City of Hailey

COMMUNITY DEVELOPMENT DEPARTMENT
Zoning, Subdivision, Building and Business Permitting and Community Planning Services

Agenda
Hailey Planning and Zoning Commission
Monday, October 5, 2026
5:00 p.m.

Hailey Planning and Zoning Meetings are open to the public, in person, and by electronic means when available. The city strives to make the meeting available virtually but cannot guarantee access due to platform failure, internet interruptions or other potential technological malfunctions. Participants may join our meeting virtually by the following means:

Join on your computer, mobile app, or room device.
Click here to join the meeting
Meeting ID: 249 576 139 181
Passcode: Ge6Z7Q
Download Teams | Join on the web

Or call in (audio only)
+1- 469-206-8535: 602369677# United States, Dallas
Phone Conference ID: 602 369 677#

Call to Order - Hailey Planning and Zoning Commission

- Public Comment for items not on the Agenda.

Presentations:

- **PP 1:** Presentation by GGLO: Airport Way Master Plan

Consent Agenda - ACTION ITEM

- **CA 1:** Motion to approve meeting minutes dated September 21, 2026. **ACTION ITEM**

- **CA 2:** Motion to approve the Findings of Fact, Conclusion of Law, and Decision for Preliminary Plat Application by Integration Development, LLC, represented by Alpine Enterprises Inc, wherein Lot 5, Block 3 (1421 RedTail Lane) of Quigley Farms Subdivision is subdivided to create two (2) sublots; Sublot 1 and Sublot 2. **ACTION ITEM**

- **CA 3:** Motion to approve the Findings of Fact, Conclusion of Law, and Decision for an ordinance amending Hailey's Municipal Code, Title 17: Zoning Regulations, Chapter 17.06: Design Review, Section 17.06.080: Design Standards, applicable to (A) Nonresidential, Mixed Family, Or Mixed-Use Building, 2. Building Design. **ACTION ITEM**

Public Hearing Item(s):

- **PH 1:** Consideration of a City-Initiated Text Amendment amending Hailey Municipal Code, Title 17: Zoning Regulations; Chapter 17.07: Supplementary Location and Bulk Requirements, Section 17.07.010: Supplementary Yard Setback Requirements, Item H. Accessory Structures, Items 1 and 2, to increase the

maximum size of an accessory structure without the need for a building permit from 120 square feet to 200 square feet. This amendment aligns with the 2018 International Residential Code.

- **PH 2:** Consideration of a City-Initiated Text Amendment amending Hailey Municipal Code, Title 15: Buildings and Construction; Chapter 15:12: Fire Code, Section 15.12.030: Amendments to the International Fire Code and International Wildland-Urban Interface Code, Item H. 903.2.8 which describes the requirements and/or exceptions to the installation of automatic sprinkler systems. To align with the International Fire Code, Staff is proposing to remove this section from Hailey's Municipal Code.

Administrative Review:

- **AR 1:** Design Review Application for an Accessory Dwelling Unit (ADU) Application by Gina Glenne and Dan Reinkensmeyer for the renovation of an existing 831 square foot bonus room into an Accessory Dwelling Unit (ADU). This project is located at 302 E Spruce St, within the Limited Residential (LR-1) and Townsite Overlay (TO) Zoning Districts.

- **Staff Reports and Discussion**
  - Monday, October 19, 2026:
    - TA Title 16: Final Plat Timeline
    - TA Title 17: District Use Matrix - Residential in LI
    - DR: Zions Bank

Adjourn by 8:00 PM - ACTION ITEM

Return to Agenda

HURA

HAILEY URBAN RENEWAL AGENCY



AIRPORT WAY MASTER PLAN

DRAFT

October 5, 2026

HURA

HAILEY URBAN RENEWAL AGENCY

AIRPORT WAY MASTER PLAN

DRAFT

Prepared by:

GGLO
113 S Fifth Street, Suite 200
Boise, ID 83702

Opal Engineering
101 E Bullion Street, Suite 3E
Hailey, Idaho 83333

Hales Traffic Engineering
1220 N 500 W, Suite 202
Lehi, UT 84043

On behalf of the Hailey Urban Renwal Agency

ACKNOWLEDGMENTS

Thank you to the City staff and other community members who contributed their ideas, insights, and expertise to the thoughtful development of this plan.

CITY OF HAILEY

First Name Last Name
Mayor

First Name Last Name
Councilor

First Name Last Name
Councilor

First Name Last Name
Councilor

First Name Last Name
Councilor

First Name Last Name
City Administrator

First Name Last Name
Executive Director, Hailey Urban Renewal Agency

First Name Last Name
Public Affairs & Administrative Services Manager

First Name Last Name
Management and Communications Analyst

First Name Last Name
Facilities Maintenance Supervisor

First Name Last Name
Senior Project Manager

First Name Last Name
Community Engagement Manager

First Name Last Name
Planning and Building Director

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BACKGROUND



This Airport Way Master Plan focuses on comprehensive improvements to public infrastructure and other publicly owned assets throughout the project area.

The vision is to foster a connected, distinct, and attractive industrial airport district, featuring light industrial, commercial and office with possible live-work residential units.

HAILEY URBAN RENEWAL AGENCY

AIRPORT WAY MASTER PLAN

The Airport Way Master Plan presents a significant opportunity to shape the future of Hailey with intentional, thoughtful growth in an area that is prime for redevelopment. Through the comprehensive planning process completed in 2024, the community of Hailey thought critically about how to preserve the character and feel of this small mountain town while also addressing labor, housing, and affordability issues. This master planning project for the Airport Way District provides direct answers to those questions, allowing the town of Hailey to densify in underutilized areas within the core while preserving precious open space on the perimeter.

Sponsored by the Hailey Urban Renewal Agency and completed in partnership with the community of Hailey, this master plan aims to transform an area of approximately 40 acres, located within the City limits in the southwestern part of Hailey, just west of the Friedman Memorial Airport. The area is a key part of the City and the region as it serves as an entry gateway to Hailey and the Wood River Valley for travelers arriving by plane or via State Highway 75. The Hailey City Council approved the Airport Way District Urban Renewal Project on November 22, 2021, establishing the Airport Way District revenue allocation area (the "Project Area"), marking a significant step towards revitalizing this key area.

This Airport Way Master Plan focuses on comprehensive improvements to public infrastructure and other publicly owned assets throughout the project area. The vision is to foster a connected, distinct, and attractive industrial airport district, featuring light industrial, commercial and office with possible live-work residential units. The recommendations provided in this plan envision a public realm designed with an emphasis on motorized and non-motorized connectivity to the broader community, enhancing accessibility to and from the airport and integrating the district with other public facilities.

PROJECT AREA

The Airport Way Urban Renewal District is in an older, unplanned section of Airport Way, generally bounded by State Highway 75 on the north, Airport Way and Aviation Drive on the east, south of Domier Way on the south, and Broadford Road on the west. The Project Area is predominantly a light industrial area, and also includes six parcels under ownership of public entities. Of the privately held parcels, approximately 15.05 acres is vacant property, none of which have been used for an agricultural operation or forestry purposes within the past five years. The Urban Renewal District (URD) includes mixed zoning for public, commercial, office, limited residential, light industrial, and light manufacturing and research and design uses. The area is currently underdeveloped and lacks adequate connectivity for vehicles, cyclists, and pedestrians, leading to challenges accessing the airport.

The Project Area is accessed by way of Airport Way from State Highway 75 and includes a number of intersecting low-volume streets. Airport Way/ Highway 75 intersection can be considered one of the primary entrances to the City of Hailey, and in the long-term could function as a gateway entrance. Visitors arriving by plane, both via private aviation and Friedman Memorial Airport, travel through the

URD to this intersection, creating a "first impression" that is now in great need of improvement.

Currently, Airport Way/Aviation Way provides the primary access to the URD, with limited secondary access from Broadford Road, which is located a substantial distance from the most developed part of the URD. This is significant due to the location of the Friedman Memorial Airport entrance within the URD and critical uses just south of the URD, including the City's Street Shop facilities, St. Luke's Medical Clinic, and the Blaine County Public Safety Complex. Should the northern end of Airport Way be blocked for any reason, access to and from these critical community facilities would be severely hampered. When the Airport Way subdivision, which includes the above-mentioned projects, was annexed to the City in 2002, a future connection from Airport West to Broadford Road was contemplated but not implemented. Implementing this connection is one of the key recommendations of this planning effort. Additionally, the intersections of Highway 75/Airport Way and Highway 75/Cedar Street have been studied for long-term circulation planning, safety, and aesthetics.

The URD area has not developed evenly and there are significant gaps in the area's public infrastructure.



Welcome sign at Airport Drive


Light industrial uses along Airport Way


Lightworks Sustainable Studios


Vacant / underutilized property


Intersection at Cedar St / SH-75 / Broadford Rd


Existing pedestrian infrastructure



Many of the local streets within the Project Area do not have curbs, gutters, sidewalks, or other related streetscape improvements such as consistent street lighting. Storm drainage facilities are also lacking in areas, creating significant safety issues for all users of the roadway during periods where there is ponding of water from rain and snowmelt. This condition also creates short- and long-term maintenance issues to the roadway. Further, pedestrian and bicycle facilities are inconsistent throughout the URD, forcing multiple users into the roadway, which can create user conflict and presents safety concerns.

PLANNING SCOPE

This plan proposes improvements to public infrastructure and other publicly-owned assets throughout the URD, creating the framework for the development of a thriving mixed-use light industrial, commercial, office, and limited associated residential area, with connectivity to the broader community. The primary objective for this plan is to improve multimodal circulation, vehicular traffic, and frontage property access needs. This plan includes recommended roadway typical sections for all roadways within the plan with specific concepts for:

- Airport Way
- Northern Aviation Drive
- Broadford Road

Geometry has also been considered throughout, with specific concepts prepared for the intersections of:

- Airport Way/SH-75
- Aviation Drive/Broadford Road
- Broadford/Cedar/SH-75 intersection area

Additional considerations and recommendations include:

- Multimodal corridor locations & alignments
- Engineering traffic projections and analysis at SH-75 intersections
- District entries and gateways
- Branding, wayfinding, and signage
- Streets and streetscapes, including lights and landscaping
- Pedestrian and bike paths
- Water, sewer, and storm drainage improvements
- Public parking facilities
- Public art installations

The planning process began in Fall 2024 and concluded in Fall 2026. Two rounds of public outreach and engagement to key stakeholders, business owners, area residents, and the broader public were conducted, first to gather information about the plan area and then to test proposed concepts and gather feedback. The input provided through the public outreach was used to shape the recommendations provided in the final plan.



