

**AGENDA ITEM SUMMARY**

**DATE:** 1/24/11    **DEPARTMENT:** PW - Parks    **DEPT. HEAD SIGNATURE:** \_\_\_\_\_

**SUBJECT:** Motion to authorize the mayor to sign Idaho Parks & Recreation Land & Water Conservation Fund grant application seeking \$122,500 in grant funds for the proposed skatepark plaza at the Hailey Rodeo Park.

**AUTHORITY:**  ID Code \_\_\_\_\_     IAR \_\_\_\_\_     City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

City Staff has identified the Land & Water Conservation Fund grant for providing funds to construct the skatepark expansion as a part of the Rodeo Grounds project. Staff has met with representatives of the Idaho Department of Parks & Recreation who have encouraged us to apply for this grant. There have been other skateparks in Idaho that have received this funding.

As a part of this grant application we solicited proposals for a Design-Build contract for this work (additional item in this council packet) in order to have as complete of an application as possible. This grant is the same one where we obtained funding for Keefer Park.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:** Caselle # \_\_\_\_\_  
Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_ Estimated Completion Date: \_\_\_\_\_  
Staff Contact: Tom Hellen Phone # 788-9830 Ext 14  
Comments:

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

____ City Attorney	____ Clerk / Finance Director	____ Engineer	____ Building
____ Library	____ Planning	____ Fire Dept.	_____
____ Safety Committee	____ P & Z Commission	____ Police	_____
____ Streets	____ Public Works, Parks	____ Mayor	_____

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

**ADMINISTRATIVE COMMENTS/APPROVAL:**

City Administrator \_\_\_\_\_ Dept. Head Attend Meeting (circle one) Yes No

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

Draft 12-30-03

Proposing Company	Josh Keefer	Gene Fairbrother	Steve Fairbrother	Jason Lyman	Dave Ferguson	P&L Board Average	Total Points
Dreamland Skateparks	94.0	82.0	87.0	90.0	95.0	87.8	535.8
Alternative #1 - Art Component	92.5	80.5	85.5	88.5	93.5	86.3	526.8
<b>Grindline</b>	83.1	81.1	84.1	79.1	95.1	82.4	504.9
Alternative #1 - Internal Landscaping	82.0	80.0	83.0	78.0	94.0	81.3	498.3
Alternative #2 - Colored Concrete	82.0	80.0	83.0	78.0	94.0	81.3	498.3
<b>Spohn Ranch</b>	78.1	74.1	72.1	45.1	85.1	87.9	442.4
<b>Hardcore Shotcrete Skateparks</b>							
Hardcore - Proposal #1	89.9	79.9	81.9	71.9	79.9	80.9	484.4
Hardcore - Proposal #1 (w/Alt #1)	84.3	74.3	76.3	66.3	74.3	75.3	450.8
Hardcore Proposal #2	88.2	78.2	80.2	70.2	78.2	79.2	474.2
Hardcore Proposal #3	88.6	78.6	80.6	70.6	78.6	79.6	476.6

IDAHO DEPARTMENT OF PARKS AND RECREATION (IDPR)
GRANT APPLICATION

READ instructions carefully before completing this application.
\*\*\*\*\*Use the space provided on this form only.\*\*\*\*\*

IDPR Use Only
Rec'd by:
Date:

Applicant Agency: City of Hailey

Address: 115 South Main St., Suite H, Hailey, ID 83333

City Zip

Contact Person: Tom Hellen Public Works Director

Name Title

Address: 115 South Main St., Suite H, Hailey, ID 83333

City Zip

Daytime Phone: 208-788-4221 x14 Cell Phone: 309-1270 Fax: 208-788-2924

E-Mail: tom.hellen@haileycityhall.org [X] Check if you would like an email confirmation IDPR received application

County (where project is located): Blaine

Common name of project: Hailey Skate Plaza Expansion

Project Location (state highway, area or body of water nearest to the site location and proximity to the nearest town or physical address): On State Highway 75 (Main St.) on the south end of Hailey's business district, adjacent to the intersection of Airport Way and Main St. The U.S. Post Office is located across Main St. to the south.

IDPR Program from which you are applying for funds:

(Check one box only)

- Waterways Improvement Fund (WIF)
Recreational Vehicle Account (RV)
Off-Road Motor Vehicle Fund (ORMV)
Motorbike Recreation Account (MBR)
Recreational Trails Program (RTP)
Recreational Road & Bridge Fund (RRBF)
Land & Water Conservation Fund (LWCF)
Other

Grant Amount Requested: \$122,500 Match Amount Committed: \$122,500

Briefly describe the overall grant project (in one sentence): An 18,000 square-foot skate plaza expansion to an existing 16,000 square-foot skate park, to include street skate elements such as stairs, rails and ledges as well as landscape elements.

It is hereby mutually agreed and understood that the use of these funds will be for the purposes stated in this document only and are subject to the terms of the current Idaho Department of Parks and Recreation's Grant Agreement for this project, as signed by the authorized individuals. It is also understood that the applicant will comply with the appropriate Recreation Program rules as they now exist. Applicants that receive grants involving federal funds must comply with requirements as outlined in the Office of Management and Budget Circular A-133. PLEASE SEE INSTRUCTIONS FOR EXAMPLES OF AUTHORIZED REPRESENTATIVE SIGNATURES.
Signature of Authorized Representative: Richard L. Davis
Typed or Printed Name: Richard L. Davis
Title: Mayor
Date: January 25, 2011

FOR WATERWAYS IMPROVEMENT GRANTS ONLY
The County Waterways Committee agrees and understands that this application meets the county's waterways improvement planning requirements.
County Waterways Committee Chair:
Please Print Name Here:
Date:

**1) PROGRAM PURPOSE** - How does this project address the stated purpose of the program? (Please refer to the Program Description section of this manual for explanation of the program purpose.)

The purpose of the Land & Water Conservation Fund is to acquire, develop and maintain outstanding property into perpetuity for outdoor recreation purposes. The Hailey Skate Plaza Expansion meets this purpose by providing 18,000 square feet of expanded park space for outdoor recreation. The design includes 11,000 square feet of new street skating amenities and 7,000 square feet of landscaped areas for spectators, skaters, friends and the general public.

Because this expansion is located adjacent to a new ice rink facility, new multi-use event arena, and new visitor/interpretive center, Hailey anticipates that the landscaped areas of the park will attract users well beyond what would normally be anticipated with a skatepark.

**2) PROJECT URGENCY –**

**a) Describe the urgency of this project due to potential resource damage, or other impacts that may cause an opportunity to be lost if no action is taken. If this project is not funded, what affects will it have?**

The Skate Plaza is an integral component of the Hailey Rodeo Park, which is currently under construction. The Hailey Rodeo Park includes the skate plaza and the other components mentioned above – a new ice rink facility, new multi-use event arena, and new visitor/interpretive center. The funding for the Hailey Rodeo Park comes from a combination of a \$3.5 million bond passed by voters in May 2010, the Hailey Capital Projects Fund, foundation funds and private contributions. The bond amount was based on the best construction estimates available at that time. As bids for the various project components have come in, the budget has exceeded the original estimates, making a grant award from the Land & Water Conservation Fund a critical piece of the funding package for this community project.

The Hailey Capital Projects Fund is a finite fund, without a consistent replenishing revenue stream. Hailey has \$30 million dollars worth of capital infrastructure projects that need to be completed in the city and a Capital Projects Fund with an unobligated balance of less than \$1 million. Hailey's policy is to use the Capital Projects Fund as a leveraging fund to secure grants to complete these infrastructure projects. Hailey has allocated approximately \$500,000 of the Capital Projects Fund to the Hailey Rodeo Park, which includes the match shown in this application.

