and facilities be balanced by anticipated municipal revenues, and that the annexation comply with procedures set forth in Idaho Code section 50-222. This memorandum addresses the review of the balance between the anticipated municipal revenues from the annexation and the cost impact on the City of Sun Valley's public services and facilities.

ANTICIPATED MUNICIPAL REVENUES

The annexation request indicates that if annexed, the Lane Meadows subdivision will provide additional property tax revenue for the City and its political subdivisions. The annexation request anticipates twelve (12) lots in the subdivision. With all 12 lots finished but vacant, an estimated $15,000 in additional property tax revenue for the City and its political subdivisions is anticipated on an annual basis. When all 12 lots have been developed and contain completed single family residences, the additional property tax revenue would increase to an estimated $45,000 per year.

When considering the amount of property tax revenue that might be generated under annexation, Evergreen Ventures, LLC has calculated low, base, and high assessed values for the 12 lots as vacant but finished and with completed single family homes. The lot values were determined by the applicant after considering some comparable sales of vacant lots over the past two years. The value of the lots with completed homes on them incorporated a variation in square footage of the structures and finishes to determine the low, base, and high values. The property taxes that were estimated for both the vacant lots and the lots with single family structures on them were determined utilizing base values. In looking at sales figures provided to me by the Blaine County Assessor's Office for vacant lots in the City of Sun

P.O. Box 416 • SUN VALLEY, ID 83353 • 208-622-4438 • FAX 208-622-3401
www.sunvalley.govoffice.com

Mayor
Dewayne Briscoe

Council
Keith Saks
Council President
Michelle Griffith
Franz Suhadolnik
Peter Hendricks

Valley, I found that the average cost for an acre of land sold in 2012 was $714,907 and $549,223 in 2013. If a trimmed mean is utilized (removal of the highest and lowest items being considered), the cost for an acres of land would change to $806,295 and $824,211 respectively. This would suggest that lots approximately a half acre in size as is proposed for the Lane Meadows annexation would sell for about $407,000.* Given that, and utilizing a conservative approach, I believe utilizing the low value of $400,000 provided by the developer would be more appropriate for estimating possible property tax revenue than the base value of $600,000 that was used.

In reviewing the sales figures provided to me by the Blaine County Assessor's Office for improved properties in the City of Sun Valley, I found that the average square foot value for properties sold in 2012 was $380 and $386 in 2013. The low, base, and high construction square foot values utilized by the applicant comprise a significant part of the overall estimation of value and range between $300 and $375. The sales data suggests that the high end – $375 – would provide the most appropriate estimate of value. When considered in conjunction with the impact of a lot value of $400,000 and again taking a conservative approach, I believe utilizing the base value of $1,800,000 provided by the developer would be most appropriate for estimating possible property tax revenue for the lots with single family structures

It is also important to review the accuracy of the tax rates utilized in the applicant's analysis to determine estimated property tax revenue. I have reviewed the tax rates and have found them to be accurate. The estimated property tax revenue to the City of Sun Valley though includes levies for the Sun Valley Water & Sewer District. Those revenues do not come to the City and, thus, the City will garner less revenue than presented by the applicant.

Based on the information presented in the preceding paragraphs, I have recalculated the estimated property tax revenue that would be generated by this proposed development. Once all lots are finished, it is estimated that the City of Sun Valley would realize $6,333 on an annual basis in new property tax revenue. Once all lots contain completed single family residences, it is estimated that the City of Sun Valley would realize $28,497 of new property tax revenue on an annual basis.

ANTICIPATED MUNICIPAL EXPENDITURES

The proposed Lane Meadow annexation has been considered in terms of the cost of additional services that will need to be provided by the City of Sun Valley. The streets and sidewalk in the proposed

*NOTE: The number of lots sold was low – four in 2012 and five in 2013 – so it is recognized that the results from utilizing the average (mean) or even trimmed mean are not as statistically reliable as would be preferred.

Mayor
Dewayne Briscoe

Council
Keith Saks
Council President
Michelle Griffith
Franz Suhadolnik
Peter Hendricks

development will be private and, therefore, construction and maintenance of that infrastructure (including snow removal) will not be a responsibility of the City. Emergency Sun Valley Fire Department services are already provided to the area through existing mutual aid agreements. Although the number of calls to this area will increase as the lots are developed to contain single family structures and the flushing of fire hydrants will be needed periodically, those activities will not have a significant enough impact on the Fire Department to necessitate the acquisition of additional staffing or equipment. The Sun Valley Police Department currently provides back-up law enforcement services to the proposed annexation area. If annexed, the Lane Meadows area will require police services such as routine patrol and response to calls for service including emergency situations. The demand will increase as the lots become developed with single family structures. As with the Fire Department, however, those activities are not expected to be significant enough in volume to warrant the hiring of additional officers or purchase of additional equipment. Any cost impact on vehicle maintenance or operations is expected to be more than offset by the property tax revenue to be generated.

CONCLUSION

Based on this analysis, it is expected that the anticipated municipal revenue from the proposed Lane Meadows annexation will exceed the City of Sun Valley's cost to provide public services and facilities as a result of the annexation.

EXHIBIT "PZ-H"

RECEIVED JAN 15 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

Mark Hofman

From: John Gaeddert [clpe2@aol.com]
Sent: Wednesday, January 15, 2014 5:31 PM
To: Mark Hofman
Cc: Susan Robertson; sthomson@stridergroup.com; chrissygove@gmail.com
Subject: Lane Meadows - background to calcs
Attachments: LaneMeadows_EconomicBenefits_Background_011514.xlsx

Hi Mark:

Attached is the support data Susan requested. Specifically, Chrissy and Scott put together a spreadsheet showing the basis of the assumed market values of the homes and lots, and absorption rates. If you or Susan need anything further, please let me know. I've copied Susan to save you a step.

Thanks, John

Land Planning + Project Management

CORPORATION FOR LAND PLANNING & ENGINEERING
John D. Gaeddert, AICP, Owner / (208) 720-5049 / clpe2@aol.com

Background to Annual Economic Benefits to Sun Valley

Discussion of Calculations for Finished Lot Values

Finished Lots	Average Assessed Value/Lot
Low	$400,000
Base Case	$600,000
High	$800,000

Comparable Transactions to Proposed Lane Meadows Subdivision

Vacant Lots

MLS Number	Address	Lot Size	Days on Market	Sale Date
09-307444	107 Fairway Road	24,829	1022	04/18/12
09-307446	201 Fairway Road	25,700	1643	12/30/13
12-311868	1 Lane Creek Road	23,522	322	12/03/12

The best comp for our projected lot sales is the sale of MLS #12-311868 for $625,000 on 12/03/12. The lot is of a similar si
The Fairway lots represent a possible higher end target for the "High Case", though the Fairway lots are bench lots with swe
In the end, we expect some of our lots to sell for more than $600k, and some for less, the rough average to be around $600,(

Discussion of Calculations for Finished Homes

We believe there is a large gap in the available Sun Valley housing stock - new construction priced in the $1.5 million to $2.0
for sale between $1.4 and $2.0 million - none of which are *newer* than 1997.
While we are currently only presenting finished lots to the appropriate agencies, we believe this price range can be accomplis
combination of environmentally friendly materials, efficient construction practices, and more efficient home designs.

Completed SF Homes	Average Assessed Value/Home

Low	$1,400,000	$400,000 lot sales, $1 million construction =
Base Case	$1,800,000	$600,000 lot sales, $1.2 million construction =
High	$2,200,000	$800,000 lot sales, $1.4 million construction =

Absorption Calculations

We anticipate 3 lots sales per year, for a 4 year absorption period of finished lots.
We anticipate constructing at least one house upon final plat approval (pre-sold to family member), with the potential to spe
If the lots and new homes sell, we believe it would be realistic to achieve 75% buildout (construction of 8 homes) by year 7.

Sold Price	Notes
$ 840,000	Elevated bench lot.
$ 887,500	Elevated bench lot.
$ 625,000	Some portion of lot unusable.

ize, in a proximate location, and has many of the same views.
eping views and are closer to town and arguably should carry a premium.
)00 as a base case scenario.

million range. Currently, there are only 4 homes listed

hed with a

3000 sf x $300/psf + soft costs of $100,000
= 3400 sf x $325/psf + soft costs of $100,000
= 3500 sf x $375/psf + soft costs of $100,000

c build 2 more houses in 2014 and/or 2015.

EXHIBIT "PZ-I"

RECEIVED JAN 20 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

Mark Hofman

From: John Gaeddert [clpe2@aol.com]
Sent: Monday, January 20, 2014 1:57 PM
To: Mark Hofman
Cc: sthomson@stridergroup.com; chase@byla.us; jrl@lawsonlaski.com
Subject: Lane Meadows - 2014 Summer Infrastructure Estimates
Attachments: 14_01-13_Construction_Costs.pdf

Hi Mark:

Greyhawk Construction worked with Ben Young and his firm to gather construction estimates for Lane Meadows site infrastructure work this summer. They spoke with well drillers, site contractors, vendors, each of the utility companies, and landscapers to arrive at the attached $795K opinion of probable costs for the completion of site work (W&S, landscaping, road, s/w, drywells, utilities, etc) this summer.

If you would review the attached and confirm that this satisfies §9-5B-7-C4 I'd appreciate it.

> §9-5B-7-C4 In addition to such information as is otherwise required for a conditional use permit application, the application shall include: ...4. Projected cost of the total development, with supporting data. (Ord. 382, 10-25-2006)

Also, I forgot to ask you earlier if you were preparing a staff report for this coming Thursday or waiting until our February 13th on-site / public hearing. If you'd let me know and forward the report whenever it is complete, I'd appreciate it.

I hope all is well. See you Thursday 9AM.

Thanks, John

Land Planning + Project Management

CORPORATION FOR LAND PLANNING & ENGINEERING
John D. Gaeddert, AICP, Owner / (208) 720-5049 / clpe2@aol.com

-----Original Message-----
From: Clint Lightner <greyhawkconstruction@gmail.com>
To: John Gaeddert AICP <clpe2@aol.com>
Cc: Scott Thomson <sthomson@stridergroup.com>
Sent: Mon, Jan 20, 2014 1:34 pm
Subject: Lane Meadows Preliminary Budget

Hi John,

Here is the summary of the preliminary numbers for the subdivision infrastructure that we pulled together last week.
Thanks,
Clint

Clint Lightner
Greyhawk Construction, LLC
Idaho RCE-17830
P.O. Box 3342
371 N. Main St. Suite 204
Ketchum, ID 83340
c: 208-720-7900
greyhawkconstruction@gmail.com

prepared for
Evergreen Ventures LLC

Probable Construction Costs

prepared on: 01.14.14

					Original Bid	Costs per item
A	**Road Construction**				$315,459.00	$315,459.00
	Grading			$40,889.00		
	Catch Basins			$20,627.00		
	Installation of new road			$152,980.00		
	Sidewalk prep and installation			$100,963.00		
B	**Water and Sewer Installation**				$205,647.00	$205,647.00
	Water line			$127,640.00		
	Sewer Line			$78,007.00		
C	**Landscaping and Irrigation**				$171,588.00	$171,588.00
	New well for the common area			$10,000.00		
	Overall plant installation			$37,384.00		
	Hydoseed disturbed areas			$39,204.00		
	Irrigation			$85,000.00		
D	**Utility Installation**				$102,684.00	$102,684.00
	Power installation			$61,586.00		
	Gas installation			$34,500.00		
	Phone/Fiber installation			$6,598.00		
						Total Costs
H					$795,378.00	$795,378.00

The above items, amounts, quantities, and related information are based on BYLA's judgment at this level of document preparation and is offered only as reference data. BYLA has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices. Subtotals in this document are rounded up to the nearest $100.00.

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EXHIBIT "PZ-J"

CITY of SUN VALLEY
FIRE DEPARTMENT

RECEIVED
JAN 14 2014
CITY OF SUN VALLEY
COMMUNITY DEVELOPMENT DEPT.

To: Mark Hofman
Fr: Reid Black
Co: Ray Franco
Re: Lane Meadows
Date: 1/14/2014

The Sun Valley Fire Department has reviewed the annexation application and preliminary plat for the Lane Meadows subdivision. The preliminary plat meets the intent of the International Fire Code 2009 edition for fire hydrant locations and for fire department access requirements.

The City of Sun Valley fire department can provide fire and emergency response to the subdivision upon annexation into the City of Sun Valley.

No changes to the preliminary plat, or any aspect of the project design, shall be made without prior approval from the Fire Chief.

Reid Black
Fire Code Official

Ray Franco
Fire Chief

The Sun Valley Fire Department Mission is to do no harm, survive and be courteous. We accomplish this through compassionate, professional response to all situations where we are called for assistance.

EXHIBIT "PZ-K"

Mark Hofman

From: Walt Femling
Sent: Thursday, December 19, 2013 10:02 AM
To: Mark Hofman
Subject: RE: Lane Meadows

RECEIVED DEC 19 2013 SUN VALLEY DEVELOPMENT DEPT.

That is correct on our response and serving the site

Walt

From: Mark Hofman
Sent: Thursday, December 19, 2013 9:52 AM
To: Walt Femling
Subject: RE: Lane Meadows

Thanks Walt.

We are talking with the applicant, Lane Ranch and Mt Rides to see if something for pedestrian, mass transit, bicycles could be added. Thanks for pointing that out.

As far as serving the site with Police, my assumption is that we currently would respond to a call as part of a mutual aid agreement? and if annexed into the City the SV Police would respond to the site as part of regular duties/coverage?

Mark Hofman, AICP
Community Development Director
City of Sun Valley
(208) 622-4438
mhofman@svidaho.org

From: Walt Femling
Sent: Thursday, December 19, 2013 9:43 AM
To: Mark Hofman
Subject: Lane Meadows

Mark,

After reviewing all of the material from Lane Meadows, I do not see any real impact to the Police Department. My only comment, I wish there was some way to leave the subdivision for pedestrians or bicyclists, other than a five lane highway.

J. Walt Femling
Chief of Police
Sun Valley Police Department
P.O. Box 416
81 Elkhorn Road
Sun Valley, ID 83353
208-622-5345
Fax 208-622-7605

IDAHO TRANSPORTATION DEPARTMENT
216 S. Date Street
Shoshone, ID 83352

EXHIBIT "PZ-L"

RECEIVED DEC 2 8 2013 CITY OF SUN VALLEY

MH

December 19, 2013

Mark Hofman
Community Development Director
City of Sun Valley
P.O. Box 416
Sun Valley, ID 83353

RE: Lane Meadows proposed Annexation Review

Dear Mark:

The Idaho Transportation Department has received the annexation packet from Lane Meadows you provided for review. District staff has completed the review process and we have a few comments.

First, any changes in use, location, or design of the existing access from SH-75 will require and Encroachment Permit. Included with the permit the developer shall provide, in addition to other pertinent information, a set of construction plans showing access dimensions, drainage slopes, and the location of the access by centerline stationing and milepost of SH-75. The permit is subject to review by our subject matter experts and approval by District management.

Second, all drainage outside of ITD Right of Way shall be maintained on Lane Meadows property. No drainage shall be allowed to enter into the highway limits from the development.

Also, easements currently exist on the Lane Ranch subdivision that allow for future highway expansion. On sheet L-6 of the architectural plans for Lane Meadows it appears that the intent is to continue a highway easement across the frontage of the development, although the easement does not appear on the preliminary plat. ITD would strongly encourage the City of Sun Valley to have the developer of Lane Meadows include a similar highway easement reservation on the recorded plat and development plans to maintain a consistent right of way for future highway purposes.

IDAHO TRANSPORTATION DEPARTMENT

Lastly, ITD would like to note that all proposed traffic and access improvements such as highway striping, roadway curb transition, and access development are at a cost to the development. Although ITD agrees with the findings of the TIS included in the review packet, any future highway improvements required as a result of impacts of the development to SH-75, will be at the sole cost of the development.

