

Beth Robrahn

From: B Keefer <b.keefe@cox.net>
Sent: Thursday, June 30, 2011 10:52 AM
To: Beth Robrahn
Subject: Colorado Gulch Preserve

Dear Beth,

Jeff Pfaeffle sent me a copy of his latest plan in a PowerPoint presentation, and asked that comments be sent to you.

In the 1999 Community Recreation Survey conducted at Springfest by the P&L Board, the Big Wood River and public access to it was rated #1 for community recreation. The public clearly supported the now-completed Riverside Pond and streambank restoration at Lions Park, but continued public access to the river remains threatened.

In that context, I feel that a comprehensive Master Plan for the entire river corridor in Hailey, from the Bullion Street Bridge to the Colorado Gulch bridge, would best serve the community. That said, the Colorado Gulch Preserve is an important piece of that river corridor, and I support City of Hailey efforts to obtain public access within this property.

My strongest concern is that no matter who controls the property, whether it is the WRLT; the Stevens Family, Blaine County or the City of Hailey, non-motorized public access (beyond fisherman's access granted by the State) must be guaranteed in perpetuity in order to truly benefit the public. We do not have usable guaranteed access at the north end of Hailey's river corridor, and it prevents the community from enjoying property that belongs to them; we need to avoid that mistake at this end, if possible.

As long as my concern with public access is met, I believe that the property owner has a right to develop his property in accordance with Hailey regulations, and I support that development as long as it is contained to the bench. In my opinion, public access to the Big Wood River is valuable enough to offset the impacts of future development on the bench.

Sincerely,

Becki Keefer
1221 Green Valley Dr
Hailey

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Cloud Managed Support - Rackspace.com/Cloud/Managed-Cloud - Experienced, Dedicated Support with Pro-active Monitoring for SMB.

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Compose mail

Colorado Gulch

X Inbox X

Inbox (811)

- Buzz
- Starred
- Important
- Sent Mail
- Drafts (14)
- [imap]/Drafts
- 203 S. River St lot
- Allen & Co. 2011
- Big White Feb. 2011
- Caribbean Sailing
- craigslist
- Deleted Messages
- farm 2009
- Hailey Lot
- hal
- Hobart Group Inves...
- Ireland/France 2010
- kay_vanhees@hot...
- Mom
- Notes
- On Call
- Personal
- photos
- Sent Messages
- skype
- tahiti and new zeal...
- Toastmaster talk
- top tips for low air
- Travel
- travel ideas
- Turkish ls., Greek ls.
- 6 more

kay van hees I'm all for creating any public space, especially if it is part of an ongoing

8:14 AM (7 minutes

postmaster@haileycityhall.org to me

show details 8:14 AM (7 minutes ago) Reply

Delivery has failed to these recipients or distribution lists:

bethrobrahn@haileycityhall.org

The recipient's e-mail address was not found in the recipient's e-mail system. Microsoft Exchange will not try to redeliver this message for you. Please check the e-mail address and try resending this message, or provide the following diagnostic text to your system administrator.

Sent by Microsoft Exchange Server 2007

Diagnostic information for administrators:

Generating server: hailey.local

bethrobrahn@haileycityhall.org

#550 5.1.1 RESOLVER.ADR.RecipNotFound; not found ##

Original message headers:

Received: from psmtpl.com (74.125.149.55) by HSERVER.hailey.local (10.110.10.10) with Microsoft SMTP Server (TLS) id 8.3.137.0; Tue, 5 Jul 2011 08:14:41 -0600

Received: from mail-bw0-f42.google.com ([209.85.214.42]) (using TLSv1) by na3svs009amx215.postini.com ([74.125.148.10]) with SMTP; Tue, 05 Jul 2011 14:14:40 GMT

Received: by bwa19 with SMTP id 19ac8398410bwa.15 for <bethrobrahn@haileycityhall.org>; Tue, 05 Jul 2011 07:14:37 -0700 (PDT)