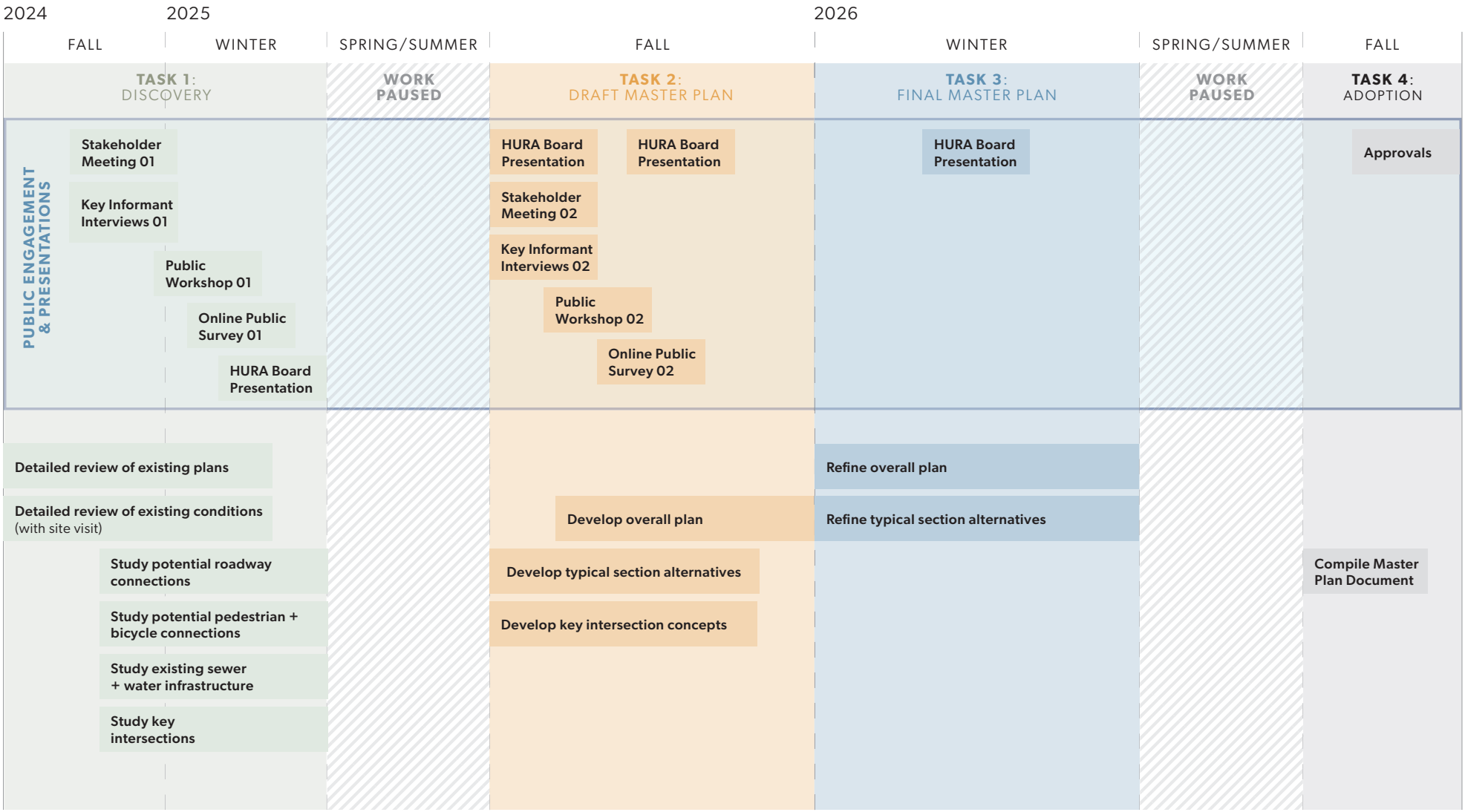








PROJECT TIMELINE



2028-2030 Wayfinding, signage, pedestrian & bike improvements implemented

2030-2035 Roadway geometry and capacity improvements implemented

2041 District expries

PUBLIC OUTREACH SUMMARIES

DISCOVERY PHASE

Fall 2024/Winter 2025

- 1:1 stakeholder meetings with Airport, Welcome Center, Mountain Rides, and Post Office
- November 21: Meeting with business owners and other stakeholders in the area
- December 5: Public workshop open to all
- Late December – January: Online Public Survey open to all (294 respondents)

STAKEHOLDER MEETING

General Feedback

- Pedestrians are frequently seen walking along the shoulder & in the travel lanes along Airport Way
- Businesses along the west side of Airport Way rely on the continuous pavement for access
- Airport needs second egress point into/out of airport district
- Parking is an issue
- A dedicated bike route along Broadford could be useful
- Wayfinding to/from the airport is a challenge

Additional Feedback

- Observation from day-to-day: a fair number of people are pulling roller bags trying to walk from the airport to downtown. Referred to as 'walk of shame' and 'running the gauntlet'. Seems like a conflict and needing some infrastructure to meet demand.
- Similar number of cyclists. Seems like a conflict and needing some infrastructure to meet demand.
- Most need for pedestrian and bicycle infrastructure referenced above is on Airport Way. East side (Karl Malone Ford side) seems to have fewer conflicts than the West side (Bennyz) of the street, where SV Transfer and Storage takes up 50%+ of frontage with frequent large truck/semi deliveries pulling up parallel to Airport Way.
- Would like to see better ped/bike infrastructure on Broadford Road to divert at least some of that traffic, create a more safe and pleasant experience, recognizing Airport Way is likely still the most direct/desired route into downtown.
- Consistent support for branding, signage, wayfinding and beautification of the area with strong sense of arrival, entry.
- Consistent support for connecting Aviation Drive through to Broadford Road to alleviate single entry 'land locked' current situation.

PUBLIC WORKSHOP

General Feedback

- Could provide better signage to towns from airport
- Create pedestrian/bike path along Broadford Rd
- Aviation Drive should not connect
- Aviation Drive should connect
- Traffic calming devices needed on Broadford Rd
- Lit path along east side of Airport Way to St. Luke's is needed
- Plant native species and trees; no use of insecticides or pesticides
- Provide better signage to airport
- Blind corner along Airport Way (hard to see bikers)

Additional Feedback

- Methods of transportation to, from, and through the Airport District were prioritized as follows:
  - Pedestrian (5)
  - Car (5)
  - Bus (4)
  - Bike (3)
- Areas needing improvement in the Airport District were prioritized as follows:
  - Pedestrian access (10)
  - Open space (6)
  - Wayfinding (4)
  - Bike Access (3)
  - Lighting (3)
  - Signage (3)
  - Crosswalks (1)
  - Vehicle Circulation (1)
  - Parking (0)
- Appropriate art, history, and culture themes for the area were prioritized as follows:
  - Wildlife (14)
  - Recreation (8)
  - Mining (6)
  - Local flora (3)
  - Aviation (2)
  - Agriculture (2)
  - Big Wood River (0)
  - Industrial History (0)
  - Other (0)

ONLINE SURVEY

General Feedback

- Most respondents come to the Airport District to access:
  1. The airport (70%)
  2. Medical services (54%)
  3. The post office (47%)
- Along Airport Way, respondents would like to see improvements prioritized as follows:
  1. Pedestrian safety and comfort (3.98/5)
  2. Character and appearance (3.14/5)
  3. Wayfinding and signage (2.93/5)
  4. Parking (2.52/5)
  5. Lighting (2.44/5)
- Along Airport Way, respondents would like to prioritize improvements to different modes of transportation as follows:
  1. Walking (2.82/4)
  2. Biking (2.49/4)
  3. Public transit (bus) (2.43/4)
  4. Driving (2.25/4)
- The majority of respondents would like to see improved pedestrian facilities along both Airport Way and Broadford Road (60%).
- The Cedar Street—Broadford Road—SH-75 intersection received an average score of 39/100 by respondents, who were asked to rate their experience using the intersection from 1 (worst) to 100 (best).
- The Big Wood River (69%), Wildlife (61%), and Recreation (50%) were the top themes selected to use as a guide for art, banners, signage, and other enhancements.

DRAFT PLAN PHASE

Fall 2025

- 1:1 stakeholder meetings with Airport, Welcome Center, Mountain Rides, and LDS Church
- October 21: Meeting with business owners and other stakeholders in the area
- October 22: Meeting with area residents
- October 23: Public workshop open to all

Public outreach during the Draft Plan Phase was designed to gather feedback on proposed routing options for vehicles and pedestrian/cyclists through the plan area. A range of routing options were presented to address problems identified during the Discovery Phase. Feedback was collected through one-on-one interviews and small-group facilitated meetings, as well as a public workshop, all held during the week of October 20, 2025. An overview of the feedback collected is provided here. Detailed feedback on the associated routing options are presented on the following pages.

- The vehicle routing option that received the most support was Option A, which depicts a roundabout at the entry to the airport on Airport Way and a connection there to Broadford Road.
- The second most supported vehicle routing option was connecting Aviation Drive to Broadford Road.
- The most supported pedestrian/cyclist routing options were Options A and D, which depict extending a multi-use path along the east side of Airport Way from SH-75 to the airport, and extending a multi-use path along the east side of Broadford Road.

PROJECT VISION

*The intent of this plan is to guide **comprehensive improvements** to public infrastructure and assets in the **Airport Way Urban Renewal District**.*

VISION STATEMENT

This plan envisions a **connected**, **distinct**, and **attractive** industrial Airport District, featuring light industrial, commercial and office with possible live-work residential units. The public realm is designed to provide motorized and non-motorized connectivity to the broader community, improved streetscapes, district gateways, and upgraded utilities.

Key components of the project include:

- District entries and gateways
- Branding, wayfinding, and signage
- Streets and streetscapes, including lights and landscaping
- Pedestrian and bike paths
- Water, sewer, and storm drainage improvements
- Public parking facilities
- Public art installations



DESIGN

EXISTING CONDITION

During the Discovery and Draft Master Plan phases of the project, analysis of existing conditions and feedback from community members and stakeholders helped identify key connectivity issues in the district. These issues were distilled into seven problem statements.

PROBLEM STATEMENTS

Vehicle Traffic

1. Airport Way is the only existing vehicle route providing access in and out of Friedman Memorial Airport and surrounding light industrial businesses, leaving the area vulnerable to interruptions when Airport Way is closed due to emergencies or construction.
2. The turn for the airport off of Airport Way is not easily recognizable, causing drivers to miss the turn.
3. The Airport Way – SH-75 intersection is projected to drop to a failing level of service by 2037.
4. The Cedar Street – Broadford Road and Cedar Street – SH-75 intersections are too close to one another, leading to queueing and safety issues.

Pedestrian & Cyclist Traffic

5. There is no safe, continuous pedestrian or bicycle route from the airport to Main Street/ SH-75; the existing route requires traveling on shoulders or in the roadway and is unsafe.
6. There is no safe, continuous pedestrian or bicycle route from the airport to Downtown.
7. There is no safe, continuous pedestrian or bicycle route from Downtown to destinations along Broadford Road.



PROPOSED IMPROVEMENTS

Solutions to each of the identified problems were developed and tested with the community and analyzed via traffic modeling. The proposed improvements shown at right were selected for their effectiveness and broad support from stakeholders and the community.

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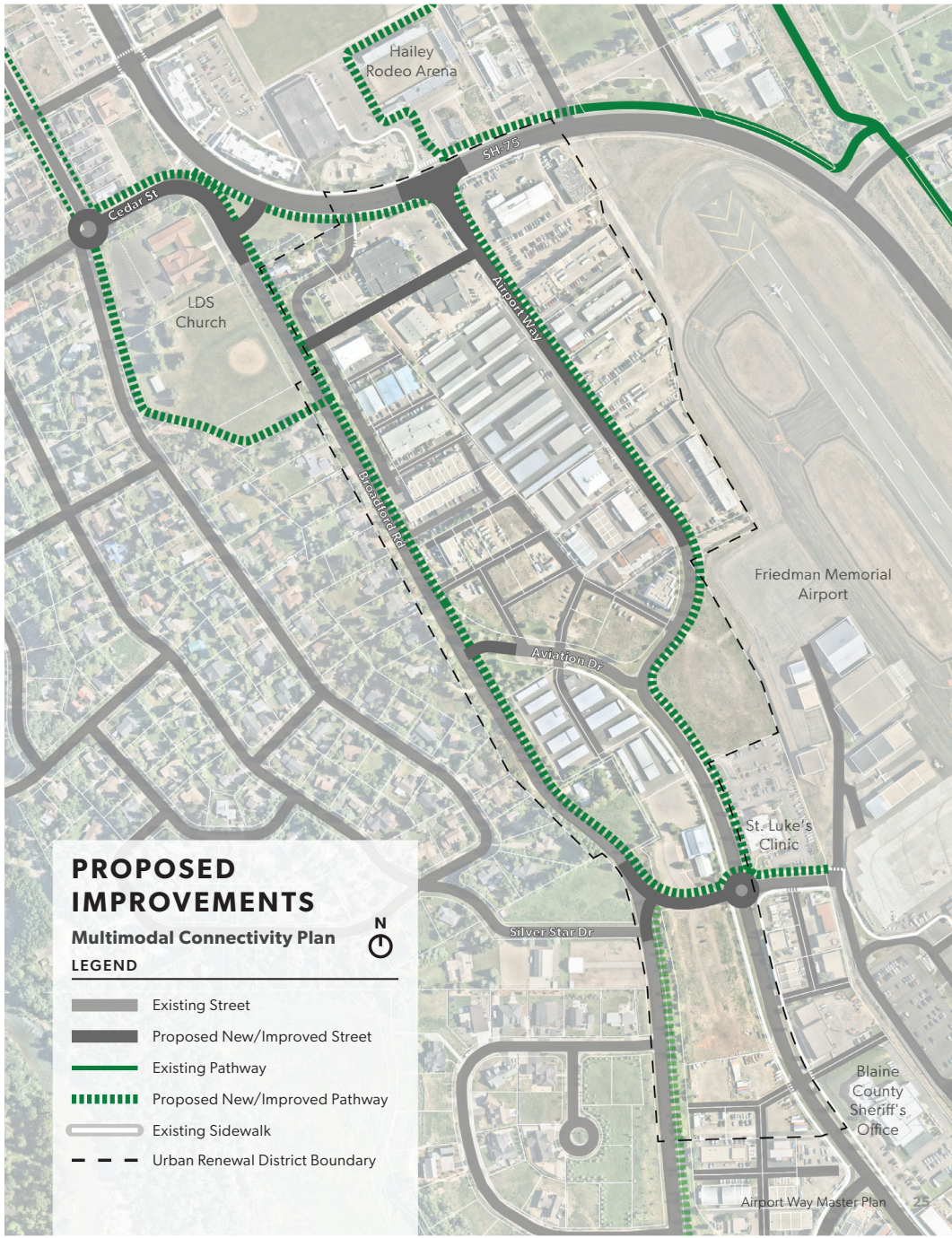
SOLUTIONS

Vehicle Traffic

1. Three new street connections to Broadford Road are proposed: first, a connection at the airport entry from Aviation Drive to Broadford Road; second, a small connection from the current terminus of Aviation Drive to Broadford Road; and third, a connection south of the post office from Airport Way to Broadford Road.
2. A new roundabout marks the entry to the airport.
3. Level of service for the Airport Way – SH-75 intersection will be improved by adding a northbound right turn lane on Airport Way.
4. The existing Cedar Street – SH-75 intersection is removed and a new right-in, right-out connection is made to the south with room for queueing.