Thank you for the opportunity to review the proposed annexation of the Lane Meadows. If you have any questions regarding our comments, please feel free to contact me at 208-886-7806, or by e-mail at Mike.Scott@itd.idaho.gov
Sincerely,

Michael Scott

MICAHEL SCOTT
Sr. Right of Way Agent

MGS:ms

EXHIBIT "PZ-M"

MEMORANDUM

CH2MHILL

Traffic Evaluation Review: Lane Meadows Subdivision

TO: Mark Hofman / City of Sun Valley

COPIES: Cinda Lewis / Benchmark Associates
John Gaeddert / Corporation For Land Planning & Engineering

FROM: Betsy Roberts
Robert Beckman
Lena Gandiaga

DATE: February 19, 2014

RECEIVED FEB 19 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

Traffic Evaluation. We received the Preliminary Traffic Evaluation for Lane Meadows dated October 16, 2013 (by Lori Labrum / JUB Engineers). We have reviewed the document and believe that the analysis completed by JUB was conducted in reasonable conformance to industry standards for review of traffic impacts and just have two comments:

- Traffic Counts – Counts for this study were recorded on Sunday, September 1 which is not average and may be further skewed do to the effect of the Labor Day weekend and JUB has accounted for this by reviewing nearby SH 75 ATR data and determining an adjustment factor for Sunday to average weekday conditions. Review of the ATR data indicates that the Sunday of Labor Day weekend is more heavily traveled than other Sundays within the month so this is probably a fairly conservative approach however we do calculate a slightly different adjustment factor than JUB (1.43 vs. 1.52).
- Southbound Left Turn Lane – Table 4 of the tech memo and related conclusions indicate the need for a left turn lane but do not clearly state the geometry requirements. We believe the left turn lane geometry (storage length, decel lane and decel taper) should be laid out in accordance with Fig 202.09 of the ITD Traffic Manual and the final report should specify these required lengths based on volumes estimated.

Information Submittals to Idaho Transportation Department. We spoke with Mike Scott at ITD District 4 last week. He noted that the Annexation Packet they reviewed included a preliminary architectural rending of the proposed development as well as the before mentioned preliminary traffic evaluation but that they had not yet had an opportunity to review the following:

- Design Drawings (including southbound turn bay, westbound turn bays & drainage)
- Final Plat
- Drainage Report (with supporting calculations)

Mike requested that the developer provide a Design Submittal for ITD's review which includes these items as well as any information that has been updated or modified since their December 19, 2013 preliminary review (such as a Final Traffic Evaluation).

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Open City Review Comments. Here is a summary of outstanding preliminary plat and construction drawing review comments provided to date (as summarized in the Lane Meadows memo dated January 7, 2014):

1. *The status of items identified on the Lane Meadows Subdivision Plat checklist provided December 30, 2013 remains open. A closure report shall be included in the Plat submittal and the Final Plat shall include a certification sheet. See the table provided for more detailed comments.*

2. *Per your direction, the design of Lane's Way should comply with 'Private C' street standards and provide a minimum 22' wide pavement width (20' wide currently depicted).*

3. *Designer should provide roadway layout plan and curve data in future submittals. Road sections should be updated to reflect code requirements and more closely reflect plat notes 7 and 11 (of PRE-1) which indicate that the private street, public utility, and snow storage easements all cover the full 60' width.*

4. *In addition to the engineering review of the roadway layout once horizontal curve data is supplied, the Sun Valley Fire Chief's review will be critical in ensuring that the back-to-back curves are acceptable for the emergency responders use. If the Fire Chief needs support, the City Engineer can run turning templates using the appropriately sized fire truck to review the path of the truck on the designed roadway.*

5. *Designer should submit a Stormwater Report for City review and approval. Report shall verify that adequate on-site detention will be provided and that all drainage outside of ITD right-of-way shall be maintained on Lane Meadows property.*

6. *Plat should include a highway easement reservation which maintains right-of-way for future highway expansion per the ITD Memo dated December 19, 2013. Recommend the plat clarify the intent / function of the 80' wide berm easement depicted.*

As previously discussed, we believe the most significant submittal need at this juncture is a complete stormwater management report (as indicated by item 5 above). We look forward to receiving additional information for design review.

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Preliminary Plat and Construction Drawing Review: Lane Meadows Subdivision

TO: Mark Hofman / City of Sun Valley

COPIES: Cinda Lewis / Benchmark Associates

FROM: Betsy Roberts
Jennifer Bass
Lena Gandiaga

DATE: January 17, 2014

We received an updated Preliminary Plat (sheets Pre-1 and Pre-2) and the following preliminary design drawings for Lane Meadows:

- C-1 Roadway Grading & Drainage Plan
- C-2 Grading & Drainage Plan
- C-3 Water & Sewer Plan
- C-4 Grading & Drainage Details
- C-5 Water Details
- C-6 Sewer Details
- C-7 Pavement Markings

The status of items identified on the Lane Meadows Subdivision Plat checklist provided December 30, 2013 remains open. A closure report shall be included in the Plat submittal and the Final Plat shall include a certification sheet. See the table for more detailed comments.

Per your direction, the design of Lane's Way should comply with 'Private C' street standards and provide a minimum 22' wide pavement width (20' wide currently depicted).

Designer should provide roadway layout plan and curve data in future submittals. Road sections should be updated to reflect code requirements and more closely reflect plat notes 7 and 11 (of PRE-1) which indicate that the private street, public utility, and snow storage easements all cover the full 60' width.

In addition to the engineering review of the roadway layout once horizontal curve data is supplied, the Sun Valley Fire Chief's review will be critical in ensuring that the back-to-back curves are acceptable for the emergency responders use. If the Fire Chief needs support, the City Engineer can run turning templates using the appropriately sized fire truck to review the path of the truck on the designed roadway.

Designer should submit a Stormwater Report for City review and approval. Report shall verify that adequate on-site detention will be provided and that all drainage outside of ITD right-of-way shall be maintained on Lane Meadows property.

Plat should include a highway easement reservation which maintains right-of-way for future highway expansion per the ITD Memo dated December 19, 2013. Recommend the plat clarify the intent / function of the 80' wide berm easement depicted.

These documents meet the intent of a preliminary submittal and we find no fatal flaws. We recommend continuing with the project development.

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Preliminary Plat and Construction Drawing Review: Lane Meadows Subdivision

TO: Mark Hofman / City of Sun Valley

COPIES: Cinda Lewis / Benchmark Associates

FROM: Betsy Roberts
Jennifer Bass
Lena Gandiaga

DATE: December 30, 2013

We received the Preliminary Plat (sheets Pre-1 and Pre-2) and the following preliminary design drawings for Lane Meadows:

- C-1 Roadway Grading & Drainage Plan
- C-3 Water & Sewer Plan
- C-4 Grading & Drainage Details
- C-5 Water Details
- C-6 Sewer Details

A copy of the Lane Meadows Subdivision Plat checklist is attached. A closure report shall be included in the Plat submittal and the Final Plat shall include a certification sheet. See the table for more detailed comments.

A roadway layout plan should be provided, to include curve data which verifies the minimum 50-foot radius is provided for all curves on this 'Private A' street.

These documents meet the intent of a preliminary submittal and we find no fatal flaws. We recommend continuing with the project development.

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CITY OF SUN VALLEY
PLAT CHECK LIST

For: Benchmark Associates

1	**Subdivision Name:**	Lane Meadows
2	**Reviewer:**	Lena Gandiaga
3	**Date:**	December 20, 2013
4	**Sheet Title and Preamble:**	Lane Meadows Subdivision. Located within: Sections 19 & 30, Township 4 North, Range 18 East, B.M., Blaine County, Idaho. Wherein tax lots 5994 and 6790 are subdivided into 12 lots.
5	**Basis of Bearing:**	OK
6	**North Arrow:**	OK
7	**Scale and Legend:**	OK
8	**Plat Closure:**	None provided. Provide with final plat.
9	**Total Area:**	OK: 7.16 acres
10	**Monuments:**	None specified.
11	**Land Corners:**	None: Lot line locations not specified
12	**Initial Point:**	None specified
13	**Street Names & Width:**	OK
14	**Easements:**	OK: Parcel A (Lane's Way) is a 30' private road with a Public Utility easement granted within all of Parcel A. 12' PU easement is granted within Lots 1-12 adjacent to Lane's Way & a 10' PU easement centered on all Lot Lines is granted within Lots 1-12.
15	**Lot & Block Numbers:**	OK: no Block Numbers are provided
16	**Lot Dimensions:**	OK
17	**Curve & Line Tables:**	OK
18	**Certifications:**	None: Certification Sheet not included in this submittal
19	**Certificate of Owner:**	None
20	**Certificate of Surveyor:**	None
21	**Sanitary Restriction:**	None
22	**Agency Approvals:**	None
23	**Public Dedication:**	N/A
24	**Common Areas:**	OK: Parcel B, reserved for snow storage

Notes: Final Plat shall include a certification sheet.

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J-U-B COMPANIES

J·U·B ENGINEERS, INC.

EXHIBIT "PZ-N"

MEMORANDUM

RECEIVED FEB 21 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

DATE: Revised February 21, 2014

TO: Scott Thomson, Evergreen Ventures

CC: Lori Labrum, P.E., P.T.O.E.

FROM: Vijay Kornala, P.E., P.T.O.E.

SUBJECT: Lane Meadows Preliminary Traffic Evaluation Update

Introduction

J-U-B Engineers was contracted by Evergreen Ventures to prepare a preliminary traffic evaluation for the Lane Meadows subdivision (project). The project site is located adjacent to State Highway 75 (SH 75) just south of Elkhorn Road in Blaine County, Idaho, **Figure 1**. The project will consist of 12 single-family detached homes and will have access to SH 75 via Lane Avenue. The site plan for the project is included in **Appendix 1**. The purpose of this evaluation is to estimate the project trip generation, identify any roadway or intersection deficiencies associated with the proposed project, and conduct a turn lane warrant analysis for the project entrance and recommend warranted turn lanes. This traffic evaluation was conducted in accordance with the requirements of the City of Sun Valley Code sections 9-5A-4-D.1.b and 9-5A-4-D.2.a and the turn lane warrants analysis is consistent with the Idaho Transportation Department (ITD) procedures.

Traffic Evaluation

The project is located adjacent to SH 75, which is a State maintained 5-lane undivided rural arterial in the vicinity of the project. Elkhorn Road is 2-lane City collector roadway. The study area for the project is illustrated in **Figure 2** and includes the following intersections:

- SH 75/Elkhorn Road
- SH 75/Lane Avenue

SH 75/Elkhorn Road is a signalized intersection and the SH 75/Lane Avenue intersection will be operated with a stop condition on Lane Avenue. A two-way left-turn lane currently exists on SH 75 in the vicinity of the project. The posted speed limit for SH 75 is 35 mph in the vicinity of the project. The posted speed limit on Elkhorn Road is 35 mph.

The AM and PM peak hours were included in the analysis. The 2013 PM peak hour intersection turning movement counts at SH 75/Elkhorn Road were counted on September 1, 2013 and were obtained from L2 Data Collection with the approval of the City of Sun Valley. The turning movement counts were used to determine vehicle percentage split on SH 75 and for Elkhorn Road at the SH 75 intersections. Because the turning movement counts were collected on a Sunday, J-U-B completed an adjustment to the traffic numbers to reflect weekday traffic and a seasonal adjustment. 2008 AM and PM traffic volumes at the SH 75/Hospital Drive North were

obtained from the South Gateway Area Traffic Planning Study prepared in March 2009. These volumes were compared to the 2013 ATR data on SH 75 and were determined to provide a more conservative analysis for the project.

The SH 75/Hospital Drive North intersection is approximately 2,900 feet south of the SH 75/Lane Avenue intersection. The intersection turning movement counts at the SH 75/Hospital Drive North intersection were conducted in October 2008 and seasonally adjusted using a 1.176 factor to represent the month of July 2008, the peak month of the year. The September 2013 turning movement counts and the seasonally adjusted 2008 traffic count data are included in **Appendix 2**. Since 2008, there has been a steady decline in the traffic volumes on SH 75 and is therefore the primary reason this analysis uses 2008 traffic numbers instead of 2013. The SH 75 traffic volumes at SH 75/Hospital Drive North were carried to the intersections of SH 75/Lane Avenue and SH 75/Elkhorn Road. The turning movements at the SH 75/Elkhorn Road intersection were derived using a combination of the 2008 seasonally adjusted SH-75 traffic volumes and the turning movement percentages from the 2013 counts. The adjusted existing traffic volumes for the two intersections and the intersection lane configurations are illustrated in **Figure 3**.

The project will consist of 12 single family detached residential units. Trip generation for the proposed project was estimated using data published in *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2009. Land Use Code 210 Single-Family Dwelling Unit was used to estimate the trip generation for the project. The project is expected to generate a total of 18 trips in the AM and 16 trips in the PM peak hours. The daily and AM and PM peak hour trips are shown in **Table 1**.

Table 1 –Project Trip Generation Summary

Time Period	Enter	Exit	Total
AM Peak Hour	5	13	18
PM Peak Hour	10	6	16
Daily	74	74	148

The trip distribution and assignment for the project was developed based on the existing traffic volume patterns and local knowledge of the area. The AM project trips were assigned to the study intersections based on the directional distribution of the traffic on SH 75, which is 78% northbound and 22% southbound. The PM project trips were assigned to the study intersections with 60% northbound and 40% southbound. The AM and PM peak hour project trips are shown in **Figure 4**. The project trips were added to the existing background traffic volumes, and the total traffic volumes are illustrated in **Figure 5**.

A turn lane analysis was completed in accordance with ITD procedures to evaluate whether or not a turn lane into the project would be warranted for either the AM or PM peak hours. The results of the warrant analysis indicate that a southbound left turn lane is warranted and is recommended to be included with the project improvements. The turn lane warrants for a northbound right-turn lane are not met and therefore not recommended. The detailed warrant

analysis graphs are included in **Appendix 3**. The proposed project access includes a separate westbound left and right-turn lane.

Level of Service (LOS) is a qualitative description of the level of congestion ranging from LOS A to LOS F. LOS A represents free-flowing traffic and LOS F represents gridlock. LOS is defined by the average delay per vehicle and is illustrated in **Table 2**.

Table 2 - Level of Service Definitions

Level of Service	Unsignalized Intersection Delay (Seconds per Vehicle)	Signalized Intersection Delay (Seconds per Vehicle)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

As shown in **Figure 4**, the project trips expected at the SH 75/Elkhorn Road intersection are less than 1% of the existing traffic volume at the intersection in both the AM and PM peak hours. Therefore, the project will not have a significant impact on the operations of the intersection.

The traffic operations of the SH 75/Elkhorn Road and SH 75/Lane Avenue intersections were evaluated using Synchro. A southbound left-turn lane into the project and the westbound left and right-turn lanes were included in the analysis. The results of the intersection level of service analysis for the existing conditions with the project are summarized in **Table 3.** The detailed output results for the delay and LOS are provided in **Appendix 4**.

Table 3 - Intersection Level of Service Summary With Project

Description		AM Peak Hour			PM Peak Hour		
	Movement	Volume	Delay (sec)	LOS	Volume	Delay (sec)	LOS
SH 75/Lane Ave.	Northbound Thru	1381	0.0	A	603	0.0	A
	Northbound Right	4			4		
	Southbound Left	1	13.7	B	6	9.0	A
	Southbound Thru	390	0.0	A	1534	0.0	A
	Westbound Left	3	19.2	C	2	11.7	B
	Westbound Right	10	19.2	C	4	11.7	B
SH 75/Elkhorn Rd.	Northbound Left	12	4.7	A	5	8.0	A
	Northbound Thru	1267	9.6	A	553	7.8	A
	Northbound Right	112	9.6	A	49	7.8	A
	Southbound Left	32	11.6	B	113	10.4	B
	Southbound Thru	349	4.3	A	1403	13.5	B
	Southbound Right	6	4.3	A	5	13.5	B
	Eastbound Left	2	15.5	B	13	12.4	B
	Eastbound Thru	1	15.5	B	2	12.4	B
	Eastbound Right	3	15.5	B	13	12.4	B
	Westbound Left	39	25.3	C	124	34.8	C
	Westbound Thru	1	25.3	C	2	34.8	C
	Westbound Right	50	12.1	B	71	5.9	A
	Overall		**9.3**	**A**		**13.0**	**B**

As shown in **Table 3**, the SH 75/Elkhorn Road intersection is expected to operate at LOS "B" or better with the project traffic in the AM and PM peak hours. The project access is expected to operate at acceptable levels of service and no additional mitigation is required or recommended.

Based on the analysis, the recommended storage for the turn lanes at the project entrance are shown in **Table 4**. The deceleration and taper are not included in the recommended storage lengths.

