

**From:** [Lisa Horowitz](#)  
**To:** [Heather Dawson](#); [Mary Cone](#); [Christopher Simms](#)  
**Cc:** [Jessica Parker](#)  
**Subject:** FW: public comment-Sunbeam  
**Date:** Tuesday, May 5, 2020 1:19:47 PM  
**Attachments:** [Paul Ries 5\\_8\\_17 comments on Quigley.pdf](#)  
[final MSUTraffic study review.pdf](#)

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Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
208-788-9815 EXT. 2013  
CELL: 727-7097

---

**From:** Elizabeth lili simpson <lilisimpso@aol.com>  
**Sent:** Tuesday, May 5, 2020 1:14 PM  
**To:** Martha Burke <martha.burke@haileycityhall.org>; Heidi Husbands <heidi.husbands@haileycityhall.org>; Kaz Thea <kaz.thea@haileycityhall.org>; Juan Martinez <juan.martinez@haileycityhall.org>; sam.linnett@haileycityhall.org  
**Cc:** Mary Cone <mary.cone@haileycityhall.org>; Lisa Horowitz <lisa.horowitz@haileycityhall.org>  
**Subject:** public comment-Sunbeam

Dear Mayor Burke and Council;

Please review the following respectfully submitted documents that were part of the public record during the Quigley Annexation hearings in 2017. They may help you in assessing traffic impacts on the City of Hailey during the Sunbeam proceedings.

During the Hailey City annexation of Quigley Farms, I commissioned the attached **Quigley Development Traffic Impact Study** by the Western Transportation Institute at Montana State University, which studies rural transportation issues. <https://westerntransportationinstitute.org>. The Study is attached. Please note that at the time, WTI noted that Quigley Rd was already substandard at current traffic levels, as referenced by the comment "transform the functional classification of one or both access routes for collector to Minor arterials" as per the functional classification definitions in the City of Hailey 2007 Transportation Master Plan. WTI took issue with the findings of the Lochnar technical review..

Please also review the attached documents and research on traffic during the Quigley 2017 traffic review by Paul Ries, former Deputy Director of the US Forest Service.

With best regards,  
Elizabeth Lili Simpson  
7 Quigley Lane

# Quigley Development Traffic Impact Study Review City of Hailey, Idaho

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Report Prepared by: Professor Ahmed Al-Kaisy, PhD, PE

Specialist Field: Traffic and Highway Engineering

Date: May 2, 2017

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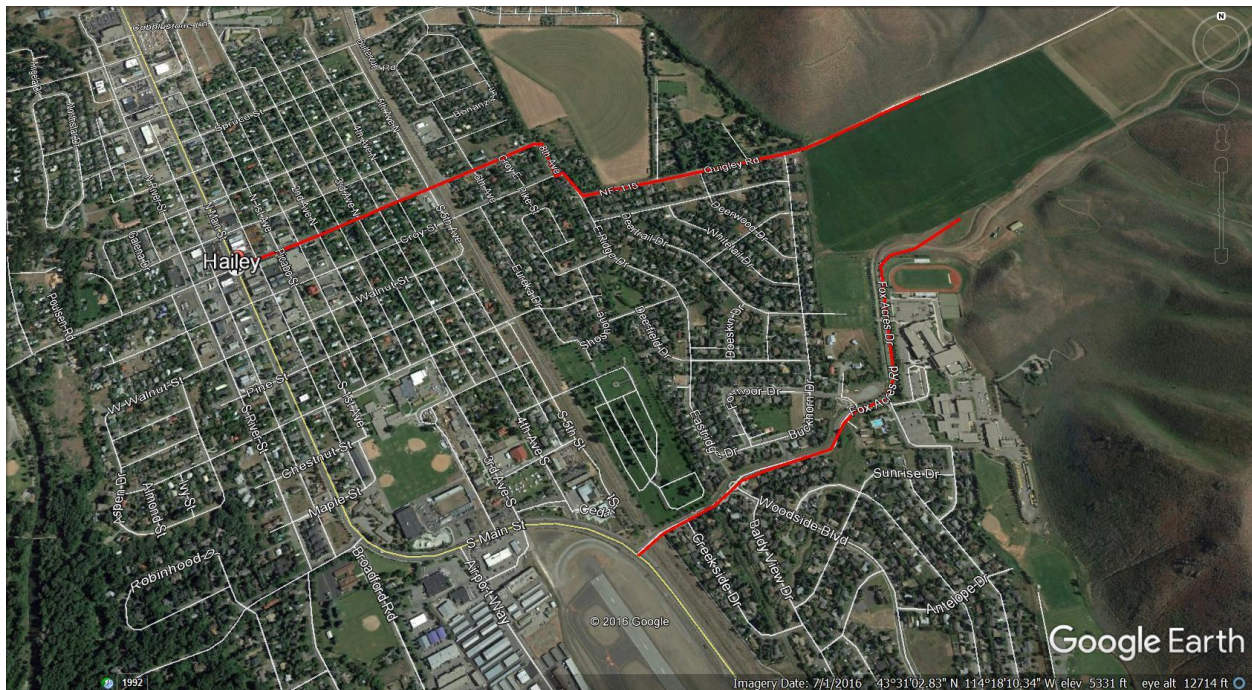
## Introduction

To address concerns voiced by some residents of Hailey, Idaho about the impact of the proposed Quigley Development on surrounding neighborhoods and street network, I have been asked by Mrs. Elizabeth Lili Simpson, a resident of Hailey, to conduct a technical review of the traffic impact study for the new proposed development that was prepared and submitted by the private firm, LOCHNER, in April 2017 (1). The results of the aforementioned review are summarized in this report.

## Review Results

### *Study Assumptions*

The underlying assumptions of the analyses presented in the traffic impact study are all considered valid and consistent with engineering practice. Specifically, the annual growth rate of traffic and modal split of future trips are all reasonable and somewhat conservative. However, the study presented three scenarios for traffic split over the two access routes connecting the new development with state highway 75 (SH-75), the north route along Quigley Drive, leading to SH-75 via Croy Ave. or Bullion Ave., or the shorter south route along Fox Acres Drive and Fox Acres Road leading to SH-75. Figure 1 shows the two access routes for the proposed Quigley Development.



