

STAFF REPORT

TO: Hailey Planning and Zoning Commission
FROM: Mariel Platt, Planner
RE: Design Review – Pioneer Federal Credit Union
HEARING: May 19, 2008

Applicant: Pioneer Federal Credit Union

Project: Drive - thru

Location: 841 Main Street

Legal Description: Lot 2, Block 1, 841 Business Park Subdivision

Zoning: Business (B)

Note: The Design Review Guidelines are in bold type and staff analysis is in lighter type. Explanatory text can be found below each design review guideline in italics.

Notice

Notice for the public hearing was published in the Wood River Journal and mailed to property owners within 300 feet on April 30, 2008.

Application

Pioneer Federal Credit Union, represented by Brian Bothwell, has submitted a Design Review application for a drive-thru, located at 841 Main Street. The applicant proposes a covered teller and ATM drive-thru, attached to the existing Pioneer Federal Credit Union building.

Department Head Comments:

Engineering issues:

No comment.

Life/Safety issues:

The snow storage area proposed at the northeast corner of Lot 2 could potentially block the view of cars leaving the drive-thru and bank parking area, causing a traffic hazard.

Water and Sewer issues:

A state permit for the drywell shall be required. Water service for Lot 2 shall be abandoned at Main Street.

Building issues:

No comment.

Street Department issues:

No comment.

Standards of Evaluation

Bulk requirements:

Maximum height in the Business District is 35 feet.

Height of Building is defined as: The greatest vertical distance measured from the lowest point of record grade within any portion of the building footprint to the highest point of the roof surface thereof, exclusive of cupolas, chimneys up to ten (10) feet above the highest point of the roof surface, steeples, and spires.

Proposed height is 26 feet and 6 inches.

The applicant is hereby advised that height of building is from record (natural) grade, not from finished grade or finished floor.

Required setbacks are Front: 0'; Side and Rear: 0'

North (front) setback is 32.5 feet; west is 43 feet; south is 25 feet; east is 0 feet (attached to building).

6A.7.1.1 Sidewalk, Curb, and Gutter.

Sidewalks, curb and gutter shall be required improvements for projects requiring Design Review approval in the B, LB, TI, A and SCI zoning districts. At a minimum, sidewalks and curb and gutter, where required, shall comply with the City Standards. Sidewalks shall be at least six feet (6') wide or as wide as adjacent sidewalks on the same block, whichever is greater. Sidewalks shall be constructed along the entire length of a property adjacent to any public or private street in all zones, as well as in locations that provide safe pedestrian access to and around a building. New sidewalks shall be planned to provide pedestrian connections to any existing sidewalks adjacent to the site. Sites located adjacent to public or private streets that are not currently thru-streets, regardless of whether the street may provide a connection to future streets, shall provide sidewalks to facilitate future pedestrian connections. Sidewalks and drainage improvements shall also be required in other districts, except as otherwise provided herein. The requirement for sidewalk may be waived if the cost of the proposed project construction is less than twenty thousand dollars (\$20,000). For Single Family Dwelling and Duplex projects in the Townsite Overlay District, the requirement for sidewalk shall be waived for any remodel or addition; sidewalks shall be required for new primary dwellings.

The City may approve and accept voluntary cash contributions in-lieu of the above described improvements, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be 110% of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in-lieu contribution shall be paid before the City issues a certificate of occupancy. In-lieu contributions for sidewalks shall not be accepted in B, LB,

TI and SCI districts.

The subject property is adjacent to a private street (Granite Lane). A sidewalk is shown on the site plan, providing a connection to Lot 3 and Lot 1. The sidewalk is located between the parking area/drive-thru exit and the drive-thru and measures 6 feet in width.

6A.7.1.2 Water Line Improvements.

In the Townsite Overlay District, any proposal for new construction or addition of a garage accessing from the alley, where water main lines within the alley are less than six (6) feet deep, the developer shall install insulating material (blue board insulation or similar material) for each and every individual water service line and main line between and including the subject property and the nearest public street, as recommended by the City Engineer.