The Skate Plaza is vitally important from a community perspective. It will offer skaters an appropriate alternative to skating on business properties and will enhance, through the landscape plan, an adult presence at the park. Both benefits are key to a harmonious relationship between the skate community and the community at large.

**b) How does the project address public health and safety issues? (See examples in the application instructions.)**

The current Hailey Skate Park is designed to test the ability of skaters with advanced skills. The Skate Plaza Expansion adds elements for beginning and less-advanced skating abilities, which allows skaters to develop their skills in a safer environment. Additionally, grassy areas are integrated into the skating areas, providing softer landing zones at the perimeter.

**3) PROJECT IMPACT** -Describe how the project creates new opportunities not currently available? (See examples in the application instructions)

The current Hailey Skate Park is popular with local skaters of all ages, and there is not enough concrete to safely accommodate the number of skaters. The current Skate Park's design challenges

skaters with advanced skills, which can be intimidating or dangerous to skaters with less-developed skills. The Skate Plaza Expansion is designed to add more elements for beginning to intermediate skills, providing more opportunities for skaters of varied ages and skill levels to skate together and learn from those with more advanced skills.

The current skate park is designed for a skating style that is less popular than "street" skating, which utilizes elements such as stairs, rails, curbs and benches common in an urban environment. Some local skaters are drawn to buildings and facilities where stairs, rails, and curbs are available, such as at loading docks and building exteriors, which are inappropriate and unsafe places to skate.

At the current skate park, spectator or non-skater facilities are limited. Restrooms are provided through portable toilets. Shade, benches and picnic tables are limited. The Skate Plaza Expansion is intended to provide additional skating opportunities with integrated landscaped areas for spectators and non-skaters, including better-designed areas for benches and tables, including restrooms, improved access and internal circulation that meet ADA requirements.

Landscaped areas and passive elements are important to encourage parents to stay at the park with their kids, particularly younger ones, as behavior at the skate park improves with the numbers of adults present. And, because of the skate plaza's location next to the new visitor's center, the green space will be available for visitors to Hailey, as well.

With improved and expanded facilities to the already celebrated Hailey Skate Park, the park will have an increased capacity to host skating competitions and exhibitions, another draw to visitors and a boost to Hailey's local economy.

**4) PLAN OR SURVEY** - Is this project included in an outdoor recreation plan or survey? How does this project relate to the recommendations of the plan? (See application instructions for examples of recreation plans.)

The Idaho 2006-2010 Statewide Comprehensive Outdoor Recreation Plan (SCORPT) states the following goal: "Assure that the public has the best possible access to public lands for outdoor recreation." This same plan also defines one strategy as "Diligently pursue the acquisition, preservation and development of urban open space, parks, trails and corridors." The Hailey Skate Plaza Expansion assures access, in perpetuity, to this public outdoor recreation venue. The project can be categorized as both an urban open space and a park. SCORPT also concludes that the two most commonly cited reasons for not participating in a desirable close-to-home outdoor recreation activity are that the activity is too expensive or there is lack of facilities. The Hailey Skate Plaza Expansion addresses both of these concerns: access to the park is free, and the addition of street skating elements makes the park more appealing to a wider range of skaters. It is also interesting that according to SCORPT, Region 4 has the highest percentage of youth participating in skateboarding.

The project strongly meets a number of other SCORPT criteria, including: 1) the proposed expansion clearly encourages active recreation for individual participation, 2) the project's landscaping will consist of drought tolerant species to minimize water use, and 3) landscaping minimizes the impact of invasive species as landscaping is contained and managed.

Under direction of the city's Parks & Lands Board, the Hailey Rodeo Park Master Plan was developed with community and special-interest groups' participation, including the skateboarders. The Skate Plaza Expansion is a planned and integral component of the Rodeo Park Plan, which is currently under construction. The former aging rodeo arena is being replaced with an indoor ice rink, an outdoor multi-use arena designed to rodeo dimensions, an interpretive gallery and visitor center, and the Skate Plaza Expansion to the existing skate park. The community supports having skateboarders and cowboys at the same site.

5) SCOPE OF WORK -

- a. **Describe what the project will accomplish.** Describe the project planning. Explain, in detail, what will be accomplished, including the number of units, timetable, etc. If equipment, who will be using, number of hours used per year, and for what? (**IMPORTANT:** Construction drawings or conceptual plans **should be** attached to this application. Please do not use anything larger than 11x17 size paper.)

This project will expand the existing world class Hailey Skate Park by adding "street skate" features and areas for younger or less experienced skateboarders to learn and practice. As a part of a larger project combining a multi-use outdoor arena, a visitor/interpretive center and a combination ice arena/sports facility this project will further add to the diverse use of this City of Hailey recreation site.

The proposed Skate Plaza Expansion design was selected by an "ad hoc" committee of local skateboarders, city staff and a City of Hailey Parks & Lands Board member through a Design-Build Request for Proposal process following State procurement laws. A predetermined point system was used that evaluated the proposed design (40%), cost (25%), project approach & schedule (15%), project team qualifications (10%), and relevant project experience (10%).

The scope of work for this project in the Design-Build RFQ includes requirements for ADA access, landscaping areas integral to the design (7,000 sq ft of the 18,000 sq ft area with a minimum of 1,500 sq ft per landscape area) and inclusion of public art features, either integrated with the skateboarding or the landscaping designs, or focal or utilitarian pieces such as sculptures, benches or rubbish receptacles.

Restrooms for the skate park used to be portable toilets but will now be permanent restrooms in the adjacent ice arena with outside access.

Timeline:

Notice of Award to Design/Build Contractor	01/25/11
Design Development Documents Complete	03/27/11
Construction Documents Complete	05/31/11
LWCF Grant Award	09/01/11
Construction Commences	05/01/12
Project Complete	07/31/12

- b. Have you discussed this project (in detail) with IDPR staff and/or the respective advisory committee member? Please list the IDPR staff and/or committee member:

Name:	Date Contacted:
<u>IDPR Workshop (Jerome)</u>	<u>10/20/10</u>
<u>Kathy Muir / Site Visit</u>	<u>11/01/10</u>
<u>Mailed one-page project description to all advisory committee members</u>	<u>11/23/10</u>
<u>Lynn Moss / Advisory Committee</u>	<u>12/02/10</u>
<u>Jean McDevitt / Advisory Committee</u>	<u>12/08/10</u>

## 6) JUSTIFY THE NEED AND DEMAND FOR THE PROJECT -

Describe the **CURRENT** use in the area (*Waterways, RV, ORMV, and/or other*) and the **POTENTIAL** use expected with the development of this project. (Include user days, types of users, number of users during high use, etc.) Describe the current deficiencies and how they will be corrected with the development of this project. **Why is this project needed?**

### **Current Use:**

From late morning to sundown, whenever the skate park's concrete is dry enough to skate, skaters of all ages are at the current skate park. On warm summer afternoons and evenings, fifteen to seventy-five people may be at the park, some skating and others watching. During the winter, the skate park is blanketed by snow, but dedicated skaters often clear a portion of the park to skate anyway, and in the spring the local fire department will help hose down the park to melt snow and clean the concrete.

The Hailey Skate Park is well-used by local skaters and is a draw to regional and national skaters, as well.

### **This project is needed to:**

- Provide more concrete for more local skaters
- Provide skating elements that meet a broader range and more diverse skater skills in a safer environment
- Provide green landscaped areas to invite and integrate spectators
- Provide improved access and internal circulation

**7) MAINTENANCE AND OPERATION** - Describe provisions for ongoing maintenance and operation of the project (*Who will be responsible for the maintenance and operation and what is the annual budget?*)

The City of Hailey Public Works Department is responsible for the maintenance of all city facilities including the skatepark. The Parks division of Public Works will be responsible for this expansion following construction. The Parks division has a full-time Parks Supervisor and hires seasonal workers for the summer.