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=gmail.com; s=gamma; h=message-id:date:message-id:subject:from:to:content-type; bh=TyVgHa5zYTE5BgeYNbEryBfrhGNwMhKIyxovIMOkNfy=; b=h7bcRT4v2JmTOid4AWpOF+yf16X7Xz/js7Q6tzFqvb/g+hyt04t6zhEbiQzxF2XRgm pIjwoIxVspW52ZYQjwe+Pck8+YmMunE4TQE2gW+Lke2od2gloJLm00/d1DE6jLP4Qms zLml8uQ73Bl4iB0B092hcz5H4/qrmjn0MSQdy=

MIME-Version: 1.0

Received: by 10.204.138.136 with SMTP id a2mr70632295bku.106.1309875277473; Tue, 05 Jul 2011 07:14:37 -0700 (PDT)

Received: by 10.204.24.79 with HTTP; Tue, 5 Jul 2011 07:14:37 -0700 (PDT)

Date: Tue, 5 Jul 2011 08:14:37 -0600

Message-ID: <CAJcJv8vz+2mBX7PRRcNo&toyxhsq5hY4Sp2HpdTYKDO7y0z5sw@mail.gmail.com>

Subject: Colorado Gulch

From: kay van hees <katievanhees@gmail.com>

To: <bethrobrahn@haileycityhall.org>

Content-Type: multipart/alternative; boundary="0015174c197c9d298c04a7531a52"

X-pstn-neptune: 0/0/0.00/0

X-pstn-levels: (S:42.97876/99.90000 CV:99.9000 FC:95.5390 LC:95.5390 R:95.9108 P:95.9108 M:97.0282 C:98.6951)

Return-Path: katievanhees@gmail.com

Final-Recipient: rfc822:bethrobrahn@haileycityhall.org

Action: failed

Status: 5.1.1

Diagnostic-Code: smtp;550 5.1.1 RESOLVER.ADR.RecipNotFound; not found

Forwarded message

From: kay van hees <katievanhees@gmail.com>

To: <bethrobrahn@haileycityhall.org>

Date: Tue, 5 Jul 2011 08:14:37 -0600

Subject: Colorado Gulch

I'm all for creating any public space, especially if it is part of an ongoing project, this one being the Hailey Greenway. We have enough monied people sucking up the Big Wood River shoreline with their mansions that they hardly visit and really, they have no right to do this to the majority of the people who would like to have access what should be theirs. Look at all desirable cities in the world. They are centered around water. And the more park space along that waterway, the more desirable city. Look to the future. Let's get it done!

Kay (Katie) Van Hees
Owner of a vacant lot plus a rental house in Hailey

PO Box 134
Bellevue, ID 83313

*RE: COLORADO Gulch
Email incorrect in paper??*

RECEIVED
JUL 06 2011
BR

Chat

Search, add, or invite

- kay van hees
- Call phone
- Duck&Shiri van hees
- Valerie LaBreche
- lori smith
- steven fuller
- alan gelet
- Ann Mc Carthy
- Greg Cappel
- Jenny McBride
- ierome moran

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AGENDA ITEM SUMMARY

DATE: July 11, 2011

DEPARTMENT: Community Development

DEPT HEAD: DR

SUBJECT:

Resolution acknowledging receipt of the Friedman Memorial Airport Redevelopment Plan and Feasibility Analysis prepared by Mead and Hunt and acknowledging the framework plan statement of principles and goals and diagram as a general guide for future actions related to the sale and the redevelopment of the site once the Friedman Memorial Airport is closed.

AUTHORITY: ID Code _____ IAR _____ City Ordinance/Code _____
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

The Council held a public hearing on June 27, 2011 and directed changes to the draft resolution presented to the Council for the purpose of discussion. The changes directed by Council include 1) deletion of reference to big box stores from the whereas statements and the statement of principles and goals and 2) making the resolution clear that nothing is being approved or decided that would forego the zoning or subdivision process required by state code or commit the city to any particular land use or design.

