

AGENDA ITEM SUMMARY

DATE: 08/5/2013 DEPT.: Legislative/Administration DEPT. HEAD SIGNATURE: HD

SUBJECT:

Airport Issues

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

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

Attached is the agenda for FMAA's August 6, 2013 meeting. The full packet is available on their website. Council members may bring up for discussion any items pertaining to airport matters and the FMAA meeting agenda.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:

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:

ACTION OF THE CITY COUNCIL:

Date _____
City Clerk _____

FOLLOW-UP:

*Ord./Res./Agmt./Order Originals: *Additional/Exceptional Originals to: _____
Copies (all info.): Copies

**NOTICE OF A REGULAR MEETING
OF
THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, August 6, 2013 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room, Hailey, Idaho. The proposed agenda for the meeting is as follows:

**AGENDA
August 6, 2013**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. PUBLIC HEARING**
 - A. FY '14 Rates and Charges – Attachments #1, #2 ACTION
 - B. FY '14 Budget – Attachments #3, #4 ACTION
- IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. July 2, 2013 Regular Meeting – Attachment #5 ACTION
- V. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communication Director Report
 - 1. Coffee Talk DISCUSSION
 - 2. Airport Tour DISCUSSION
 - 3. Check SUN First Campaign DISCUSSION
- VI. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #6 - #8
 - D. Review Correspondence – Attachment #9
 - E. Fly Sun Valley Alliance Update – Attachments #10, #11
 - F. Airport Weather Interruptions
 - G. Operations Brief
 - H. Employee of the 1st Quarter, 2013 – Attachment #12
- VII. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachment #13 DISCUSS/DIRECT/ACTION
 - b. Retain/Improve/Develop Air Service
 - 1. Small Community Air Service Development Program Grant – Attachment #14 DISCUSS/DIRECT/ACTION
 - 2. Fly Sun Valley Alliance Report DISCUSS/DIRECT
 - 2. Airport Relocation
 - a. EIS Termination DISCUSS/DIRECT
 - B. Auto Rental Concession Lease DISCUSS/DIRECT/ACTION
- VIII. NEW BUSINESS**
 - A. Busy Summer Season DISCUSS/DIRECT
 - B. PFC Application ACTION
- IX. PUBLIC COMMENT**
- X. EXECUTIVE SESSION – I.C. §67- 2345 (1)(f)**
- XI. ADJOURNMENT**

AGENDA ITEM SUMMARY

DATE: 8-5-2013 **DEPARTMENT:** CDD **DEPT. HEAD SIGNATURE:** MA

SUBJECT: Conduct public hearing and consider the final plat of proposed Northridge X (10) subdivision to be located on current Northridge VIII Subdivision, Lot 2, Block 1, within the Limited Residential 1 (LR-1) Zoning District, comprising a total property area of 4.75 acres spreading across a total of 2 Lots. In addition to the Preliminary Plat application, public comment is invited for any public infrastructure improvements constructed in connection to this project, pursuant to Title 18 of the Hailey Municipal Code.

AUTHORITY: ID Code 67-6513 IAR _____ City Ordinance/Code Zoning
Subdivision Ordinance 821
(IF APPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

Background

In 2004, Northridge VIII Subdivision was platted, which included the property now proposed for Northridge X Subdivision. At the time, McKercher Blvd was platted to intersect Highway 75 approximately 240 feet north of the existing intersection of McKercher Blvd and Highway 75. This would have created a small section of McKercher Blvd north of Albertsons with the remainder of the boulevard continuing into Northridge Subdivision 240 feet north of the existing section. At the suggestion of city staff, the developer agreed to realign McKercher Blvd with the existing portion of McKercher Blvd, thereby creating a four-way traffic signal with a safer and better access point to Northridge Subdivision. Unfortunately, this realignment occurred after Northridge VIII was platted and is not reflected in the recorded plat. However, all work and public improvements were completed for the realignment of McKercher Blvd as if the plat for Northridge X had been recorded. Records show that engineer design and site work were completed according to City Standards, however McKercher Blvd was never dedicated to the City and the plat showing the new improvements and new alignment was never recorded.

Nearly ten years later, the final plat for consideration corrects for this oversight by making the following changes:

1. Dedication of McKercher Boulevard to the City of Hailey as a City Right-of-Way with appropriate easements.
2. Creation of two lots on either side of McKercher Boulevard.
3. Dedication of a 16 foot wide utility, drainage, and snow storage easement adjacent to all exterior boundary lines
4. Dedication of a 20 foot wide utility, landscaping, drainage, and snow storage easement adjacent to McKercher Blvd
5. Platting over of Northridge VIII Subdivision corrects for the errors that have perpetuated for nearly ten years.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission recommends approval of the Final Plat for Northridge X Subdivision. On July 8, 2013, the Planning and Zoning Commission considered the Preliminary Plat and held a public hearing on the proposed subdivisions. No public comment was received and the Commission approved the Preliminary Plat unanimously with no conditions. The Findings of Fact were signed on July 22, 2013.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:

None

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)

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

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Hold public hearing and receive public comment on the proposed Final Plat for Northridge X Subdivision.

ACTION OF THE CITY COUNCIL:

Date : _____
City Clerk _____

FOLLOW-UP:

*Ord./Res./Agrmt./Order Originals: Record *Additional/Exceptional Originals to:

Copies (all info.): _____
Instrument # _____

Copies (AIS only)

STAFF REPORT

TO: Hailey Planning and Zoning Commission
FROM: Micah Austin, Community Development Director
RE: Final Plat – Northridge X Subdivision
HEARING: August 5, 2013

Applicant: West of First LLC
Project: Northridge X Subdivision
Request: Final Plat Approval
Location: Lot 2, Block 1, Northridge VIII Subdivision
Zoning: Limited Residential (LR-1)

Notice

- **Planning and Zoning:** Notice for the public hearing was published in the Idaho Mountain Express on June 19, 2013; the notice was mailed to property owners within 300 feet on June 19, 2013. The site was posted on June 19, 2013.
- **City Council:** Notice for the public hearing was published in the Idaho Mountain Express on July 17, 2013; the notice was mailed to property owners within 300 feet on July 17, 2013. The site was posted on July 17, 2013.

Planning and Zoning Commission Hearing: July 8, 2013

On July 8, 2013, the Planning and Zoning Commission considered the Preliminary Plat and held a public hearing on the proposed subdivisions. No public comment was received and the Commission approved the Preliminary Plat unanimously with no conditions. The Findings of Fact were signed on July 22, 2013.

The Planning and Zoning Commission recommends approval of the Final Plat for Northridge X Subdivision.

Application

West of First, LLC, represented by Tim Vawser of EHM Engineers, has submitted an application for Final Plat approval for the resubdivision and platting over of Lot 2, Block 1, Northridge VIII into 2 residential lots ranging in size from 2.23 acres to 1.74 acres. The total land area of the subdivision is 4.75 acres.

Department Comments

Life/safety issues: The current preliminary plat and Final Plat reflect all changes and revisions recommended and requested by the City Engineer. His changes included:

- Addition of a fire hydrant at the entrance to the proposed facilities to comply with fire code requirements.
- Expanded driveway widths to accommodate fire apparatus

Water and Sewer issues: The current preliminary plat and Final Plat reflect all changes and revisions recommended and requested by, Tom Hellen, the City Engineer and Public Works Director. His changes included:

- Rerouting the water line to the north side of the lot, rather than off of McKercher Blvd. This will minimize impacts to McKercher Blvd from development of Lot
- Placement of the water meters onsite, rather than in the right of way.

Engineering issues: The current preliminary plat and Final Plat reflect all changes and revisions recommended and requested by Tom Hellen, the City Engineer and Public Works Director. His changes included:

- Redesign of sidewalks and drainage swales to comply with Title 18 and City Standards
- Recommendation to the developer to pay fees in lieu of sidewalks along Highway 75 and Cranbrook Rd.
- Dedication of McKercher Blvd to the City of Hailey as a designated Right of Way.

Standards of Evaluation

Northridge X Subdivision Standards of Evaluation

SECTION 4 - DEVELOPMENT STANDARDS

4.0 General Standards.

The configuration and development of proposed subdivisions shall be subject to and meet the provisions and standards found in this Ordinance, the Zoning Ordinance and any other applicable Ordinance or policy of the City of Hailey, and shall be in accordance with general provisions of the Comprehensive Plan.

4.1 Streets.

Streets shall be provided in all subdivisions where necessary to provide access and shall meet all standards below.

- *Streets are existing and are provided.*

4.1.1 All streets in the subdivision must be platted and developed with a width, alignment, and improvements such that the street is adequate to safely accommodate existing and anticipated vehicular and pedestrian traffic and meets City standards. Streets shall be aligned in such a manner as to provide through, safe and efficient access from and to adjacent developments and properties and shall provide for the integration of the proposed streets with the existing pattern.

- *The existing streets meet this standard. McKercher Blvd. will have right of way provided to the City by the platting of this property.*

4.1.2 Cul-de-sacs or dead end streets shall be allowed only if connectivity is not possible due to surrounding topography or existing platted development. Where allowed, such cul-de-sacs or dead end streets shall comply with all regulations set forth in the IFC and other applicable codes and ordinances. Street rights-of-way extended into un-platted areas shall not be considered dead end streets.

More than one access may be required based on the potential for impairment of a single access by vehicle congestion, terrain, climatic conditions or other factors that could limit access.

- *No cul-de-sac or dead end streets are proposed. Access to this subdivision complies with the conditions above.*

4.1.3 Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than eighty (80) degrees. Where possible, four way intersections shall be used. A recommended distance of 500 feet, with a maximum of 750 feet, measured from the center line, shall separate any intersection. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neckdowns shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer. Three way intersections shall only be permitted where most appropriate or where no other configuration is possible. A minimum distance of 150 feet, measured from the center line, shall separate any two three-way intersections.

