

River Run Annexation and Zoning Designation Application

Addendum #1

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Introduction

This Addendum is intended to provide additional information as requested by the City of Ketchum Planning and Zoning Commission on September 24, 2009. The additional information is presented in this Addendum in the same order in which the subject matter appeared in the River Run Annexation and Zoning Designation Application dated August 2009 (Application).

Existing Conditions

Letter of Map Amendment (LOMA) Anticipated Schedule

The Letter of Map Amendment (LOMA) application was submitted to the Federal Emergency Management Agency (FEMA) on July 24, 2009. An acknowledgement of receipt was received from FEMA postmarked September 4, 2009. The acknowledgement states, “We are reviewing your submitted data and will contact you if additional information is required to process your request. If additional information is not required, we will issue a final letter of determination within 30-60 days.” A FEMA representative indicated on October 1, 2009 that the application is on day 29 of the 30-60 day review process. As of the date of this Addendum, no additional information has been requested. A response is anticipated to be received by the second week of November.

Conceptual Site Plan

Sustainable/Green Building Principles

The term sustainability is often misused to only apply to the environment. There are three dimensions to sustainability: environmental, economic and social. Sustainability means working to improve human quality of life without damaging or undermining society or the environment, now or in the future. In this way, economic goals become accountable to an ecological imperative to protect habitat and a social equity imperative to create equal access to resources and maximize human well-being.

Sustainable development principles applied to the development of the River Run Neighborhood include:

- Economic development and job creation
- Land donated for community housing (affordable living)
- Enhancement of wetlands and riparian vegetation
- Enhancement to waterways to improve fisheries
- Maximize walkability and provide transit options

A sustainable approach works to create a transportation-efficient community. It means integrating the new neighborhood and vibrant portal to Bald Mountain into the landscape. It utilizes green infrastructure such as bioswales to transport and absorb stormwater to support natural ecological processes.

The final scale at which development works is the individual building site. Green building techniques can be used to reduce the amount of material resources for construction and to capture the energy from the sun and ground for heating and cooling. Increasing, people are understanding the benefits living in homes and staying in hotels that have been designed to environmentally friendly, economically feasible and socially aware – in other words, fully sustainable.

In addition to the sustainable measures discussed in the River Run Annexation and Zoning Designation Application, the River Run Neighborhood is planned to incorporate the principles of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) program for Neighborhood Design (LEED ND) where appropriate. LEED ND is a collaboration among United States Green Building Council (USGBC), the Congress for the New Urbanism and the Natural Resources Defense Council.

This new rating system emphasizes the creation of compact, walkable, vibrant, mixed-use neighborhoods with good connections to nearby communities and according to the Center for Disease Control, “encourages neighborhood development projects that protect and enhance the overall health, natural environment, and quality of life of communities.” Principles of the LEED ND program that have been integrated into the River Run Neighborhood include steep slope protection, site design for wetlands conservation and restoration, connectivity with neighboring community and transportation demand management. Other principles of LEED ND, as well as principles for LEED for New Construction (LEED NC), will be incorporated during the design and construction phase as the project progresses.

Sequencing

Included in this application (Figure 18) is an estimated sequence for completion of the public improvements and project infrastructure associated with the River Run project. Each improvement listed in the lefthand column could be required to be completed prior to the issuance of a certificate of occupancy (CO) for an accompanying private development piece on the righthand column of the list.