The property is not in the Townsite Overlay District.

6.A.8 Area Development Plan. When the owner of Contiguous Parcels is required to obtain Design Review approval for any portion of the Contiguous Parcels, an Area Development Plan shall be submitted and approved. The Commission shall evaluate the following basic site criteria and make appropriate findings of fact:

- a. Streets, whether public or private, provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic.**
- b. Non-vehicular circulation routes provide safe pedestrian and bicycle ways and provide an interconnected system to streets, parks and green space, public lands, or other destinations.**
- c. Water main lines and sewer main lines are designed in the most effective layout feasible.**
- d. Other utilities including power, telephone, cable, and gas are designed in the most effective layout feasible.**
- e. Park land is most appropriately located on the Contiguous Parcels.**
- f. Grading and drainage are appropriate to the Contiguous Parcels.**
- g. Development avoids easements and hazardous or sensitive natural resource areas.**

Upon any approval of the Design Review application, the Owner shall be required as a condition of approval to record the Area Development Plan or a development agreement depicting and/or detailing the approved Area Development Plan with a statement that the Area Development Plan shall bind the Owner and Owner's successors.

Not applicable.

Signage:

The applicant is hereby advised that a sign permit is required for any signage exceeding four square feet in sign area. Approval of signage areas or signage plan in Design Review does not constitute approval of a sign permit.

Lighting:

All new and existing lighting shall comply with Section 8B of the Zoning Ordinance.

- a) **All exterior lighting shall be designed, located and lamped in order to prevent over lighting, energy waste, glare, light trespass and sky glow.**
- b) **All non-essential exterior commercial and residential lighting is encouraged to be turned off after business hours and/or when not in use. Lights on a timer are encouraged. Sensor activated lights are encouraged to replace existing lighting that is desired for security purposes.**
- c) **Canopy lights, such as service station lighting shall be fully recessed or fully shielded so as to ensure that no light source is visible from or causes glare on public rights of way or adjacent properties.**
- d) **Area lights. All area lights are encouraged to be eighty-five (85) degree full cut-off type luminaries.**

It is a recommended condition of approval that all lighting be in compliance with Section 8B.

Parking:

No additional gross square footage is proposed; the proposed project is a covered drive-thru only, requiring no additional parking. However, three regular and one compact parking space is proposed on Lot 2.

6A.7.2.1 DESIGN REVIEW GUIDELINES FOR NON-RESIDENTIAL BUILDINGS**A. Site Planning.**

1. **The building shall be oriented to the street. If the building is located on a corner, the building shall address the corner as well as both streets.**

The building should address the street and not “turn its back” to the public. The main façade should be oriented to the street, and provide an entrance (s) on the street side. Buildings at street corners must be designed to address the corner – that is, to engage the interest of drivers, pedestrians and bicyclists at the intersection.

The principle building currently exists; the drive-thru is an addition.

2. **Where buildings are separated from the public sidewalk along the primary street frontage, the space should contain public and pedestrian amenities. Buildings downtown should be located directly at the back of the sidewalk.**

Buildings may be separated from the sidewalk by plazas, landscaping, benches, bicycle racks, trash containers, and other pedestrian amenities.

The proposed sidewalk, located adjacent to Lot 2, is not a public sidewalk (Lot 2 is adjacent to a private street); however, four (4) aspen trees, adjacent to the sidewalk are proposed.

3. **The site should be designed to support pedestrian circulation.**

Pedestrian circulation should be an integral part of initial site layout and should be considered when planning the building layout and circulation patterns. Organize the site so that buildings frame and reinforce pedestrian circulation. It is preferred that pedestrians walk along building fronts rather than along or across parking lots and drives. Sidewalk design should incorporate pedestrian amenities. Wider sidewalks are encouraged to provide additional amenities such as seating areas and bicycle racks. Street trees are required within the public right-of-way; street

tree species shall be approved by the City in accordance with plans on file with the Planning and Street Departments. Street lights at intersections are also required.

The sidewalk connects the three proposed parking spaces to the primary building located on Lot 1. It also provides for future connect to Lot 3, which is currently an empty lot.