The changes are highlighted in the attached revised resolution. For the purpose of better distinguishing this planning process from the land use processes required by state code, whereas statements were added regarding Redevelopment Plan and Feasibility Analysis being undertaken by the property owners as part of the first steps in a development process. The other whereas statements that describe the process agreed to by the city and FMAA and involvement of Hailey citizens are unchanged from the June 27 draft. The two exhibits from the report (Exhibits 22 and 23) have been revised and are attached to the resolution as Exhibits A and B.

As discussed on June 27, the act of adopting this resolution will serve as a means to legitimize the process agreed to by the city and the other property owners and funded by FAA and will also help demonstrate a general level of commitment by the city to the future redevelopment of the site.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS: Case # _____
Budget Line Item # _____ YTD Line Item Balance \$ _____
Estimated Hours Spent to Date: _____ Estimated Completion Date: _____
Staff Contact: _____ Phone # _____
Comments: _____

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> City Administrator | <input type="checkbox"/> Library | <input type="checkbox"/> Safety Committee |
| <input checked="" type="checkbox"/> City Attorney | <input type="checkbox"/> Mayor | <input type="checkbox"/> Streets |
| <input type="checkbox"/> City Clerk | <input type="checkbox"/> Planning | <input type="checkbox"/> Treasurer |
| <input type="checkbox"/> Building | <input type="checkbox"/> Police | _____ |
| <input type="checkbox"/> Engineer | <input type="checkbox"/> Public Works, Parks | _____ |
| <input type="checkbox"/> Fire Dept. | <input type="checkbox"/> P & Z Commission | _____ |

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Motion to approve Resolution 2011-__.

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

*Additional/Exceptional Originals to: _____

Copies (all info.):

Copies (AIS only)

Instrument # _____

RESOLUTION NO. 2011 - __

A RESOLUTION OF THE HAILEY CITY COUNCIL ACKNOWLEDGING RECEIPT OF THE FRIEDMAN MEMORIAL AIRPORT REDEVELOPMENT PLAN AND FEASIBILITY ANALYSIS PREPARED BY MEAD AND HUNT AND **ACKNOWLEDGING** THE FRAMEWORK PLAN STATEMENT OF PRINCIPLES AND GOALS AND DIAGRAM AS A GENERAL GUIDE FOR FUTURE ACTIONS RELATED TO THE SALE AND THE REDEVELOPMENT OF THE SITE ONCE THE FRIEDMAN MEMORIAL AIRPORT IS CLOSED.

WHEREAS, the Friedman Memorial Airport is located on a large parcel within the City of Hailey;

WHEREAS, the City of Hailey is responsible for the health, safety and well being of Hailey residents;

WHEREAS, continuation of the site as an airport is not in the best interest of the residents of the City of Hailey and would be detrimental to the quality of life within the City of Hailey;

WHEREAS, an Environmental Impact Study is being conducted to identify and evaluate sites to relocate the Friedman Memorial Airport;

WHEREAS, the City of Hailey Comprehensive Plan directs support of planning efforts to relocate the airport and for how the redevelopment of the site should fit into the community;

WHEREAS, creating a master plan for development of a property is typically the first step in the development process and the plan is referred to when applying for entitlements regulated by the municipality;

WHEREAS, all of the property owners, including the City of Hailey, Blaine County, FAA and representatives of the Friedman Family Trust agreed to undertake a master planning process to create a redevelopment plan to use as a general guide in pursuing redevelopment opportunities and for estimating a potential value of the site to use in the financial feasibility analysis for the airport relocation project;

WHEREAS, the City and County entered into an agreement for Master Planning and Redevelopment of Friedman Memorial Airport in 2010 which stated that the City shall have the primary responsibility for the following:

1. Addressing land ownership issues and developing the strategy for redeveloping the site of the Current Airport as a unified redevelopment effort;
2. Negotiating with the Friedman family interests;
3. Public outreach to develop a master plan for redevelopment of the Current Airport site;
4. Preparing a master plan for redevelopment;
5. Issuing all of the permits and City authorizations necessary to comply with the City's development regulations for redevelopment of the Current Airport;
6. Implementing the master plan and determining the phasing and timing of the development;

WHEREAS, the City of Hailey, Blaine County, FMAA and FAA agreed to a scope of work for the redevelopment master plan project and the City of Hailey approved the scope of work on September 27, 2010;

WHEREAS, FMAA funded the project and provided oversight of the project budget and contract according to Federal Aviation Administration requirements;

WHEREAS, the scope of work approved by the City, County and FMAA was overseen by the Hailey Community Development Department to ensure the goals and objectives important to the community are thoroughly addressed including a market analysis, consideration of other neighborhoods and downtown Hailey and the importance of a community-based process and the product being consistent with the established goals and policies of the City;

WHEREAS, the Mead and Hunt project team selected by the City, County and Friedman Memorial Airport Authority ("FMAA") to implement the scope of work was lead by Hart Howerton and Village Solutions Company with local support from Ruscitto/Latham/Blanton Architectura;

WHEREAS, the goals identified by the community, City and the FMAA in public workshops conducted as part of the Hailey Comprehensive Plan 2010 update helped guide the analysis and shape the recommended strategy and were included in the scope of work. The goals include the following:

1. Maximize the revenue generated from the sale of airport property so that it can be used to help pay for the replacement airport.
2. Craft a plan that is integrated with and complements the existing neighborhoods and land use goals while creating a new vibrancy that creates a new "neighborhood" and does not compete with the downtown.
3. Ensure proposed neighborhoods and land uses are seamlessly connected to existing neighborhoods and the downtown.
4. Create a diverse mixed-use neighborhood that incorporates a range of appropriate densities with varying building heights, lot sizes, and building forms.
5. Ensure a diversity of housing opportunities is offered and is economically feasible.
6. Create a well-developed "public realm" that integrates the existing open space framework with an extended new framework that includes neighborhood gathering places, passive and active recreational space, and access to the surrounding regional natural environment including rivers, creeks, and canyons.
7. Identify appropriate energy and resource conservation policies for future land uses that might include gray water systems, high performance building systems, geothermal heating and cooling, and/or opportunities for adaptive reuse of existing buildings;

WHEREAS, the Friedman Memorial Airport Redevelopment Plan and Feasibility Analysis ("Report") is the culmination of input from the community workshops held in December 2009 and February 2011 and the research and analysis of the project team and was presented to the Hailey City Council, Blaine County Commissioners, FMAA Board and the public on May 23, 2011;

WHEREAS, the Report includes a recommended Framework Plan intended to inform how the redevelopment of this property within the city limits could take shape, provide a land use and marketing strategy and serve as a starting point for the application for zoning and subdivision entitlements;

WHEREAS, the land use and marketing strategy sets forth a vision for a vibrant research campus integrated into the community with thoughtful street, sidewalk and trail connections to the Woodside neighborhood, Airport West, Airport Way and Main Street. The research campus concept includes attracting a variety of businesses new to the market and echo the types of industries identified in the Blaine County economic strategy prepared in 2009 by TIP Strategies. The community has expressed the desire to bring new companies that would diversify the local economy and provide more stable employment opportunities. The research and institutional users would be attracted to locate to the site by a unique sense of place that capitalizes on connections to the existing community and surrounding natural landscapes. Anchor companies and institutes for each parcel become the primary economic building blocks of the site. Housing and retail, limited to that which support the campus users and best complements and integrates with downtown uses, would add energy to the downtown as new energy is created on the FMA site;