Figure 18 - Public Improvement Sequencing

Improvement Description	Completed By
Roadways:	
Serenade Lane from Hwy. 75 to Upper 3rd Ave. Intersection	CO of Hotel
Serenade Lane from Upper 3rd Ave. Intersection to Street C Intersection	CO of Hotel -or- 1st residential unit in C2, C3, C4, C5 or C6
Serenade Lane from Street C Intersection to Lower 3rd Ave. Intersection	CO of Hotel -or- 1st residential unit in C2, C3 or C4
3rd Ave. from north site boundary to Intersection with Existing 3rd Ave.	CO of 1st residential unit in N2, N3, N4, N5 or N6
3rd Ave. from Intersection with Existing 3rd Ave. to Upper Serenade Lane Intersection	CO of 1st residential unit in N8, N9, N10, N11
3rd Ave. from Upper Serenade Lane Intersection to Lower Serenade Lane Intersection	CO of 1st residential unit in N12, N13, C4, C5, R1 or R2
3rd Ave. from Lower Serenade Lane Intersection to New Service Bridge	CO of Pedestrian Plaza
New Service Bridge	CO of Pedestrian Plaza
Street C	CO of Hotel -or- 1st residential unit in C6 or C7
Street B	CO of 1st residential unit in C7
R1/R2 Primary Access Road and Emergency Road Connector	CO of 1st residential unit in R1 or R2
Trail Creek Vehicle Bridge	CO of 1st residential unit in R1 or R2
R1 Road(s)	As needed for access to R1 buildings
R2 Road(s)	As needed for access to R2 buildings
Intersections:	
Serenade Ln. & Hwy. 75 Intersection (stop light or round-a-bout)	CO of Hotel
2nd Ave. & Serenade Ln. Intersection	CO of Hotel
Parking Garages:	
C4 Parking Garage	CO of 1st residential unit in C4
C5 Parking Garage	CO of 1st residential unit in C5
C6 Parking Garage	CO of 1st residential unit in C6
C7 Parking Garage	CO of 1st residential unit in C7
Recreation & Environmental:	
Nature Trail Loop	CO of Hotel
Ecological Park	CO of Hotel
Conservation Report	CO of Hotel
Fisheries Improvements	CO of Hotel
Stream Improvements	CO of Hotel
Wood River Bike Path Realignment (west of hotel)	CO of Hotel
Elimination of Raised Wood River Bike Path Grade between R1 & R2	CO of 1st residential unit in R1 or R2
Rerouted Wood River Bike Path from R2 to Serenade (if necessary)	CO of 1st residential unit in R1 or R2
Skier Portal:	
Pedestrian Plaza	CO of the later of Hotel -or- 1st residential unit in C2 -or- 1st residential unit in C3
Transit Stop	CO of Pedestrian Plaza
Auto Drop Off	CO of Pedestrian Plaza
Affordable Housing:	
Dedication of Employee/Community Housing Site	Upon annexation, provided a 30-year term for PUD and Development Agreement

Note: CO = Certificate of Occupancy

Commercial Parcel at Highway 75

The uses for the commercial parcel at the intersection of Highway 75 and Serenade Lane have not been determined due to the fact that appropriate uses are dependent upon the configuration of the intersection. A lighted t-intersection provides different opportunities for this parcel than the proposed roundabout. Applicant agrees to the recommendation to zone the upper portion of this parcel as Open Space (City of Ketchum's Agriculture and Forestry zoning designation).

Community and Employee Housing

Per the Application, a parcel of land within the River Run Neighborhood will be donated to the City for the purpose of community and employee housing and will satisfy all community and employee housing requirements for the River Run development. The parcel of land that is proposed to be donated is located in the northern section of the property and shown on Figure 18 – Detail Diagram as Parcel N1. The donation of this parcel of land provides the City maximum flexibility with regard to community housing. The City is able to construct community housing earlier and all at once, rather than waiting for phased development over 15-20 years to instigate construction of deed-restricted housing. Additionally, the location of the parcel near existing roads and neighborhoods reduces the amount of infrastructure that would be required. The City has full discretion regarding density and unit types of community housing, although the developer retains reasonable design approval rights.

Parking Explanation

The existing day skier parking lots at River Run will continue to be utilized for the first phases of the River Run project. It is anticipated that the surface parking lots will be replaced by structured parking garages over time, as development of the project progresses. The parking structures will include residential units on the top and one or more sides.

Parking for hotel guests will be accommodated beneath the hotel. Parking for condominium owners within the PUD area will also be accommodated in underground garages beneath the buildings in which the units are located. Parking for Spa and retail patrons as well as employees may be on the surface lots and/or in the parking structures as they are built.