4. Conflicts between different circulation needs and uses should be minimized.

Circulation patterns between customers/pedestrians and service/delivery vehicles should be conflict free. Delivery trucks should not interfere with public rights-of-way or obstruct required parking spaces. Where alleys are provided, they should be utilized for loading, deliveries, trash pick-up, etc. Pedestrians should be able to have safe access to the site without being forced to walk within any traffic lane. When developing more than one building on a site, it is important to provide pedestrian paths through the site.

The subject property is not adjacent to a public right-of-way; however, the site plan shows a six (6) foot wide sidewalk connection that is as wide as the sidewalk adjacent to Lot 1. There is an existing concrete valley gutter adjacent to Lot 1, and a new concrete valley gutter is proposed adjacent to Lot 2. No pedestrian amenities are provided along the sidewalk.

5. Buildings should be sited in a manner that preserves significant vegetation. Existing trees greater than 6" in caliper are considered a resource and the removal of any are subject to administrative review and approval.

New construction and landscaping should respect and be compatible with existing vegetation. Proposed site plans shall inventory and delineate to scale all existing plant material to be saved. Removal of trees larger than 6" caliper will require administrative approval and an arborist review. Any tree destroyed or mortally injured after previously being identified to be preserved, or removed without authorization, must be replaced with a large specimen of a species found in the "City of Hailey Tree Selection and Planting Guide".

The site plan does not show any existing vegetation on Lot 2.

6. The design of the site should consider sun in exterior space to avoid creating cold unpleasant exterior areas.

The objective is to create exterior spaces around buildings that will be used and also that will be easy to keep clear for access to buildings. Buildings, vegetation and land forms cast shadows and block sunlight; the surface of a building can play a big role in reflecting sunlight into adjoining exterior spaces; color and choice of materials are important in this regard.

It is anticipated that the canopy covering the drive-thru will block some sunlight and will possibly create some shadowed areas; however, the remaining portions of the lot will be relatively open to light, excluding some shadows due to landscaping.

7. Snow storage areas not less than 25% of the improved parking and circulation areas shall be sited in a manner that is accessible and usable. In no case shall a designated snow storage area have any dimension less than 10 feet. Snow storage shall not encumber required parking spaces or encroach into sidewalk or pedestrian pathways.

Snow storage areas for parking areas, driveways and sidewalks shall be provided on-site where practical. These areas should be situated so that they are accessible to all types of

snow removal vehicles, of a size that can accommodate moderate areas of snow, and located in areas that will not hinder access to trash collection areas, utility meters, etc. Snow storage sites are encouraged to be landscaped with vegetation that is salt-tolerant and resilient to heavy snow. Heated snow melt systems may also be provided and are especially encouraged on shaded walkways. Hauling of snow from downtown areas is permissible where other options are not practical.

Snow storage is shown on the site plan in the following areas: southwest corn of Lot 2, northeast corner of Lot 2, and in the center of the lot between the sidewalk and the drive-thru. It is a recommended condition of approval that snow storage areas be no less than 25% of the circulation areas and shall not have dimensions less than 10 feet.

8. Off street parking areas should be screened from public streets. On-site parking areas should be located at the rear of the building.

Buildings should be oriented at the street to provide a more pleasant and inviting streetscape.

There are three off street parking spaces proposed; however, they are adjacent to a private street.

9. On-site parking areas for more than 3 vehicles must be designed to allow vehicles forward entry and exit from the site into a public street.

On-site parking should be from the alley or from a single approach to the street. This helps confine vehicular/pedestrian conflict to limited locations, allows more buffering of the parking area and preserves the street frontage for pedestrian traffic.

This standard is not applicable; the on-site parking area proposes three parking spaces adjacent to a private street.

10. Site design must consider the placement and screening of service areas and auxiliary structures.

Utility meters and service functions should not be visible on the primary facades of buildings or in front yard areas. The visual impact of trash storage and pickup areas should be minimized. Trash and service areas should be screened with landscaping, berming or fencing. Three-sided enclosures for trash collection areas visible from any public street should be provided. Snow accumulation should be considered in planning access to trash receptacles and service areas. Vending machines should not be visible from any point on the property.

