COMPREHENSIVE PLAN

Adopted	1978
Updated	1982
Updated	1998 – 2003
Updated	2010

2010 Comprehensive Plan Adopted by Resolution 2010-18

Updated 2012 (Resolution 2012-58)

TABLE OF CONTENTS

PART ONE INTRODUCTION 1
Authority 1
Purpose, Intent and Format 2

PART TWO VISION STATEMENT 3

PART THREE GOALS & INDICATORS 4
Section 1 Natural Resources, Energy and Air Quality 4
Section 2 Hazardous Areas and Wildland Fire Hazards 12
Section 3 Special Areas or Sites and Features 15
Section 4 Recreation, Parks and Lands 17
Section 5 Land Use, Population and Growth Management 19
Section 6 Economic Development 31
Section 7 Demographics, Cultural Vitality, Social Diversity and Well-Being 33
Section 8 Housing 37
Section 9 Public Services, Facilities and Utilities 40
Section 10 Transportation 42
Section 11 Community Design 44
Section 12 Private Property 45
Section 13 School Facilities and Transportation 46

PART FOUR IMPLEMENTATION 48

PART FIVE CAPITAL IMPROVEMENT PLAN 52
Section 1 Development Impact Fee 2012 Update ..... (Appendix E)

Appendices
Appendix A 2010 Update Process
Appendix B Accomplishments Implementing the Hailey Comprehensive Plan
Appendix C 1997 – 2005 Goals, Policies and Implementation Table
Appendix D Physical Environment
Appendix E Development Impact Fee 2012 Update

PART ONE INTRODUCTION

Authority

This Plan is adopted under the authority of Idaho's Local Land Use Planning Act (Idaho Code Sections 67-6501 et. seq.) Idaho Code Section 67-6508 requires a Comprehensive Plan that considers previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each of the following planning components:

a) Property rights
b) Population
c) School Facilities and Transportation
d) Economic Development
e) Land Use
f) Natural Resources
g) Hazardous Areas
h) Public Services, Facilities, and Utilities
i) Transportation
j) Recreation
k) Special Areas or Sites
l) Housing
m) Community Design
n) Implementation
o) National Interest Electric Transmission Corridors

Idaho Code Section 67-6508 also allows for the consideration of additional planning components. Hailey's Plan includes additional goals related to Growth Management, Parks and Lands, Cultural Vitality, Social Diversity and Well-Being, Energy and Air Quality.

Idaho Code Section 67-8208 requires a city Capital Improvement Plan be added as an element of the Comprehensive Plan; Part Five contains the original Hailey Capital Improvement Plan written by TischlerBise and adopted April 2007.

There are no "National Interest Electric Transmission Corridors" identified within the City of Hailey.

Purpose, Intent and Format

The Comprehensive Plan of the City of Hailey is created to guide land use change over time. Future land use related decisions of the Planning and Zoning Commission and City Council should be based on the Plan in its entirety not just on individual sections; the sections of this Plan should not be read in isolation of the other sections or separated from the whole plan for reasons of arbitrary illustration. Many topics relate to more than one section; footnotes direct readers to other sections that may address the same topic.

Part 2 is the vision statement, which describes the future that the city intends to ultimately become or to influence.

Part 3 includes goals and indicators for each planning component required by state code to be addressed. A section for each planning component required outlines the purpose, background information and goals. The background information "considers previous and existing conditions and trends". The goals state one to five "desirable goals and objectives, or desirable future situations".

The goals are broad statements of measurable outcomes to be achieved. Indicators are stated as a measure related to a goal and based on best practices. A general desired trend is stated for each indicator and some indicators have a benchmark as a point of reference for the measurement. Some goals have an "assessment" component rather than an indicator.

↑ = desired increasing trend

→ = maintain current status

↓ = desired decreasing trend

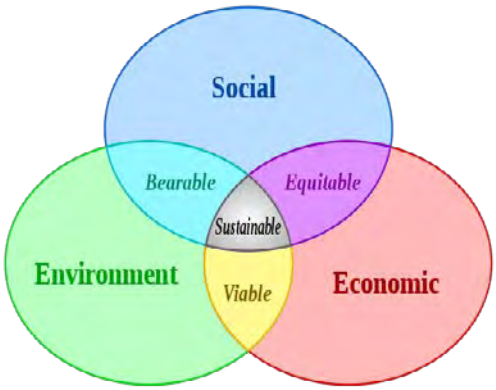
Part 4 identifies the process and resources that will implement the goals and describes how the indicators will be monitored. The identification of specific tasks to accomplish any given goal is left to the process of developing standards or programs determined to be the best method of implementation and recommended to the Council for consideration and adoption.

PART TWO VISION STATEMENT

Hailey is a community in which families thrive; a community whose character of place is valued and defined by safe, walkable, attractive and vibrant residential and commercial neighborhoods and streets, clean air and water, abundant open space, parks and trees, and strong education and social support networks. Hailey is a community connected to and respectful of the natural assets surrounding us. Hailey is a community that honors its history and embraces ethnic, cultural, generational, and economic diversity.

Hailey City government is a responsible steward of public funds and resources, is a leader in local and regional efforts toward increasing opportunities for resource and energy conservation and best practices in Sustainable Development and is a collaborator with local and state agencies, organizations and private landowners to achieve the community vision.

Sustainable Development is a pattern of resource use that aims to meet human needs while preserving the natural environment so that these needs can be met not only in the present, but in the indefinite future. The most commonly used definition is, "development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (Our Common Future, Report of the World Commission on Environment and Development, World Commission on Environment and Development, 1987). Sustainable Development usually encompasses three areas: environmental sustainability, economic sustainability and social-political sustainability



PART THREE GOALS & INDICATORS

Section 1 Natural Resources, Energy and Air Quality

Purpose

The purpose of this section is to provide an analysis of rivers and other waters (watercourses and wetlands), forests, rangeland, soils, fisheries, wildlife, minerals, geothermal, and watersheds (Idaho Code Section 67-6508(f)).

Additionally, this section provides an analysis of energy use and practices that effect the quality of air and quality and quantity of surface and ground water.

Related Master Plan or Work Plan:	**Wellhead Protection Plan** **Climate Protection Plan**

Background Information

Hailey's citizens value our many natural resources. The mosaic of our natural landscape, from lush floodplains to high sagebrush deserts, add to the beauty of the valley and the quality of life.

Community Forest

Many large, mature trees found in the City today were planted at the turn of the century and are identified as an important resource to maintain. An inventory of city trees was completed in 1995 and the publication of a Tree Selection & Planting Guide was completed the same year. An ordinance that recognizes the significance of our urban and native forest habitats, and the connections between the two habitats, to preserve our urban forest resource was adopted by the City Council in 2008; this ordinance was codified as Section 12.20 of the Municipal Code. The Hailey Tree Committee was also established in Section 2.36 and is tasked with creating a community forestry master plan and will oversee its implementation. The Design Review section of Municipal Code Title 17 requires street trees, of appropriate size and species, in all new commercial and residential development, provide for developer installation, irrigation and maintenance of those trees for a defined time period and supports the replacement of trees when removed by development.

Native Vegetation and Green Space[1]

There has been a significant increase in noxious weeds in areas of disturbed soil. Noxious weeds are one of the main threats to the native plants of our uplands, stream banks, and forest resources. City of Hailey coordinates with the County and other agencies in noxious weed control and elimination efforts.

[1] Refer to Section 4 for more discussion of Green Space

Wildlife

Wildlife resources in and adjacent to Hailey are defining components of our community character that should be protected. Migration corridors are locations of routes used by ungulates for annual migration, usually to and from winter range. These corridors and ranges are prevalent throughout the Wood River Valley and observed on adjacent hillsides, valley floors and along the Big Wood River. These areas are independent of land ownership or jurisdictional boundaries. The City of Hailey and the Wood River Land Trust have worked to protect wildlife habitat along the Big Wood River by creating a connected corridor of protected land along the Big Wood River in Hailey. In addition, lands that include migration corridors adjacent to the city have been identified as priority for protection from development. The City has worked to coordinate with other agencies on big game winter feeding policies and best practices. Some site specific impacts, such as topographic alterations, clearing and removing vegetation, and draining of wetlands, are immediate and have direct negative impacts on wildlife. These same site-specific impacts, however, often have indirect impacts on adjacent and neighboring lands through a process of habitat fragmentation, disruption of habitat continuity, and loss of habitat to animals which rely on both the developed parcel and surrounding lands for habitat. The cumulative impacts of these changes significantly affect wildlife populations.

Water Quality[2]

The City adopted a "Wellhead Protection Plan" in 2000. This plan was developed in response to the Department of Environmental Quality's "Source Water Assessment" for the City of Hailey. This report indicated that the groundwater, the source of Hailey's drinking water, is highly susceptible to contamination. This rating is a result of the geology in the area. Any accidental spills in the Big Wood River or along Highway 75 could influence the water quality for the City. Due to the vulnerability of this resource and the fact that the delineated time of travel (wellhead zones) for Hailey's wells extend outside of our jurisdictional boundaries, the City has joined with other water districts and Blaine County to form the Blaine County Drinking Water Protection Coalition to develop a comprehensive countywide plan to protect this valuable resource.

The Big Wood River is a designated Special Resource Water by the Department of Environmental Quality and Environmental Protection Agency. There are many tests required to make sure that the treatment plant is not negatively impacting the river. Many of these tests are run more often than required to resolve any potential problems before the river is impacted. The City's EPA permit allows 30 mg/L of total suspended solids (TSS) and 30 mg/L biochemical oxygen demand (BOD) to be discharged into the Big Wood River. The typical output of the Woodside Treatment plant is 1 mg/L TSS and 2 mg/L BOD. NPDES Permit requirements are in the process of being reviewed by the Department of Environmental Quality.

[2] Refer to Section 9 for discussion of wastewater treatment and pollution loads into the Big Wood River

Water Supply and Conservation

The use of water meters to assess water consumption began in October 2006. A tiered rate system is used to encourage water conservation. Water conservation tips are distributed to the citizens of Hailey regularly in the City's newsletter. The City works closely with interested citizens and organizations to explore other means of conserving water, such as the use of landscaping that is designed to be water and maintenance-efficient. The average per capita water use in Hailey is approximately 3x the national average.

Supply

Source	Water Rights
1. Indian Springs[3]	3.2 MGD (Million Gallons/Day)[4]
2. River St Well	1.7 MGD
3. Third Ave Well	2.2 MGD
4. Woodside Well	1.4 MGD
5. Northridge Well	2.3 MGD
Total Present Water Supply	**10.8 MGD**

Storage	Capacity
1. Indian Creek Tank	1 Million Gallons
2. Quigley Tank	2.2 Million Gallons
Total Present Water Storage	**3.2 Million Gallons**

Demand

Year	2008	2020
Peak Use*	7.65 MGD	12.24 MGD
Fire Flow Demand**	0.36 MGD	0.36 MGD
Estimated Current & Future Demand	8.01 MGD	12.60 MGD

* Peak use is the maximum daily demand

** Fire Flow Demand is for 4 hours

Ground Water Resources of the Wood River Valley (USGS)

A multi-year study of groundwater resources in the Wood River Valley is being conducted by the US Geological Survey (USGS). The objective of the project is to provide data and interpretations about the water resources of the Wood River Valley that will allow county and local governments to make informed decisions involving water resources, as well as recommend additional data collection or studies to achieve sufficient information for decisions-makers. The study is expected to conclude in September 2011.

[3] Water Rights are in the Snake River Adjudication. Water Rights and springs capacity subject to revision.

[4] Actual Production is currently 1.6 MGD

Waterways and Floodplain

The cottonwoods that line the river are the largest natural forest within the City and provide important floodplain functions as well as excellent wildlife habitat. Cottonwood habitats protect the City from excessive flooding by absorbing tremendous amounts of water, as well as spread, dissipate, and absorb flood energies. As development occurs in the floodplains, cottonwood habitats are removed, which exposes the floodplain and leave more developments prone to flooding and damage. City resources are then required to protect and repair city facilities as well as to protect and assist residents. Our cottonwood forests have been reduced over the years, but still function so long as a critical limit of loss is not reached. Once the cottonwood forests become isolated, they cease to provide watershed protection. The overlay district to manage the Big Wood River waterways, wetlands, floodways and floodplains was adopted in 2003 by Ordinance No. 842. The City of Hailey was a partner in a grant written by the Wood River Land Trust to restore a portion of Lion's Park, the former city dump, to a more natural wetland and floodplain ecosystem.

Air Quality and Energy

In February 2007, the Hailey City Council passed Resolution 2007-2 endorsing the U.S. Mayors Climate Protection Agreement. The agreement urges federal and state governments to enact policies and programs to meet or exceed the Kyoto Protocol targets for reducing global warming pollution.

A Climate Protection Committee made up of interested city staff members was formed in association with the endorsement of the U.S. Mayors Climate Protection Agreement. As its first act, the committee, sketched out a draft Climate Protection Plan that includes implementing policies for immediate action plans, intermediate action plans and long range action plans to help achieve a significant reduction in greenhouse gas emissions from City government operations related activities. The plan was presented to the Hailey City Council with the Mayor's Climate Protection Resolution. In March 2007 a Hailey citizen was appointed as the Community Liaison and Volunteer Coordinator to the Committee. In September 2008, the Hailey City Council passed Resolution 2008-12 which adopted the goal of a 15% reduction in CO2 emissions by 2015. The baseline used to measure this goal is the FYE 2005 CO2 level of 2850 tons. Progress is tracked and reported annually to the Council.

Sources of Energy

Idaho Power relies on 17 hydroelectric generating plants on the Snake River and its tributaries, natural gas-fired plants and shares of three jointly-owned coal-fired plants. The Idaho Power portfolio's typical fuel mix will change from year to year. In low water years, Idaho Power's fuel mix will most likely contain higher percentages of coal and natural gas-fired generation and purchases. In high water years, the percentage of hydroelectric generation will increase. Since Idaho Power's resources are changing it is difficult to identify a typical fuel mix; however, the following table provides Idaho Power's 2010 estimate of the fuel mix for Idaho Power's resource portfolio under normal or average water conditions.

Source	**Percentage**
Hydroelectric	50.6%
Coal	41.6%
Natural Gas	3.5%
Wind	2.4%
Biomass	0.8%
Geothermal	0.4%
Other	0.7%
Total	100%

Wind and Solar

Planning for the future of energy will help Hailey residents increase energy independence and security, as well as reduce future energy costs. In 2009, the city adopted standards to address Solar Panels and Small Scale Wind Energy Systems to promote development of local, clean, renewable energy source that produces no emissions, requires no mining, damming, combustion, or waste. The amendments regarding solar panels, addressed the U.S. solar energy trend – the number of homes and businesses that have solar panels has increased by 40% each year since 2005. Idaho's Wind Energy Resource Map, created by the US Department of Energy, shows the area of Hailey as having a wind capacity range from 0-14 mph on average. Typically small scale wind turbines with wind speeds of 6-12 mph will generate enough electricity for 1/3 to 1/5 of the average household needs. Roof-mounted wind energy systems, where wind opportunities exist and when appropriately located, can improve energy independence and security, reduce the demand on non-renewable energy sources, and provide a financial benefit to the owner of such systems. It has been shown in numerous case studies that the viability of wind energy systems relies upon whether a system's placement allows for unobstructed wind access. The standards adopted by the city allow for roof-mounted wind energy systems with a Conditional Use Permit.

Geothermal

A 1979 the US Department of Energy, Division of Geothermal Energy produced a report titled "Hailey, Idaho Site Specific Geothermal Development Analysis". The report analyzed the Hailey Hot Springs source in Democrat Gulch in Croy Canyon west of Hailey. The report concluded that space heating residential and commercial buildings in Hailey as the most probable development of the resource based on the fact that the source was used to heat the Hiawatha Hotel for forty years prior to the destruction of the hotel by fire in January 1979; at that

time subdivision of land at the source was also considered to be unrealistic because County zoning discouraged growth west of Hailey.

Hydro – Indian Creek

The installation of a water storage tank in Indian Creek lead to discussions with Idaho Power for the construction of a hydro power plant. In 1984 the City entered into a 35 year agreement with Idaho Power to generate power to sell to Idaho Power to help offset costs. A separate permit was received from the Federal Energy Regulatory Commission (FERC) to register the plant as a Qualifying Facility. The hydro plant went into service in 1985 and has remained in service since. The unit itself is a 62 KW generator; in high water years, it generates between 10,000 – 16,000 KWhrs per month.

Air Quality Monitoring

The Idaho Department of Environmental Quality monitors air quality in the Wood River Valley from a monitoring station located on the roof of Hemmingway Elementary School in Ketchum and reports the Air Quality Index. One of the primary reasons for locating a monitor in that area was for monitoring during forest fires.

DEQ uses the AQI for five major air pollutants regulated by the Clean Air Act: ground-level ozone, particulate matter (PM 2.5 and PM 10), carbon monoxide, sulfur dioxide, and nitrogen dioxide. For each of these pollutants, EPA has established National Ambient Air Quality Standards to protect against harmful health effects.

An AQI value of 100 generally corresponds to the national air quality standard for the pollutant, which is the level EPA has set to protect public health. AQI values below 100 are considered healthful. When AQI values are above 100, air quality is considered to be unhealthy—at first for certain sensitive groups of people, then for everyone as AQI values get higher. An AQI value between 0 and 50 is considered satisfactory air quality and air pollution poses little or no risk. Daily reporting of AQI is posted on the Idaho Department of Environmental Quality website.

Goals	**Indicators**	**Desired Trends or Benchmarks**
1.1 Preserve, protect and restore natural resources including waterways, floodplains, wetlands, soil, community forest, native vegetation, green space and wildlife habitat and migration corridors for the benefit of the City and its residents.	Salvaged construction material and demo waste separated	↑
	Riparian Area (100 feet from Big Wood River Mean High Water Mark)	→
	Surface flow and temperature of the Big Wood River	↑ Flow ↓ Temp
	Total suspended solids (TSS) and biochemical oxygen demand (BOD) discharge	↓
	Area of wetlands	→
	Number of trout (an indicator species)	↑
	Acres of land with conservation easements or owned by WRLT	↑
	Wildlife conflicts	↓
	Well head protection	↑
	Amount of water available for consumption	→
	Number and variety of trees	↑
	Amount of noxious weeds	↓

Goals	**Indicators**	**Desired Tends or Benchmarks**
1.2 Efficiently use and conserve resources.	Average per capita water use	↓
	Ratio of recycling to waste collected	↑
	Tons of residential curbside refuse collected per household account	↓
1.3 Promote renewable energy production	Opportunities for renewable energy production	↑
	Percent of power from renewable sources (use Idaho Power data)	↑
1.4 Promote energy conservation	Level of CO2 emissions of city operations	↓ 15% reduction by 2015 (2005 baseline = 2850 tons)
	Energy efficiency of buildings within the city	↑ 10% above current Idaho State adopted energy code (Sustainable Building Committee recommendation)
1.5 Promote air quality protection	Daily DEQ Air Quality Index	→ "Good" - Less than 50
	AQI Annual Average	→ Less than 50 (PM10)

Section 2 Hazardous Areas and Wildland Fire Hazards

Purpose

The purpose of this section is to provide an analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards (Idaho Code Section 67-6508(g)).

In addition, man-made hazards and an analysis of known wildland fire hazards including the presence of wildland urban interface, the presence of structures, access for fire suppression, climatic conditions, the severity of fire hazard that is expected to prevail in an area, and/or other fire hazards as determined is addressed in this section.

Related Master Plan or Work Plan:	**All Hazards Mitigation Plan** **Hailey Emergency Operations Plan**

Background Information

Seismic and Geologic Hazard

Building standards adopted by the International Building Code (IBC) address seismic activity. Hailey and vicinity have been assigned a D1 designation according to the seismic risk map of the IBC.

Radon is a radioactive gas created by a natural breakdown of uranium, and is found in high concentrations in soils and rocks containing uranium, granite, shale, and phosphates. This gas can move through the soil on which homes are built, and through the house by means of any small openings or through porous building materials. Homeowners and renters should be aware of the potential health hazard from radon. The City has several publications concerning radon that are available to the public.

Flood Hazard

The Big Wood River flows adjacent or nearly adjacent to the westernmost City Limits, with floodplain areas extending into areas of the City including China Gardens, Sherwood Forest, Cedar Bend, and Della View Subdivisions. Additional floodplain areas include lands adjacent to several drainage canals throughout the Woodside Subdivision, which carry water from Quigley Creek. Floodplain areas are also located within Hailey's Area of City Impact, including areas adjacent to the Big Wood River, Croy Creek and Quigley Creek. Section 4.10 of Hailey Zoning Ordinance Number 532, Flood Hazard Overlay District, was originally adopted in 1988, with a new Section adopted in 1997, along with the 1997 Flood Insurance Rate Map. The section was rewritten in 2003 (Ordinance No. 842).

Avalanche Hazard

There are numerous hillside and adjacent valley floor areas that are subject to periodic avalanches. Terrain, vegetation, wind conditions, depth and composition of snow layers all affect avalanche potential. Specific site evaluation and technical experience are typically required to determine potential hazard. Avalanche studies have been completed for some areas affecting Hailey. An "Avalanche Hazard Areas" map, prepared by Blaine County Planning and Zoning, shows general locations of high and low hazard areas in the general vicinity of Hailey and its Area of City Impact. Most avalanche prone areas lie well outside the City Limits, but many are within Hailey's Area of City Impact. Some areas within the City may be at risk from avalanche runoff, such as the Della View and Woodside Subdivisions.

Wildfire Hazard

The City's Emergency Operations Plan identifies wildfire hazard as having a high probability of occurrence as well as a high danger factor. Open sage and grass-covered hillsides fringe the City along much of its boundary. These large expanses of open area, coupled with the arid climate of the Wood River Valley, create high to extreme fire danger during the late summer and autumn of most years. Following fires, these areas are prone to mudslides and debris flows.

Man Made Hazard

Man made hazards include pollution, toxic waste, electromagnetic emissions, hazardous utility facilities, and the transport of noxious, radioactive or hazardous materials. Hailey has no heavy industry within its borders and no land within city limits is zoned for such. However, many light industries and businesses create pollution and toxic waste. Highway 75 is the sole through-route for transportation, including the transport of hazardous materials. Zoning, building and fire inspections, wastewater pretreatment requirements, and rules for transporting hazardous materials are examples of regulations that address the mitigation of many potential man-made hazards.

An area of particular concern related to pollution and toxic waste is the protection of the Wood River aquifer, from which the City of Hailey obtains all of its domestic water supply.[5] The Friedman Memorial Airport also presents potential hazards to its residents. Such hazards may include transportation accidents or toxic spills. The Airport is a known source of air pollutants. The Airport Authority's current Airport Master Plan attempts to eliminate non-standard issues, such as Runway Protection Zones located in or near high intensity uses. Two positions on the Airport Authority Board are reserved for City appointees. The City of Hailey, by Resolutions, supports the relocation of the airport to a location outside of the City of Hailey and is planning for the rezoning and redevelopment of the site for non aviation purposes.

[5] refer to Section 1, Natural Resources

Hazard Response Readiness

The adopted City of Hailey Emergency Operations Plan (EOP) addresses both natural and man-made hazards, and utilizes four phases of emergency management: mitigation, preparedness, response and recovery. The EOP includes resource lists, as well as individual checklists for both natural hazards and man-made hazards:

NATURAL	MAN-MADE
Winter storms & blizzards	Transportation emergencies
Tornado	Hazardous materials emergencies
Water disaster	Conflagrations and wildfires
Drought	Civil riots
Debris flow, avalanche, rock slides	Nuclear incidents
Earthquake	
Wildfires	

In 2007 and 2008 the City of Hailey participated in a county-wide All Hazards Mitigation Plan (AHMP) with other members of the Local Emergency Planning Committee. The plan was adopted by the City Council in 2009. The City of Hailey and its Fire Department maintain Mutual Aid Agreements with several organizations and governmental jurisdictions, including but not limited to the cities of Bellevue, Ketchum, Sun Valley and Blaine County, Sawtooth National Forest, Shoshone BLM and Friedman Memorial Airport.

Goals	**Assessment**[6]
2.1 Reduce the potential threat to loss of life, limb or property and minimize public expenditures due to natural and man-made hazards.	location and severity of hazards related to faults, seismic activity areas, soils, slope, geo - and hydro - thermal activity and water table levels
	location of areas containing faults, slopes at or above 10%, geo - thermal activity, ground water levels which are typically less than three feet below the surface, and soils inappropriate for development due to instability or other factors
	location and severity of hazards related to avalanches
	location of lands which may be subject to wildfire, and the location of structures which would be threatened should a wildfire occur
	wildfire hazard rating for parcels
	development in the floodplain; Flood Insurance rating

[6] Assessment is used in place of indicators.

Section 3 Special Areas or Sites and Features

Section Purpose

The purpose of this section is to provide an analysis of areas, sites, or structures of historical, archeological, architectural, ecological, or scenic significance (Idaho Code Section 67-6508(k)).

Related Master Plan or Work Plan:	**Hailey Downtown Strategy**

Background Information

Special sites, areas, and features are diverse in nature and help to create a "sense of place" that many Hailey residents value. Special sites, areas, and features reveal aspects of our city's origins and development through their form and use. For example, today many of the historic churches are located off Main Street and on the side streets in the historic residential portion of Hailey. However, the churches were originally located on Croy Street which was the main travel route through Hailey. Only later did the main travel route change to a north-south orientation leaving the churches to the side streets.

Special Sites include historic buildings and landmarks, such as the Ezra Pound House, the Blaine County Courthouse, the Blaine County Historical Museum, the Masonic Lodge, the Rilato Hotel (Hailey Hotel), historic churches, Hailey Public Library and City Hall, and the Rodeo Grounds (Wertheimer Park).

Special Areas include cultural and scenic amenities, such as trails along the Big Wood River, the original townsite grid pattern and historic downtown area. Open space surrounding Hailey, including the undeveloped area between the cities of Hailey and Bellevue, visible ridgelines, undeveloped hillsides and agricultural areas are also Special Areas that help define the rural character of Hailey.

Special Features include undeveloped hillsides, the night sky, street names and business names that reflect the local mining heritage, easy access to side canyons such as Colorado Gulch, Croy and Quigley Canyon, the Blaine County Recreation District trail system, mature trees, historic architecture, and the lilac bushes that originally marked the corners of city lots.

Overlay districts or other special planning tools can be utilized to help plan for special sites, areas and features. For example, the Original Hailey Townsite Overlay District allows for reasonable flexibility in ordinance requirements, which helps achieve dual goals of a compact community core and retaining the character of Old Hailey.

Goals	**Indicators**	**Desired Trends or Benchmarks**
3.1 Assure the protection and preservation of Special Sites, Areas and Features to maintain a strong community identity for future generations	Hillside preservation	→
	Outdoor light pollution	↓
3.2 Protect the residential character and scale of the original Townsite. 3.3 Protect the traditional character and scale of the historic downtown and Main Street corridor.	**Assessment**[7]	
	Number of locally designated historic sites, buildings and cultural landmarks	
	Effectiveness of the Hailey Townsite Design Review Guidelines.	

[7] Assessment is used rather than indicator for this item

Section 4 Recreation, Parks and Lands

Purpose

The purpose of this section is to provide an analysis showing a system of recreation areas, including parks, parkways, trailways, river bank greenbelts, beaches, playgrounds, and other recreation areas and programs (Idaho Code Section 67-6508(j)).

Related Master Plan or Work Plan: Hailey Parks, Lands and Trails Master Plan

Background Information

Hailey residents enjoy a number of developed recreation opportunities. There are a number of neighborhood parks scattered throughout the city. The Blaine County Aquatic Center, the Community Campus and the Wood River Trails (connecting Hailey to the rest of the Wood River Valley via a world-class recreation trail) are assets enjoyed not only by Hailey residents, but a larger community. The Blaine County School District provides approximately 45 acres of sport fields for organized recreation programs. The notable play structure in Hop Porter Park was provided through volunteer efforts, as was the Hailey Skate Park. All these assets, combined with a seeming abundance of surrounding lands still relatively free of development continue to provide adequate recreation opportunities for Hailey residents.

Population growth over the last 30 years has placed high demand on park space within the city. In 2002 the Hailey Parks, Lands and Trails Master Plan was adopted and the Hailey Parks & Lands Board was formed. Subdivision standards were adopted in 2003 to require parks and trails contributions from new development. In 2007 Development Impact Fees were adopted. The fees are required to be paid by any development within all areas of the City. The fees may be used for park, transportation, police, or Fire/EMS capital facilities.

Planning for parks and recreation must be sensitive to the stresses and complexities of growth, flexible to changing conditions, and be a part of the City's overall gro
focused on providing recreation opportunities to meet the diverse needs of a diverse community. It must address conservation of the natural environment, while preserving property rights. Above all, planning for parks and recreation must reflect a vision consistent with the goals and aspirations of the community.

The Land Use Map adopted as part of this Plan includes Parks, Trails and Green Space information and should be utilized as a tool in future land use planning.

Goals	**Indicators**	**Desired Trends or Benchmarks**
4.1 Create and maintain an interconnected system of parks, recreational facilities, trails, green spaces and natural lands in order to provide diverse recreation opportunities for Hailey residents within ¼ mile to ½ mile of the greatest number of residents.	Park acreage per capita	↑ Benchmark: 10 acres per 1,000 residents
	Percent of population within ¼ mile and within a ½ mile of a park	↑
	Park/Open Space as percent of city area	↑
	Maintenance costs per capita	↓

Section 5 Land Use, Population and Growth Management

Purpose

The purpose of this section is to provide an analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction. (Idaho Code Section 67-6508(e)).

Additionally this section provides an analysis of trends in population growth (Idaho Code Section 67-6508(b)) and growth management.

Related Master Plan or Work Plan:	**Hailey Downtown Strategy**

Background Information

Land use is the one element of a Comprehensive Plan that ties the others together. Every other component of the Plan, from natural resources to housing to transportation, is influenced by land use.

The livability and quality of life in Hailey cannot be maintained and enhanced without residential neighborhoods that are supported, protected, and connected.

Land use within the City of Hailey is directed by the natural and geographic features of the area, such as the hillsides confining the valley, and the Big Wood River flowing along the western City limits. Transportation infrastructure, including Highway 75, interconnectivity and transit routes and stops, also influence land uses.

At the time of the first revisions to the Comprehensive Plan (1998 – 2003) the City pursued a master infrastructure and services planning approach to managing growth. A Capital Improvement Plan for various City departments, an updated method of calculating annexation fees, and a cost-revenue analysis that quantified the revenues needed to meet the costs of providing services was adopted and included as a component of the Comprehensive Plan.