Pedestrian & Cyclist Traffic

5. A shared-use path is proposed along the east side of Airport Way and Aviation Drive between the airport and SH-75.
6. A shared-use path extends from the airport to Broadford Road and north to Downtown via planned bicycle and pedestrian facilities on River Street.
7. Planned bike lanes and sidewalks on River Street will connect to the proposed shared-use path on Broadford Road.



REGIONAL PATHWAY CONNECTIONS

Pathway improvements in the Airport Way District are designed to connect the airport to the broader network of pathways in Hailey and the region. There are three existing north-south pathways that this plan ties into: bike lanes on River Street, bike lanes on 2nd Avenue, and the Wood River Trail.

Connecting to planned bike lanes on River Street is the most straightforward of the connections: the shared-use pathway along Broadford Road travels north, turns left at Cedar Street and reaches River Street. An alternate option is to route the pathway around the west side of the perimeter of the LDS Church. Once at River Street, users have a clear and safe path to Downtown.

A second connection from the airport is provided to the residential areas north and east of SH-75 via bike lanes on 2nd Avenue. This route travels north on Airport Way, crosses SH-75, and then travels through the Hailey Rodeo Grounds and along the east side of Hailey Elementary School. Further design will be needed to determine the exact routing, but the goal is to reach the existing bike facilities on 2nd Avenue.

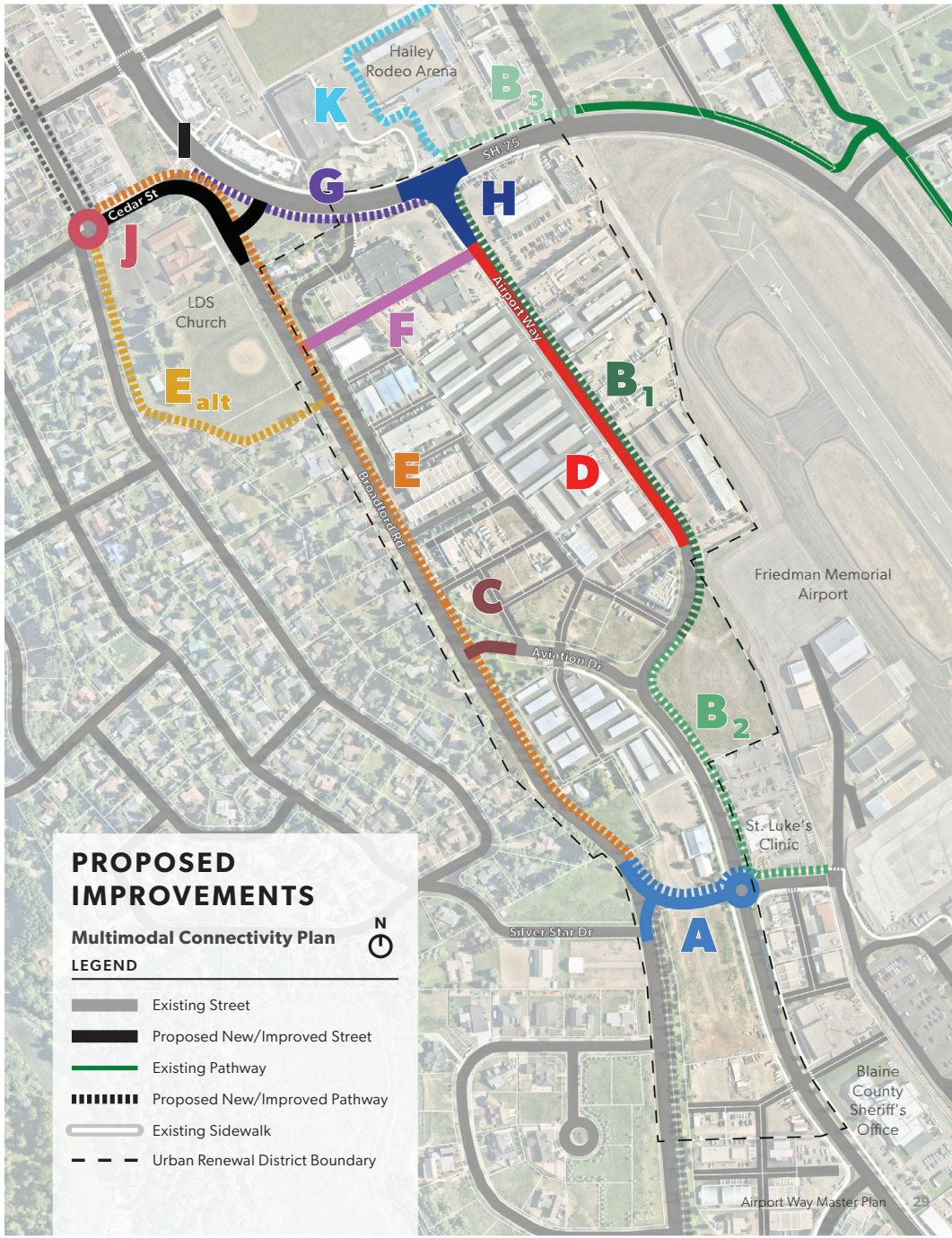
The third connection links the airport to the regional Wood River Trail. For this connection, a small extension of the pathway along the northern side of SH-75 will link the proposed pathway to the existing trail.

An additional connection beyond the boundary of the Urban Renewal District could be provided by extending the pathway along Broadford Road further south to connect to Colorado Gulch and other destinations south of the airport.



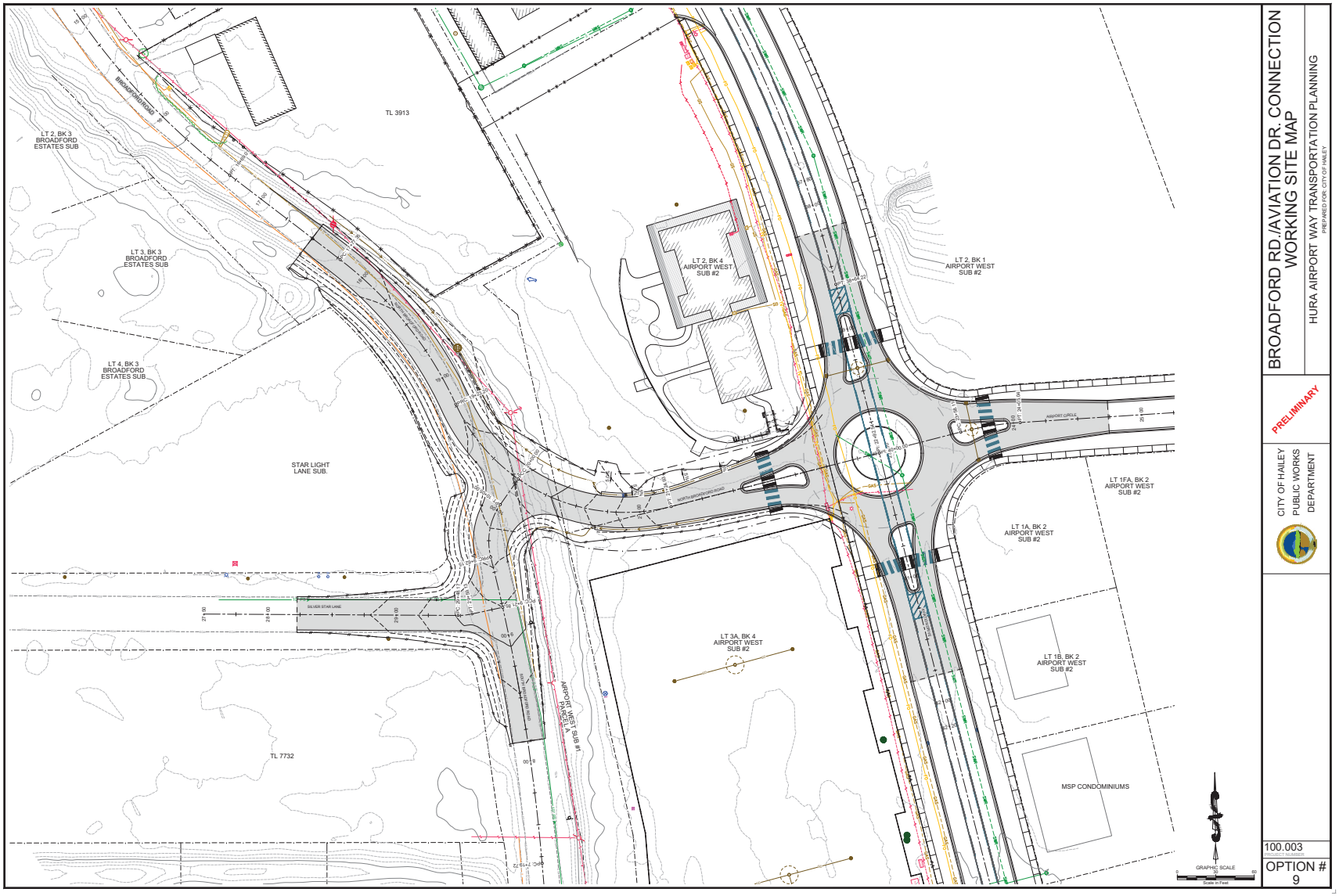
PROJECT LIST

Key	Project	Description
A	**Airport Entry Roundabout & Broadford Connector**	Roundabout at entry to Airport on Aviation Drive & Connection from Aviation Drive to Broadford Road
B_1	**Airport Way Multi-Use Path, Phase 1**	First Phase of implementing a multi-use path along the east side of Airport Way, from the Hwy 75 intersection to where the existing sidewalk begins at the bend in the road.
B_2	**Airport Way Multi-Use Path, Phase 2**	Second Phase of implementing a multi-use path along the east side of Airport Way, replacing the existing 5′ sidewalk with a wider multi-use path.
B_3	**Airport Way Multi-Use Path, Phase 3**	Third Phase of implementing a multi-use path along the east side of Airport Way, connecting the path along the north side of Hwy 75 to the existing Wood River Trail.
C	**Aviation Drive Northern Connection**	Connecting Aviation Drive through to Broadford Road.
D	**Airport Way Typical Section Reconstruction**	Reconstructing this section of Airport Way per the to-be-adopted Typical Section, including curb, gutters, defined access, and lighting.
E	**Broadford Multi-Use Path**	Adding a multi-use path for cyclists and pedestrians along the east side of Broadford Road.
E_{alt}	**Broadford Multi-Use Path, Alternate Route**	An alternate route connecting the multi-use path on Broadford Road to River Street through the existing Church of the LDS property.
F	**Post Office Private Street to Public Street Conversion**	Converting the existing private street south of the Post Office to a public street connecting Broadford Road to Airport Way.
G	**Hwy 75 Multi-Use Path (South Side)**	Replacing the existing 5′ sidewalk on the south side of Hwy 75 with a multi-use path for cyclists, connecting users to the path on River Street for a clear route downtown.
H	**Airport Way — SH-75 Intersection Expansion**	Expanding the Airport Way — SH-75 Intersection with additional turn lanes to maintain an acceptable level of service.
I	**Cedar Street Reconfiguration**	Closing the existing connection from Cedar Street to Hwy 75 and relocating to the south where there is more room for queueing and turning.
J	**River-Cedar Roundabout**	Adding a roundabout at the River-Cedar intersection to improve traffic flow.
K	**Werthheimer Multi-Use Path Connector**	Adding a multi-use path for cyclists and pedestrians through the Rodeo Grounds parking area to provide a defined route to the school and neighborhoods.
L	**Wayfinding & Signage**	Adding clear wayfinding and gateway signage throughout the district.