No utility meters are shown on the site plan. It is a recommended condition of approval that the trash receptacle be adequately screened if it is relocated to accommodate access for trash disposal.

11. Where alleys are available, they should be utilized to the greatest extent possible for loading, delivery, trash pickup and utilities.

Service and delivery areas should be located off the alleys so that Main Street or other collector streets are not cluttered or blocked with large delivery trucks.

No alley is available.

B. Building Design.

1. New development shall recognize the City's historic architectural heritage.

Building materials and proportions shall be compatible with those design principles inherent in Hailey's historic architecture. Standardized corporate designs are not acceptable.

The drive-thru's design is in keeping with the principle building's design, which is not a standardized corporate design.

2. Any addition onto or renovation of an existing building shall be appropriately designed to create a cohesive whole.

The addition of the drive-thru utilizes wood shakes, fascia, and bostons to match the existing principle building.

3. All sides of the building should be designed to be interesting by incorporating the use of varying materials, textures and colors.

All sides of the building, not just the main façade, should be attractive and interesting.

Where elevations have no penetrations, incorporate different materials and textures to create shadow and interest. The side and rear elevations will be visible from the parking lot, adjoining properties, and/or secondary streets.

The design incorporates a mixture of textures such as: shingle roofing, wood shakes, fascia, bostons, and steel columns, which are visible at each elevation.

4. All buildings are encouraged to minimize energy consumption, utilize alternative energy sources, and consider passive solar techniques.

The use of the following techniques can lead to energy cost savings and provide a more comfortable and healthy workplace:

- a. *Solar access*
- b. *South facing windows with eave coverage*
- c. *Double glazed windows*
- d. *Deciduous shade trees*
- e. *Earth berming against exterior walls*
- f. *Good ventilation*
- g. *Efficient lighting*
- h. *Day lighting*

This standard is not applicable considering the application is for a drive-thru only.

5. Exterior buildings colors should be integrated appropriately into the architecture of the building, and should be harmonious within the project and with surrounding buildings.

The drive-thru material and colors are a brick red fascia color, natural wood shakes, and an architectural asphalt shingle roof. This matches the existing principle building and is harmonious with surrounding buildings.

6. Roof design should reduce the mass and scale of buildings and add visual interest and prevent reflective glare. Flat-roofed buildings over two stories in height should incorporate roof elements, or upper decks, balconies or other design elements.

Consideration should be given to prevention of reflective glare and placement/design of mechanical equipment. Flat roofs shall have parapets to conceal the roof and mechanical equipment.

The drive-thru canopy has a 10:12 roof pitch. No mechanical equipment is proposed for placement on the roof.

- 7. Vehicle canopies associated with gas stations, convenience stores or a drive-through shall function as structures rather than as sign platforms. Canopies shall follow the colors, material and architectural design used on primary building(s). Vehicle canopies should have a minimum roof pitch of 3/12 and display the underside of the roof structure.**

The purpose of vehicle canopies is to provide weather protection, not to provide an elevated sign platform. No signs may be erected on top of or on the surface of canopy structures.

The canopy has a roof pitch of 10/12. Its design and materials are in keeping the principle building. It is a recommended condition of approval that the underside of the structure be displayed. Currently no signs are proposed.

- 8. Entries and pedestrian areas should include consideration with respect to snow shedding and drip lines.**

Building entries should provide protection from adverse weather conditions. Entrances into buildings should be designed with the pedestrian in mind in order to prevent snow from falling directly onto adjacent sidewalks. Entries, walkways, decks, or landscaping should be located where they will not be damaged by falling snow.

Elements such as awnings, recessed entrances and marquees should provide protection for pedestrians and bicycle racks. Consideration should be given as to whether the roofing material and pitch will hold or release snow. Gabled coverings, appropriate roof pitch, or snow clips and/or gutters and downspouts should be provided over all walkways and entries. Downspouts and drains should be located within landscape areas or other appropriate locations where freezing will not create pedestrian hazards.