- *Street configuration meets the conditions stated and both intersections to the east and west are four way intersections. A neck down does occur from State Hwy. 75 signal into the development as a traffic calming measure.*

- 4.1.4 Street center lines which deflect more than five (5) degrees shall be connected by a curve. The radius of the curve for the center line shall not be more than 500 feet for an arterial street, 166 feet for a collector street and 89 feet for a residential street. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neckdowns shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer.

The existing horizontal layout complies with the above standard.

- 4.1.5 Street width is to be measured from property line to property line. The minimum street width, unless specifically approved otherwise by the Council, shall be as specified in City Standards for the type of street.

(Ord. 1002, §2, 03/26/2008)

- *Streets right of ways meet the requirements.*

- 4.1.6 Roadway, for the purpose of this section, shall be defined as the area of asphalt from curb face to curb face or edge to edge. Roadway includes areas for vehicle travel and may include parallel or angle in parking areas. The width of roadways shall be in accordance with the adopted City Standards for road construction.

- *Roadway widths within the subdivision meet the requirements.*

- 4.1.7 Road Grades shall be at least two percent (2%) and shall not generally exceed six percent (6%). Grade may exceed 6%, where necessary, by 1% (total 7%) for no more than 300 feet or 2% (total 8%) for no more than 150 feet. No excess grade shall be located within 200 feet of any other excess grade nor there any horizontal deflection in the roadway greater than 30 degrees within 300 feet of where the excess grade decreases to a 2% slope.

- *Roadway grades are in compliance with the standards.*

- 4.1.8 The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision in conformance with the applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Stormwater Discharge from Construction Activity" for all construction activity affecting more than one acre.

- *Drainage areas are in place and in compliance.*

- 4.1.9 The Developer shall provide and install all street and traffic control signs in accordance with City Standards.

- *Street signs and signalization are existing and provided per the standards.*

4.1.10 All streets and alleys within any subdivision shall be dedicated for public use, except as provided herein. New street names (public and private) shall not be the same or similar to any other street names used in Blaine County.

- *The platting of this property will accomplish this requirement.*

4.1.10.1 Private streets may be allowed (a) to serve a maximum of five (5) residential dwelling units, (b) within Planned Unit Developments, or (c) within commercial developments in the Business, Limited Business, Neighborhood Business, Light Industrial, Technological Industry, and Service Commercial Industrial districts. Private streets are allowed at the sole discretion of the Council, except that no Arterial or Major Street, or Collector or Secondary Street may be private. Private streets shall have a minimum total width of 36 feet, shall be constructed to all other applicable City Standards including paving, and shall be maintained by an owner's association.

- *The streets as depicted are public.*

4.1.10.2 Private streets, wherever possible, shall provide interconnection with other public streets and private streets.

(Ord. 1002, §3, 03/26/2008)

- *Not applicable.*

4.1.10.3 The area designated for private streets shall be platted as a separate parcel according to subsection 4.5.3 below. The plat shall clearly indicate that the parcel is unbuildable except for public vehicular and public pedestrian access and ingress/egress, utilities or as otherwise specified on the plat.

(Ord. 1002, §4, 03/26/2008)

- *Not applicable.*

4.1.10.4 Private street names shall not end with the word "Road", "Boulevard", "Avenue", "Drive" or "Street". Private streets serving five (5) or fewer dwelling units shall not be named.

- *Not applicable.*

4.1.10.5 Private streets shall have adequate and unencumbered 10-foot wide snow storage easements on both sides of the street, or an accessible dedicated snow storage easement representing not less than twenty-five (25%) of the improved area of the private street. Private street snow storage easements shall not be combined with, or encumber, required on-site snow storage areas.

(Ord. 1002, §5, 03/26/2008)

- *Snow storage as required is provided.*

4.1.10.6 Subdivisions with private streets shall provide two (2) additional parking spaces per dwelling unit for guest and/or overflow parking. These spaces may be located (a) within the residential lot (e.g., between the garage and the roadway), (b) as parallel spaces within the street parcel

or easement adjacent to the travel lanes, (c) in a designated guest parking area, or (d) as a combination thereof. Guest/overflow parking spaces are in addition to the minimum number of parking spaces required pursuant to Article IX of the Hailey Zoning Ordinance. The dimension of guest/overflow parking spaces shall be no less than 10' by 20' if angle parking, or 10' by 24' if parallel. Guest overflow parking spaces shall be improved with asphalt, gravel, pavers, grass block, or other all-weather dustless surface. No part of any required guest/overflow parking spaces shall be utilized for snow storage.

- *Individual lot development will comply with parking requirements.*

4.1.11 Driveways may provide access to not more than two (2) residential dwelling units. Where a parcel to be subdivided will have one lot fronting on a street, not more than one additional single family lot accessed by a driveway may be created in the rear of the parcel. In such a subdivision, where feasible (*e.g.*, no driveway already exists), both lots shall share access via a single driveway. Driveways shall not be named.

- *Driveways to lots will be in compliance.*

4.1.11.1 Driveways shall be constructed with an all-weather surface and shall have the following minimum roadway widths:

Accessing one residential unit:	12 feet
Accessing two residential units:	16 feet

No portion of the required fire lane width of any driveway may be utilized for parking, above ground utility structures, dumpsters or other service areas, snow storage or any other obstructions.

- *Two driveways provide access to the Cottages as follows*
 - *One 20' wide driveway*
 - *One 21'8" wide driveway*
- *Development of lots will be in compliance.*

4.1.11.2 Driveways longer than 150 feet must have a turnaround area approved by the Fire Department. Fire lane signage must be provided as approved by the Fire Department.

- *The Fire Department approves the current configuration*
- *Development of future lots will be in compliance.*

4.1.11.3 Driveways accessing more than one residential dwelling unit shall be maintained by an owner's association, or in accordance with a plat note.

- *Development of lots will be in compliance.*

4.1.11.4 The area designated for a driveway serving more than one dwelling unit shall be platted as a separate unbuildable parcel, or as a dedicated driveway easement. Easements and parcels shall clearly indicate the beneficiary of the easement or parcel and that the property is unbuildable except for ingress/egress, utilities or as otherwise specified on the plat. A building envelope may be required in order to provide for adequate building setback.

- *Development of lots will be in compliance.*

4.1.11.5 No driveway shall interfere with maintenance of existing infrastructure and shall be located to have the least adverse impact on residential dwelling units, existing or to be constructed, on the lot the easement encumbers and on adjacent lots.

- *Development of lots will be in compliance.*

4.1.12 A parking access lane shall not be considered a street, but shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.

Development of lots will be in compliance.

4.1.13 Required fire lanes, whether in private streets, driveways or parking access lanes, shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.

- **Development of lots will be in compliance.**

4.2 Sidewalks and Pathways.

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

(Ord. 1017, §1, 11/19/08)

- *Not required for this zoning district, however 7' sidewalk will be installed along McKercher. A 7' sidewalk is also planned along Highway 75 as well as a 5' sidewalk along Cranbrook Road. The developer has chosen pay the In Lieu fee for these sidewalks. According to their quoted bid, the total cost for the In Lieu fee contributions will be \$11,522.50. As part of the Design Review application for the Cottage project, this fee will be paid prior to issuance of a certificate of occupancy.*

4.2.2 Pathways. The Developer shall install all non-vehicular pathways, to City Standards, in all areas within or adjacent to the property to be developed where Pathways are depicted upon the Master Plan.

Pathways are provided from previous construction.

4.2.3 The Developer may, at Developer's option, propose alternatives to either the standard sidewalk configuration required in Section 4.2.1, or the planned non-vehicular pathway required in Section 4.2.2. The Hearing Examiner or Commission and Council shall ensure that the alternative configuration shall not reduce the level of service or convenience to either residents of the development or the public at large.

- *An in-lieu payment is being proposed for sidewalks as depicted.*

4.2.4 After receiving a recommendation by the Hearing Examiner or Commission, the Council may in its discretion approve and accept voluntary cash contributions in-lieu of the improvements described in this Section 4.2, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be 110% of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City

Engineer. Any approved in-lieu contribution shall be paid before the City signs the final plat. In-lieu contributions for sidewalks shall not be accepted in Business, Limited Business, Neighborhood Business Technological Industry and Service Commercial Industrial districts.

(Ord. 1002, §6, 03/26/2008)

- *An in-lieu payment is being proposed for sidewalks as depicted.*

4.3 Alleys and Easements.

4.3.1 Alleys shall be provided in all Business District and Limited Business District developments where feasible.

- *Not applicable.*

4.3.2 The minimum width of an alley shall be 26 feet.

Not applicable.

4.3.3 All alleys shall be dedicated to the public or provide for public access.

Not applicable.

4.3.4 All infrastructures to be installed underground shall, where possible, be installed in the alleys platted.

Not applicable.

4.3.5 Alleys in commercial areas shall be improved with drainage as appropriate and which the design meets the approval of the City Engineer. The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision upon the property in conformance with the latest applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer.

Not applicable.

4.3.6 Dead-end alleys shall not be allowed.

Not applicable.

4.3.7 Where alleys are not provided, easements of not less than ten (10) feet in width may be required on each side of all rear and/or side lot lines (total width = 20 feet) where necessary for wires, conduits, storm or sanitary sewers, gas and water lines. Easements of greater width may be required along lines, across lots, or along boundaries, where necessary for surface drainage or for the extension of utilities.

- *Easements as depicted will be provided.*

4.3.8 Easements. Easements, defined as the use of land not having all the rights of ownership and limited to the purposes designated on the plat, shall be placed on the plat as appropriate.

Plats shall show the entity to which the easement has been granted. Easements shall be provided for the following purposes:

- Easements are shown as required on the plat.