Table 4 – Recommended Turn Lane Storage

Movement		Recommended Storage
SH 75 /Lane Avenue	Southbound Left	195 Feet*
	Westbound Left	50 Feet
	Westbound Right	50 Feet

**ITD recommended minimum storage length is based on the braking distance from AASHTO Greenbook for left-turn lanes.*

Conclusions

This traffic evaluation analyzed the impacts of the project on the study area intersections in accordance with the Sun Valley City Code sections 9-5A-4-D.1.b and 9-5A-4-D.2.a. The City of Sun Valley Code section 9-5A-4-D.1.b requires "Results of a preliminary traffic evaluation to identify capacity of street network, including intersections, and any improvements that will be needed as a result of the development of the master plan". The analysis with the project traffic indicated that the project will have a de minimis impact on the SH 75/Elkhorn Road intersection and the intersection is expected to operate at LOS "B" or better with the project traffic. The Lane Avenue movements are expected to operate at LOS "C" or better and SH 75 is expected to operate without any delay on the through movements. The size of the project, consisting of 12 single family residential homes, will have a minimal impact on the City's overall integrated transportation network.

A turn lane analysis was conducted in accordance with the ITD procedures and the results indicated that a southbound left-turn lane into the project is warranted and therefore is recommended for installation. The required storage for the southbound left-turn lane is 50 feet. It is also recommended that the westbound approach consist of separate left and right turn lanes with 50 feet storage each. No other mitigation measures are necessary to accommodate this project.

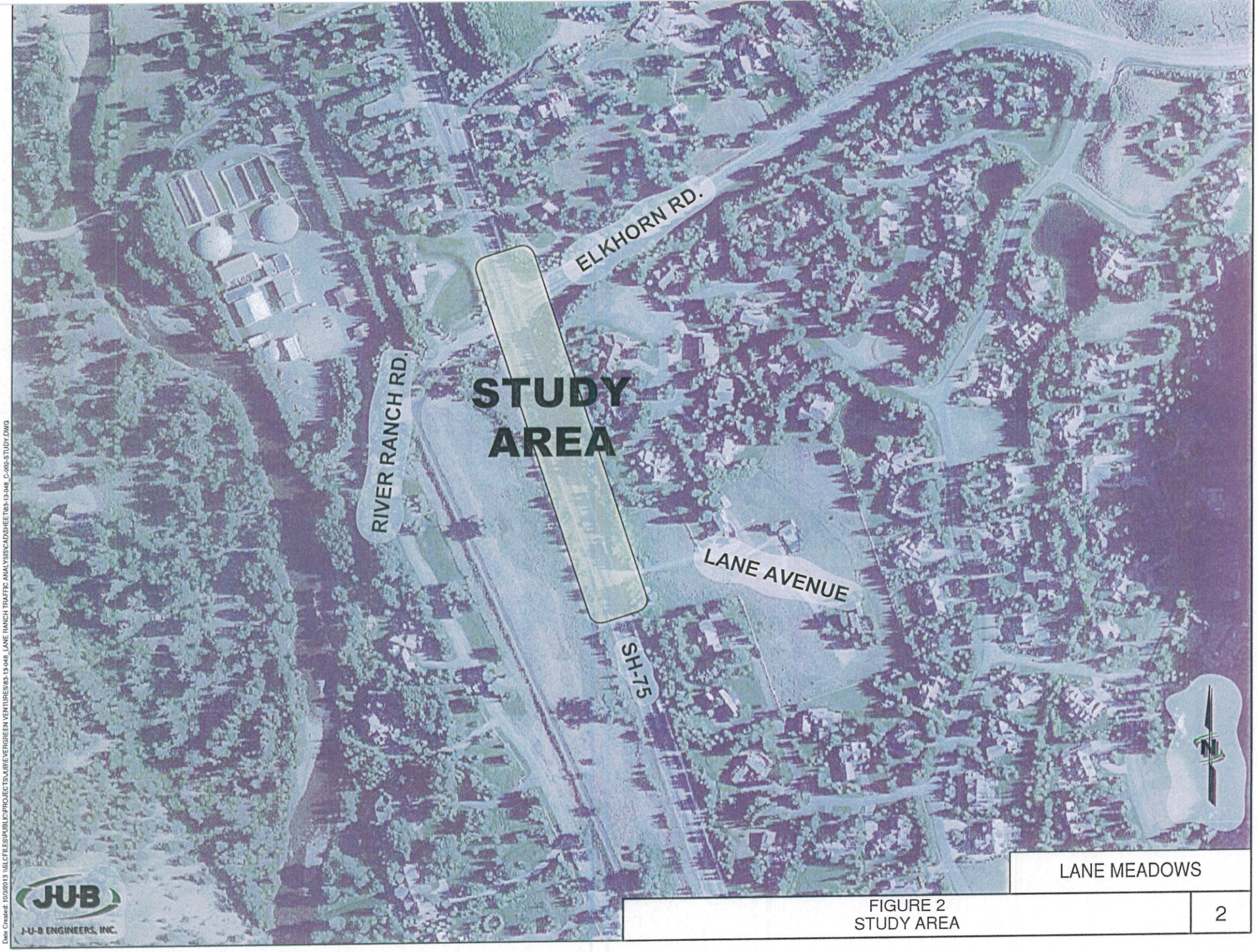
FIGURES

LANE MEADOWS

FIGURE 1
PROJECT LOCATION MAP

1

Plot Date: 2/19/2014 4:26 PM Plotted By: Britton Tveten
Date Created: 10/2/2013 \\SLCFILES\PUBLIC\PROJECTS\JUB\EVERGREEN VENTURES\85-13-048_LANE RANCH TRAFFIC ANALYSIS\CAD\SHEET\83-13-048_C-001-VICINITY.DWG



LANE MEADOWS

FIGURE 2
STUDY AREA

2

J-U-B ENGINEERS, INC.

Plot Date: 2/18/2014 4:27 PM Plotted By: Britton Tveten
Date Created: 10/3/2013 \\SLCFILESPUBLIC\PROJECTS\LIBRE\EVERGREEN VENTURES\63-13-048_LANE RANCH TRAFFIC ANALYSIS\CAD\SHEET\63-13-048_C-002-STUDY.DWG

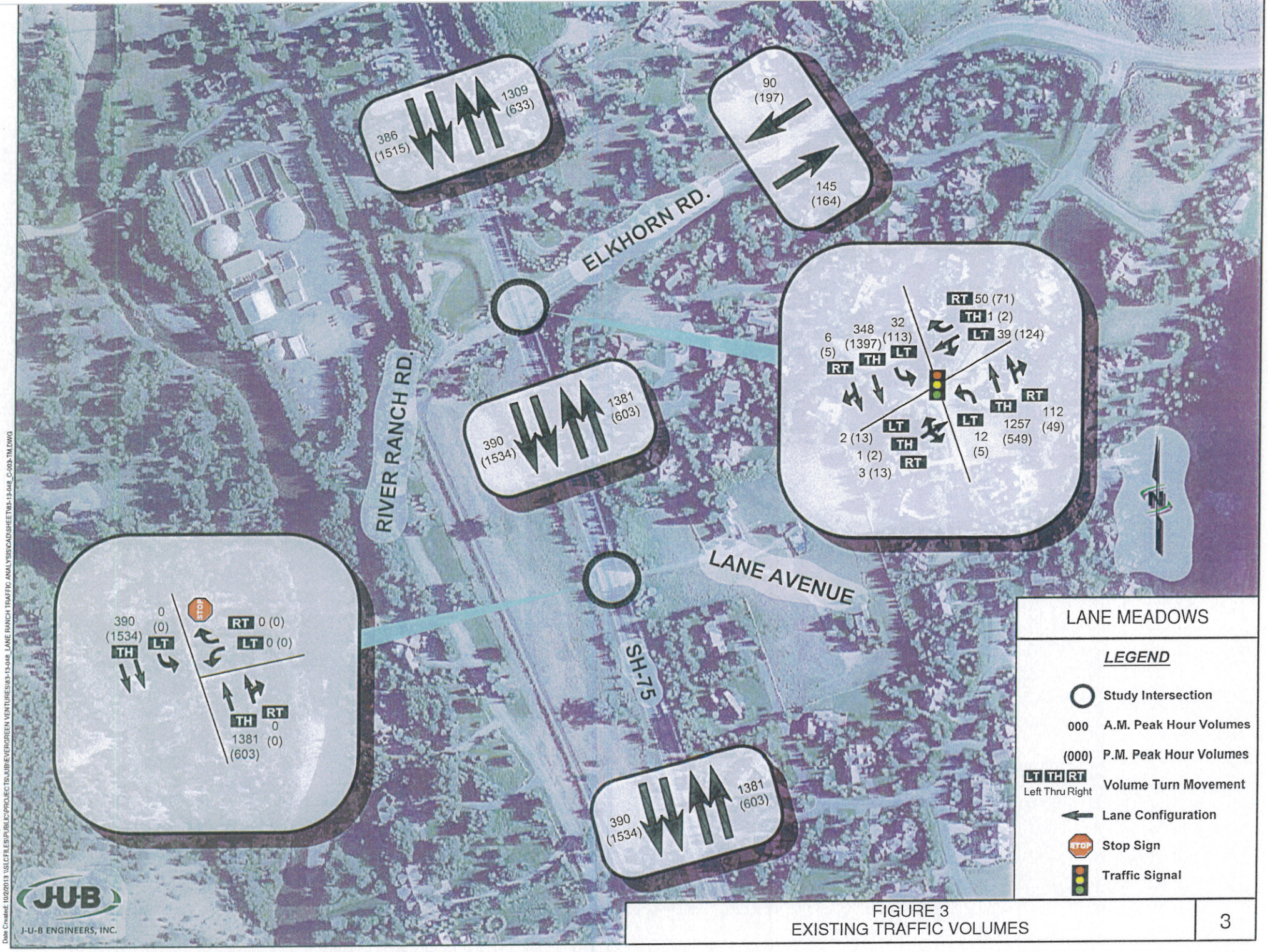


FIGURE 3
EXISTING TRAFFIC VOLUMES

Plot Date: 2/19/2014 4:27 PM Plotted By: Britton Tveten
Date Created: 10/2/2013 \\SLCFILES\PUBLIC\PROJECTS\JUB\EVERGREEN VENTURES\83-13-048_LANE RANCH TRAFFIC ANALYSIS\CADSHEET\83-13-048_C-003-TM.DWG

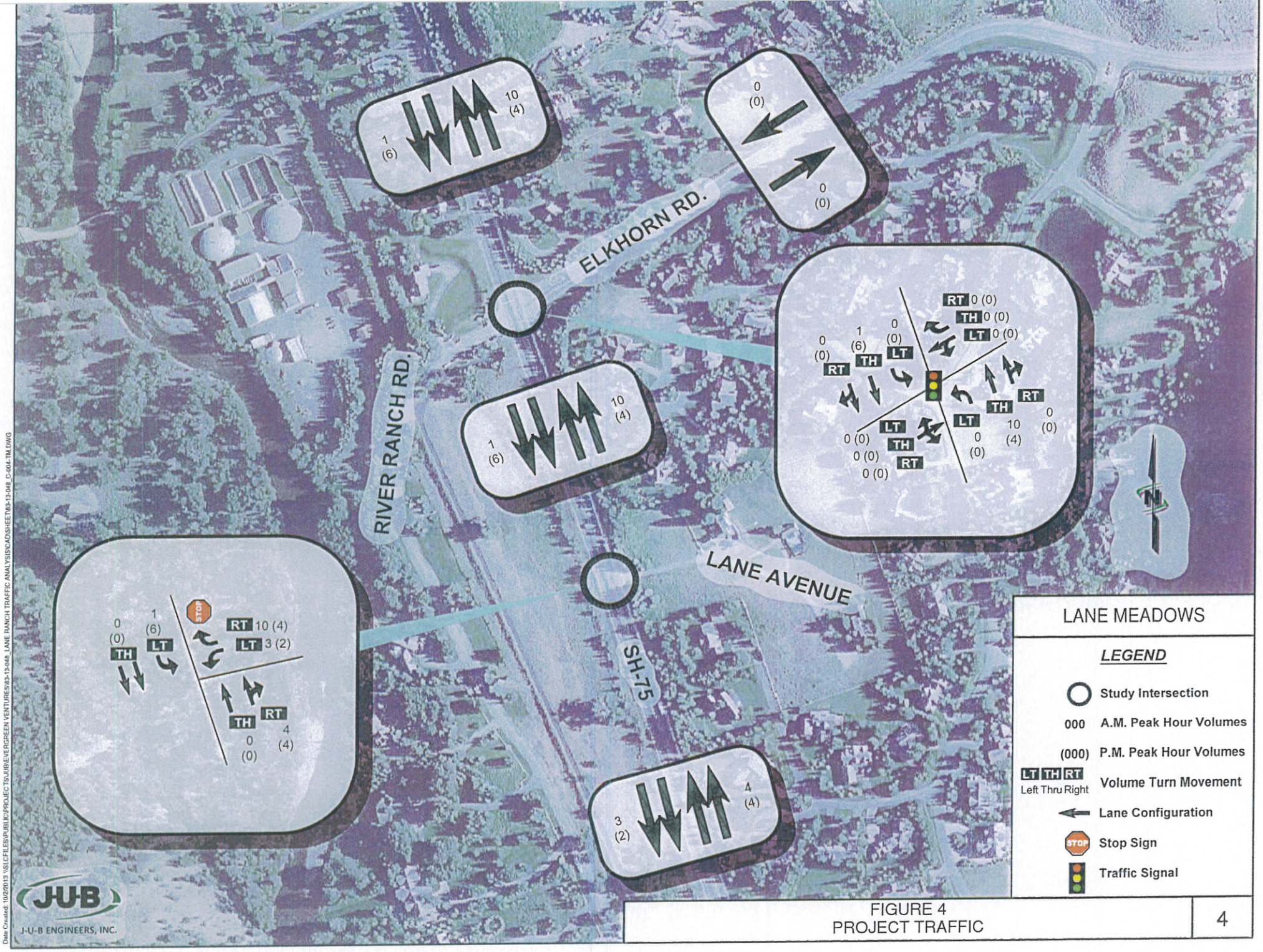
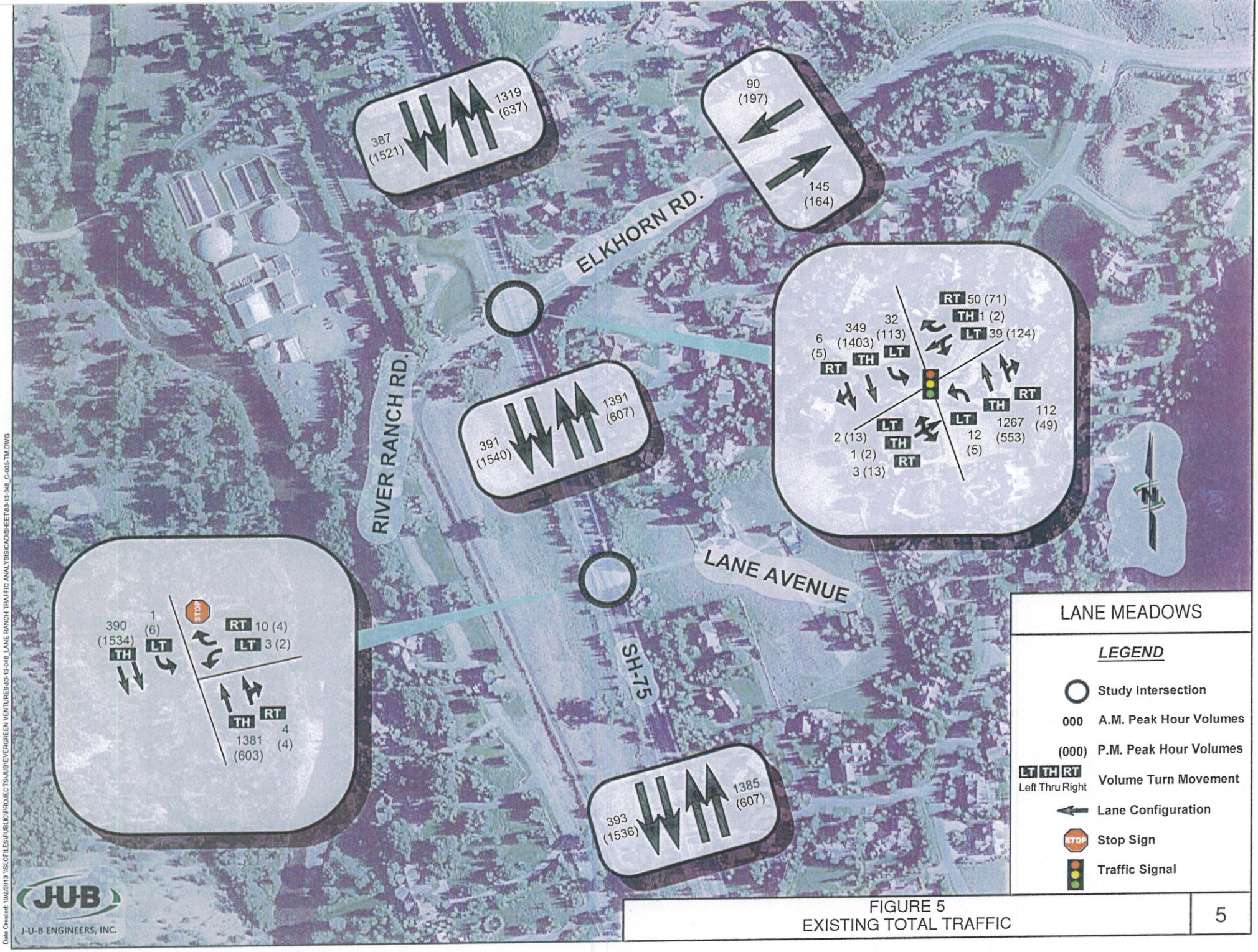


FIGURE 4
PROJECT TRAFFIC

Plot Date: 2/19/2014 4:27 PM Plotted By: Britton Tveten
Date Created: 10/2/2013 \\SLCFILESPUBLIC\PROJECTS\JUB\EVERGREEN VENTURES\63-13-048_LANE RANCH TRAFFIC ANALYSIS\CAD\SHEET\63-13-048_C-004-TM.DWG



J-U-B ENGINEERS, INC.