There is a covered walkway to the east of the drive-thru, which leads to a door on the existing building's west elevation. It is anticipated that the cover will provide adequate shelter from snow shedding and drip lines.

- 9. Signage areas should be appropriate to the building's scale and design.**

A basic plan for signage, especially for multi-tenanted buildings, should be considered to ensure compatible and uniform signs. A uniform color scheme for all signs in multi-tenanted buildings should be considered.

No signage is proposed. A sign permit shall be applied for, for any proposed future signage.

- 10. Building designs should minimize the apparent scale of buildings.**

The use of the human scale can help to create the small town feeling and enhance the "sense of place". This can be achieved by utilizing voids and masses, as well as details, textures, and colors on building facades. The human area can also be defined by incorporating structural elements such as colonnades and covered walkways, overhangs, canopies, entries, landscaping, berms, and screening walls. Particular attention should be paid to create interest at the street level. Human scale is accomplished by maintaining the interest at a smaller scale and defining those spaces.

Buildings that are not human scale are structures that are typically massive, simple forms with little or no undulation, fenestration and detail. Such buildings are not acceptable in Hailey's business districts. A large building can be human scale with the use of the elements listed above.

Human scale buildings create a comfortable and friendly atmosphere. Doors, windows, roof shapes, siding, lighting, and signs should all be considered carefully in order to create an appropriate scale of development. The natural appeal of Hailey will be enhanced through the addition of buildings which complement rather than dominate the landscape.

The drive-thru is consistent with the existing building's scale. The drive-thru uses numerous varying architectural elements such as: bostons, varying materials, covered walkways, and accenting fascia, which all help to create a human scale.

11. Buildings shall be designed to ensure that building massing and scale provide sensitive transition to adjoining residential neighborhoods. When abutting the LR, GR or TN zoning districts, the project's landscaping plan must include provisions for vegetative screening between the project and the residential property.

New developments whose bulk and scale may negatively impact adjacent residential areas should mitigate the effect through careful site planning and architectural design. Possible mitigation techniques include, but are not limited to the following:

- a. Locating open space and preserving existing vegetation on the sites edge to further separate the building from less intensive uses;*
- b. Stepping down the massing of the building along the site's edge;*
- c. Limiting the length of or articulating building facades to reflect adjacent residential patterns; and*
- d. Creative use and ongoing maintenance of landscaping. The landscape plan should include a greenbelt, at least an eight foot wide buffer to create a year-round visual screen of at least 6 feet in height. The buffer should be designed to avoid the appearance of a straight line or wall of uniform plant material, and shall be wide enough to accommodate the planted species at maturation.*

The drive-thru does not abut or adjoin to a residential neighborhood.

12. Where buildings exceed 30 feet in height, the entire roof surface shall not project to the highest point of the roof. The Commission shall review building height relative to the other dimensions of width and depth combined with detailing of parapets, cornices, roof, and other architectural elements. Fire department staging areas shall be incorporated into the design elements of the building.

Building design is about proportions relative to width and height combined with detailing of additional architectural elements. Livable outdoor spaces in multi-story buildings that create pleasing elements and reduce the mass of taller buildings are encouraged.

Not applicable; the drive-thru is 26 feet and 6 inches.

13. Multi-unit structures should emphasize the individuality of units or provide visual interest by variations in roof lines or walls or other human scale elements.

The small scale of the historic residences and shops is an important characteristic of Hailey. Breaking the facades and roofs of buildings softens the institutional image which

may often accompany large buildings.

Not applicable; the proposal is for a drive-thru only.

C. Fences and Equipment/Utilities.

1. Fences shall be constructed of materials compatible with the site. The use of chain link is prohibited.

Walls and fencing may be required elements in a site design for privacy, property line delineations, or screening. Fencing should not dominate the buildings or the landscape. Planting may often be integrated with a fencing scheme in order to soften the visual impact. A variety of fencing materials compatible with the site and surrounding properties are encouraged but in no case will chain link be permitted. The tops of fences should generally be maintained horizontal.