Maintenance costs for this facility are estimated at \$2,000 annually including irrigation costs and will be included in future budgets. Additional assistance is available from the Street division of Public Works as needed.

8) **OBLIGATED MATCHING FUNDS** – (a.) List the source, (b.) amount, and give a (c.) description of matching funds obligated to the project. Add column “b” and put total at the bottom.

(a.) CONTRIBUTOR	(b.) AMOUNT	(c.) DESCRIPTION
City of Hailey	\$122,500	City of Hailey Capital Fund
<b>TOTAL</b>	\$122,500	

Provide letter(s) of commitment or other documentation to verify the match from **each** contributor. Your match will not be considered without appropriate letter(s) of commitment. Make sure the dollar value is noted on the letter of commitment.

The total in column “b” must be the same as the total in the “matching share” column “B” on the next page.

9) **USER GROUP SUPPORT** – Describe the amount of support this project has from its associated user group(s). How has this support been demonstrated? (List supporting groups and attach letters of support.)

The project has been broadly discussed in the community for the last two years and has the support of the following user groups:

- Local Skaters
- St. Luke’s Community Outreach – YAK! Youth Adult Konnection
- Sawtooth Rangers

Letters of support from these users are attached.

10)BUDGET

Project Name: Hailey Skate Plaza Expansion

For IDPR Use Only Grant #		Source of Funding			IDPR Use Only
Project Components	(C) Total Cost	(B) Matching Share	(A) Grant Request	Amount Approved	
Skatepark Concrete Work	\$224,000	\$112,000	\$112,000		
Landscaping Installation	\$21,000	\$10,500	\$10,500		
<b>TOTALS</b>	\$245,000	\$122,500	\$122,500		
<b>% of TOTAL</b>	100%	50%	50%	%	

*\*Round to the nearest dollar and percentage. Be sure to check your addition. Columns A+B=C.*

**NOTES:**

- For RV, WIF, ORMV, Motorbike, Road & Bridge projects – match is not required (except for motorized equipment as noted below), but more points are awarded to projects with financial commitments from the sponsor.
- For RTP projects only – A 20% match is required with 5% of the total project being non-federal money.
- For WIF projects only – grants for motorized equipment valued up to \$50,000 require a 25% match. WIF grants for motorized equipment valued at greater than \$50,000 require a 20% match.
- For ORMV, RTP, Motorbike and RV projects - grant requests for motorized equipment over \$1,000 (each) and under \$50,000 (each) shall require a minimum of 50% matching funds to be eligible for funding under Board Policy.
- For LWCF – 50% match is required.

The following questions are for administrative use and must be completed to establish eligibility of the project.

**A. ACCESSIBILITY** – Explain how the project complies with accessibility requirements as stated in the Uniform Federal Accessibility Standards, Americans with Disabilities Act Guidelines, or Uniform Building Code? (*Include construction drawings or conceptual plans to support accessibility. Please do not use anything larger than 11x17 size paper.*)

As shown on the design drawings the site is fully accessible, both from the adjacent parking lot and the sidewalk allowing access from the sidewalk on Main St. In addition, there are areas provided within the expansion footprint to allow for ADA access for viewing the skateboarders and utilizing landscaped areas.

**B. SITE DESCRIPTION** - Describe the site as well as the surrounding area. Explain the compatibility of the project to the site. (*Include site location map, scale site plan including boundary and utility information, if available.*) If the grant is for equipment, describe where it will be used (include map). Be specific.

The site is a 5.5 acre multi-use recreation area located on State Highway 75 (the main access into Hailey) and is highly visible to all passers-by. It is adjacent to the existing skatepark and the new multi-use arena, visitor/interpretive center and ice arena. The design allows for skaters of all abilities to congregate in one area and is conducive for beginning and experienced skateboarders to interact.

**C. PROJECT DESIGN** - Who will design and/or engineer this project? Is the person/company licensed?

The selected contractor is Dreamland Skateparks, Idaho Public Works license 16054-B-4.

**D. PROJECT PERIOD** – What are the intended start and completion dates?

Estimated Project Start Date: 07/08/11

Estimated Project End Date: 09/30 /11

**Do not begin on your project or incur costs until notified by an IDPR grants specialist.**

**E. PROJECTED LIFE OF THE PROJECT/EQUIPMENT -**

- 1-5 years
- 6-10 years
- 11-15 years
- 16-20 years
- 20+ years

**F. USE FEE** - Will a fee be charged for use of or access to this project?

- Yes     No

If Yes, justify the need to charge and specify the amount, to whom the fee will apply, and how the collected fee will be used. Be specific.

**G. PUBLIC INVOLVEMENT** - Describe the public involvement process (*in detail*) used in the planning of this project and the results of the input (*attach necessary documentation*). **If your project will impact fish and/or wildlife, the Idaho Department of Fish and Game must be notified.**

NOTE: PUBLIC INVOLVEMENT IS MANDATORY FOR ALL APPLICANTS AS STATED IN IDAPA CODE 26.01.31.100.03. YOUR APPLICATION IS NOT ELIGIBLE WITHOUT PUBLIC INVOLVEMENT!

- The project grant application draft was reviewed and discussed as a public hearing in the January 24, 2011 Hailey City Council meeting.
- The project was discussed in the December 2010 and January 2011 Parks & Lands Board meetings (public meetings).
- The project was featured in the city newsletter in December 2010.
- The project was discussed at the March 22, 2010 City Council meeting, focused on the bond election.
- The project was discussed in the February 22, 2010 City Council meeting, presentation of design drawings.
- A fundraising brochure described the project; mailed to all mailing addresses in Blaine County in January, 2010.
- The project was discussed in the November 23, 2009 City Council meeting.
- The project master plan was summarized in an October 21, 2009 memo to the Mayor and City Council for inclusion in public hearing discussion at the October 26, 2009 city council meeting.
- The project was supported by a Resolution of the Hailey City Council, passed on August 24, 2009.
- The project master plan was presented at the July 20, 2009 City Council meeting.
- The project was discussed at the June 2, 2009 Parks & Lands Board meeting (public meeting).
- The project discussed at the May 5, 2009 Parks & Lands Board meeting (public meeting).

Copies of the above are attached.

**H. PERMITS** - Does this project require any necessary permits or National Environmental Policy Act (NEPA) documentation?  Yes  No

- If Yes,  the permits have been obtained (*attach copy*)
- the permits have been applied for
- the permits have not been applied for
- the approved NEPA documentation is complete (*attach copy*)

If Yes, please identify the permits that will be required: \_\_\_\_\_

**I. APPLICANT OWNERSHIP** - Describe ownership of the project site:

- The application is for equipment/service (*land ownership is not required*).
- Applicant owns land (*attach a copy of Fee Simple Title – Is the deed and title clear?*)
- Applicant has a Management Agreement or Memorandum of Understanding with the legal landowner/management agency. (Attach copy of MOU and letter of support from landowner)
- If ownership is different from above, describe specifically:

***K. For Land & Water Conservation Fund (LWCF) Grant Applications ONLY***

(Further explanation of the project may be described on a separate sheet.)