Carrying capacity, geography and economic constraints also affect future growth. The biological concept of carrying capacity is the number of individuals an environment can support without significant negative impacts to the individuals and its environment. Geographic limitations include the topography of the area, county subdivisions adjacent to Hailey that will most likely not be annexed, and the desire to maintain open space between Hailey and the City of Bellevue to the south. Economic limitations include the prices of land and construction, fluctuations in national economy, and limited transportation access.

The City seeks to accommodate population growth through a balanced combination of two means:

1. "infill" development or redevelopment of existing land within the current City limits in accordance with existing zoning and density allowances without necessitating the use of density bonuses or waivers, and
2. "expansive" development due to the annexation of new land into the City and/or density increases relating to PUD bonuses and/or zoning amendments.

Given the history of the community growth over the last three decades it is anticipated that the City of Hailey will continue to grow; however, the rate may be slower given the current economic recession (which began in 2007). A variety of geographic, economic or legislatively imposed limitations may affect the rate of population growth the City will see over the next 20 years.

Expansion of City Boundaries

1970s		
Woodside, Deerfield and Northridge	900 acres	primarily residential
1990s		
Main Street north of Myrtle and Foxmoor	70 acres	commercial and residential
2000s	272 acres	
Airport West	74 acres	commercial
Old Cutters	143 acres	residential
School District - Woodside Elementary	20 acres	public facilities
School District – High School	3 acres	public facilities
410 West Bullion Street (Ehrenberg)	1 acre	residential
Lots 1, 2, & 38, Little Indio Subdivision	1 acre	residential
Friedman Memorial Airport	42 acres	airport

The most recent requests for annexation includes the Colorado Gulch Preserve application to annex 22 acres and develop 94 units which was denied by the Council and the Quigley Canyon application to annex 240 acres and develop 356 units which is still under consideration.

Hailey Land Utilization

Zoning District	2009[8]			
	Total Area Acres*	% of Total Land Area	Total Vacant Acres	
GR	672	29.2%	59.6	9%
LR-1	649	28.2%	127	20%
LR-2	136	5.9%	42.6	31%
B	121	5.2%	13.9	12%
SCI-SO	19	0.8%	9.7	51%
SCI-I	44	1.9%	17.1	39%
LI	50	2.2%	3.7	7%
TN	13	0.5%	0.36	3%
NB	0	0.0%	0	-
LB	74	3.2%	27.9	38%
RGB	300	13.0%	0	0%
TI	9	0.4%	0.47	6%
A	219	9.5%	0	-
Total	2,303	100.0%	59.6	9%

*Total land area and acres include all public and private right-of-ways within a given zoning district.
*** The number of units in the RGB and A zoning districts were not calculated due to the nature of the use and the size of the land; however, *the total land area was included in the total units/acre calculation*.

[8] source: Hailey Planning Department, compiled December 31, 2009 using 2009 Zoning Map data.

Current Land Use Efficiency

	Units	Acre*	Units/Acre[9]	Min Allowable
GR	2028	672	2.50	7
LR-1	1454	649	2.24	5
LR-2	214	136	1.58	4
B	381	121	3.16	12
SCI-SO	28	19	1.48	
SCI-I	133	44	3.06	
LI	119	50	2.37	
TN	32	13	2.54	12
NB	0	0	0.00	12
LB	196	74	2.67	12
RGB***	0	300	0.00	
TI	35	9	4.12	
A***	0	219	0.00	
Total	4,620	2,303	2.01	

The average units per acre in the GR and LR zoning districts is 2.28 units per acre

[9] Units per Acre (U/A) - the number of households (residential lots, sub-lots or units) divided by the underlying acreage, including public right-of-way, parks and open space.

Base Density Allowed by Hailey's 2010 Zoning Code

2010 Zoning Districts	Units/Acre allowed (min lot size)	w/ ADUS	Units/Acre multi-family or mixed use
GR	7	12	10
LR	4-5	-	-
B	-	12	20
TN	7	12	10
NB	7	12	15
LB	7	12	20

Hailey Density Ranges (U/A)		
Low	Medium	High
1 - 6	7 - 15	16+

Maximum Number of Units Allowed on Vacant Land

Zoning District	Acres of Vacant Land	Units per acre allowed (min lot size)	w/ ADUS	Units per acre multi-family or mixed use
GR	59.6	417.2	715.2	596
LR-1	127	635	0	0
LR-2	42.6	170.4	0	0
B	13.9	0	166.8	278
SCI-SO	9.7	0	0	194
SCI-I	17.1	68.4	0	0
LI	3.7	25.9	0	0
TN	0.36	2.52	4.32	4
NB	0	0	0	0
LB	27.9	195.3	334.8	558
RGB	0	0	0	0
TI	0.47	-	-	-
A	0	0	0	0
Total	301.93	1514.72	1221.12	1630

Population Potentially Accommodated by Vacant Land

	Min Lot Size	w/ ADUs	Multi Family
GR	1068	1831	1526
LR-1	1626	0	0
LR-2	170	0	0
B	0	427	712
TN	6	11	9
LB	500	857	1428

Population Change

The 2000 Census showed Hailey as one of the fastest growing cities in Idaho, growing from a population of 3,575 in 1990 to 6,200 in 2000. Since 2005, generally Blaine County has seen more residents relocate to other parts of the country than move into the county. However, because of international migration and natural population growth, Blaine County has experienced an overall increase in its population over the last two decades.

1940 - 2000[10]

Census Year	Census Population	Growth Rate
1940	1443	
1950	1464	1%
1960	1185	-19%
1970	1425	20%
1980	2109	48%
1990	3687	75%
2000	6200	68%
2008	*7883*	*27%*

1990 - 1999[11] - Average Annual Growth Rate 5.0%

Year	Population	Growth Rate
1990	3,575	
1991	3,942	10.3%
1992	4,203	6.6%
1993	4,481	6.6%
1994	4,816	7.5%
1995	5,059	5.0%
1996	5,394	6.6%
1997	5,522	2.4%
1998	5,526	0.1%
1999	5,577	0.9%

2000 - 2008[12] - Average Annual Growth Rate 3.0%

Year	Population	Growth Rate
2000	6200	
2001	6787	9.47%
2002	7067	4.13%
2003	7279	3.00%
2004	7442	2.24%
2005	7596	2.07%
2006	7744	1.95%
2007	7844	1.29%
2008	7883	0.50%

[10] Population Division, U.S. Census Bureau

[11] Carollo Engineers, Draft Wastewater Facility Plan, October 2007 Table 10 using US Census data

[12] 2001 – 2007 Source: Population Division, U.S. Census Bureau Table 4: Annual Estimates of the Population for Incorporated Places in Idaho, Listed Alphabetically: April 1, 2000 to July 1, 2007 (SUB-EST2007-04-16), Release Date: July 10, 2008 [note: these numbers differ slightly form the numbers in Table 10 of the Carollo 2007 Wastewater Facility Plan presumably because an earlier version of the Census Bureau Table 4 was used as the population data source] 2008 Source: http://idaho.hometownlocator.com/census/estimates/cities.cfm from US Census Bureau

Adopted Population Growth Projections

Population projections from various plans adopted by the City of Hailey include the following:

Year	Adopted Plan	Average Annual Growth Rate Used	Population Estimate
1997	Wastewater Facility Plan[13]	6%	17,466 by 2017
2000	Comprehensive Plan	3.5% - 6%	-
2002	Water System Master Plan[14]	4.5%	14,953 by 2020
2007	Growth Related Capital Improvements Plan and Development Impact Fees[15]	4.7%	10,561 by 2012
2007	Wastewater Facilities Master Plan[16]	4.5%	21,556 by 2028

Population Growth Projection Rates

Year	Average Annual Growth Rate		
	2.50%	4.50%	6.50%
2008	7,883	7,883	7,883
2009	8,080	8,238	8,395
2010	8,282	8,608	8,941
2011	8,489	8,996	9,522
2012	8,701	9,401	10,141
2013	8,919	9,824	10,800
2014	9,142	10,266	11,502
2015	9,370	10,728	12,250
2016	9,605	11,210	13,046
2017	9,845	11,715	13,894
2018	10,091	12,242	14,797
2019	10,343	12,793	15,759
2020	10,602	13,369	16,784
2021	10,867	13,970	17,875
2022	11,138	14,599	19,036
2023	11,417	15,256	20,274
2024	11,702	15,942	21,592
2025	11,995	16,660	22,995
2026	12,295	17,409	24,490
2027	12,602	18,193	26,082
2028	12,917	19,012	27,777
2029	13,240	19,867	29,582
2030	13,571	20,761	31,505

[13] Keller & Associates
[14] Carollo Engineers
[15] Tischler Bise
[16] Carollo Engineers

2028 Year Population Growth Scenarios

Growth Rate	2008	2028	Increase over 2008	# additional units (2.56 people/unit)
2.50%	7,883	12,917	5,034	1,966
4.50%	7,883	19,012	11,129	4,347
6.50%	7,883	27,777	19,894	7,771

1. Infill of vacant land[17] only
(does not account for redevelopment of parcels)

Growth Rate	2028 pop increase over 2008	# additional units (2.56 people/unit)	acres of vacant land in 2010 including 219 acre airport site	units/acres (infill of vacant land* only)
2.50%	5,034	1,966	520	4
4.50%	11,129	4,347	520	9
6.50%	19,894	7,771	520	15

It is possible to accommodate 2.50% growth rate with infill only at a baseline density that is consistent with small town development patterns (4 U/A)

2. Development at current city-wide average of 2.0 U/A

Growth Rate	additional acres needed (excluding vacant land	% increase in land area
2.50%	481	21%
4.50%	1,672	73%
6.50%	3,384	147%

Allowing current development pattern to continue is unsustainable, regardless of growth rate, due to amount of land consumption required

3. Development at a minimum of 4 units per acre

Growth Rate	additional acres needed (excluding vacant land)	% increase in land area
2.50%	-10	
4.50%	585	25%
6.50%	1,441	63%

4. Combinations of density and land expansion for 4.5% and 6.5% growth rates

Growth Rate	Average Density (U/A)	Boundary Expansion (additional acres)
4.50%	6.5	166
6.50%	8.5	412
6.50%	10	275

[17] The calculation of vacant land does not include platted public access and utility easements (separate from those existing on platted parcels), public right-of-ways, land zoned RGB, and parcels of land developed solely as parking lots supporting an existing building on a separate, but adjacent lot.

Land Use Implications of Population Growth Scenarios

Impacts resulting from growth pressure, such as environmental degradation, inadequate social and infrastructure services, and loss of small town character are concerns associated with unrestricted growth of the community; therefore it is the responsibility of the city to plan for potential future population growth.

Within the context of Hailey's existing overall land use patterns and allowed density, 4 to 5 units per acre is a reasonable target for development to balance expansion and infill. A target density of 4 to 5 units per acre would translate into developments with a mix of lot sizes; some similar to the larger 12,000 square foot lots found in the Limited Residential zoning district and some similar to 6,000 square foot lots found in the General Residential zoning district. Some sources use Residential Units per Residential Acre[18] as a measure; 4 to 5 Units per Acre is approximately equivalent to 7 to 10 Residential Units per Residential Acre and an average lot size of 6,000 square feet.

Amount of Land Adjacent to Hailey for Annexation

There are 760 acres of un-platted, un-developed land within the current ACI. Of that, only 266 acres is adjacent to city limits; south of Della View Subdivision and west of Airport West Subdivision (26 acres) and Quigley Canyon (240 acres). Only the mouth of Quigley Canyon (55 acres) is developed at city density (4+ U/A). There are 515 acres south of the current airport site proposed to be included in a new Area of City Impact agreement with Blaine County (referred to as the Heritage Zone). The community and city decision makers have expressed the desire to maintain open space between the City of Hailey and the City of Bellevue. The acreage for potential development in this area is further reduced if open space between Hailey and Bellevue is maintained. The total land available for annexation based on this information is 781 acres. It is reasonable to assume that some of this land will be left as open space and not all of it will be developed at city level densities (e.g. only the 55 acres at the mouth of Quigley Canyon). Open Space and density levels will be an important consideration in the evaluation of annexation applications.

Economic Implications of Limiting Population Growth

Mechanisms that can be implemented to limit expansion of city boundaries range from limits on water and sewer hookups to the creation of a growth boundary.[19] Annexations are highly discretionary. The City may limit expansion based on factors such as availability of public services or demand.

Little is known about what, if any, the economic impacts are regarding the less stringent growth limiting mechanisms. To differing degrees the following economic impacts may occur as a result of the more stringent or no growth policies:

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[18] Residential Units per Residential Acre (RU/RA) - the number of households (residential lots, sub-lots or units) divided by the underlying acreage, excluding all land in non-residential use, easements and public right-of-way. Units per Acre is a more inclusive measure and provides a better overall sense of the relative walkability (uses within ¼ to ½ mile) of a location and perceived density.

[19] where no annexation can occur beyond an established physical boundary and population growth must be accommodated through approved increases in density or not at all

- increase in real estate prices, which might reduce the availability of affordable housing and prohibit mid to low income ranges from moving to and living in the community[20]
- decrease in jobs, especially in communities with growth dependent industries and economic bases[21]
- pushes growth elsewhere, which will increase the vehicles miles traveled by commuters

Importance of Downtown

The importance of maintaining Downtown as the primary retail center of Hailey has been a long standing tenet of the City consistently communicated over time in the Comprehensive Plan. In the regional context, Hailey could expand as the year round retail area for residents of Blaine County. Services should be provided to maintain Hailey as the County's residential and family base. In addition, Hailey wants to attract green, high tech and location neutral businesses and organizations and those related to the cultural and higher education sectors.

A successful downtown is one component of a successful local economy and community. There is a desire to create a diverse local economy with well paying jobs that are not solely dependent on one sector. Jobs and business activity will provide the tax base to allow for community amenities and services. Successful downtowns are dependent on a mix of complementary activities that help generate human activity and foot traffic; these people become the customers for retail businesses within a downtown. Retail and services, offices, residences, government, academic and religious institutions, entertainment and cultural facilities are all needed to make a downtown vibrant.

Promoting mixed use in Downtown ensures a diversified, sustainable economic condition. Mixed-use buildings lining Downtown Main Street allow for commercial activity on the ground floor with residences or offices above. This type of planning helps maintain the neighborhood scale. These types of buildings also ensure round the clock activity and eyes on the street for added safety.

[20] National Center for Public Policy Research (2002), National Association of Realtors Study, Housing Affordability Trends: USA, Demographia

[21] Gordon et al. Pride and Prejudice: The Economic Impacts of Growth Controls in Pasadena. Environment and Planning, Vol. 24, 1993.

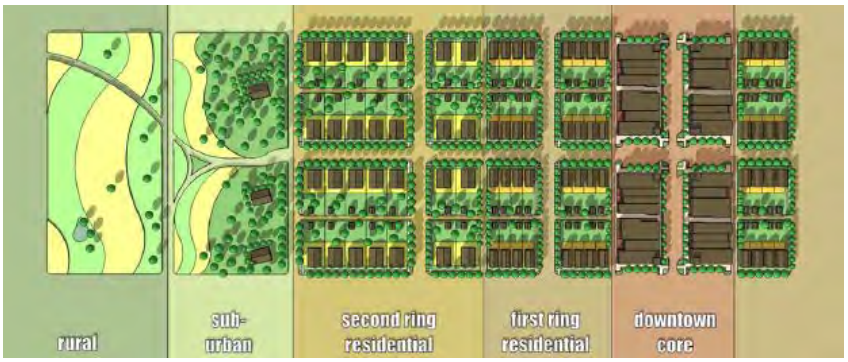
Airport Site

The Friedman Memorial Airport Authority and the Federal Aviation Administration is currently examining potential sites for relocating the airport altogether. As a member of the Friedman Memorial Airport Authority, it is the intent of the City to relocate the airport operations out of the city limits due to the increasing safety hazards and noise and air pollution impacts on nearby neighborhoods, schools, businesses and other public and private uses. The Comprehensive Plan Land Use Map reflects the fact that the airport will remain in place until it is relocated to a site outside of the City of Hailey. The City supports the creation of a master plan for the entire property that will include community assets such as cultural and sports complexes, in addition to a mix of residential and commercial uses.

Land Use Map

The Land Use Map establishes a basis and direction for the expansion and/or location of business, residential, industrial, institutional and green space areas within and adjacent to the City. Hailey's Land Use Map includes Park, Trails and Green Space and the Natural Resources information. The Parks, Trails and Green Space information should be used to help inform the Hailey Parks, Lands and Trails Master Plan and in determining where additional park space and connections are needed for existing and future development. The Natural Resources information includes water resources (including 100 year floodplain, floodways, waterways and wetlands), open space, green space, greenways and scenic corridors and wildlife corridors and winter ranges and should be utilized as a tool in future land use planning.

Schematic of Desirable Land Use Patterns



source: Greensburg, Kansas Sustainable Comprehensive Master Plan

A Land Use Map is a required element of the Land Use component of the Comprehensive Plan. Pursuant to Idaho Code requirements, the Land Use Map reflects suitable projected land uses for the City. The creation of a land use map establishes general direction for projected land uses within and adjacent to the city. The Land Use Map depicts broad community goals. When considering land use applications, site-specific data and circumstances should be balanced with the overall goals depicted on the map.

The following land use related goals, and the associated Land Use Map, are intended to establish principles to help guide future development. The goals are not intended to be prescriptive. It is important to recognize that there are often tradeoffs that have to be evaluated in land use decisions. It is also important to acknowledge that to encourage development of a certain type in specific areas will likely require thoughtful and creative incentives.

Goals	**Indicators**[22]	**Desired Trends or Benchmarks**
5.1 Retain a compact City comprised a central downtown with surrounding diverse neighborhoods, areas and characteristics as depicted in the Land Use Map: a. Main Street Corridor – area of high density commercial, mixed use and residential development. b. Downtown - the historic commercial center containing the greatest concentration of commercial, cultural and civic activity. Downtown is the priority area for encouraging higher density commercial and mixed use (commercial and residential) development. c. Community Activity Areas – located at the north and south ends of the Main Street Corridor. High density residential is encouraged. Commercial and mixed use (commercial and residential) development is appropriate, but should be subordinate and secondary to the infill of Downtown. d. High Density Residential – high density residential infill is encouraged in the area along Main Street and River Street between Downtown and the north and south ends of Main Street. e. Residential Buffer – medium density residential, providing a buffer between lower density residential neighborhoods to the east and west and the Main Street District. f. Traditional Residential – Density varies depending on the qualities of different neighborhoods, generally density is higher within a ¼ mile of Downtown, Community Activity Areas or Neighborhood Service Centers and connected by transit service. g. Neighborhood Service Centers – Small commercial areas serving residents within walking distance (¼ to ½ mile) where commercial use is subordinate to residential uses and to Downtown or Community Activity Areas. h. Light Industrial – Areas containing uses important to a variety of business sectors that focus on the production of products and services that are less compatible with, and do not compete with, uses in Downtown and the Community Activity Areas. i. Airport Site Redevelopment – a diversity and integration of uses and community assets that complement and support Downtown and are connected within and to existing neighborhoods. j. Community Gateways – areas where one has a sense of arrival or sense of being within a part of town distinguished from others providing opportunities for special design considerations.	Density at activity centers compared to the density of other areas of the city.	↑
	Rate of growth of activity centers compared to other areas of the city.	↑

[22] Average annual growth rate and the number of acres added to city will be used as part of the annual monitoring of the land use indicators.

Goals	**Indicators**	**Desired Trends or Benchmarks**
5.2 Maintain Downtown as the area containing the greatest concentration of commercial, cultural and civic activity and the priority area for encouraging higher density commercial and mixed use (commercial and residential) development.	Density and Rate of growth of Downtown compared to other areas of the city.	↑
5.3 Continue cooperation with Blaine County and the Friedman Memorial Airport Authority in regional planning efforts to optimally relocate the airport and plan for the long term redevelopment of the site within the city limits to ensure that changes in land use are beneficial to the community of Hailey.		
5.4 Protect open space within and surrounding Hailey, including visible ridgelines, undeveloped hillsides and agricultural areas which help define the unique character of Hailey.[23]	Total developable acres per capita	↓
	Acres of open space and parks per capita	↑
5.5 Lessen dependency on the automobile.	Amount of development (number of units and units/acre) within ¼ mile of a commercial activity area, neighborhood service area and/or transit stop.	↑
5.6 Manage and accommodate population growth by infill development and, when appropriate, minimal expansion by annexation and/or density increases.	Citywide land use efficiency (U/A)	↑
5.7 Encourage development at the densities allowed in the Zoning Code.	Acres of vacant land within city boundaries	↓

[23] also refer to Sections 1.0 Natural Resources, 3.0 Special Sites, Areas and Features and 4.0 Recreation, Parks & Lands

Section 6 Economic Development

Purpose

The purpose of this section is to provide an analysis of the economic base of the area including employment, industries, economies, jobs, and income levels (Idaho Code Section 67-6508(d)).

Related Master Plan or Work Plan:	**Hailey Downtown Strategy**

Background Information

In 2008 a consortium of area elected officials, businesses, organizations and citizens formed Sustain Blaine to promote an improved economic and societal future for Blaine County through initiation, implementation and management of strategies, programs and policies that preserve and advance the region's quality of life and economic well-being.

The consulting firm TIP Strategies authored "Economic Development Assessment of Blaine County, Idaho" for Sustain Blaine in January 2009. This document contains the most current analysis of the economic base of the area and provides the source for the following information:

Economic Sectors

According to TIP Strategies, Blaine County's economic foundation has shifted away from tourism with more than a quarter of all jobs in the county in the construction and real estate sectors. TIP calculates that in 2006 approximately 60 percent of the county's gross domestic product was dependent on these two sectors. "Now that the U.S. has sunk into a recession, based largely upon the bursting of the 'housing bubble', Blaine County's entire economy is especially vulnerable."

Labor Force

Also according to TIP Strategies, "Blaine County enjoys significant advantages from a talent perspective. The percentage of adults with a college degree is twice that of the nation as a whole. In addition, the influx of new residents from major metropolitan areas brings a wealth of experienced professionals rare for a county its size. An outcome of this is the high percentage of telecommuters and the self-employed, many of whom operate home-based enterprises."

Past Efforts

Past local and regional economic development efforts have included:

- Regional Economic Action Project (REAP) (1988)
- Wood River Action Plan (1999)
- Wood River Council of Governments (early 1990s)
- Hailey Development Corporation
- Hailey Main Street Development Task Force (1993)
- Gem Community (2000)
- Southern Idaho Economic Development Organization (SIEDO) membership

Goals	**Indicators**	**Desired Trends or Benchmarks**
6.1 Encourage a diversity of economic development opportunities within Hailey	Employment and Job Growth by Sector	↑
	Unemployment Rate	↓
	Per Capita Personal & Median Household Income	↑
	Median Income per Full Time Employed Individuals	↑
	Percentage of Population Below Poverty Level	↓
	Educational Background of Adult Population	↑
	Percentage of High School Students Graduating	↑
6.2 Encourage abundant, competitive, and career-oriented opportunities for young workers.	Number of 25-34 year olds residents	↑

Section 7 Demographics, Cultural Vitality, Social Diversity and Well-Being

Purpose

The purpose of this section is to provide an analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income (Idaho Code Section 67-6508(b)). Additionally this section provides an analysis of cultural vitality, social diversity and well-being.

Related Master Plan or Work Plan: NA

Background Information

Social Diversity[24] and Social Well-Being

Sustainable communities offer equal opportunity, social harmony, and mutual respect for a diverse population. Diversity means an inclusive community of people with varied human characteristics, ideas, and world-views and whose interactions both benefit and challenge each other to grow. Such a community will:

- promote equity and equal opportunity
- encourage interaction among diverse people to enrich life experience, promote personal growth and enhance the community
- foster mutual respect, value differences and promote cross cultural understanding
- attract and retain a diverse population thereby creating more diversity

Social well-being relates to how well our community respects the rights of others and the amount of diversity in cultures, values and opinions. Concerns over racial tensions, the safety of neighborhoods, reliable child care, quality schools, social and recreational resources all contribute to the level of social well-being within the community.

While many factors influence both the existence and perception of discrimination and unequal treatment, income is an important element, as are education, occupational status and life expectancy. According to research by the City of Albuquerque many studies have documented that the income gap has been increasing among people of different races and cultures, especially among Hispanics; this disparity has been shown to sustain feelings of inequity and inhibits an integrated, positive society.[25]

[24] Charts with census data on age, sex, and income and ethnicity are located in the Appendices.
[25] Albuquerque Progress Report, Goal 7 - Community & Cultural Engagement, 45 - Positive cultural relations, 45.2 Income by Racial & Cultural Background http://www.cabq.gov/progress/community-cultural-engagement/dcc-45/indicator-45-2; United Nations Research Institute for Social Development, Poverty and Prosperity: Prospects for Reducing Racial/Ethnic Economic Disparities in the United States, May 2004.

Data on the age, gender, income and ethnicity provide a basic snapshot of social diversity in Hailey, however the factors that influence and affect diversity and how they interrelate is more complex. This is intended to provide basic information to help inform some elements of diversity the may be influenced by City land use and budget decisions. The National Association of Planning Councils (NAPC) 2002 report, "From the Bottom Up: A Report on the NAPC Social Indicators Project", was used as the primary resource for indicators related to social diversity and well-being.

Age

Hailey has a relatively large proportion of people in the 30 to 50 age groups. These age groups typically have school aged or younger children, which may explain why the second largest proportion of people is the 0 and 19 age group. These two age groups make up 71% of Hailey's total population, which may indicate that the local economy and schools were stable in 2000.

The third largest proportion of people is the 20 to 29 age group, which could be attributed to a combination of people leaving secondary high school to pursue postsecondary education opportunities outside of Hailey and little new growth due to minimal postsecondary education opportunities existing in Hailey, which might otherwise attract new residents to the area. The declining numbers may result from a lack of affordable housing, a living wage, or adequate postsecondary school training.

The smallest proportion of people is the 50 and over age group, accounting for only 17% of Hailey's population in 2000. This may be due to the cost of living and availability of affordable housing for older retirement aged individuals or accessibility issues associated with transportation infrastructure.

Gender

The distribution of gender varies in each age group identified in the census. In total the distribution is essentially even.

Income

According to the 2000 census, the median income in 1999 was $51,347 and a poverty rate of 6.10%.

Ethnicity

The majority of people in Hailey are identified as White in the 2000 census. The next highest group of people is identified in the census as "some other race"; this category includes Hispanic people and people who do not consider themselves White, African American, American Indian, Asian or Native Hawaiian or Pacific Islander. This group of people accounts for 7% of the total population.

Cultural Vitality

"Arts & Economic Prosperity III: The Economic Impact of Nonprofit Arts and Culture Organizations and Their Audiences"[26], a study by Americans for the Arts, documents the key role played by the nonprofit arts and culture industry as an economic driver in communities - a growth industry that supports jobs, generates government revenue, and is the cornerstone of tourism. Nationally, the nonprofit arts and culture industry generates $166.2 billion in economic activity every year—$63.1 billion in spending by organizations and an additional $103.1 billion in event-related spending by their audiences.

The presence of strong programs and support for the arts is considered an indicator of the health of communities. According to Jonathan Fanton, President, MacArthur Foundation, the arts deepen our understanding of the human spirit, extend our capacity to comprehend the lives of others, allow us to imagine a more just and humane world.

Cultural Vitality in Communities: Interpretation and Indicators[27], by Maria Rosario Jackson, Ph.D., Florence Kabwasa-Green and Joaquín Herranz, Ph.D. a study sponsored by the Urban Institute's Arts and Culture Indicators Project (ACIP), establishes measurements of Cultural Vitality and served as the primary basis to the indicators in this section of the Hailey Comprehensive Plan.

The Hailey Arts Commission was established by the City Council in 2008 to ensure the arts are valued as an integral part of Hailey and to enhance the culture of the Hailey community by providing leadership, advocacy and support for the arts.

[26] http://www.artsusa.org/pdf/information_services/research/services/economic_impact/aepiii/national_report.pdf
[27] http://www.urban.org/UploadedPDF/311392_Cultural_Vitality.pdf

Goals	**Indicators**	**Desired Trends or Benchmarks**
7.1 Encourage a variety of projects and programs that meet the needs generated by various segments of the population, especially the needs of those who risk suffering effects of discrimination or are socially or economically disadvantaged.	Median incomes of households by Racial & Cultural Background Percentage of renters paying more than 30% of income on housing Percentage of citizens 18-64 with high school diploma or GED, with Bachelor's degree, with Master's degree	↑ ↓ ↑
7.2 Encourage projects and programs that seek to provide opportunities for cultural, cross-cultural and educational enrichment.	Art establishments (non-profit and commercial) per 1,000 population Percentage of employment in non-profit and commercial arts establishments as a proportion of all employment Number of non-profit organizations per 1,000 population Number of non-profit community celebrations, festivals, fairs and parades per 1,000 population Contributions to non-profit art organizations per capita	↑ ↑ ↑ ↑ ↑

Section 8 Housing

Purpose

The purpose of this section is to provide an analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community (Idaho Code Section 67-6508(l)).

Related Master Plan or Work Plan: NA

Background Information

Rapid development of higher-cost housing in the Wood River Valley over the past decades has contributed to an increased demand for affordable, or "community", housing in the entire valley including Hailey. The term "community housing" has been commonly adopted to refer to housing that is affordable to the workforce of the community, including low income to moderate income wage earners. Housing that is affordable to retired workers, seniors, and disabled residents is also considered "community housing".

In the United States, two commonly used guidelines for housing affordability is a housing cost that does not exceed 30% of a household's gross income, and that a home should cost no more than 300% of a family's income.

The Blaine County 2010 Area Median Income (AMI), for a family of four, is $78,000. This figure may not reflect the true median income for workers due to a number of residents with extraordinarily high incomes. It also excludes workers who are employed in Blaine County but commute from outside the county. Based on the published AMI and the standard above, in 2010 an affordable home price for a family of four would be approximately $234,000.

Hailey Median Home Price	
2005	$430,000
2009	$310,000

A relatively small number of community housing units have been provided in Hailey through private developments. Hailey has also has a large number of mid-range single-family homes. However, due to rapidly rising land and home values through the housing market bubble, peaking in 2005, there was a critical housing shortage for moderate to low-income households in Hailey. The current recession and housing market crisis has had a mixed effect on housing affordability. The decline in market value has brought some homes into the affordability range for the workforce. However, that decline has been, in part, due to the many foreclosures and distressed sales in the area. Despite the recession and accompanying drop in property values, market home prices continue to exceed affordability standards for many working families in the community.