A AIRPORT ENTRY ROUNDABOUT & BROADFORD CONNECTOR

CONCEPT PLAN



BROADFORD RD./AVIATION DR. CONNECTION
WORKING SITE MAP

HURA AIRPORT WAY TRANSPORTATION PLANNING

PREPARED FOR: CITY OF HAILEY

PRELIMINARY

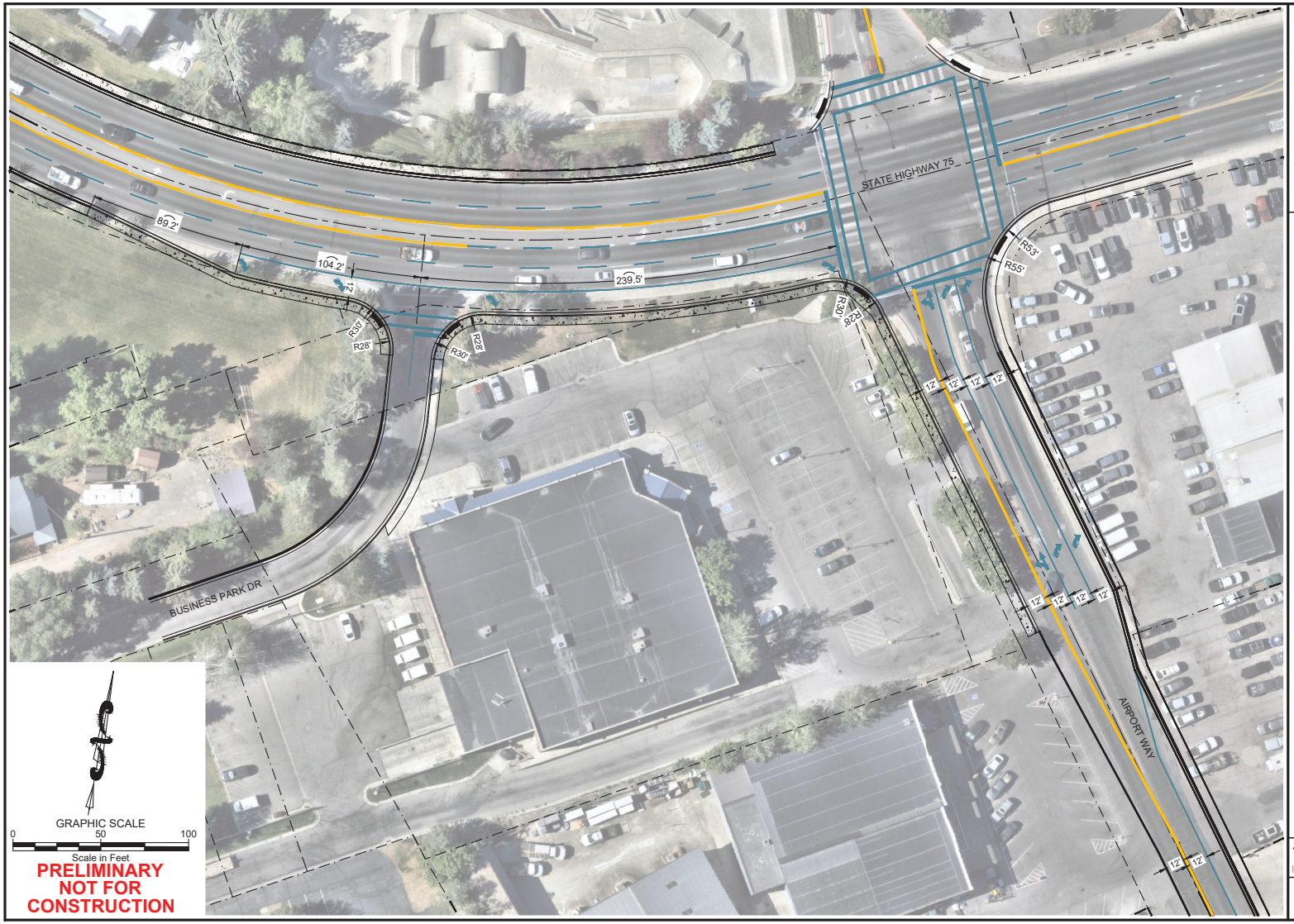
CITY OF HAILEY
PUBLIC WORKS
DEPARTMENT

100.003
PROJECT NUMBER

OPTION # 9

AIRPORT WAY — SH-75 INTERSECTION EXPANSION

CONCEPT PLAN



opal

OPAL ENGINEERING, PLLC
101 E. BULLION ST., STE 3E; HAILEY, ID 83333
WWW.OPAL-ENGINEERING.COM

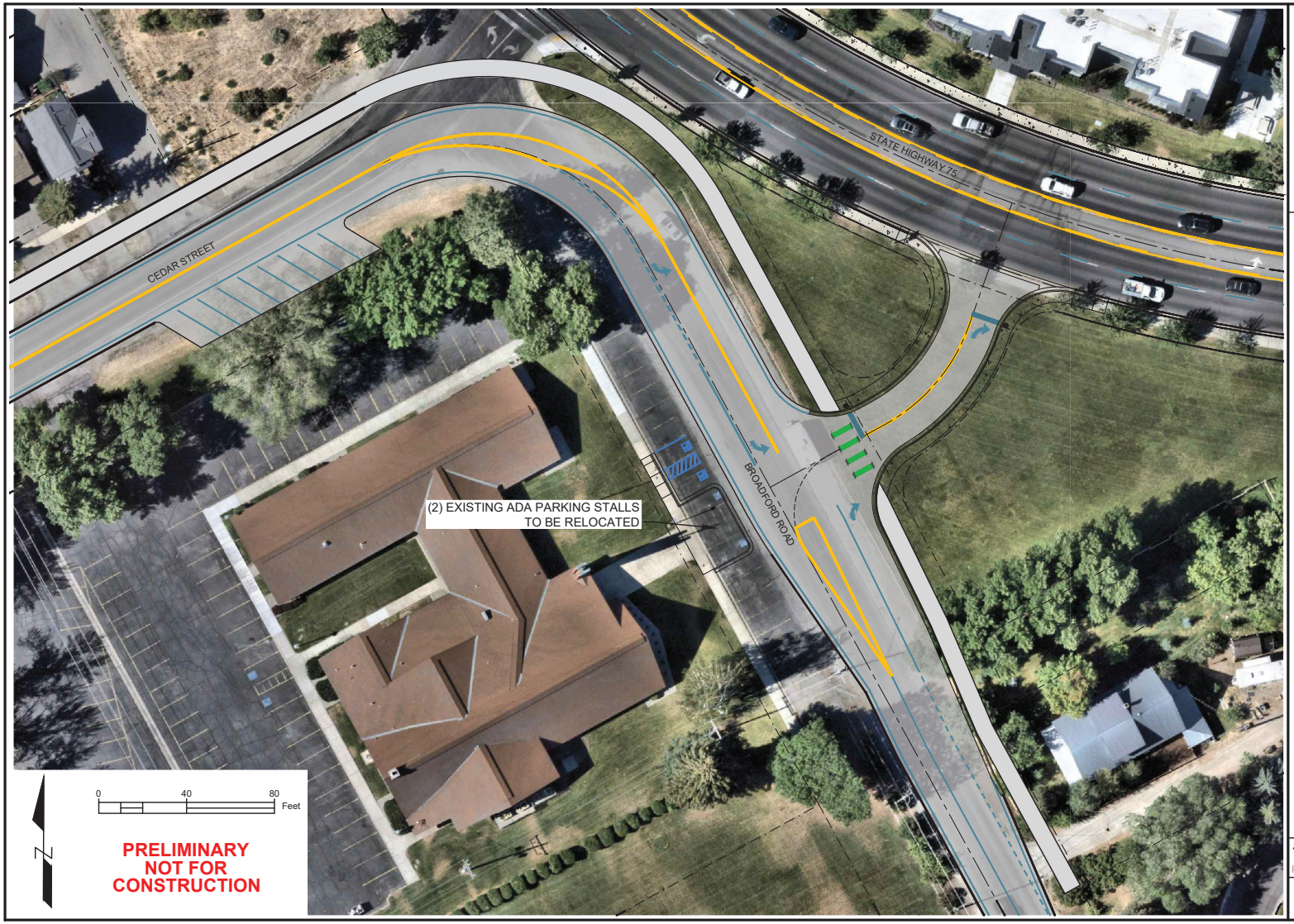
CONCEPTUAL INTERSECTION RECONFIGURATION LAYOUT

AIRPORT WAY & SH-75 RECONFIGURATION
CITY OF HAILEY

100.003
PROJECT NUMBER

EX 1

CONCEPT PLAN



opal

OPAL ENGINEERING, PLLC
101 E. BULLION ST., STE 3E; HAILEY ID 83333
WWW.OPAL-ENGINEERING.COM

CONCEPTUAL INTERSECTION RECONFIGURATION LAYOUT

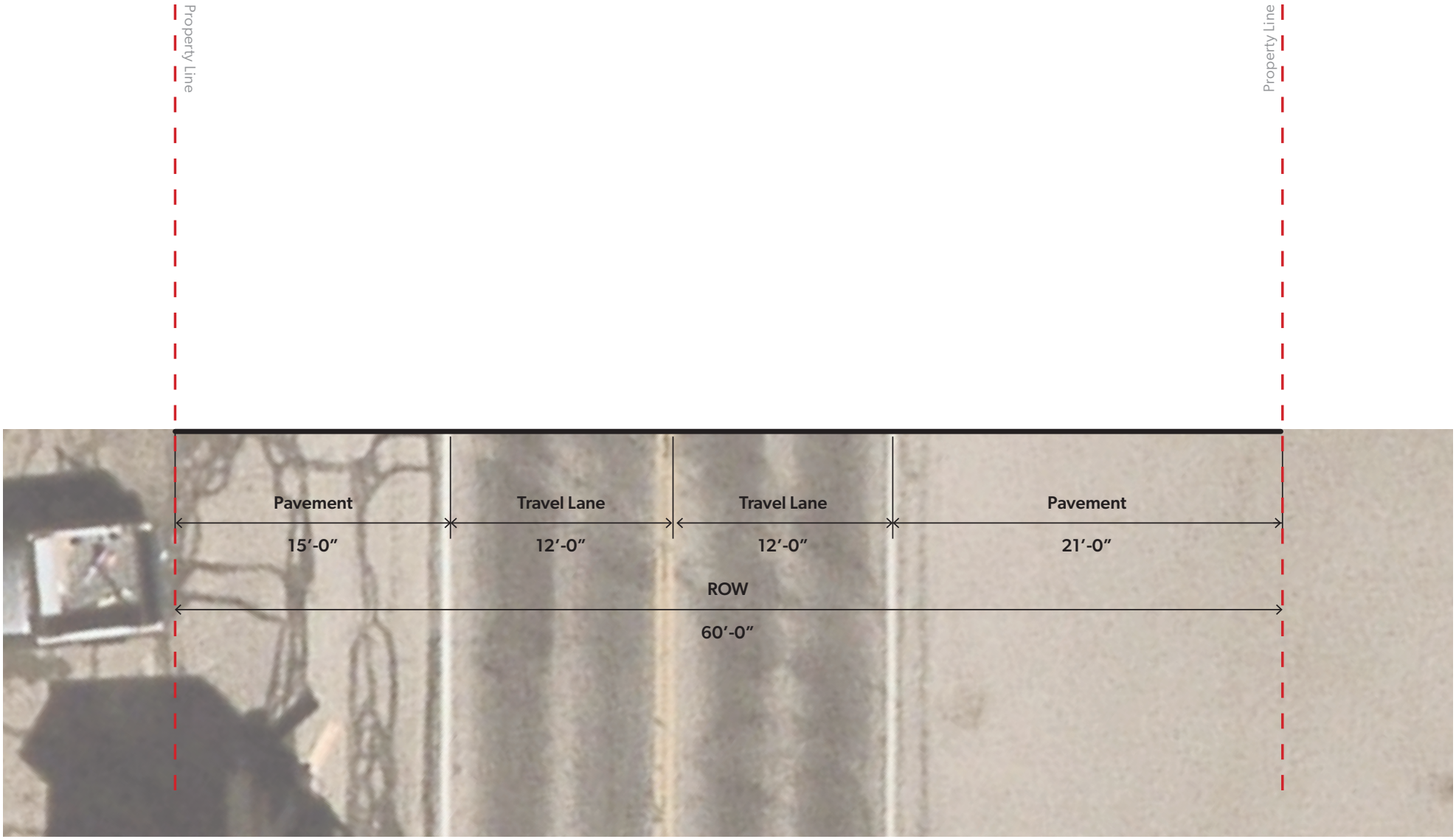
BROADFORD AND CEDAR STREET RECONFIGURATION
CITY OF HAILEY

100.003
PROJECT NUMBER

EX 2

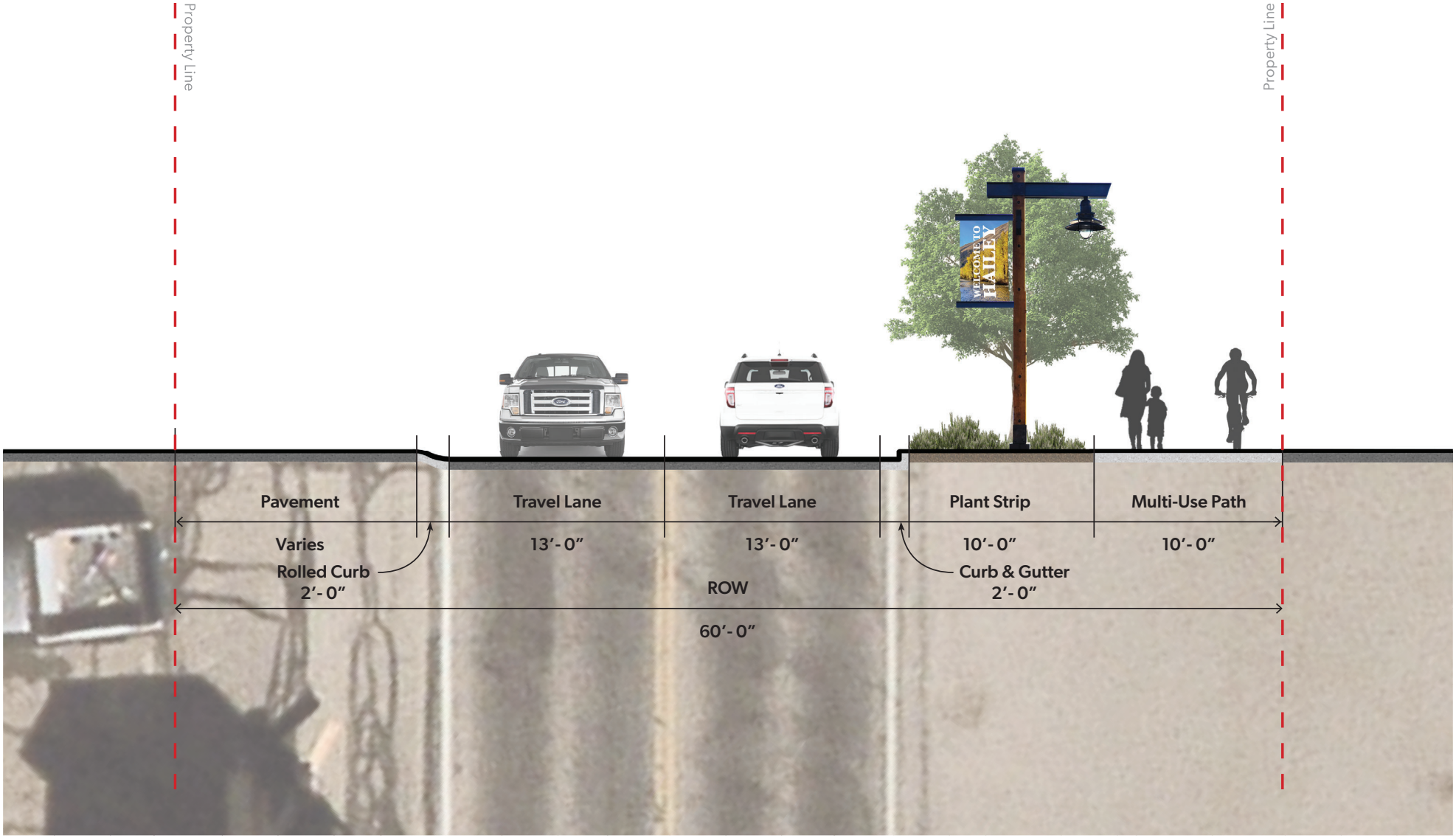
D AIRPORT WAY

EXISTING SECTION



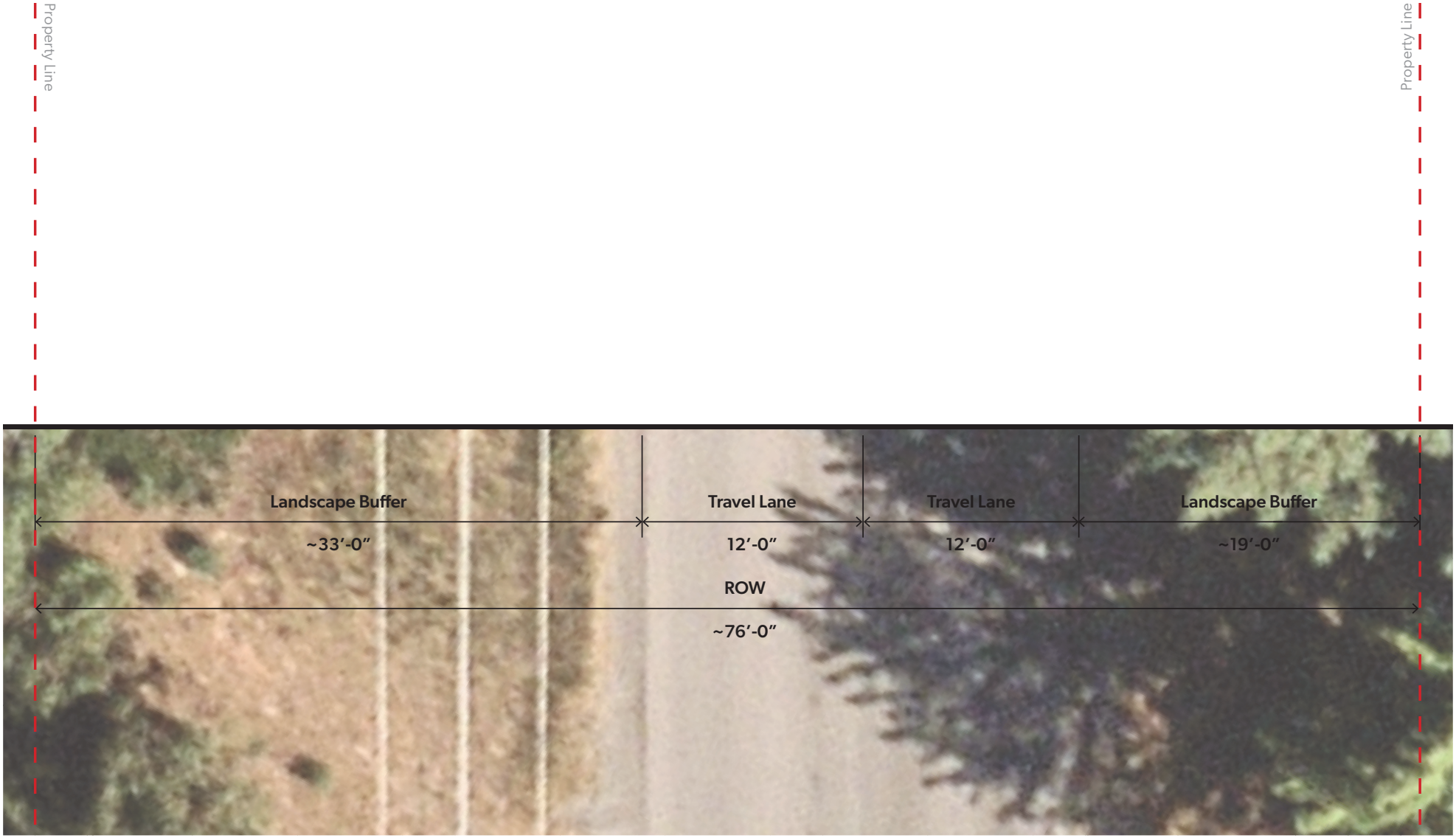
D AIRPORT WAY

PROPOSED SECTION



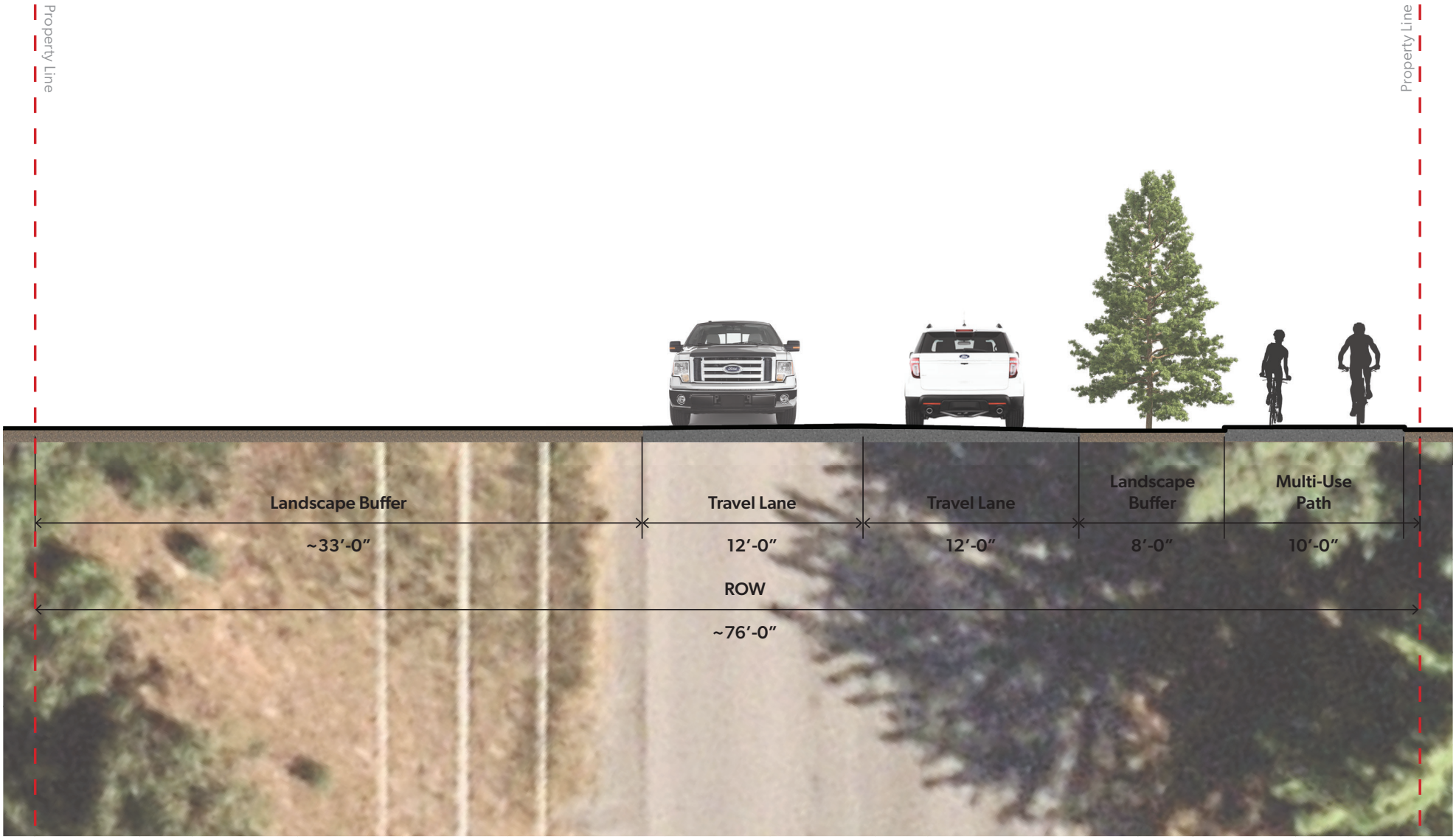
E BROADFORD ROAD

EXISTING SECTION



E BROADFORD ROAD

PROPOSED SECTION

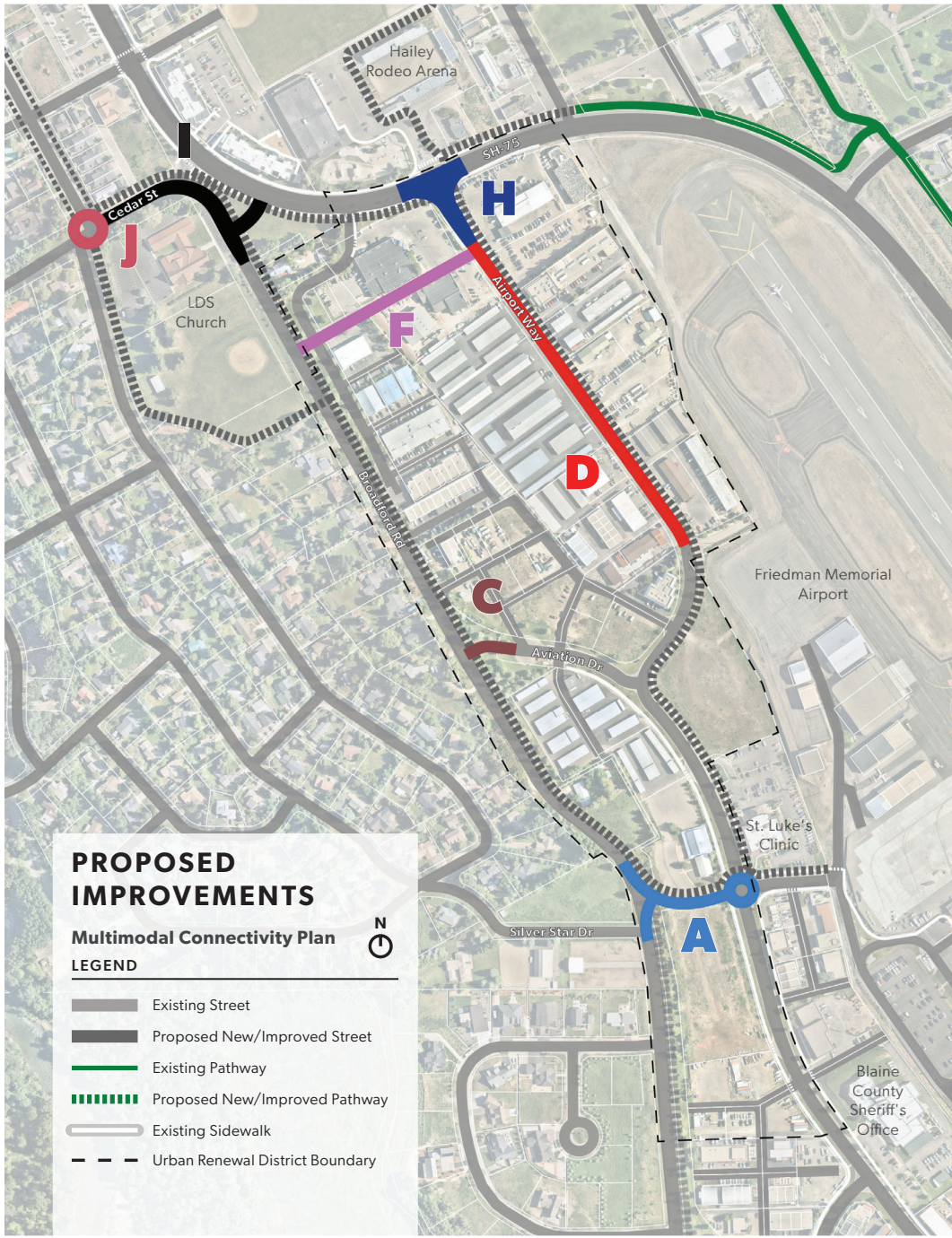


IMPLEMENTATION

STREET IMPROVEMENTS

Key	Project	Description	Rough Cost*
A	**Airport Entry Roundabout & Broadford Connector**	Roundabout at entry to Airport on Aviation Drive & Connection from Aviation Drive to Broadford Road	$2.5M