**PROJECT DESCRIPTION:**

I. Project Type:  Acquisition  Development  Redevelopment

Combination: Acquisition & Development

II. Is the facility part of or adjacent to another recreation facility?

Yes  No

III. Is the facility a former LWCF Project?  Yes  No If yes, list project number(s) 16-\_\_\_\_\_

IV. How many acres are included in the project? 1/2 acre

V. GPS Coordinates (Deg./Min./Sec./Dir.) \_\_\_\_\_

Latitude 43°/30'/46"N Longitude 114°/18'/30"W

VI. Maps: The 6(f)(3) project boundary map is a dated project boundary map showing the park area to be covered by Section 6(f)(3) of the Land and Water Conservation Act of 1965. The map should provide location, size indicators and a picture of key facilities and landmarks to help later project inspectors better identify and evaluate the site. All streets must be labeled, include a north arrow, etc. The area will be the entire park, open space, or recreation area being developed or added to. The property must remain open to public outdoor recreation in perpetuity.

Submit a map that shows the location of the site. The location map must give sufficient detail so a person who has never been in the area before can find the site.

VII. Congressional District where the project is located: ID-002

VIII. Does the project acquire or protect wetlands?  Yes  No If yes, please explain.

IX. What currently exists on the property? (Any existing development, power lines [underground or overhead], sewer or water, buildings, etc.) If support elements such as roads, parking, water, sewer, and power do not exist on the property, please explain how they will be provided. Also describe any changes you will make to them.

The property is currently undergoing a complete redevelopment including a multi-use outdoor arena, visitor/interpretive center and an indoor ice arena/sports facility in addition to the existing world class skatepark. All necessary supporting elements – water, sewer, electricity, ADA access, parking – are present at the site. All necessary changes to these elements have either been made or are a part of the overall site plan.

X. How does this proposal implement statewide outdoor recreation goals as presented in the Statewide Comprehensive Outdoor Recreation Plan (SCORP) (include references).

In the 2006-2010 SCORPT, there are four goals stated that relate to the Hailey Skate Plaza Expansion.

**1. Provide enhanced outdoor recreation facilities and opportunities through funding that aligns with demand.** In Region IV, 16.4 percent of youth participate in skateboarding, according to SCORPT. Local evidence suggests that this number has grown and continues to grow, with widespread youth interest in skateboarding. Younger and more inexperienced users will benefit from the enhanced street skating elements that the project provides.

**2. Assure that the public has the best possible access to public lands for outdoor recreation.** The project guarantees full access, in perpetuity, to this urban open space and park development project. Located adjacent to other new public recreation and cultural facilities.

**3. Encourage healthy living through outdoor recreation.** The project supports a healthy outdoor recreation activity – skateboarding. The project also supports enjoyment of the outdoors by non-skaters through adequate provision of green space in the project design.

**4. Recognize the importance of transportation in planning projects.** The project is located on State Highway 75 (Main St.), a major transportation corridor. Transit stops are planned at this location, enhancing the transportation system as well as site access by skaters and the community at large.

- XI. Has any prior environmental review been undertaken at any time for this proposal or related efforts that could be useful to understanding potential environmental impacts? If so, please explain.

There have been no prior environmental reviews undertaken for this site. The property has been the site of the annual Sawtooth Rangers 4<sup>th</sup> of July Rodeo since 1947. The previous rodeo stands have been removed as a part of the larger project.

**FUNDING:**

- I. Fifty percent (50%) match is required on all LWCF projects.
- II. The applicant agency will be responsible for the Grand Total in relation to the completed project. Explain how your agency will finance the total cost of the project. Remember, LWCF money cannot be used as “seed money”. LWCF only reimburses completed work.

**Do not start work on the project prior to receipt of a signed agreement.**

## STAFF REPORT

**TO:** Hailey City Council  
**FROM:** Beth Robrahn, Community Development Director  
**RE:** Zoning Ordinance Amendment – Article 9, Parking and Loading Spaces  
**HEARING:** January 24, 2011

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**Note:** Staff analysis is in lighter type

### Notice

Notice for the public hearing was published in the Idaho Mountain Express and mailed to public agencies and area media on January 5, 2011.

### Proposal

A city initiated amendment to Article 9 of Hailey Zoning Ordinance No. 532. The amendments include, amending the following sections:

- 9.1, General Requirements, to provide exceptions for change of use within the Central Business District;
- 9.2.1, location of parking spaces to specify on-site parking areas are required to be located at the rear of the building;
- 9.2.2, loading space requirements and dimensions to use consistent terms;
- 9.2.3 to provide more flexibility in the location of improvements to the right of way;
- 9.2.8 to clarify access requirements;
- 9.2.9 to clarify screening and landscape requirements;
- 9.4 to change the formula for rounding;
- 9.4.1 to use consistent terms;
- 9.4.2 to simplify and reduce the number of spaces required for commercial, professional, service, recreation and entertainment uses;
- 9.4.3 to reduce the number of spaces required for libraries;
- 9.4.7 to require bicycle parking for multi-family, commercial or mixed-use development in any zoning district.

### Procedural History

The Mayor requested that amendments to on-site parking requirements be considered that may help alleviate some of the barriers to business opening in the City of Hailey. The common issues the city hears are:

- The more restrictive requirement for office and restaurants which is 1 per 500 sq ft (retail is 1 per 1,000 sq ft)
- Requiring the amount of parking be brought onto compliance with a business license or other development permit application (such as design review or building permit) – this often occurs when a retail space is converted to a restaurant or office. Typically new buildings are built assuming ground floor retail with the 1 space per 1,000 sq ft requirement. If a space is then leased to a restaurant and the business owner applies for a Business License and finds out they have to provide additional parking at a significant additional expense. Changing the restaurant and office requirement to be in line with the retail requirement will help with this; however

exempting changes of use will provide additional clarity on the intent.

- Requiring businesses who rent a space that has been vacant for more than 6 months to meet the parking requirements; this relates to the Non-Conforming section of the zoning code. A good example of this is the building in the Bullion Block on Main commonly known as the “Red Elephant”. This building has no on-site parking aside from the couple spaces credited as part of the Main Street LID. The building has been vacant for more than six months, the lack of parking is considered a non-conforming use. Pursuant to Article 13, the parking would have to be brought into conformity. This is a significant expense and one that may result in the building remaining vacant for an extended period of time.

The Planning and Zoning Commission held a public hearing on the proposed amendments on December 20, 2010 (minutes attached). The Commission recommended the Council approve the proposed amendments.

### Department Comments

Other departments have been asked to provide input; no comments have been received.

### Standards of Evaluation

**14.6 When evaluating any proposed amendment under this Article, the Hearing Examiner or Commission and Council shall make findings of fact on the following criteria:**

**a. The proposed amendment is in accordance with the Comprehensive Plan;**  
The Council should consider how the proposed amendments relate to the goals of the Comprehensive Plan (listed below for the Council’s convenience). Four goals have been identified as being the most applicable to this amendment:

**3.1 Assure the protection and preservation of Special Sites, Areas and Features to maintain a strong community identity for future generations.** Because meeting the current parking requirements for historic buildings in downtown is frequently sited as a barrier to a building being improved or leased, the properties are more at risk of standing vacant. Land converted for parking lots to meet the city parking requirements may be at the expense of an existing building and generally distracts from the tightly knit commercial areas established early in Hailey’s history.

**10.1. Create and maintain a pedestrian and bicycle-friendly community that provides a safe, convenient and efficient multi-modal transportation system for all Hailey residents.** Managing parking supply and demand has become a basic tenant of land use planning to support multi-modal transportation systems. Reducing some of the city parking requirements to encourage more business activity within the Business zoning district, combined with design, such as the location of on-site parking, and proving flexibility in the location of infrastructure improvements to promote sidewalk connections from commercial areas to residential areas, over time will create a more pedestrian and bicycle –friendly community.

**11.1 Establish a built environment that maintains a human scale, retains interest, aesthetics, encourages various levels of interaction among all members of the community, and enhances the character of different neighborhoods.** Strengthening the standards related to the location of on-site parking areas will help to maintain the interest, scale, interaction and safety of people.