4.3.8.1 To provide access through or to any property for the purpose of providing utilities, emergency services, public access, private access, recreation, deliveries or such other purpose. Any subdivision that borders on the Big Wood River shall dedicate a 20-foot wide fisherman's access easement, measured from the Mean High Water Mark, which shall provide for non-motorized public access. Additionally, in appropriate areas, an easement providing non-motorized public access through the subdivision to the river shall be required as a sportsman's access.

Not applicable.

4.3.8.2 To provide protection from or buffering for any natural resource, riparian area, hazardous area, or other limitation or amenity on, under, or over the land. Any subdivision that borders on the Big Wood River shall dedicate a one hundred (100) foot wide riparian setback easement, measured from the Mean High Water Mark, upon which no permanent structure shall be built, in order to protect the natural vegetation and wildlife along the river bank and to protect structures from damage or loss due to river bank erosion. A twenty-five (25) foot wide riparian setback easement shall be dedicated adjacent to tributaries of the Big Wood River. Removal and maintenance of live or dead vegetation within the riparian setback easement is controlled by the applicable bulk requirement of the Flood Hazard Overlay District. The riparian setback easement shall be fenced off during any construction on the property.

Not applicable.

4.3.8.3 To provide for the storage of snow, drainage areas or the conduct of irrigation waters. Snow storage areas shall be not less than twenty-five percent (25%) of parking, sidewalk and other circulation areas. No dimension of any snow storage area may be less than 10 feet. All snow storage areas shall be accessible and shall not be located over any above ground utilities, such as transformers.

- *Snow storage easements are depicted.*

4.4 Blocks.

4.4.1. The length, width and shape of blocks shall be determined with due regard to adequate building sites suitable to the special needs of the type of use contemplated, the zoning requirements as to lot size and dimensions, the need for convenient access and safe circulation and the limitations and opportunities of topography.

Not applicable.

4.5 Lots.

4.5.1 All lots shown on the subdivision plat must conform to the minimum standards for lots in the District in which the subdivision is planned. The City will generally not approve single-family residential lots larger than one-half acre (21,780 square feet). In the event a single-family residential lot greater than one-half acre is platted, irrigation shall be restricted to not more than one-half acre, pursuant to Idaho Code §42-111, and such restriction shall be included as a plat note. District regulations are found in the Zoning Ordinance.

- *Lot sizes are larger than normal for the zoning district to accommodate a specific user and an existing street alignment.*

4.5.1.1 If lots are more than double the minimum size required for the zoning district, the Developer may be required to arrange lots in anticipation of future resubdivision and provide for future streets where necessary to serve potential lots, unless the plat restricts further subdivision.

- *Future development may require resubdivision based on user definition and area needed.*

4.5.2 Double frontage lots shall be prohibited except where unusual topography, a more integrated street plan, or other conditions make it undesirable to meet this requirement. Double frontage lots are those created by either public or private streets, but not by driveways or alleys. Subdivisions providing a platted parcel of 25 feet or more between any street right-of-way and any single row of lots shall not be considered to have platted double frontage lots. The 25-foot wide parcel provided must be landscaped to provide a buffer between the street and the lot(s).

- *Conditions require double frontage of Lot 1, Block 1 due to an identified user. Access to both streets is not being requested.*

4.5.3 No unbuildable lots shall be platted. Platted areas that are not buildable shall be noted as such and designated as “parcels” on the plat. Green Space shall be clearly designated as such on the plat.

Not applicable.

4.5.4 A single flag lot may be permitted at the sole discretion of the Hearing Examiner or Commission and Council, in which the “flagpole” projection is serving as a driveway as provided herein, providing connection to and frontage on a public or a private street. Once established, a flag lot may not be further subdivided, but a lot line adjustment of a flag lot is not considered a further subdivision. The “flagpole” portion of the lot shall be included in lot area, but shall not be considered in determining minimum lot width. The “flagpole” shall be of adequate width to accommodate a driveway as required by this ordinance, fire and other applicable codes. Flag lots within the Townsite Overlay District are not allowed, except where parcels do not have street access, such as parcels adjacent to the ITD right-of-way.

Not applicable.

4.5.5 All lots shall have frontage on a public or private street. No frontage width shall be less than the required width of a driveway as provided under Sections 4.1.11.1 and 4.5.4 of this Ordinance. Townhouse Sub-Lots are excluded from this requirement; provided, however, that Townhouse Developments shall have frontage on a street.

- *Appropriate frontage is provided.*

4.5.6 In the Townsite Overlay District, original Townsite lots shall be subdivided such that the new platted lots are oriented the same as the original lots, i.e. lots shall be subdivided in such a way as to maintain frontage on both the street and alley. Exceptions may be made for corner properties with historic structures.

Not applicable.

4.6 Orderly Development.

4.6.1 Development of subdivisions shall be phased to avoid the extension of City services, roads and utilities through undeveloped land.

- *Not applicable.*

4.6.2 Developers requesting phased subdivisions shall enter into a phasing agreement with the City. Any phasing agreement shall be approved and executed by the Council and the Developer on or before the preliminary plat approval by the Council.

Not applicable.

4.6.3 No subdivision shall be approved which affects the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional public costs upon current residents, unless the Developer provides for the mitigation of the effects of subdivision. Such mitigation may include, but is not limited to the following:

- Provision of on-site or off-site street or intersection improvements.
- Provision of other off-site improvements.
- Dedications and/or public improvements on property frontages.
- Dedication or provision of parks or green space.
- Provision of public service facilities.
- Construction of flood control canals or devices.
- Provisions for ongoing maintenance.

Not applicable.

4.6.4 When the Developer of Contiguous Parcels proposes to subdivide any portion of the Contiguous Parcels, an Area Development Plan shall be submitted and approved. The Commission and Council shall evaluate the following basic site criteria and make appropriate findings of fact:

- a) Streets, whether public or private, shall provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic.

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

The Commission and Council may require that any or all Contiguous Parcels be included in the subdivision.

4.7 Perimeter Walls, Gates and Berms.

The City of Hailey shall not approve any residential subdivision application that includes any type of perimeter wall or gate that restricts access to the subdivision. This regulation does not prohibit fences on or around individual lots. The City shall also not allow any perimeter landscape berm more than 3' higher than the previously existing (original) grade.

Not applicable.

4.8 Cuts, Fills, Grading and Drainage.

- 4.8.1 Proposed subdivisions shall be carefully planned to be compatible with natural topography, soil conditions, geology and hydrology of the site, as well as to minimize cuts; fills, alterations of topography, streams, drainage channels; and disruption of soils or vegetation. Fill within the floodplain shall comply with the requirements of the Flood Hazard Overlay District of the Zoning Ordinance.

Not applicable.

- 4.8.1.1 A preliminary soil report prepared by a qualified engineer may be required by the Hearing Examiner or Commission and/or Council as part of the preliminary plat application.

- *Soils are consistent with those that allowed development of the adjacent area.*
-

- 4.8.1.2 A preliminary grading plan prepared by a civil engineer may be required by the Hearing Examiner or Commission and/or the Council as part of the preliminary plat application, to contain the following information:

Proposed contours at a maximum of two (2) foot contour intervals;
Cut and fill banks in pad elevations;
Drainage patterns;

Areas where trees and/or natural vegetation will be preserved;
Location of all street and utility improvements including driveways to building envelopes; and
Any other information which may reasonably be required by the Administrator, Hearing Examiner, Commission and/or Council.

- *Grading plan has been submitted with site improvement plans and has been accepted by the City Engineer.*

4.8.2 The proposed subdivision shall conform to the following design standards:

4.8.2.1 Grading shall be designed to blend with natural land forms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways.

Grading design will conform to the requirements.

4.8.2.2 Areas within a subdivision which are not well suited for development because of existing soil conditions, steepness of slope, geology or hydrology shall be allocated for Green Space for the benefit of future property owners within the subdivision.

Not applicable.

4.8.2.3 Where existing soils and vegetation are disrupted by subdivision development, provision shall be made by the Developer for Revegetation of disturbed areas with perennial vegetation sufficient to stabilize the soil upon completion of the construction, including temporary irrigation for a sufficient period to establish perennial vegetation. Until such time as the vegetation has been installed and established, the Developer shall maintain and protect all disturbed surfaces from erosion.

- *Compliance with this requirement will be maintained.*

4.8.2.4 Where cuts, fills or other excavation are necessary, the following development standards shall apply:

4.8.2.4.1 Fill areas for structures or roads shall be prepared by removing all organic material detrimental to proper compaction for soil stability.

4.8.2.4.2 Fill for structures or roads shall be compacted to at least 95 percent of maximum density as determined by American Association State Highway Transportation Officials (AASHTO) and American Society of Testing & Materials (ASTM).

4.8.2.4.3 Cut slopes shall be no steeper than two horizontal to one vertical. Subsurface drainage shall be provided as necessary for stability.

4.8.2.4.4 Fill slopes shall be no steeper than three horizontal to one vertical. Neither cut nor fill slopes shall be located on natural slopes of three to one or steeper, or where fill slope toes out within twelve (12) feet horizontally of the top of existing or planned cut slope.

4.8.2.4.5 Tops and toes of cut and fill slopes shall be set back from structures and property lines as necessary to accommodate drainage features and drainage structures.

4.8.2.5 The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain the runoff upon the property in conformance with the applicable Federal, State and local regulations. The Developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by Planning Staff and shall meet the approval of the City Engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Stormwater Discharge from Construction Activity" for all construction activity affecting more than one acre.

- *All above requirements have been met in previous construction of existing facilities and standards will be followed in the development of the individual lots as well.*

4.10 Parks, Pathways and Other Green Spaces.

4.10.1 Parks and Pathways. Unless otherwise provided, every subdivision shall set aside a Park and/or Pathway(s) in accordance with standards set forth herein.