C	**Aviation Drive Northern Connection**	Connecting Aviation Drive through to Broadford Road.	$100K
D	**Airport Way Typical Section Reconstruction**	Reconstructing this section of Airport Way per the to-be-adopted Typical Section, including curb, gutters, defined access, and lighting.	$1.5M
F	**Post Office Private Street to Public Street Conversion**	Converting the existing private street south of the Post Office to a public street connecting Broadford Road to Airport Way.	$200K
H	**Airport Way Intersection Expansion**	Expanding the Airport Way-Hwy 75 Intersection with additional turn lanes to maintain an acceptable level of service.	$1.5M
I	**Cedar Street Reconfiguration**	Closing the existing connection from Cedar Street to Hwy 75 and relocating to the south where there is more room for queueing and turning.	$750K
J	**River-Cedar Roundabout**	Adding a roundabout at the River-Cedar intersection to improve traffic flow.	$200K
L	**Wayfinding & Signage**	Adding clear wayfinding and gateway signage throughout the district.	$300K

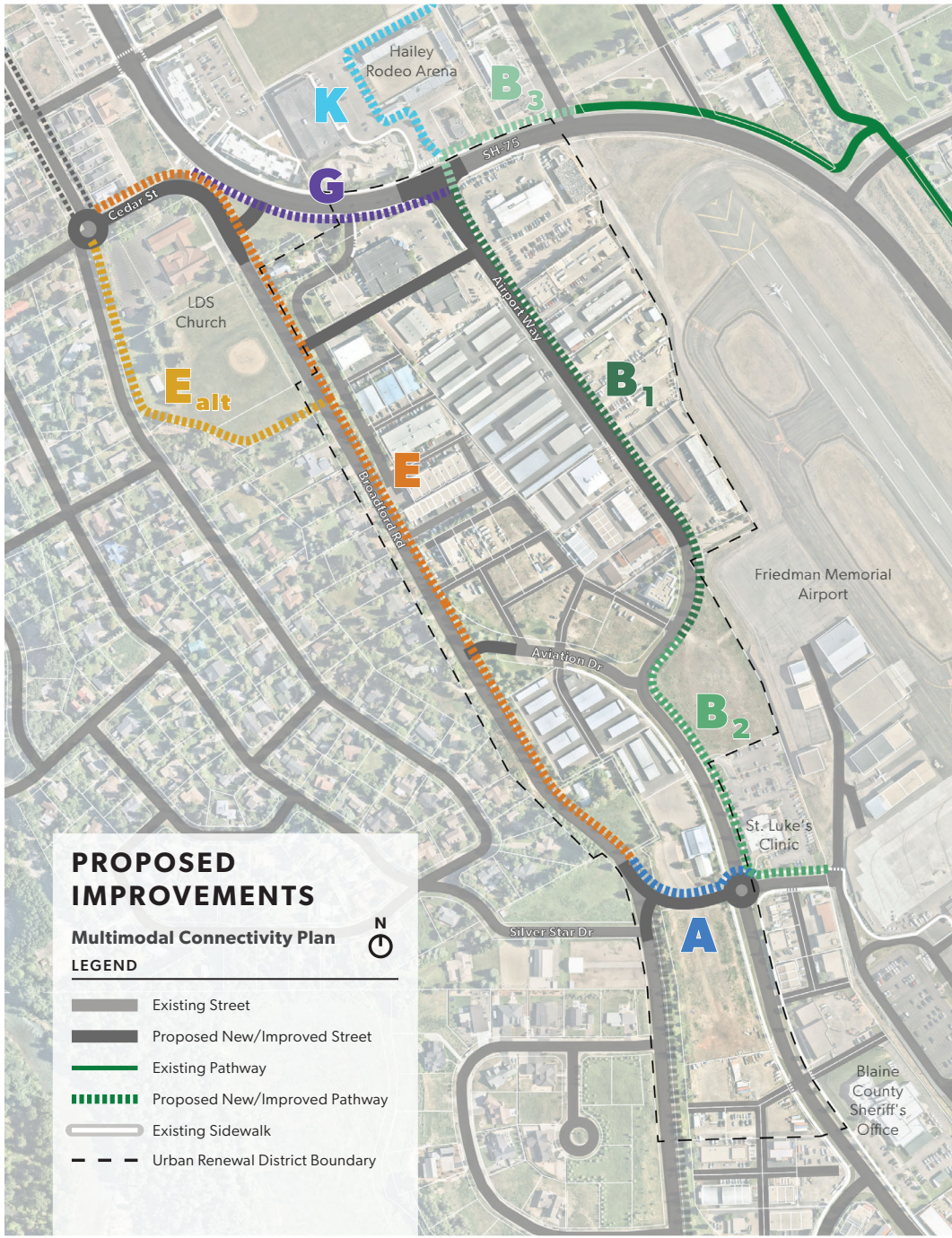
*Rough Costs are preliminary estimates for discussion purposes only.



PATHWAY IMPROVEMENTS

Key	Project	Description	Rough Cost*
A	**Airport Entry Roundabout & Broadford Connector**	Roundabout at entry to Airport on Aviation Drive & Connection from Aviation Drive to Broadford Road	$2.5M