FIGURE 5
EXISTING TOTAL TRAFFIC

5

Plot Date: 2/19/2014 4:28 PM Plotted By: Britton Tveten
Date Created: 10/2/2013 \\SLCFILES\PUBLIC\PROJECTS\JUB\EVERGREEN VENTURES\03-13-048_LANE RANCH TRAFFIC ANALYSIS\CAD\SHEET\03-13-048_C-005-TM.DWG

APPENDICES

APPENDIX 1 – SITE PLAN

APPENDIX 2 – TRAFFIC DATA

Idaho Transportation Department

Roadway, Monthly Hourly Volume for September 2012

Site Names: 00068, Hailey
County: Blaine
Funct. Class: R Minor Arterial - Other
Location: SH-75 2.9 Mi. N of Bullion St

Seasonal Factor Group: 4
Daily Factor Group: 4
Axle Factor Group: 3
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	71	38	24	28	23	86	201	399	617	851	1114	1195	967	694	1037	1216	1170	861	667	465	385	384	261	112	12,866
Sun, 02	47	38	32	19	10	75	125	254	416	590	693	780	851	750	757	833	765	655	571	385	328	383	168	88	9,613
Mon, 03	69	35	32	15	21	97	191	327	468	610	758	904	850	881	909	875	884	683	553	342	305	193	127	82	10,211
Tue, 04	32	11	10	14	18	100	437	1182	1165	957	885	907	905	987	934	1106	1386	1207	776	480	292	216	131	49	14,187
Wed, 05	25	13	7	13	27	103	383	1184	1229	842	852	827	795	853	922	1046	1309	1232	737	457	316	231	142	60	13,605
Thu, 06	19	13	7	9	22	105	384	1125	1110	831	797	857	846	851	950	1059	1342	1223	717	452	301	246	155	66	13,487
Fri, 07	35	15	17	18	15	111	358	1110	1058	783	795	831	851	940	1024	1238	1282	1167	858	514	384	264	185	118	13,971
Sat, 08	51	25	20	19	13	75	173	365	608	665	726	734	735	655	659	703	818	711	613	413	343	268	344	140	9,876
Sun, 09	116	93	36	19	15	70	113	198	370	453	598	615	611	635	601	605	633	528	421	288	285	208	109	34	7,654
Mon, 10	15	5	14	18	14	103	374	1153	1074	825	760	793	758	860	861	929	1248	1172	680	353	282	194	101	50	12,636
Tue, 11	18	16	8	11	16	90	361	1128	1123	831	760	845	828	805	972	1077	1259	1196	737	435	299	234	90	39	13,178
Wed, 12	20	18	6	13	16	103	356	1153	1125	866	768	764	789	833	928	1131	1333	1251	793	460	372	209	122	65	13,494
Thu, 13	30	14	10	11	16	99	318	1156	1081	864	818	797	791	809	957	1000	1291	1223	704	491	331	246	168	103	13,328
Fri, 14	26	14	10	15	22	97	293	1022	999	815	828	848	887	904	1038	1140	1278	1141	840	492	395	316	200	104	13,724
Sat, 15	44	35	19	10	28	76	169	353	551	726	734	740	804	814	777	786	751	580	532	374	381	327	208	122	9,941
Sun, 16	105	75	30	14	14	65	102	223	339	499	606	675	668	725	721	676	693	592	461	310	231	178	96	44	8,142
Mon, 17	20	5	14	9	21	108	352	1142	1060	794	756	779	804	818	874	980	1236	1160	651	391	282	196	103	54	12,609
Tue, 18	19	11	5	9	21	97	368	1114	1116	829	750	754	750	824	887	987	1345	1243	718	469	321	216	106	27	12,986
Wed, 19	19	11	5	11	22	97	356	1114	1174	858	791	830	809	793	887	1108	1262	1172	717	521	350	242	118	67	13,334
Thu, 20	26	15	11	14	16	107	349	1136	1128	826	824	837	830	897	953	1063	1302	1171	680	422	298	201	131	59	13,296
Fri, 21	27	25	19	11	7	101	320	1071	1035	743	763	830	819	929	979	1169	1215	1044	717	491	315	301	183	125	13,239
Sat, 22	54	27	32	16	26	92	146	352	571	679	683	753	797	733	718	698	813	604	478	397	306	273	172	108	9,528
Sun, 23	49	30	22	14	13	63	115	186	315	533	540	627	651	656	651	609	596	524	458	287	201	177	75	33	7,425
Mon, 24	19	8	13	12	17	102	344	1072	1088	756	806	765	758	806	840	1027	1166	1153	632	357	235	191	94	40	12,301
Tue, 25	17	10	9	14	13	112	348	1103	1086	808	735	788	792	793	890	1044	1240	1237	689	366	281	216	78	46	12,715
Wed, 26	21	8	6	9	14	91	359	1086	1067	862	735	770	757	798	882	1002	1247	1259	687	459	312	188	106	49	12,774
Thu, 27	20	8	15	9	14	111	362	1203	1161	796	744	739	822	813	930	1033	1296	1176	679	490	318	230	130	65	13,164
Fri, 28	31	19	9	13	19	103	319	1098	1030	817	705	844	827	906	988	1058	1269	1123	744	482	330	267	180	100	13,281
Sat, 29	46	38	20	10	22	66	155	361	612	683	731	778	717	768	781	771	736	661	542	440	317	274	185	107	9,821
Sun, 30	68	49	39	20	11	72	112	195	347	485	535	624	617	635	651	618	697	573	447	314	253	161	94	45	7,662

Created: 10/23/2012 3:28:43PM

Idaho Transportation Department

Neg Dir, Monthly Hourly Volume for September 2012

Site Names: 00068, Hailey
County: Blaine
Funct. Class: R Minor Arterial - Other
Location: SH-75 2.9 Mi. N of Bullion St

Seasonal Factor Group: 4
Daily Factor Group: 4
Axle Factor Group: 3
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	36	19	18	12	12	30	61	122	257	271	333	286	264	270	697	865	792	566	383	268	206	215	160	73	6,216
Sun, 02	26	24	21	12	6	27	32	93	179	275	331	386	459	420	419	475	462	396	357	227	168	162	91	42	5,090
Mon, 03	44	13	22	8	9	41	56	98	197	314	476	560	535	555	596	565	592	440	339	179	164	96	77	40	6,016
Tue, 04	22	4	6	8	10	41	102	345	339	386	442	424	459	501	545	661	989	840	460	253	155	123	79	30	7,224
Wed, 05	17	5	4	7	10	34	90	311	356	312	390	403	429	460	525	644	895	817	480	271	176	116	80	38	6,870
Thu, 06	13	6	4	4	9	40	87	276	325	306	350	433	426	436	547	655	905	790	424	270	140	133	90	32	6,701
Fri, 07	20	11	11	6	6	40	75	281	296	297	366	416	434	509	537	686	829	729	491	286	174	153	104	57	6,814
Sat, 08	34	12	13	11	7	24	52	123	253	322	364	354	380	314	336	380	428	327	279	183	174	140	258	100	4,868
Sun, 09	86	83	26	17	9	31	33	81	177	211	330	317	333	390	353	356	381	311	208	149	138	109	54	25	4,208
Mon, 10	6	4	6	11	10	34	83	290	287	329	385	376	367	469	504	579	882	813	377	208	143	91	49	25	6,328
Tue, 11	15	8	6	4	7	25	64	262	330	300	326	400	424	422	566	677	862	861	451	249	150	107	57	27	6,600
Wed, 12	12	10	4	6	6	30	75	276	339	311	339	358	400	451	544	678	903	844	488	252	192	107	74	35	6,734
Thu, 13	14	7	7	7	8	30	62	260	291	308	373	382	402	428	549	596	909	829	394	286	178	131	93	43	6,587
Fri, 14	13	9	4	8	8	25	57	198	293	322	346	412	464	475	558	653	825	693	460	257	164	131	97	55	6,527
Sat, 15	20	22	14	4	11	32	44	128	223	341	413	367	379	415	396	416	388	308	286	201	202	164	123	70	4,967
Sun, 16	65	67	25	9	9	19	28	86	175	227	323	379	383	440	461	396	394	332	240	155	116	93	55	15	4,492
Mon, 17	14	3	8	3	10	36	62	260	339	305	335	370	422	414	499	584	858	803	388	240	161	84	62	27	6,287
Tue, 18	11	5	2	3	11	29	72	254	337	293	343	360	382	430	528	589	961	890	467	236	147	107	65	16	6,538
Wed, 19	13	6	3	6	9	34	62	261	375	314	350	417	397	440	511	681	866	805	424	293	192	137	76	31	6,703
Thu, 20	17	3	5	9	4	35	71	276	331	316	396	422	450	485	536	628	911	800	391	227	153	107	81	25	6,679
Fri, 21	18	12	9	2	3	34	73	257	281	261	339	410	437	514	561	672	790	676	385	301	143	147	93	49	6,467
Sat, 22	26	9	19	9	13	32	41	105	226	316	358	391	418	351	335	361	463	338	258	238	153	148	93	65	4,766
Sun, 23	28	19	14	7	6	24	40	90	148	232	287	358	389	375	370	333	350	318	257	142	99	87	33	19	4,025
Mon, 24	10	4	8	5	13	34	73	261	314	286	360	390	407	419	487	622	823	808	360	227	105	102	56	17	6,191
Tue, 25	11	6	5	6	7	32	65	242	318	305	308	380	394	425	505	645	891	881	413	201	133	112	55	17	6,357
Wed, 26	14	5	2	4	7	24	68	257	308	308	320	369	369	417	524	616	869	906	436	266	132	95	59	24	6,399
Thu, 27	10	3	9	6	4	32	76	289	310	289	339	352	409	455	549	624	910	802	409	274	142	131	69	38	6,531
Fri, 28	20	8	7	7	7	29	71	250	305	293	301	429	449	504	523	634	829	719	399	234	140	129	103	49	6,439
Sat, 29	26	24	13	9	10	25	34	98	233	317	366	354	316	417	398	405	392	370	271	257	173	145	122	74	4,849
Sun, 30	56	43	29	11	5	34	32	72	165	212	281	347	356	358	369	381	447	352	265	177	122	84	47	15	4,260

Created: 10/23/2012 3:28:43PM

Idaho Transportation Department

Pos Dir, Monthly Hourly Volume for September 2012

Site Names: 00068, Hailey
County: Blaine
Funct. Class: R Minor Arterial - Other
Location: SH-75 2.9 Mi. N of Bullion St

Seasonal Factor Group: 4
Daily Factor Group: 4
Axle Factor Group: 3
Growth Factor Group:

	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sat, 01	35	19	6	16	11	56	140	277	360	580	781	909	703	424	340	351	378	295	284	197	179	169	101	39	6,650
Sun, 02	21	14	11	7	4	48	93	161	237	315	362	394	392	330	338	358	303	259	214	158	160	221	77	46	4,523
Mon, 03	25	22	10	7	12	56	135	229	271	296	282	344	315	326	313	310	292	243	214	163	141	97	50	42	4,195
Tue, 04	10	7	4	6	8	59	335	837	826	571	443	483	446	486	389	445	397	367	316	227	137	93	52	19	6,963
Wed, 05	8	8	3	6	17	69	293	873	873	530	462	424	366	393	397	402	414	415	257	186	140	115	62	22	6,735
Thu, 06	6	7	3	5	13	65	297	849	785	525	447	424	420	415	403	404	437	433	293	182	161	113	65	34	6,786
Fri, 07	15	4	6	12	9	71	283	829	762	486	429	415	417	431	487	552	453	438	367	228	210	111	81	61	7,157
Sat, 08	17	13	7	8	6	51	121	242	355	343	362	380	355	341	323	323	390	384	334	230	169	128	86	40	5,008
Sun, 09	30	10	10	2	6	39	80	117	193	242	268	298	278	245	248	249	252	217	213	139	147	99	55	9	3,446
Mon, 10	9	1	8	7	4	69	291	863	787	496	375	417	391	391	357	350	366	359	303	145	139	103	52	25	6,308
Tue, 11	3	8	2	7	9	65	297	866	793	531	434	445	404	383	406	400	397	335	286	186	149	127	33	12	6,578
Wed, 12	8	8	2	7	10	73	281	877	786	555	429	406	389	382	384	453	430	407	305	208	180	102	48	30	6,760
Thu, 13	16	7	3	4	8	69	256	896	790	556	445	415	389	381	408	404	382	394	310	205	153	115	75	60	6,741
Fri, 14	13	5	6	7	14	72	236	824	706	493	482	436	423	429	480	487	453	448	380	235	231	185	103	49	7,197
Sat, 15	24	13	5	6	17	44	125	225	328	385	321	373	425	399	381	370	363	272	246	173	179	163	85	52	4,974
Sun, 16	40	8	5	5	5	46	74	137	164	272	283	296	285	285	260	280	299	260	221	155	115	85	41	29	3,650
Mon, 17	6	2	6	6	11	72	290	882	721	489	421	409	382	404	375	396	378	357	263	151	121	112	41	27	6,322
Tue, 18	8	6	3	6	10	68	296	860	779	536	407	394	368	394	359	398	384	353	251	233	174	109	41	11	6,448
Wed, 19	6	5	2	5	13	63	294	853	799	544	441	413	412	353	376	427	396	367	293	228	158	105	42	36	6,631
Thu, 20	9	12	6	5	12	72	278	860	797	510	428	415	380	412	417	435	391	371	289	195	145	94	50	34	6,617
Fri, 21	9	13	10	9	4	67	247	814	754	482	424	420	382	415	418	497	425	368	332	190	172	154	90	76	6,772
Sat, 22	28	18	13	7	13	60	105	247	345	363	325	362	379	382	383	337	350	266	220	159	153	125	79	43	4,762
Sun, 23	21	11	8	7	7	39	75	96	167	301	253	269	262	281	281	276	246	206	201	145	102	90	42	14	3,400
Mon, 24	9	4	5	7	4	68	271	811	774	470	446	375	351	387	353	405	343	345	272	130	130	89	38	23	6,110
Tue, 25	6	4	4	8	6	80	283	861	768	503	427	408	398	368	385	399	349	356	276	165	148	104	23	29	6,358
Wed, 26	7	3	4	5	7	67	291	829	759	554	415	401	388	381	358	386	378	353	251	193	180	93	47	25	6,375
Thu, 27	10	5	6	3	10	79	286	914	851	507	405	387	413	358	381	409	386	374	270	216	176	99	61	27	6,633
Fri, 28	11	11	2	6	12	74	248	848	725	524	404	415	378	402	465	424	440	404	345	248	190	138	77	51	6,842
Sat, 29	20	14	7	1	12	41	121	263	379	366	365	424	401	351	383	366	344	291	271	183	144	129	63	33	4,972
Sun, 30	12	6	10	9	6	38	80	123	182	273	254	277	261	277	282	237	250	221	182	137	131	77	47	30	3,402