For the many residents who have lost their homes through foreclosure and/or who have experienced lost or reduced incomes, purchasing a home may be out of reach for many years. Furthermore, the unemployment rate is predicted to remain high for several years. The types and methods of providing community housing should be re-examined, but the ongoing need for affordable homes – whether for rent or for sale – remains an important challenge.

There are many benefits affordable housing brings to the community, including economic, social and environmental benefits.

Economic Benefits

- Affordable employee housing is a key element in the decisions of business owners to create new enterprises or expand their businesses. If affordable housing for employees to purchase and/or rent cannot be provided, it will limit the growth potential and sustainability of local businesses. To the extent that attractive, affordable housing is available, employees can better be recruited and retained.
- Productivity of the workforce improves when commutes are shortened.
- The ongoing local spending and taxes generated as a result of homes being occupied by the working community are significant. As of the summer of 2009, it was estimated that annual incomes of the owners of Blaine County Housing Authority-managed community homes (county-wide) totaled approximately $4.8 million. According to the National Association of Home Builders (NAHB), the typical household will generally spend about three-fifths of their income on goods and services in the local economy, suggesting that Blaine County's community homeowners contribute $2.88 million annually to the local economy.

Environmental Benefits

- Long commutes are not only costly to the workers, but to the environment as well. Carbon emissions are reduced and air quality is improved when employees live close to work. In addition, fewer commuters will alleviate the demand for more highway lanes and asphalt.

Social Benefits

- Many social benefits are realized when workers live in their own community. Quality of life and safety improve when critical care employees live within close responding distance. Children do better in school when parents are at home in the mornings and evenings. Homeowners are more active in their communities, creating a greater vibrancy and sense of unity.

Goals	**Indicators**	**Desired Trends or Benchmarks**
8.1 Encourage development that provides opportunities for home ownership and rental homes for individuals and families of all socio-economic levels.	Supply of Affordable Rental Housing	↑
	Percent of Income for Housing Costs	↓
	Home Affordability	↑
	Housing Costs in Relation to Income	↓
	Distribution of Community Housing Units	↑
	Public Dollars Spent for Community Housing	↑

Section 9 Public Services, Facilities and Utilities

Purpose

The purpose of this section is to provide an analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings (Idaho Code Section 67-6508(h)).

Related Master Plan or Work Plan:	**Capital Improvement Plan** **Waste Water Facility Plan** **Water Plan**

Background Information

Public Facilities

The City of Hailey adopted the Capital Improvement Plan as an element of the Comprehensive Plan in 2007 as required by Idaho Code Section 67-8208. The Capital Improvement Plan is overseen by the Public Works Department and updated in the spring of each year as part of the annual budget process. The Capital Improvement Plan projects the costs for street projects, water projects, wastewater projects, sidewalk projects, path and trail projects, park projects, city building projects (city hall, library, police and fire stations, etc) and storm water projects. The City Council prioritizes these projects through the annual budget process.

Emergency Services

In addition to law enforcement, the Hailey Police provide a number of services to the Community, such as bicycle safety, fingerprinting services, vacant home and vacation checks, business checks, theft prevention education, vehicle lockouts, and a traffic school. The Police Department has its headquarters at City Hall.

The Hailey Fire Department is comprised of 3 divisions; Administration, Prevention and Operations. Currently the department has a single station located at 617 S. Third Street. New stations are planned for the central Woodside area, and the Northridge areas, which would allow the existing aging station to be decommissioned.

Health and Welfare

Health services are provided by the St. Luke's Medical Clinic and South Central District Health. Blaine County currently manages Blaine Manor, a nursing home. Several non-profit organizations provide a wide variety of other services to the public which enhance our community.

Public Utilities

Electricity to the City is provided by Idaho Power Company. No generation station or power plant is located within city limits, however a distribution substation is located near the corner of Carbonate Street and Sixth Avenue North in east Hailey. This substation serves the Wood River Valley generally between Bellevue and St. Luke's Hospital just south of Ketchum. A primary power transmission corridor runs through Hailey along the ITD right-of-way corridor. A second power transmission corridor enters the Wood River Valley from the southwest. The two transmission corridors converge at a transmission switching station located north of Hailey. Natural gas service within the City is provided by Intermountain Gas Company. Telephone service is provided by Qwest Communications and by a number of wireless companies. Fiber optic lines are currently being installed. A number of internet providers also serve the City and surrounding area.

Solid Waste and Recycling

Rubbish collection and curbside recycling services are provided by Clear Creek Disposal, through a franchise contract with the City of Hailey. The City provides billing services for collection. There are no solid waste disposal sites within the City of Hailey; a solid waste transfer station is located at Ohio Gulch, north of the City.

Goals	**Indicators**	**Desired Trends or Benchmarks**
9.1 Plan for the long-term utilities, service and facility needs of the City while minimizing impacts to the greatest extent possible.	Percent of population with access to adopted service levels	↑

Section 10 Transportation

Purpose

The purpose of this section is to provide an analysis prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities (Idaho Code Section 67-6508 (i)).

Related Master Plan or Work Plan:	**Transportation Master Plan**

Background Information

The 1982 Comprehensive Plan recognized the importance of connections between neighborhoods. As new neighborhoods came on line, the City required provisions be made for future connections in addition to Highway 75/Main Street but allowed developers to defer those connections. Northridge and Woodside residents were not connected to the rest of Hailey without using Highway 75 until 1998 and 1999. In 1999, Deerfield and north Hailey residents were connected to the Wood River High School and the Blaine County Aquatic Center with a connection through Foxmoor. The 1982 Plan also reflected the community's forethought regarding the need for transportation options. The plan called for minimizing the adverse impacts of all forms of transportation on land uses and mass commuter systems in and around Hailey. The plan urged cooperation with Ketchum that had a transit system serving the northern part of the valley, called for shelters at pick-up points and encouraged the city to generate ridership.

The focus of the 1998 – 2003 Comprehensive Plan was the safe and efficient movement of people (not just cars), while minimizing the adverse impacts of all forms of transportation with recognition of the importance of transportation choices, street design, and land use patterns. The 1998 – 2003 Plan detailed the three components to manage traffic and create a healthy transportation system: Engineering, to build multi-modal and pedestrian-friendly transportation elements; Enforcement, to provide both incentives for positive actions and disincentives for undesirable actions; and Education, to increase social awareness and encourage personal change (see Appendix D).

The Hailey Transportation Master Plan (TMP) was adopted by the City Council in November 2007. The TMP was intended as the City's implementation of the 1998 – 2003 Comprehensive Plan. The TMP made recommendations pertaining to specific policy decisions involving pedestrian and bicycle infrastructure improvements; the draft amendments to the street standards and procedures, was intended to be the next step in the implementation process.

Goals	**Indicators**	**Desired Trends or Benchmarks**
10.1 Create and maintain a pedestrian and bicycle-friendly community that provides a safe, convenient and efficient multi-modal transportation system for all Hailey residents.	Transit Ridership	↑
	Percent of population within ¼ mile of a transit stop	↑
	Percent of residents who walk, bike, use transit, or carpool to work	↑
	The length and proportion of major streets that meet the city's minimum Complete Streets standard	↑
	Percent of the residential neighborhoods connected to 'destination' areas (schools, shops, restaurants) by pedestrian friendly streets	↑

Section 11 Community Design

Purpose

The purpose of this section is to provide an analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification (Idaho Code Section 67-6508(m)).

Related Master Plan or Work Plan: NA

Background Information

Good community design will create a legacy of well-planned public and private improvements for future generations and will include the conservation and enhancement of structures of architectural or historic value, and assure that new development does not detract from the city's historic character, which is one of Hailey's main assets.

The City of Hailey adopted Design Review guidelines in 1990. Since then the guidelines have been regularly amended to improve the results of their implementation.

Goals	Assessment[28]
11.1 Establish a built environment that maintains a human scale, retains interest, aesthetics, encourages various levels of interaction among all members of the community, and enhances the character of different neighborhoods. 11.2 Ensure building height and mass respects the scale of the traditional and historic built environment.	Annually tour newly constructed projects to identify areas for improvement in design review standards
	Periodically tour different neighborhoods.

[28] Assessment is used in place of indicators.

Section 12 Private Property

Purpose

The purpose of this section is to provide an analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code (Idaho Code Section 67-6508(a)).

Related Master Plan or Work Plan: NA

Background Information

Guidelines have been established and are updated by the Idaho Attorney General (Idaho Code Section 67 - 8003) to evaluate whether a contemplated land use action or decision may result in an unconstitutional taking of private property.

As part of every application to be heard only by an administrator or the Planning and Zoning Commission under the Local Planning Act, a statement is included which advises those applicants that decisions may be appealed to the Hailey City Council. After a final decision has been rendered by the City an applicant has the right to request a regulatory taking analysis pursuant to Idaho Code Section 67-8003.

Goals	Assessment[29]
12.1 Evaluate whether proposed regulatory or administrative actions may result in an unconstitutional taking of private property.	Review guidelines established by the State of Idaho Attorney General pursuant to Idaho Code Section 67–8001 et. seq.

[29] Assessment is used in place of indicators.

Section 13 School Facilities and Transportation

Purpose

The purpose of this section is to provide an analysis of public school capacity and transportation considerations associated with future development (Idaho Code Section 67-6508(c)).

Related Master Plan or Work Plan: NA

Background Information

Public schools and non-profit educational facilities provide the community with continuing education programs, recreational uses, and public meetings and venues. Throughout the 1990s the growth rate of Hailey has ranked among the fastest in the state and the public school system experienced annual increases in enrollment of 3-4%, equal to approximately 90 students and 4.5 additional classrooms each year.

Current Public School Capacity and Student Growth Projections

	Hailey Elementary	Woodside Elementary	Wood River MS	Wood River HS	Silver Creek HS
Classroom Capacity at 22 students	506	506	792	1232	66
2008-09 Enrollment	437	396	630	831	14
Percent of Capacity	86	78	80	67	21
Projected 2009-010 Enrollment	449	426	654	885	16
Percent of Capacity	89	84	83	72	24
Projected 2010-11 Enrollment	429	435	721	916	14
Percent Capacity	85	86	91	74	21
Projected 2011-12 Enrollment	419	456	759	929	16
Percent of Capacity	83	90	96	75	24
Projected 2012-13 Enrollment	420	467	784	916	16
Percent of Capacity	83	92	99	74	24
Projected 2013-14 Enrollment	416	467	821	981	24
Percent of Capacity	82	92	104	80	36
Projected 2014-15 Enrollment	423	476	854	1035	25
Percent of Capacity	84	94	108	84	38

Colleges, Universities and Institutes

	Location	Programs	2009-2010 enrollment fall and spring semesters
College of Southern Idaho	Community Campus – Fox Acres Road	Academic Enrichment English as a Second Language	1,000 271 not available

Goals	**Indicators**	**Desired Trends or Benchmarks**
13.1 Encourage and facilitate the development of school facilities that are planned consistently with the city's other land use policies.	Percent of population within walking distance of schools	↑
13.2 Ensure the provision of safe, adequate, convenient multi-modal transportation access to all existing and future school sites.	Sidewalk connections and other designated safe routes to school infrastructure	↑
	Average amount of time a student spends on a school bus traveling between home and school	↓

PART FOUR IMPLEMENTATION

Purpose

The purpose of this section is to provide an analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan (Idaho Code Section 67-6508(n)). This section describes the implementation process that leads to actions, programs, budgets and ordinances to ensure the goals set forth in the Hailey Comprehensive Plan are addressed and the desired trends are achieved.

Background Information

Process for Implementation

The Comprehensive Plan is only as effective as the commitment to adopt and implement policies and standards and allocate funding in a manner that is consistent with the direction provided by the goals of the plan. If not, the Comprehensive Plan should be amended to reflect the current council policy direction.

Successful implementation is dependent on how well the Comprehensive Plan is coordinated with the Council's annual strategic planning process and the Capital Improvement Plan budget. The annual strategic planning process is undertaken to set goals for each City Department and set budget priorities. This process is linked to the Comprehensive Plan through the Capital Improvement Plan. The annual Capital Improvement Plan and budget directs the funding priorities for any applicable public infrastructure projects. Figure 4.1 shows the relationship between the Comprehensive Plan, Strategic Planning process and Capital Improvement Plan. Part Five describes the Capital Improvement Plan in detail.

While the Mayor and City Council are responsible for implementation of the Comprehensive Plan, the Mayor and Council depends on the work of appointed Commission members, staff and citizens. The City of Hailey has created several formal commissions to advise the Council on matters related to land use and design review, historic preservation, trees, parks, the arts and development impact. Table 4.1 describes the resources currently established within the City of Hailey and the primary responsibility of each. In addition, citizen advisory committees are often utilized by the Mayor or Commissions to work on an issue and provide recommendations.

Commissions and committees typically fulfill the following roles to help implement the goals of the Comprehensive Plan:

- examine the tools available to implement goals,
- research best practices, and
- recommend municipal code amendments, programs and/or new tools and approaches.

Master plans, either functional (e.g. transportation) or related to a geographic area (e.g. downtown), are often drafted as an intermediate step between the Comprehensive Plan and amendments to the Municipal Code to help the City Council assess the best methods and tools to implement a Comprehensive Plan goal.

Process for Monitoring

Data associated with the indicators will be tracked and used to evaluate whether the desired trend is being achieved; the results will be reported annually by the Planning Department to the City's established Commissions, committees, Mayor, City Council and staff. The indicators will be reviewed for their effectiveness in measuring progress and may be updated and expanded for future reports. If the analysis of the indicators shows a trend is occurring that is contrary to the desired trend, this will inform whether an implementation strategy should be adjusted. During the implementation process more specific short, mid or long term targets may be added as a more directed benchmark to monitor a goal and the effectiveness of an implementation strategy.

Figure 4.1

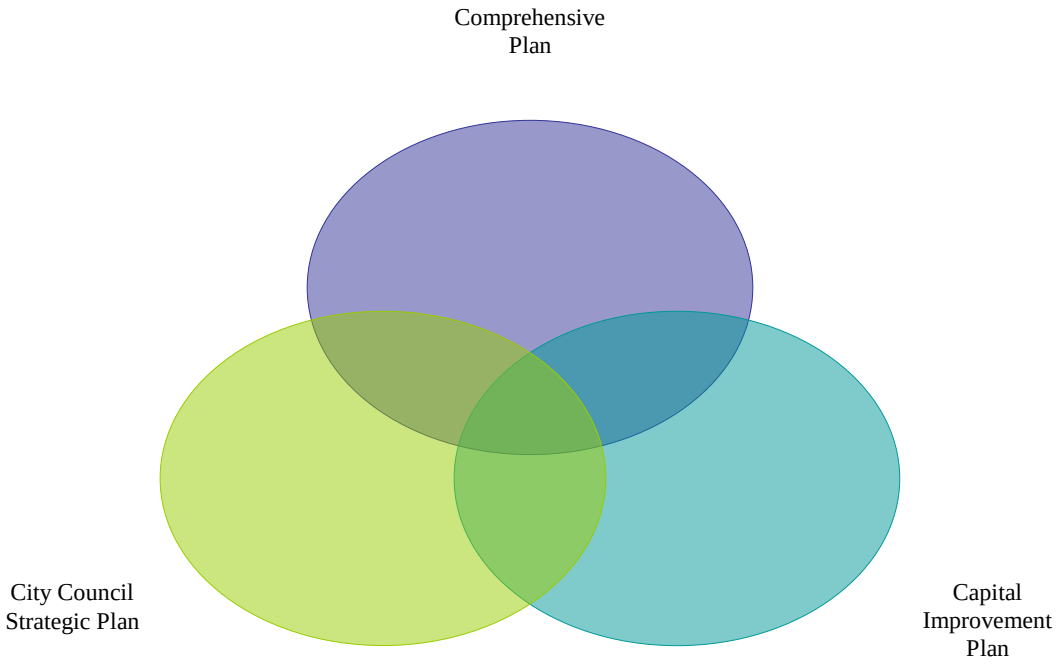


Table 4.1

Committee/Commission/Department	Master Plan and Municipal Code Sections
Public Works Department	Transportation Master Plan – November 2007 Water Master Plan – March 2002 Wastewater Master Plan – 1997, revision in process Municipal Code Titles 12 and 13
Parks and Lands Board	Board established by Resolution 2001-23 Hailey Parks, Lands and Trails Master Plan – March 2002 adopted by Resolution 2002-11 Municipal Code Titles 15 and 16
Historic Preservation Commission	Municipal Code Title 2
Tree Committee	City of Hailey Tree Selection and Planting Guide, 1995 Municipal Code Titles 2 and 12
Arts Commission	Municipal Code Title 2
Planning Department Planning and Zoning Commission	Comprehensive Plan Downtown Strategy Municipal Code Titles 16 and 17
Industrial Development Corporation	Municipal Code Title 2
Library Board	Municipal Code Title 2
Development Impact Fee Advisory Committee	Municipal Code Title 15
Hailey Environmental Leadership Program (HELP)	Resolutions 2007-2 and 2008-12

Goals	**Assessment**
Encourage and facilitate established commissions and committees to examine the tools available to implement goals, research best practices, and recommend municipal code amendments, programs and/or new tools and approaches.	Resources available to commissions and committees to fulfill work objectives.
Evaluate whether the desired trend is being achieved; the results will be reported	Annual report prepared by the Planning Department to the City's established Commissions, committees, Mayor, City Council and staff

PART FIVE CAPITAL IMPROVEMENT PLAN

Purpose

The Hailey Capital Improvement Plan section of the Comprehensive Plan addresses the specific requirements of Idaho Code Section 67-8208. The page and figure numbers cited below refer to the TischlerBise report "Growth-Related Capital Improvements Plan and Development Impact Fees" dated March 23, 2007.

Idaho Code section 67-8208 states, "For governmental entities required to undertake comprehensive planning pursuant to chapter 65, title 67, Idaho Code, such capital improvements plan shall be prepared and adopted according to the requirements contained in the local planning act, section 67-6509, Idaho Code, and shall be included as an element of the comprehensive plan. The capital improvements plan shall be prepared by qualified professionals in fields relating to finance, engineering, planning and transportation. The persons preparing the plan shall consult with the development impact fee advisory committee." The following table describes what is required to be included in the Capital Improvements Plan and how the 2007 TischlerBise report addresses each.

CIP Requirement Summary	2007 TischlerBise Analysis
a) Description of existing facilities and deficiencies	Existing parks and trails are described in Figures 9 and 10. For the transportation facilities, see page 18 for documentation on intersection improvements. The City Shop and rolling stock are listed in Figure 16. See Figure 22 and related text for a description of the police buildings. Fire/EMS infrastructure is itemized in Figure 28. By using existing infrastructure to establish the current standards in the City of Hailey, there are no existing deficiencies.
b) Commitment to use other available sources of revenue for existing deficiencies	Because there are no existing deficiencies, this requirement is not applicable.
c) Analysis of capacity and usage	Capacity and usage are utility concepts that are not directly applicable to infrastructure standards for parks, transportation, police and fire. The City of Hailey has documented the current relationship between existing infrastructure and demand, or service units. The existing infrastructure is fully utilized and there is no surplus capacity to accommodate future development.
d) Description of land use assumptions	A detailed discussion of the land use assumptions and demographic data is in Appendix A. Key demand factors are also discussed on pages 2-4.

CIP Requirement Summary	2007 TischlerBise Analysis
e) Quantity per service unit and ratio of service units to various types of land use	Infrastructure standards are summarized in Figure 3. For each type of infrastructure, the service unit is specified and a conversion table for various types of development is provided on the following pages: parks (see page 14), transportation (see pages 19-20), police (see pages 25-26), and fire (see page 32).
f) Description of system improvement and their costs	Growth-related system improvements and their costs are summarized in Figure 4. A narrative description of the system improvements is provided on the following pages: parks (see page 15), transportation (see page 22), police (see page 28), and fire (see page 34).
g) Number of service units attributable to new development	The increase in demand or service units is summarized in Figure 2. A detailed discussion of the demographics and land use assumptions is in Appendix A.
h) Demand for system improvements	See item "f" above.
i) Identification of funding available for system improvements	The first two pages of our report recommends a policy framework for infrastructure funding in the City of Hailey. Funding sources for capital improvements are also documented on page 7. Specific funding for each type of infrastructure is discussed on the following pages: parks (see page 15), transportation (see page 22), police (see page 28), and fire (see page 34).
j) Applicable inter-governmental agreements	The City of Hailey will provide the infrastructure funded by impact fees. No inter-governmental agreements are necessary.
k) Estimated dates for commencing and completing construction of improvements	A narrative description of system improvements to be completed over the next five years is provided on the following pages: parks (see page 15), transportation (see page 22), police (see page 28), and fire (see page 34). As specified in 67-8208(3), Hailey must annually adopt a capital budget. Specific projects to be undertaken each fiscal year will be approved by the elected officials as part of the on-going budgetary process.

The document, "Growth-Related Capital Improvements Plan and Development Impact Fees" dated March 23, 2007 and prepared by TischlerBise follows this page.

The document file path and name on the City of Hailey server:
M:\10 Financial\Budgets\Tischler\03_23_07_HaileyCIPFees.pdf

Section 1: Development Impact Fee 2012 Update

(Please see Appendix E)

Two main objectives of the update process are to make the Comprehensive Plan more user-friendly (for the public, Council, Commission and staff) and more easily digestible to the average citizen and to ensure the major goals are still in step with the desires of the community.

Neighborhood Workshops were held every Thursday in October, 2009. Participants were asked to map what they considered to be their neighborhood and discussed what they liked and did not like about their neighborhood and envisioned how they would like their neighborhood to be in 20 years. Notes from each workshop were compiled and presented to the Commission and posted on the city website.

- West of River Street
- North Woodside and East Hailey
- Old Hailey Townsite and Northridge
- Central and South Woodside
- Commercial Areas

The first draft of Hailey Comp Plan Update was posted on the city website on December 4, 2009. A meeting was held on Monday December 14 at Hailey City Hall for anyone interested to discuss the first draft with staff. This meeting generated only a few additional edits to the draft. The draft was distributed to the Hailey Planning and Zoning Commission on January 4, 2010 to provide ample time for the Commission to review the draft prior to the first public hearing on January 19, 2010. The Commission held public hearings on the following subsequent dates February 16, March 1, March 15, March 29, April 5, April 19, May 3, May 17 and June 21.

The Commission, staff and citizens have reviewed and edited the draft at almost every Commission meeting held. The following is a summary of the dates and focus of previous drafts:

- April 19 Identifying Benchmarks and Indicators
- April 5 Changing the format and consolidate information, goals, and objectives
- March 29 Recreation, Parks & Lands, Energy & Environment sections
- March 15 Public Facilities, Transportation, and School Facilities sections.
- March 1 Economic Development, Housing, and Community Design Sections
- Feb 16 Land Use, Population & Private Property
- Jan 4 1st Draft to Commission

The Commission recommended the amendments to the Council on June 21, 2010.

Neighborhood Workshop Notes
East Hailey & North Woodside 10/08/09 Attendance: 18

Like:

- Bike/walk Accessibility
- Pride in ownership
- Diversity in age
- Better transportation options
- Public transportation
- Trees on Main St.
- Sidewalks
- Police speed trailer
- Outdoor recreation

Would Like:

- Better drainage
- Infill encouraged
- Character maintained
- A vital downtown
- Revitalize existing properties within Hailey
- Light control
- Noise control
- Affordability of housing
- Jobs
- Small businesses supported
- Sustainability
- South entrance to Hailey
- Sidewalk connections
- More safe routes for school paths
- More traffic and speed control measures
- Better property owners/managers
- More responsible irrigation practices
- More neighborhood businesses – develop vacant NB districts
- Greater connection to other neighborhoods
- More community events
- More central/gathering locations
- Quigley preserved for wildlife
- Pet waste controlled
- Less traffic around school areas
- Limit sprawl
- Reevaluation of commercial areas
- Protect rivers
- More drought tolerant landscaping/grasses
- More vibrancy on Main St. and within core
- Emphasize alternative modes of transportation and public transp.
- More affordable public transportation

Neighborhood Workshop Notes
Business Areas 10/29/09 Attendance: 9

Question #1 – Likes

Main Street
- Attractive, accessible, friendly, has parking, walkable
- How to fund re-development in the area?
- Partnering with development – applicable zoning to address in-fill.
- How do we change old uses in businesses w/out incurring huge building costs
- Likes dark sky ordinance.

South Woodside Industrial
- businesses enhance the community
- Like the flexibility of zoning
- like the lack of sidewalks

Airport West
- like rural feel, small town feel

Question #2 – Changes you would make if you were king for the day?

Main Street
- More funding for Economic development (e.g. River Street re-development through an urban renewal district)
- Healthy business attracts healthy business
- Friedman property offers more potential for other businesses

South Woodside
- Would like more street lights.
- Would like to see the setbacks removed from this area to enable greater development areas.
- Want to look at bulk regulations and how they limit the development on the small lots. W
- Would like to see less restrictive signage to enable better marketing.
- Want a traffic light into Woodside. Want to move countryside light to Woodside.
- Address specific loading, delivery issues of area.
- Want solutions to drainage and drywell issues.

Airport West
- Allow ADU units, live/work areas.
- No double tax impact fees allow more businesses to move into the area instead of construction. Look at fee structures and how they impact development.
- Creating an urban growth boundary and stick to it.

Neighborhood Workshop Notes
Business Areas (continued)

Question #3 – In 20 years:

Main Street

- Want businesses to thrive – but like small quiet Hailey with boundaries, safe –
- Allow biking and pedestrian accessibility in downtown.
- Support outdoor recreation - ice rink.
- Support dining/shopping in downtown core.

South Woodside

- Want to continue making this area a viable business area without restrictions.
- Look at specific needs of an LI area to help facilitate/support healthy growth.
- Need accessibility to businesses without encroaching into residential areas – move traffic light on Highway from Countryside to Woodside.

Airport West

- Golf course at airport site
- Business park but don't want to extend the downtown core.

Common Thread in Group Discussion

- Balance of residential with business
- City should look at each area and its unique requirements to help support viable businesses

Other Comments

- Complements to city on parks, and creating a sense of community and small town feel.
- Like sidewalks in Foxmoor, creates nice feel on Halloween.

Neighborhood Workshop Notes
Central and South Woodside 10/22/09 Attendance: 5

Question #1 – Likes
Neighborhood
Quiet. Easygoing and safe neighborhood. People are great. Power lines are buried! No bright street lights; we have the best stars and the Toe of the Hill Trail. Know all the neighbors. Responsive neighbors – can talk to them about issues. Keefer Park. Horseshoe pits and basketball courts. Pride of ownership of homes.
Established neighborhood defined by its urban forest. Diversity of landscaping and diversity of people. Interactivity of neighbors.

Hailey
Separation of Business and Residential. Current city size is great. People are wonderful. Low crime rate, sidewalks, etc. Small-town feel. Residential town with a neat downtown core.

Question #2 – Changes you would make if you were king for the day?
Neighborhood
Sidewalks an important safety issue; kids should be considered
Floodplain mapping and insurance issues need to be addressed.
Outlaw loud base music. Stoplight at South Woodside and Hwy 75. Enforce speed limit. Make new sidewalks which provide a safe barrier for kids. Night lighting for safety. Easy access to canyons. Would like motorized access to canyons. Make Woodside Boulevard go away.
Another park, not quite as large as Keefer park. Control density. Rather than expanding amenities, make sure we can maintain what we have. Sweetwater style development is nicer than apartment style development. Owner occupied are better than rentals. Need more affordable housing so that housing can be owner occupied. Contain the scale of the development – make sure it fits into the neighborhood scale already existing. Make sure the neighborhood character, pedestrian friendly, is retained.

Hailey
Do more of what Hailey has been doing.
South Woodside is the poor stepchild of Hailey. It is a good neighborhood; a melting pot of people. Tired of poor press. Create more areas where vehicles aren't allowed. It shouldn't be all about the cars. Open a huge bookstore/coffee shop. Leave it as is.

Neighborhood Workshop Notes
Central and South Woodside (continued)

Question #3 – In 20 years:
Neighborhood
Another park in Woodside. More landscaping.
Expansion of Trail system. Friendly like it is now. More pedestrian and bike friendly on Woodside Boulevard. Noise ordinance enforced. Control on density in Woodside – retain small town feel and not overpressurize through dense development. Same as now, more trees and enhancement of urban forest. Traffic calming measures on Woodside Boulevard. Asphalt bikepaths for kids so the snow melts off them – safety for kids year round. Connect Woodside with other parts of the community. Connect Woodside east/west across highway to old airport, creating an east/west vehicular connectivity to reduce the north/south vehicular connectivity. Reduce traffic on Woodside Boulevard and Glenbrook and move it more directly onto the highway. Draw out the distinction of Woodside so that in 20 years it has a historic nature such as Hyde Park.

Hailey
Inter-neighborhood accessibility. Pedestrian friendly, Small, locally owned businesses. Campus like feeling in downtown. Same as now, but with proper accommodation of growth.

Neighborhood Workshop Notes
Northridge and Old Hailey Townsite 10/15/09 Attendance: 13

Likes/Desires:

- Less emphasis on cars
- Control noise
- Infill
- More walkable
- Sidewalk maintenance.
- Clean energy at neighborhood level
- Traffic free zones
- Intra-city public transportation
- Redevelop airport w/parks/recreation opp.
- Electric transport system to north valley.
- Quite
- Trees
- Architecture and varied character
- Historic homes
- Proximity to open space
- Bike racks
- River St. one-way
- More pedestrian friendly
- Maintain current zoning
- Larger open/green space
- Maintaining bldg heights
- Proximity to commercial and recreation
- Access to open space
- Relatively bike friendly
- Quality of schools
- Better maintenance Of sidewalks
- Consistent development of sidewalks
- Maintain central core, reduce north south commercial sprawl
- Ensure safety across Main St.
- More sustainable bldg and energy
- Keep development in town
- Def. of infill: redevelopment or dev. Of existing vacant lots, not increased density.
- Maintain view sheds
- Accommodate alternative transp. infrastructure
- One-way street development – to increase ped./bike activity
- Light rail connection to new airport
- Reduce or eliminate vehicle storage in right-of-ways
- Existing airport space reserved for transp. terminal

Dislikes:

- Pace of development
- Traffic control w/one-way streets, roundabouts)
- Commercial creep into residential areas
- Water pressure

Neighborhood Workshop Notes
West Hailey 10/01/09 Attendance: 5

Question #1 – Likes and dislikes

Della View – Likes: Friendly community
Dislikes: would like two culverts on War Eagle Dr.