B_1	**Airport Way Multi-Use Path, Phase 1**	First Phase of implementing a multi-use path along the east side of Airport Way, from the Hwy 75 intersection to where the existing sidewalk begins at the bend in the road.	$1M
B_2	**Airport Way Multi-Use Path, Phase 2**	Second Phase of implementing a multi-use path along the east side of Airport Way, replacing the existing 5' sidewalk with a wider multi-use path.	$1M
B_3	**Airport Way Multi-Use Path, Phase 3**	Third Phase of implementing a multi-use path along the east side of Airport Way, connecting the path along the north side of Hwy 75 to the existing Wood River Trail.	$150K
E	**Broadford Multi-Use Path**	Adding a multi-use path for cyclists and pedestrians along the east side of Broadford Road.	$700K
E_{alt}	**Broadford Multi-Use Path, Alternate Route**	An alternate route connecting the multi-use path on Broadford Road to River Street through the existing Church of the LDS property.	$300K
G	**Hwy 75 Multi-Use Path (South Side)**	Replacing the existing 5' sidewalk on the south side of Hwy 75 with a multi-use path for cyclists, connecting users to the path on River Street for a clear route downtown.	$200K
K	**Werthheimer Multi-Use Path Connector**	Adding a multi-use path for cyclists and pedestrians through the Rodeo Grounds parking area to provide a defined route to the school and neighborhoods.	$150K
L	**Wayfinding & Signage**	Adding clear wayfinding and gateway signage throughout the district.	$300K

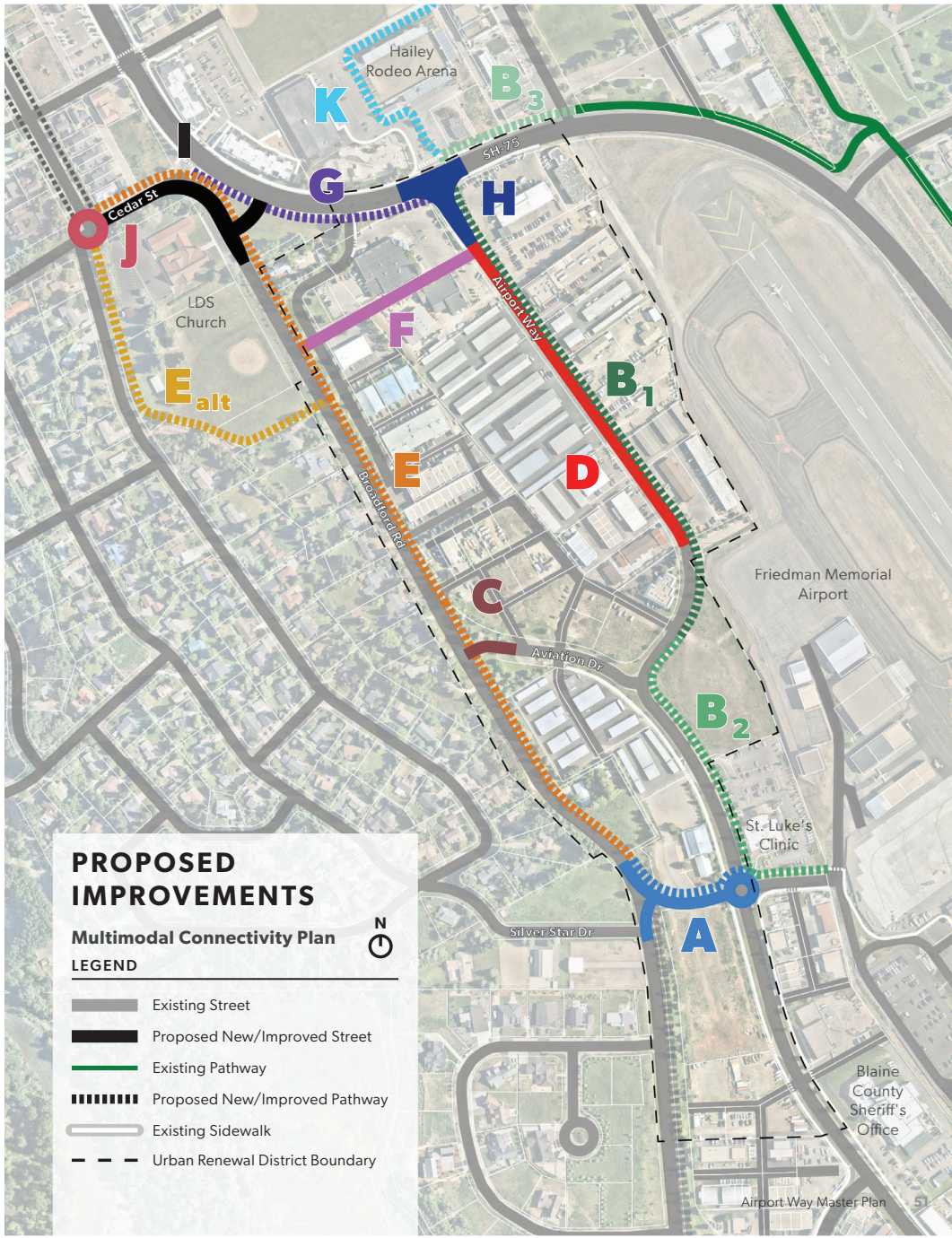
*Rough Costs are preliminary estimates for discussion purposes only.