Created: 10/23/2012 3:28:43PM

L2 Data Collection

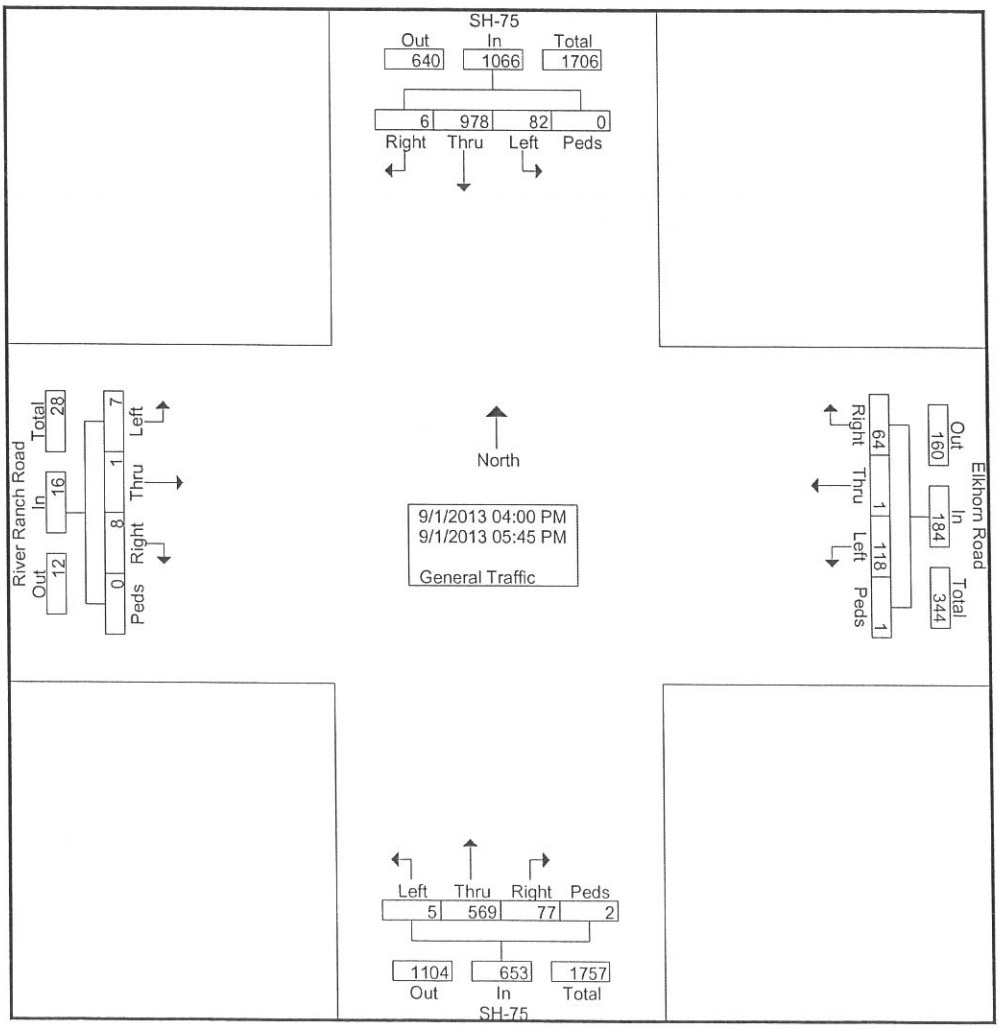
www.L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Project: JUB
Intersection: Hwy 75 / Elkhorn Road
City, State: Sun Valley, Idaho
Control: Signalized

File Name : Hwy 75 Elkhorn PM
Site Code : 00000000
Start Date : 9/1/2013
Page No : 1

Groups Printed- General Traffic

	SH-75 From North					Elkhorn Road From East					SH-75 From South					River Ranch Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	123	11	0	136	5	0	20	0	25	9	65	2	0	76	1	0	1	0	2	239
04:15 PM	0	123	10	0	133	6	1	12	0	19	7	93	1	0	101	3	0	2	0	5	258
04:30 PM	0	129	9	0	138	6	0	5	0	11	6	70	0	0	76	1	0	0	0	1	226
04:45 PM	1	134	7	0	142	6	0	8	0	14	6	74	1	0	81	1	0	2	0	3	240
Total	3	509	37	0	549	23	1	45	0	69	28	302	4	0	334	6	0	5	0	11	963
05:00 PM	1	132	16	0	149	8	0	20	1	29	14	53	1	2	70	0	1	1	0	2	250
05:15 PM	0	118	12	0	130	11	0	19	0	30	12	74	0	0	86	0	0	1	0	1	247
05:30 PM	2	115	10	0	127	12	0	19	0	31	11	67	0	0	78	0	0	0	0	0	236
05:45 PM	0	104	7	0	111	10	0	15	0	25	12	73	0	0	85	2	0	0	0	2	223
Total	3	469	45	0	517	41	0	73	1	115	49	267	1	2	319	2	1	2	0	5	956
Grand Total	6	978	82	0	1066	64	1	118	1	184	77	569	5	2	653	8	1	7	0	16	1919
Apprch %	0.6	91.7	7.7	0		34.8	0.5	64.1	0.5		11.8	87.1	0.8	0.3		50	6.2	43.8	0		
Total %	0.3	51	4.3	0	55.5	3.3	0.1	6.1	0.1	9.6	4	29.7	0.3	0.1	34	0.4	0.1	0.4	0	0.8	



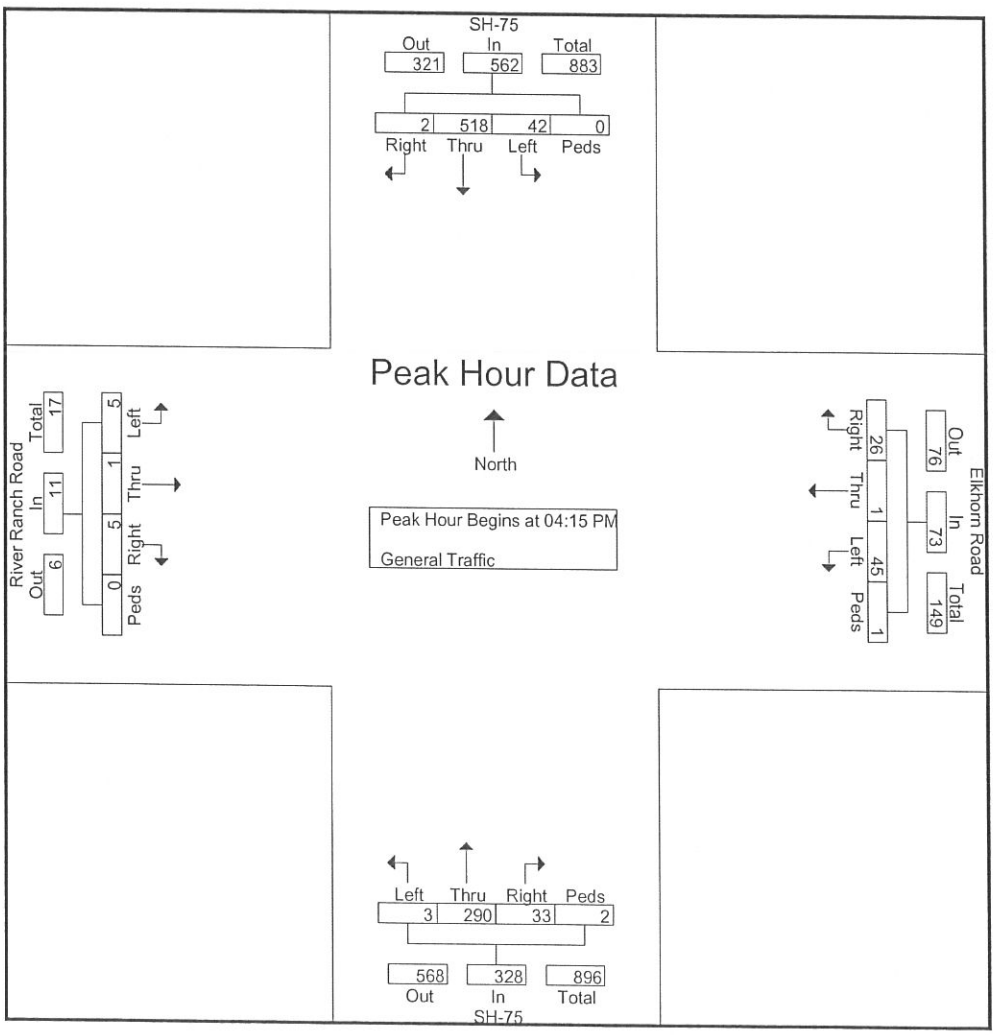
L2 Data Collection

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

Project: JUB
Intersection: Hwy 75 / Elkhorn Road
City, State: Sun Valley, Idaho
Control: Signalized

File Name : Hwy 75 Elkhorn PM
Site Code : 00000000
Start Date : 9/1/2013
Page No : 2

	SH-75 From North					Elkhorn Road From East					SH-75 From South					River Ranch Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	123	10	0	133	6	**1**	12	0	19	7	**93**	**1**	0	**101**	**3**	0	**2**	0	**5**	**258**
04:30 PM	0	129	9	0	138	6	0	5	0	11	6	70	0	0	76	1	0	0	0	1	226
04:45 PM	**1**	**134**	7	0	142	6	0	8	0	14	6	74	1	0	81	1	0	2	0	3	240
05:00 PM	1	132	**16**	0	**149**	**8**	0	**20**	**1**	**29**	**14**	53	1	**2**	70	0	**1**	1	0	2	250
Total Volume	2	518	42	0	562	26	1	45	1	73	33	290	3	2	328	5	1	5	0	11	974
% App. Total	0.4	92.2	7.5	0		35.6	1.4	61.6	1.4		10.1	88.4	0.9	0.6		45.5	9.1	45.5	0		
PHF	.500	.966	.656	.000	.943	.813	.250	.563	.250	.629	.589	.780	.750	.250	.812	.417	.250	.625	.000	.550	.944



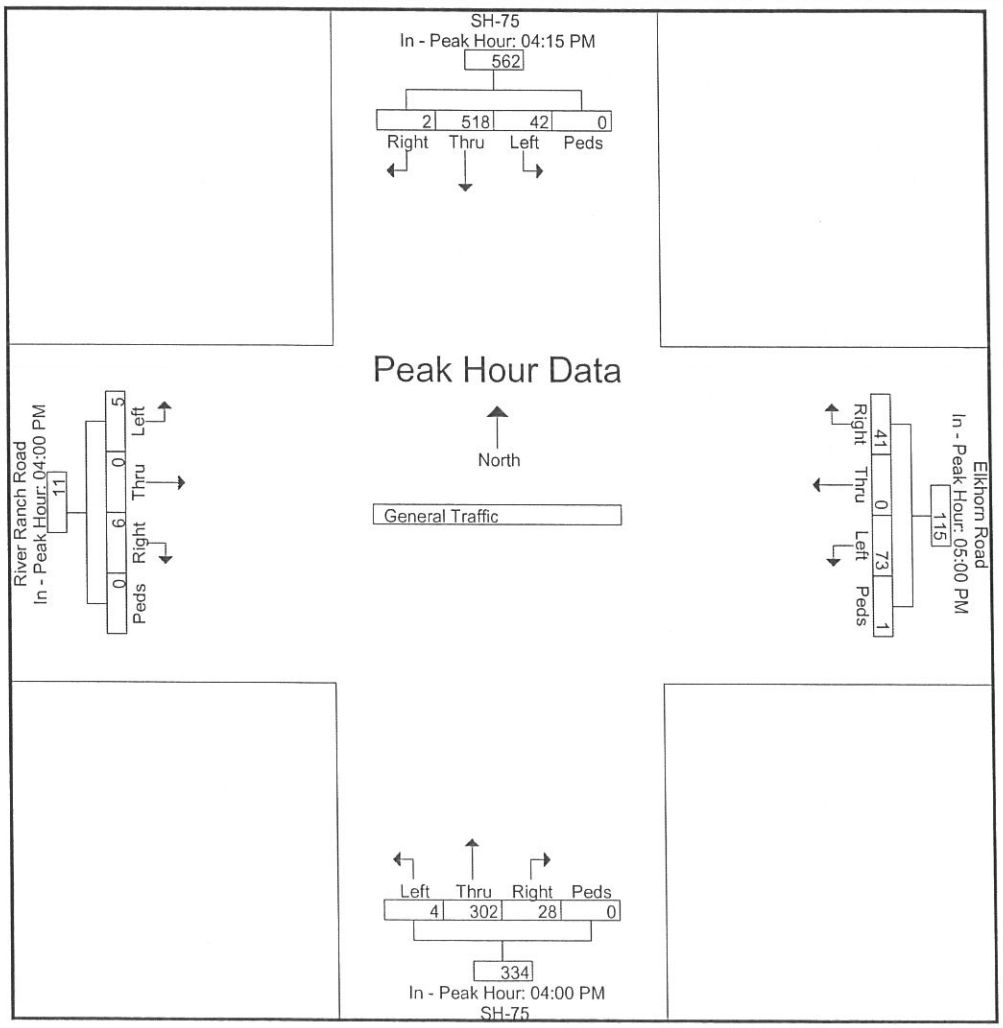
L2 Data Collection

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

Project: JUB
Intersection: Hwy 75 / Elkhorn Road
City, State: Sun Valley, Idaho
Control: Signalized

File Name : Hwy 75 Elkhorn PM
Site Code : 00000000
Start Date : 9/1/2013
Page No : 3

	SH-75 From North					Elkhorn Road From East					SH-75 From South					River Ranch Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					05:00 PM					04:00 PM					04:00 PM					
+0 mins.	0	123	10	0	133	8	0	**20**	**1**	29	**9**	65	**2**	0	76	1	0	1	0	2	
+15 mins.	0	129	9	0	138	11	0	19	0	30	7	**93**	1	0	**101**	**3**	0	**2**	0	**5**	
+30 mins.	**1**	**134**	7	0	142	**12**	0	19	0	**31**	6	70	0	0	76	1	0	0	0	1	
+45 mins.	1	132	**16**	0	**149**	10	0	15	0	25	6	74	1	0	81	1	0	2	0	3	
Total Volume	2	518	42	0	562	41	0	73	1	115	28	302	4	0	334	6	0	5	0	11	
% App. Total	0.4	92.2	7.5	0		35.7	0	63.5	0.9		8.4	90.4	1.2	0		54.5	0	45.5	0		
PHF	.500	.966	.656	.000	.943	.854	.000	.913	.250	.927	.778	.812	.500	.000	.827	.500	.000	.625	.000	.550	



File Name: C:\L2 Data Collection\L2 Data Collection\Projects\Active Projects\DEA0002\75 Hosp N PM.ppd
Start Date: 10/7/2008
Start Time: 4:00:00 PM
Site Code: 4
Comment 1: Tech: ALEX
Comment 2: Intersection: Hwy 75 & Hospital Road N
Comment 3: City, State: Ketchum, Idaho
Comment 4: Control: Signalized

	Hwy 75 From the North			Hwy 75 From the South			Hospital Road N From the West		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
04:00 PM	10	268	0	121	0	0	1	0	0
04:15 PM	4	301	0	129	0	0	0	0	0
04:30 PM	2	337	0	125	0	0	0	0	0
04:45 PM	2	316	0	122	0	0	0	0	0
05:00 PM	1	339	0	133	1	0	0	0	0
05:15 PM	0	312	0	133	0	0	0	0	0
05:30 PM	1	287	0	104	0	0	1	0	0
05:45 PM	2	181	0	105	0	0	0	1	0
Total Oct 2008	5	1304	0	513	1	0	1	0	0
Total July 2008	6	1534	0	603	1	0	1	0	0