**12.1 Evaluate whether proposed regulatory or administrative actions may result in an unconstitutional taking of private property.** There is no indication the amendments will result in an unconstitutional taking of private property.

Comp Plan Goals
1.1 Preserve, protect and restore natural resources including waterways, floodplains, wetlands, soil, community forest, native vegetation, green space and wildlife habitat and migration corridors for the benefit of the City and its residents.
1.2 Efficiently use and conserve resources.
1.3 Promote renewable energy production
1.4 Promote energy conservation
1.5 Promote air quality protection
2.1 Reduce the potential threat to loss of life, limb or property and minimize public expenditures due to natural and man-made hazards.
3.1 Assure the protection and preservation of Special Sites, Areas and Features to maintain a strong community identity for future generations
3.2 Protect the residential character of the original Townsite.
4.1 Create and maintain an interconnected system of parks, recreational facilities, trails, green spaces and natural lands in order to provide diverse recreation opportunities for Hailey residents within ¼ mile to ½ mile of the greatest number of residents.
5.1 Retain a compact City comprised a central downtown with surrounding diverse neighborhoods, areas and characteristics as depicted in the Land Use Map:
a. Main Street Corridor – area of high density commercial, mixed use and residential development.
b. Downtown - the historic commercial center containing the greatest concentration of commercial, cultural and civic activity. Downtown is the priority area for encouraging higher density commercial and mixed use (commercial and residential) development.
c. Community Activity Areas – located at the north and south ends of the Main Street Corridor. High density residential is encouraged. Commercial and mixed use (commercial and residential) development is appropriate, but should be subordinate and secondary to the infill of Downtown.
d. High Density Residential – high density residential infill is encouraged in the area along Main Street and River Street between Downtown and the north and south ends of Main Street.
e. Residential Buffer – medium density residential, providing a buffer between lower density residential neighborhoods to the east and west and the Main Street District.
f. Traditional Residential – Density varies depending on the qualities of different neighborhoods, generally density is higher within a ¼ mile of Downtown, Community Activity Areas or Neighborhood Service Centers and connected by transit service.
g. Neighborhood Service Centers – Small commercial areas serving residents within walking distance (¼ to ½ mile) where commercial use is subordinate to residential uses and to Downtown or Community Activity Areas.
h. Light Industrial – Areas containing uses important to a variety of business sectors that focus on the production of products and services that are less compatible with, and do not compete with, uses in Downtown and the Community Activity Areas.
i. Airport Site Redevelopment – a diversity and integration of uses and community assets that complement and support Downtown and are connected within and to existing neighborhoods.
j. Community Gateways – areas where one has a sense of arrival or sense of being within a part of town distinguished from others providing opportunities for special design considerations.

5.2	Maintain Downtown as the area containing the greatest concentration of commercial, cultural and civic activity and as the priority area for encouraging higher density commercial and mixed use (commercial and residential) development.
5.3	Continue cooperation with the Blaine County and the Friedman Memorial Airport Authority in regional planning efforts to optimally relocate the airport and plan for the long term redevelopment of the site within the city limits to ensure that changes in land use are beneficial to the community of Hailey.
5.4	Protect open space within and surrounding Hailey, including visible ridgelines, undeveloped hillsides and agricultural areas which help define the unique character of Hailey.
5.5	Lessen dependency on the automobile.
5.6	Manage and accommodate population growth by infill development and, when appropriate, minimal expansion by annexation and/or density increases.
5.7	Encourage development at the densities allowed in the Zoning Code.
6.1	Encourage a diversity of economic development opportunities within Hailey
6.2	Encourage abundant, competitive and career-oriented opportunities for young workers.
7.1	Encourage a variety of projects and programs that meet the needs generated by various segments of the population, especially the needs of those who risk suffering effects of discrimination or are socially or economically disadvantaged.
7.2	Encourage projects and programs that seek to provide opportunities for cultural, cross-cultural and educational enrichment.
8.1	Encourage development that provides opportunities for home ownership and rental homes for individuals and families of all socio-economic levels.
9.1	Plan for the long-term utilities, service and facility needs of the City while minimizing impacts to the greatest extent possible.
10.1	Create and maintain a pedestrian and bicycle-friendly community that provides a safe, convenient and efficient multi-modal transportation system for all Hailey residents.
11.1	Establish a built environment that maintains a human scale, retains interest, aesthetics, encourages various levels of interaction among all members of the community, and enhances the character of different neighborhoods.
12.1	Evaluate whether proposed regulatory or administrative actions may result in an unconstitutional taking of private property.
13.1	Encourage and facilitate the development of school facilities that are planned consistently with the city's other land use policies.
13.2	Ensure the provision of safe, adequate, convenient multi-modal transportation access to all existing and future school sites.

- b. Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;**

The amendments are not anticipated to affect essential public facilities and services or create excessive additional requirements at public cost for public facilities and services.

- c. The proposed uses are compatible with the surrounding area; and**

The intent of the amendments is to allow required on-site parking to be more compatible with the surrounding area by reducing the requirement for certain uses and reduce the visual impact and conflicts between vehicles and pedestrians by creating more consistency of standards related to the location and design of on-site parking areas.

- d. The proposed amendment will promote the public health, safety and general welfare.**

It is anticipated the amendments will promote the public health, safety and general welfare by satisfying the other criteria of evaluation and the highlighted comprehensive plan goals.

#### Summary

The Council is required to hold a public hearing and determine whether the proposed amendments are in accordance with the applicable standards of evaluation.

#### Motion Language

##### Approval:

Motion to approve the proposed amendments to Article 9, finding that the amendments are in accordance with the Comprehensive Plan, essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services; the proposed uses are compatible with the surrounding area; and the proposed amendment will promote the public health, safety and general welfare and adopt Ordinance \_\_\_\_ and authorize the mayor to conduct the first reading by title only.

##### Denial:

Motion to deny the proposed amendments to Article 9, finding that \_\_\_\_\_ [the Council should cite which standards are not met and provided the reason why each identified standard is not met].

##### Continuation:

Motion to continue the public hearing upon the proposed amendment to Article 9 to \_\_\_\_\_ [the Council should specify a date].

Tab 4            A city initiated amendment to Article 9 of Hailey Zoning Ordinance No. 532. The amendments include, but may not be limited to, reducing the on-site parking requirement for office and retail uses, eliminating the 1,200-foot restriction for improvements to the city right-of-way within the Business and Limited Business zoning districts, and generally clarifying section 9.2.3, requiring a buffer between the sidewalk and on-site parking and modifying the shared parking provisions to encourage shared parking arrangements.

Director Robrahn provided some background information on the proposed changes. One main point was to reconsider the requirement of one parking space for every 500 square feet of office and restaurant space, changing that to one parking space for every 1,000 square feet as is the requirement for retail space. A second point concerned improvements in the city right of way in exchange for parking credit being limited to within 1,200 feet of the property. Ms. Robrahn emphasized the goal of having more flexibility in connecting sidewalks by eliminating the 1,200 ft restriction. Commissioners initiated discussion about language regarding existing non-conforming use, landscaping requirements, parking on residential lots, and access to alleyways in the winter.

7:06:39 P.M. Chair Scanlon opened the meeting to public comment.

Peter Lobb, 4<sup>th</sup> and Carbonate, noted the need for providing nearby parking for the elderly, and expressed his discomfort with Ketchum's "in lieu of" parking fees. He suggested reworking the language in the Article and bringing it back for public comment.

Jason Miller, Mountain Rides, and 830 Sunrise Drive, expressed his feeling that parking defines a community, and how car-dominated a community is affects the quality of life there. He encouraged finding creative ways to manage parking and balancing the city's transportation environment with the use of other modes like walking, biking, and public transport.