Della View – Likes: quiet, friendly, parks, scenic views, access to natural resources
Dislikes: flood control issues, inadequate natural hazard planning in Della View area

China Gardens – Likes: friendly, eclectic, family oriented
Dislikes: Safety concerns regarding fire, vandalism and fire works. Concerned about river connectivity and access, and development of nearby land.

West Croy – Likes: Parks, open space, river access
Dislikes: Snow removal issues, concerns of maintaining access and affordability

West Bullion – Likes:
Dislikes: concerns regarding pedestrian connectivity and lack of infrastructure.

North Star – Likes: close to city core, pedestrian infrastructure and connectivity
Dislikes: dog waste

Question #2 – Changes you would make if you were king for the day?

- More small businesses
- More full-time residents
- Prosperous
- Well maintained city
- Controlled growth
- Growth contained within existing city boundaries
- More police patrol in Hailey parks
- Maintain public access to natural resources
- Preserve land adjacent to Big Wood River
- Prioritize safe routes to school sidewalks vs. placement in other areas
- Provide pedestrian infrastructure and amenities along River and Bullion
- River access/greenway adjacent to Big Wood River
- City core to move east and west vs. north south

Question #3 - Hailey in 20 years:

- Connectivity and access to recreation and natural resources
- River Street bike infrastructure
- More small-scale commercial on River St.
- Secure and safe
- Opportunities for youth
- Preserve wildlife corridors
- Recreation opportunities in appropriate places
- Preserve recreation opportunities – especially by the river
- Maintain small scale airport – if it remains in Hailey
- Preserve agriculture/rural character
- Maintain residential neighborhood on Bullion, west of River St.

Airport Site Workshop Notes
December 10, 2009

- Encourage uses that do not currently exist in Hailey
- Encourage bike/ped/transit connections
- Provide incubator spaces for start up businesses
- Diversity and integration of lot sizes and uses
- Provide range of housing opportunities
- Provide public use/space
- Green space – greenbelt
- Soccer fields
- Convention Center
- Community gardens or green house
- Discovery center
- Mixed use
- Provide space for large businesses (not necessarily LI)
- Cultural Center – Performing Arts
- Intelligent phasing
- Integration and compatibility with existing goals (downtown, etc) and neighborhoods
- Soften Hwy 75
- Provide way to cross Hwy 75 (connect neighborhoods)
- Set portion aside to attract business or industry
- University (or other institute of higher learning) campus integrated with residential and commercial
- Lodging on north end

Airport Site Workshop Notes
December 17, 2009

- Designate portion of the site to incentivize / attract new businesses (or expand existing)
- Develop site for long term benefits
- Complement downtown (do not replace downtown)
- Promote / Utilize Grey water – Green Building – Geothermal (ground heat exchange)
- Consider areas of higher density (taller buildings)
- Create Visitor attractions
- Adaptive reuse of hangers
- Hotels
- Long term rentals (e.g. visiting professors)
- Include single family homes
- Avoid lengthening Main Street (limit curb cuts between Fox Acres and S. Woodside Blvd)
- Provide a diversity of housing
- Provide short term RV space
- Facilities for sports tournaments
- Campus with coaching programs
- Convention Center
- Provide vehicular and non-vehicular connectivity east/west (river to canyons) and to downtown
- Parks and green space
- Shared parking
- Transit hub
- Include in URA
- Gateway
- Clean Industry
- Liberal Arts College
- Entertainment District
- Art District
- Civic use/space – e.g. city offices, auditoriums, performing arts venue, convention hall
- Public use/space – e.g. plazas, parks, community garden, athletic field.
- Commercial vibrancy
- Live/Work space
- Maximize profit for current property owners (well planned = most profit)
- Mixed use
- Mutually benefiting businesses
- No car zones (even if only 2 blocks)
- Agriculture and/or engineering campus (e.g. U of I)
- Attract an elite university
- Provide student housing with open space at southern end
- Create “future” historic district

FOR IMMEDIATE RELEASE
September 18, 2009
Contact: Beth Robrahn, 208 788-9815 x 13

City of Hailey Planning Department to Kick Off 2010 Comprehensive Plan Update

The City of Hailey Planning Department will kick off an update of the Hailey Comprehensive Plan in October with a series of neighborhood workshops.

The success of the update depends on the involvement of citizens, businesses, community groups and appointed and elected officials. In the past, public meetings have been held that were geared toward specific topics like housing, recreation, natural resources, growth and transportation. For the 2010 update the City still wants to hear what people have to say about these topics, but with a focus on what is important in their neighborhood. The City especially wants to hear from people who do not normally come, or have never been, to a city meeting. A diversity of thoughts and experiences are welcomed.

Individuals may participate in their Neighborhood Workshop scheduled for a Thursday in October and sign up to participate in a Community Focus Group. Individuals may also provide their thoughts on sections of the comp plan that are of interest to them. The current Comprehensive Plan can be found at www.haileycityhall.org/planning. To share ideas or ask questions contact the Planning Department 2010compplan@haileycityhall.org or 788-9815 x 13. People interested in the update process can visit the Hailey website for news on the update. People are encouraged to spread the word about the Neighborhood Workshops and other opportunities to be involved. Brochures explaining the process are available from the Planning Department.

The 2010 update will involve three parts**:**

Part 1 – Neighborhood Workshops
Neighborhood workshops will be held every Thursday in October. The workshops will facilitate a lively discussion among neighbors on 3 questions; what do you like about your neighborhood and Hailey? What would you change if you were "king for the day"? What do you want your neighborhood and Hailey to be like in 20 years?

Neighborhood Workshop	Date and Time	Location
West Hailey (west of Main St)	October 1 6:00pm to 7:30pm	Hailey City Hall
North Woodside (north of Baldy View) and East Hailey (all subdivisions east of Wood River Trail)	October 8 6:00pm to 7:30pm	Community Campus Room 301-302
Hailey Townsite and North Ridge	October 15 6:00pm to 7:30pm	Wood River Middle School
Central and South Woodside (all subdivisions south of Baldy View Dr)	October 22 6:00pm to 7:30pm	Woodside Elementary Library
All commercial areas	October 29 8:00am to 9:30am	Hailey City Hall

Part 2 – Community Focus Groups
Throughout the months of October, November and December input from citizens, businesses, city appointed commissions and community organizations will be contacted, and work sessions scheduled as necessary, to update the factual information contained in the Comprehensive plan and identify goals, policies and implementation steps that have been accomplished. The focus groups will also generate recommendations for revisions. This work will also incorporate the input gathered from the Neighborhood Workshops.

Part 3 – Planning Commission and City Council Public Hearings
Parts 1 and 2 will culminate in a draft document with proposed revisions to the Comprehensive Plan. A series of public hearings will be held by the Planning Commission to review and receive comment on the draft document. It is estimated that 6 to 8 public hearings will be required to sort through all 15 sections of the Comprehensive Plan. These public hearings will take place as part of the Commission's regular monthly meetings in January, February and March, 2010 with the goal of having recommendations to the City Council for review starting in April, 2010. Final adoption of the revisions is targeted for June 2010.

What is a Comprehensive Plan?
The Hailey Comprehensive Plan guides changes within the City over 20-30 years. The purpose is to ensure that changes within the community retain, enhance, and create the kind of place valued by the people who live here. The Plan sets out the goals and objectives that are valued in the present and desired for the future.

The Plan does not sit on the shelf; it is used regularly by the Planning Commission and City Council to evaluate projects submitted to the city for approval and provides direction for well-informed land use planning and zoning and subdivision regulations.

Why Update the Hailey Comprehensive Plan?
A comprehensive plan is not a permanent document. In order for the comprehensive plan to be relevant to the community it must remain current. A plan should be updated every five to ten years. The Hailey Comprehensive Plan was last updated in 2003. Now is a good time to touch base with each other and make any needed adjustments.

The Current Hailey Comprehensive Plan…
- Emphasizes the creation of community rather than the mere development of land.
- Encourages a population which has ethnic, cultural, generational, and economic diversity; and community in which families can thrive, has attractive homes and neighborhoods, safe streets, clean air and water, open space, cultural amenities, and compact form.
- Calls for lessening dependency on the automobile, ensuring adequate infrastructure, facilitating a strong and viable education and social support system, and providing abundant open space and parks.
- Challenges the citizens of Hailey to find ways to preserve community history and character, manage and accommodate anticipated growth, and maintain a healthy and viable city center with sustainable economic growth for both business and individuals.

Components of a Comprehensive Plan Updated

Identify Issues. Current issues of concern to residents, workers, property owners, and businesses and the emerging issues that will be important in the future are identified by citizens, community organizations and community leaders.

Determine Goals. Once the community identifies issues, goals can be established. Goals are community visions and establish priorities for the community and help community leaders make future decisions. In the 2010 update the Planning Department will compare each of the goals stated in the current Comprehensive Plan with the input community members give at the neighborhood workshops and community focus group sessions to ensure the goals are still relevant and consistent.

Collect Data. Data is needed in order to evaluate current city conditions and to predict future conditions. Data about the environment, traffic, economic, social (such as population and income), and land use conditions (such as housing and zoning) and public services will be updated by the Planning Department. Outcomes of the data collection process include population projections, economic condition forecasts, and future housing needs.

Prepare the Plan. The Plan is prepared by the Planning Department using the information gathered during the data collection and goal assessment stages. The Comprehensive Plan begins by giving a brief background of the current and future conditions found in the data collection step. Following the background information are the community goals and the policies that will move those goals forward into the future. The goals and policies are organized by issue, such as transportation or housing.

Create Implementation Steps. Methods to implement the goals of the Plan are discussed by City staff. These methods, or steps, focus on issues such as cost and effectiveness. When more than one alternative is possible, each alternative is weighed given its potential positive and negative impacts on the community and city government. One alternative should be chosen that best meets the needs and desires of the community for meeting the goal.

Adopt a Plan. The Comprehensive Plan is officially adopted by the City Council after public hearings are conducted. The City Council may choose not to adopt the plan, which would require the draft to be refined. Once the plan is accepted by the City Council it becomes a legal statement of community policy in regards to future development.

Implement and Monitor the Plan. Using the implementations steps defined in the earlier stages, the city will carry out the goals in the comprehensive plan. The Planning Department monitors the outcomes of the plan and may propose future changes if the results are not desired.

The following list is not exhaustive and should be added to in an effort to create a comprehensive list of accomplishments associated with the implementation of Comprehensive Plan goals. This list is not exhaustive and should be added to in an effort to create a complete reference of accomplishments.

Section 1

- An inventory of city trees was completed in 1995
- Publication of a Tree Selection & Planting Guide was completed in 1995.
- An ordinance that recognizes the significance of our urban and native forest habitats, and the connections between the two habitats, to preserve our urban forest resource was adopted by the City Council in 2008; this ordinance was codified as Section 12.20 of the Municipal Code.
- The Hailey Tree Committee was also established in Section 2.36 and is tasked with creating a community forestry master plan and will oversee its implementation.
- The Design Review section of Municipal Code Title 17 requires street trees, of appropriate size and species, in all new commercial and residential development, provide for developer installation, irrigation and maintenance of those trees for a defined time period and supports the replacement of trees when removed by development.
- Well Head Protection Plan, 2000
- The use of water meters to assess water consumption began in October 2006. A tiered rate system is used to encourage water conservation. Water conservation tips are distributed to the citizens of Hailey regularly in the City's newsletter.
- The overlay district to manage the Big Wood River waterways, wetlands, floodways and floodplains was adopted in 2003 by Ordinance 842.
- The City of Hailey was a partner in a grant written by the Wood River Land Trust to restore a portion of Lion's Park, the former city dump, to a more natural wetland and floodplain ecosystem.
- In February 2007, the Hailey City Council passed Resolution 2007-2 endorsing the U.S. Mayors Climate Protection Agreement. The agreement urges federal and state governments to enact policies and programs to meet or exceed the Kyoto Protocol targets for reducing global warming pollution.
- In 2007 a Climate Protection Committee made up of interested city staff members was formed in association with the endorsement of the U.S. Mayors Climate Protection Agreement. As its first act, the committee, sketched out a draft Climate Protection Plan that includes implementing policies for immediate action plans, intermediate action plans and long range action plans to help achieve a significant reduction in greenhouse gas emissions from City government operations related activities. The plan was presented to the Hailey City Council with the Mayor's Climate Protection Resolution. In March 2007 a Hailey citizen was appointed as the Community Liaison and Volunteer Coordinator to the Committee.
- In September 2008, the Hailey City Council passed Resolution 2008-12 which adopted the goal of a 15% reduction in CO2 emissions by 2015. The baseline used to measure this goal is the FYE 2005 CO2 level of 2850 tons. Progress is tracked and reported annually to the Council.

- In 2009, the city adopted standards to address Solar Panels and Small Scale Wind Energy Systems to promote development of local, clean, renewable energy source that produces no emissions, requires no mining, damming, combustion, or waste.

Section 2

- Section 4.10 of Hailey Zoning Ordinance Number 532, Flood Hazard Overlay District, was originally adopted in 1988, with a new Section adopted in 1997, along with the 1997 Flood Insurance Rate Map. The section was rewritten in 2003 (Ordinance 842)
- The adopted City of Hailey Emergency Operations Plan (EOP) addresses both natural and man-made hazards, and utilizes four phases of emergency management: mitigation, preparedness, response and recovery. The EOP includes resource lists, as well as individual checklists for both natural hazards and man-made hazards.
- In 2007 and 2008 the City of Hailey participated in a county-wide All Hazards Mitigation Plan (AHMP) with other members of the Local Emergency Planning Committee. The plan was adopted by the City Council in 2009.
- The City of Hailey and its Fire Department maintain Mutual Aid Agreements with several organizations and governmental jurisdictions, including but not limited to the cities of Bellevue, Ketchum, Sun Valley and Blaine County, Sawtooth National Forest, Shoshone BLM and Friedman Memorial Airport.

Section 3

Two Goals in the 1982 Comprehensive Plan identified were to "retain historic and cultural landmarks" and "retain and protect features of special interest to the community." Accomplishments since then include:

- The Main Street Improvement Project, including the construction of sidewalks and the planting of street trees, was completed in 1993.
- Tree Committee was established in 2008 by Ordinance 1013.
- Townsite Overlay District was adopted in 2002 by Ordinance 824
- Dark Sky standards were adopted in 2002 by Ordinance 812.
- The Hailey Historic Preservation Commission was established in 2005 by Ordinance 899.
- Properties within the Hailey Townsite potentially eligible for the National Register have been identified in Historic Survey Report (June 2006) and Reconnaissance-level Survey Main Street, Myrtle to Chestnut Streets (June 2007).
- Hillside Overlay District was adopted

Section 4

- Bullion Bridge Restoration
- Riverside Pond Restoration
- Croy Creek Wetland Restoration
- Hailey Greenway
- Master Plan
- Toe of the Hill Trail
- Keefer Park (Woodside Central Park)
- Rodeo Park

Section 5

- A long standing goal of down zoning 13 acres of Business district in central Woodside was approved in 2004.
- 2007 - Ord 982 Article 4.4 Neighborhood Business, 5.6.3.a - Create a separate zoning district establishing standards for neighborhood service centers to ensure compatibility with residences and to restrict the allowable uses within such centers.
- Nov 30, 2009, Resolution 2009-15, Support the Airport Authority's master plan and their decision regarding relocating the airport if an acceptable alternative site can be found, and then closing the current airport to both commercial and private aircraft
- 2004 -Ord 889, Title 14, Municipal Code, Annexation issues
- The following "land use mapping exercises" listed in the 1997-2003 Comp Plan are now maintained by the City of Hailey Planning Department using ARC View GIS software.
    - Map all existing land uses, including vacant land, within the City.
    - Maintain inventory of City owned lands for future facility growth.
    - Update as needed the future acquisitions map that identifies parcels that are optimally located for identified public facilities and infrastructure needs.
- Maps of zoning, existing land uses, including vacant land, within Hailey / Blaine County Area of Impact are maintained by the Blaine County Regional Planning Department or Blaine County GIS Department.

Section 9

2002, Municipal Water System Master Plan
1997, Wastewater Master Plan, update in process
Resolution 2007-06, Capital Improvement Plan
May 2007, Development Impact Fees
Hailey Showcase Lawn Program (in conjunction with WRT Trout Friendly Lawn program)
Ord 985, Development Impact Fees, May 2007

Section 10

Resolution 2007-18, Transportation (Traffic) Master Plan

1.0 Natural Hazards

1.1 Big Wood River and other Watercourses

Goal: Retain, preserve and protect the natural state of watercourses and wetlands in and around Hailey.

1. Policy: Encourage land use development that is optimally harmonious with the Big Wood River as a natural, scenic, and wildlife resource.
   Implementation:
   a. Review the impact of development to ensure that it does not hinder or impair the course of the river, or alter the perception of the river, by those on or adjacent to it, so that it remains a natural and free flowing stream.
   b. Review all stream alteration permits to maintain the natural environs of the river while preserving private property. Stream alteration and bank stabilization shall not be permitted to lessen the cross section of the channel of the river or substantially depart from the character of the natural bank in the vicinity of the work being done.
   c. Establish and maintain a riparian area which will provide separation between land uses and the river. Appropriate vegetation for screening and bank stabilization is that which is naturally found in the vicinity of the stream bank.
   d. Continue to prohibit all structures and roads, not to include pathways, within the Big Wood River Floodway.
   e. Coordinate management efforts with other governmental agencies having jurisdiction over and around watercourses.
   f. Allow intentional reconfiguration of the stream or river, or the removal of natural materials from the river channel, only when necessary to protect the public health, safety, or welfare.

2. Policy: Preserve and establish water-related recreation opportunities.
   Implementation:
   a. Utilize as a tool the Resources Map showing water resources within the City and Area of Impact. Establish and maintain access to the River at as many points as possible. Establish and maintain a natural trail system parallel to the River.
   b. Continue to prohibit removal of riparian vegetation within the 100 foot wide riparian setback along the Bigwood River. Vegetation helps prevent flood damage, increases fish habitat, and furthers the natural setting.

3. Policy: Preserve and protect watercourses in and around Hailey as natural, scenic, and wildlife resources.
   Implementation:
   a. Establish and restore, in all new developments or at any point possible, wildlife and natural vegetation corridors along all waterways including but not limited to the Big Wood River These streams include, but are not limited to, Croy Creek, Quigley Creek, and Indian Creek.
   b. Continue to prohibit the removal of any riparian vegetation within established riparian areas adjacent to the bank of any stream.
   c. Continue to require stream alteration permits for all work to be done on any watercourse. Discourage alterations of any stream that alter the course or change the character of the stream. Provide for emergency application review.
   d. Establish a hierarchy system whereby watercourses are preserved and protected.

4. Policy: Preserve and protect wetlands in Hailey and the Area of City Impact as natural,

scenic, and wildlife resources.
Implementation:

a. Require all new developments containing wetlands to fully comply with agency requirements for wetlands identification, retention and/or mitigation.

1.2 Community Forest

Goal: Increase and augment the number, variety, size and health of trees throughout the community.

1. Policy: Establish policies, regulations, and standards necessary to ensure that the City will continue to realize the benefits provided by a community forest.
Implementation:
   a. Establish a Resolution that promotes the planting and maintenance of public and private trees in Hailey.
   b. Establish an entity that will create a community forestry master plan and will oversee its implementation.
   c. Require street trees, of appropriate size and species, in all new commercial and residential development. Provide for developer installation, irrigation and maintenance of those trees for a defined time period. Support the replacement of trees when removed by development.
   d. Establish incentives for property owners to care for street trees adjacent to their property. Care would include irrigation, fertilization, and prevention of damage. Consider City review of any removal of street trees.
   e. Retain the services of an arborist for periodic review of trees on public property.
   f. Support efforts to establish Hailey as a Tree City USA.
   g. Maintain the 100 foot wide riparian setback from the Big Wood River to preserve native tree growth along waterways.

1.3 Upland and Green Space

Goal: Preserve and protect upland sage steppe and green space in unincorporated areas adjacent to the Hailey/Blaine County Area of Impact for recreation, wildlife, responsible agricultural uses, and for future growth areas.

1. Policy: Encourage the retention and stewardship of green space and large parcels in unincorporated land in, and adjacent to, the Area of City Impact.
Implementation:
   a. Support County plans for unincorporated areas adjacent to Hailey for less density or land preservation agreements that preserve green space.
   b. Encourage regulations by Blaine County that promote stewardship of agricultural land adjacent to Hailey, including but not limited to; water conservation measures, careful use of fertilizers, and sound waste management.
   c. Wherever possible, keep green space in a natural state, so as to minimize maintenance costs and preserve ecosystems. If redevelopment occurs on property, require the planting of new trees where appropriate.
   d. Negotiate an amended Area of City Impact ordinance that encourages or creates contiguous green space within the Area of City Impact.
   e. Preserve green space that is contiguous and interconnecting with adjacent green space. Provide public pathways or trails within such connecting greenways.

2. Policy: Control noxious weeds.
Implementation:

a. Promote weed control by property owners in areas of disturbed soil. Require subdivision development to restore disturbed areas with native plants to minimize weeds.
b. Require all City property and all City initiated projects to implement noxious weed control as set forth in State regulations.
c. Provide contact information to the public for agencies such as the Blaine County Weed Control Office.

1.4 Wildlife Resources

Goal: Enhance, preserve and protect the wildlife population in and around Hailey, including continuous migration corridors.

1. Policy: Protect wildlife populations, migration areas, winter ranges and wildlife habitats for all types of wildlife species including fish, waterfowl, rangeland birds, and game animals.
Implementation:
a. Provide protection against erosion, sedimentation and denudation of all watercourses. Increase and promote fish, aquatic mammal, and waterfowl habitat by discouraging channel alteration and promoting channel re-vegetation.
b. Coordinate with the State and Federal agencies efforts to maintain and properly manage wildlife, water and air habitats.
c. Refer to the resources map showing general areas of wildlife migration corridors and critical winter ranges.
d. Require development to more specifically identify the location of these areas and mitigate or protect them, especially along the Big Wood River and in all canyons to the east and west of Hailey.
e. Seek updates on all natural resource inventories from appropriate agencies, to assess the incremental impacts of development on the resource and as a basis for regulatory amendments, as necessary.

1.5 Physical Environment

Goal: Protect and enhance the physical environment of Hailey.

1. Policy: Ensure enforcement of all Federal, State and Local environmental quality regulations. These standards include but are not limited to regulations on water and wastewater quality, air quality, or stormwater drainage.
Implementation:
a. Assist Federal, State and Local agencies to insure enforcement of environmental standards and regulations.
b. Coordinate state emission, water quality, sewer system, and other environmental standards with local regulation.
c. Discourage the use of septic systems within the Area of City Impact, and prohibit the use of any septic system in any location which is within a delineated wellhead zone.
d. Encourage catalytic converters, or other pollution control devices, on all wood stoves installed in the City to prevent the deterioration of air quality. Provide an educational brochure for proper wood stove use.
e. Ensure the installation of City standard drywells or drainage systems that function as well if not better, at containing drainage on private property within City limits. Promote these systems in delineated wellhead zones and Area of City Impact.
f. Ensure that City ordinances require that all construction meet Federal, State and

Local regulations for storm water runoff.

2. Policy: Protect and maintain the quality view that is inherent in the Wood River Valley.
   Implementation:
   a. Extend the Area of Impact to the ridgelines visible from Hailey, as mapped.
   b. Continue the building height of 35 feet, with the possible exception of increased height limits within the Central Business District.
   c. Enact a hillside ordinance in order to maintain unobstructed view and visual aesthetics that draw people to the area.
   d. Continue to enforce and periodically review and update the outdoor lighting ordinance to protect the quality view of the night sky.
   e. Cluster development away from sensitive resources.
3. Policy: Recognize the value of and preserve, enhance or restore natural resources such as: water resources, scenic areas, view corridors, wildlife habitats, and ecosystems.
   Implementation:
   a. Establish an overlay district to manage the Big Wood River waterways, wetlands, floodways and floodplains.
   b. Establish a wellhead protection plan.
   c. Establish a Historic District to preserve and enhance our heritage.
   d. Establish a Hillside Overlay District and Hillside Ordinance.
   e. Identify, establish and protect view planes from identified special places, i.e., the view of Della Mountain from the Old Courthouse, Carbonate Mountain from Main Street, and others.
   f. Establish a Scenic Highway Corridor Overlay District to preserve the views at the entrances to the community (See the Sawtooth Scenic Byway Corridor Study).
   g. Establish Wildlife and Ecosystems Overlay Districts to protect wildlife corridors and ecosystems.

1.6 Alternative Energy and Resource Conservation

Goal: Promote the use of alternative renewable energy sources as well as the conservation of natural resources.

1. Policy: Protect, enhance, and develop alternative energy sources.
   Implementation:
   a. Promote the study and use of all types of renewable resources as alternatives to traditional energy sources.
   b. Support the development of geothermal resources as both an alternative energy source and a recreational amenity.

2. Policy: Promote design features that conserve energy and natural resources.
   Implementation:
   a. Consider possible incentives for site design and/or design features in buildings that result in energy and resource conservation.

3. Policy: Promote water conservation.
   Implementation:
   a. Implement a water metering system for all residential and non-residential uses.
   b. Require dual water systems, one for domestic use and one for irrigation use in large, new developments.
   c. Promote water efficient landscaping, such as drought tolerant or native plantings.

1.7 Mineral Resources

Goal: Ensure the aesthetic and environmental preservation of the area by discouraging the extraction of mineral resources.

1. Policy: Prohibit, when possible, the extraction or processing of any mineral resources within the City. Discourage such uses on lands in the Hailey / Blaine County Area of Impact.
   Implementation:
   a. Maintain current zoning regulations, which do not permit extraction and processing uses within any zoning district.
   b. Review and comment on any application for the extraction or processing of minerals within the unincorporated areas of Blaine County, the Area of City Impact.

Hazardous
2 Areas
2.4 Seismic and Geologic Hazard

I. Goal: The Goal of this section is to provide information to the public concerning threat to human health, safety and property associated with a landslide, earthquake, or other geologic or seismic event.

1. Policy: Establish and maintain a thorough knowledge of the location and severity of hazards related to faults, seismic activity areas, soils, slope, geo - and hydro - thermal activity and water table levels.

2.4.I.1 Implementation:

a. As feasible, locate and map areas containing faults, slopes at or above 10%, geo - thermal activity, ground water levels which are typically less than three feet below the surface, and soils inappropriate for development due to instability or other factors.
b. Provide public access to information concerning the location and severity of any known seismic or geologic hazard.
c. Referencing available studies, including the 1973 Soils and Hydrology Analysis for the Woodside Subdivision, discourage development in areas of unstable soils.
d. Adopt a hillside ordinance addressing potential hazards of hillside development.

2. Policy Maintain building standards and provide information that address known radon hazards.

2.4.I.2 Implementation:

a. Continue to address the mitigation of structural damage by seismic activity through enforcement of the Uniform Building Code.
b. Recommend radon testing and the installation of passive radon removal systems in all new residential construction. Said systems should be constructed in such a manner that they can be converted to active removal systems with a minimum amount of homeowner expense.
c. Provide information to the public on the risks of radon, testing services and/or materials available, and passive and active removal systems.

2.5 Flood Hazard

I. Goal: The goal of this section is to reduce the potential threat to loss of life, limb or property and minimize public expenditures due to flooding.

1. Policy: Develop and maintain a thorough knowledge of the location and severity of hazards related to flooding.

2.5.I.1 Implementation:

a. Maintain a thorough knowledge of the primary sources for flood hazard analysis as identified by the Federal Insurance Administration. Those sources include Floodplain Information Studies prepared for the Big Wood River by the United States Army Corps of Engineers; the Flood Insurance Study, City of Hailey, Idaho, prepared by the Federal Emergency Management Agency (FEMA); and the Flood Insurance Rate Map/Flood Hazard Boundary Map also issued by FEMA.
b. When appropriate, support or require Letters of Map Amendment or Revision. Amendments or revisions may be appropriate at locations or properties where empirical evidence of flood or other conditions does not appear to correspond directly to the most current information available to the City.

2. Policy: Discourage development along watercourses, including drainage areas, especially in known flood prone areas.

2.5.I.2 Implementation:

a. Continue to prohibit any construction, with the exception of recreational trails, emergency access ways and stream alterations, where approved, in floodways.
b. Prohibit the installation of any new individual septic systems within the floodplain within Hailey's Area of City Impact.
c. Restrict and closely supervise construction in the floodplain, and allow no construction which would not comply with the 'no - rise' standards established by FEMA.
d. Conduct planning studies of areas where development and subdivision have already occurred in the floodplain and define limitations on future development in those areas.
e. Continue to educate the general public about hazardous areas and restrictions therein by means of the city newsletter or similar publication.
f. Consider an increased setback from the bank full level of watercourses and a specific and substantially adequate setback for all construction from existing, drainage areas with intermittent or perennial stream flow.
g. Continue to encourage Planned Unit Developments in which all residential construction takes place outside the designated floodplain.
h. Consider implementing a Design Review process for development along watercourses.
i. Continue to require preservation of native riparian vegetation along watercourses
j. Support public acquisition, or protection by tools such as landscape easements, of property directly adjacent to the Big Wood River for greenbelts.
k. Establish a method to transfer development rights from floodplain areas into designated receiving areas.

2.6 Avalanche Hazard

I. Goal: The goal of this section is to reduce the potential threat to loss of life, limb or property and minimize public expenditures due to avalanche.

1. Policy: Develop and maintain a thorough knowledge of the location and severity of hazards related to avalanches within the City and the Area of City Impact.

2.6.I.1 Implementation:

a. For new development and lands under consideration for annexation, require applicant to provide a site specific avalanche study, in order to locate and map areas which are either prone to avalanche, or which would be within the pathway of an avalanche.
b. Establish and map 'red zones', areas in which the frequency of return of an avalanche is less than 30 years, or the load of any avalanche may be greater than 600 pounds per square foot.
c. Establish and map 'blue zones', areas in which the frequency of return of an avalanche is more than 30 years and less than 100 years, and the load of any avalanche does not exceed 600 pounds per square foot.

2. Policy: Establish and enforce land use patterns that restrict development in avalanche hazard areas.

2.6.I.2 Implementation:

a. Develop an avalanche ordinance by which to restrict future construction in said hazardous areas.
b. Prohibit building in any area designated as a 'red zone'.

c. Require a site specific study and engineered building plans for any planned structure, at the cost of the developer, prior to issuance of any building permit in any area designated as a 'blue zone'.