October->July Growth Factor
1.176

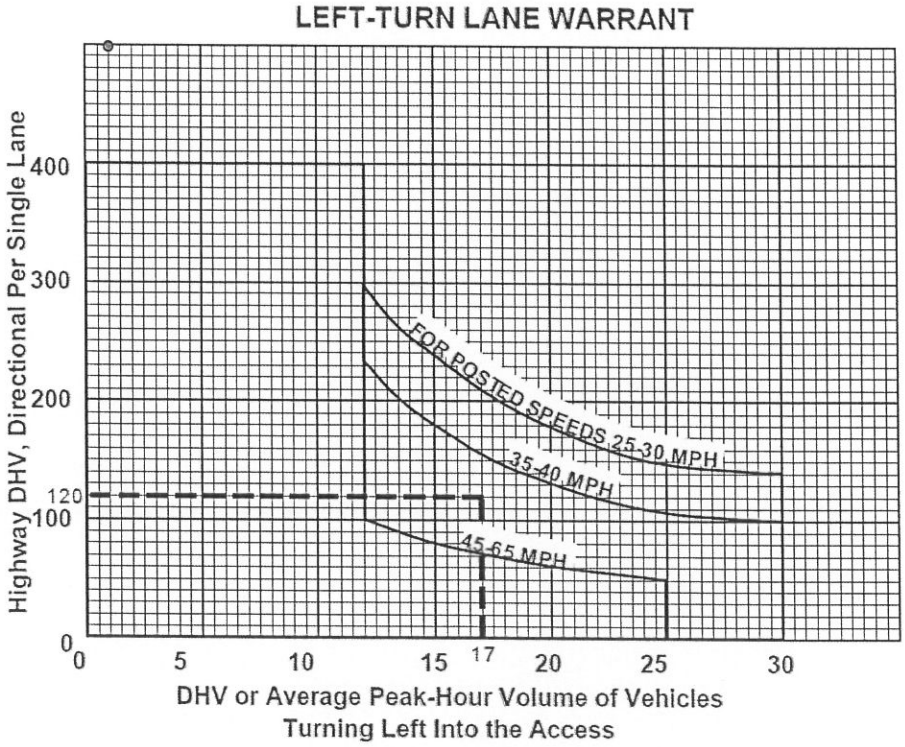
File Name: C:\L2 Data Collection\L2 Data Collection\Projects\Active Projects\DEA0002\75 Hosp N AM.ppd
Start Date: 10/8/2008
Start Time: 7:00:00 AM
Site Code: 4
Comment 1: Tech: ALEX
Comment 2: Intersection: Hwy 75 & Hospital Road N
Comment 3: City, State: Ketchum, Idaho
Comment 4: Control: Stop Sign

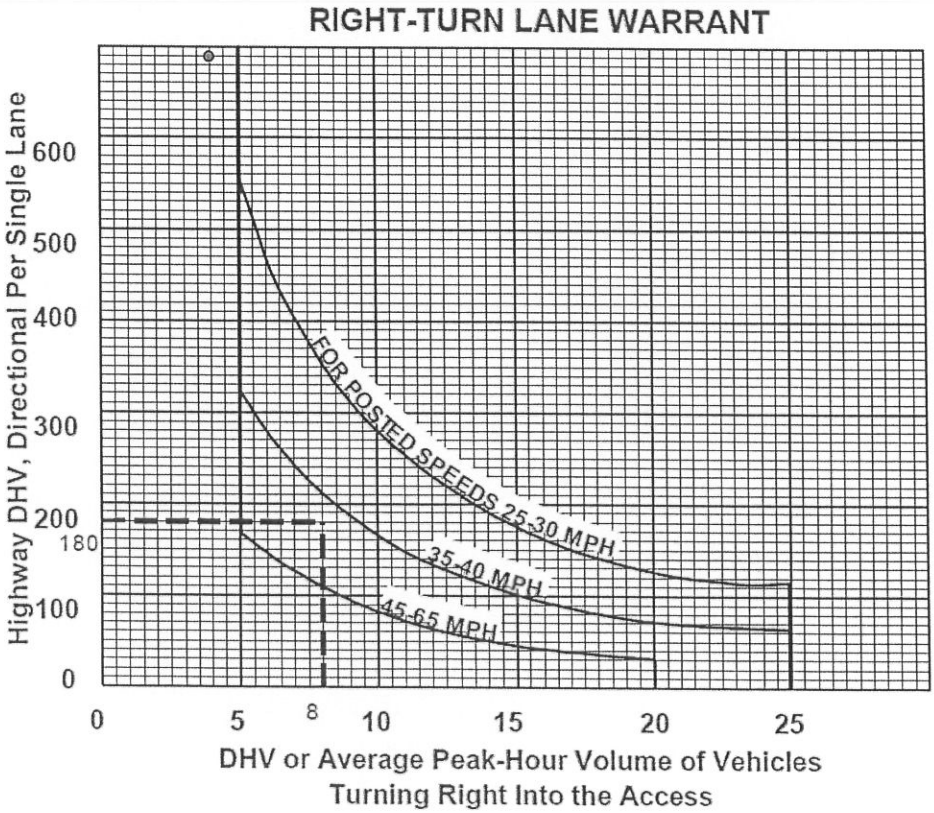
	Hwy 75 From the North			Hwy 75 From the South			Hospital Rd N From the West		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
07:00 AM	4	37	0	235	0	0	0	0	0
07:15 AM	4	50	0	284	0	0	0	0	0
07:30 AM	3	93	0	309	0	0	0	0	0
07:45 AM	10	88	0	288	0	0	0	0	0
08:00 AM	1	76	0	278	0	0	0	0	0
08:15 AM	3	58	0	299	0	0	0	0	0
08:30 AM	3	90	0	289	0	0	1	0	0
08:45 AM	12	86	0	274	0	0	0	1	0
Total Oct 2008	17	315	0	1174	1	0	0	0	0
Total July 2008	20	370	0	1381	1	0	1	0	0

October->July Growth Factor
1.176

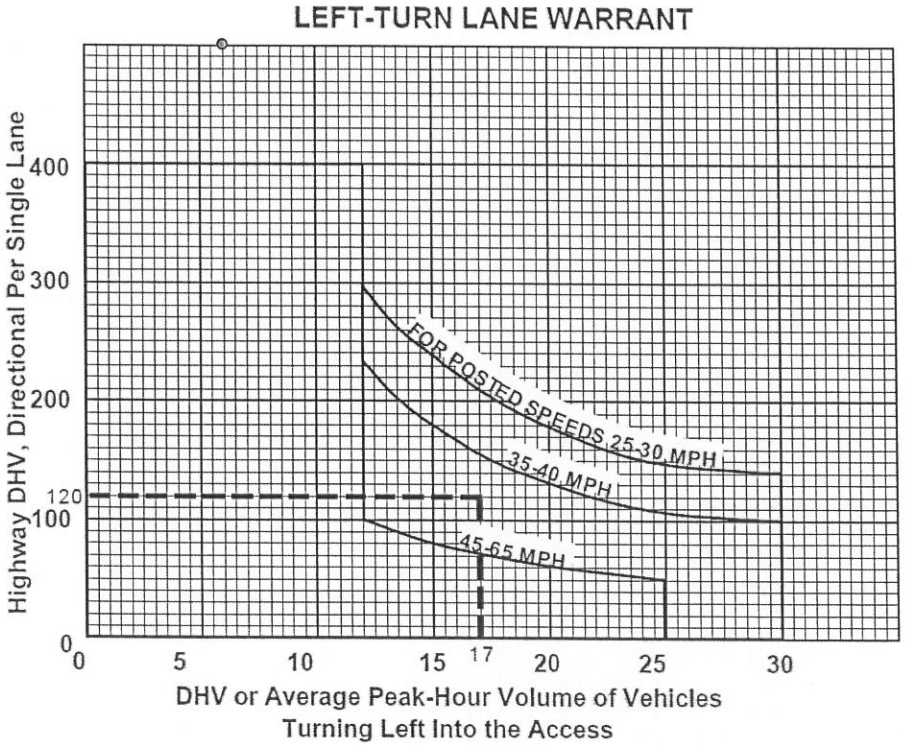
APPENDIX 3 – TURN LANE WARRANT ANALYSIS

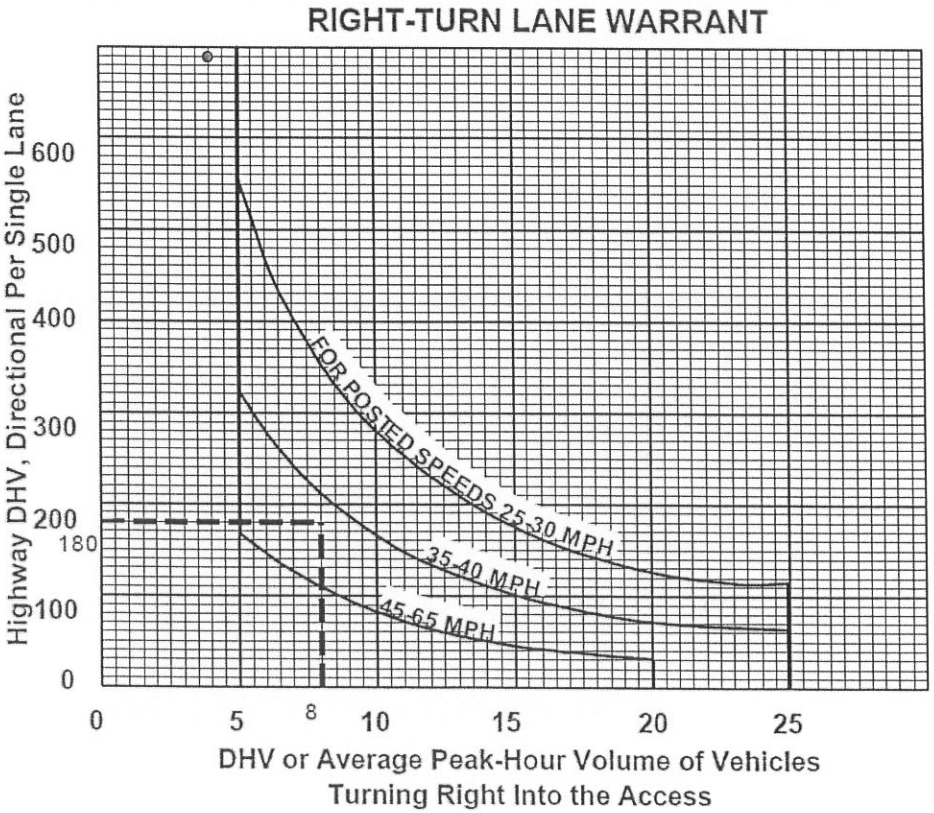
AM PEAK HOUR


LEFT-TURN LANE WARRANT
Highway DHV, Directional Per Single Lane
400
300
200
120
100
0
0
5
10
15
17
20
25
30
FOR POSTED SPEEDS 25-30 MPH
35-40 MPH
45-65 MPH
DHV or Average Peak-Hour Volume of Vehicles
Turning Left Into the Access


RIGHT-TURN LANE WARRANT
Highway DHV, Directional Per Single Lane
600
500
400
300
200
180
100
0
0
5
8
10
15
20
25
FOR POSTED SPEEDS 25-30 MPH
35-40 MPH
45-65 MPH
DHV or Average Peak-Hour Volume of Vehicles
Turning Right Into the Access

PM PEAK HOUR


LEFT-TURN LANE WARRANT
Highway DHV, Directional Per Single Lane
400
300
200
120
100
0
0
5
10
15
17
20
25
30
FOR POSTED SPEEDS 25-30 MPH
35-40 MPH
45-65 MPH
DHV or Average Peak-Hour Volume of Vehicles
Turning Left Into the Access


RIGHT-TURN LANE WARRANT
Highway DHV, Directional Per Single Lane
600
500
400
300
200
180
100
0
0
5
8
10
15
20
25
FOR POSTED SPEEDS 25-30 MPH
35-40 MPH
45-65 MPH
DHV or Average Peak-Hour Volume of Vehicles
Turning Right Into the Access

APPENDIX 4 – LOS RESULTS

Lanes, Volumes, Timings
1: SH-75 & River Ranch Rd./Elkhorn Rd.

2/21/2014

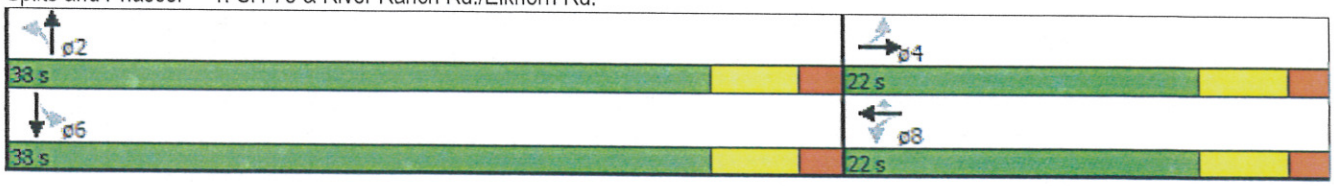
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1	3	39	1	50	12	1267	112	32	349	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	125		0	225		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.939				0.850		0.988			0.998	
Flt Protected		0.982			0.954		0.950			0.950		
Satd. Flow (prot)	0	1718	0	0	1777	1583	1770	3405	0	1770	3433	0
Flt Permitted		0.853			0.725		0.528			0.103		
Satd. Flow (perm)	0	1492	0	0	1350	1583	984	3405	0	192	3433	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				55		23			4	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		408			524			754			411	
Travel Time (s)		11.1			10.2			14.7			8.0	
Peak Hour Factor	0.55	0.55	0.55	0.63	0.63	0.63	0.81	0.81	0.81	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%
Adj. Flow (vph)	4	2	5	62	2	79	15	1564	138	34	371	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	64	79	15	1702	0	34	377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	22.0	22.0		22.0	22.0	22.0	38.0	38.0		38.0	38.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%	36.7%	63.3%	63.3%		63.3%	63.3%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		8.1			8.1	8.1	40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.14			0.14	0.14	0.71	0.71		0.71	0.71	
v/c Ratio		0.05			0.33	0.29	0.02	0.70		0.25	0.15	
Control Delay		15.5			25.3	12.1	4.7	9.6		11.6	4.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		15.5			25.3	12.1	4.7	9.6		11.6	4.3	
LOS		B			C	B	A	A		B	A	
Approach Delay		15.5			18.0			9.6			4.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		2			20	7	1	170		4	21	
Queue Length 95th (ft)		7			31	19	7	238		25	42	
Internal Link Dist (ft)		328			444			674			331	
Turn Bay Length (ft)						100	125			225		
Base Capacity (vph)		428			384	490	697	2419		135	2434	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.03			0.17	0.16	0.02	0.70		0.25	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 56.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 60.3% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: SH-75 & River Ranch Rd./Elkhorn Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	3	10	1381	4	1	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50		0	50	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3438	0	1770	3438
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3438	0	1770	3438
Link Speed (mph)	25		45			45
Link Distance (ft)	461		731			754
Travel Time (s)	12.6		11.1			11.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	3	11	1569	5	1	443
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	11	1574	0	1	443
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	10	1381	4	1	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	3	11	1569	5	1	443
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						754
pX, platoon unblocked						
vC, conflicting volume	1795	787			1574	
vC1, stage 1 conf vol	1572					
vC2, stage 2 conf vol	224					
vCu, unblocked vol	1795	787			1574	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	97			100	
cM capacity (veh/h)	152	335			415	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	15	1046	528	1	222	222
Volume Left	3	0	0	1	0	0
Volume Right	11	0	5	0	0	0
cSH	435	1700	1700	415	1700	1700
Volume to Capacity	0.03	0.62	0.31	0.00	0.13	0.13
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s)	19.2	0.0	0.0	13.7	0.0	0.0
Lane LOS	C			B		
Approach Delay (s)	19.2	0.0		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lanes, Volumes, Timings
1: SH-75 & River Ranch Rd./Elkhorn Rd.