PHASING

Phase 1: 2027-2034 $5.3M
Phase 2: 2035-2040 $4.5M
Phase 3: 2040-2041 $900K

- **A** Airport Entry Roundabout & Broadford Connector $2.5M
- **L** Signage & Wayfinding $300K
- **B1** Airport Way Multi-Use Path Phase 1 $1M
- **D** Airport Way Typical Section Reconstruction $1.5M
- **B2** Airport Way Multi-Use Path Phase 2 $1M
- **I** Cedar Street Reconfiguration $750K
- **E** Broadford Multi-Use Path $700K
- **e** Broadford Multi-Use Path Alt Route $300K
- **C** Aviation Drive Northern Connection $100K
- **K** Wertheimer Multi-Use connector $150K
- **H** Airport Way Intersection Expansion $1.5M
- **J** River-Cedar Roundabout $200K
- **F** Post Office Private Street to Public Street conversion $200K
- **G** HWY 75 Multi-Use Path (south side) $200K
- **K** Werthheimer Multi-Use Path Connector $150K
- **B3** Airport Way Multi-Use Path Phase 3 $150K





Return to Agenda

City of Hailey

COMMUNITY DEVELOPMENT DEPARTMENT
Zoning, Subdivision, Building and Business Permitting and Community Planning Services

Minutes
Hailey Planning and Zoning Commission
Monday September 21, 2026
5:30 p.m.

Hailey Planning and Zoning Meetings are open to the public, in person, and by electronic means when available. The city strives to make the meeting available virtually but cannot guarantee access due to platform failure, internet interruptions or other potential technological malfunctions. Participants may join our meeting virtually by the following means:
Join on your computer, mobile app, or room device.
Click here to join the meeting
Meeting ID: 249 576 139 181
Passcode: Ge6Z7Q
Download Teams | Join on the web

Or call in (audio only)
+1- 469-206-8535: 602369677# United States, Dallas
Phone Conference ID: 602 369 677#

Commission Present: Janet Fugate, Dan Smith, Mike Smith, Bozena Morawski, Matt Smithan

Call to Order - Hailey Planning and Zoning Commission

- Public Comment for items not on the Agenda.

5:30:57 PM Dan Smith made two comments for items not on the agenda: First, Smith suggested contacting the people with vacant lots before the winter to take care of the weeds. Second, Smith mentioned how good Bullion Street looks and the many compliments received.

Consent Agenda - ACTION ITEM

- **CA 1:** Motion to approve meeting minutes dated August 17, 2026. **ACTION ITEM**

5:33:35 PM Morawski made a motion to approve (Amended Minutes). Mike Smith seconded and all in favor.

Public Hearing Item(s):

- ~~**PH 1:** Consideration of a Design Review Application submitted by Zions Bank for the construction of a new 2,156 square foot commercial building located at 401 South Main Street (Lots 1, 2 & N. ½ of 3, Block 17, Hailey Townsite), and within the Business (B), Townsite Overlay (TO), and Downtown Residential Overlay (DRO) Zoning Districts. **ACTION ITEM**~~ **THIS ITEM WILL NOT BE HEARD THIS EVENING. IT WILL BE RESCHEDULED TO ANOTHER DATE.**

- **PH 2:** Consideration of Preliminary Plat Application submitted by David Morgan of Integration Development, LLC, and represented by Bruce Smith of Alpine Enterprises, for approval to subdivide Lot 5, Block 3 Quigley Farm Subdivision (1421 Red Tail Lane) into two (2) townhouse sublots ranging in size from 6,266 square feet to 6,305 square feet. The proposed project is located at 1421 Red Tail Lane within the General Residential (GR) Zoning District and is to be known as Red Tail Townhomes.

5:35:49 PM Staff presented the project to the Commission and public.

5:37:00 PM Bruce Smith, engineer for the project, introduced himself and explained the details of application.

5:38:20 PM Morawski inquired about Section 16.08 of the Staff Report, and whether project was compliant with standard. Mike Smith and Matt Smithman inquired about connections to water and wastewater. Staff noted that that single connections have been previously in the City; Staff explained role of separate HOA and CCRs. Approval has been granted by City. Discussion ensued.

5:44:09 PM Fugate requested Party Wall Agreement and Draft CCR documentation. Staff noted that this information will be supplied to City prior to Final Plat Application submittal. Staff suggested making this a Condition of Approval.

5:49:09 PM The Commission concurred and Dan Smith motioned to approve the project. Mike Smith seconded and all were in favor.

- **PH 3:** Consideration of a City-Initiated Text Amendment amending Hailey Municipal Code, Title 17: Zoning Regulations, Chapter 17.06: Design Review, to modify certain standards related to energy consumption and efficiency measures in residential and commercial construction.

5:50:22 PM Staff presented and explained the City-Initiated Text Amendment.

5:55:13 PM D. Smith commented on the amendment and suggested the City openly communicate with Developers regarding code updates, changes, and IECC opportunities to better assist with this new process.

5:59:08 PM Staff shared reasons for changes to standard and highlighted upcoming incentive program; aiming to unveil it in Spring 2027.

6:04:04 PM m. Smith motioned to recommended approval by the Hailey City Council. D. Smith seconded and all were in favor.

Administrative Review:

- **AR 1:** Motion to approved the Findings of Fact, Conclusion of Law and Decision for a Design Review Exemption Application submitted by The Advocates for Survivors of Domestic Violence, to exempt from Design Review minor modifications to the new commercial building (Thrive Center) located at 203 South River Street (Lots 1-3, Block 30, Hailey Townsite), and within the Business (B), Downtown Residential Overlay (DRO) and Townsite Overlay (TO) Zoning Districts. **NO ACTION ITEM**

- **AR 2:** Motion to approved the Findings of Fact, Conclusion of Law and Decision for a Design Review Exception Application submitted by Meg & Co Designer Homes for minor exterior modifications to the commercial building located at 102 North Main Street (S.5' of Lot 18 and 19.97' of Lot 19, Block 40, Hailey Townsite), within the Business (B), Townsite Overlay (TO), Downtown Residential Overlay (DRO), and Central Overlay (CO) Zoning Districts. **NO ACTION ITEM**

- **AR 3:** Motion to approve the Findings of Fact, Conclusion of Law and Decision for a Design Review Exemption Application submitted by SVHD Properties, LLC, to exempt from Design Review minor modifications to the existing commercial building located at 201 N. River St. (Lots 9 & 10 Block 43, Hailey Townsite), and within the Business (B), Downtown Residential Overlay (DRO) and Townsite Overlay (TO) Zoning Districts. **NO ACTION ITEM**

- **AR 4:** Motion to approve the Findings of Fact, Conclusion of Law and Decision for a Tiny Homes on Wheels (THOW) Application submitted by Cody Rosemary Trustee and Rae Robert William Trustee, for the installation of a new Tiny Home in Wheels (THOW), to be located at 540 Eureka Drive (Lot 16, Block 2, Hiawatha Estates Subdivision #2) within the Limited Residential (LR-1) Zoning District. **NO ACTION ITEM**

6:10:07 PM Morawski made a motion to adjourn the meeting. D. Smith seconded and all in favor

- **Staff Reports and Discussion**
  - Monday, October 5, 2026:
    - Airport Way Presentation
    - TA Title 17: Accessory Structure Building Size
    - TA Title 15: IFC Sprinklers

Adjourn by 8:00 PM - ACTION ITEM

Return to Agenda

FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On September 21, 2026, the Hailey Planning and Zoning Commission considered and recommended for approval by the Hailey City Council a Preliminary Plat Application by Integration Development LLC, represented by Alpine Enterprises Inc, wherein Lot 5, Block 3, Quigley Farm (1421 Red Tail Lane) is subdivided into two (2) townhouse sublots; Sublot 1 comprising of 6,266 square feet in size and Sublot 2 comprising of 6,319 square feet in size. This project is located within the General Residential (GR) Zoning District.

The Hailey Planning and Zoning Commission unanimously recommended approval by the Hailey City Council on October September 21, 2026, and enters these Findings of Fact, Conclusions of Law and Decision.

Applicant: Integration Development, LLC
Location: Lot 5, Block 3, Quigley Farm (1421 Red Tail Lane)
Zoning/Size: General Residential (GR) Zoning District; 0.29 acres (12,632.4 square feet)

Notice: Notice for the public hearing was published in the Idaho Mountain Express on September 16, 2026, and mailed to adjoining property owners on that same day.

Background and Application: The Quigley Farms Subdivision Large Block Plat for Blocks 1-17 received Final Plat approval in June 2018. Phase I consisted of the Preliminary Plat for Blocks 1, 2, 3, 4, 10, 11 and 15, which included 36 lots comprising of 41 residential units (including eight community housing units), and commercial space. This approval included the provision that individual blocks may be approved for Final Plat, so long as each block supply separate infrastructure to stand on its own. Blocks 2, 3 and 4 received Final Plat approval on November 9, 2020.

Integration Development, LLC, is requesting approval to further subdivide Lot 5, Block 3 into two (2) lots. The proposed development will gain access off the public streets; Red Tail Lane, Quigley Farm Road, and Appaloosa Road. Further details of this land subdivision have been described herein.

Integration Development, LLC, submitted an application for a building permit to construct a residential duplex at 1421 Red Tail Lane on February 18, 2026, and received an approved building permit on April 2, 2026. The duplex is currently under construction. Prior to issuance of a Certificate of Occupancy, Integration Development is required to formalize the land subdivision via the City's Short Plat process, as described below.

Reasoned Statement: These Findings of Fact, Conclusions of Law, and Decision ("Findings") represent the summary, and majority opinion of the determinative body of the City of Hailey pursuant to Idaho Code. These Findings represent a final decision, after extensive on-the-record deliberations, as more completely documented in the Minutes therefore, and the recordings thereof. These Findings represent a unanimous approval of the Hailey Planning and Zoning Commission, after deliberations on each of the criteria detailed herein below.

On September 21, 2026, the Hailey Planning and Zoning Commission discussed and unanimously approved the Preliminary Plat Application by Integration Development LLC, represented by Alpine Enterprises Inc, wherein Lot 5, Block 3, Quigley Farm (1421 Red Tail Lane) is subdivided into two (2) townhouse sublots; Sublot 1 comprising of 6,266 square feet in size and Sublot 2 comprising of 6,319 square feet in size. This project is located within the General Residential (GR) Zoning District.