2.7 Wildfire Hazard

I. Goal: The goal of this section is to reduce the potential threat to loss of life, limb or property and minimize public expenditures due to wildfires which threaten natural resources, or which threaten structures within the urban interface.

1. Policy: Develop and maintain a thorough knowledge of the location of lands which may be subject to wildfire, and the location of structures which would be threatened should a wildfire occur.

2.7.I.1 Implementation:

a. Officially adopt an urban interface area as may be delineated by the Hailey Fire Department.
b. Establish and maintain a wildfire hazard rating for parcels, buildings and structures within the urban interface.

2. Policy: Establish and enforce land use patterns and building criteria that mitigate the threat to property from wildfire.

2.7.I.2 Implementation:

a. Establish building criteria for all building and structures within areas having high or moderately high wildfire hazard ratings. These criteria shall include: Class A fire resistant roofs, building clear zones to maintain a minimum 10-foot wide fire safe area around structures, and maintaining a minimum 20-foot wide vehicle access as per the Uniform Fire Code.
b. Encourage infill development on vacant property within City limits in order to limit the amount of wildfire fuels available.
c. Establish or encourage maintenance programs, either public or private, for the urban interface. These programs include the removal of high volatility fuels from areas adjacent to structures.

2.8 Man Made Hazard

I. Goal: The goal of this section is to reduce the potential threat to loss of life, limb or property and minimize public expenditures due to man made hazards such as pollution, toxic waste, electromagnetic emissions, hazardous utility or transportation facilities, or the storage and transport of noxious, radioactive, or hazardous material.

1. Policy: Segregate uses that are known or suspected hazards to human health and restrict those uses to locations that are most appropriate.

2.8.I.1 Implementation:

a. Encourage businesses that avoid the use of materials, emissions or facilities that pose a direct threat to human health safety and welfare.
b. Continue to uphold Blaine County required setbacks from electric power lines within the Area of City Impact.
c. Encourage private sector education of the public about potential health concerns related to exposure to electromagnetic fields, as information becomes available.
d. Establish highway 75 as the sole corridor for the through transport of hazardous or radioactive materials.
e. Prohibit mining operations within City Limits and Area of City Impact.

2. Policy: Regulate uses that are known or suspected to diminish water quality. Where regulation is not appropriate, provide education on voluntary steps to maintain water quality.

2.8.I.2 Implementation:

a. Adopt a Wellhead Protection Plan and Ordinance for the City of Hailey.
b. Encourage Blaine County to adopt a Wellhead Protection Plan and Ordinance.
c. For proposed developments within the City or Area of City Impact that are located in another municipality's wellhead protection area, seek comments from that municipality.
d. Enforce Hailey Pretreatment Ordinance to inventory businesses that store or use hazardous materials.

3. Policy: Seek cooperation between the City of Hailey and the Friedman Memorial Airport Authority, recognizing both the benefits and potential hazards presented by the airport's near proximity to both residential and commercial areas of the city.

2.8.I.3 Implementation:

a. Discourage physical expansion of Airport grounds.
b. Discourage aircraft activity necessitating any deviation from standards or waivers from standards due to more demanding types of aircraft.
c. Discourage any changes in airport use or design that would increase off-site land use restrictions.
d. Discourage any changes in airport use or design that would result in a significant increase in air pollution.
e. Continue to have adequate City representation on the Airport Authority Board.
f. Maintain cooperative agreements between the City of Hailey and Friedman Memorial Airport.

2.6 Hazard Response Readiness

I. Goal: The Goal of this section is to ensure City readiness to respond to emergencies caused by natural or man-made hazards.

1. Policy: Maintain or improve the overall effectiveness of the Emergency Operations Plan (EOP).

2.6.I.1 Implementation:

a. Review and update as necessary the 1993 EOP, and establish a schedule for periodic updates.
b. Provide training as necessary to ensure appropriate City personnel maintain a high level of familiarity with EOP.

2. Policy: Continue participation in and cooperation with the Local Emergency Planning Committee.

2.6.I.2 Implementation:

a. Maintain or increase City representation on the Local Emergency Planning Committee.
b. Direct City staff most familiar with City's EOP to assist with the Committee's rewriting of the County Emergency Plan to ensure integration of the City's procedures in the County's plan.

3.1 Historical Sites and Cultural Landmarks

I. Goal: The Goal of this section is to research, establish and retain historic sites and buildings and preserve cultural landmarks in order to provide and retain a sense of the history of the Community. That history will increase the sense and identity of the community and will provide a foundation for future direction.

1 Policy:	Establish and maintain a thorough knowledge of historical or culturally significant sites in order to create a comprehensive inventory of significant landmarks.
3.1.I.1.	Implementation:
a.	Complement the existing historical inventory with information from the historical Society survey of the City of Hailey.
b.	Research and document the mining, commercial, agricultural and livestock, or other history of the area in order to establish mines, building sites, trails, or associated locations as culturally significant to the area.
c.	Research and document the history of diverse cultural and ethnic groups in order to establish and preserve sites that were or are of historical or cultural significance.
2 Policy:	Develop a historic preservation ordinance to enhance the identified historic and cultural landmarks, provide for public information concerning those landmarks, and recommend guidelines for promoting the preservation, rehabilitation and development of those landmarks.
3.1.I.2	Implementation:
a.	Develop a Historic Preservation Committee, thereby developing a point of reference to acquire and distribute information.
b.	Establish recommended criteria for reviewing development and rehabilitation plans.
c.	Compile an inventory of historic residential and commercial buildings.
d.	Designate each historically or culturally valuable site as a landmark to be noted, preserved, rehabilitated, or relocated.
e.	Establish an historic core or district, including areas within the Hailey / Blaine County Area of Impact, define and map that district, and create regulations for the preservation of that area.

3.2 Cultural and Scenic Amenities

I. Goal: The goal of this section is to retain and protect features of special interest to the community, and to protect the scenic value of the Wood River Valley.

1 Policy:	Preserve hillsides in and around Hailey as green space in order to preserve those areas as a community resource.
3.2.I.1	Implementation:
a.	Continue the building height restriction, and encourage amendment of the ordinance to include a height limit for all structures also.
b.	Prohibit construction on hillsides in order to maintain unobstructed view and visual aesthetics that draw people to the area.
c.	Implement a hillside ordinance or create a mountain overlay district.
2 Policy:	Preserve the architectural and ambient quality of the Hailey Business district.
3.2.I.2	Implementation:
a.	Encourage compatible, attractive, and functional design in all commercial areas.
b.	Promote infill development of commercial areas in order to increase the efficiency of streets and parking areas, and promote storefronts adjacent to property lines in

order to promote pedestrian traffic.

3 Policy: Preserve residences, or residential areas, which demonstrate the heritage or diverse architectural styles of the community.

3.2.I.3 Implementation:

a. Encourage the preservation and restoration of residences and residential areas that have unique or characteristic vernacular.

b. Consider overlay district for old Hailey Townsite that would allow flexibility in bulk requirements.

c. Encourage healthy and diverse landscaping throughout the community.

d. Design a tree-planting program to maintain the visual aesthetics of the community.

3.3. Big Wood River and other Watercourses

I. Goal: The goal of this section is to retain, preserve, and protect the natural state of watercourses in and around Hailey in order to preserve and establish water-related recreation opportunities and to preserve the scenic quality of the River.

1 Policy: Encourage land use development which is optimally harmonious with the Big Wood River as a natural and scenic resource.

3.3.I.1 Implementation:

a. Review all stream alteration permits to maintain the natural environs of each stream. Stream alteration and bank stabilization will not be permitted to lessen the cross section of the channel of any stream or substantially depart from the character of the natural bank in the vicinity of the work being done.

b. Continue to prohibit all structures and roads, not to include pathways, within the Big Wood River Floodway.

c. Prohibit the removal of any materials from the channel of the River, and allow intentional reconfiguration of the stream only when the public health, safety, or welfare is threatened.

d. Adopt green space designation for floodplain areas through the use of restrictive setbacks.

e. Establish and maintain access to the River at as many points as possible. Establish and maintain a natural trail system parallel to the River.

3.4 Green space

I. Goal The goal of this section is to promote the creation and preservation of green space and green space corridors.

1 Policy: Support and establish regulations that enhance the value of, preserve, or require green space.

3.4.I.1 Implementation:

a. Develop regulations to protect shorelines of watercourses, hillsides, and green spaces for the perpetual use by the general public.

b. The City, through acquisition, lease, easement, development policy or ordinance should assure that development along shorelines, in drainages, and within flood control channels is regulated in order to preserve or restore green space corridors and public access.

c. Promote the establishment of a Transfer of Development Rights program to protect green space.

2 Policy: Encourage cooperation with developers to create green space corridors accessing outlying areas with link-ups into and through the City.

3.4.I.2 Implementation:

a. Encourage transfers of density and density bonuses in developments where green space corridors and green space areas are designated.

b. Set aside, require the dedication of, or encourage easements for lands to be permanently maintained as green space and wildlife corridors. Portions of the land area surrounding Hailey should be acquired for or dedicated to permanently maintained green space. Wildlife corridors should be established in all canyons to the east and west of Hailey, and should be interconnected through the community.

c. Maintain access to public lands by requiring vehicular or non-vehicular easements and/or pathways through new developments.

4.1 Goal: To create and maintain an interconnected system of parks, recreational facilities, trails, green spaces and natural lands for the community of Hailey in order to provide diverse recreation opportunities for Hailey residents.

1 Policy: Ensure long-term planning, development, and maintenance of an interconnected and integrated recreational system.

4.1.1 Implementation:

a. Continue to use standards for recreation assets properly distributed throughout the community. Use the Parks, Trails and Green Space Map to determine where additional park space and connections are needed for existing and future development.

b. Expand the Map of existing, proposed and potential trails and pathways to include Hailey's Area of Impact. Require future development to connect to that network.

c. Encourage development of a greenway or greenbelt that surrounds, connects and helps to define the community of Hailey.
Greenways/greenbelts are defined as an area of green space that surrounds and stretches into cities; ties park components together to from a continuous park environment. This language is consistent with the Hailey Parks, Lands and Trails Master Plan.

d. Support the Hailey Parks, Lands & Trails Master Plan that provides for an interconnected system of parks, recreational facilities, trails, green spaces and natural lands that meets the needs of current and future residents of Hailey.

e. Support the Hailey Parks & Lands Board to oversee the Master Plan and standards.

2 Policy: Promote recreation opportunities within walking distance of the greatest number of residents.

4.1.2 Implementation:

a. Ensure connection of assets through trails, greenways, sidewalks and designated pedestrian and bicycle routes.

b. Encourage public spaces to retrofit into denser or older neighborhoods that may be lacking adequate green spaces.

c. Encourage public spaces within the Central Business District that include street furniture, landscape planters, public art and other elements to create pocket recreation opportunities.

d. Encourage neighborhood participation in design, development and maintenance of parks and trails

e. Explore funding mechanisms such as neighborhood or local improvement districts to fund development of parks and trails.

3 Policy: Promote land development that discourages urban sprawl and provides green space resources. Preserve green spaces while allowing development that is sensitive to that green space.

4.1.3 Implementation:

a. Encourage cluster subdivisions in designated areas to provide larger connected tracts of green space while protecting development rights.

b. Support, establish and encourage a system for land preservation agreements that protect open lands and provide larger connected tracts of green space within the Area of Impact.

4.2 Goal: Establish a permanent means of funding land acquisition, capital improvements, and maintenance of recreation facilities.

1 Policy: Establish permanent funding to ensure long-term creation and maintenance

of recreation assets and opportunities.

4.2.1 Implementation:

a. Explore funding options such as levies, enterprise funds, local option taxes and other means of a permanent funding source for parks and lands.

b. Ensure that such funding provides for land acquisition, capital improvements, and maintenance.

c. Encourage development of facilities that are self-sustaining through user fees and other revenues.

d. Support and partner with the Hailey Parks Foundation to create an endowment fund for permanent funding.

4.3 Goal: Maximize recreation opportunities and minimize tax dollars.

1 Policy: Partner with other resources.

4.3.1 Implementation:

a. Work with the Blaine County Recreation District to provide community recreation assets that support and enable the District's Recreation Programs.

b. Work with the Blaine County School District to ensure that adequate active recreation assets are available. Cooperate with planning and development efforts.

c. Partner with the Hailey Parks Foundation to provide an avenue for philanthropic support for recreation opportunities.

d. Explore development and maintenance costs sharing with neighborhood or homeowner associations, philanthropic and community service groups in order to encourage community pride.

e. Explore maintenance partnerships, such as pooled equipment and crews for maintenance of trails and parks.

2 Policy: Ensure that amenities do not create an excessive demand on city services.

4.3.2 Implementation:

a. Encourage standards of low-maintenance, drought-tolerant landscaping for public areas, as well as low-maintenance alternative paving surfaces.

b. Encourage planting of trees and street trees, recognizing that trees can reduce energy and maintenance costs, as well as water usage. Require diversity standards as set in the City of Hailey Tree Selection & Planting Guide. Support efforts to establish Hailey as a Tree City USA.

c. Encourage green spaces that are left in a natural state with minimal maintenance, where appropriate.

d. Discourage green spaces that are leftover parcels, non-connective, water-consumptive or costly to maintain.

e. Minimize potential conflicts between uses by planning for and designating separate areas, routes and accesses for each.

3 Policy: Promote and explore opportunities to create a regional park or community recreational assets.

4.3.3 Implementation:

a. Explore funding options and partnerships with community and regional resources.

b. Partner with landowners of large parcels to provide recreation and green space opportunities while protecting property and development rights.

c. Partner with other jurisdictions and resources in Blaine County to create community assets.

4.4 Goal: Ensure that future growth does not place undue demands on our current quality of life, recreational opportunities, and/or facilities.

1 Policy: Require future growth to provide for itself.

4.4.1 Implementation:

a. Enable impact fees for parks and lands.

b. Require future development to meet City standards for parks, trails and greenways distribution, size and configuration criteria, developed amenities, and level of maintenance as referenced in the Hailey Parks, Trails and Lands Master Plan.

c. Require recreation contributions from non-residential development that benefit both current and future employees, customers and users of that development, as well as the entire community.

2 Policy: Preserve public lands and access for recreational use.

4.4.2 Implementation:

a. Identify current accesses, and status of each. Work with landowners to accommodate uses while protecting property and development rights.

b. Ensure that accesses present no threat to wildlife or the surrounding lands. Direct motorized uses away from non-motorized uses in order to minimize conflicts.

c. Work with State and Federal agencies to ensure that public lands adjacent to Hailey are managed in the best interests of the residents of Hailey and the public at large.

5.4 Land Use Districts

Goal: To provide for a balanced mix of land uses suitably related to each other and their natural setting. Include sufficient space in all types of districts to accommodate future growth. Direct density of development towards the community core, with increasing green space and generally decreasing density toward the edges of the community and within the Area of City Impact.

1. Policy: Encourage integration of compatible land uses in order to retain a compact City comprised of a central downtown with surrounding diverse neighborhoods, thereby reducing sprawl and traffic, increasing efficiency, and creating neighborhood and community character.

5.4.1 Implementation:

a. Permit, with appropriate use control and design review, neighborhood service centers designed to serve and benefit residents within a half-mile radius, or walking distance. Create a new zoning district with standards for such service centers, ensuring the commercial uses remain subordinate to residential.

b. Accommodate higher density in and near the community core. Consider ordinance changes such as smaller minimum lot size requirements for areas near the community core.

c. Consider allowing increased building height in commercial districts in order to achieve identified city goals.

d. Consider higher density housing in appropriate locations throughout the City, for example where served by public transit.

e. Review the Transitional District section of the zoning ordinance to ensure that residential uses remain in that district, while allowing limited commercial uses. The district should serve as a buffer between residential and intense business uses. Evaluate actual adjacent uses when considering any rezone from residential to transitional zoning.

f. Continue support of the overlay district for the Original Townsite lots, which allows flexibility of ordinance requirements, to retain neighborhood character while allowing efficient use of those properties. Review overlay district regulations to ensure the primary goals of the district are being met.

g. Discourage subdivision or rezone of property, within the Hailey / Blaine County Area of Impact that would be in conflict with City goals for areas identified for future municipal growth or as identified on the future acquisitions map.

h. Use methods to preserve green space areas and critical environmentally sensitive areas within the Area of Impact, including land preservation agreements or other techniques.

i. Consider creating new zoning districts as needs and opportunities arise, such as a health services district.

j. Direct conflicting or incompatible land uses away from each other.

2. Policy: Enhance the Central Business District as defined in this plan, maintaining it as Hailey's primary retail center. Consider ordinance amendments that will support a dynamic and vital downtown core. Expand the Business and like districts in accordance with the established Land Use Map.

5.4.2 Implementation:

a. Discourage the zoning of additional business district areas outside of the Central Business District, except those neighborhood service centers that are unquestionably oriented and designed to be subordinate to the neighborhood in which they are contained

b. Allow the development of neighborhood service centers, with appropriate use, design and location constraints, within residential areas of the City. Limit the height of neighborhood service centers to the height of adjacent residences.

c. Maintain the established maximum floor area of retail and wholesale buildings in order to maintain community character.

d. Encourage the infill of existing Central Business District property, for example along River Street, with business and accessory residential uses prior to expanding the Business district. Discourage any further lengthening of the Central Business District.

e.	Consider allowing increased height limits in certain districts in order to achieve identified city goals, including but not limited to underground parking and residential uses in the core.
f.	Study current parking requirements to determine whether the number of parking spaces required for various uses is appropriate and/or adequate. Studies and future requirements should incorporate and support regional transportation planning.
g.	Consider provisions for promoting diversification of the local economy, such as business incubators or research parks, in the Central Business District or elsewhere that supporting facilities are available.
h.	Encourage mixed use projects with residential uses to create more diversity and vibrancy in the Central Business District.
i.	Encourage the creation of a town center as a gathering place near the center of the community core.
j.	Expedite the provision of appropriately placed centralized parking, sidewalks and other pedestrian amenities in the Central Business District.
k.	Consider using the space below city rights-of-way for underground parking.
3. Policy:	Expansion of light industrial areas is preferred adjacent to the existing Light Industrial, Service Commercial, and Airport districts.
5.4.3	Implementation:
a.	Encourage maximum utilization of property within light industrial districts prior to providing for expansion of those areas.
b.	Support uses within light industrial areas, which provide services for employees of that area. Examples include on-site cafeterias, day care facilities and employee housing.
c.	Revise the industrial district section to include an allowance for other industry by special review, (i.e. industries that do not fall under light industrial criteria, but are ecologically clean and provide jobs and economic prosperity to the community).
d.	Examine feasibility of having future Light Industrial areas utilize development rights from green space areas or environmentally critical areas.
4. Policy:	Continue cooperation between the City of Hailey, Blaine County and the Friedman Memorial Airport Authority, recognizing the benefits of a local airport, but also the increasing land use limitations presented by the Airport's near proximity to both residential and commercial areas of the city.
5.4.4	Implementation:
a.	Work with the Friedman Memorial Airport Authority in long term planning. Ensure that changes to Friedman Memorial Airport complement, not detract from the community of Hailey. Support continued compliance with the adopted Friedman Memorial Airport Master Plan.
b.	Recognize the existing Runway Protection Zone and restrictions on development in that zone.
c.	Support regional planning efforts to optimally relocate the Airport. If a new site for the public airport is found, recognize that any private airport would not be funded by the FAA and therefore would not be subject to FAA regulations. Consider whether a private airport would benefit the City of Hailey.
d.	If the Airport relocates, create a master plan for former airport lands that becomes a mixed-use asset to Hailey.
e.	Review and revise all relevant sections of the Comprehensive Plan after the final decision regarding relocation of the Airport has been made.
f.	Continue to require Aviation Easements and noise disclosure notes on recorded residential plats.
5. Policy:	Promote land use policies that protect and enhance new and existing neighborhoods in residential zoning districts. Encourage a diversity and mix of residential housing throughout the city in order to create a fully integrated community.
5.4.5	Implementation:

a. Encourage varying lot sizes within subdivisions, thereby creating a mix of housing types and supporting a more diverse community.

b. Permit only compatible types of uses in residential zoning districts, such as neighborhood service centers and home occupations that do not negatively impact the residential neighborhood.

c. Assure that compatible land uses are located adjacent to existing residential areas. Consider the needs of residents adjacent to the highway.

d. Recognize that transportation uses and traffic patterns affect adjacent land uses, and vice versa. Expedite the provision of sidewalk and pedestrian safety amenities in all residential areas, prioritizing those experiencing high traffic, such as along Second Avenue.

e. Encourage Local Improvement Districts, if necessary, in existing neighborhoods in order to install neighborhood amenities.

f. Consider a downtown overlay district that would promote mixed use projects with residential uses.

g. Consider allowing accessory dwelling units throughout the Limited Residential District as a means of promoting a mix of housing options.

h. Consider conservation design standards or other planning techniques for residential development along the Big Wood River and within the side canyons, allowing for creative design that preserves and protects environmentally sensitive or culturally or historically significant areas.

i. Consider additional (annexed) residential land uses to be most appropriate to the east and north of the existing city limits, to the west with consideration of floodplain and wetland areas, and least appropriate to the south (while the airport is in its current location).

6 Policy: Provide adequate areas for institutional and public facilities, such as schools, senior care, medical, judicial and other community facilities, integrated within the community. (See also 9.0 Public Facilities, Utilities and Services, and 15.0 School Facilities and Transportation.)

5.4.6 Implementation:

a. Reference the City's future acquisition map that identifies parcels that are optimally located for identified public facilities and infrastructure needs.

b. Locate institutional uses where services may be provided efficiently, while not negatively impacting surrounding residential uses. Avoid isolation of institutional areas within the community.

c. Encourage and support regional planning efforts for provision of institutional and public facilities.

7. Policy: Include preservation of green space and the creation of public park spaces with all development.

5.4.7 Implementation:

a. Ensure that all development contributes to the provision and/or improvement of green space. Review and refine the parks dedication requirements of the Hailey Subdivision Ordinance as needed. Consider revisions to include requirements for commercial development if recognized standards can be referenced as a basis for those requirements.

b. Zone green space areas as Recreation Green Belt where feasible.

c. Consider density bonuses or other incentives for the provision of green space beyond the minimum required or contiguous to public lands.

d. Cluster development as a method to preserve green space and to protect sensitive resources.

e. Strive to provide a continuous corridor that preserves green space contiguous to public lands.

f. Encourage owners of land adjacent to the city to use appropriate land use planning techniques in order to create and connect green space around the City, including the area between Hailey and the nearest neighboring city, Bellevue, and adjacent to public lands.

5.5 Overlay Districts/Special Planning Tools

Goal: To use overlay districts and/or other special planning tools to address areas of special concern or areas with specific needs or objectives, such as wetlands, floodplains and floodways, river or scenic setbacks, wildlife corridors, avalanche hazard areas, hillsides, historic or cultural districts, wellhead protection areas and any other area authorized through this Plan.

1. Policy: Establish and map overlay districts for any and all geographic areas of special concern; establish ordinance language governing those overlay districts.

5.5.1 Implementation:

a. Create overlay mapping and language for special environmental concerns that can be objectively delineated, such as hillsides and avalanche hazard areas. .

b. Continue to use overlay mapping and language to allow for flexibility in ordinance requirements, as appropriate, for Original Hailey Townsite lots, specifically as a tool to promote infill.

c. Consider creation of a downtown overlay district that would revise regulations such as parking standards and density, to promote a mixed use, pedestrian oriented community within the Central Business District.

2. Policy: Utilize planning tools, such as Design Review Guidelines, Planned Unit Development standards, or other special standards or ordinances, to address other areas of special concern.

5.5.2 Implementation:

a. Create appropriate planning tools for special cultural or community design concerns, such as historic districts and gateway/junction areas, to enhance community character.

5.6 Efficient Use of Resources

Goal: To emphasize efficient use of resources, including all infrastructure, and the land itself.

1. Policy: Ensure that land development does not exceed water capacity.

5.6.1 Implementation:

a. Where available, require ground or surface water rights with annexation of lands into the City. Water rights will be viewed as an important element of any annexation.

b. Collaborate with Blaine County and Wood River Valley municipalities toward funding a comprehensive ground water study that would include recommendation of best management practices to assure a sustainable water supply for future generations..

c. Consider landscaping requirements that would conserve water used for irrigation, such as use of drought-tolerant and native plantings.

2. Policy: Establish land use policies that ensure orderly residential development relative to public facilities and services.

5.6.2 Implementation:

a. Concentrate housing densities within the existing community in order that they may be provided with the most efficient and economical services and commercial necessities.

b. Periodically review levels of service and ensure that new development is not negatively impacting levels of service for current residents.

c. Promote higher density developments adjacent to commercial areas, collector roads, or other services or infrastructure that can efficiently serve those developments.

3. Policy: Promote the creation of neighborhood businesses in order to protect environmental quality, provide for greater convenience, and furnish residents with neighborhood centers.

5.6.3 Implementation:

a. Allow the development of neighborhood service centers, with appropriate design and location constraints, within residential areas of the City. Create a separate zoning district for neighborhood service centers, which will require a residential scale, including setbacks

and building heights, for all neighborhood businesses, and which limits uses to those appropriate to residential neighborhoods.

b. Create guidelines for the appropriate spacing, population base and operation of neighborhood businesses.

c. Implement review of neighborhood businesses using the Design Review process, and if necessary, the Conditional Use Permit process.

4. Policy: Encourage energy efficient design in the use of land through sound land use planning policies.

5.6.4 Implementation:

a. New development should maximize solar exposure and protect solar access for existing residential developments.

b. Allow for incentives for developers who follow criteria established by City for energy efficient subdivisions, for example, through density bonuses as may be allowed in the Planned Unit Development section of the Zoning Ordinance.

c. Promote land use development that lessens dependency on the automobile.

d. Plan for future transit areas and park and ride lots.

e. Where appropriate, require development to provide adequate transportation infrastructure that may include transit shelters and/or pedestrian/bicycle connectors.

f. Consider incentives for developers who are re-using/re-furbishing existing structures within the city limits.

5.7 Density

Goal: To increase opportunities for alternative transportation, reduction of vehicle traffic, creation of safe and walkable neighborhoods, creation and preservation of public spaces and green space, and efficiency of services by promoting appropriate housing densities.

1 Policy: Promote the highest housing density within the community core and discourage sprawling residential development.

5.7.1 Implementation:

a. Consider density bonuses for the provision of recreation space, public areas and amenities, deed restricted affordable housing, or other identified goals.

b. Educate the general public about the potential beneficial aspects of density, i.e. efficient services, retention of green space, community integration and social interaction, increased convenience, greater amenities and lessened traffic.

c. Encourage the incorporation of residences within commercial buildings in the Central Business District, and consider incentives for adding third story dwelling units to existing structures.

d. Allow residential densities greater than twenty units per acre within the Central Business District or generally along and between River Street and First Avenue. Community amenities should accompany developments with increased density.

e. Consider increased height and/or other revisions to bulk requirements and parking requirements within the community core and in other appropriate locations to allow higher density residential infill development.

f. Support text amendments to the Townsite Overlay district to allow residential infill development on smaller lots, which will be compatible with the character of Old Hailey.

g. Create new residential development standards, which will allow for small clustered housing development projects near the Core or in other appropriate areas.

5.8 Due Process and Public Input

Goal: To develop clear land use and development procedures that protect the public welfare for all development.

1. Policy: Amend Hailey City ordinances as necessary to ensure general consistency between those documents and the Land Use Map.

5.8.1 Implementation:

a. Proactively amend the Hailey Zone District Map to resolve significant conflicts between the Land Use Map and the Zoning Map.

b. Strive for consistency between the Land Use Map and any amendment to the Zoning Map. Zone changes not consistent with the Land Use Map are generally discouraged. As conditions change, it may be appropriate for an existing zoning district to be rezoned to a transitional type of district.

c. Encourage consistency between the Land Use Map and annexation of land into the City.

2. Policy: Adopt reasonable time limits for approval procedures, while still providing for public review and input.

5.8.2 Implementation:

a. Clearly explain and provide literature for all public processes with both the Planning and Zoning Commission and City Council.

b. Streamline the review/approval process for applications as much as possible.

c. Ensure that conditions imposed are readily understood by the applicant and can be monitored and enforced by City staff.

3 Policy: Develop and maintain land use regulatory procedures that are efficient, consistent and predictable, but that provide flexibility to deal with unique situations.

5.8.3 Implementation:

a. Review all Ordinances and procedures on a regular basis to ensure that the restrictive provisions found therein provide substantial benefit to the public health, safety and welfare, while respecting private property rights.

6.1 Central Business District.

I. Goal: To maintain and encourage a healthy and diverse community center.

1. Policy: The City of Hailey should have a Central Business District, as defined in this Plan, which should be the primary commercial center of the community. All regional commercial activity, with the exception of industry, should be concentrated in the Central Business District. The Central Business District of the City of Hailey should be the Business and Limited Business districts on or adjacent to Main Street, River Street, and First Avenue in the Hailey Original Townsite and should not extend east or west of those streets. Additionally, the Central Business District, until properly in filled, should not extend further south than the intersection of Third Avenue and Main Street or further north than McKercher Boulevard.

6.1.1 Implementation:

a. Maintain a cohesive development strategy for the Central Business District and continue the use of design standards as an ordinance.

b. Consolidate business zone boundaries and buffer business areas from residential areas, where appropriate, with intermediate Districts.

c. Encourage the infill of the Central Business District, as outlined above, prior to expanding business-zoned areas for commercial development, while recognizing the properties previously designated as Business and Limited Business where outside the area outlined above.

d. Evaluate the effectiveness of a limitation of the maximum floor size of commercial buildings in order to limit commercial sprawl and maintain community character.

e. Contemplate an increase height limits within the Central Business District in order to limit sprawl and increase the efficiency of Business District property.

f. Discourage new Business District areas, which are not within the Central Business District, on any property larger than one acre.

g. Encourage uses which provide benefit to the public at large.

2. Policy: Identify business areas and types of uses which can be mixed in order to create a more dynamic and useable marketplace. Promote the use of Conditional Use Permits to provide for appropriately mixed uses in all commercial districts.

6.1.2 Implementation:

a. Review and expand, where appropriate, those uses which are permitted under the Conditional Use Permit process in the Business, Limited Business and Transitional Districts.

b. Apply design standards and the Conditional Use Permit process to ensure both a dynamic environment and a level of compatibility between existing and proposed developments.

3. Policy: Explore the creation of an area within the Central Business District to encourage business by allowing flexibility with applications and requirements due to the physical limitations of Original Townsite Lots. Encourage the retention of historic Hailey with renovations and new buildings to mirror the old Hailey design and character.