4.10.1.1 Parks. The Developer of any subdivision, or any part thereof, consisting of three (3) or more residential lots, including residential townhouse sub-lots and residential condominium units, without regard to the number of phases within the subdivision, shall set aside or acquire land area within, adjacent to or in the general vicinity of the subdivision for Parks. Parks shall be developed within the City of Hailey and set aside in accordance with the following formula:

$P = x$ multiplied by .0277

“P” is the Parks contribution in acres

“x” is the number of single family lots, residential townhouse sub-lots or residential condominium units contained within the plat. Where multi-family lots are being platted with no fixed number of units, “x” is maximum number of residential lots, sub-lots, and units possible within the subdivision based on current zoning regulations

In the event the subdivision is located in the Business (B), Limited Business (LB), Neighborhood Business (NB), or Transitional (TN) zoning districts, the area required for a Park shall be reduced by 75%, but in no event shall the area required for a Park/Cultural Space exceed 17.5% of the area of the lot(s) being developed.

4.10.1.2 Pathways. The Developer of any subdivision, or any part thereof, shall provide Pathways for all trails and paths identified in the Master Plan that are located on the property to be subdivided or on City property adjacent to the property to be subdivided, and sidewalks required by this ordinance.

- *The existing 10' bike path meets this standard. The developer installed this path when the subdivision was first developed.*

Summary and Suggested Conditions

The Council shall review the proposed plat and continue the public hearing, approve, conditionally approve, or deny the preliminary plat.

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

- a) The final plat shall include plat notes 1 through 2 as stated on the approved preliminary plat, to read as follows:
 1. A 16 foot wide utility, drainage and snow storage easement existins adjacent to all exterior boundary lines
 2. A 20 foot wide utility, landscaping, drainage and snow storage easement exists adjacent to McKercher Blvd.
- b) The final plat must be submitted within one (1) calendar year from the date of approval of the preliminary plat, unless otherwise allowed for within a phasing agreement.

Motion Language:

Approval:

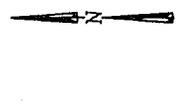
Motion to approve the Final Plat for Northridge X Subdivision, a resubdivision and renumbering of Lot 2, Block 1, Northridge VIII Subdivision, submitted by West of First LLC and represented by Tim Vawser, finding that the application meets City Standards, subject to the following conditions (a) thru (b).

Denial:

Motion to deny _____ application for _____ located at _____ (street address), 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 _____ application for _____ to _____ [the Council should specify a date].



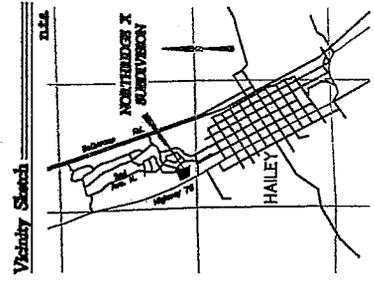
SCALE IN FEET
0 30 60 90 120

Northridge X Subdivision
A Residential & Recreational CX
Lot 2, Block 1, Northridge VIII Subd.
Located In
SW 1/4 Section 4
Township 2 North, Range 18 East, R. M.
Hobbs County, Idaho
213

- Legend**
- SUBDIVISION BOUNDARY
 - LOT LINE
 - STREET CENTERLINE
 - UTILITY, DRAINAGE, AND SNOW STORAGE EASEMENT
 - UTILITY, LANDSCAPING, DRAINAGE, AND SNOW STORAGE EASEMENT
 - BUILDING SETBACK
 - SET 5/8" x 30" REBAR & CAP (LS 1000)
 - SET 1/2" x 24" REBAR & CAP (LS 1000)
 - FOUND 5/8" REBAR & CAP (LS 1000)
 - FOUND 1/2" REBAR & CAP (LS 1000)

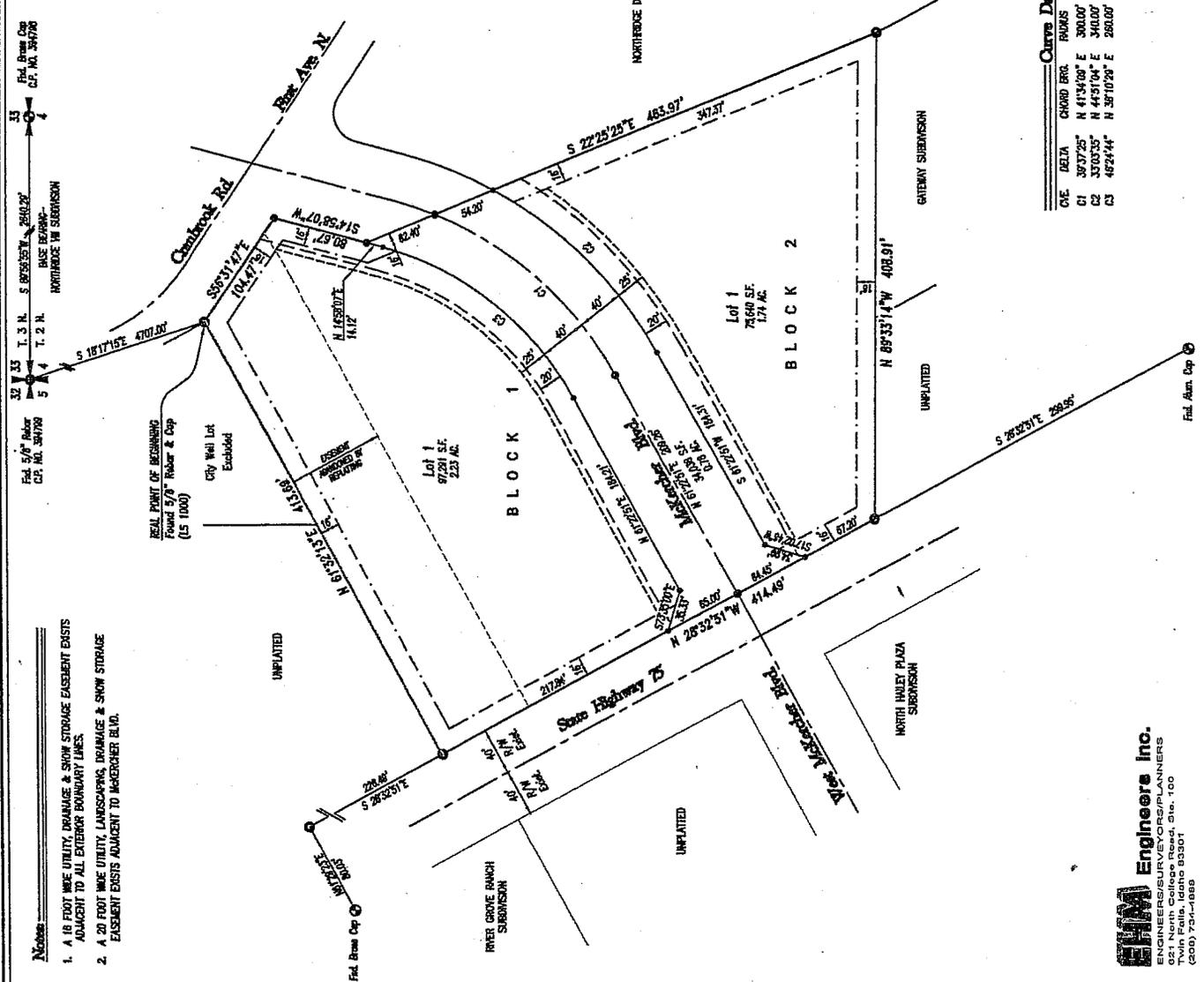
Health Certificate

Health certificates as required by Idaho Code, Title 21, Chapter 13 have been obtained for the proposed building and foundation work. The certificates are valid for the period of 180 days from the date of issuance. The certificates are subject to the terms and conditions of the health department. The health department reserves the right to inspect the building and foundation work at any time during the validity of the certificates. The health department is not responsible for any damage or injury resulting from the building or foundation work.



Curve Data

CVE	DELTA	CHORD	ERC	RADIUS	ARC	TANG.	CHD. LENGTH
C1	387°25'	N 41°34'08" E	302.00'	207.47'	108.06'	281.36'	
C2	330°33'	N 44°10'4" E	340.00'	196.16'	100.91'	183.67'	
C3	482°44'	N 58°10'28" E	280.00'	210.61'	111.47'	204.80'	



- Notes**
1. A 16 FOOT WIDE UTILITY, DRAINAGE & SNOW STORAGE EASEMENT EXISTS ADJACENT TO ALL EXTERIOR BOUNDARY LINES.
 2. A 20 FOOT WIDE UTILITY, LANDSCAPING, DRAINAGE & SNOW STORAGE EASEMENT EXISTS ADJACENT TO INGERSOLL BLVD.

ELM Engineers Inc.
ENGINEERS/SURVEYORS/PLANNERS
621 North College Road, Ste. 100
Twin Falls, Idaho 83401
(208) 734-1888

Certificate of Owners

This is to certify that the undersigned are the owners or representatives of the owners in fee simple of the following described property. A parcel of land located in SW4, Section 4, Township 2 North, Range 18 East, Boise Meridian, Blaine County, Idaho; being more specifically described as follows:

- Commencing at the Northwest corner of Section 4, Thence, S 18°17'15"E, 4707.00 feet to THE REAL POINT OF BEGINNING, corner of said Section 4, Thence, S 56°51'47"E, 104.47 feet, along the Western boundary of "Northridge IX Subdivision" and the Western right of way of Thence, S 56°51'47"E, 104.47 feet, along the Western boundary of "Northridge IX Subdivision" and the Western right of way of Orchard Road to a point on the Northern right of way of McFletcher Boulevard.
- Thence, S 14°58'07"W, 80.67 feet, along said Subdivision boundary and Northern right of way of McFletcher Boulevard.
- Thence, S 22°25'25"E, 463.97 feet, along said Western boundary and Northern right of way of McFletcher Boulevard.
- Thence, N 89°33'14"W, 488.91 feet, along said Southern boundary of "Northridge IX Subdivision" to the Southwest.
- Thence, N 28°32'51"W, 414.49 feet, along said Eastern right of way and the Western boundary of said Lot 2, Block 1 of "Northridge Thence, N 61°32'13"E, 413.69 feet, along the Northern boundary of said Lot 2, Block 1 of "Northridge IX Subdivision" to THE REAL POINT OF BEGINNING.