**Figure 1 The two access routes for the proposed Quigley Development (figure courtesy of Google Earth)**

The study assumed three different scenarios for the split of the traffic generated by the new development over the two access routes: 25%-75%, 50%-50%, and 75%-25% for the north and south access routes respectively. However, the study did not assess the merit of the three scenarios and the likely traffic split given the highway network surrounding the new development. Assuming similar traffic conditions along the two access routes, it is reasonable to suggest that the majority of traffic generated by the new development would use the south access route given the much shorter distance and the fewer intersections encountered along this route. The study should have discussed this and other potential factors that are expected to affect traffic split over the two access routes.

### *Analysis Procedures*

The Highway Capacity Manual (HCM) 2010 procedures were followed in the analysis using Synchro 9 software. The HCM procedures represent the standard practice in the US for conducting operational analyses of capacity and level of service.

### *Study Results*

While it would be difficult to discern inconsistencies in study results without applying the procedures, the reviewer has one concern regarding the results reported in Tables 6 & 7 for the intersection of SH-75 and Bullion Street. Specifically, the estimated performance at this intersection for the year 2042 showed improvement in performance with the proposed development compared with the background traffic alone. This is counter to what would be expected.

### *Interpretation of Study Results*

While study results revealed some important findings regarding the impact of the new proposed development on the surrounding network, particularly Quigley and Fox Acres Road, the conclusions and mitigation measures (proposed changes) overlooked some of those impacts. For example, study results show that the estimated performance at the intersection of Fox Acres Road and Woodside Blvd will reach unacceptable levels (LOS E & F) with the added traffic of the proposed development. This deterioration in performance will occur during the AM and PM peak hours as illustrated in Tables 6 and 7. Similarly, the new development will cause performance in the target year (2042) to deteriorate from level of service C to E at the stop-controlled approaches of the intersections of Foxmoor Drive and WRHS with Fox Acres Road during the AM peak period. No changes for impact mitigation at those intersections were proposed. Further, the study failed to address the fact that the additional daily traffic from the proposed development (estimated at 3833 vehicles per day of additional traffic) would inevitably transform the functional classification of one or both access routes from collector to minor arterials, per the functional classification definitions adopted by the City of Hailey and published in the Transportation Master Plan in 2007 (2). This may require further changes along these routes to reflect the higher standards of the new highway class.

## **Review Summary**

This report summarizes the results of the technical review of the traffic impact study for the proposed Quigley Development in Hailey, Idaho. The major review findings are summarized below:

- I. While the assumptions made in the course of study analyses are valid and reasonable overall, the split of the traffic generated by the new development over the two access routes was not assessed carefully and appropriately to reflect the most likely split to occur given the attributes of the two access routes.
- II. Future performance at the intersection of SH-75 and Bullion Street was found to improve during the PM peak as a result of the new development, which is illogical.
- III. The study failed to address the negative impacts of the proposed development on the intersections of Foxmoor Drive with Fox Acres Road and WRHS with Fox Acres Road, during the AM peak period. No plans/measures for impact mitigation were proposed at those locations.
- IV. The study did not address the effect of the additional traffic from the proposed development on the functional class of access routes which is likely to change from collector to arterial. A change in highway class would entail geometric and traffic control changes along these routes to reflect the higher design standards of the new highway class.

## **REFERENCES**

1. Traffic Impact Study: Quigley Development, LOCHNOR, April 2017.
2. Transportation Master Plan: City of Hailey, Idaho, November 2007, The Transpo Group

City of Hailey

May 7, 2017

Mayor and Council,

Thoughts regarding the proposed Quigley Development  
from Paul Ries

The Area of Impact Agreement between the City of Hailey and the County says repeatedly its purpose is “**to ensure that development of land surrounding Hailey does not directly or indirectly negatively impact Hailey City service, infrastructure or quality of life ...**”

This is the standard the County will use in evaluating any proposal within the agreed-upon Area of Impact. This is also the standard we, as a City, should apply to proposals.

Based on the analysis so far, there will clearly be both direct and indirect negative impacts to both City infrastructure and quality of life.

Traffic being the most significant of the impacts.

**Traffic studies presented to Council show traffic will increase from nearly 2,000 vehicles/day up and down Eastridge, 8<sup>th</sup> and Bullion, to 6,250 vehicles/day.**

That is a 3-fold increase.

What does this mean? What does it look like?

**6,250 vehicles/day is exactly half the traffic (12,500) of Main Street (Hwy 75).**

**That means a vehicle every 5 seconds on those same residential neighborhood streets.**

(Sources and methodology for the numbers used here are attached to this letter.)

Traffic Studies show roads and intersections can handle the traffic (with upgrades of those streets from Collectors to Arterials), but we do not live in intersections – we live in neighborhoods.

Going from Collectors to Arterials means (according to the City Transportation Master Plan) streets that are –

- 2 – 3 lanes
- Have 70’ ROW’s with 46’ wide pavement
- 30 – 35 mph speed limits

Half the traffic of Main Street coming through these very wide streets (every 5 seconds) at 30-35 mph will undeniably change the character of neighborhoods and impact the quality of life for residents.

We have been told that much of that traffic will disperse through the neighborhoods- which means all of east Hailey, north of Croy, will be impacted. These are some of the same streets you

are working to make bicycle friendly for school children and adults. Increasing traffic three-fold will completely undo that well supported effort. All those vehicles will cross and/or use the new bike friendly streets, and those going up Quigley will have to cross streets (some several times) with a vehicle coming (at 30-35 mph) every 5 seconds.

In addition, who will pay for these significant street upgrades? Costs are unknown, but we already struggle to keep the snow plowed and the potholes patched.

This will also affect downtown and Main Street. The Hailey Transportation Master Plan (page 9) already projects that by 2026 the following intersections will be over capacity (Level of Service F) -

- Main Street & Aviation Way
- Main & Cedar
- Main & Bullion
- Main & Myrtle

and this is without the significant increase in traffic from the Quigley development.