WHEREAS, the research and analysis includes testing of the land use and marketing strategy to assess whether the strategy is appealing to the types of research companies and institutes envisioned to locate on the site. Preliminary testing indicates that the redevelopment strategy may be of interest to the types of companies and institutes the community has expressed as being desirable uses on the site; and

WHEREAS, the land use and marketing strategy guides efforts to position the site for sale and development over the next 10 to 20 years and is intended to be flexible and adaptable to changing market conditions and trends. The essential elements of the strategy are described in the Framework Plan, which includes two parts: a Statement of Principles and Goals and a Framework Diagram.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hailey, Idaho that the Council acknowledges receipt of the Friedman Memorial Airport Redevelopment Plan and Feasibility Analysis ("Report") and **acknowledges** the Framework Plan Statement of Principles and Goals and Framework Diagram, described in Exhibits 22 and 23 of the Report **and revised and attached hereto as Exhibits A and B**, as a general guide for future actions related to the sale and redevelopment of the FMA site.

The Framework Plan is the result of a community-based process initiated by the property owners, including the City of Hailey. The City of Hailey has pursued this planning process in its role as one of the property owners, and has included the citizens of Hailey, in an effort to move forward with a redevelopment strategy that is most beneficial to the community.

The Framework Plan is subject to revision and refinement and no decision has been made regarding the zoning of the property. This resolution is not binding and is not intended to endorse any specific use or combination of uses or design elements discussed in the Report, beyond what is generally described in Exhibits A and B.

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON JULY
11th, 2011.

Richard L. Davis
Mayor City of Hailey

ATTEST:

Mary Cone, City Clerk

Exhibit A
FMA Site Redevelopment
Revised Framework Plan Statement of Principles and Goals

This Framework Plan Statement of Principles and Goals is interconnected with and a companion to the Framework Plan Diagram. Both elements make up the Final Framework Plan. This statement is intended to verbally describe the fundamental plan components illustrated on the Framework Plan Diagram.

1. General Principles and Goals

- a. The FMA Redevelopment Site should be developed in a manner to attract the highest level of development from the national market. Qualities that support this direction will result in a “campus like” setting which would therefore include abundant landscape, a well developed peripheral frame utilizing landform and landscape, a strong sense of entry including signage and monumentation, sensitive transition to adjacent land uses, strong pedestrian orientation including pedestrian and bicycle connections within the project and to adjacent neighborhoods, and a visual character that reflects the surrounding landscape of the Wood River Valley. Uses add energy to the downtown as new energy is created on the FMA site
- b. A successful fit of the redevelopment site to the surrounding Hailey community will involve transitions beyond the FMA site and will require the cooperation of the City of Hailey, Blaine County and other agencies.
- c. The site’s location and topography provides the opportunity for building designs that would not fit in other Hailey neighborhoods and should be used to take advantage of when designing for anchor land uses.

2. Parcel Layout

- a. Parcel layout shall be developed so that northern parcels are smaller, similar in character to the Hailey town site and relate to the City of Hailey South Main Street Activity Area. The “Village” area can expand or contract in response to market conditions.
- b. Other parcels outside of the “Village” area should also have the ability to expand or contract or be subdivided to respond to market conditions.
- c. The acreage designated for buffers and other open space easements contiguous to development parcels should be included within the respective gross parcel acreage as shown on the plan.

3. Vehicular Circulation System

- a. The optimum location of the vehicular spine road is on the western boundary of the property and should be the principle organizing vehicular circulation system within the redevelopment site.
- b. The spine road should have major entry/exit points off of Highway 75 at the intersections of Fox Acre Road and Countryside Boulevard.
- c. Airport Way and Aviation Drive should connect to the spine roadway system.
- d. Where opportunities exist to create more variety and character to the spine road, such as a divided roadway system, these features should be integrated into the design. The character of the spine road should be of a very high quality, but should be informal in how landscape, sidewalks, lighting and other features are integrated with the roadway.
- e. The spine road Right of Way (ROW) width should be 80 feet at the entry locations and expand to 150 feet along the western boundary. The ROW will be a separate parcel.