No fencing is proposed.

2. All roof projections including, but not limited to air conditioning units, all mechanical equipment and solar panels should be shielded and architecturally screened from view from on-site parking areas, adjacent public streets and adjacent properties.

The use of alternative energy sources is encouraged, however, the hardware associated with these features should be incorporated as an integral part of the building's design rather than as an add-on which detracts from the building and its surroundings. Special consideration should be taken for communications facilities to insure that the number and design of them not conflict with each other.

No roof projections are proposed.

3. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas should be adequately screened from surrounding properties by the use of a wall, fence, or landscaping, or shall be enclosed within a building.

These types of structures, to the greatest extent possible, should be enclosed within a building. Dumpsters should be located off the alleys. If necessary, when located outside, they should be primarily screened from public streets and adjacent properties.

The trash receptacle shall be adequately screened; meeting this requirement is a recommended condition of approval.

4. Utilities, cables, phone lines and electrical lines must be considered in site design.

Location of above ground utility boxes shall be shown on site plans and should not interfere with other uses such as snow storage, parking and trash collection. All service lines into the subject property shall be installed underground. In no instance should additional appurtenances be located on existing utility poles.

No utilities are shown on Lot 2, which could interfere with other elements of the site plan. The current location of the trash receptacle could pose an access problem. It is a recommended condition of approval that the trash receptacle be relocated to a more appropriate area where its collection will not interfere with snow storage, parking, and vehicle ingress and egress from the site.

D. Landscaping.

- 1. At least 50% of the landscaped area shall utilize drought tolerant and/or xeriscape specific plant materials. Drought tolerance and hardiness shall be considered when selecting plant species.**

Drought tolerant plant species shall be used wherever possible to reduce water consumption. High water demand plant materials should be kept to a minimum. Elements for the xeriscape plan should include but are not limited to: plant materials proposed to be used, timeline for establishment of the plantings, maintenance of the planting beds and the type of irrigation proposed. All species should be hardy to the Zone 4 environment.

The following plantings are proposed: four (4) aspens, three (3) dogwood bushes, and three (3) mugo pine bushes. All of the aforementioned species are drought tolerant. The proposal does not indicate if any lawn is to be provided.

- 2. The urban environment should be considered in planning landscaped areas. A combination of trees shrubs, vines, ground covers and ornamental grasses should be selected that enhance and soften the hardscape. For landscape plans having more than 10 trees, a minimum of 10% of the trees shall be at least 4-inch caliper, 20% shall be at least 3-inch caliper, and 20% shall be at least 2½ inch caliper. A maximum of 20% of any single species may be used in any landscape plan having more than 10 trees (excluding street trees).**

A landscape plan should provide or create a pleasing site or landscape character for an area. A harmony and balance of all the various elements of a landscape must be retained or developed. Landscaped areas should be planned as an integral part of the site and not simply located in leftover space on site. New planting areas must be designed to accommodate typical trees at maturity.

The two aspen located nearest to the drive-thru canopy may be placed too close to the canopy, in such a manner that their location will not accommodate their maturity. It is a recommended condition of approval that these two aspen be relocated further west, away from the canopy.

- 3. Pedestrian areas should have special plantings.**

Plantings for pedestrian areas should be designed with attention to the details of color, texture and form. Use a variety of trees, shrubs, perennials, and ground covers, with different shapes and distinctive foliage, bark and flowers. Seasonal plantings in planters, pots, and beds should be provided to add color, beauty and variation.

Adjacent to the sidewalk there are four (4) aspen proposed. It is a recommended condition of approval that additional ground cover and/or shrubs be incorporated into the landscape design nearest the sidewalk.

- 4. All landscaped areas shall be watered by an automatic irrigation system and regularly maintained in healthy and thriving condition free of weeds, trash, and debris.**

Irrigation systems are required for all landscaped areas. They are encouraged to include features that will minimize water use, such as moisture sensors. Overhead spraying systems should be avoided to prevent water loss through evaporation

Storm water runoff should be retained on the site wherever possible and used to irrigate plant materials. Even native, drought tolerant plant materials need water to become established. Projects which use all native, drought tolerant plant materials must provide, at a minimum, a temporary irrigation system that must fully operate for at least two complete growing seasons. All native plant materials are not drought tolerant and those that are not will require irrigation on a permanent basis.