Population within the already established city limits will continue to increase. Infrastructure capacity (sewer and streets) was planned and designed for that growth. The Quigley development adds to demands above and beyond projected growth. It creates needs for infrastructure improvements beyond what has already been planned, and the developer needs to pay for those – not the citizens of Hailey....

Paul Ries

351 Eastridge  
Hailey, ID

#### ATTACHMENT - Traffic Impacts resulting from the Quigley Development Proposal-

- The most recent traffic study shows almost 2,000 (1,993) cars up & down Eastridge @ Quigley each day<sup>1</sup>
- The Quigley Development is expected to create an additional 3,833 vehicles<sup>2</sup> of which 85% are expected to go north<sup>3</sup>. This will add another 3,250 to that intersection
- Another 1,000 can be expected from the Dumke property  
(using the same assumptions as the traffic study where 200 houses produced 1,914 vehicles, 106 houses in Dumke would produce 1,014)
- **This equals 6,250 cars/day up and down**
  - **Eastridge**
  - **8<sup>th</sup>**
  - **Bullion**

- **That is exactly half the traffic (12,500) we had on Main Street (Hwy 75) in 2015<sup>4</sup>**  
Going down Eastridge to 8<sup>th</sup>, to Bullion to Main Street
- **This means a vehicle every 6 seconds<sup>5</sup> (without the Dumke property), and a with Dumke's developed - a vehicle every 5 seconds**
- 3,833 vehicles would also add 30% to the traffic on Main Street ( $3,833/12,500=30\%$ )

1. - City Council Packet May 3, 2017 (page 111)
2. - City Staff Report (page 2) from Council Packet May 3, 2017
3. - Alta Planning & Design Transportation Study (bottom of page 1) (2/17)
4. - Lochner Traffic Study (4/17) (page 8)
5. - City Staff Report (page 4) from Council Packet May 3, 2017
6. - City Staff Report (page 4) from Council Packet May 3, 2017

**From:** [Lisa Horowitz](#)  
**To:** [Christopher Simms](#); [Mary Cone](#); [Heather Dawson](#)  
**Cc:** [Jessica Parker](#)  
**Subject:** FW: Sunbeam Subdivision  
**Date:** Tuesday, May 5, 2020 4:39:18 PM

---

Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
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---

**From:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>  
**Sent:** Tuesday, May 5, 2020 4:35 PM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Fwd: Sunbeam Subdivision

Begin forwarded message:

**From:** Kelly Malone <[kellykipling@mac.com](mailto:kellykipling@mac.com)>  
**Date:** May 5, 2020 at 1:25:10 PM MDT  
**To:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>, Heidi Husbands <[heidi.husbands@haileycityhall.org](mailto:heidi.husbands@haileycityhall.org)>, Kaz Thea <[kaz.thea@haileycityhall.org](mailto:kaz.thea@haileycityhall.org)>, Juan Martinez <[juan.martinez@haileycityhall.org](mailto:juan.martinez@haileycityhall.org)>, "[sam.linnett@haileycityhall.org](mailto:sam.linnett@haileycityhall.org)" <[sam.linnett@haileycityhall.org](mailto:sam.linnett@haileycityhall.org)>  
**Subject: Sunbeam Subdivision**

Dear Mayor and City Council,

I have reviewed the proposed changes to the Sunbeam Subdivision and am extremely opposed to the proposed traffic pattern. I am NOT in favor of not having flow through traffic through Mother Lode Loop in Phase One. I think having this connection will reduce the traffic flow through Cutters and Myrtle Street. I do not think it is fair to the residences of Cutters or Quigley to have all traffic running North and South when there is also a central connection that could be made.

I strongly encourage you to include the Mother Lode Loop Connection in Phase One. I think that this is a more equitable traffic pattern for all and will reduce trips made on any singular road connection.

Best,

Kelly Malone

Hailey Resident of the Old Cutters Sub

**From:** [Lisa Horowitz](#)  
**To:** [Christopher Simms](#); [Mary Cone](#); [Heather Dawson](#)  
**Cc:** [Jessica Parker](#)  
**Subject:** FW: public comment-Sunbeam  
**Date:** Tuesday, May 5, 2020 4:22:06 PM  
**Attachments:** [Scanned from a Xerox Multifunction Printer.pdf](#)

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Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
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---

**From:** Elizabeth lili simpson <lilisimpso@aol.com>  
**Sent:** Tuesday, May 5, 2020 1:34 PM  
**To:** Martha Burke <martha.burke@haileycityhall.org>; Heidi Husbands <heidi.husbands@haileycityhall.org>; Kaz Thea <kaz.thea@haileycityhall.org>; Juan Martinez <juan.martinez@haileycityhall.org>; sam.linnett@haileycityhall.org  
**Cc:** Mary Cone <mary.cone@haileycityhall.org>; Lisa Horowitz <lisa.horowitz@haileycityhall.org>  
**Subject:** Re: public comment-Sunbeam

Dear Mayor and City Council;

Please find the attached following circled two types of soils that make up the Dumke property. They are considered prime Agricultural Soils, particularly when paired with extensive amounts of water and irrigation infrastructure.

I was referred to these classifications by BlaineCounty Land Use and Building services. You may look further into the soil characteristics at:

[https://www.nrcs.usda.gov/Internet/FSE\\_MANUSCRIPTS/idaho/ID680/0/id680\\_text.pdf](https://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/idaho/ID680/0/id680_text.pdf)

Respectfully,  
Elizabeth Lili Simpson  
7 Quigley Lane

**Prime Farmland**



## Prime Farmland

Prime farmland is one of several kinds of important farmland defined by the U.S. Department of Agriculture. It is of major importance in meeting the Nation's short- and long-range needs for food and fiber. Because the supply of high-quality farmland is limited, the U.S. Department of Agriculture recognizes that responsible officials of government, as well as individuals, should encourage and facilitate the wise use of our Nation's prime farmland.

Prime farmland, as defined by the U.S. Department of Agriculture, is the land that is best suited to food, feed, forage, fiber, and oilseed crops. It may be cultivated land, pasture, woodland, or other land, but it is not urban and built-up land or water areas. It either is used for food or fiber crops or is available for those uses. The soil qualities, growing season, and moisture supply are those needed for a well managed soil to produce a sustained high yield of crops in an economic manner. Prime farmland produces the highest yields with minimal expenditure of energy and economic resources, and farming it results in the least damage to the environment.

Prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation. The temperature and growing season are favorable. The level of acidity or alkalinity is acceptable. Prime farmland has few or no rocks and is permeable to water and air. It is not excessively erodible or saturated with water for long periods and is not frequently flooded during the growing season. The slope ranges mainly from 0 to 6 percent. More detailed information about the criteria for prime farmland is available at the local office of the Soil Conservation Service.

A recent trend in land use in some parts of the survey area has been the loss of some prime farmland to industrial and urban uses. The loss of prime farmland to other uses puts pressure on marginal lands, which generally are more erodible, droughty, and less productive and cannot be easily cultivated.

Soils that have limitations, such as a seasonal high water table, frequent flooding during the growing season, or inadequate rainfall, qualify for prime

farmland only in areas where these limitations have been overcome by such measures as drainage, flood control, or irrigation. The need for these measures is indicated after the map unit name on the following list. Onsite evaluation is necessary to determine whether or not these limitations have been overcome by corrective measures.

The following map units meet the soil requirements for prime farmland. Some of the units meet the requirements only if an adequate and dependable supply of irrigation water is available. The location of each map unit is shown on the detailed soil maps at the back of this publication. Soil qualities that affect use and management are described in the section "Detailed Soil Map Units." This list does not constitute a recommendation for a particular land use.

- |    |   |
|----|---|
| 1  | Adamson loam, 0 to 2 percent slopes (where irrigated)                   |
| 9  | Bancroft silt loam, 1 to 4 percent slopes                               |
| 10 | Bancroft silt loam, 4 to 8 percent slopes                               |
| 15 | Bringmee loam, 0 to 2 percent slopes                                    |
| 16 | Bringmee loam, 2 to 4 percent slopes                                    |
| 17 | Bringmee loam, 4 to 8 percent slopes                                    |
| 19 | Bringmee-Little Wood complex, 1 to 4 percent slopes (where irrigated)   |
| 21 | Carey Lake loam, 0 to 2 percent slopes                                  |
| 22 | Carey Lake loam, 2 to 4 percent slopes                                  |
| 28 | Drage gravelly loam, 4 to 8 percent slopes (where irrigated)            |
| 31 | Drage very gravelly loam, cool, 0 to 3 percent slopes (where irrigated) |
| 51 | Isknot gravelly clay loam, 0 to 2 percent slopes (where irrigated)      |
| 52 | Justesen loam, 2 to 4 percent slopes                                    |
| 53 | Justesen loam, 4 to 8 percent slopes                                    |
| 64 | Little Wood gravelly loam, 0 to 2 percent slopes (where irrigated)      |
| 65 | Little Wood gravelly loam, 2 to 4 percent slopes (where irrigated)      |
| 66 | Little Wood very gravelly loam, 0 to 2 percent slopes (where irrigated) |

**From:** [Lisa Horowitz](#)  
**To:** [Christopher Simms](#); [Heather Dawson](#); [Mary Cone](#)  
**Cc:** [Jessica Parker](#)  
**Subject:** FW: Sunbeam subdivision-4  
**Date:** Tuesday, May 5, 2020 1:18:48 PM

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Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
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CELL: 727-7097

---

**From:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>  
**Sent:** Tuesday, May 5, 2020 1:05 PM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Fwd: Sunbeam subdivision

Begin forwarded message:

**From:** suzanne pattinson <[slopattinson@gmail.com](mailto:slopattinson@gmail.com)>  
**Date:** May 5, 2020 at 7:42:35 AM MDT  
**To:** Heidi Husbands <[heidi.husbands@haileycityhall.org](mailto:heidi.husbands@haileycityhall.org)>, "[sam.linnett@haileycityhall.org](mailto:sam.linnett@haileycityhall.org)" <[sam.linnett@haileycityhall.org](mailto:sam.linnett@haileycityhall.org)>, Juan Martinez <[juan.martinez@haileycityhall.org](mailto:juan.martinez@haileycityhall.org)>, Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>  
**Subject: Sunbeam subdivision**

The new sunbeam subdivision needs at least three access points to reduce traffic congestion. Having only two points for traffic in areas with high amounts of pedestrian traffic will be a safety hazard for the many families, dogs and children riding their bikes and walking through old cutters.

I would further propose if this does go through looking at connections from the bike path to quigley. Extending the bike path north from the myrtle/buttercup intersection would create a connection to the separated bike path proposed in the new subdivision. This would allow safer pedestrian and bike access to quigley. This connection could potentially be groomed in the winter to connect the ski trails as well. Bike paths and recreation areas need connectivity to work.

Thank you  
Suzanne Pattinson  
540 Little Lena Dr

**From:** [Lisa Horowitz](#)  
**To:** [Christopher Simms](#); [Heather Dawson](#); [Mary Cone](#)  
**Cc:** [Jessica Parker](#)  
**Subject:** FW: Sunbeam Subdivision-3  
**Date:** Tuesday, May 5, 2020 1:18:29 PM

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Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
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---

**From:** Martha Burke <martha.burke@haileycityhall.org>  
**Sent:** Tuesday, May 5, 2020 1:05 PM  
**To:** Lisa Horowitz <lisa.horowitz@haileycityhall.org>  
**Subject:** Fwd: Sunbeam Subdivision

Begin forwarded message:

**From:** John Campbell <[jc@idahotower.com](mailto:jc@idahotower.com)>  
**Date:** May 4, 2020 at 7:08:25 PM MDT  
**To:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>, Kaz Thea <[kaz.thea@haileycityhall.org](mailto:kaz.thea@haileycityhall.org)>, Heidi Husbands <[heidi.husbands@haileycityhall.org](mailto:heidi.husbands@haileycityhall.org)>, "sam.linnett@haileycityhall.org" <[sam.linnett@haileycityhall.org](mailto:sam.linnett@haileycityhall.org)>, Juan Martinez <[juan.martinez@haileycityhall.org](mailto:juan.martinez@haileycityhall.org)>  
**Subject: Sunbeam Subdivision**

Mayor and City Council,

I reviewed the revisions to the Sunbeam Subdivision as presented in the Mountain Express.