The area contained in this land as platted is 4.75 acres.

It is the intention of the undersigned to and they do hereby include said land in this plat. That the undersigned by these presents dedicate to the public for public use forever all roads shown within this boundary of this plat. The easements indicated on this plat are not dedicated to the public, but the right to use said easements is hereby perpetually reserved for public utilities and such other uses designated on this plat. No structures other than for such utility and other designated public uses are to be erected within the lines of said easements.

Pursuant to Idaho Code 50-1334, we, the undersigned, as owners, do hereby state that the job on this plat are eligible to receive water service from the City of Haley Municipal Water System.

Pursuant to Idaho Code 31-3805 we, the undersigned, as owners, do hereby state that the irrigation water rights appurtenant and the assessment obligation of the lands in this plat have been transferred from said lands. Lots within the subdivision will not be entitled to any irrigation water rights and will not be obligated for assessments from any irrigation district and / or Canal Company.

WEST OF FIRST, LLC, An Idaho Limited Liability Company

Eliot M. Coplow, Manager

Acknowledgment

State of _____ County of _____ } as
 On this _____ day of _____, 20____, at _____, before me, the undersigned, a Notary Public in and for said State, personally appeared Eliot M. Coplow, personally known or identified to me to be the Managing Member of West of First, LLC, the limited liability company that executed the foregoing instrument, and acknowledged to me that such Limited Liability Company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for said State

Residing at: _____

Commission Expires: _____

WEST OF FIRST, LLC, An Idaho Limited Liability Company

Mark A. Coplow, Manager

Acknowledgment

State of _____ County of _____ } as
 On this _____ day of _____, 20____, at _____, before me, the undersigned, a Notary Public in and for said State, personally appeared Mark A. Coplow, personally known or identified to me to be the Managing Member of West of First, LLC, the limited liability company that executed the foregoing instrument, and acknowledged to me that such Limited Liability Company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for said State

Residing at: _____

Commission Expires: _____

Certificate of Surveyor

This is to certify that I, Roger A. Kruger, a Professional Land Surveyor in the State of Idaho, made the survey of land as described in the Certificate of Owner's and that this plat is a true and accurate representation of said survey as made and stated under my supervision and direction.

Blaine County Surveyor's Approval

I, Jim W. Koonce, County Surveyor for Blaine County, Idaho, have checked the foregoing plat and computations for making the same and have determined that they comply with the laws of the State of Idaho relating thereto.

Blaine County Surveyor

Hailey City Engineer's Approval

The foregoing plat was approved by Thomas Hellen, City Engineer for the City of Hailey, Idaho on this _____ day of _____, 20____.

City Engineer

Approval of City Council

The foregoing plat was approved by the City Council of Hailey, Idaho, on this _____ day of _____, 20____.

Mayer

City Clerk

Planning and Zoning Commission Approval

The foregoing plat was duly accepted and approved by the City of Hailey Planning and Zoning Commission, Blaine County, Idaho, on this _____ day of _____, 20____.

Chadman

County Treasurer's Certificate

I, _____ County Treasurer in and for the County of Blaine, Idaho, do hereby certify that all county property taxes due for the property included in this plat have been paid in full. This certification is valid for the next thirty days only.

County Treasurer

Date:

County Recorder's Certificate

Instrument No. _____ as State of _____ County of _____

On this _____ day of _____, 20____ at _____, M., the foregoing plat was filed for record in the office of the Recorder of Blaine County, Idaho and duly recorded in plat book _____ on page _____.

Deputy

Official Recorder



FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On July 22, 2013 the Hailey Planning & Zoning Commission considered an application for Preliminary Plat, submitted by West of First LLC, represented by Tim Vawser from EHM Engineering, for approval of a new subdivision platted over Lot 2, Block 1, Northridge VIII (8) Subdivision and to be called Northridge X (10) Subdivision. The Commission, having been presented with all information and testimony in favor and in opposition to the proposal, hereby makes the following Findings of Fact, Conclusions of Law and Decision.

FINDINGS OF FACT

Notice

Notice for the public hearing was published in the Idaho Mountain Express on June 19, 2013; the notice was mailed to property owners within 300 feet on June 19, 2013. The site was posted on June 19, 2013.

Application

West of First, LLC, represented by Tim Vawser of EHM Engineers, has submitted an application for Preliminary Plat approval for the subdivision of Lot 2, Block 1, Northridge VII into 2 residential lots ranging in size from 2.23 acres to 1.74 acres. The total land area of the subdivision is 4.75 acres.

Procedural History

The application for Preliminary Plat approval submitted by West of First LLC, represented by Tim Vawser from EHM Engineering, for approval of a new subdivision platted over Lot 2, Block 1, Northridge VIII (8) Subdivision and to be called Northridge X (10) Subdivision, was considered by the Planning and Zoning Commission on July 8, 2013. A public hearing was held on that day and no public comment was received. The application was approved unanimously, pending approval of the Findings of Fact and Conclusions of Law, by the Hailey Planning and Zoning Commission with no conditions. The City Council will consider the Final Plat for approval on August 5, 2013 and hold a public hearing for public comment.

Department Comments

Life/safety issues: The current preliminary plat reflects all changes and revisions recommended and requested by the City Engineer. His changes included:

- Addition of a fire hydrant at the entrance to the facilities to comply with fire code requirements.
- Expanded driveway widths to accommodate fire apparatus

Water and Sewer issues: The current preliminary plat reflects all changes and revisions recommended and requested by, Tom Hellen, the City Engineer and Public Works Director. His changes included:

- Rerouting the water line to the north side of the lot, rather than off of McKercher Blvd. This will minimize impacts to McKercher Blvd from development of Lot

- Placement of the water meters onsite, rather than in the right of way.

Engineering issues: The current preliminary plat reflects all changes and revisions recommended and requested by Tom Hellen, the City Engineer and Public Works Director. His changes included:

- Redesign of sidewalks and drainage swales to comply with Title 18 and City Standards
- Recommendation to the developer to pay fees in lieu of sidewalks along Highway 75 and Cranbrook Rd.
- Dedication of McKercher Blvd to the City of Hailey as a designated Right of Way.

Standards of Evaluation

Northridge X Subdivision Standards of Evaluation

SECTION 4 - DEVELOPMENT STANDARDS

4.0 General Standards.

The configuration and development of proposed subdivisions shall be subject to and meet the provisions and standards found in this Ordinance, the Zoning Ordinance and any other applicable Ordinance or policy of the City of Hailey, and shall be in accordance with general provisions of the Comprehensive Plan.

4.1 Streets.

Streets shall be provided in all subdivisions where necessary to provide access and shall meet all standards below.

- *Streets are existing and are provided.*

4.1.1 All streets in the subdivision must be platted and developed with a width, alignment, and improvements such that the street is adequate to safely accommodate existing and anticipated vehicular and pedestrian traffic and meets City standards. Streets shall be aligned in such a manner as to provide through, safe and efficient access from and to adjacent developments and properties and shall provide for the integration of the proposed streets with the existing pattern.

- *The existing streets meet this standard. McKercher Blvd. will have right of way provided to the City by the platting of this property.*

4.1.2 Cul-de-sacs or dead end streets shall be allowed only if connectivity is not possible due to surrounding topography or existing platted development. Where allowed, such cul-de-sacs or dead end streets shall comply with all regulations set forth in the IFC and other applicable

codes and ordinances. Street rights-of-way extended into un-platted areas shall not be considered dead end streets.

More than one access may be required based on the potential for impairment of a single access by vehicle congestion, terrain, climatic conditions or other factors that could limit access.

- *No cul-de-sac or dead end streets are proposed. Access to this subdivision complies with the conditions above.*

4.1.3 Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than eighty (80) degrees. Where possible, four way intersections shall be used. A recommended distance of 500 feet, with a maximum of 750 feet, measured from the center line, shall separate any intersection. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neckdowns shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer. Three way intersections shall only be permitted where most appropriate or where no other configuration is possible. A minimum distance of 150 feet, measured from the center line, shall separate any two three-way intersections.

- *Street configuration meets the conditions stated and both intersections to the east and west are four way intersections. A neck down does occur from State Hwy. 75 signal into the development as a traffic calming measure.*

- 4.1.4 Street center lines which deflect more than five (5) degrees shall be connected by a curve. The radius of the curve for the center line shall not be more than 500 feet for an arterial street, 166 feet for a collector street and 89 feet for a residential street. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neckdowns shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer.

The existing horizontal layout complies with the above standard.

- 4.1.5 Street width is to be measured from property line to property line. The minimum street width, unless specifically approved otherwise by the Council, shall be as specified in City Standards for the type of street.

(Ord. 1002, §2, 03/26/2008)

- *Streets right of ways meet the requirements.*

- 4.1.6 Roadway, for the purpose of this section, shall be defined as the area of asphalt from curb face to curb face or edge to edge. Roadway includes areas for vehicle travel and may include parallel or angle in parking areas. The width of roadways shall be in accordance with the adopted City Standards for road construction.

- *Roadway widths within the subdivision meet the requirements.*

- 4.1.7 Road Grades shall be at least two percent (2%) and shall not generally exceed six percent (6%). Grade may exceed 6%, where necessary, by 1% (total 7%) for no more than 300 feet or 2% (total 8%) for no more than 150 feet. No excess grade shall be located within 200 feet of any other excess grade nor there any horizontal deflection in the roadway greater than 30 degrees within 300 feet of where the excess grade decreases to a 2% slope.

- *Roadway grades are in compliance with the standards.*

- 4.1.8 The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision in conformance with the applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Stormwater Discharge from Construction Activity" for all construction activity affecting more than one acre.