7:10:42 P.M. With no other comments offered, Chair Scanlon closed the public hearing segment.

Discussion continued regarding (1) Hailey's existing "in lieu of" option and that it is not used often due to high cost; (2) the importance of and reasons for balancing nearby parking with other options; (3) alleyway access in the old town area. Ms. Robrahn clarified that the goal of the amendment is to make the requirements clear and consistent. Suggestions for specific language were given.

7:29:45 P.M. Commissioner Johnstone moved to recommend the City Council approve the proposed amendments to Article 9, finding that the amendments are in accordance with the Comprehensive Plan, essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services; the proposed uses are compatible with the surrounding area; and the proposed amendment will promote the public health, safety and general welfare. The motion was seconded by Commission Pogue, and passed unanimously.

#### **Old Business:**

None on the Agenda.

HAILEY ORDINANCE NO. \_\_\_\_

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING HAILEY'S ZONING ORDINANCE, ORDINANCE NO. 532, ARTICLE 9, PARKING AND LOADING SPACES, BY AMENDING SECTION 9.1., GENERAL REQUIREMENTS, TO PROVIDE EXCEPTIONS FOR CHANGE OF USE WITHIN THE CENTRAL BUSINESS DISTRICT; SECTION 9.2.1, LOCATION OF PARKING SPACES TO SPECIFY ON-SITE PARKING AREAS ARE REQUIRED TO BE LOCATED AT THE REAR OF THE BUILDING; SECTION 9.2.2, LOADING SPACE REQUIREMENTS AND DIMENSIONS TO USE CONSISTENT TERMS; SECTION 9.2.3 TO PROVIDE MORE FLEXIBILITY IN THE LOCATION OF IMPROVEMENTS TO THE RIGHT OF WAY; SECTION 9.2.8 TO CLARIFY ACCESS REQUIREMENTS; SECTION 9.2.9 TO CLARIFY SCREENING AND LANDSCAPE REQUIREMENTS; SECTION 9.4 TO CHANGE THE FORMULA FOR ROUNDING; 9.4.1 TO USE CONSISTENT TERMS; SECTION 9.4.2 TO SIMPLIFY AND REDUCE THE NUMBER OF SPACES REQUIRED FOR COMMERCIAL, PROFESSIONAL, SERVICE, RECREATION AND ENTERTAINMENT USES; SECTION 9.4.3 TO REDUCE THE NUMBER OF SPACES REQUIRED FOR LIBRARIES; SECTION 9.4.7 TO REQUIRE BICYCLE PARKING FOR MULTI-FAMILY, COMMERCIAL OR MIXED-USE DEVELOPMENT IN ANY ZONING DISTRICT; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS ORDINANCE UPON PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the Hailey City Council has found that the following amendment to the Hailey Zoning Ordinance will generally conform to the Hailey Comprehensive Plan;

WHEREAS, the amendments will not create excessive additional requirements at public cost for public facilities and services;

WHEREAS, the proposed uses are compatible with the surrounding area; and

WHEREAS, the amendment will be in accordance with the safety and welfare of the general public.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF HAILEY, IDAHO, AS FOLLOWS:

Section 1. Section 9.1, General Requirements, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.1.1 No building or structure shall be erected unless permanently maintained parking and loading spaces have been provided in accordance with the provisions of this Ordinance.

9.1.2 Any person making any alteration to a building or use, which increases the required parking of the building or use beyond that already provided, shall provide the additional parking spaces mandated by the alteration prior to completion of the alteration, except as otherwise provided herein.

A. Continuation of a former use or a change of use within the Central Business District that does not involve the expansion of the gross floor area of the building is exempt from providing additional parking spaces.

1. Should a change of use within the Central Business District involve the expansion of gross floor area of the building, only the additional building area is subject to the on-site parking requirements.

Section 2. Section 9.2.1, Location of Parking Spaces, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.2.1 Location of On-Site Parking Spaces. The following regulations shall govern the location of ~~off street~~ on-site parking spaces and areas, except as otherwise provided in section 9.4.8.

a. ~~Except as otherwise provided herein,~~ parking spaces for all single family dwellings shall be located on the same lot as the dwelling which they serve, except as otherwise provided in section 9.4.1.

b. Parking spaces for multi family or institutional uses shall be located not more than 300 feet from the principal use.

c. Parking spaces for commercial or industrial uses shall be located not more than 800 feet from the principal use and must be located within a B, LB, SCI or LI District.

d. ~~No parking space, required or otherwise, or portion thereof, shall be located within the public right-of-way, unless otherwise provided herein.~~

d. New on-site parking areas shall be located at the rear of the building, except within the SCI zoning district where parking is allowed at the side of the building.

e. On-site parking areas are not permitted between the sidewalk within the public right-of-way and the primary frontage of a building, except where the location of an existing buildings or site conditions precludes another location for parking; such parking requires a landscape buffer, or an alternative approved by the Administrator, between sidewalk and parking.

Section 3. Section 9.2.2, Loading Space Requirements and Dimensions, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.2.2 Loading Space Requirements and Dimensions. The following regulations shall apply to all commercial and industrial ~~buildings uses with off-street~~ on-site loading areas.

a. One (1) loading space shall be provided for any single retail, wholesale or warehouse occupancy with a floor area in excess of 4000 square feet, except grocery and convenience stores where one (1) loading space shall be provided for a floor area in excess of 1000 square feet. An additional loading space shall be required for every additional 10,000 square feet of floor area, except grocery and convenience stores where an additional loading space shall be required for every additional 5,000 square feet of floor area. Such spaces shall have a minimum area of 500 square feet, and no dimension shall be less than 12 feet.

b. Convenient access driveways to loading spaces from streets or alleys shall be provided; they shall not be less than 12 feet in width.

c. No loading space required by this Ordinance shall project into any street, alley, or other public right of way.

Section 4. Section 9.2.3, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.2.3 Parking Credit.

~~A. Non - residential uses within the Business, and Limited Business Districts and Transitional Districts may improve City right-of-way within 1,200 feet of the property on which the use is located and may be credited with the parking spaces created by that improvement, and non-residential uses in the Transitional District may improve City right of way directly adjacent to the property on which the use is located and may be credited with the parking spaces created by that improvement.~~

1. Improvements shall be located within areas that meet the most number of the following criteria used to determine the funding priority of city projects:

- a. Located within ¼ or ½ mile of a school
- b. Provides continuous connection
- c. Hazardous condition, extent of need of repair
- d. Designated Bicycle and Pedestrian Corridors
- e. Designated Collectors
- f. Provides Neighborhood interconnection
- g. Located within ¼ or ½ mile of Downtown or neighborhood services
- h. Located within Downtown
- i. Parking credited shall be subject to the following requirements.

aB. Improvements for parking spaces to be credited to a property will be constructed in accordance with City Standards and approved engineered drawings for the right-of-way. Sufficient space, exclusive of travel lanes, for the planned parking within the right-of-way must exist. These improvements may include concrete curb, gutter, and sidewalk, asphalt paving, storm drainage, street trees including irrigation, ornamental lamps, benches, trash receptacles or other street furniture, parking striping or any other improvement considered necessary or appropriate to the district and surrounding uses by the Administrator or the Commission.

bC. No parking area within any City right-of-way shall be held or used for exclusive parking for any property owner. The right-of-way shall be open to use by the public. ~~At the direction of~~ Upon approval by the Council the right-of-way improved may be posted for short-term parking only.

eD. Credit shall also be given for those improvements installed as a portion of a Local Improvement District (LID) which assessed the subject property.