The residential units in the northern portion of the neighborhood (Areas A and B) will have a combination of parking solutions. Condominium buildings are anticipated to have garages beneath the building either on grade or sub-surface and townhomes are anticipated to have parking in the building at grade and/or surface parking spaces. On-street parking is planned for Streets A and B in the northern neighborhood in order to accommodate guest parking in these areas and to further promote the neighborhood feeling and extend the City of Ketchum conditions into the River Run Neighborhood. The type of parking for the residential units in Areas C and D will be determined at the time of design. It is anticipated that the parking for these units will be in attached or detached garages or carports.

Wood River Trail Bike Path

It is anticipated that the Wood River Trail bike trail will be relocated at approximately the future, lower intersection of Third Avenue and Serenade Lane as depicted on Figure 13 – Proposed Public Use in the Application. There will be two options for users of the bike trail: 1) they can continue along the path that is rerouted to run along the Big Wood River to the west of the proposed hotel parcel or 2) they can proceed on a more direct route through the Hotel Core on a dedicated bike lane along Serenade Lane and Street C. The width of Street C is planned to accommodate potential bike lanes on both sides of the street. It is anticipated that the bike path to the west of the hotel will encourage slower bicycle speeds.

The rerouted bike trail will be designed to accommodate appropriate curve radii, site distances, trail widths, signage and other standards. Approval from the Blaine County Recreation District is required and will be obtained prior to construction of the relocated bike trail.

Active Recreation

The River Run Neighborhood is designed with the intent of creating a vibrant resort community and provide opportunities for a variety of recreational uses throughout the year. The enhanced visitor experience upon arrival at the ski mountain, improved access to the rivers, and the addition of the Ecological Park and nature walk trail combined with the existing bike trails provide a variety of activities for visitors and residents throughout the year.

River Run will provide alpine skiing/snowboarding, cross country skiing, hiking, biking, fishing and nature study. An active recreation area was investigated during the design phase and was found to be economically infeasible and an inappropriate land use for the River Run Neighborhood. The River Run development must provide land for significant day skier parking, a tremendous public benefit. The parking structures require over five acres of land. The space required for a soccer field as well as the required accompanying restrooms and parking was found to be economically prohibitive.

PUD Application

Height Waiver

The paragraph on page 77 within the PUD section under Tent Diagrams, labeled “Elements Exceeding Height Planes” is hereby amended as follows: the words “elevator and mechanical penthouses” are removed and the word “shall” is replaced by “will.” Additionally, a sentence was added to define “architectural elements.” The resulting paragraph reads as follows:

“Chimneys, spires, clock towers, rooftop appurtenances and other iconic architectural elements will be allowed to exceed the maximum tent diagram heights, subject to design review approval. Architectural elements may include mechanical and elevator overruns within.”

Detail Diagrams

Detail diagrams for the River Run Neighborhood are included in this Addendum as Figures 19 and 20. Figure 19 illustrates the locations of the buildings, parking garages, drop-off area, hotel plaza and the potential future gondola terminus within the PUD as well as the conceptual plan for Neighborhoods A and B. Figure 20 provides an enlarged view of the PUD area.

Revised Tent Diagram

Included in this Addendum is a revised tent diagram (Figure 21). The only revisions made from the tent diagram included in the original application are related to the C6 parcel. The C6 tents were revised to enhance the visibility of the hotel building from the intersection of Highway 75 and Serenade Lane. Specifically, the highest tent on the C6 parcel (the 70’ tent) was turned 90 degrees to run parallel with Serenade Lane rather than perpendicular. In addition, the 60’ tent on C6 was reduced to 50’ and was moved to where the 70’ tent previously was located.

PUD Range of Building Square Feet

PUD Building	Square Feet
Commercial	35,000 – 35,000 Sq Ft
Residential	500,000 – 610,000 Sq Ft
Subtotal	535,000 – 645,000 Sq Ft
Hotel (Excluding Parking)	250,000 – 300,000 Sq Ft
Total	785,000 – 945,000 Sq Ft

Tent Diagram Section

Included in this Addendum is a site section (Figure 22) generally depicting current existing topography, approximate future regraded topography and the tent diagrams. This section is cut through the site from the intersection of Highway 75 and Serenade Lane all the way to the west bank of the Big Wood River. The top part of the diagram shows a plan view of where the section is cut. The bottom part of the diagram shows the actual section cut.