- *Drainage areas are in place and in compliance.*

4.1.9 The Developer shall provide and install all street and traffic control signs in accordance with City Standards.

- *Street signs and signalization are existing and provided per the standards.*

4.1.10 All streets and alleys within any subdivision shall be dedicated for public use, except as provided herein. New street names (public and private) shall not be the same or similar to any other street names used in Blaine County.

- *The platting of this property will accomplish this requirement.*

4.1.10.1 Private streets may be allowed (a) to serve a maximum of five (5) residential dwelling units, (b) within Planned Unit Developments, or (c) within commercial developments in the Business, Limited Business, Neighborhood Business, Light Industrial, Technological Industry, and Service Commercial Industrial districts. Private streets are allowed at the sole discretion of the Council, except that no Arterial or Major Street, or Collector or Secondary Street may be private. Private streets shall have a minimum total width of 36 feet, shall be constructed to all other applicable City Standards including paving, and shall be maintained by an owner's association.

- *The streets as depicted are public.*

4.1.10.2 Private streets, wherever possible, shall provide interconnection with other public streets and private streets.

(Ord. 1002, §3, 03/26/2008)

- *Not applicable.*

4.1.10.3 The area designated for private streets shall be platted as a separate parcel according to subsection 4.5.3 below. The plat shall clearly indicate that the parcel is unbuildable except for public vehicular and public pedestrian access and ingress/egress, utilities or as otherwise specified on the plat.

(Ord. 1002, §4, 03/26/2008)

- *Not applicable.*

4.1.10.4 Private street names shall not end with the word "Road", "Boulevard", "Avenue", "Drive" or "Street". Private streets serving five (5) or fewer dwelling units shall not be named.

- *Not applicable.*

4.1.10.5 Private streets shall have adequate and unencumbered 10-foot wide snow storage easements on both sides of the street, or an accessible dedicated snow storage easement representing not less than twenty-five (25%) of the improved area of the private street. Private street snow storage easements shall not be combined with, or encumber, required on-site snow storage areas.

(Ord. 1002, §5, 03/26/2008)

- *Snow storage as required is provided.*

4.1.10.6 Subdivisions with private streets shall provide two (2) additional parking spaces per dwelling unit for guest and/or overflow parking. These spaces may be located (a) within the residential lot (e.g., between the garage and the roadway), (b) as parallel spaces within the street parcel or easement adjacent to the travel lanes, (c) in a designated guest parking area, or (d) as a combination thereof. Guest/overflow parking spaces are in addition to the minimum number of parking spaces required pursuant to Article IX of the Hailey Zoning Ordinance. The dimension of guest/overflow parking spaces shall be no less than 10' by 20' if angle parking, or 10' by 24' if parallel. Guest overflow parking spaces shall be improved with asphalt, gravel, pavers, grass block, or other all-weather dustless surface. No part of any required guest/overflow parking spaces shall be utilized for snow storage.

- *Individual lot development will comply with parking requirements.*

4.1.11 Driveways may provide access to not more than two (2) residential dwelling units. Where a parcel to be subdivided will have one lot fronting on a street, not more than one additional single family lot accessed by a driveway may be created in the rear of the parcel. In such a subdivision, where feasible (e.g., no driveway already exists), both lots shall share access via a single driveway. Driveways shall not be named.

- *Driveways to lots will be in compliance.*

4.1.11.1 Driveways shall be constructed with an all-weather surface and shall have the following minimum roadway widths:

Accessing one residential unit:	12 feet
Accessing two residential units:	16 feet

No portion of the required fire lane width of any driveway may be utilized for parking, above ground utility structures, dumpsters or other service areas, snow storage or any other obstructions.

- *Two driveways provide access to the Cottages as follows*
 - *One 20' wide driveway*
 - *One 21'8" wide driveway*
- *Development of lots will be in compliance.*

4.1.11.2 Driveways longer than 150 feet must have a turnaround area approved by the Fire Department. Fire lane signage must be provided as approved by the Fire Department.

- *The Fire Department approves the current configuration*
- *Development of future lots will be in compliance.*

4.1.11.3 Driveways accessing more than one residential dwelling unit shall be maintained by an owner's association, or in accordance with a plat note.

- *Development of lots will be in compliance.*

4.1.11.4 The area designated for a driveway serving more than one dwelling unit shall be platted as a separate unbuildable parcel, or as a dedicated driveway easement. Easements and parcels shall clearly indicate the beneficiary of the easement or parcel and that the property is unbuildable except for ingress/egress, utilities or as otherwise specified on the plat. A building envelope may be required in order to provide for adequate building setback.

- *Development of lots will be in compliance.*

4.1.11.5 No driveway shall interfere with maintenance of existing infrastructure and shall be located to have the least adverse impact on residential dwelling units, existing or to be constructed, on the lot the easement encumbers and on adjacent lots.

- *Development of lots will be in compliance.*

4.1.12 A parking access lane shall not be considered a street, but shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.
Development of lots will be in compliance.

4.1.13 Required fire lanes, whether in private streets, driveways or parking access lanes, shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.

- *Development of lots will be in compliance.*

4.2 Sidewalks and Pathways.

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

(Ord. 1017, §1, 11/19/08)

- *Not required for this zoning district, however 7' sidewalk will be installed along McKercher. A 7' sidewalk is also planned along Highway 75 as well as a 5' sidewalk along Cranbrook Road. The developer has chosen pay the In Lieu fee for these sidewalks. According to their quoted bid, the total cost for the In Lieu fee contributions will be \$11,522.50. As part of the Design Review application for the Cottage project, this fee will be paid prior to issuance of a certificate of occupancy.*

4.2.2 Pathways. The Developer shall install all non-vehicular pathways, to City Standards, in all areas within or adjacent to the property to be developed where Pathways are depicted upon the Master Plan.

Pathways are provided from previous construction.

4.2.3 The Developer may, at Developer's option, propose alternatives to either the standard sidewalk configuration required in Section 4.2.1, or the planned non-vehicular pathway required in Section 4.2.2. The Hearing Examiner or Commission and Council shall ensure that the alternative configuration shall not reduce the level of service or convenience to either residents of the development or the public at large.

- *An in-lieu payment is being proposed for sidewalks as depicted.*

4.2.4 After receiving a recommendation by the Hearing Examiner or Commission, the Council may in its discretion approve and accept voluntary cash contributions in-lieu of the improvements described in this Section 4.2, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be 110% of the estimated costs of concrete sidewalk and drainage improvements

provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in-lieu contribution shall be paid before the City signs the final plat. In-lieu contributions for sidewalks shall not be accepted in Business, Limited Business, Neighborhood Business Technological Industry and Service Commercial Industrial districts.
(Ord. 1002, §6, 03/26/2008)

- *An in-lieu payment is being proposed for sidewalks as depicted.*

4.3 Alleys and Easements.

4.3.1 Alleys shall be provided in all Business District and Limited Business District developments where feasible.

- *Not applicable.*

4.3.2 The minimum width of an alley shall be 26 feet.
Not applicable.

4.3.3 All alleys shall be dedicated to the public or provide for public access.
Not applicable.

4.3.4 All infrastructures to be installed underground shall, where possible, be installed in the alleys platted.
Not applicable.

4.3.5 Alleys in commercial areas shall be improved with drainage as appropriate and which the design meets the approval of the City Engineer. The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision upon the property in conformance with the latest applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer.
Not applicable.

4.3.6 Dead-end alleys shall not be allowed.
Not applicable.

4.3.7 Where alleys are not provided, easements of not less than ten (10) feet in width may be required on each side of all rear and/or side lot lines (total width = 20 feet) where necessary for wires, conduits, storm or sanitary sewers, gas and water lines. Easements of greater width may be required along lines, across lots, or along boundaries, where necessary for surface drainage or for the extension of utilities.

- *Easements as depicted will be provided.*

4.3.8 Easements. Easements, defined as the use of land not having all the rights of ownership and limited to the purposes designated on the plat, shall be placed on the plat as appropriate. Plats shall show the entity to which the easement has been granted. Easements shall be provided for the following purposes:

- Easements are shown as required on the plat.

4.3.8.1 To provide access through or to any property for the purpose of providing utilities, emergency services, public access, private access, recreation, deliveries or such other purpose. Any subdivision that borders on the Big Wood River shall dedicate a 20-foot wide fisherman's access easement, measured from the Mean High Water Mark, which shall provide for non-motorized public access. Additionally, in appropriate areas, an easement providing non-motorized public access through the subdivision to the river shall be required as a sportsman's access.

Not applicable.

4.3.8.2 To provide protection from or buffering for any natural resource, riparian area, hazardous area, or other limitation or amenity on, under, or over the land. Any subdivision that borders on the Big Wood River shall dedicate a one hundred (100) foot wide riparian setback easement, measured from the Mean High Water Mark, upon which no permanent structure shall be built, in order to protect the natural vegetation and wildlife along the river bank and to protect structures from damage or loss due to river bank erosion. A twenty-five (25) foot wide riparian setback easement shall be dedicated adjacent to tributaries of the Big Wood River. Removal and maintenance of live or dead vegetation within the riparian setback easement is controlled by the applicable bulk requirement of the Flood Hazard Overlay District. The riparian setback easement shall be fenced off during any construction on the property.

Not applicable.

4.3.8.3 To provide for the storage of snow, drainage areas or the conduct of irrigation waters. Snow storage areas shall be not less than twenty-five percent (25%) of parking, sidewalk and other circulation areas. No dimension of any snow storage area may be less than 10 feet. All snow storage areas shall be accessible and shall not be located over any above ground utilities, such as transformers.

- *Snow storage easements are depicted.*

4.4 Blocks.

4.4.1. The length, width and shape of blocks shall be determined with due regard to adequate building sites suitable to the special needs of the type of use contemplated, the zoning requirements as to lot size and dimensions, the need for convenient access and safe circulation and the limitations and opportunities of topography.