- f. Secondary roads may occur within the Village area. The layout of those roads should conform to a block pattern as shown on the Framework Plan Diagram. The land area encompassed by the grid system can expand or contract depending on market demand.
- g. If parcels are subdivided from those shown on the Framework Plan Diagram, access roads to those parcels should run east/west and connect to the Spine Road.

4. Open Space System

a. Landscape Buffer Zones

- i. Landscape Buffer Zones should occur around the entire periphery of the project. The buffer zone should be 75 feet for the majority of the south, east and west boundaries. The north village area buffer zone adjacent to Highway 75 should be reduced to 35 feet to allow more visual connectivity with Main Street and downtown Hailey.
- ii. Buffer zones vary in configuration and width where they meet Highway 75 at the southern point of the site to allow room to create the entry gateway to the City to create a visual frame of the intersection, and on the western boundary in response to the irregular property boundary.

b. Open Space Corridor

- i. Four Open Space Corridors should be incorporated in the final development plan. They should be 120 feet in width and extend from the Highway 75 buffer zones to the spine road ROW in an east/west orientation.
- ii. These corridors are flexible in their locations and alignment and may be moved north or south to respond to changes in final parcel layout.
- iii. The corridors need not be straight, and can bend in their alignment to accommodate special opportunities.
- iv. The intent of the corridors is to create visual separation between the parcels and to break the long linear FMA site into smaller scale segments. They will also serve as organizing elements for pedestrian and bicycle connections while creating a strong landscape setting. The corridors also secure framed views for passing motorists from Highway 75 to the western hills.
- v. The corridors should be well landscaped in informal patterns with a character that associates with and visually connects with the surrounding Wood River Valley indigenous landscape.

c. Offsite Roadways

- i. The City shall coordinate upgrading of the landscape along Airport Way, Aviation Drive and Highway 75. Other forms of up-grades will also be necessary along Airport Way including continuous sidewalks, lighting and pedestrian/bicycle oriented improvements.

5. Pedestrian and Bicycle Circulation System

- a. An internal on-site pedestrian and bicycle trail system should be incorporated into the FMA site to connect with existing and proposed City and regional systems. A layout is illustrated on the Framework Plan Diagram. This layout is flexible and can be adjusted to respond to future parcel layouts.
- b. Two grade separated connections should cross Highway 75 to allow safe and unimpeded access for pedestrians and bicyclists crossing this road.
- c. An internal pedestrian and bicycle system shall be incorporated within the central area of the plan, running in a north/south orientation to interlink parcels and create strong pedestrian orientation. The location of this system is flexible and can adapt to parcel layout in the future.

- d. All pedestrian and bicycle systems should overlay and integrate with the open space and buffer systems.
- e. A sidewalk system should be incorporated with the spine road and link with future shuttle bus routes. Future buildings should be connected to this sidewalk system.
- f. A pedestrian and bicycle connection should connect the "Village" area of the plan to Airport Way as shown on the plan.
- g. The intersection of Airport Way with Highway 75 should be considered an extremely important connection between the new district created by the FMA redevelopment and downtown Hailey. A safe pedestrian crossing is integral to this intersection.
- h. The City of Hailey will work with adjacent land owners to connect City and regional circulation systems to the FMA site as shown on the Framework Plan Diagram.

6. Sustainability

- a. All future development and site improvements should be as energy efficient and sustainable as possible resulting in a premier "green" development.
- b. Parking infrastructure should be balanced with transit, pedestrian and bicycle infrastructure to enable fewer vehicle trips to and throughout the site.