2/21/2014

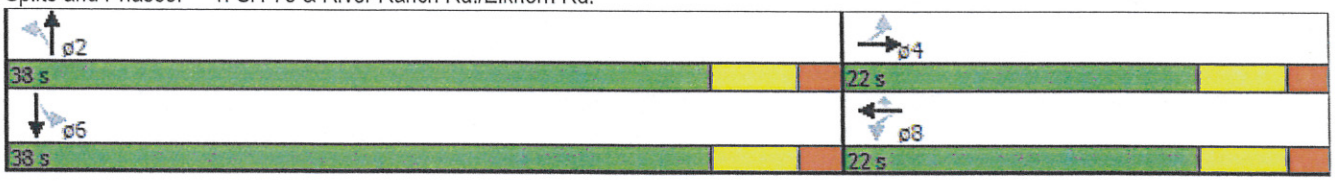
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	2	13	124	2	71	5	553	49	113	1403	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	125		0	225		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.938				0.850		0.988			0.999	
Flt Protected		0.977			0.953		0.950			0.950		
Satd. Flow (prot)	0	1707	0	0	1775	1583	1770	3405	0	1770	3435	0
Flt Permitted		0.797			0.691		0.115			0.359		
Satd. Flow (perm)	0	1393	0	0	1287	1583	214	3405	0	669	3435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				113		23			1	
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		408			524			754			411	
Travel Time (s)		11.1			10.2			14.7			8.0	
Peak Hour Factor	0.55	0.55	0.55	0.63	0.63	0.63	0.81	0.81	0.81	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	5%	2%
Adj. Flow (vph)	24	4	24	197	3	113	6	683	60	120	1493	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	200	113	6	743	0	120	1498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0	22.0	22.0	22.0		22.0	22.0	
Total Split (s)	22.0	22.0		22.0	22.0	22.0	38.0	38.0		38.0	38.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%	36.7%	63.3%	63.3%		63.3%	63.3%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effct Green (s)		13.3			13.3	13.3	34.8	34.8		34.8	34.8	
Actuated g/C Ratio		0.22			0.22	0.22	0.58	0.58		0.58	0.58	
v/c Ratio		0.16			0.70	0.26	0.05	0.38		0.31	0.75	
Control Delay		12.4			34.8	5.9	8.0	7.8		10.4	13.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		12.4			34.8	5.9	8.0	7.8		10.4	13.5	
LOS		B			C	A	A	A		B	B	
Approach Delay		12.4			24.4			7.8			13.2	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		8			62	0	1	66		20	194	
Queue Length 95th (ft)		15			77	12	5	92		55	301	
Internal Link Dist (ft)		328			444			674			331	
Turn Bay Length (ft)						100	125			225		
Base Capacity (vph)		389			344	506	124	1980		387	1988	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.13			0.58	0.22	0.05	0.38		0.31	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 70.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: SH-75 & River Ranch Rd./Elkhorn Rd.



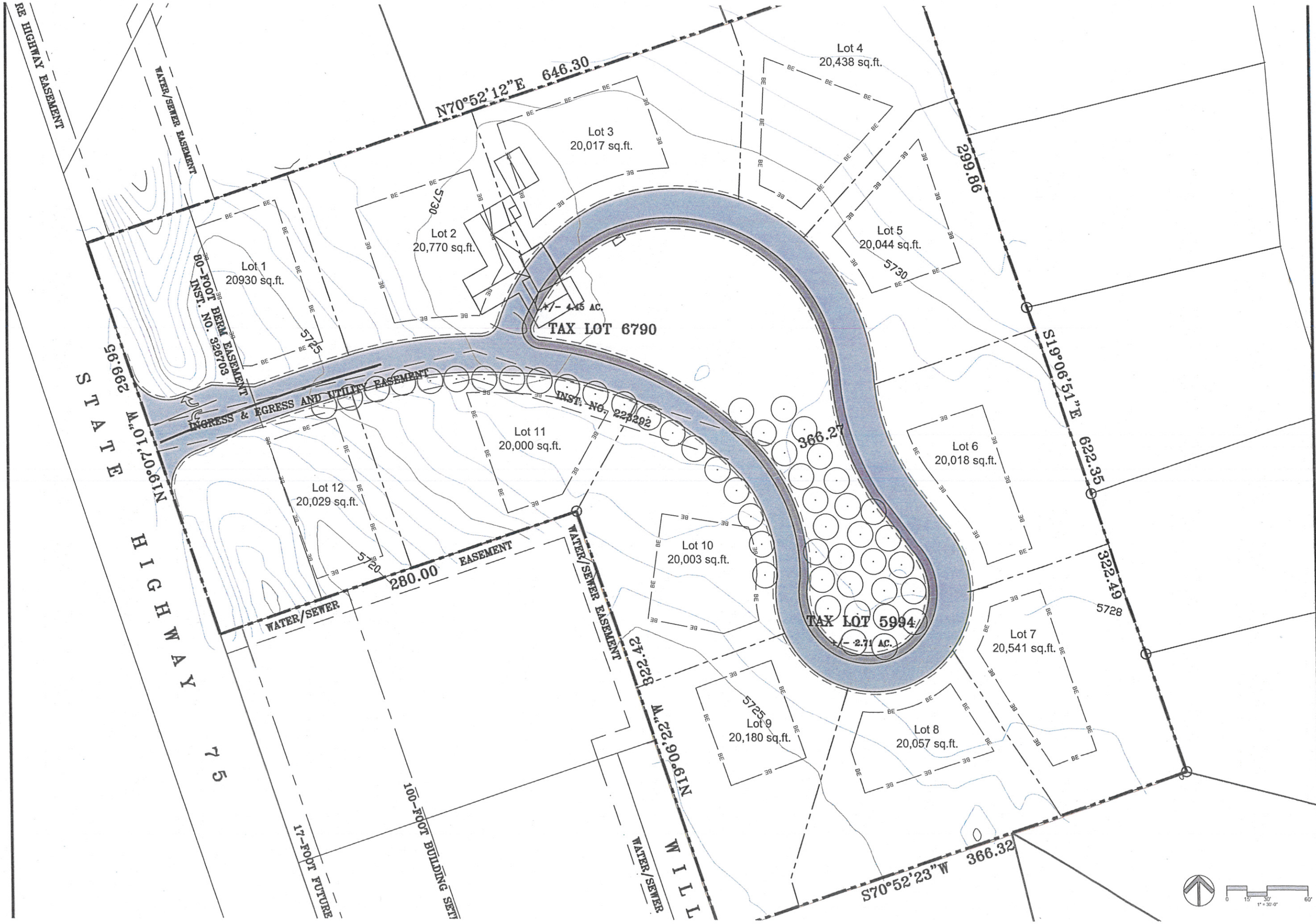
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	4	603	4	6	1534
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	50		0	50	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				100	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.999			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3435	0	1770	3438
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	3435	0	1770	3438
Link Speed (mph)	25		45			45
Link Distance (ft)	461		731			754
Travel Time (s)	12.6		11.1			11.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	2	5	685	5	7	1743
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	5	690	0	7	1743
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	2	4	603	4	6	1534
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	5	685	5	7	1743
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		2				
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						754
pX, platoon unblocked	0.65					
vC, conflicting volume	1573	345			690	
vC1, stage 1 conf vol	688					
vC2, stage 2 conf vol	885					
vCu, unblocked vol	803	345			690	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	408	651			901	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	7	457	233	7	872	872
Volume Left	2	0	0	7	0	0
Volume Right	5	0	5	0	0	0
cSH	977	1700	1700	901	1700	1700
Volume to Capacity	0.01	0.27	0.14	0.01	0.51	0.51
Queue Length 95th (ft)	1	0	0	1	0	0
Control Delay (s)	11.7	0.0	0.0	9.0	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	11.7	0.0		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		



Ben Young
Landscape Architect
Box 594 Ketchum Idaho 83340
208.726.5903
ben@bylandscapearchitect.com

No.	Description	APPROVAL Signature	Date

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ben young landscape architect

DRAFT
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Lot Layout Overview
EVERGREEN VENTURES LLC
Lane Meadows

Date: 09.19.13
Drawn By: CG
Checked By: CG
File: 13 09-11 base.dwg

Sheet No.
1
2

EXHIBIT "PZ-0"

RECEIVED DEC 18 2013 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

Mark Hofman

From: Jim Finch [jim@mountainrides.org]
Sent: Wednesday, December 18, 2013 10:21 AM
To: Mark Hofman
Subject: RE: Lane Meadows Project Comment

The nearest stop is Red Route on Elkhorn where the bike path emerges from the tunnel and crosses the street on the North side.

We had a Valley Route stop for a couple of years up by Mountain View Grocery and it is a huge safety risk due to road configuration. Without pullouts and a matching southbound stop I will not recommend any changes for access to this development.

On another note: Happy Holidays Neighbor!

From: Mark Hofman [mailto:mhofman@svidaho.org]
Sent: Wednesday, December 18, 2013 9:16 AM
To: Jim Finch
Subject: RE: Lane Meadows Project Comment

Hi Jim. The project has access only to Highway 75 south of the Elkhorn light. It is the old Lane parcel and has an existing driveway with a white wood pole arch there now. There are no sidewalks, paths, etc on 75 there and I believe the closest location for any type of service is at the Elkhorn and 75 intersection. Does the Valley Route stop near that intersection?

Mark Hofman, AICP
Community Development Director
City of Sun Valley
(208) 622-4438
mhofman@svidaho.org

From: Jim Finch [mailto:jim@mountainrides.org]
Sent: Wednesday, December 18, 2013 9:03 AM
To: Mark Hofman
Subject: RE: Lane Meadows Project Comment

Where is the access road- map is unclear.

We operate on Elkhorn Rd and have existing stop at Lane Ranch entrance and directly across on Elkhorn Rd on the north side of road. A shelter had been discussed at the stop on the North side of Elkhorn Rd for the bus going to River Run/Visitors Center. The stop is served by the Red Route.

From: Mark Hofman [mailto:mhofman@svidaho.org]
Sent: Tuesday, December 17, 2013 3:26 PM
To: Jason Miller; 'Jim Finch'
Subject: Lane Meadows Project Comment

Hello;

Lane Meadows is a twelve residential lot subdivision proposed for property requesting to be annexed to the City of Sun Valley. The City of Sun Valley has received development applications for a project which include 1.) annexation; 2.) Comprehensive Plan amendment; 3.) Zoning Map Amendment; 4.) Master Plan/PUD; 5.) Preliminary Plat; and, 6.) Development Agreement. The CD Department is reviewing the applications for completeness and would like comments from your agency as may be appropriate. Lane Meadows is accessed directly from Highway 75, east side, just south of the Elkhorn Road intersection. ITD will be commenting on the road design, access and traffic evaluation.

We would like Mt Rides to comment on existing transit facilities in the near area that could serve this subdivision, any additional needs or facilities that could be required, and any comments on how this subdivision could be served (not internally) by transit services.

We are heading toward a January 23, 2014 P&Z meeting so the review will take place during the Holiday in December. We can get you any exhibits, drawings and application materials needed for your review.

Is there a good time later this week to talk by phone with you or meet in person?

Much appreciated and let me know how I can help best!

Mark Hofman, AICP
Community Development Director
City of Sun Valley
(208) 622-4438
mhofman@svidaho.org

Blaine County School District #61

118 West Bullion Street – Hailey, Idaho 83333
www.blaineschools.org
Phone (208) 578-5000 – Fax (208)

EXHIBIT "PZ-P"

RECEIVED
JAN 29 2014
CITY OF SUN VALLEY
COMMUNITY DEVELOPMENT DEPT.

January 29, 2014

John Gaeddert, AICP
Corporation for Land Planning & Engineering

Dear John:

I have reviewed the proposal for Lane Meadows subdivision. Working through the formula developed showing the student impact on new subdivisions, I am projected the new student impact to be less than one new student to the District. Reviewing this application, I don't feel the financial impact to the Blaine County School District is warranted.

Respectfully Yours,

Mike Chatterton
Business Manager

EASTERN SUPERVISORY AREA
Jerome Office
324 South 417 East
Jerome, ID 83338
Phone (208) 324-2561
Fax (208) 324-2917
pbrown@idl.idaho.gov

IDAHO DEPARTMENT OF LANDS

THOMAS SCHULTZ, DIRECTOR
EQUAL OPPORTUNITY EMPLOYER

STATE BOARD OF LAND COM
C. L. "Butch" O
Ben Ysursa, Secretary of State
Lawrence G. Wasden, Attorney General
Brandon Woolf, State Controller
Tom Luna, Sup't of Public Instruction

EXHIBIT
"PZ-Q"

RECEIVED
FEB - 3 2014
SUN VALLEY
DEVELOPMENT DEPT.

February 3, 2014

Mark Hofman
Community Development Director
City of Sun Valley
P. O. Box 416
Sun Valley, ID 83353

E-mail to: mhofman@svidaho.org

RE: Scott Thomson for Evergreen Ventures, LLC for the Following Applications, Located at 12671 & 12673 State Highway 75:

1. **Annexation of 7.16 Acres**
2. **Comprehensive Plan/Future Land Use Map Amendment for Low Density Residential (CPA 2013-02)**
3. **Zoning Map Amendment to Single-Family Residential (RS-1)**
4. **Master Plan / Planned Unit Development for Single Family Residential Development (CUP 2013-01)**
5. **Preliminary Plat Application for Twelve Lot Subdivision (SUBPP 2013-11)**
6. **Development Agreement for Single Phase Residential Development**

Dear Mr. Hofman:

Thank you for the opportunity to review and comment on the applications for as listed above, on property as indicated above.

As you may know, Idaho Department of Lands' (IDL) mission is to manage State Endowment Trust Lands (Endowment Lands) in a manner that will maximize long-term financial returns to the Beneficiary Institutions. The IDL mission is a constitutional mandate and is overseen by the State Board of Land Commissioners. Endowment Lands are not managed for the public at large and should not be referred to as "public lands" or "open space," either specifically or in a generic sense. These are working lands producing revenue for the Beneficiary Institutions.

IDL has reviewed the public hearing notice provided by the City of Sun Valley for the above noted applications. Based on the documentation provided to IDL, the applications will not impact Endowment Lands at this time. Should the applications be modified during the review or approval process, IDL requests that updated information be submitted to the IDL Eastern Area Office for additional review.

Thank you again for the opportunity to review and comment on these applications. Please contact our Eastern Area Manager, Pat Brown, at (208) 525-7167 or myself at the number or e-mail listed below, if you have questions or need more information.

Sincerely,

Julianne Shaw
Assistant Planner
Director's Office, Boise
(208) 334-0262
jshaw@idl.idaho.gov

Ecc: Patrick A. Brown, Eastern Area Manager
Kate Langford, Bureau Chief, Strategic Business Bureau

EXHIBIT "PZ-R"

RECEIVED FEB 13 2014 COMMUNITY PLANNING & DEVELOPMENT DEPT.

REQUIRED FINDINGS OF FACT

The following findings of fact are required for each of the individual Lane Meadows applications submitted to the City for review and action:

Annexation Findings- City Code Section 9-5B-9G

The proposed annexation of land is in the best of interest of the city, balances the cost of public services and facilities with anticipated municipal revenues, and complies with the procedures as set forth in Idaho Code section 50-222. (Ord. 387, 6-21-2007)

Comprehensive Plan/Future Land Use Map Amendment- Applicable Idaho Statutes 67-6502, 67-6508, and 67-6509.

Idaho Code provides for and governs the City Council's duties and responsibilities regarding an application for a comprehensive plan amendment. Decisions by the City Council are based on the following governing provisions of Idaho Code. Title 67 Chapter 65 of the Idaho Code governs Local Land Use Planning (the "Act").

67-6502. Purpose. The purpose of this act shall be to promote the health, safety, and general welfare of the people of the state of Idaho as follows:

(a) To protect property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.
(b) To ensure that adequate public facilities and services are provided to the people at reasonable cost.
(c) To ensure that the economy of the state and localities is protected.
(d) To ensure that the important environmental features of the state and localities are protected.
(e) To encourage the protection of prime agricultural, forestry and mining lands and land uses for production of food, fibre and minerals, as well as the economic benefits they provide to the community.
(f) To encourage urban and urban-type development within incorporated boundaries.
(g) To avoid undue concentration of population and overcrowding of land.
(h) To ensure that the development on land is commensurate with the physical characteristics of the land.
(i) To protect life and property in areas subject to natural hazards and disasters.
(j) To protect fish, wildlife, and recreation resources.
(k) To avoid undue water and air pollution.
(l) To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.