Please know I object to the current design based on the simple fact that there are no street connections for phase 1 lots to Mother Lode Drive to the west. This will necessitate all the traffic from phase 1 either going north thru Old Cutters or south to Quigley Road.

This is not fair to the residents of Old Cutters, nor to the residents who live along Quigley and Croy. It also does not constitute good subdivision design to not allow for a variety of traffic flows in and out of the subdivision.

I strongly encourage City leadership to mandate a connection of phase 1 roads and lots to Mother Lode so as to allow more options for traffic to ingress and egress the subdivision. This will also more equitably distribute traffic flows through adjacent

subdivisions.

Sincerely,

John Campbell

**From:** [Lisa Horowitz](#)  
**To:** [Christopher Simms](#); [Heather Dawson](#); [Mary Cone](#)  
**Cc:** [Jessica Parker](#)  
**Subject:** FW: Sunbeam subdivision-2  
**Date:** Tuesday, May 5, 2020 1:18:06 PM

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Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
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---

**From:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>  
**Sent:** Tuesday, May 5, 2020 1:05 PM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Fwd: Sunbeam subdivision

Begin forwarded message:

**From:** Christine Ferguson <[christineferguson@me.com](mailto:christineferguson@me.com)>  
**Date:** May 4, 2020 at 8:43:35 PM MDT  
**To:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>, Kaz Thea <[kaz.thea@haileycityhall.org](mailto:kaz.thea@haileycityhall.org)>, Heidi Husbands <[heidi.husbands@haileycityhall.org](mailto:heidi.husbands@haileycityhall.org)>, "sam.linnett@haileycityhall.org" <[sam.linnett@haileycityhall.org](mailto:sam.linnett@haileycityhall.org)>, Juan Martinez <[juan.martinez@haileycityhall.org](mailto:juan.martinez@haileycityhall.org)>  
**Subject: Sunbeam subdivision**

Dear Mayor Burke and members of our City Council,

I am a homeowner in the Old Cutters subdivision. I am very upset to learn that the current design for phase 1 of the Sunbeam Subdivision puts a huge burden on Old Cutters for the traffic and congestion which is part of this project. I understand there are plans for 4 forms of egress into the new subdivision - - so find it unfair that we in Old Cutters carry a majority of the burden. I strongly encourage the City to mandate a connection to Mother Lode in phase 1 to allow more options for entry and exit to the new subdivision.

Respectfully Submitted,

Christine Ferguson

510 San Badger Drive  
Hailey

Mayor and City Council,

I reviewed the revisions to the Sunbeam Subdivision as presented in the Mountain Express.

Please know I object to the current design based on the simple fact that there are no street connections for phase 1 lots to Mother Lode Drive to the west. This will necessitate all the traffic from phase 1 either going north thru Old Cutters or south to Quigley Road.

This is not fair to the residents of Old Cutters, nor to the residents who live along Quigley and Croy. It also does not constitute good subdivision design to not allow for a variety of traffic flows in and out of the subdivision.

I strongly encourage City leadership to mandate a connection of phase 1 roads and lots to Mother Lode so as to allow more options for traffic to ingress and egress the subdivision. This will also more equitably distribute traffic flows through adjacent subdivisions.

Sincerely,

John Campbell

**From:** [Lisa Horowitz](#)  
**To:** [Christopher Simms](#); [Mary Cone](#); [Heather Dawson](#)  
**Cc:** [Jessica Parker](#)  
**Subject:** FW: Sunbeam Subdivision and Phase 1 traffic flow  
**Date:** Tuesday, May 5, 2020 1:07:10 PM

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Looks like this went to the Council already. Jesse, please add to the file.

Lisa

Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
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**From:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>  
**Sent:** Tuesday, May 5, 2020 1:06 PM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Fwd: Sunbeam Subdivision and Phase 1 traffic flow

Begin forwarded message:

**From:** kim howard <[kimhow111@gmail.com](mailto:kimhow111@gmail.com)>  
**Date:** May 5, 2020 at 10:53:32 AM MDT  
**To:** Martha Burke <[martha.burke@haileycityhall.org](mailto:martha.burke@haileycityhall.org)>, Kaz Thea <[kaz.thea@haileycityhall.org](mailto:kaz.thea@haileycityhall.org)>, Heidi Husbands <[heidi.husbands@haileycityhall.org](mailto:heidi.husbands@haileycityhall.org)>, "sam.linnett@haileycityhall.org" <[sam.linnett@haileycityhall.org](mailto:sam.linnett@haileycityhall.org)>, Juan Martinez <[juan.martinez@haileycityhall.org](mailto:juan.martinez@haileycityhall.org)>  
**Subject: Sunbeam Subdivision and Phase 1 traffic flow**

Dear Mayor and City Council,

Today, I have again reviewed the revisions to the Sunbeam Subdivision as presented in the Mountain Express.

Please consider mandating a connection to the Phase 1 Sunbeam property development to Mother Lode for diversified entry and exiting of the property. I object to primary access to the project through Old Cutter's and not through adjacent subdivisions.

My ten year old Cutter's home is on the corner of San Badger Drive and Myrtle Street. As one of the first homes built in Old Cutters, I know well the effects of construction traffic and noise from 7 am-5 pm when a new subdivision is being built. And I only know the extent of the building of new homes, and not the building of roads, sewage systems and irrigation, landscaping trucks and delivery of trees that need to realize the subdivision's birth before homes are even added. Do you realize the effect this will have on us in Old Cutters, not to mention on residents of Quigley Road and old Hailey?

This traffic impact will considerably effect our peaceful street and neighborhood over the next ten years. I know this, as Old Cutter's has grown substantially in my time here. Thankfully, there is a good street design in place to "spread out" traffic through diverse entries and exits into alleyways and onto our many streets.

I have faith in you, our city leaders to make a good decision on behalf of our whole Haileyship. We need a healthy and peaceful and fair, yes fair balance in old Hailey and Quigley Road, in the Motherlode area, in Old Cutters and for Sunbeam's success in joining our community of East Hailey.