E. The owner or owners successors shall be credited the total number of spaces credited by an LID or other improvements to the City right-of-way allowed in this section.

d. ~~No angle in parking shall be developed in any right-of-way less than 50' from the center line to the property line.~~

e. ~~No parking is permitted in any public or private travel lane. Lane widths are as established in City Standards.~~

f. ~~Improvements shall be located within or adjacent to the Business, Limited Business or Transitional Districts, unless no location within 1200 feet is found to be feasible for such improvements.~~

1. ~~Credit for parking spaces for right-of-way improvements within 1200 feet, but not directly contiguous to the subject property, shall be limited to not more than 50% of the total required number of parking spaces for any development, with the following exception:~~

2. ~~Uses having less than 50% parking demand during the weekday 7 a.m. to 5 p.m. time period as set forth in Table 1 of Section 9.4 shall be limited to 75% of the total required number of spaces within 1200 feet but not directly contiguous to the subject property.~~

Section 5. Section 9.2.8, Access, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.2.8 Access.

A. ~~Except as otherwise provided herein, any parking area on private property, shall be designed in such a manner that any vehicle leaving or entering the parking area from or onto a public street shall be traveling in a forward motion.~~

B. Where alleys exist, access to on-site parking for any non-residential use or for any multifamily dwelling of three or more units shall be from the alley. Parking areas adjacent to alleys may be designed to allow a vehicle to back from the parking area into the alley.

C. If the site is not serviced by an alley, access shall be from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.

D. ~~Access driveways for all on-site parking areas or loading spaces shall be located in such a way that any vehicle entering or leaving such area shall be clearly visible by a pedestrian or motorist approaching the access or driveway from a public or private street.~~

E. ~~Access for subdivisions shall be provided in accordance with standards set forth in Section 4 of the Subdivision Ordinance.~~

aF. ~~Parking areas containing no more than two (2) parking spaces in any zoning district and or parking areas within the LR, GR, TN, TI and LI Districts may be designed to allow a vehicle to back from the parking area into the public right-of-way.~~

bG. ~~Parking areas for residential uses only may be designed to allow required parking spaces for one vehicle to deny access to another vehicle, thus "stacking" the parking area. For non-~~

residential uses, stacked parking may be allowed only for additional spaces that may be provided in excess of the required number of parking spaces.

~~e. Parking areas adjacent to alleys may be designed to allow a vehicle to back from the parking area into the alley.~~

Section 6. Section 9.2.9, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.2.9 Screening and Landscaping.

A. All loading space areas and parking areas for any use containing more than 4 surface parking spaces, and located in or adjacent to a residential district, shall be effectively screened be screened from a public street and shall be screened on all sides which adjoin or face any other residential property, except where spaces have direct access from a right-of-way.

1. The screening shall consist of an acceptably designed wall, fence or drought tolerant landscaping planting screen.

a. Such a fence or wall shall be not less than four (4) feet nor more than six (6) feet in height and shall be maintained in good condition. The space between such fence or wall and the lot line of the adjoining premises in any residential district shall be landscaped with ~~grass, hardy shrubs, evergreen ground cover or trees,~~ drought tolerant landscaping and maintained in good condition.

B. When a project is being reviewed pursuant to Article 6.A and an existing on-site parking area is located adjacent to a sidewalk, a landscape buffer is required between the surface of the parking area and the sidewalk.

aC. Parking areas designed to accommodate ~~40~~ 60 or more cars shall ~~have no less than 10%~~ of their surface area landscaped include landscaping appropriately located within the parking area to adequately break up the pavement area. The landscaping shall include deciduous trees no smaller than 2" caliper.

Section 7. Section 9.4. On-Site Parking Space Requirements, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.4 On-Site Parking Space Requirements.

aA. For the purpose of this Ordinance, the following on-site parking space requirements shall apply as the minimum number of parking spaces which shall be provided on-site by the given use.

1. Where the calculation of parking spaces results in a fraction, the required parking shall be rounded ~~up~~ down to the nearest whole number ~~when the calculation equals less than 10 (e.g., if the requirement is "one space per 1000 square feet", an area of 9010 square feet calculates to 9.01 but will require ten parking spaces.); and shall be rounded down to the nearest whole number where total calculation exceeds 10 (e.g., 10,900 square feet calculates to 10.9 but will require 10 parking spaces).~~

b2. For the purposes of this Section, "gross area" is defined as the total square foot area of a given use, as designated for each use. ~~Storage areas in basements are not included in gross area. "Net area" is defined as the area consistently used by customers, patrons, and employees of the~~

~~use. Net area does not typically include areas such as hallway and elevator areas, bulk storage and freezer areas, employee break areas, restrooms and machinery rooms.~~

e3. Where a specific use is not listed, and no similar use is listed, the required minimum number of on-site parking spaces shall be one per 1,000 gross square feet.

e4. All uses shall provide handicap accessible parking spaces as required by the IBC, and designed to comply with the standards set forth in ANSI A117.1. Such spaces may be included in the total number of required on-site parking spaces.

e5. Up to 25% of the required on-site parking spaces may be provided with compact parking spaces, but in no case shall more than five (5) spaces be reserved as compact. Compact spaces must be signed as such.

Section 8. Section 9.4.1. Residential, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.4.1 Residential. ~~No parking space, or portion thereof, shall be located in any right-of-way or public thoroughfare, unless otherwise provided herein. Parking spaces within any garage, carport or similar structure shall be credited at 1 space per nine (9) feet of floor width and 21 feet of floor length.~~

aA. Single family dwelling residences: 2 per dwelling residence minimum, 6 per dwelling residence maximum.

1. Parking spaces within any garage, carport or similar structure shall be credited at 1 space per nine (9) feet of floor width and 18 feet of floor length.

2. The City will allow the use of 100' foot wide right-of-ways within the Hailey Original Townsite for licensed passenger vehicle parking for single family dwellings. Parking for accessory dwelling units must be provided on site.

b. Accessory Dwelling Units and ~~a~~All dwelling residences less than 1,000 square feet, ~~including accessory dwelling units:~~ a minimum of 1 space per unit.

c. Multiple family dwellings and dwelling units with a Mixed Use Building: A minimum of 1.5 spaces per unit.

Section 9. Section 9.4.2. Commercial, Professional, Service, Recreation and Entertainment, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.4.2 Commercial, Professional, Service, Recreation and Entertainment.

A. All commercial, professional, service, recreation and entertainment uses shall provide improved parking in the amount of one parking space for every 1,000 square feet of gross building area; except as follows:

1a. Athletic fields and other outdoor sports facilities: 1 space per 5000 square feet of gross land area.

b. ~~Auditoriums, theaters, sports arenas, and other assembly areas not otherwise regulated herein: 1 for each 4.5 persons at the rated maximum occupancy of the building.~~

c. ~~Automobile service garages: 2 for each service bay. Service bays are not counted as parking spaces.~~

d. ~~Auto Rental: 1 space per 500 square feet of office space.~~

e. ~~Automobile Sales: 1 customer space per 5000 square feet of developed lot area used for display.~~

- ~~f. Cartage, express and parcel delivery, trucking companies: 1 space per 1000 square feet floor area, plus 1 space for each 250 square feet of net floor area within customer service areas.~~
- ~~g. Car Wash: 2 spaces per bay/stall to be used as stacking space, and 1 space per bay/stall to be provided for drying/vacuuming.~~
- ~~h. Convenience Stores: 1 space for each 100 500 square feet of net floor area. Spaces adjacent to gasoline pumps shall be included as on-site parking.~~
  - ~~2i. Golf Course; 2 spaces per hole, 2 per driving range, and 2 per putting green, plus space as required for any clubhouse.~~
- ~~j. Hotels, motels, other lodging: 1 per sleeping room. No parking space required under this sub-section shall be located in any right of way or public thoroughfare.~~
  - ~~3k. Tennis Courts: 1 space per court.~~
- ~~i. Offices: 1 space for every 500 square feet of gross building area.~~
- ~~m. Restaurants and Bars: 1 space for every 500 square feet of gross building area.~~
- ~~n. Fitness centers, health clubs, exercise/aerobics studios: 1 space for every 250 square feet of usable studio space, plus 1 space per racquetball/squash/handball court.~~
- ~~e. Banks: 1 space for every 500 square feet of gross building area.~~