6.1.3 Implementation:

a. Map the Historic District.

b. Encourage in - fill development and architectural re - models, to buildings within the Historic District, to be consistent with those of the historic character of the community in appearance and scale.

4. Policy: Expedite, to the extent possible, the public review process for commercial development.

6.1.4 Implementation

a. Provide developers of commercial projects with examples of previously approved commercial developments.

b. Conduct pre - review meetings with developers in order to resolve potential problems.
c. Ensure applications are processed in a timely manner.
d. Review guidelines for commercial development to ensure that those guidelines are clear and flexible.

6.2 Service, Office Park and Industrial Expansion.

I. Goal: Provide for sufficient area, appropriately located, to accommodate the demand for services, offices and industries which, due to their nature, do not readily fit the fabric of either the Central Business District or neighborhood location. Encourage a balanced mix of appropriate uses on that property.

1. Policy: Services and offices which do not fit within the Central Business District, and industrial areas of any type, should be located in those areas where impact from Friedman Memorial Airport, or adjacent non - residential uses, make commercial use appropriate.

6.2.1 Implementation:

a. Encourage maximum utilization of property within light industrial districts prior to providing for expansion of those areas.
b. Allow accessory uses within service, office and industrial areas which are useful to employees of that area. Examples include cafeterias, day care facilities, accessory residences, and offices.
c. Revise the industrial district section to include allowance of individual industrial uses by special review to ensure that environmental and other impacts are addressed (i.e. industries that do not fall under light industrial criteria, but are ecologically clean and beneficial to the community).
d. Provide for expanded types of mixed use within the service, office and industrial districts. Include residential uses as appropriate. Ensure appropriateness of these uses with the Conditional Use Permit process or through size limitations.

6.3 Neighborhood Businesses

I. Goal: Allow and encourage the creation of neighborhood business in order to increase convenience to neighborhood residents and decrease distance traveled.

1. Policy: Neighborhood business are those which are designed and operated to primarily serve and/or employ residents in the areas in which they are located, and are generally less than an acre in size.

6.3.1 Implementation:

a. Allow the development of neighborhood service centers, with appropriate design and location constraints, within residential areas of the City. Require a residential scale and appearance, including setbacks and building heights, for all neighborhood businesses.
b. Create guidelines for the appropriate spacing, population base, maximum traffic and noise impact, and operation of neighborhood businesses.
c. Implement review of neighborhood businesses using both the Design Review and Conditional Use Permit processes.

6.4 Home Business

I. Goal: Foster entrepreneurship by permitting the use of residences for some business activities.

1. Policy: Create guidelines for the use of residence for business activities, and allow those uses which are not significantly detrimental to the residential neighborhood.

6.4.1 Implementation:

a. Allow cottage industry and home occupation, by the occupant of the residence, where appropriate.

b. Provide guidelines to ensure that home occupations have little or no impact on surrounding residences.

6.5 Marketplace Standards

I. Goal: Provide the area's residents with an active, usable market place. Be responsive to the economic needs of the community, but uncompromising in protecting the integrity, by demanding high quality projects that would ensure a satisfactory long term relationship between company and community.

1. Policy: Maintain the quality and character of the City.

6.5.1 Implementation:

a. Apply design standards and the Conditional Use Permit process to ensure both a dynamic environment and a level of compatibility between existing and proposed developments.

b. Cooperate with the Blaine County Planning and Zoning Department to retain the quality of the surrounding lands and encourage businesses, industry and other commercial development into the cities.

c. Ensure, through market analysis and fiscal impact study, that large commercial buildings and developments do not detract or draw from the Central Business District.

d. Encourage commercial entities which have locally sensitive architecture, menus, operations, advertising, or signage.

e. Encourage national or regional commercial entities to support local design, character and economic policies.

2. Policy: Retain open space and access to recreation, facilitate public education and economic diversity, and preserve community character, all as directed in other parts of this Plan, in order to retain the quality of life which is an economic foundation of the community.

6.6 Commercial Infrastructure

I. Goal: Ensure that all commercial development adequately addresses infrastructure needs associated with the development.

1. Policy: Encourage orderly and efficient development thereby allowing public services to keep pace.

6.6.1 Implementation:

a. Review all development within the Business, Limited Business and Transitional Districts to ensure that adequate public and private infrastructure is provided by the development. Request infrastructure studies from large commercial projects in order to demonstrate that the demand on services has been anticipated and accommodated. Infrastructure includes all utilities and services (such as fire and police protection) and accommodations for public and private parking, access, transportation and safety.

7.1 Population Increase

I. Goal: Ensure that increasing total population does not diminish the quality of life in Hailey and its environs.

1 Policy: It is the policy of the City of Hailey to generally allow and not restrict the provision of social services to meet the needs generated by any segment of the population.

7.1.I.1 Implementation:

a. Coordinate and cooperate with other public entities and social service providers to allow maximum benefit to, and minimum burden on, the general pubic.

b. Allow social services within residential areas as appropriate. Use the conditional use permitting process to ensure compatibility with the neighborhood.

2 Policy: It is the policy of the City of Hailey to generally allow the provision of infrastructure to meet the needs generated by any segment of the population, commensurate with preservation of the quality of life in Hailey and its environs, and which can be sustained economically and affordably by the residents and businesses of Hailey.

7.1.I.2 Implementation:

a. Encourage and, where appropriate, require market, private, volunteer, and/or philanthropic provision of services and amenities in order to limit tax burden.

b. Formulate and implement an impact fee ordinance.

3 Policy: Preserve agricultural, natural and recreational open space as a community asset.

7.1.I.3 Implementation:

a. Direct population densities into areas that can best accommodate, through the provision of infrastructure and services, that population.

b. Encourage transfer of development rights, or density transfers, as a means of preserving open space and wildlife habitat.

c. Consider purchase of existing open space areas that are considered a valuable asset by and for the public.

4 Policy: Maintain or improve the quality of our air and water.

7.1.I.4 Implementation:

a. Regulate, by ordinance, air emissions from sources including, but not limited to, wood burning stoves and open burning.

b. Encourage industry that does not generate harmful air emissions.

c. Preserve or improve the quality of Hailey's water supply using all legal and technical means.

d. Provide adequate quality and quantities of safe drinking water through master planning, anticipating population growth.

e. Provide appropriate wastewater treatment facilities to serve growing populations and protect the environment through master planning.

f. Regulate, by ordinance, any possible contaminant source within the delineated wellhead protection areas.

5 Policy: Assure that clean, renewable energy sources and measures to manage transportation and energy demand are given priority.

II. Goal: Hailey shall provide the greatest good for the greatest number by recognizing, acknowledging, and responding to increasing population growth and its impact on city services and infrastructure.

1. Policy: Utilize master planning as a method of managing population growth.

7.1.II.1 Implementation:

a. Implement master planning within all city departments.

b. Proactively solicit the input of Hailey citizens in the master planning and growth management process, to ensure that Hailey's growth does not outpace the development of essential services and infrastructure (police, fire, ambulance, water, sewer, etc.).

7.2 Population Diversity

I. Goal: Maintain and improve the quality of Hailey's social fabric.

1. Policy: Encourage diversity within Hailey's population.

7.2.I.1 Implementation:

a. Encourage new subdivisions to provide a varied mix of lot sizes and dwelling units. Allow a mix of housing types and sizes.

b. Encourage proposals that seek to improve Hailey's social environment, such as educational facilities and programs, cultural events, and community amenities.

c. Encourage provision of housing which is affordable by those with limited incomes. Examples include use of deed restrictions and business plans that help meet housing needs of their employees.

d. Encourage proposals that help meet the needs of those who risk suffering effects of discrimination or are economically less advantaged.

8.1 Community and Neighborhood Character

I. Goal: To establish and encourage community and neighborhood character through the use of innovative design, diversity of housing types, and individuality of homes.

1. Policy: Encourage the provision of adequate, diverse, and attractive housing.

8.1.1 Implementation:

a. Encourage the rehabilitation and upgrading of existing units to strengthen neighborhoods and protect investments.

b. Encourage infill development within the original Hailey Townsite, recognizing the large number of substandard lots, by implementing strategies including, but not limited to, the creation of an overlay district allowing flexibility in bulk regulations.

c. Encourage the use of innovative design by builders and developers that will produce desirable housing at all cost levels.

d. Ordinances and codes should encourage the use of energy conservation techniques and alternative energy sources in new residential construction and in rehabilitation of older homes.

2. Policy: Maintain high standards for residential design, development, construction, and maintenance.

8.1.2 Implementation:

a. Maintain and refine Design Review guidelines for multi-family housing projects. Apply guidelines consistently through Planning and Zoning Commission or Design Review Committee review.

b. Promote effective enforcement and review of building codes and zoning regulations for new construction, to assure quality in housing units.

3. Policy: Promote and ensure compatibility between different types of residences.

8.1.3 Implementation:

a. Allow and encourage a blend of housing types, which mixes smaller multi-family units into single-family areas.

b. Allow and encourage, where appropriate, accessory dwelling units in all areas. Provide guidelines for the location and size of those units.

c. Encourage or require the use of creative architecture in blending multi-family units into single-family neighborhoods.

d. Require Design Review approval for all multi-family buildings.

e. Avoid placing all subsidized housing, or all multi-family housing, clustered together in any one area of the City.

f. Encourage varied lot sizes within any given development in order to promote varied housing types.

g. Discourage Covenants, Conditions and Restrictions (CCR's) which encourage or require a set architectural pattern, prohibit multi-family units where not prohibited by zoning, or include minimum size restrictions.

4. Policy: Encourage pedestrian oriented design of residences and developments in order to encourage social and community interaction, and to provide for multi-modal transportation and community character. Encourage architecture and land planning which, while accommodating the automobile, places greater emphasis on the pedestrian.

8.1.4 Implementation:

a. Provide for residential streets that include sidewalks and are interconnected, thereby creating a place for pedestrians.

b. Provide for a City street tree program to promote and maintain trees as a part of

any neighborhood.

c. Provide for a sense of human scale as part of any street. Elements that define places for people include lights, trees, sidewalks and planting strips.

d. Encourage residential home architecture that places emphasis on the entry to the house rather than the garage. Promote minimum street setbacks for garages that are in excess of those for the remainder of the residence.

e. Establish proportional and three-dimensional building envelopes in order to tie the size of residential structures to the property on which they are located.

f. Allow for more variable use of properties by residences, such as accessory dwelling units and appropriate home occupations.

g. Review architecture in Planned Unit Developments to ensure that proper design adequately addresses higher densities.

h. Encourage and allow mixed uses as well as mixed housing types within Planned Unit Developments.

5 Policy: Promote human scale architecture in all multi-family and mixed housing residential areas. Use creative design to integrate multi-family dwelling units with single-family residences.

8.1.5 Implementation:

a. Establish maximum floor area ratios for multi-family residences on single lots or as part of infill development.

b. Provide for a City street tree program to promote and maintain trees as a part of any neighborhood.

c. Provide for a sense of human scale as part of any street. Elements that define places for people include lights, trees, sidewalks, and planting strips.

d. Encourage residential architecture that places emphasis on the entry to the house rather than the garage.

e. Require architectural and site design in multi-family projects that emphasizes the individuality of each unit and does not appear repetitive or monotonous.

f. Continue to review architecture in Planned Unit Developments to ensure that proper design adequately addresses higher densities.

8.2 Community Housing

I. Goal: Ensure a viable economy by providing home ownership and rental opportunities for individuals and families of all socio-economic levels.

1. Policy: To require the provision of community housing at a level that is deemed in the City's best social and economic interests.

8.2.1 Implementation:

a. Adopt an inclusionary ordinance that requires a certain percentage of housing units or subdivision lots to be set aside for community housing for individuals and families in certain targeted income categories. The community housing units are encouraged to be provided on-site, and designed and assimilated with the free market housing units or lots.

b. Encourage creative options and other alternatives to achieve community housing contributions.

2. Policy: Cooperate and coordinate with County or regional efforts concerning the provision of affordable or community housing. Recognize the Blaine-Ketchum Housing Authority as a resource for the provision of community housing.

8.2.2	Implementation:
a.	Cooperate and coordinate with the local housing authority to set restrictions on market value appreciation in any type of subsidized housing.
b.	Cooperate with Blaine County on planning for location and scale of community housing in developments near the City but outside City Limits, due to potential impacts on City infrastructure and services.

3. Policy: Continue to examine the fiscal and economic relationship between housing and other types of land use.

8.2.3	Implementation:
a.	Support economic development to achieve a balance between residential and non-residential uses.
b.	Adopt impact fees to offset the cost of services for all new residential development. Consider deferral or reduction of development impact fees for community housing.
c.	If property is annexed into the City, require annexation fees that will, to the extent possible, ensure that new residential development will not cause present residents to pay for costs of future development.

9.1 Goal: Maintain or improve service levels of all City utilities and facilities to adequately and efficiently provide for the health, safety, welfare and convenience of the City. Recognize that infrastructure limitations may at certain times necessitate certain controls or restrictions on development in order to maintain acceptable service levels.

1. Policy: Continue to improve City streets and transportation services to meet projected needs.

9.1.1	Implementation:
a.	Support the planned construction of a new City Shop.
b.	Review and support street expansions where needed, such as Fox Acres Road.
c.	Develop street and sidewalk upgrade and replacement program.
d.	Complete the stop sign master plan.
e.	Ensure adequate signage, including near all school and park areas.
f.	Provide signage or other means to appropriately route truck traffic away from residential streets.
g.	Explore and implement alternative traffic calming devices.
h.	Work cooperatively with Idaho Transportation Department to obtain adequate signalization including directional turn signals at appropriate intersections.
i.	Work cooperatively with Idaho Transportation Department in the Highway 75 corridor study to obtain improvements to the highway within city limits, particularly pedestrian safety improvements and amenities.
j.	Complete the retrofitting of Main Street lights to comply with the Outdoor Lighting Ordinance.

2. Policy: Upgrades of the municipal water storage and distribution systems should be accomplished according to the adopted Master Plan. Recognize that water is a finite resource in the Wood River Valley.

9.1.2	Implementation:
a.	Support the installation of the new water storage tank.
b.	Support the completion of City-wide metering system.
c.	Review and support needed distribution system improvements.
d.	Create additional pressure zones as required.
e.	Consider providing water service to areas outside city limits by encouraging. water/sewer districts in those areas.
f.	Develop public education on source water protection.
g.	Develop water conservation programs, or incentives for conservation.
h.	Continue to monitor water usage and needs.
i.	Develop public education on water usage.
j.	Develop ordinances that relate to water usage as needed, such as additional Design Review guidelines and/or implementing Low Impact Development strategies for promoting conservation and water quality.
k.	Cooperate with other entities providing valley-wide or regional water conservation programs.

3. Policy: Upgrades of the municipal wastewater treatment systems should be accomplished as

needed or according to a revised Master Plan as adopted.

9.1.3	Implementation:
a.	Establish visual (camera) inspection program of sewer mains.
b.	Conduct sewer main capacity studies and support upgrades for projected needs.
c.	Consider providing sewer service to areas outside city limits by encouraging water/sewer districts in those areas.
d.	Add redundant filter system for improved operations.
e.	Conduct river monitoring to improve TMDL process.
f.	Continue to research beneficial reuse projects.
e.	Continue to monitor system quality and department needs.

4. Policy: Continue to strive for improvements and augmentation of the City park system according to the adopted Recreation Master Plan.

9.1.4	Implementation:
a.	Seek input from Hailey Parks and Lands Board on all land developments and parks, recreation, and trails projects.
b.	(Refer to Section 4, Recreation, Parks & Land, of this Plan.)

5. Policy: Support Police Department improvements to meet projected Law Enforcement needs.

9.1.5	Implementation:
a.	Support additional staffing and vehicles as population grows and new development continues.
b.	Examine needs for and plan for new department facility.

6. Policy: Support Fire Department improvements to meet projected fire protection and emergency incident response needs.

9.1.6	Implementation:
a.	Consider most appropriate locations for new fire stations in Woodside and Northridge areas.
b.	Protect three-story and higher building construction with the addition of an aerial ladder.
c.	Review site specific needs for newly annexed areas.
d.	Support implementation of an urban/interface fire prevention code to apply to wildland and hillside areas.
e.	Support additional staffing as population grows and new development continues.

7. Policy: Support Library improvements to meet projected needs of the Community.

9.1.7	Implementation:
a.	Provide and maintain a sufficient quantity of quality materials in a variety of formats to meet the needs of the community, including upgrades of personal computer network and software.
b.	Provide a library facility with adequate space for needed services, materials, and programs, recognizing needs for reorganization and

	expansion.
c.	Encourage increased use of library services through new memberships, and promotion and expansion of programs.
d.	Provide a well-trained staff to serve clientele of the library.

8. Policy: Ensure adequate service to citizens at City Hall.

9.1.8	Implementation:
a.	Plan for expansion of City offices at present location on Main Street as College of Southern Idaho offices move to another location.
b.	Provide for public meeting space at City Hall.
c.	Ensure staffing of all City departments keeps pace with demands for services.
d.	Maintain inventory of City owned lands for future facility growth.

9.2 Goal: Recognize and generally support the provision of utilities and services by other entities within the City of Hailey.

1. Policy: To balance the services provided by other utilities with the impacts that may result. Strive to mitigate negative visual impacts of utilities and facilities.

9.2.1	Implementation:
a.	Work to develop guidelines for public utilities as relates to the use of the public right-of-way.
b.	Consider requiring pre-design conferences and/or pre-construction meetings between utility providers and City staff.
c.	Promote undergrounding of utility lines and continue to require installation of all utilities underground in new developments.

2. Policy: Maintain an understanding of services provided by other entities including non-profit organizations and how they will cover projected needs for residents of Hailey.

9.2.2	Implementation:
a.	Review and support provision of services by other entities at appropriate locations.
b.	Consider public/city provision of services currently met by other entities if projected needs exceed ability of other entities to provide.

10.1 Engineering

I. Goal: Create and maintain a pedestrian and bicycle-friendly community that provides safe, convenient and efficient multi-modal transportation for all Hailey residents, that moves people and not just cars, and that preserves and enhances our quality of life.

1. Policy: Provide adequate routes and accesses to accommodate different uses and cir-culation.

10.1.I.1 Implementation: Minimize potential conflicts between uses by planning for and desig-nating separate areas, routes and accesses for pedestrians, bicycles, automobiles and trucks:

a. Designate truck routes that keep large trucks and heavy traffic on Main Street and away from residential neighborhoods. Delivery traffic should use the alleys in the Central Business District instead of residential streets.

b. Designate pedestrian and bicycle routes that connect neighborhoods to the community core and each other, in a safe and direct manner.

c. Ensure that Main Street traffic flows smoothly and safely to discourage use of other streets by trucks and other commercial vehicles as "shortcuts to the highway".

d. Designate properly distributed pedestrian crossings on Main Street that con-nect neighborhoods in a useful manner, while allowing fewer traffic stops along Main.

e. Discourage future curb cuts on Main Street where alternative access exists (that would accommodate on-site parking, driveway or drive-through ac-cess) in order to preserve the present sidewalk integrity for pedestrians.

2. Policy: Protect residential districts by building streets that encourage pedestrians and bicycles, while allowing automobiles at slower safe speeds.

10.1.I.2. 1. Implementation: Consider city standards that allow traffic to flow smoothly and safely while encouraging lower traffic speeds.

a. Consider standards for alternatives to stop signs and traffic lights, such as vertical displacements, traffic circles or roundabouts, innovative intersec-tion designs and other traffic calming devices.

b. Consider street standards for less pavement and narrower travel and turn lanes, to encourage lower vehicle speeds.

c. Encourage limiting the length of streets; shorter blocks keep vehicles at a slower speed.

10.1.I.2.2 Implementation: Street standards should encourage pedestrian and bicycle use.

a. Sidewalks or pathways should be provided for pedestrians and bicycles along designated routes and in business districts. Encourage sidewalks or pathways for pedestrians and bicycles in neighborhoods and other districts.

b. Encourage appropriate street trees in all neighborhoods that create a canopy that does not interfere with pedestrian use or create visual obstructions for ve-hicles. Require street trees in all commercial districts. Trees are recognized as a resource and can contribute to reduced energy and maintenance costs.

c. Explore medians and tree planting strips that would create boulevards or park-ways.

d. Adopt street rights-of-way that are proportional to the heights and setbacks of the adjacent structures.

e. Adopt residential setbacks that place an emphasis on the entrance to the house and not the garage. Encourage garage entrances on alleys.

f. Adopt residential standards that include pedestrian access and on-site mail de-livery to all homes.

10.1.I.2.3 Implementation: Establish procedures determining the need for traffic control and traffic calming measures.

a. Use information from a traffic counting program to determine areas of the city that require further study and possible installation of traffic control measures.

b. Establish a procedure to allow neighborhoods to petition the city for traffic calming measures to be installed. Set guidelines to determine the appropriate-ness of the requests and to determine the correct measure to be installed.

c. A community-wide plan for stop signs should be implemented. Recognize that stop signs do not work well to control vehicle speeds.

3. Policy: Ensure an interconnected community that provides multi-modal access from and to all neighborhoods.

10.1.I.3 Implementation:

a. Provide safe corridors for pedestrians and bicycles throughout our community.

b. All new streets should connect, wherever possible, to existing streets, as well as future potential development

c. Include transit shelters in neighborhood and business development along designated routes.

d. Continue to prohibit cul-de-sacs and dead-end streets except by special exception.

4 Policy: Promote long-term planning and development of an interconnected and inte-grated multi-modal transportation system. Contain or reduce the number of single-occupant vehicle trips.

10.1.I.4 Implementation:

a. Create and implement a Transportation Master Plan.

b. Participate in, and support, regional transportation planning for traffic and transportation management.

c. Support efforts to create a public transportation system that includes a local circulator shuttle within walking distance of most Hailey residents, as well as commuter service within the Wood River Valley corridor.

5. Policy: Promote land development that discourages urban sprawl, connects the com-munity, and encourages multi-modal use.

10.1.I.5 Implementation:

a. Create clear entrances at our north and south to define Main Street and our community (where to slow down).

b. Balance parking needs with multi-modal transportation needs. Minimize the effect of large parking lots with landscape buffers and islands.

c. Encourage neighborhood service centers that serve the adjacent neighborhoods

d. Encourage or require transit shelters along designated transit routes.

e. Encourage multi-use development closer to or along transportation corridors.

10.2 Education

I. Goal: Recognize that Engineering and Education are better tools for traffic management than enforcement - use creative street designs to manage transportation demands, and use education to encourage healthy transportation choices.

1. Policy: Maximize transportation opportunities and minimize tax dollars.

10.2.I.1 1 Implementation: Explore, create and foster cooperative opportunities with other county and regional resources.

a. Ensure that Hailey participates in long-term county wide transportation efforts

b. Work with other resources and jurisdictions to provide a cohesive transporta-tion system for our countywide community.

10.2.I.1 2 Implementation: Explore and support efforts for a public transportation system that provides regional commuter service and connects to a local circulator shuttle service within Hailey.

10.2.I.1 3 Implementation: Support and enable a cooperative relationship with the Friedman Memorial Airport Authority, recognizing the benefits the airport brings to the com-munity, while mitigating the impacts of the airport on the community.

a. Support the Airport's Community Appreciation Day, noise abatement programs and other public relations efforts.

b. Direct conflicting land uses away from the airport impact area.

c. Transportation connections should direct airport-related traffic away from Broadford Road and other residential areas, with a possible future connection to Highway 75.

d. Support and coordinate with long-term airport planning. Ensure that airport needs do not place an undue burden on the city's infrastructure.

10.3 Enforcement

I. Goal: Ensure that future growth does not place undue demands on our current qual-ity of life, transportation infrastructure, rural character, or environmental qual-ity, including clean air.

1. Policy: Standards for development should encourages multi-modal transportation.

10.3.I.1 Implementation:

a. Residential development of 20 units or more, and commercial development of 20,000 square feet or more should provide a Transportation Management Study and should construct the infrastructure necessary to meet the transportation needs of that development, such as transit shelters, sidewalks and pathways, park and ride parking spaces, etc.

b. Review the parking ordinance to establish appropriate minimum and maximum numbers of parking spaces for development. Encourage creative alternatives to larger parking lots, such as shared parking, public transit, special event shuttles, etc. Explore other means to balance parking needs, such as parking meters.

c. Use ordinances to keep vehicles at safe speeds and to encourage alternative modes of transportation. Support legislation that enables enhanced fines for speeding in school zones, park zones, or other such designated zones.

d. Balance the number and types of signs needed to direct or inform traffic. Avoid too many or too few signs.

e. Carefully consider the long-term consequences on existing and future devel-opment of a waiver of standards that address transportation issues.

f. Consider prohibiting the use of off-road vehicles, such as snowmobiles, ATV's, scooters, and mopeds, on City streets, alleys, easements, parks, lands and trails.

12.1	Goal: To manage and accommodate growth due to infill development and to control and/or limit expansive development within the City of Hailey, through flexible, responsive, and consistent controls, in order to provide for a community that is well-defined in terms of distinct boundaries, compact in terms of human scale elements and distances between structures and uses, and surrounded by and integrated with green space. To provide for alternative modes of transportation, sustainable economic development, a balanced mix of housing, serviceable annexations and adequate infrastructure.
1	Policy: Ensure that growth does not outpace infrastructure, services or capacity of resources. The following implementation items are considered high priority for the City.
12.1.1	Implementation:
a.	Assess and evaluate current levels of service provided by each City department.
b.	Conduct, maintain and update infrastructure inventories.
c.	Establish optimal levels of service for the provision of infrastructure and service throughout the City. For each department, determine whether the City provides service in excess of some recognized standard, meets that standard, or is currently deficient.
d.	Develop and update capital improvement plans for streets (including sidewalks, bridges and drainage), water and wastewater, police, fire, library, and parks and recreation, to address any identified inadequacies, funding mechanisms for addressing those inadequacies and the provision of additional services for future development.
e.	Within the framework of state and federal law, implement growth management tools that will assure that growth will not outpace the provision of infrastructure.
f.	When considering annexations, evaluate the merits on which the property would benefit the City if annexed. For example, property with existing ground or surface water rights or other similar resources would be a greater benefit to the City than property without.
g.	Ensure that existing infrastructure and proposed infrastructure provided by an applicant can accommodate any proposal for annexation.
h.	Continue to evaluate the adequacy of the City water supply to meet current and future demands. Where available, require sufficient water rights be provided by applicants for the uses proposed within lands considered for annexation.
i.	Encourage, or require (as appropriate), water-efficient landscaping that uses drought-tolerant and native plantings.
	Collaborate with Blaine County and Wood River Valley municipalities toward funding a comprehensive ground water study that will recommend best management practices to assure a sustainable water supply for future generations.
2	Policy: Promote infill development and allow for increased average density within the city core. Increased density should be carefully planned and designed to provide high quality projects that will balance the need for accommodating growth and maintaining a small town character.
12.1.2	Implementation:
a.	Consider density bonuses or other incentives for projects within the City core that achieve identified goals (such as green space and community housing). Re-examine the Planned Unit Development ordinance with regard to density bonuses allowed, considering other options for granting bonuses for other identified City goals.
b.	Promote the infill of existing Central Business District, as defined in the Economic Development section, with business and high density residential uses prior to expanding the business district.
c.	Consider revisions to the Design Review Guidelines that will provide appropriate standards and guidelines for higher density projects.
3	Policy: Support infill development, generally the preferred method of growth, while recognizing that expansion of city boundaries will also be required to accommodate various uses compatible with this Plan.

12.1.3 Implementation:

a. Carefully analyze for general compliance with this Comprehensive Plan all applications for the expansion of city boundaries. Annexations and extension of full city infrastructure should occur only as infrastructure and city services can be feasibly provided.

b. Cooperate with Blaine County to establish regulations and uniform standards for development within the Area of City Impact. Complete negotiations with the county and adopt an official Area of City Impact that completely surrounds the City and extends to the ridgelines visible from the City.

c. Consider expansion of Area of City Impact in areas where development will have less traffic impact upon existing residential neighborhoods, for example, to the north along Highway 75.

d. Explore regional planning efforts for regional and valley-wide infrastructure, such as transportation, housing, water, sewer and recreational opportunities.

4 Policy: Guide and direct growth to maintain green spaces in and around the city, and to preserve identified historic, cultural and other sites of importance.

12.1.4 Implementation:

a. Cooperate with Blaine County and other jurisdictions, agencies and organizations to implement conservation methods.

b. Explore options including incentives for maintaining green space within and surrounding the City.

c. Consider creation of a historic or similar overlay district to preserve historic and/or other important sites.

d. Consider Design Review Guidelines that will promote historic or other special characteristics of Hailey.

e. Continue to require park dedication within residential developments, and consider adoption of similar requirements for future commercial and industrial developments.

f. Review all development proposals for human scale elements, decreased dependency on automobiles, historic character, and other elements that help to maintain the small town character of the City.

g. Consider amendments to City ordinances that will best implement the goals and policies of the Comprehensive Plan.

5 Policy: Ensure that development, both within current city limits and in future annexation areas, pays all cost associated with additional services required. Future growth should pay for itself.

12.1.5 Implementation:

a. Based on information gained through the examination of levels and costs of services, maintain an appropriate method of calculating basic annexation fees, which may be augmented by site specific exactions or dedications.

b. Consider site specific needs related to each annexation application and ensure the collection of fees, development of infrastructure, or other exactions appropriate to those needs.

c. Ensure development application fees are adequate to cover City review and expenditures.

d. Review and revise ordinances to ensure that development contributes adequately to the infrastructure and amenities of the community.

e. Consider the adoption of a development impact fee ordinance.

f. Use available funding mechanisms to provide infrastructure and amenities (e.g., sidewalks) in already established neighborhoods.

6 Policy: Ensure that community and neighborhood character is provided for future development through the use of innovative design, diversity of housing, and individuality of homes.

12.1.6 Implementation:

a. Consider development standards that will promote and ensure compatibility between different types of residences in new subdivisions and annexations.
b. Consider allowing accessory dwelling units on all single-family lots.
c. Continue to monitor the availability and provision of community housing within the City relative to community housing provided throughout the county. Periodically review the status of community housing units and outline the City's goals for provision of such units.
d. Support the provision of community housing throughout the City through bonuses and incentives. Explore means to encourage community housing, especially in mixed use and mixed density developments. Support a standard requiring all new annexations and subdivisions to provide a specified percentage or contribute toward the provision of deed restricted community housing units.