Thank you for considering this letter in your meeting today.

Best regards, Kim

Kim Howard  
420 San Badger Drive  
Hailey, Idaho  
83333  
208-721-1062

**From:** [Lisa Horowitz](#)  
**To:** [Heidi Husbands](#); [Kaz Thea](#); [Juan Martinez](#); [Sam Linnet](#)  
**Cc:** [Mary Cone](#); [Jessica Parker](#); [Christopher Simms](#)  
**Subject:** FW: Sunbeam PUD comments  
**Date:** Monday, May 4, 2020 1:33:20 PM

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Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
208-788-9815 EXT. 2013  
CELL: 727-7097

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**From:** Ken Lagergren <lagergren@cs.com>  
**Sent:** Monday, May 4, 2020 12:26 PM  
**To:** Mary Cone <mary.cone@haileycityhall.org>; Heather Dawson <heather.dawson@haileycityhall.org>; Lisa Horowitz <lisa.horowitz@haileycityhall.org>; Brian Yeager <brian.yeager@haileycityhall.org>; Martha Burke <martha.burke@haileycityhall.org>  
**Subject:** Sunbeam PUD comments

Dear Mayor, Council and Staff,

1) We hope that you consider requesting the development to provide the maximum amount of space for snow removal and storage that will be needed in high snow content years. Please consider this on all streets, and especially for tight spaces at Cottage homes, for occupants as well as visitor parking areas. This is important that each home of any kind has enough space adjacent to their parking spaces, whether inside their lot, or on a street, so that snow storage space can have enough room to be stored without blocking streets, or blocking room to get to their front or back doors, and for emergency vehicles, etc.

We are familiar with this kind of **lack** of snow storage space, because the City allowed 6 homes to be built with their primary or their exclusive vehicle access to their garages through the dead-end alley next to our house. The problem is that the alley is not wide, and it is a dead-end, and - **space allowances for snow storage areas were not designated** when four of the newer homes were approved to be located on the properties by the City. Therefore, large piles of snow have to be removed to "who knows where" in heavy snow years, or, the piles block safe access for emergency vehicles or visitors to those homes.

2) Also, we hope that the development will create a trail access path to reach the Tow of the Hill path that is currently in use along the eastern edge of Cutters. Recently the property owner at the south-east corner of Cutters blocked access to the path. The Tow of Hill path lies behind their property on the east side of the canal ditch that borders their property.

It would make sense to allow a path to reach the existing trail by locating it on the very north-east corner of Sunbeam, starting from Gray's Starlight Dr. and following the "Private Irrigation Easement" line just on the south side of the row of existing Pine trees.

In order to locate a public path to access the Tow of the hill trail, it also could make sense to swap Sunbeam's Lot 33 at that north-east corner with the two lots next to it, Lots 31 and 32, which are in a flag-lot design. If the flag shape driveway could be placed on the north side of the lots and adjacent to or following alongside the "Private Irrigation Easement" line and the row of Pine trees, then the path could be the least intrusive to the homes on the relocated Lots 31 and 32. The Pines would help shield the Cutter's lot from the public access path.

Thank you for taking our comments.  
Ginna and Ken Lagergren,  
215 E Myrtle, Hailey

**From:** [Lisa Horowitz](#)  
**To:** [Jessica Parker](#)  
**Cc:** [Mary Cone](#)  
**Subject:** FW: Sunbeam Subdivision Public Comment  
**Date:** Monday, May 4, 2020 8:54:21 AM

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Public comment.

Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
208-788-9815 EXT. 2013  
CELL: 727-7097

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**From:** Sheila Plowman <[splow27@gmail.com](mailto:splow27@gmail.com)>  
**Sent:** Sunday, May 3, 2020 8:20 AM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Sunbeam Subdivision Public Comment

Dear Lisa Horowitz,

I am writing in my support of the current plan for the Sunbeam Subdivision. I appreciate the variety of living options that Mr. Dumke has provided with his plan.

A neighborhood that has cottages, small lots and larger lots as well as ample open space and walking paths is a wonderful plan. If he were to change the plan to include mostly small lots in order to create a more dense neighborhood, we then risk the neighborhood becoming another Woodside with too much of one type of house and no feeling of a real neighborhood. The diversity Mr. Dumke has created is very desirable in my opinion. I encourage you and the city council to accept his current plan.

Thank you for your consideration,

Sheila Plowman

"Never doubt that a small group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has." Margaret Mead



**From:** [Lisa Horowitz](#)  
**To:** [Jessica Parker](#)  
**Cc:** [Mary Cone](#)  
**Subject:** FW: Sunbeam Subdivision Public Comment  
**Date:** Monday, May 4, 2020 8:54:21 AM

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Public comment.

Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
208-788-9815 EXT. 2013  
CELL: 727-7097

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**From:** Sheila Plowman <[splow27@gmail.com](mailto:splow27@gmail.com)>  
**Sent:** Sunday, May 3, 2020 8:20 AM  
**To:** Lisa Horowitz <[lisa.horowitz@haileycityhall.org](mailto:lisa.horowitz@haileycityhall.org)>  
**Subject:** Sunbeam Subdivision Public Comment

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Thank you for your consideration,

Sheila Plowman

"Never doubt that a small group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has." Margaret Mead

**From:** [Lisa Horowitz](#)  
**To:** [Jessica Parker](#)  
**Subject:** FW: Public Comment re.: Proposed Sunbeam Subdivision  
**Date:** Monday, April 27, 2020 4:50:04 PM

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Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
208-788-9815 EXT. 2013  
CELL: 727-7097

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**From:** Charley Johnson <chasj@cox.net>  
**Sent:** Monday, April 27, 2020 4:48 PM  
**To:** planning <planning@haileycityhall.org>  
**Cc:** Martha Burke <martha.burke@haileycityhall.org>; Heather Dawson <heather.dawson@haileycityhall.org>; Kaz Thea <kaz.thea@haileycityhall.org>; Heidi Husbands <heidi.husbands@haileycityhall.org>; sam.linnett@haileycityhall.org; Juan Martinez <juan.martinez@haileycityhall.org>  
**Subject:** Public Comment re.: Proposed Sunbeam Subdivision