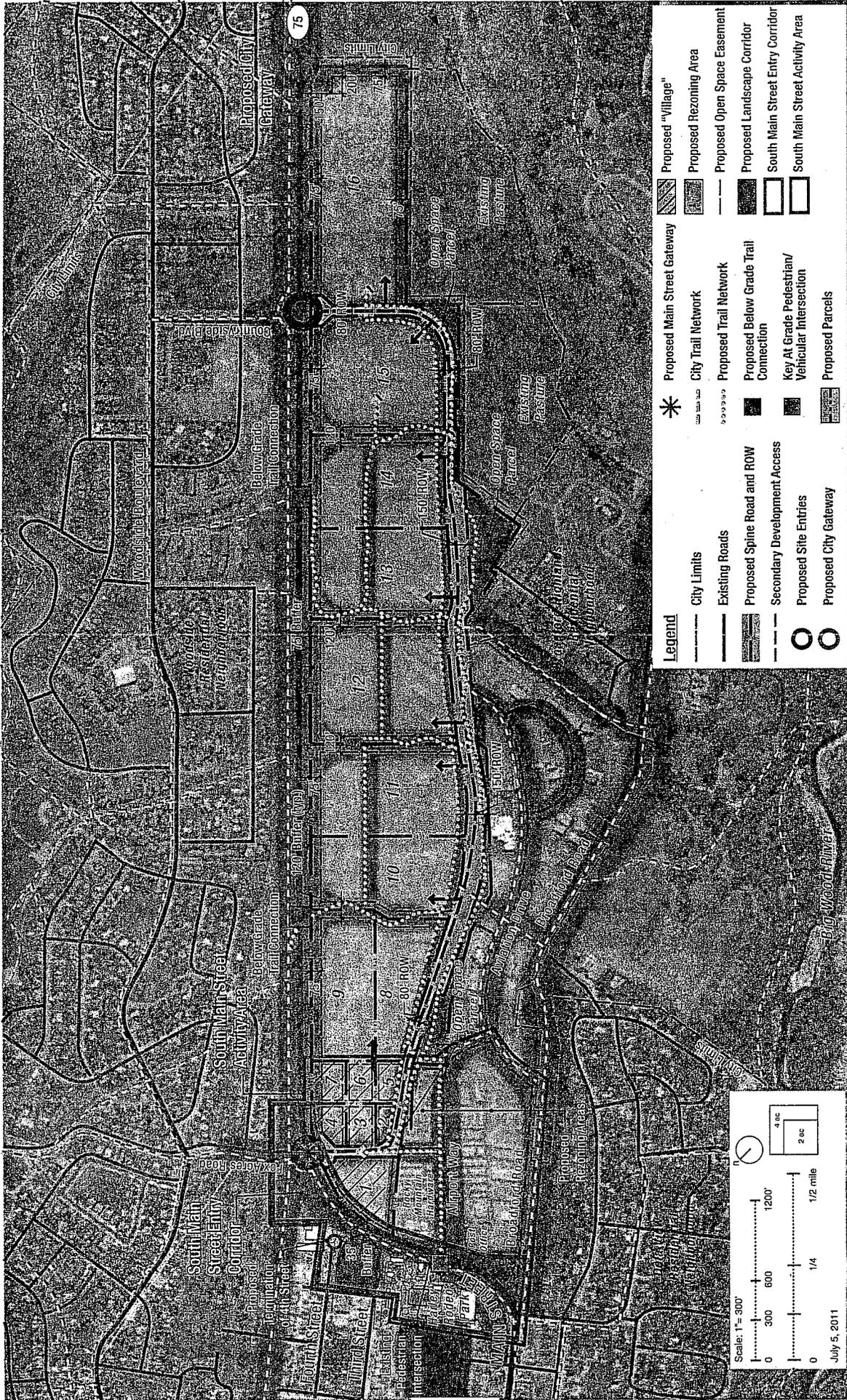


Exhibit 23
Final Framework Plan Diagram

Exhibit B
Resolution - Friedman Memorial Airport Redevelopment Plan and Feasibility Analysis

FRIEDMAN MEMORIAL AIRPORT REDEVELOPMENT

HART|HOWERTON