Not applicable.

4.5 Lots.

4.5.1 All lots shown on the subdivision plat must conform to the minimum standards for lots in the District in which the subdivision is planned. The City will generally not approve single-family residential lots larger than one-half acre (21,780 square feet). In the event a single-family residential lot greater than one-half acre is platted, irrigation shall be restricted to not more than one-half acre, pursuant to Idaho Code §42-111, and such restriction shall be included as a plat note. District regulations are found in the Zoning Ordinance.

- *Lot sizes are larger than normal for the zoning district to accommodate a specific user and an existing street alignment.*

4.5.1.1 If lots are more than double the minimum size required for the zoning district, the Developer may be required to arrange lots in anticipation of future resubdivision and provide for future streets where necessary to serve potential lots, unless the plat restricts further subdivision.

- *Future development may require resubdivision based on user definition and area needed.*

4.5.2 Double frontage lots shall be prohibited except where unusual topography, a more integrated street plan, or other conditions make it undesirable to meet this requirement. Double frontage lots are those created by either public or private streets, but not by driveways or alleys. Subdivisions providing a platted parcel of 25 feet or more between any street right-of-way and any single row of lots shall not be considered to have platted double frontage lots. The 25-foot wide parcel provided must be landscaped to provide a buffer between the street and the lot(s).

- *Conditions require double frontage of Lot 1, Block 1 due to an identified user. Access to both streets is not being requested.*

4.5.3 No unbuildable lots shall be platted. Platted areas that are not buildable shall be noted as such and designated as "parcels" on the plat. Green Space shall be clearly designated as such on the plat.

Not applicable.

4.5.4 A single flag lot may be permitted at the sole discretion of the Hearing Examiner or Commission and Council, in which the "flagpole" projection is serving as a driveway as provided herein, providing connection to and frontage on a public or a private street. Once established, a flag lot may not be further subdivided, but a lot line adjustment of a flag lot is not considered a further subdivision. The "flagpole" portion of the lot shall be included in lot area, but shall not be considered in determining minimum lot width. The "flagpole" shall be of adequate width to accommodate a driveway as required by this ordinance, fire and other applicable codes. Flag lots within the Townsite Overlay District are not allowed, except where parcels do not have street access, such as parcels adjacent to the ITD right-of-way.

Not applicable.

4.5.5 All lots shall have frontage on a public or private street. No frontage width shall be less than the required width of a driveway as provided under Sections 4.1.11.1 and 4.5.4 of this Ordinance. Townhouse Sub-Lots are excluded from this requirement; provided, however, that Townhouse Developments shall have frontage on a street.

- *Appropriate frontage is provided.*

4.5.6 In the Townsite Overlay District, original Townsite lots shall be subdivided such that the new platted lots are oriented the same as the original lots, i.e. lots shall be subdivided in such a way as to maintain frontage on both the street and alley. Exceptions may be made for corner properties with historic structures.

Not applicable.

4.6 Orderly Development.

4.6.1 Development of subdivisions shall be phased to avoid the extension of City services, roads and utilities through undeveloped land.

- *Not applicable.*

4.6.2 Developers requesting phased subdivisions shall enter into a phasing agreement with the City. Any phasing agreement shall be approved and executed by the Council and the Developer on or before the preliminary plat approval by the Council.

Not applicable.

4.6.3 No subdivision shall be approved which affects the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional public costs upon current residents, unless the Developer provides for the mitigation of the effects of subdivision. Such mitigation may include, but is not limited to the following:

- Provision of on-site or off-site street or intersection improvements.
- Provision of other off-site improvements.
- Dedications and/or public improvements on property frontages.
- Dedication or provision of parks or green space.
- Provision of public service facilities.
- Construction of flood control canals or devices.
- Provisions for ongoing maintenance.

Not applicable.

4.6.4 When the Developer of Contiguous Parcels proposes to subdivide any portion of the Contiguous Parcels, an Area Development Plan shall be submitted and approved. The Commission and Council shall evaluate the following basic site criteria and make appropriate findings of fact:

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

The Commission and Council may require that any or all Contiguous Parcels be included in the subdivision.

4.7 Perimeter Walls, Gates and Berms.

The City of Hailey shall not approve any residential subdivision application that includes any type of perimeter wall or gate that restricts access to the subdivision. This regulation does not prohibit fences on or around individual lots. The City shall also not allow any perimeter landscape berm more than 3' higher than the previously existing (original) grade.

Not applicable.

4.8 Cuts, Fills, Grading and Drainage.

- 4.8.1 Proposed subdivisions shall be carefully planned to be compatible with natural topography, soil conditions, geology and hydrology of the site, as well as to minimize cuts; fills, alterations of topography, streams, drainage channels; and disruption of soils or vegetation. Fill within the floodplain shall comply with the requirements of the Flood Hazard Overlay District of the Zoning Ordinance.

Not applicable.

- 4.8.1.1 A preliminary soil report prepared by a qualified engineer may be required by the Hearing Examiner or Commission and/or Council as part of the preliminary plat application.

- Soils are consistent with those that allowed development of the adjacent area.
-

- 4.8.1.2 A preliminary grading plan prepared by a civil engineer may be required by the Hearing Examiner or Commission and/or the Council as part of the preliminary plat application, to contain the following information:

Proposed contours at a maximum of two (2) foot contour intervals;
Cut and fill banks in pad elevations;
Drainage patterns;
Areas where trees and/or natural vegetation will be preserved;
Location of all street and utility improvements including driveways to building envelopes; and
Any other information which may reasonably be required by the Administrator, Hearing Examiner, Commission and/or Council.

- *Grading plan has been submitted with site improvement plans and has been accepted by the City Engineer.*

4.8.2 The proposed subdivision shall conform to the following design standards:

**4.8.2.1 Grading shall be designed to blend with natural land forms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways.
Grading design will conform to the requirements.**

**4.8.2.2 Areas within a subdivision which are not well suited for development because of existing soil conditions, steepness of slope, geology or hydrology shall be allocated for Green Space for the benefit of future property owners within the subdivision.
Not applicable.**

4.8.2.3 Where existing soils and vegetation are disrupted by subdivision development, provision shall be made by the Developer for Revegetation of disturbed areas with perennial vegetation sufficient to stabilize the soil upon completion of the construction, including temporary irrigation for a sufficient period to establish perennial vegetation. Until such time as the vegetation has been installed and established, the Developer shall maintain and protect all disturbed surfaces from erosion.

- *Compliance with this requirement will be maintained.*

4.8.2.4 Where cuts, fills or other excavation are necessary, the following development standards shall apply:

4.8.2.4.1 Fill areas for structures or roads shall be prepared by removing all organic material detrimental to proper compaction for soil stability.

4.8.2.4.2 Fill for structures or roads shall be compacted to at least 95 percent of maximum density as determined by American Association State Highway Transportation Officials (AASHTO) and American Society of Testing & Materials (ASTM).

4.8.2.4.3 Cut slopes shall be no steeper than two horizontal to one vertical. Subsurface drainage shall be provided as necessary for stability.

4.8.2.4.4 Fill slopes shall be no steeper than three horizontal to one vertical. Neither cut nor fill slopes shall be located on natural slopes of three to one or steeper, or where fill slope toes out within twelve (12) feet horizontally of the top of existing or planned cut slope.

4.8.2.4.5 Tops and toes of cut and fill slopes shall be set back from structures and property lines as necessary to accommodate drainage features and drainage structures.

4.8.2.5 The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain the runoff upon the property in conformance with the applicable Federal, State and local regulations. The Developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by Planning Staff and shall meet the approval of the City Engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Stormwater Discharge from Construction Activity" for all construction activity affecting more than one acre.

- *All above requirements have been met in previous construction of existing facilities and standards will be followed in the development of the individual lots as well.*

4.10 Parks, Pathways and Other Green Spaces.

4.10.1 Parks and Pathways. Unless otherwise provided, every subdivision shall set aside a Park and/or Pathway(s) in accordance with standards set forth herein.

4.10.1.1 Parks. The Developer of any subdivision, or any part thereof, consisting of three (3) or more residential lots, including residential townhouse sub-lots and residential condominium units, without regard to the number of phases within the subdivision, shall set aside or acquire land area within, adjacent to or in the general vicinity of the subdivision for Parks. Parks shall be developed within the City of Hailey and set aside in accordance with the following formula:

P = x multiplied by .0277

"P" is the Parks contribution in acres

"x" is the number of single family lots, residential townhouse sub-lots or residential condominium units contained within the plat. Where multi-family lots are being platted with no fixed number of units, "x" is maximum number of residential lots, sub-lots, and units possible within the subdivision based on current zoning regulations

In the event the subdivision is located in the Business (B), Limited Business (LB), Neighborhood Business (NB), or Transitional (TN) zoning districts; the area required for a Park shall be reduced by 75%, but in no event shall the area required for a Park/Cultural Space exceed 17.5% of the area of the lot(s) being developed.

4.10.1.2 Pathways. The Developer of any subdivision, or any part thereof, shall provide Pathways for all trails and paths identified in the Master Plan that are located on the property to be subdivided or on City property adjacent to the property to be subdivided, and sidewalks required by this ordinance.

- *The existing 10' bike path meets this standard. The developer installed this path when the subdivision was first developed.*

CONCLUSIONS OF LAW

Based upon the above Findings of Fact, the Commission makes the following Conclusions of Law:

1. Adequate notice, pursuant to Section 3 of the Hailey Subdivision Ordinance, was given for the public hearing.
2. Upon compliance with the conditions noted below, the application substantially meets the standards of approval set forth in the Hailey Subdivision Ordinance.
3. The application for Preliminary Plat, as presented on the day these findings are signed is approved by the Hailey Planning and Zoning Commission.