**April 27, 2020**

**Hailey City Council  
City of Hailey, Idaho  
115 South Main Street  
Hailey, Idaho 83333**

Charley Johnson  
11 Quigley Lane  
(Hailey, Idaho 83333)  
Marvin Gardens Subdivision  
(208) 720-3630  
[Chasj@cox.net](mailto:Chasj@cox.net)

**Madam Mayor, Council Members;**

**My property abuts the proposed Sunbeam Subdivision along the North East side as Marvin Gardens Lot 1A. The proposed Sunbeam Subdivision has a very direct impact on my property and home.**

**Ed Dumke and his team have created a good plan that begins to address our serious community need for low cost housing for workers, young families and elders seeking to downsize entering the market. It also provides for a generous, well developed park space at its core. Placing the density at the core provides a dispersed traffic flow through greater connectivity options.**

A couple of concerns remain-

- I'd like to see a landscaping and fencing plan along the eastern edge between city and county (Marvin Gardens) to minimize if not ideally mitigate the impact of noise and light pollution the project will inevitably generate as it is developed and matures going forward.

- The undeveloped portion of the Toe of the Hill trail above the Hiawatha High Ditch in Cutter's is extensively used at present. That has been fine until the owner of the most southeastern lot in Cutter's decided to close it off and build. Regardless of the status of the "undeveloped" trail it will continue to be used. This is a problem not only for the SE Cutter's lot owner but me and my Marvin Garden's neighbors as increased foot traffic pressure seeking an exit on our private land above the canal.

- I have a possible solution- for consideration I could potentially offer an narrow easement from the point above the ditch down to the point it meets NE corner the proposed Sunbeam Sub where it might continue along the northern 10 foot irrigation easement to join up with the proposed recreational connections inside Sunbeam.

With my concerns stated above I wish success for Ed, the Marathon team and the citizens of Hailey with addition of this much needed development.

Thank you for service and dedication to the community at large most especially during these trying times.

Sincerely, Charley Johnson, 11 Quigley Lane.

**From:** [Lisa Horowitz](#)  
**To:** [Martha Burke](#)  
**Cc:** [Mary Cone](#); [Heather Dawson](#); [Christopher Simms](#); [Jessica Parker](#)  
**Subject:** FW: Public Comment for Sunbeam April 27, 2020 5:30 pm meeting  
**Date:** Monday, April 27, 2020 1:43:31 PM

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Public comment. Already sent to Council by the citizen, below.

Lisa

Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
208-788-9815 EXT. 2013  
CELL: 727-7097

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**From:** Judy Morgan <beufortsroost@hotmail.com>  
**Sent:** Monday, April 27, 2020 1:37 PM  
**To:** kaz.thea@haileycityhall.org; Heidi Husbands <heidi.husbands@haileycityhall.org>; sam.linnette@haileycityhall.org; Juan Martinez <juan.martinez@haileycityhall.org>; Lisa Horowitz <lisa.horowitz@haileycityhall.org>; robyndavis@haileycityhall.org  
**Cc:** Judy Morgan <beufortsroost@hotmail.com>  
**Subject:** Public Comment for Sunbeam April 27, 2020 5:30 pm meeting

To the Attention of Hailey City Council Members, and the Hailey Community Development Department / Sunbeam Public Comment for 04/27/2020, 5:30 pm meeting.

A Positive- units accommodate a variety of scale and income variations while designed to face in and around a park with a modern design, creating a pocket within a pocket neighborhood; not pushing added sound & density out to existing neighborhoods as was done most recently within the Cutter's subdivision's plan.

Negative- planned subdivision traffic plans will significantly impact the safety of surrounding neighborhoods. The traffic presentation showed a proposal to transfer the density of Sunbeam residents through existing neighborhoods solely from the point of view of the quantities of cars to be moved per second to access services without any consideration for the existing lifestyle of people living in these paths.

During the recent 02/2020 public meeting I shared concerns and turned in comment signed by 22 owners, on 8 streets in all directions surrounding the proposed Sunbeam subdivision; requesting planning parties add infrastructure such as four-way stop sign locations on some of their proposed key outlet roads.

The Purpose of the Suggestion:

- Create a driver awareness at Sunbeam outlets, upon entrance into surrounding

- neighborhoods, allowing these pocket neighborhoods to maintain their current character and safety standards, while still connecting communities: a self-regulated mechanism to physically reduce building speeds when entering into surrounding neighborhoods.
- Prevent existing neighborhoods from becoming “pass through” areas serving as high speed central legs to access services and schools.
  - These have always been small pocket neighborhoods and should unquestionably continue to be treated as such within new development plans.

It is evident from community response, that we need to maintain the quality of life we currently live in Hailey, particularly, if the need for a dense future development plan is based on the concept that more families will be moving to Hailey to live the healthy neighborhood lifestyles we are currently leading; not a typical boulevard, and thoroughfare community. The concept of adding 4-way stops from some outlets at the neighborhood crossroads to slow and self-regulate the newer densities safely through existing neighborhoods seems necessary. The desire for one neighborhood to be completely green, cannot come solely to the detriment of this many Hailey neighborhoods existing safety and design aesthetics. The new neighborhood needs to relate to the health of surrounding neighbors in the community; a balance must be maintained with infrastructure. To incorporate such safety elements into Sunbeam’s outlet plans shows a united effort on the part of planning teams to have old and new coexist, protecting Hailey’s existing neighborhoods safety, character and home values, while safely blending in new development.

Judy Morgan,  
27 Year Valley Resident, Business Owner, Parent, and President- Dove Meadows Property Owners Association.  
721 East Myrtle Street  
Hailey, Idaho 83333

**From:** [Lisa Horowitz](#)  
**To:** [Martha Burke](#); [Sam Linnet](#); [Kaz Thea](#); [Juan Martinez](#); [Heidi Husbands](#)  
**Cc:** [Jessica Parker](#); [Mary Cone](#); [Heather Dawson](#); [Christopher Simms](#)  
**Subject:** FW: public comment-Sunbeam  
**Date:** Monday, April 27, 2020 1:27:14 PM  
**Attachments:** [clip\\_image001.png](#)  
[image001.png](#)

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Public comment.