Details of the section diagram include the following: Existing grade is shown with a purple dashed line running through the section. Future regraded topography is shown as a solid red line with dark shading beneath it. This approximate future grade is what the tent diagram heights are measured from. The tent diagrams are outlined with red solid lines and filled with light grey. The possible locations for parking garage levels beneath the Hotel Core buildings are generally depicted underneath the tents with dashed red lines. A sight line has been run from 6' above the intersection of Highway 75 and Serenade Lane to the hotel building tent.

Figure 19 - Detail Diagram



Figure 20 - PUD Detail Diagram



Figure 21 - Revised Tent Diagram

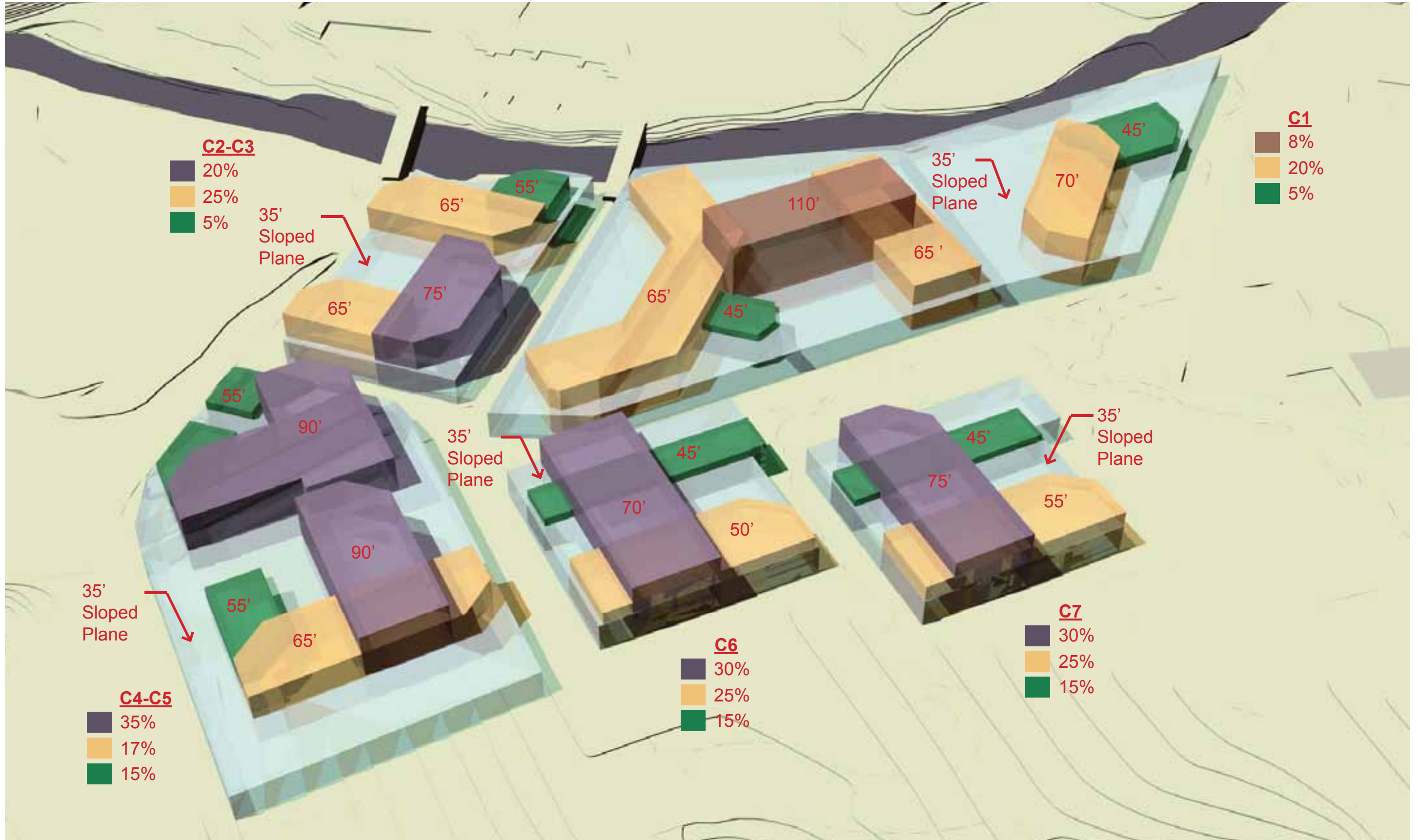
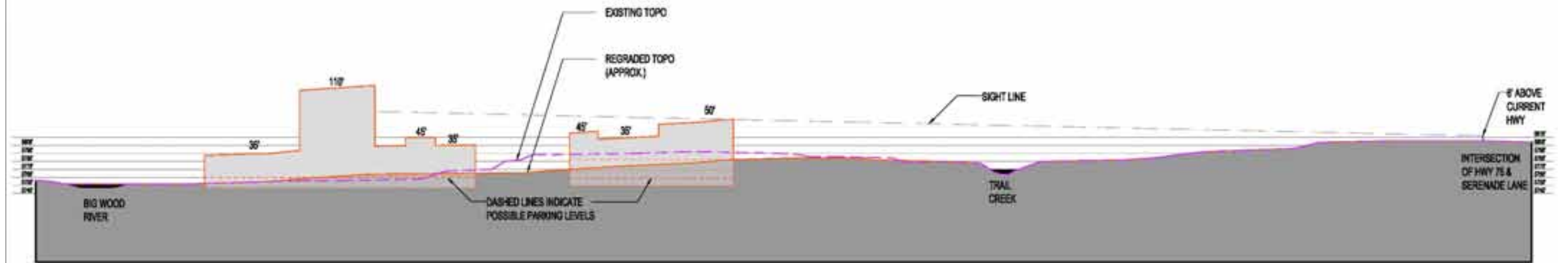
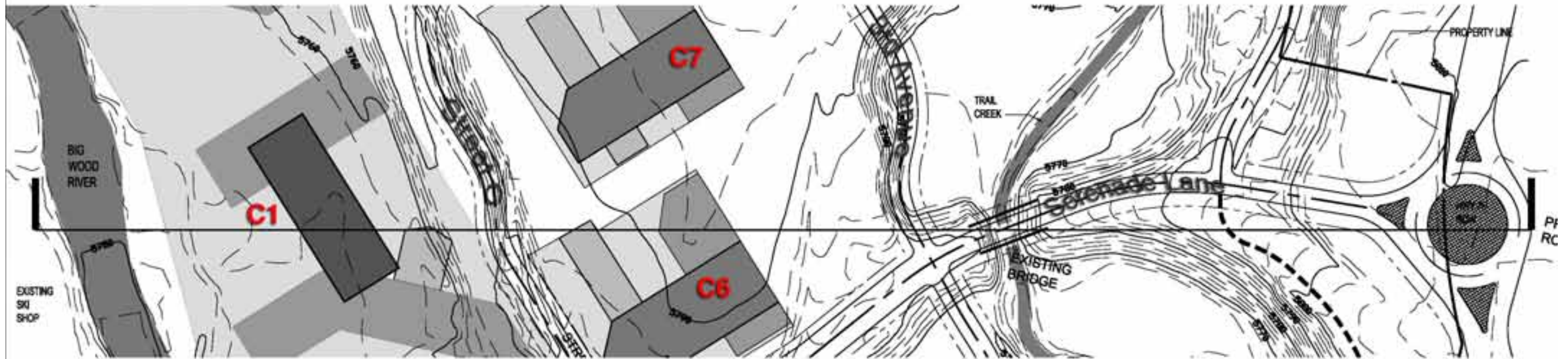


Figure 22 - Tent Diagram Section



NOTE:
ALL TENT DIAGRAM HEIGHTS ARE
MEASURED FROM THE REGRADED
TOPO DIRECTLY BELOW THE TENT
CEILING.