DECISION

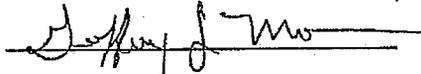
The application for Preliminary Plat, submitted by West of First LLC, represented by Tim Vawser from EHM Engineering, for approval of a new subdivision platted over Lot 2, Block 1, Northridge VIII (8) Subdivision and to be called Northridge X (10) Subdivision is hereby approved subject to the following terms and conditions:

- a) All Fire Department and Building Department requirements shall be met. Items to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
- b) All City infrastructure requirements shall be met as outlined in Section 5 of the Hailey Subdivision Ordinance. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for Department approval and shall meet City Standards where required. Infrastructure to be completed at the applicant's sole expense include, but will not be limited to, the following requirements and improvements:
- c) The final plat shall include plat notes #1 through #3 as stated on the approved preliminary plat [with the following amendments and additions: if applicable]
- d) Issuance of permits for the construction of buildings within the proposed subdivision shall be subject to Section 2.9 of the Subdivision Ordinance.
- e) All improvements and other requirements shall be completed and accepted, or surety provided pursuant to Sections 3.3.7 and 5.9.1 of the Subdivision Ordinance, prior to recordation of the final plat.
- f) The final plat must be submitted within one (1) calendar year from the date of approval of the preliminary plat, unless otherwise allowed for within a phasing agreement.
- g) Any subdivision inspection fees due shall be paid prior to recording the final plat.

- h) Any application development impact fees shall be paid prior to recording the final plat.

A party aggrieved by a final decision of the Commission may appeal in writing any final decision by filing a Notice of Appeal with the Hailey City Clerk within fifteen (15) days from the date of the decision.

Signed this 22 day of July, 2013.



Geoffrey Moore, Chair

Attest:



Kristine Hilt, Community Development Coordinator

CITY OF HAILEY

FYE 13 BUDGET AMENDMENT SUBSTANTIATION

	GENERAL FUND	WATER FUND	WW FUND
Parks Irrigation	\$ 40,000		
One week Payroll	38,615	\$ 6,876	\$ 7,650
Woodside/Capital		410,575	
Engineering - HDR Wwater			200,000
IBNR/Health Ins	92,340	13,543	17,237
	<hr/>	<hr/>	<hr/>
TOTAL	170,955	430,994	224,887
Bud Amendment	170,000	440,000	220,000
Additional Revenue			170,000
Fund Balance	\$ 170,000	\$ 440,000	\$ 50,000
Fund Balance 9/30/2012	\$ 803,442	\$ 1,425,186	\$ 671,655
Less above expenses	\$ (170,000)	\$ (440,000)	\$ (50,000)
Anticipated Fund Bal effect	\$ 633,442	\$ 985,186	\$ 621,655

NOTICE OF PUBLIC HEARING
 AMENDED BUDGET FOR FISCAL YEAR ENDING 2013
 CITY OF HAILEY, IDAHO

NOTICE IS HEREBY GIVEN that the City Council of Hailey, Idaho will hold a public hearing for consideration of an amendment to the 2013 fiscal year budget by appropriating additional monies from fund balance and wastewater rates. Said hearing is to be held at City Hall 115 Main Street South, Hailey at 5:30 PM on Monday the 19th day of August, 2013. All interested residents are invited to appear and offer testimony concerning the proposed budget amendment. The proposed budget amendment reflects the use of fund balance to cover costs for increased health insurance, engineering and capital costs in the General, Water and Waste Water funds.

City Hall is accessible to persons with disabilities. Anyone desiring accommodations for disabilities related to the budget documents or the hearing, please contact the City Clerk at (208) 788-4221 x 11 at least 48 hours prior to the hearing.

	FYE 12 Actual	FYE 12 Budget	FYE 13 Budget	FYE 13 Amended Budget	Amended Change
EXPENDITURES					
General Fund	\$ 4,536,949	\$ 4,520,303	\$ 4,430,213	\$ 4,600,213	\$ 170,000
Total Gov't Funds	\$ 8,974,435	\$ 10,047,735	\$ 8,181,127	\$ 8,351,127	\$ 170,000
Water Funds	\$ 1,388,938	\$ 1,343,546	\$ 1,239,356	\$ 1,679,356	\$ 440,000
Waste Water Funds	\$ 1,368,494	\$ 2,377,615	\$ 1,627,617	\$ 1,847,617	\$ 220,000
Total City Budget	\$11,731,867	\$ 13,768,896	\$ 11,048,100	\$ 11,878,100	\$ 830,000
REVENUES					
<i>Additional Revenues</i>			\$ -	\$ 170,000	\$ 170,000
<i>Transfers from Fund Balance</i>				\$ 660,000	\$ 660,000

Mary Cone, City Clerk
 Publish: Idaho Mountain Express August 7 and 14, 2013

From: Sunny Grant <sunnygrant@mindspring.com>
Sent: Friday, July 19, 2013 3:23 PM
To: Carol Brown; pat cooley; Don Keirn; burkefamily203@cox.net; Fritz Haemmerle; Heather Dawson; Jeff Gunter
Subject: Thank you!

Mayor and Councilmembers:

"[
Comments on the FY2014 budget:

Thank you so much for supporting Mountain Rides. I commute on the bus from my home in Woodside to my job at Blaine County three of four work days a week. I drive the fourth day only because I have to rush to my job in Ketchum immediately after work in Blaine County.

I also occasionally use the Hailey commuter bus during the day around town. Mountain Rides is extremely well operated, well budgeted, and staffed by friendly and very helpful drivers.

Every single dollar spent on alternatives to the SOV automobile—Mountain Rides, the bike path, Woodside improvements—is a dollar spent on clean air, less asthma, more green growing and less asphalt insult, more exercise, more friendly get-to-know-your-neighbor community ... just about everything good. Thank you for supporting those of us who use the SOV only when we have to.

I also want to thank you for the Hailey Library. Our Hailey library is wonderful. The librarians are delightful. The library's book selection is amazing and all-encompassing. There is something for everyone, and the librarians are very helpful in finding additional resources through interlibrary loans for any particular and sometimes esoteric interest.

Thank you for last year's Woodside improvements. The bike lanes, bus shelters and improved Woodside Blvd. make Woodside residents proud ... just look at all the residents on Woodside who have spiffed up their homes and yards. And the grass is finally appearing in the parkway. I really look forward to seeing how the grass works. Mr. Hellen told me about the irrigation system and that the grass should require minimal maintenance. I hope to use Hailey's grass research for my own yard.

I want to thank Chief Gunter and the Police Department for doing their best on loose dogs. I still see way too many loose dogs, and hope Hailey will eventually partner with the County Animal Control Officer. But Chief Gunter has told me that they do respond to my calls and emails about repeat loose dogs. And, last year when my 6-month-old Borzoi puppies escaped my backyard, two of them apparently raced through all of south Hailey—to Woodside Elementary, out Quigley, and through downtown Hailey—all afternoon before finally being apprehended by a Police Officer and delivered safely and soundly to the Animal Shelter. I'd still like to know the details of that rescue. The Animal Shelter told me they got phone calls all afternoon. Thank you so much for rescuing my errant adventurers.

Lastly, thank you for sticking with III-A. I know it's tough to have to pay a huge unexpected premium, especially when the shock claims weren't Hailey's, but the alternative is to pay the Blues a huge premium without an explanation. III-A's shock claims could have been Hailey's, and then other III-A partners would have been covering your claims. All over the state (and country), the Blues are now raising premiums well beyond what is appropriate to cover claims. Their explanation is "that's proprietary information" and their current whine is the AHA. They charge huge premiums, with no cost-benefit explanation, because they can. With III-A, like it or not, you know what you're paying for. I think you can expect III-A coverage and premiums to be much better as things settle down. Start-ups are rarely easy, especially when they are conscientious and threatening to those who are less conscientious.

Sunny Grant
Woodside Hailey resident

RECEIVED
JUL 30 2013

Heather -

I'd like to make my opinion known ~~known~~
about outside bars playing music until
midnight - I'm against it.

The S.V. Brewery leaves their doors open
and the music comes to my house (and many
others in the River Street / Hailey park townhomes
area) loud and clear.

Please make my opinion known to the
city council. Again, against this new
rule. If the noise stayed inside the
business (ie., doors closed) that is
a different matter.

Timothy Marsano
220 Galena Drive, Hailey
(208) 407-8838
tdmarsano@outlook.com

RECEIVED

JUL 29 2013

July 28, 2013

FILE Mayor, CC, HA, JE
BY: ~~_____~~
~~CC to: _____~~

To the Mayor and Hailey City Council,

The airport alarm went off early this morning. The full throttle take off north over Hailey is a message from the pilot; your sleep period is over.

It would be only six and half-hours since the amplified music from the commercial zone will have stopped at 11:30 PM the night before.

It's not graduation or the 4th of July. It's Wednesday, every Wednesday and other nights as well. There are weeks when there are amplified events night after night followed by the full throttle airport alarm the next morning.

A good time is fine. We want people to enjoy themselves. It comes with noise. We understand that. It is late night amplified noise that crosses every property zone unmitigated and comes to us whether we like it or not, that is affecting us. We have no choice but to hear it.

Nine PM; the sound can be everywhere inside and outside the house. We would like to escape it other than we can't.

Ten PM; a reasonable time to prepare for sleep but the amplified music is everywhere around us and closing the windows hot as it is, is no resolution. The sound comes through the walls.

Eleven PM; stress from waiting for quiet, wanting to sleep is making us angry.

Eleven-thirty PM; will the noise this ordinance has allowed end?

Six AM; the airport alarm goes off.

The Hailey City Council has allowed by ordinance, late night amplified music in the commercial zone. We assume the idea sounded good in theory. We would, however, like to invite the Mayor and Council members to our house to hear the effect of late night amplified music and how it sounds half a block east of the commercial zone, in the residential zone, where you will experience late night amplified music as we experience it, in reality.

Sincerely,

Ben Scheyps *Idem Stone*

314 1st Ave. N. Hailey, Idaho 83333