A plan for maintenance of the landscaping areas should be in place to ensure that the project appears in a well maintained condition (i.e., all weeds and trash removed, dead plant materials removed and replaced).

It is a recommended condition of approval that a landscape maintenance plan is in place and that the landscaped areas incorporate moisture sensors and avoid overhead spraying systems.

5. Retaining walls must be designed to minimize their impact on the site.

Retaining walls, where visible to the public and/or to residents or employees of the project, should be no higher than four feet or terraced with a three foot horizontal separation of walls. They should be constructed of materials that are utilized elsewhere on the site, or of natural or decorative materials, rather than solid or flat surface. Landscaping should be provided within or in front of extensive retaining walls. Retaining walls should add rather than detract to the appearance of the site. Retaining walls over 24" high may require railings or planting buffers for safety. Low retaining walls may be used for seating if capped with a surface of at least 12 to 16 inches wide.

No retaining walls are proposed.

Summary and Suggested Conditions

The Commission, prior to any approval that may be granted the applicant, shall determine that:

- a) The project is in conformance with the Comprehensive Plan;
- b) The project does not jeopardize the health, safety, or welfare of the general public; and
- c) The project conforms to the applicable specifications outlined in the Design Review Guidelines, as set forth herein, applicable requirements of the Zoning Ordinance, and City Standards.

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

- a) All Fire Department and Building Department requirements shall be met. Items to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
 - The snow storage area proposed at the northeast corner of Lot 2 shall not block the view of cars leaving the drive-thru and bank parking area. A revised snow storage plan shall be submitted and approved by the Planning Administrator prior to the issuance of a building permit.
- b) Any change in use or occupancy type from that approved at time of issuance of Building Permit may require additional improvements and/or approvals. Additional parking may also be required upon subsequent change in use, in conformance with Hailey's Zoning Ordinance at the time of the new use.

- c) All City infrastructure requirements shall be met. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for Department Head approval and shall meet City Standards where required. Infrastructure to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
- A state permit for the drywell shall be required.
 - Water service for Lot 2 shall be abandoned at Main Street.
- d) No auxiliary apparatus (e.g. utility meters, fire suppression equipment) may extend into any public right-of-way.
- e) The underside of the structure shall be displayed.
- f) A revised landscape plan shall be submitted and approved by the Planning Administrator, complying with the following requirements:
- A landscape maintenance plan shall be in place.
 - The landscaped areas shall incorporate moisture sensors and avoid overhead spraying systems.
 - Additional ground cover and/or shrubs shall be incorporated into the landscape design nearest the sidewalk.
 - The two aspen nearest the drive-thru canopy shall be relocated further west, away from the canopy.
- g) The trash receptacle shall be adequately screened.
- h) Snow storage areas shall be no less than 25% of the circulation areas and shall not have dimensions less than 10 feet.
- i) The trash receptacle shall be relocated to a more appropriate area where its collection will not interfere with snow storage, parking, and vehicle ingress and egress from the site.
- j) The project shall be constructed in accordance with the application or as modified by these Findings of Fact, Conclusions of Law and Decision.
- k) All exterior lighting shall comply with the Outdoor Lighting Ordinance. Any existing lighting on the subject property shall also be brought into compliance.
- l) Except as otherwise provided, all the required improvements shall be constructed and completed, or sufficient security provided as approved by the City Attorney, before a Certificate of Occupancy can be issued.
- m) This Design Review approval is for plans dated April 11, 2008. The Planning & Zoning Administrator has the authority to approve minor modifications to this project prior to, and for the duration of a valid Building Permit.

- n) This project is subject to Development Impact Fees pursuant to Municipal Code Chapter 15.16. Check with Building Department staff for estimated fee amount.