7 Policy: Ensure adequate land area is available for non-residential growth.

12.1.7 Implementation:

a. Maintain clean industrial expansion adjacent to existing industrial zones.
b. Encourage the infill of existing Central Business District property with business and high density residential uses prior to expanding the business district.
c. Expansion of commercial development adjacent to the highway, especially retail and industrial, whether in the County or within expanded city limits, should be generally avoided.
d. Consider height limit bonuses within the Central Business District for the provision of underground parking or other identified goal.
e. Allow additional Transitional District areas between established neighborhoods and intensely developed business areas.
f. Allow the development of neighborhood service centers, with appropriate height, design and location constraints, within appropriate residential areas of the City. Create a separate zoning district establishing standards for neighborhood service centers to ensure compatibility with residences and to restrict the allowable uses within such centers.
g. Maintain the established maximum size of retail and wholesale buildings in order to maintain community character.

8 Policy: Promote alternative modes of transportation to lessen dependency on the automobile, thereby minimizing the increase in traffic and maintaining quality of life.

12.1.8 Implementation:

a. Cooperate with the County, other cities and agencies to facilitate planning for valley-wide mass transit.
b. Consider future transit stations and park and ride lots in land use planning.
c. Continue to expand pedestrian and bicycle pathways and provide facilities and connections for pedestrian and bicyclists.
d. Continue to facilitate interconnectivity between neighborhoods, to established and planned trail systems, and to public lands.
e. Consider alternate routes for commercial traffic.

9. Policy: Ensure that changes to Friedman Memorial Airport complement, and not detract from the community of Hailey.

12.1.9 Implementation:

a. Work with the Friedman Airport Authority in long term planning. Place limits on further physical expansion of the airport, especially any expansion requiring land acquisition and/or relocation of Highway 75.
b. Support the Airport Authority's master plan and their decision regarding relocating the airport if an acceptable alternative site can be found, and then closing the current airport to both commercial and private aircraft.
c. If the airport relocates, consider creation of a master plan of former airport lands that becomes a mixed-use asset to Hailey.

13.I. Goal: The Goal of the Community Design section of the Hailey Comprehensive Plan is to encourage or require architecture, landscape architecture, land planning and land development which will create interest, caring, and value in the City of Hailey, for residents and visitors alike.

1. Policy: Maintain a City that emphasizes the human being and places less emphasis on the automobile.

13.1.1 Implementation:

a. Encourage a compact city form in order to allow interaction, convenience, alternative forms of transportation, and the preservation of green space adjacent to the City.

b. Encourage creative site planning and architecture in order to establish a built environment that maintains a human scale, retains interest, aesthetics, and offers various levels of interaction to all members of the community.

c. Encourage mixed uses that integrate work and living space.

d. Implement a lighting ordinance to conserve energy and prevent light pollution.

2. Policy: Encourage and require a Central Business District that adds to community character by maintaining general architectural standards and by retaining a human scale and pedestrian friendly atmosphere with decreased dependency on automobiles.

13.1.2 Implementation:

a. Encourage in fill of vacant property in and around the business core. Review proposals for infill development to ensure compatible architecture and site planning.

b. Encourage residential uses within the Central Business District in order to create a vital, living downtown.

c. Increase height limits within the Central Business District as an incentive for the provision of underground parking while minimizing building bulk. Limit the height of neighborhood service centers to the height of adjacent residences.

d. Promote the location of commercial building adjacent to the right-of-way in order to give definition to the street.

e. Place parking areas for cars either beneath or behind business buildings, and screen said parking areas with landscape plantings or other buildings.

f. Require the provision of pedestrian and bicycle amenities in all commercial developments .

g. Encourage and allow street furniture and amenities.

h. Encourage and allow alternative sidewalk materials provided those materials meet or exceed safety standards and maintenance is provided by the adjacent property owner.

i. Provide for a City street tree program to promote and maintain trees as a part of any neighborhood.

j. Encourage and allow courtyards or other areas that provide public or private exterior spaces.

k. Encourage maximum use of solar exposure in any commercial development.

l. Establish standards for exterior lighting.

m. Require underground utilities to clean up visual amenities.

3. Policy: Ensure light industrial areas (Light Industrial, Technological Industry, and Service Commercial Industrial) do not become a detriment to either the community image or the visual aesthetics of adjacent neighborhoods.

13.1.3 Implementation:

a. Require dense landscape buffers around light industrial areas.

b. Limit the height of buildings at the edge of light industrial areas to less than the current 35-foot height limit.

c. Ensure the use of colors and type of building material that minimize visual contrast between the structure and the natural background on all light industrial buildings.

d. Require strict adherence to all exterior lighting standards and guidelines.

e. Require strict adherence to all Design Review standards. Consider prohibition of certain types of metal siding in light industrial areas.

4. Policy: Promote human scale architecture in all single-family, multi-family, and mixed residential areas. Encourage architecture and land planning which, while accommodating the automobile, places greater importance on pedestrians. Use creative design to integrate multi-family dwelling units with single-family residences.

13.1.4 Implementation:

a. Provide for residential streets that include sidewalks and are interconnected, thereby creating a place for pedestrians.
b. Provide for a City street tree program to promote and maintain trees as a part of any neighborhood.
c. Provide for a sense of human scale as part of any street. Elements that define places for people include lights, trees, sidewalks, and planting strips.
d. Encourage residential architecture that places emphasis on the entry to the home rather than the garage.
e. Review architecture in planned unit developments to ensure that proper design adequately addresses higher densities.
f. Establish proportional building envelopes for all single-family homes.
g. Establish maximum floor area ratios for multi-family residences on single lots or as part of infill development.
h. Require architectural and site design in multi-family projects that emphasize the individuality of each unit and does not appear repetitive or monotonous.
i. Consider design review for all duplex residences.

5. Policy: To enhance visual aesthetics and beautification of the community with specific efforts directed to the central core.

13.1.5 Implementation:

a. Encourage attractive landscaping, lighting, and street furniture throughout the community.
b. Establish and adopt criteria protecting existing vegetation and trees.
c. Consider selection of new, or modification of existing, Main Street light fixtures that are consistent with the City's standards for exterior lighting.
d. Promote downtown beautification and year-round maintenance by businesses.
e. Require or create incentives for two story buildings or minimum building heights within the business core in order to ensure and promote relative scale with the street.

6. Policy: Define, preserve, and promote neighborhood physical characteristics.

13.1.6 Implementation:

a. Identify and define physical characteristics that enhance the older grid section of town as well as the new subdivisions.
b. A mixed balance between single family and multi-family uses should be defined and incorporated into the zoning ordinance.
c. Allow flexible building setbacks in neighborhoods establishing visual diversity, vegetation to provide edges and to heighten contrast between neighborhoods and the city core.
d. Develop green space policies to compliment new developments. (see Growth Management.)

7. Policy: Preserve community identity

13.1.7 Implementation:

a. Create a juxtaposition between incorporated areas and unincorporated areas by developing incorporated areas at high density and un-incorporated areas at very low density.
b. Establish clear and distinct boundaries between Hailey and Bellevue and encourage the retention of green space at all entrances to the City.

c. Create an identifiable break in rhythm or fabric at the boundaries to establish recognition of entering the City.

8.
Policy: Retain historic and cultural landmarks.
13.1.8 Implementation:
a. Encourage acceptance of a historic district.
b. Develop guidelines for a historical district through procedures set forth in Idaho Code, Section 67, Chapter 46.
c. Require design review for all construction within a historic district to ensure compatibility.

14 PRIVATE PROPERTY

Goal: The City of Hailey, in order to protect the health, safety and welfare of its residents, shall evaluate whether proposed regulatory or administrative actions may result in an unconstitutional taking of private property. The City shall conduct this evaluation in conformance with the guidelines promulgated by the State of Idaho Attorney General pursuant to Idaho Code Section 68 - 8003.

1 Policy: Implement use of the review process and guidelines established and updated by the Idaho Attorney General (Idaho Code Section 67 - 8003) to evaluate whether a contemplated land use action or decision may result in an unconstitutional taking of private property.

14.1.1 Implementation:

a. The City of Hailey shall review the guidelines established by the Office of the Idaho Attorney General as part of any land use decision it makes.

2 Policy: Ensure adequate access to elected officials.

14.1.2 Implementation:

a. Include, as part of every application to be heard only by an administrator or the Planning and Zoning Commission under the Local Planning Act, a statement which advises those applicants that decisions may be appealed to the Hailey City Council.

15.11 School Facilities

I. Goal. It is the goal of the City of Hailey to use land use policies to encourage and facilitate a strong and viable comprehensive educational system.

1 Policy. Coordinate and cooperate with the Blaine County School District in the master planning and development for new and expanded school district facilities within the City of Hailey to meet the educational goals established by the community.

15.11.1 Implementation:

a. Participate in and support the School District's master planning for new and expanded school facilities within the City.

b. Consider the creation of a school zone in order to facilitate the mixed uses found on school district sites.

c. Use development agreements, as appropriate, to customize land uses on school district properties.

d. Ensure full public process in land use decisions involving new school facilities.

e. Evaluate the fiscal impact of benefits from and services to schools as part of any proposed school annexation.

f. Ensure, with the District's equitable and fair share participation, that public health and safety infrastructure is adequate to meet District needs, including seeking alternative financing and funding sources for such infrastructure improvements.

g. Recognize the positive community benefits provided by public schools. Those benefits include continuing education, recreation, public facilities and resources and positive economic benefits.

2 Policy. Encourage the shared use of all public facilities in order to minimize potential burden on property tax payers and maximize opportunities for public use as follows:

15.11.2 Implementation:

a. Encourage shared use of public facilities, where appropriate.

b. Support collaborative efforts with other public and philanthropic entities to maximize tax dollar efficiency.

c. Recognize that public education facilities provide community benefits which extend beyond education, and include recreation, public outreach, social support and cultural enhancement.

15.12 School Transportation

I. Goal. It is the goal of the City of Hailey to provide or ensure the provision of safe, adequate, convenient and multi-modal transportation access to all school sites, as incorporated herein and referenced on the attached Conceptual School District Transportation Master Plan Map.

1 Policy. Seek cooperation with the Blaine County School District or other public education provider to provide or ensure the provision of adequate vehicular access and parking accommodations at all School District facilities, including traffic demand management measures, on a fair and equitable basis.

15.12.1 Implementation:

a. Master plan road and traffic control improvements for all School District facilities.

b. Provide for primary, secondary, neighborhood and emergency accesses to meet district wide transportation needs.

c. Provide for a centralized and unified location for the bus maintenance facility.

d. Improve vehicular access either concurrent with the development of new facilities or as soon as possible for existing facilities.

e. Seek alternative and creative financing and funding for these improvements.

2 Policy. Cooperate with both the Blaine County School District and the Blaine County Recreation District in order to master plan and provide separated non-vehicular access to all School District properties within the City.

15.12.2 Implementation:

a. The City should improve non-vehicular access either concurrent with the development of new facilities or as soon as possible for existing facilities.

b. Seek alternative financing and funding for these improvements.

Geography

The bulk of the City of Hailey lies in Sections 9, 10, 15, 16, 22, 23, Township 2 North, Range 18 East, Boise Meridian. State Highway 75 runs SE to NW through the city, with Ketchum 11 miles to the north and Twin Falls 75 miles to the south. Hailey is the county seat for Blaine County.

The Hailey city boundaries are constantly changing. At present, the City lies primarily on the valley floor with development beginning to reach up nearby drainages running perpendicular to the valley floor.

Topography

A topographical discussion of an area normally includes such aspects as general elevations, ground slopes and natural drainage patterns. All of these play a major role in shaping land use, population growth and population density. They also influence the development and cost of public utilities and facilities. Topography dictates the boundaries of natural drainage basins and flood plains that are an essential part of the approach to long-range planning. Topographic contours within the City of Hailey and surrounding area are shown on Figure l.

Topographically, Hailey is located within the narrow valley of the Big Wood River. The width of the valley floor is approximately 1.5 miles within the Hailey area. The hillsides in this region normally range between 35% and 40% in slope, with the valley floor ranging from 0-10% in slope from the river to the base of the hills. In the vicinity around Hailey, the peaks are 1,200 – 2,200 feet above the principal stream valleys.

Geology

There are several geologic characteristics of an area that play a significant role in the consideration for all types of development and construction of utilities, buildings, and open space. The most important of these are surface features, subsurface strata including rock formations and soil types.

Geologic formations in the Hailey area include Challis volcanic and pre-tertiary rocks. The area around Hailey is formed of igneous, basaltic, and glacial deposits. The Wood River Valley is characteristic of river deposited gravels.

Soil Characteristics

Typical of alluvial and glacial areas, the Big Wood River Valley has a wide variety of soil types. Hailey can, however, be characterized into two predominate soil associations, Little Wood gravely loam and Hutton gravely loam. The Hutton series is a somewhat poorly drained clay loam.

The 1991 Soil Survey of Blaine County Area, Idaho is a detailed guide for the purposes of planning specific sites.

General Climatic Conditions

Hailey, at an elevation of 5,330 feet, has a yearly average temperature of 43.5 degrees F. The recorded record high for Hailey is 109º F., and record low of minus 36º F. Hailey has

considerable wind exposure resulting from canyon winds in the lower county from lack of mountain enclosure. Frost-free days number around 90 in the Hailey vicinity, and the lower valley is usually free of snow by May.

Precipitation

Hailey averages about 16.2 inches of precipitation a year. The least precipitation can be expected in July, while most occurs in December and January, with an average annual snowfall of 78.2 inches.

Hydrology

The hydrologic characteristics of an area influence the location, construction and design of developments and the operation of facilities and utilities such as municipal wells and distribution locations and sewage collection and treatment facilities.

The City of Hailey presently receives its domestic water supply from Indian Creek Spring, and six wells drilled into the ground water. The flow for each is shown in Table 2. Hydrologic sensitivity is high for the six wells and Hailey has therefore developed a Comprehensive Wellhead Protection Plan.

Surface Water

The main watercourse in the area is the Big Wood River. The principal source of water for the river is spring runoff from snow melt, with high flows occurring from April through July. The mean annual flow at Hailey is estimated to be 316,000 acre feet per year with volumes varying from 123,000 acre feet to 609,000 acre feet at the Hailey gauge station. The water quality is generally excellent and suitable for domestic and agricultural uses. The Big Wood River has been designated by the Department of Environmental Quality as a "Special Resource water."

The largest flood on record occurred on May 21, 2006. On that date a peak discharge of 7,800 cubic feet per second (cfs) was measured at Hailey. The largest flood previously was on May 25, 1967 with a peak discharge of 4,790 cfs. Duration of flood periods may be on the order of a month or more for large floods.

Ground Water

The principal groundwater aquifer in the study area is the course permeable alluvium which overlies the impermeable volcanic and well consolidated sedimentary rocks in the valley floor. It is estimated by the U.S. Geological Survey that the groundwater flow past Hailey is about 34,000 acre feet per year. The analysis of groundwater samples show the waters to be moderately hard to hard, and of high quality suitable for domestic and agricultural purposes.

Wildlife

Wildlife populations and habitats are diminished by the encroachment of civilization. Local policies in conjunction with the County and State Fish and Game Department can assist in preserving wildlife values. At present, the City of Hailey is not in conflict with any deer or elk migration corridors or winter range areas. However, as expansion occurs in nearby drainages and canyons, migration routes and winter ranges may be encroached upon and should be respectfully addressed and protected at the proper time.

The destruction of fisheries and streamside habitat by development in flood prone areas is discussed in the Hazardous Areas; Natural Resources; and Special Sites, Areas and Features sections of this Plan. Increased attention directed toward flood plain management policies and implementation of recreational facilities which seek to preserve the natural character of the area are of major importance.

Vegetation

The Hailey area can be classified as a semi-arid desert zone; Hailey is in Zone 4 for cold-hardiness. Little native vegetation still exists within the City limits, although there are certain areas of relatively undisturbed vegetation on hillsides surrounding the City and in some floodplain and wetland areas. The urban forest includes many introduced species of trees. Diversity in tree species is encouraged, and the City has published a Tree Selection and Planting Guide to further that goal.

Historic Development[1]

The town's founder, John Hailey, was an early pioneer in the Northwest who took part in the Boise Basin Gold Rush in 1862. Betting that the Wood River Valley was going to be a center of mining and commercial activity, Hailey filed a homestead of the future townsite in 1879. Calling themselves the Hailey Town Company, Hailey, A.H. Boomer, U.S. Marshal E.S. Chase, and W.T. Riley had the townsite surveyed April 20, 1881 and officially platted at the county seat in Rocky Bar on May 10, 1881. The speculation paid off. By July 6, $30,000 worth of lots had been sold. On August 24, 1882, the townsite was amended, expanding from 72 blocks to 140 blocks.

Hailey was a social center for the area with the opening of the Hailey Hot Springs Hotel and rapidly expanding business and residential areas. Then came the big fire of 1889, which destroyed the entire business section. Little time passed before the town was rebuilt and, according to Mrs. J.C. Fox, "Hailey now is a city of attractive homes. It is the gateway to the Switzerland of America."

The annexation process has continued throughout Hailey's history, reaching a peak with the Woodside extension to the south in the 1970s and the Northridge addition in the 1980s. The original Old Town plat, however, remains the heart of the town.

[1] Much of this information was taken from the 1992 "Historic Hailey" brochure

HAILEY RESOLUTION 2012-58

A RESOLUTION OF THE CITY COUNCIL OF HAILEY, IDAHO, APPROVING AND ADOPTING AN UPDATE OF THE HAILEY COMPREHENSIVE PLAN BY AMENDING PART FIVE, CAPITAL IMPROVEMENT PLAN, AS PREVIOUSLY ADOPTED WITH HAILEY RESOLTUION 2010-18.

WHEREAS, Idaho Code 67-6508 requires the planning and zoning commission consider and recommend amendments to a comprehensive plan;

WHEREAS, the Hailey Comprehensive Plan was fully revised and updated by Resolution 2010-18, which incorporated the 2007 TishlerBise Capital Improvement Plan as Part Five; and

WHEREAS, a process to update Hailey Comprehensive Plan Part Five began was held May through August, 2012 with public hearings conducted by the Hailey Development Impact Fee Advisory Committee, the Hailey Planning and Zoning Commission, and the Hailey City Council;

WHEREAS, Idaho Code 67-6509(c) states that no plan shall be effective unless adopted by resolution of the governing board.

NOW, THEREFORE, BE IT RESOLVED by the City Council and the Mayor of the City of Hailey, in accordance with Idaho Code 67-6508, that the 2010 Hailey Comprehensive Plan Part Five be amended by the addition of the Caplan Development Impact 2012 Update, attached hereto, which is approved and adopted by the Hailey City Council.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS 20th DAY OF AUGUST, 2012.

Fritz X. Haemmerle, Mayor

ATTEST:

Mary Cone, City Clerk

CITY OF HAILEY
Seal
BLAINE COUNTY, IDAHO

DIF Advisory Committee Findings

Development Impact Fee
2012 Update

Prepared by
RICHARD CAPLAN & ASSOCIATES

April 13, 2012

Table of Contents

		Page
I.	Executive Summary and Impact Fee Requirements	2
II.	Parks and Trails	9
III.	Transportation	11
IV.	Fire and Emergency Medical Services	14
V.	Police	17
VI.	C.I.P: Implementation and Administration	20

Appendix – 2007 D.I.F. Schedule, Projected Demand Figures

List of Tables

Table A - 2012 Development Impact Fee Updated Factors	2
Table B - Hailey Growth Indicators 2000 – 2032	3
Table C - Recommended Development Impact Fee Schedule	5
Table D - City of Hailey Current and Projected Data	7
Table E - Summary of C.I.P. Cost and Cost Allocation	8
Table F - Parks and Trails Capital Improvement Program	9
Table G - Parks and Trails Impact Fee Calculations and Fee Schedule	10
Table H - Streets, Traffic and Transportation C.I.P.	11
Table I - Transportation Impact Fee Calculations	12
Table J - Transportation Impact Fee Schedule	13
Table K - Fire & EMS C.I.P. Projects, Equipment & Proportionate Share	15
Table L - Fire / EMS Impact Fee Schedule	16
Table M - Police Proportionate Share Factors	17
Table N - Police C.I.P. Projects	18
Table O - Police Impact Fee Schedule	19
Table P - C.I.P. Cost Allocation per Development Unit	20

I. Executive Summary and Impact Fee Requirements

A development impact fee is based on the premise that a new development creates a portion of the demand for the public facilities the impact fee will help finance. The use of development impact fees provides some assurance that the City will continue to be able to provide a desirable level and quality of service benefiting both existing and new residents. This study provides the City of Hailey with an update to the City of Hailey's Development Impact Fee adopted by the Hailey City Council in 2007 (Ordinance no. 985).

The update utilizes the same methodology a the "Growth-Related Capital Improvements Plan and Development Impact Fee" Study dated March 23, 2007, and reflects demographical changes that have occurred in the City of Hailey since 2007 and incorporates the 2012 Capital Improvement Plan (C.I.P.). This updated C.I.P. considers and incorporates input received from the 2012 Hailey Citizen Survey.

Table A ("Summary of 2012 Impact Fee Updated Factors") presents 2012's primary changes from the 2007 Impact Fee Study that resulted in the 2012 recommended impact fee schedule (Table C – "Recommended Development Impact Fee Schedule").

Table A
Summary of 2012 Development Impact Fee Updated Factors

Factor	2007 Impact Fee Study	2012 Impact Fee Update	Basis for 2012 Update Adjustment or Source
Population Growth Rate	4.50% per year	2.50% per year	City of Hailey 2010 Comprehensive Plan
Persons per Housing Unit (a)	Detached: 2.56 persons per unit; Attached: 2.55 persons unit	Detached: 2.50 persons per unit; Attached: 2.69 persons unit	2010 U.S. Census
Employment Growth Rate	4.75%; An average of 156 new jobs per year	2.53%; An average of 90 new jobs per year	U.S. Bureau of Economic Affairs data 1999 -2009
Trip Generation	ITE Trip Generation Handbook 2003	ITE Trip Generation Handbook 2008	Institute of Transportation Engineers 2008
Capital Improvements Plan	2007 Five Year Hailey C.I.P.	2012 C.I.P. through 2032	As revised by City in March, April 2012

(a) Detached housing is single family, owner-occupied units and attached housing is all other housing types, multi-family and/or renter-occupied.

Since the 2010 Census, permits for 37 residential units (13 single family units and 24 multi-family units) were issued in 2010 and 2011. Based on the average household size reported

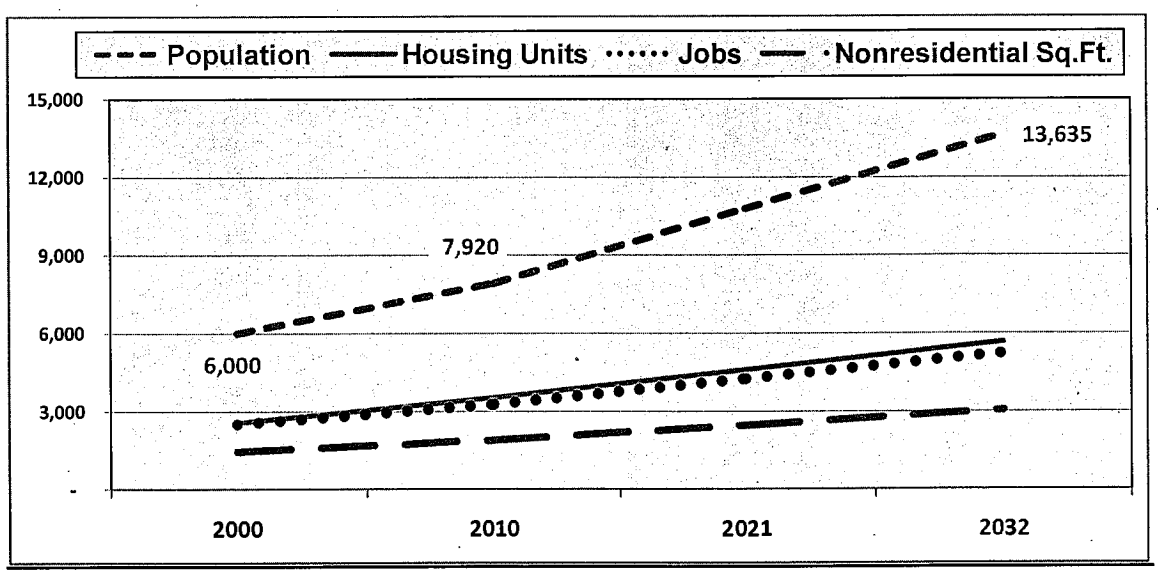
in the 2010 Census, it is estimated that these housing units have resulted in the city's population increasing by 97 residents in the last two years. The primary growth indicators for the impact fee study as presented in Table B are summarized in Graph A. 2010 data was used where data for 2011 published was not available.

Table B
Hailey Growth Indicators 2000 - 2032

Growth Indicator	2000	2010	2032	2012 – 2032 Average Annual:	
				Increase	Growth Rate
Population	6,000	2010: 7,960 (2011: 8,057)	13,635	260	2.50%
Housing Units	2,257	2010: 3,527 (2011: 3,564)	5,661	97	2.47%
Jobs	2,516	3,264	5,244	90	2.53%
Nonresidential Sq. feet (in 000's)	1,462	1,896	3,047	52	2.53%
Average Weekday Vehicle Trips	N / A	38,605	64,043	750	2.50%

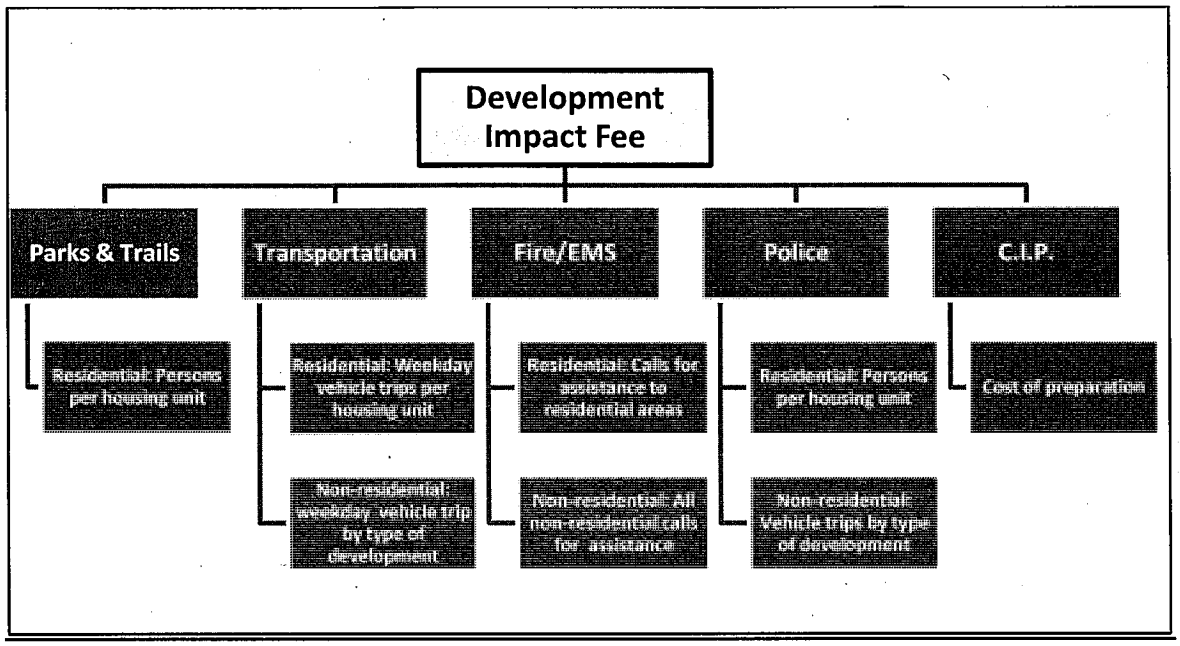
Source U.S. Census; City of Hailey; U.S. Bureau of Economic Analysis; Institute of Traffic Engineers.

Graph A



A summary of the use of these key factors incorporated into the impact fee calculations is presented in the following Graph B.

Graph B



Note: Adding the cost of preparing and updating the C.I.P. is specifically authorized in the Idaho Code.

The recommended schedule of development impact fees based on the City of Hailey 2012 Capital Improvement Plan is presented in Table C ("Recommended Development Impact Fee Schedule"). The 2012 recommended impact fee schedule is lower than the 2007 fee schedule. This reduction reflects of the number, cost and funding sources of the 2012 C.I.P. projects. For reference purposes, Table C also includes the Impact Fee Schedule adopted by the City of Hailey in 2007 (Ordinance 985).

Table C
Recommended Development Impact Fee Schedule

	2007 Ord. 985	2012 Parks	Trans-portation	2012 Police	Fire & EMS	C.I.P. Cost	Proposed 2012
Residential:	Per housing unit						
Single Family Detached	$2,629	$120	$1,063	$248	$310	$69	**$1,810**
All Other Housing Types (per unit)	$2,010	$129	$651	$267	$334	$69	**$1,450**
Non-residential:		n/a	Per square foot of floor area				
Commercial (up to 25,000 SF)	$6.64		$5.52	$0.20	$0.89	$0.05	**$6.66**
Commercial (25,001-100,000 SF)	$4.87		$4.01	$0.16	$0.77	$0.05	**$4.99**
Commercial (100,001+ SF)	$3.62		$2.90	$0.14	$0.65	$0.05	**$3.74**
Office (up to 25,000 SF)	$3.27		$1.64	$0.06	$1.11	$0.05	**$2.86**
Office (25,001+ SF)	$2.95		$1.40	$0.05	$1.05	$0.05	**$2.55**
Medical-Dental Office	$4.75		$3.23	$0.12	$1.09	$0.05	**$4.49**
Hospital	$2.90		$1.57	$0.04	$0.91	$0.05	**$2.57**
Business Park	$2.40		$1.14	$0.04	$0.85	$0.05	**$2.08**
Light Industrial	$1.56		$0.62	$0.02	$0.81	$0.05	**$1.50**
Warehousing	$0.98		$0.44	$0.02	$0.34	$0.05	**$0.85**
Mini-Warehouse	$0.28		$0.23	$0.01	$0.01	$0.05	**$0.30**
Other Non-residential:		n/a	Per square foot of floor area				
Lodging (per room)	$655		$529	$17	$118	*	**$654**
Day Care (per student)	$445		$420	$14	$43	*	**$477**
Nursing Home (per bed)	$345		$222	$7	$96	*	**$325**

*Other non-residential will also pay the cost of C.I.P. preparation.