Section 10. Section 9.4.3. Institutional, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.4.3 Institutional:

- ~~aA.~~ Cemetery: 1 space per full time employee.
- ~~bB.~~ Churches and other places of religious assembly: 1 for each 5 seats.
- ~~eC.~~ Hospitals: 1 for each bed.
- ~~dD.~~ Libraries: 1 for each ~~400~~ per 1,000-square feet of net gross building area.
- ~~eE.~~ Post Office: 1 space for every 120 post boxes plus one space for every three employees.
- ~~fF.~~ Police, Ambulance, and Fire Stations: 1 space for each vehicle employed plus 1 space for each employee on shift. No parking space required under this section shall be located in any right-of way or public thoroughfare.
- ~~gG.~~ Sanitariums, homes for the aged, nursing homes, children homes, asylums and similar uses: 1 for each 3 beds.

Section 11. Section 9.4.7. Special Provisions for Parking In Business, Limited Business and Transitional Districts, of the Hailey Zoning Ordinance No. 532, is hereby amended by the deletion of the stricken language and the addition of the underlined language as follows:

9.4.7 Bicycle Parking ~~Special Provisions for Parking in Business, Limited Business and Transitional Districts.~~

- ~~a.~~ Surface parking lots must be located behind buildings whenever possible to minimize the visual impact from public ways. Curb cuts and breaks in pedestrian pathways should be minimized.
- ~~b.~~ Surface parking is not permitted between the sidewalk and the primary frontage of a building, except where the location of existing buildings precludes another location for parking. Such parking requires a landscape buffer between sidewalk and parking.

eA. All multi-family residential and commercial or mixed-use development, including new construction and additions, must ~~shall~~ provide at least three (3) bicycle parking spaces or bicycle spaces equivalent to twenty five (25%) of the required number of vehicle parking spaces, whichever is greater.

Section 12. Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

Section 13. All City of Hailey ordinances or resolutions or parts thereof, which are in conflict herewith, are hereby repealed.

Section 14. This ordinance shall be in full force and effect from and after the required three (3) readings, approval, and publication according to law.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2010.

\_\_\_\_\_  
Richard L. Davis, Mayor, City of Hailey

Attest:

\_\_\_\_\_  
Mary Cone, City Clerk

Publish: Idaho Mountain Express \_\_\_\_\_, 2010

HAILEY ORDINANCE NO. XXX

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING SECTIONS 15.12.010 AND 15.08.030 OF THE HAILEY MUNICIPAL CODE BY ADOPTING THE 2009 INTERNATIONAL FIRE CODE AND THE 2009 INTERNATIONAL WILDLAND-URBAN INTERFACE CODE ALONG WITH AMENDMENTS THERETO RELATIVE TO LOCAL CONDITIONS; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, it is appropriate to update Chapter 15.12 of the Hailey Municipal Code to adopt the current fire codes and standards;

WHEREAS, it is appropriate to modify certain provisions of the adopted codes and standards, as set forth herein; and

WHEREAS, the adoption of the fire codes and standards set forth herein will promote the health, safety and general welfare of the citizens of the City of Hailey.

NOW, THEREFORE BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF HAILEY, IDAHO, AS FOLLOWS:

**SECTION 1.** Section 15.12.010 of the Hailey Municipal Code is amended by the deletion of Section 15.12.010 in its entirety and by the replacement of the following language:

15.12.010 Adoption of International Fire Code, the International Fire Code Standards and the Urban-Wildland Interface Code. To establish regulations governing conditions hazardous to life and property from fire and explosion, the city of Hailey adopts certain codes and standards known as the 2009 International Fire Code, including Appendices B, as amended, C, D, as amended, E, and F (hereinafter "International Fire Code"), the 2009 International Fire Code Standards and the 2009 International Wildland-Urban Interface Code, including Appendix Chapters A, B, C, and D as published by the International Fire Code Institute and whole thereof, save and except such portions as are hereinafter deleted, modified or amended by Section 15.12.030. Not less than three copies of the codes and standards adopted herein have been and are now filed in the office of the clerk of the city of Hailey, Idaho, and the same are hereby adopted and incorporated as if fully set out at length herein, and from the date on which the ordinance enacting this chapter shall take effect. Such provisions thereof shall be controlling within the limits of the city of Hailey, Idaho.

**SECTION 2.** Section 15.12.030(I) of the Hailey Municipal Code is amended by the deletion of Section 15.12.030(I) in its entirety and by the replacement of the following language:

I. Section 903.2.7 of the International Fire Code is amended to read as follows:

903.2.7 Group R. An automatic sprinkler system installed in accordance with Section 903.3 shall be provided throughout all buildings with a Group R1, R2 or R4 fire area.

Exception: Automatic sprinkler systems are not required in 3 or 4 unit Group R2 units with a fire flow not exceeding the requirements of Appendix B105 as amended.

**SECTION 3.** Section 15.12.030(L) of the Hailey Municipal Code is amended by the deletion of Section 15.12.030(L) in its entirety and by the replacement of the following language:

L. Chapter 45 of the International Fire Code is amended by the replacement or addition of the following NFPA Referenced Standards, as follows:

Add NFPA Standards (Edition): 10-(2010), 11-(2010), 11A-(1999), 12-(2005), 12A-(2009), 13-(2010), 13D-(2010), 13R-(2010), 14-(2010), 15-(2007), 16-(2007), 17-(2009), 17A-(2009), 20-(2010), 22-(2008), 24-(2010), 25-(2011), 30-(2008), 30A-(2008), 30B-(2011), 31-(2006), 32-(2007), 33-(2011), 34-(2011), 35-(2005), 40-(2011), 51-(2007), 51A-(2006), 52-(2010), 58-(2011), 59A-(2009), 61-(2008), 69-(2008), 72-(2010), 80-(2010), 85-(2007), 86-(2011), 99-(2005), 101-(2009), 110-(2010), 111-(2010), 120-(2010), 160-(2010), 211-(2010), 241-(2009), 260-(2009), 261-(2009), 265-(2007), 286-(2006), 385-(2007), 400-(2010), 407-(2007), 484-(2009), 495-(2010), 498-(2010), 505-(2011), 654-(2006), 655-(2007), 664-(2007), 701-(2010), 703-(2009), 704-(2007), 750-(2010), 1061-(2007), 1124-(2006), 1125-(2007), 1126-(2011), 1221-(2010), 2001-(2008).

**SECTION 4.** If any section, paragraph, sentence or provision hereof or the application thereof to any particular circumstances shall ever be held invalid or unenforceable, such holding shall not affect the remainder hereof, which shall continue in full force and effect and applicable to all circumstances to which it may validly apply.

**SECTION 5.** All ordinances and parts of ordinances in conflict herewith are hereby repealed.

**SECTION 6.** This ordinance shall be in full force and effect from and after its proclamation, passage and approval and posting in at least five (5) public places in the City of Hailey.

ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE  
MAYOR this \_\_\_\_\_ day of December, 20XX.

\_\_\_\_\_  
Rick Davis, Mayor  
City of Hailey

ATTEST:

\_\_\_\_\_  
Mary Cone  
Hailey City Clerk

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