Lisa

Lisa Horowitz  
COMMUNITY DEVELOPMENT DIRECTOR  
CITY OF HAILEY  
115 S. MAIN ST. HAILEY, ID 83333  
208-788-9815 EXT. 2013  
CELL: 727-7097

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**From:** Elizabeth lili simpson <llisimpso@aol.com>  
**Sent:** Monday, April 27, 2020 12:43 PM  
**To:** Lisa Horowitz <lisa.horowitz@haileycityhall.org>  
**Cc:** Mary Cone <mary.cone@haileycityhall.org>  
**Subject:** public comment-Sunbeam

Mayor Burke and City Council  
Re: Sunbeam Preliminary Plat

Dear Mayor Burke and City Councilpersons Linnet, Husbands, Thea and Martinez;  
Thank you for the opportunity to comment on the Sunbeam subdivision.

My name is Elizabeth Lili Simpson. My husband Ned Wheeler and I have lived at 7 Quigley Lane since 1995. Our home, garden and horse property is located in Marvin Gardens subdivision, in Blaine County, one of only 4 properties directly along the east side of Phase One.

I believe that fair, public and transparent process creates better outcomes for governments and neighbors. I served on County Planning and Zoning for 7 ½ years, and I have served on the Blaine Land Water and Wildlife Levy Board since 2008. Perhaps you have seen the wildlife sign that I created through a public process with the City, BLM and Evelyn Phillips located at the Old Cutter's Trailhead. I was on the scoping team and worked on the 2008 BLM Travel Plan after GPS mapping trails and roads from Hailey to Carey. For over 20 years in public process and through 5 Quigley iterations, I advocated for the conservation of Quigley Canyon's rich wildlife habitat and roadless areas by locating development at the Canyon's opening. In the final application, I encouraged the Wood River Land Trust to take on the easement instead of the Rocky Mountain Elk Foundation, as WRLT is a better fit for the community. I encouraged the Quigley Farms neighborhood opposition group to donate to the WRLT during Idaho Gives, in support of WRLT holding the conservation easement. All of these years, I have rarely ever spoken up for my own interests or property. We love our home and are thus commenting on Sunbeam's preliminary plat. Eddie Dumke has been generous and kind to me. For 20 years he has allowed me to ride my horses on his property each spring, summer and fall. I kept the gates closed, chained, and always rode outside the hay crop and away from adjoining neighbors.

Mr. Dumke held a neighborhood meeting on January 16<sup>th</sup> 2020 to preview his plan for Sunbeam. I told him at the time that we would not attend the hearings. I thanked him for all the years that he allowed me to ride there. He showed us the proposed Phase 1 and 2 plan; my comment was that Phase 1 had only 4 neighbors that might comment, as compared to many on Phase 2 Cutter's and Curtis side. His proposal showed two clusters of Cottage lots along the east side, one at the Cutter's end, and one near Quigley Road.

We did not attend the Planning and Zoning hearings out of respect for Mr. Dumke, but I requested that Lisa Horowitz send me the Preliminary Plat after the hearings. Because I thought I had done the respectful thing by Mr. Dumke, I was stunned when I saw that the flag lots (19 and 20) and all of the Cottage lots on the east side were aligned directly with our front door, which is on the SW corner of our property (see Preliminary Plat below with yellow square house location). No other properties in our subdivision in Phase 1 have small flag lots, or Cottage units in their immediate viewshed. My husband and I feel this is opportunistic, punitive, and unequal treatment relative to all other Phase 1 neighboring lots.

I tried without success to discuss with Mr. Dumke what we consider reasonable changes, with whom I have had an amicable relationship for 20 years. He said that the City Staff required the lot configuration and were pushing him on density.

This is why I believe in the public process. You are elected officials, and I trust you to evaluate applications by considering the Findings of Fact and Rule of Law that outlines what is fair and equitable to all neighbors.

We would much prefer to have one lot instead of two small lots approximately 130 feet in front of our entry door (see measured distance attachment, door is actually to the right). I would be happy to have the cottage lots in sight of my horse pasture rather than seeing their lights out my dining and living room each evening. We propose 2 reasonable changes: that the only small flag lot (two lots .25 and .19) in Phase 1 be removed from directly in front of our entry door view, creating one lot, and to move the 2 cottage lots to the north side of Eclipse Drive to location of lots 51/52 and 57/58, which are of almost identical size. Lots 51/52 and 57/58 would then replace the previous Cottage lot location. (See attached Preliminary Plat with yellow highlights showing our house location and potential changes). Cottage lots would be still aligned with our property, but along our undevelopable horse pasture rather than our front door and viewshed. That should be quite a nice view for them. There would be no change in density except for the flag lot, which is up to your discretion, and could be put any number of places that shouldn't offend neighbors. In the Preliminary Plat, our property hosts the only flag lot with 2 small lots (.19 and .25), unlike the only other one that creates 2 lot sizes of .45 and .44. This is inequitable treatment which reduces our property value.

There is one major task required of you tonight, and that is the fair and equitable evaluation of this application relative to the Findings of Fact, Conclusion of Law and Decision. Standard 16.04.070 requires that you consider impacts to neighboring properties. The flag lot and alignment of Cottage lots in our viewshed reduce our property value. NO other properties in Phase 1 have these lots detrimental to their property value. Most importantly, under 16.04.070 B you must include a phasing agreement for both Phase 1 and 2 in your findings. You must require that the applicant commit to Phase 2 at this juncture, or you will not be able to find that the property owners on the east side-Phase 1 are receiving equal consideration under that standard.

I have spent years in land use in service to my community. Please consider our request for equal treatment to other bordering lot owners, removing the flag lot in front of our entry door, replacing it with one lot. In addition, please consider moving the proposed cottage lots across Eclipse drive to the location of lots 51/52 and 57/58, and moving those lots to the previous Cottage lot location. It should be noted that I am not opposed to these density lots, but am asking for them to be located along our property away from the front of our home.

Thank you very much for your consideration.

With best regards,  
Elizabeth Lili Simpson  
7 Quigley Lane,  
Blaine County