Required Official Zoning Map Amendment Findings- City Code Section 9-5B-9F

1. The official zoning map amendment is consistent with the comprehensive plan and future land use map and reasonably implements the applicable provisions of the comprehensive plan, a previously approved master plan development that is consistent with the comprehensive plan that existed at the time of approval, if applicable; and
2. The official zoning map amendment complies with the regulations in effect for the proposed zoning district, including the purpose statement, and is suitable for the proposed permitted uses; and
3. The official zoning map amendment has minimal or no adverse impacts on the natural environment, including, but not limited to, water quality, air quality, noise, vegetation, riparian corridors, hillsides and other natural features; and
4. The official zoning map amendment is not materially detrimental to the public health, safety, and welfare, or any significant impacts can be mitigated satisfactorily as determined by the planning and zoning commission or city council; and
5. Essential public facilities and services, including, but not limited to, emergency services, transit, work force housing and schools, are available to support the proposed uses and density or intensity without creating additional requirements at public cost for such public facilities and services.

Master Plan Development/Planned Unit Development- City Code Sections 9-5B-6 and 9-5B-7

Required Findings: The commission shall make the following findings in order to recommend approval of an MPD or approval of an MPD amendment. In some cases, conditions of approval will be attached to the approval to ensure compliance with these findings. The commission, if denying an MPD application, shall state findings why such application does not comply with one or more of the following findings:

1. The MPD is consistent with the city comprehensive plan, as amended, including the future land use map and the land use planning area guidelines and land use designations, if applicable;
2. The MPD complies with each applicable element of the purpose of this section, as set out in subsection A of this section;
3. The MPD meets the minimum requirements of this chapter;
4. The MPD promotes the orderly planning and development of land, as set forth in the purpose for this process, subsection A of this section;
5. The MPD has been properly noticed and public hearing held in accordance with this code;
6. The MPD complies with all city zoning regulations and codes in effect at the time of the MPD application.

Preliminary Plat Findings- City Code Section 9-4A-6G-2

In determining the acceptability or unacceptability of the proposed subdivision, the Commission shall consider the following:

a. The conformance of the proposed subdivision and preliminary plat with the requirements of this title and all other applicable ordinances and provisions of this code.
b. The conformance of the proposed subdivision with the comprehensive plan and this title.
c. The availability of existing public services to accommodate the anticipated needs of the proposed development.
d. The necessity for off site improvements to connect the proposed subdivision to existing public services and utilities.
e. The financial capability of the city and other public agencies to provide required additional municipal services to the proposed development.
f. Compliance of the proposed subdivision with the design and improvement standards specified in chapter 3 of this title and title 7 of this code.

Development Agreement- City Code Section 9-5B-9E and 9-5B-4E

9-5B-9E The applicant may submit or the council may require a development agreement in conjunction with the annexation or official zoning map amendment pursuant to Idaho Code section 65-6711A and section 9-5B-4, "Development Agreement", of this article.

9-5B-4E Standards: The standards identified in this subsection shall apply to all annexations and rezones involving development agreements, unless otherwise specified.

1. Comprehensive Plan Compliance: Compliance with the goals and policies of city comprehensive plan shall be demonstrated in a written narrative.
2. Neighborhood:
   a. There shall be compatible transition in scale, building form, and proportion between the proposed structure/use and existing structures and landscape.
   b. All development within the project area shall comply with the standards and criteria as set forth in chapter 3, article A of this title. Conceptual approval is required prior to the approval of a development agreement and the zone change or annexation.
   c. Alteration to the record grade shall be in compliance with this title.
   d. The proposed use(s) and development of the subject property shall be appropriate for the location, the lot and the neighborhood.
   e. The proposed use(s) and development shall not adversely affect the character, public health, safety, and/or general welfare of the neighborhood or the community.
3. Infrastructure:
   a. The proposed use and development of the subject property shall not cause undue traffic congestion, or dangerous traffic conditions.
   b. The proposed use(s) and development of the subject property shall not adversely impact other infrastructure such as, but not limited to, public utilities and communication systems, water, wastewater, and drainage systems, as well as snow storage and snow removal.

COMMITMENT FOR TITLE INSURANCE

Issued by **Commonwealth Land Title Insurance Company**

EXHIBIT "PZ-5"

RECEIVED NOV 13 2017 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

Commonwealth Land Title Insurance Company, a Nebraska corporation, ("Company"), for a valuable consideration, commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the Proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest in the land described or referred to in Schedule A, upon payment of the premiums and charges and compliance with the Requirements; all subject to the provisions of Schedules A and B and to the Conditions of this Commitment.

This Commitment shall be effective only when the identity of the Proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A by the Company.

All liability and obligation under this Commitment shall cease and terminate 120 days after the Effective Date or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue such policy or policies is not the fault of the Company.

The Company will provide a sample of the policy form upon request.

IN WITNESS WHEREOF, the Company has caused this Commitment to be signed with the facsimile signatures of its President and Secretary and sealed as required by its By-Laws.

Commonwealth Land Title Insurance Company

Attest:

Secretary

SEAL — COMMONWEALTH LAND TITLE INSURANCE COMPANY — NEBRASKA

By:

President

CONDITIONS

1. The term mortgage, when used herein, shall include deed of trust, trust deed, or other security instrument.

2. If the proposed Insured has or acquired actual knowledge of any defect, lien, encumbrance, adverse claim or other matter affecting the estate or interest or mortgage thereon covered by this Commitment other than those shown in Schedule B hereof, and shall fail to disclose such knowledge to the Company in writing, the Company shall be relieved from liability for any loss or damage resulting from any act of reliance hereon to the extent the Company is prejudiced by failure to so disclose such knowledge. If the proposed Insured shall disclose such knowledge to the Company, or if the Company otherwise acquires actual knowledge of any such defect, lien, encumbrance, adverse claim or other matter, the Company at its option may amend Schedule B of this Commitment accordingly, but such amendment shall not relieve the Company from liability previously incurred pursuant to paragraph 3 of these Conditions and Stipulations.

3. Liability of the Company under this Commitment shall be only to the named proposed Insured and such parties included under the definition of Insured in the form of policy or policies committed for and only for actual loss incurred in reliance hereon in undertaking in good faith (a) to comply with the requirements hereof, or (b) to eliminate exceptions shown in Schedule B, or (c) to acquire or create the estate or interest or mortgage thereon covered by this Commitment. In no event shall such liability exceed the amount stated in Schedule A for the policy or policies committed for and such liability is subject to the insuring provisions and Conditions and Stipulations and the Exclusions from Coverage of the form of policy or policies committed for in favor of the proposed Insured which are hereby incorporated by reference and are made a part of this Commitment except as expressly modified herein.

4. This Commitment is a contract to issue one or more title insurance policies and is not an abstract of title or a report of the condition of title. Any action or actions or rights of action that the proposed Insured may have or may bring against the Company arising out of the status of the title to the estate or interest or the status of the mortgage thereon covered by this Commitment must be based on and are subject to the provisions of this Commitment.

5. The policy to be issued contains an arbitration clause. All arbitrable matters when the Amount of Insurance is $2,000,000 or less shall be arbitrated at the option of the Company or the Insured as the exclusive remedy of the parties. You may review a copy of the arbitration rules at http://www.alta.org.

REVISED COMMITMENT FOR TITLE INSURANCE

Commonwealth
Land Title Insurance Company

SCHEDULE A

Order No. **1327300**

1. Effective Date: **November 07, 2013, at 08:00 am**

2. Policy or Policies to be issued:

(a) ALTA STANDARD Owner's Policy: 6-17-06

Amount: **TBD**
Premium: **TBD**
Re-Issue Credit:

Proposed Insured:

Underwriter Portion:	$
Agent Portion:	$

TO BE DETERMINED

(b) ALTA Loan Policy: 6-17-06

Amount:
Premium:
Re-Issue Credit:

Proposed Insured:

Underwriter Portion:	$
Agent Portion:	$

3. The estate or interest in the land described or referred to in the Commitment and covered herein is **Fee Simple** and is at the effective date hereof vested in:

EVERGREEN VENTURES, LLC, subject to Item No. 6, Schedule B, Section 1.

4. The land referred to in this Commitment is situated in the County of **BLAINE**, State of **IDAHO**, and is described as follows:

SEE ATTACHED EXHIBIT "A"

Address to be used on Deed of Trust is verified as:

12673 State Highway 75, Ketchum, Blaine County, ID 83340 (Tax Lot 5994)

12671 State Highway 75, Ketchum, Blaine County, ID 83340 (Tax Lot 6790)

Countersigned: _____
Authorized Signatory

EXHIBIT "A"

TOWNSHIP 4 NORTH RANGE 18 EAST, BOISE MERIDIAN, BLAINE COUNTY, IDAHO

Section 19: A parcel of land in the SESE, more particularly described as follows:

Commencing at the Southeast corner of said Section 19, from which the S¼ corner lies North 89°44'07" West, 2,668.40 feet distance; thence
North 64°53'27" West, 942.35 feet to the True Point of Beginning; thence
South 71°00'45" West, 646.50 feet to the Easterly boundary of State Highway 75; thence
North 18°59'15" West, 300.00 feet along said highway boundary; thence
North 71°00'45" East, 646.50 feet; thence
South 18°59'15" East, 300.00 feet to the True Point of Beginning.

Also known as Tax Lot 6790

Sections 19 & 30: A parcel of land in the SESE of Section 19 and NENE of Section 30, more particularly described as follows:

Commencing at the Southeast corner of said Section 19, from which the S¼ corner lies North 89°44'07" West, 2,668.40 feet distance; thence
North 82°46'15" West, 754.36 feet to the True Point of Beginning; thence
South 71°00'45" West, 366.50 feet; thence
North 18°59'15" West, 322.50 feet; thence
North 71°00'45" East, 366.50 feet; thence
South 18°59'15" East, 322.50 feet to the True Point of Beginning.

Also known as Tax Lot 5994

TOGETHER WITH an easement and right-of-way for ingress and egress and all utility purposes (until alternate access is provided through the land to the East) which easement and right-of-way is described as follows:

A strip of land 20.00 feet in width running from State Highway 75, the centerline of which is described as follows:

Commencing at the most Southerly corner of Tax Lot 5993; thence
North 18°59'15" West, 150.00 feet along the Easterly boundary of State Highway 75 to the True Point of Beginning; thence
North 76°50'46" East, 243.96 feet; thence
South 73°15'00" East, 214.36 feet to the Southerly boundary of Tax Lot 5992, and the side lines said 20.00 foot easement to be extended or shortened to meet at the angle points and to terminate at the East boundary of State Highway 75.

SCHEDULE B - SECTION 1

The following are the requirements to be complied with:

1. Instrument(s) creating the estate or interest to be insured must be executed and filed for record, to-wit:

   A Warranty Deed
   Grantor: **EVERGREEN VENTURES, LLC**
   Grantee: **TO BE DETERMINED**

2. Pay the full consideration to, or for the account of, the grantors or mortgagors.

3. Pay all taxes, charges, assessments, levied and assessed against subject premises, which are due and payable.

4. Provide satisfactory evidence that improvements and/or repairs or alterations thereto are completed; that contractor, sub-contractor, labor and materialmen are all paid; and have released or record all liens or notice of intent to perfect a lien for labor or material.

5. This Company will require an Affidavit of Title and Indemnity to be signed by all parties prior to closing.

6. This Company will require a copy of the Operating Agreement and Articles of Organization of EVERGREEN VENTURES, LLC., prior to closing.

SCHEDULE B - SECTION 2

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company, (or unless the policy to be issued is an ALTA Homeowner's Policy (10/17/98) in which case only item 8 is relevant and items 1-7 are expressly deemed inapplicable to the covered risks of said ALTA Homeowner's policy):

1. Any fact, rights interests, or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession, or claiming to be in possession, thereof.

2. Easements, liens, encumbrances, or claims thereof, which are not shown by the public records.

3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land, and that is not shown by the public record.

4. Any lien, or right to a lien, imposed by law for services, labor, or material heretofore or hereafter furnished, which lien, or right to a lien, is not shown by the public records.

5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) Indian treaty or aboriginal rights, including, but not limited to, easements or equitable servitudes; or, (d) water rights, claims or title to water, whether or not the matters excepted under (a), (b), (c) or (d) are shown by the public records.

6. Taxes or assessments which are not now payable or which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.

7. Any service, installation, connection, maintenance or construction charges for sewer, water, electricity, or garbage collection or disposal or other utilities unless shown as an existing lien by the public records.

8. Defects, liens, encumbrances, adverse claims or other matters, if any, created first appearing in the public records or attaching subsequent to the effective date hereof but prior to the date the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.

9. Property taxes, including any assessments collected with taxes, levied for the year 2013, in the amount of **$4,522.18**, the first half of which are due on or before December 20, 2013, and the second half of which are a lien not due and payable until June 20, 2014.
Parcel No. RP 04N18019718A

10. Property taxes, including any assessments collected with taxes, levied for the year 2013, in the amount of **$11,202.52**, the first half of which are due on or before December 20, 2013, and the second half of which are a lien not due and payable until June 20, 2014.
Parcel No. RP 04N18019719A

11. An assessment for the improvement district shown below.

District:	CITY OF SUN VALLEY
For:	Water and sewerage charges
For years:	2013 and any prior years

12. Easements, Restrictions and Notes as shown on the official plat of LANE RANCH PHASE 1, recorded as Instrument No. 306890, records of Blaine County, Idaho.

13. An easement with rights incidental thereof as set forth in an Underground Power Line Easement

Granted to:	IDAHO POWER COMPANY
Recorded:	February 4, 1954
Book No.:	166 of Deeds
Page No.:	143, records of Blaine County, Idaho.

14. Matters as shown on that certain survey, recorded July 7, 1981 as Instrument No. 216877, records of Blaine County, Idaho.

15. An easement and right-of-way for ingress and egress and all utility purposes, with rights incidental thereof as set forth in a Deed

Granted to:	JEANNE RODGER LANE, a widow, an undivided one-half interest AND TO JEANNE RODGER LANE, Trustee under the will of JOHN C. LANE dated September 3, 1974, an undivided one-half interest
Recorded:	January 27, 1982
Instrument No.:	223292, records of Blaine County, Idaho.

16. Liens in favor of the State of Idaho that might be disclosed by any Notice of Lien filed in the Office of the Secretary of State of Idaho against the vested owner or prior owner or against the purchaser of the land described herein. A search of those records has been completed and as of the date and time of this commitment we find: NONE.

An updated search of those records will be done prior to closing and this guarantee may be amended/supplemented upon completion of the search.

NOTE: According to the records of the Blaine County Assessors/Treasurers Office:
Re: **Parcel No. RP 04N18019718A**
General Taxes for the full year of 2013 - **$4,522.18**
Re: **Parcel No. RP 04N18019719A**
General Taxes for the full year of 2013 - **$11,202.52**

NOTE: Pursuant to the State of Idaho Insurance Regulations, a cancellation fee is to be charged on all canceled orders. Unless otherwise advised, orders will be considered canceled six months after the effective date on the Commitment. The amount of the fee assessed shall be in accordance with our rate filing with the Idaho Department of Insurance.

If the borrower should decide to change lenders within six months, this commitment can be transferred to avoid a cancellation charge.

NOTE: For a Deed of Trust, the Trustee should appear as follows:
SUN VALLEY TITLE COMPANY, an Idaho corporation

NOTE: We have searched our records for judgments and liens that may affect the title to the land described in Schedule A. As of the effective date we find none, except as may be shown as an exception in Schedule B.

NOTE: The Policy(s) of insurance may contain a clause permitting arbitration of claims at the request of either the Insured or the Company. Upon request, the Company will provide a copy of this clause and the accompanying arbitration rules prior to the closing of the transaction.

Proposed Trees	Max. Height
Orchard Trees Radiant Crabapples	15'
Evergreen Trees Moonglow Juniper	15'

Proposed Shrubs	
Large Shrub Flame Willow	15'
Medium Shrubs Red Twig Dogwood	6'

Existing Berm Trees

Blue Spruce

Lane Ranch 20' Setback

View Corridors

EXHIBIT "PZ-T"
RECEIVED FEB 13 2014 CITY OF SUN VALLEY COMMUNITY DEVELOPMENT DEPT.

	Lots Along Fence Line
Lane Ranch	14
Lane Meadows	12

BYLA
BEN YOUNG LANDSCAPE ARCHITECT

LANE MEADOWS

LANE MEADOWS FIELD GUIDE
Thursday, February 13th, 2014
L01