Impact Fee Requirements in Idaho

Idaho requires impact fee expenditures to be tied to cities' Capital Improvement Plans. Idaho Statute 67-8202 authorized municipalities to enact development impact fees to:

- Ensure that adequate public facilities are available to serve new growth and development;
- Promote orderly growth and development by establishing uniform standards by which local governments require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth; and
- Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and to prevent duplicate and ad hoc development requirements.

The State of Idaho requires that the city's capital improvements plan be updated in conformance each time a governmental entity proposes an amendment, modification or adoption of a development impact fee ordinance. The City of Hailey updated its Capital Improvement Plan in 2012. Idaho law defines the type of public facilities which can be funded with impact fee revenues. Development impact fees may be levied only for the following types of public improvements and facilities:

- Roads, streets and bridges, including rights-of-way, traffic signals, landscaping and any local components of state or federal highways;
- Storm water collection, retention, detention, treatment and disposal facilities, flood control facilities, and bank and shore protection and enhancement improvements;
- Parks, open space and recreation areas and related capital improvements;
- Public safety facilities, including law enforcement, fire, emergency medical and rescue and street lighting facilities;
- Water supply production, treatment, storage and distribution facilities; and
- Wastewater collection, treatment and disposal facilities.

The State of Idaho statutes do not specifically provide for a development impact fee to support the development of general government infrastructure such as a new city hall, library related needs, etc.

Basis for Update and Changes Influencing the Hailey Impact Fee Since 2007

State law requires the City of Hailey to revise the city's development impact fee at least once every five years. Important changes since the 2007 impact fee adoption include the following:

1. City Population and Dwelling Unit Growth – The U.S. Census data report that the city's population in 2010 was 7,960. Hailey issued permits for 37 residential units in 2010 and 2011. Hailey has grown by 97 persons since 2010 based on the average number of persons per housing unit as reported in the 2010 U.S. Census.

2. Comprehensive Plan Changes – The 2010 Comprehensive Plan population projections require adjustment to the amount of future commercial square footage that Hailey will accommodate. This factor influences the development impact fee formula.

3. Changes in Capital Improvement Plan Projects and Costs - The adopted list of street, fire/EMS, police and parks and trails capital projects and capital equipment has changed since 2007. Changes in supplemental revenue sources such as grants have also been modified.

The following Table D ("City of Hailey Current and Projected Data") presents the basic data for the current and future population, housing units and amount of development to be completed in Hailey upon build-out.

The existing and projected population, employment and non-residential growth for the City of Hailey represents the proportionate shares that can be allocated to future capital improvement costs.

Table D
City of Hailey Current and Projected Data

Category	2010 / 2012 Hailey	Estimated Hailey 2032	Share of 2032 to Date	% Outstanding to 2032
Population	8,057 (2012)	13,635	59%	41%
Jobs	3,264 (2010)	5,244	62%	38%
Housing Units	3,574 (2012)	5,661	63%	37%
Non-residential Square Feet (in 000's)	1,896 (2010)	3,047	62%	38%
Service Units (population & jobs)	**11,321**	**18,879**	**60%**	**40%**

Based on the city's 2012 C.I.P., a total of approximately 26% of the C.I.P. is calculated to be eligible for incorporating into the development impact fee funding formula. (See Table E – "Summary of Capital Improvement Program Cost & Cost Allocation Data.") While it might be argued that these improvements are necessitated only by growth, the State standards limit the ability of the City to levy 100% of the costs on new development. State law specifies that the City must off-set development impact fee costs by the amount of anticipated and/or other dedicated funding the city will receive for such purposes. Other C.I.P. revenues considered in determining impact fee eligible funding allocation include:

- E. Elm SR2S Grant
- E. Myrtle Street Reconstruction SR2S Grant
- River Street HUD/ICDBG Grant
- River Street/EPA TCSP Grant
- URA River Street Financing and
- Broadford Road LHTAC Grant.

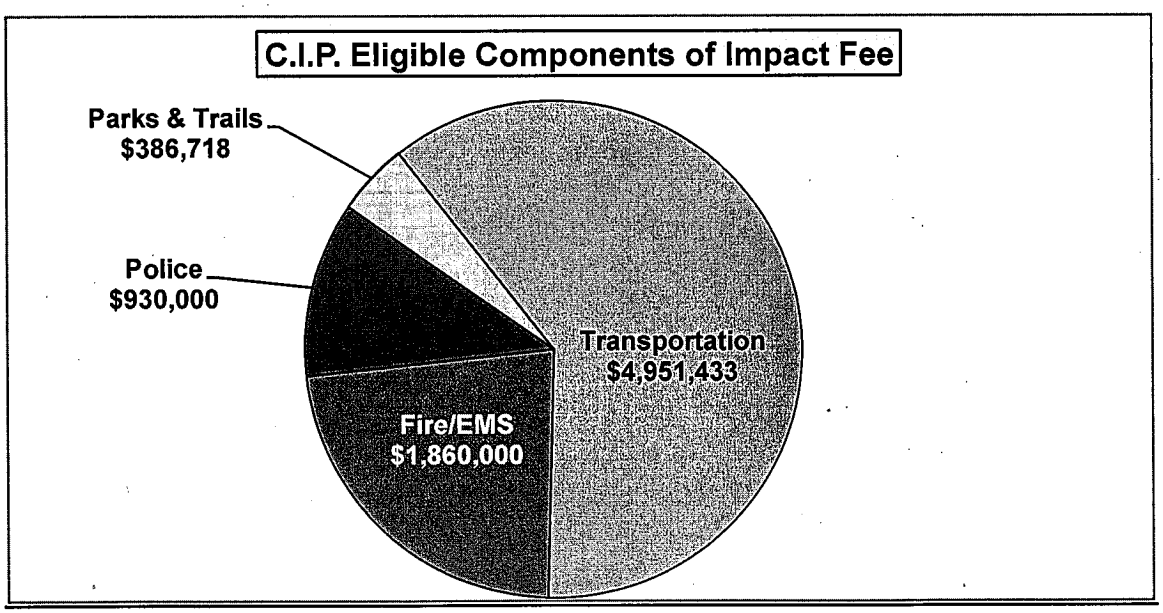
The net 2012 impact fee eligible cost for the City of Hailey is estimated at $8,128,151. (See Table E – "Summary of Capital Improvement Program Cost & Cost Allocation Data.")

A detailed listing of the eligible projects for each service area is presented in the following sections of this update. The development impact fee is calculated using the capital needs of each of the four service areas separately. (See Table C - "Recommended Development

Impact Fee Schedule"). A summary of the eligible project costs are summarized in Table E for each major service area and are also included in detail in the individual service sections.

Table E
Summary of Capital Improvement Program Cost and Cost Allocation

Service Area	TOTAL C.I.P. Projects 2013 - 2032	Net % Of C.I.P. Projects Growth Related Costs	Net Impact Fee Study Update Eligible C.I.P. Costs
Parks and Trails	$1,696,503	23%	$386,718
Transportation	$16,749,950	30%	$4,951,433
Fire/EMS	$10,330,850	18%	$1,860,000
Police	$2,739,961	34%	$930,000
TOTAL	**$31,517,264**	**26%**	**$8,128,151**



II. Parks and Trails

The parks and trails element of the development impact fee is based on the cost per service unit method specified in Idaho law. For the park impact fee, a service unit is a person. The project's cost components are allocated exclusively to residential development because it has been assumed that park and recreation facilities do not benefit commercial or industrial land users.

The impact fee is derived from the average number of persons per housing unit multiplied by the parks and trails capital cost per person. Only those parks and trails with improvements that have a citywide service area are eligible for impact fee funding.

Table F identifies the parks and trails within Hailey that draw residents from the entire city. Parks and trails improvement projects and each project's impact fee eligible costs are presented in the following Table F ("Parks and Trails Capital Improvement Program").

Table F
Parks and Trails Capital Improvement Program

Project	Total Cost (2013-2032)	Growth Related Share	Not Eligible	Net D.I.F. Eligible
Parks Projects:				
Lions Park Restroom	$59,800	30%	70%	$17,940
Keefer Park Plaza/Public Art Project	$53,900	30%	70%	$16,170
Downtown Plaza Land Acquisition	$500,000	40%	100%	$200,000
Downtown Strategy - Plaza	$275,000	40%	100%	$110,000
Interpretive Center Gallery	$405,878	None	100%	$0
Multi-use Arena Improvements	$140,000	None	100%	$0
Foxmoor Park Restroom	$62,400	None	100%	$0
Trails Projects:				
Parks Trail B	$89,125	30%	70%	$26,738
Founders Trail	$52,900	30%	70%	$15,870
Parks Winter Fox Trail	$57,500	None	100%	$0
Total Project Costs:	**$1,696,503**			**$386,718**
2012 Population				8,057
Total Parks Capital Cost Per Person				**$48**

Based on the city's 2012 population of 8,057, the improvement cost per person for parks is $48 per person. This results in an impact fee of $120 per detached (single family) unit and $129 for all other residential units. (See Table G.)

Table G
Parks and Trails Impact Fee Calculations and Fee Schedule

Parks Impact Fee per Housing Unit	Persons per housing unit	Fee per Person	Impact Fee
Single Family Detached	2.50	x $48	$120 per unit
All Other Housing Types	2.69	x $48	$129 per unit

III. Transportation

For transportation infrastructure, a "service unit" is a weekday vehicle trip specified by ITE. Hailey's 2012 C.I.P. contains projects designed to ensure that circulation continues to meet standards as growth occurs.

State law specifies that the City off-set development impact fee costs by the amount of dedicated funding it will receive or anticipates for such purposes from State subventions, state and federal grants, etc. Table H shows the $16,749,950 streets and related improvements programmed in the 2012 C.I.P. and the amount eligible for impact fee funding.

Table H
Streets, Traffic and Transportation Capital Improvement Program

Project	Total Cost (2013-2032)	Growth Related Share	Not Eligible	Net D.I.F. Eligible
Snow Storage	$2,717,000	30%	70%	$815,100
NE Woodside Streets	$2,205,000	25%	75%	$551,250
Reconstruct Woodside Ind.Park St.	$1,548,750	25%	75%	$387,188
Second Ave Reconstruction	$1,380,000	40%	60%	$552,000
Rolling stock (10+ years of life)	$1,022,000	30%	70%	$394,600
Woodside Drainage Improvements	$ 924,000	None	100%	$0
5th Avenue Reconstruction	$ 906,250	25%	75%	$226,563
E Myrtle St Reconstruction	$ 656,250	40%	60%	$262,500
E Bullion St Reconstruction	$ 750,000	40%	60%	$300,000
Airport Way Reconstruction	$ 550,000	40%	60%	$220,000
W. Bullion St Reconstruction	$ 495,000	40%	60%	$198,000
River St & Cedar St Roundabout	$ 420,000	30%	70%	$126,000
Silver Star Dr & Cedar St R'dabout	$ 402,500	30%	70%	$120,750
2nd & Myrtle Roundabout	$ 367,500	30%	70%	$110,250
4th & Elm Roundabout	$ 385,000	30%	70%	$115,500
4th Ave Reconstruction (Croy-Elm)	$ 402,500	40%	60%	$161,000
Croy Street - 2nd to Bike Path	$ 335,500	40%	60%	$134,200
E Elm St Reconstruction	$ 306,900	40%	60%	$122,760
Broadford Road	$ 25,000	25%	75%	$6,250
3rd Ave Sidewalks (Elm - Hwy.75)	$ 230,000	40%	60%	$92,000
Croy St. Bike Path to Quigley Rd	$ 206,800	40%	60%	$82,720
Missing Sidewalk Connections	$ 100,000	40%	60%	$40,000
City Shop Cold Storage Building	$ 101,200	None	100%	$0
Install New Drywells	$ 80,250	None	100%	$0
Street Shop Fuel Storage	$ 60,500	None	100%	$0
1st Ave Shared-use path	$ 49,500	50%	50%	$24,750
Pedestrian Crossing Lights	$ 32,250	25%	75%	$8,063
Portable Emergency Generator	$ 33,000	None	100%	$0
Inside Storage for salt	$ 30,000	None	100%	$0
Street Shop Security	$ 27,300	None	100%	$0
TOTAL	**$16,749,950**	**30%**	**70%**	**$4,951,433**

Within the total 20 year capital eligible project costs for streets, traffic and transportation improvements, the total eligible cost attributable to growth is $4,951,433. Based on the city's projected increase in the average weekday vehicle trips, the improvement cost is $194 per vehicle trip.

Table I
Transportation Impact Fee Calculations

	Base Year 2010	2032	Net Increase	Cost of Eligible Projects & Equipment	Average Cost per Vehicle Trip
Average Weekday Vehicle Trips	38,605	25,438	64,043	$4,951,433	
Total					**$194**

Average weekday vehicle trips are calculated based on the Institute of Traffic Engineers trip generation data. Transportation related impact fees for non-residential development are based on floor area except for lodging, day care facilities and nursing homes.

The result is an impact fee of $1,063 per detached (single family) unit and $651 for all other residential units. (See Table J - Transportation Impact Fee Schedule".)

Table J
Transportation Impact Fee Schedule

Residential:	Weekday Vehicle Trips	Impact Fee
Single Family Detached	9.57	$1,063 per unit
All Other Housing Types	5.86	$651 per unit
Non-Residential:		**Fee Per Square Feet of Floor Area**
Commercial (up to 25,000 SF)	110.32	$5.52
Commercial (25,001-100,000 SF)	67.91	$4.01
Commercial (100,001+ SF)	41.80	$2.90
Office (up to 25,000 SF)	18.35	$1.64
Office (25,001+ SF)	15.65	$1.40
Medical-Dental Office	36.13	$3.23
Hospital	17.57	$1.57
Business Park	12.76	$1.14
Light Industrial	6.97	$0.62
Warehousing	4.96	$0.44
Mini-Warehouse	2.50	$0.23
Other Non-Residential:		
Lodging (per room)	5.63	$529 per room
Day Care (per student)	4.48	$420 per student
Nursing Home (per bed)	2.37	$222 per bed

Note: Per ITE trip generation rates, trip adjustment factors are applied to avoid double counting each trip at both the origin and destination points.

IV. Fire and Emergency Medical Services

The fire and EMS element of the development impact fee is based on the number of residents for residential development and the number of jobs for commercial and industrial development.

Proportional share factors were used to allocate capital costs to residential and non-residential development. Proportionate share is based on the number of fire and EMS incidents by property use category for 2010 as reported by the Hailey Fire Department. There were a total of 389 fire and rescue call responses by the Hailey Fire Department in 2010. The Fire Department reported that 205 of these calls, or 53% of the total were for residential development and 184 calls, or 47% of the total was for non-residential assistance.

Table K presents the fire and EMS capital projects and equipment requirements in the 2012 C.I.P., and the net amount eligible to be allocated to the impact fee. The table also allocates the residential and non-residential development impact fee using the proportionate share factors allocated to the impact fee. ("Fire/EMS C.I.P. Projects, Equipment and Proportionate Share").

The total 20 year net eligible costs for the Fire Department is $1,860,000. Table K ("Fire & EMS C.I.P Projects, Equipment and Proportionate Share") recommends the cost per demand unit for the fire and EMS elements of the C.I.P.

Table K
Fire & EMS C.I.P. Projects, Equipment and Proportionate Share

Project, Equipment	Total Cost (2013-2032)	Growth Related Share	Not Eligible	Net D.I.F. Eligible
Fire Station - South	$3,133,750	25%	75%	$783,438
Fire Station - North (Building)	$1,906,250	25%	75%	$476,562
Fire Station – Land Acquisition	$1,500,000	25%	75%	$375,000
Fire - Replace Eng. #1 (with Aerial Ladder)	$900,000	25%	75%	$225,000
Fire - Replace Engine #3	$587,000	None	100%	$0
Fire - Replace Engine #2	$562,500	None	100%	$0
Fire - Replace Engine #4	$467,500	None	100%	$0
Fire - Vehicle Engine #3	$340,000	None	100%	$0
Fire - SCBA Replacement	$336,050	None	100%	$0
Fire - Structural Fire Clothing	$289,800	None	100%	$0
Fire - Replace Vehicle #9	$170,750	None	100%	$0
Fire - Replace EMS #6	$110,750	None	100%	$0
Fire - Replace EMS #6	$110,750	None	100%	$0
Fire - Replace Vehicle #5	$68,750	None	100%	$0
TOTAL	**$10,330,850**	N / A	N / A	**$1,860,000**
		↓	← - - -	↙
Development	**Proportionate Share**	**Proportionate Share Cost**	**Demand Units**	**Cost per Demand Unit**
Residential	53%	$985,000	7,960	$124
Non-residential	47%	$874,200	3,264	$268

Using the projected number of residential units through 2032, the impact fee is $124 per residential service unit. The impact fee for non-residential development varies based on the number of employees per 1,000 square feet. For non-residential development, a service unit is a multiplier of $268 per employee based on the number of employees per 1,000 square feet as published by the Institute of Traffic Engineers 2008 and the Urban Land Institute Development Handbook. (See Table L – "Fire/EMS Impact Fee Schedule").

The following Table L presents the recommended impact fee for Fire/EMS based on the number of persons per housing unit and the number of employees per square foot for commercial and industrial development.

Table L
Fire/EMS Impact Fee Schedule

Residential:	**Persons per Unit**	**Per Person**	**Impact Fee**
Single Family Detached	2.50	x $124	$310 per unit
All Other Housing Types	2.69	x $124	$334 per unit
Non-Residential: (@ $268 per employee)	**Employees per 1,000 Square Feet**		**Fee Per Square Feet of Floor Area**
Commercial (up to 25,000 SF)	3.33		$0.89
Commercial (25,001-100,000 SF)	2.86		$0.77
Commercial (100,001+ SF)	2.50		$0.65
Office (up to 25,000 SF)	4.15		$1.11
Office (25,001+ SF)	3.91		$1.05
Medical-Dental Office	4.05		$1.09
Hospital	3.38		$0.91
Business Park	3.16		$0.85
Light Industrial	3.02		$0.81
Warehousing	1.28		$0.34
Mini-Warehouse	0.04		$0.01
Other Non-Residential:			
Lodging (per room)	0.44		$118 per room
Day Care (per student)	0.16		$43 per student
Nursing Home (per bed)	0.36		$96 per bed

V. Police

Hailey police services deal with service demands from the resident and employment populations.

The major capital need for the Hailey Police Department is an adequately sized and outfitted police station. The development impact fee for police will be designed to ensure that new development contributes a fair share to the costs of building the new station which will provide adequate services to the community.

Table M
Police Proportionate Share Factors

Functional Population	Demand Units in 2010	Demand Hours/Day	Person Hours
Residential			
Population	7,960 ↓		
Residents Not Working	3,266	x 24 hours	78,384
Residents Working	4,694 ↓		
Residents Working in the City	1,820	x 16 hours	29,120
Residents Working Outside City	2,874	x 16 hours	45,984
Residential Sub-total			153,488
			= 85% of total
Non-Residential			
Jobs Located in the City	3,264 ↓		
Residents Working in the City	1,820	x 8 hours	14,560
Non-Resident Workers	1,444	x 8 hours	11,552
Non-Residential Sub-total			26,112
			= 15% of total
TOTAL PERSON HOURS:			**179,600**

Table N presents the police capital projects and equipment requirements in the C.I.P. and the net amount eligible to be allocated to the impact fee. The table also is used to allocate the residential and non-residential development impact fee using the proportionate share factors as indicated in Table M.

Table N
Police C.I.P. Projects

Project, Equipment	Total Cost (2013-2032)	Growth Related Share	Not Eligible	Net D.I.F. Eligible
New Police Headquarters	$1,860,000	50%	50%	$930,000
Police Vehicles	$879,961	0%	100%	$0
TOTAL	**$2,739,961**			**$930,000**
Functional Population	**Proportional Share**	**2010 Demand Units**		**Cost per Demand Unit**
Residential	x 85%	7,960 persons		**$99.31**
Non-residential	x 15%	22,305 Non-residential vehicle trips		**$6.25**

Table O ("Police Impact Fee Schedule") recommends the supportable impact fee for the police elements of the C.I.P. Fees for the majority of the non-residential development categories are on a per square foot of floor area basis.

The total 20 year capital costs for the Police Department is $2,739,961. A total of $930,000 is projected to be subject to the impact fee. Based on the city's projected population and the increase in the average vehicle trips, the impact fee is $248 per detached (single family) unit and $267 for all other residential units. (See Table O – Police Impact Fee Schedule".)

Table O
Police Impact Fee Schedule

Residential:	**Persons per Unit**	**Fee Per Person**	**Impact Fee**
Single Family Detached	2.50	$99.31	$248 per unit
All Other Housing Types	2.69	$99.31	$267 per unit
Non-Residential:	**Trips per Demand Unit**	**Fee Per Trip**	**Fee Per Square Feet of Floor Area**
Commercial (up to 25,000 SF)	110.32	$6.25	$0.20
Commercial (25,001-100,000 SF)	75.10	$6.25	$0.16
Commercial (100,001+ SF)	53.92	$6.25	$0.14
Office (up to 25,000 SF)	18.35	$6.25	$0.06
Office (25,001+ SF)	15.65	$6.25	$0.05
Medical-Dental Office	36.13	$6.25	$0.12
Hospital	11.81	$6.25	$0.04
Business Park	12.76	$6.25	$0.04
Light Industrial	6.97	$6.25	$0.02
Warehousing	4.96	$6.25	$0.02
Mini-Warehouse	2.50	$6.25	$0.01
Other Non-Residential:			
Lodging (per room)	5.63	$6.25	$17 per room
Day Care (per student)	4.48	$6.25	$14 per student
Nursing Home (per bed)	2.37	$6.25	$7 per bed

VI. C.I.P. Implementation and Administration

The Idaho Development Impact Fee Act requires the impact fees to be periodically evaluated and updated to reflect recent data. This requirement recognizes that the cost of impact fee eligible improvements, equipment and land influence the C.I.P. and therefore the basis for calculating the development impact fees.

Adding the cost of preparing and updating the C.I.P. is specifically authorized in the Idaho Code. This update is the first update of the impact fee since adoption in 2007. Therefore, a five year cost period was used since the city has used a five year time frame for updating the Development Impact Fee.

Based on the average proportionate share of the type of development determined in this study, the cost is $69 per housing unit and $0.05 per square foot of non-residential development. (See Table P.)

Table P
C.I.P. Cost Allocation per Development Unit

C.I.P. Cost Component		Cost
Consultant Study		$17,500
City Staff Time (@ 3% for 2 persons per year for 5 years)		$30,000
Total Cost:		**$47,500**
Proportionate Share by Type	**Residential**	**Non-Residential**
Parks	100%	0%
Transportation	44%	56%
Police	85%	15%
Fire & EMS	53%	47%
Combined Average:	**70%**	**30%**
C.I.P. Cost Allocation:	**$33,250**	**$14,250**
Projected Development Units (5 yrs.)	485 housing units (@ 97 units per year)	260,000 Square Feet (@ 52,000 sf per year)
C.I.P. Cost Impact Fee	**$69 per housing unit**	**$0.05 per square foot**

Appendix

2007 Development Impact Fee Schedule (Adopted Ordinance 985) and Proposed 2012

Use	2007 Fee Schedule					2007 Total Fee	Proposed 2012 Total Fee
	Parks	Transpor-tation	Police	Fire & EMS	C.I.P. Cost		
Residential:	Per housing unit						
Single Family Detached	$934	$903	$365	$350	$77	$2,629	**$1,810**
All Other Housing Types (per unit)	$782	$553	$305	$293	$77	$2,010	**$1,450**
Nonresidential:	Per square foot of floor area						
Commercial (up to 25,000 SF)		$4.94	$0.31	$1.33	$0.06	$6.64	**$6.66**
Commercial (25,001 – 100,000 SF)		$3.58	$0.23	$1.00	$0.06	$4.87	**$4.99**
Commercial (100,001+ SF)		$2.60	$0.16	$0.80	$0.06	$3.62	**$3.74**
Office (up to 25,000 SF)		$1.46	$0.09	$1.66	$0.06	$3.27	**$2.86**
Office (25,001+ SF)		$1.25	$0.08	$1.56	$0.06	$2.95	**$2.55**
Medical-Dental Office		$2.89	$0.18	$1.62	$0.06	$4.75	**$4.49**
Hospital		$1.40	$0.09	$1.35	$0.06	$2.90	**$2.57**
Business Park		$1.02	$0.06	$1.26	$0.06	$2.40	**$2.08**
Light Industrial		$0.55	$0.03	$0.92	$0.06	$1.56	**$1.50**
Warehousing		$0.39	$0.02	$0.51	$0.06	$0.98	**$0.85**
Mini-Warehouse		$1.20	$0.01	$0.01	$0.06	$1.28	**$0.30**
Other Non-residential:							
Lodging (per room)		$450	$29	$176	*	$655	**$654**
Day Care (per student)		$358	$23	$ 64	*	$445	**$477**
Nursing Home (per bed)		$189	$12	$144	*	$345	**$325**

- Other nonresidential will also pay the cost of C.I.P. preparation and administration at the rate of $0.06 per square foot of floor area.

Percentage Applied for Projected Demand and/or Service Units

Demand or Service Unit Factor	2010	Percent of Total
Population	7,960	
Jobs	3,264	
Population & Jobs	11,234	
Residential Units	3,527	
Single Family detached units	2,176	61.7% of units
All Other types of units	1,351	38.3% of units
Residential Avg. Day Vehicle Trips	**17,444**	**43.9% of total**
Non-Residential		
Non-residential Floor Area (in 000's)	1,896	
Non-Residential Avg. Day Vehicle Trips	**22,305**	**56.1% of total**
Total Average Day Vehicle Trips	39,749	100%

Hailey
Comprehensive Plan
Land Use Map
Resolution 2010-18

Land Use

- Hailey City Limits
- 1/2 Mile Service Area
- 1/4 Mile Service Area
- Parks Activity
- Community Gateways
- Main Street Corridor
- Downtown
- Community Activity Areas
- High Density Residential
- Residential Buffer
- Traditional Residential
- Light Industrial/Business Park
- Airport Site Redevelopment
- Neighborhood Service Centers

Parks & Green Space

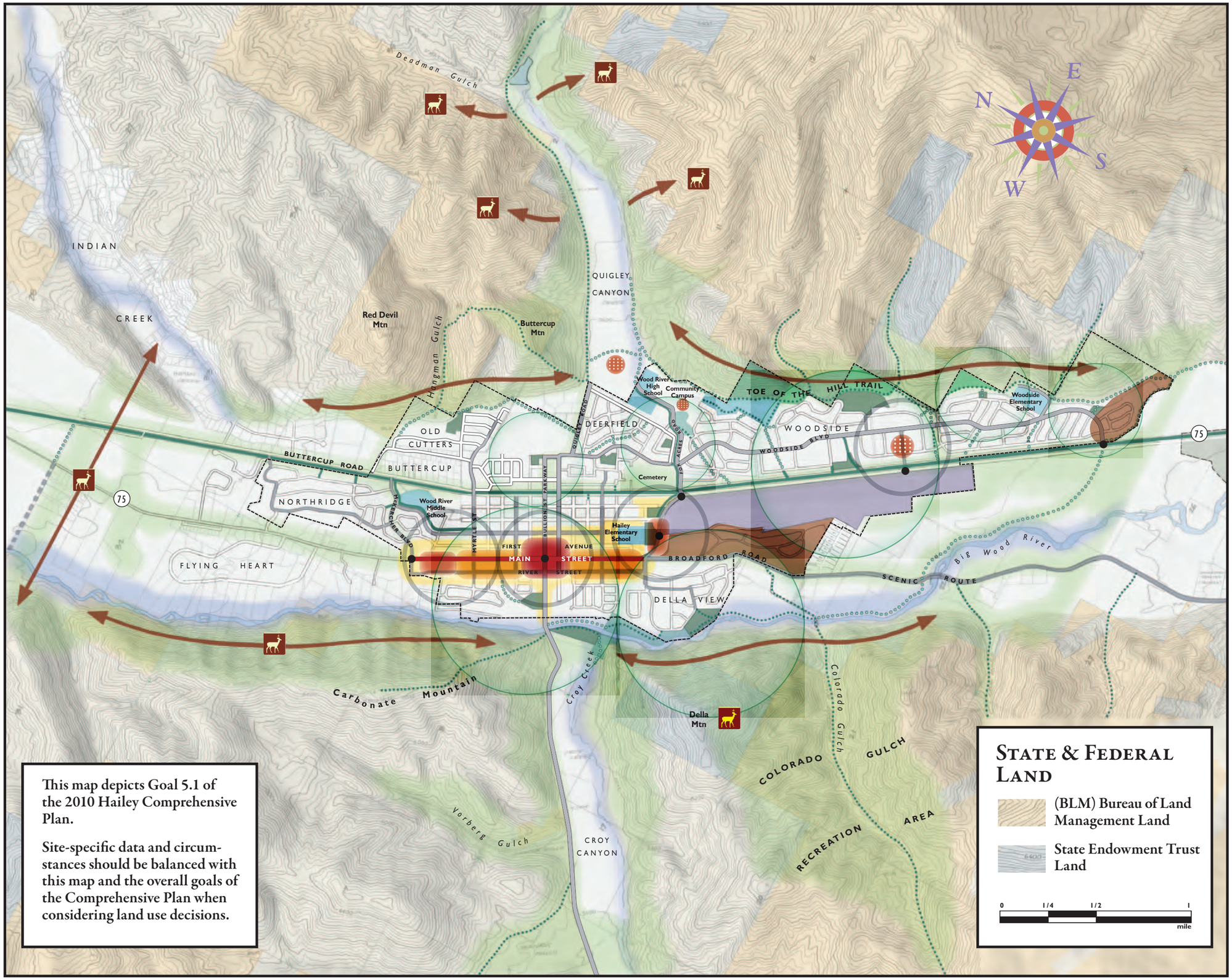
- Existing Parks
- Hillside Green Space
- School Playing Fields
- Other Public Green Space

Hailey Trails

- Paved Separated Pathways
- Pedestrian & Bicycle Routes
- Trails
- Potential or Proposed Trails

Natural Resources

- Floodplains, Floodways, Waterways and Wetlands
- Open space, Green Space, Greenways and Scenic Corridors
- Wildlife Corridors/Winter Range Areas



This map depicts Goal 5.1 of the 2010 Hailey Comprehensive Plan.

Site-specific data and circumstances should be balanced with this map and the overall goals of the Comprehensive Plan when considering land use decisions.

State & Federal Land

- (BLM) Bureau of Land Management Land
- State Endowment Trust Land

0 1/4 1/2 1 mile