Standards of Evaluation for a Subdivision				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**17.06.050**	Complete Application
☒	☐	☐	**Department Comments**	**Engineering:** No comments
				Life/Safety: *No comments*
				Water and Wastewater: No comments
				Building: *No comments*
				Streets: *No comments*
				City Arborist: *No comments*
☒	☐	☐	**16.04.010 Development Standards**	**Applicability: The configuration and development of proposed subdivisions shall be subject to and meet the provisions and standards found in this Title, the Zoning Title and any other applicable Ordinance or policy of the City of Hailey and shall be in accordance with general provisions of the Comprehensive Plan.**
			Staff Comments	*Please refer to the specific standards as noted herein.* *Findings: Compliance. This standard has been met.*
16.04.020: Streets:				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**16.04.020**	**Streets: Streets shall be provided in all subdivisions where necessary to provide access and shall meet all standards below.**
☒	☐	☐	**A.**	**Development Standards: All streets in the subdivision must be platted and developed with a width, alignment, and improvements such that the street is adequate to safely accommodate existing and anticipated vehicular and pedestrian traffic and meets City standards. Streets shall be aligned in such a manner as to provide through, safe and efficient access from and to adjacent developments and properties and shall provide for the integration of the proposed streets with the existing pattern.**
			Staff Comments	*The project connects to Red Tail Lane, Appaloosa Road, and Quigley Farm Road. These streets are existing public streets. Red Tail Lane and Appaloosa Road are 60 feet in width. Quigley Farm Road is 70 feet in width. These streets are adequate to safely accommodate existing and anticipated vehicular/pedestrian traffic. For further comments or concerns noted by the Streets Division, please refer to Section 17.06.050: Streets.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**B.**	**Cul-De-Sacs; Dead-End Streets: Cul-de-sacs or dead-end streets shall be allowed only if connectivity is not possible due to surrounding topography or existing platted development. Where allowed, such cul-de-sacs or dead-end streets shall comply with all regulations set forth in the IFC and other applicable codes and**

				ordinances. Street rights-of-way extended into un-platted areas shall not be considered dead end streets.
			Staff Comments	*N/A, as no cul-de-sac or dead-end street is proposed.* *Findings: Compliance. This standard either is not applicable or has been met.*
☒	☐	☐	**C.**	**Access: More than one access may be required based on the potential for impairment of a single access by vehicle congestion, terrain, climatic conditions or other factors that could limit access.**
			Staff Comments	*Access to the parcels can be achieved from Red Tail Lane, Appaloosa Road, Quigley Farm Road and Fox Acres Road.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**D.**	**Design: Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than eighty (80) degrees. Where possible, four-way intersections shall be used. A recommended distance of 500 feet, with a maximum of 750 feet, measured from the center line, shall separate any intersection. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neck-downs shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer. Three-way intersections shall only be permitted where most appropriate or where no other configuration is possible. A minimum distance of 150 feet, measured from the center line, shall separate any 2 three-way intersections.**
			Staff Comments	*All streets within the subdivision are existing public streets and comply with this standard.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**E.**	**Centerlines: Street centerlines which deflect more than five (5) degrees shall be connected by a curve. The radius of the curve for the center line shall not be more than 500 feet for an arterial street, 166 feet for a collector street and 89 feet for a residential street. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neck-downs shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer.**
			Staff Comments	*All streets within the subdivision are existing public streets and comply with this standard.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**F.**	**Width: Street width is to be measured from property line to property line. The minimum street width, unless specifically approved otherwise by the Council, shall be as specified in City Standards for the type of street.**
			Staff Comments	*The existing public streets, Red Tail Lane, Appaloosa Road and Quigley Farm Road) meet the minimum City Standards of 60' in width. Quigley Farm Road is 70' in width, which is consistent with Title 18 of the Hailey Municipal Code.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**G.**	**Roadways: Roadway, for the purpose of this section, shall be defined as the area of asphalt from curb face to curb face or edge to edge. Roadway includes areas for vehicle travel and may include parallel or angle in parking areas. The width of roadways shall be in accordance with the adopted City Standards for road construction.**
			Staff Comments	*This standard has been met.* *Findings: Compliance. This standard has been met.*

☒	☐	☐	**H.**	**Road Grades: Road Grades shall be at least two percent (2%) and shall not generally exceed six percent (6%). Grade may exceed 6%, where necessary, by 1% (total 7%) for no more than 300 feet or 2% (total 8%) for no more than 150 feet. No excess grade shall be located within 200 feet of any other excess grade nor there any horizontal deflection in the roadway greater than 30 degrees within 300 feet of where the excess grade decreases to a 2% slope.**
			Staff Comments	*The subject Block is relatively flat. It appears that this standard has been met but will be further reviewed for compliance at final design.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**I.**	**Runoff: The developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision in conformance with the applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Storm water Discharge from Construction Activity" for all construction activity affecting more than one acre**.
			Staff Comments	*To adequately accommodate runoff, drywell and other construction details shall be provided at final design.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**J.**	**Signage: The developer shall provide and install all street and traffic control signs in accordance with City Standards.**
			Staff Comments	*This standard will be met and will be reviewed for compliance at final design.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**K.**	**Dedication; Names: All streets and alleys within any subdivision shall be dedicated for public use, except as provided herein. New street names (public and private) shall not be the same or similar to any other street names used in Blaine County.**
			Staff Comments	*The dedication of street names and/or alleys were approved through the Quigley Large Block Plat, approved by the city, as well as the Blaine County Assessor's Office.* *Findings: Compliance. This standard has been met.*
			L.	**Private Streets:**
☐	☐	☒	**L. 1.**	**Private streets may be allowed (a) to serve a maximum of five (5) residential dwelling units, (b) within Planned Unit Developments, or (c) within commercial developments in the Business, Limited Business, Neighborhood Business, Light Industrial, Technological Industry, and Service Commercial Industrial districts. Private streets are allowed at the sole discretion of the Council, except that no Arterial or Major Street, or Collector or Secondary Street may be private. Private streets shall have a minimum total width of 36 feet, shall be constructed to all other applicable City Standards including paving, and shall be maintained by an owner's association.**
			Staff Comments	*N/A, as no private streets are proposed.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**L. 2.**	**Private streets, wherever possible, shall provide interconnection with other public streets and private streets.**
			Staff Comments	*N/A, as no private streets are proposed.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**L. 3.**	**The area designated for private streets shall be platted as a separate parcel according to subsection 16.04.060C below. The plat shall clearly indicate that the parcel is unbuildable except for public vehicular and public pedestrian access and ingress/egress, utilities or as otherwise specified on the plat.**
			Staff Comments	*N/A, as no private streets are proposed.* *Findings: Compliance. This standard is either not applicable or has been met*

☐	☐	☒	**L. 4.**	**Private street names shall not end with the word "Road", "Boulevard", "Avenue", "Drive" or "Street". Private streets serving five (5) or fewer dwelling units shall not be named.**
			Staff Comments	*N/A, as no private streets are proposed.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**L. 5.**	**Private streets shall have adequate and unencumbered 10-foot-wide snow storage easements on both sides of the street, or an accessible dedicated snow storage easement representing not less than twenty-five percent (25%) of the improved area of the private street. Private street snow storage easements shall not be combined with, or encumber, required on-site snow storage areas.**
			Staff Comments	*N/A, as no private streets are proposed.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**L. 6.**	**Subdivisions with private streets shall provide two (2) additional parking spaces per dwelling unit for guest and/or overflow parking. These spaces may be located (a) within the residential lot (*e.g.*, between the garage and the roadway), (b) as parallel spaces within the street parcel or easement adjacent to the travel lanes, (c) in a designated guest parking area, or (d) as a combination thereof. Guest/overflow parking spaces are in addition to the minimum number of parking spaces required pursuant to chapter 17.09 of this code. The dimension of guest/overflow parking spaces shall be no less than ten feet by twenty feet (10'x20') if angle parking, or ten feet by twenty-four feet (10'x24') if parallel. Guest overflow parking spaces shall be improved with asphalt, gravel, pavers, grass block, or another all-weather dustless surface. No part of any required guest/overflow parking spaces shall be utilized for snow storage.**
			Staff Comments	*N/A, as no private streets are proposed.* *Findings: Compliance. This standard is either not applicable or has been met*
			M.	**Driveways:**
☒	☐	☐	**M. 1.**	**Driveways may provide access to not more than two (2) residential dwelling units. Where a parcel to be subdivided will have one lot fronting on a street, not more than one additional single-family lot accessed by a driveway may be created in the rear of the parcel. In such a subdivision, where feasible (*e.g.*, no driveway already exists), both lots shall share access via a single driveway. Driveways shall not be named.**
			Staff Comments	*Driveways for the two (2) residential units will be located off the alley and will meet City Standards.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**M. 2.**	**Driveways shall be constructed with an all-weather surface and shall have the following minimum roadway widths:** **a) Accessing one residential unit: twelve feet (12')** **b) Accessing two residential units: sixteen feet (16')** **No portion of the required fire lane width of any driveway may be utilized for parking, above ground utility structures, dumpsters or other service areas, snow storage or any other obstructions.**
			Staff Comments	*Each residential unit will be accessed from the alley by its own driveway constructed of asphalt and approximately 20' in width. This standard will be met.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**M. 3.**	**Driveways longer than 150 feet must have a turnaround area approved by the Fire Department. Fire lane signage must be provided as approved by the Fire Department.**
			Staff Comments	*N/A, as no driveway proposed exceeds 150' in length.* *Findings: Compliance. This standard is either not applicable or has been met*

☒	☐	☐	**M. 4.**	**Driveways accessing more than one residential dwelling unit shall be maintained by an owner's association, or in accordance with a plat note.**
			Staff Comments	*No driveway will provide access to more than two (2) residential dwelling units; however, this will be reviewed for compliance at final design. Please refer to Section 16.04.020(M) for further details. Findings: Compliance. This standard has been met.*
☒	☐	☐	**M. 5.**	**The area designated for a driveway serving more than one dwelling unit shall be platted as a separate unbuildable parcel, or as a dedicated driveway easement. Easements and parcels shall clearly indicate the beneficiary of the easement or parcel and that the property is unbuildable except for ingress/egress, utilities or as otherwise specified on the plat. A building envelope may be required in order to provide for adequate building setback.**
			Staff Comments	*Please refer to Section 16.04.020(M) for further details. Findings: Compliance. This standard has been met.*
☒	☐	☐	**M. 6.**	**No driveway shall interfere with maintenance of existing infrastructure and shall be located to have the least adverse impact on residential dwelling units, existing or to be constructed, on the lot the easement encumbers and on adjacent lots.**
			Staff Comments	*Driveways will not impact existing infrastructure and shall be compatible with existing and planned residential units; however, further details are needed regarding driveways. Please refer to Section 16.04.020(M) for further details. Findings: Compliance. This standard has been met.*
☐	☐	☒	**N.**	**Parking Access Lane: A parking access lane shall not be considered a street but shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.**
			Staff Comments	*N/A Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**O.**	**Fire Lanes: Required fire lanes, whether in private streets, driveways or parking access lanes, shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.**
			Staff Comments	*N/A Findings: Compliance. This standard is either not applicable or has been met.*

16.04.030: Sidewalks and Drainage Improvements

Compliant			Standards and Staff Comments	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**A.**	**Sidewalks and drainage improvements are required in all zoning districts and shall be located and constructed according to applicable City standards, except as otherwise provided herein.**
			Staff Comments	*All proposed streets have adjacent sidewalks or multiuse paths. Existing sidewalks and pathways occur throughout the development. The width of all sidewalks complies with the standards noted in Section 18.06.012.C: Mobility Design.* *Additionally, A Right-of-Way Maintenance and Wastewater Discharge Agreement was approved, which further addresses maintenance of sidewalks within the City's Right-of-Way. To summarize, the agreement notes that:* *1) The Association shall clear snow from all paved sidewalks in the Development which are located within the City's Right-of-Way.*

				2) The Association shall cause all sidewalks to be swept and cleared of debris at least once each spring after the snow melts, and as reasonably requested by the City. *3) The Association shall be solely responsible for all Maintenance Obligations associated with sidewalks, at a level consistent with the maintenance of the Common Area. The Association shall replace the sidewalks at the end of their lifecycle.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**B.**	**The length of sidewalks and drainage improvements constructed shall be equal to the length of the subject property line(s) adjacent to any public street or private street.**
			Staff Comments	*Please refer to Section 16.04.030(A) for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**C.**	**New sidewalks shall be planned to provide pedestrian connections to any existing and future sidewalks adjacent to the site.**
			Staff Comments	*Please refer to Section 16.04.030(A) for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**D.**	**Sites located adjacent to a public street or private street that are not currently through streets, regardless whether the street may provide a connection to future streets, shall provide sidewalks to facilitate future pedestrian connections.**
			Staff Comments	*Please refer to Section 16.04.030(A) for further details.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**E.**	**The requirement for sidewalk and drainage improvements are not required for any lot line adjustment.**
			Staff Comments	*N/A* *Findings: Compliance. This standard is either not applicable or has been met.*

16.04.040: Alleys and Easements

Compliant			Standards and Staff Comments	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
			A.	**Alleys:**
☐	☐	☒	**A. 1.**	**Alleys shall be provided in all Business District and Limited Business District developments where feasible.**
			Staff Comments	*N/A, this parcel is located in the General Residential (GR) Zoning District, this standard does not apply.* *Findings: Compliance. This standard is either not applicable or has been met.*
☒	☐	☐	**A. 2.**	**The minimum width of an alley shall be twenty-six (26') feet.**
			Staff Comments	*The alley is existing and meets this standard.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**A. 3.**	**All alleys shall be dedicated to the public or provide for public access.**
			Staff Comments	*The alley is existing and meets this standard.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**A. 4.**	**All infrastructures to be installed underground shall, where possible, be installed in the alleys platted.**
			Staff Comments	*All infrastructure for Block 3 is in place and meets this standard.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**A. 5.**	**Alleys in commercial areas shall be improved with drainage as appropriate and which the design meets the approval of the City Engineer. The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision upon the property in conformance with the latest applicable Federal, State and local regulations. The**

				developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer.
			Staff Comments	*N/A, this parcel is located in the General Residential (GR) Zoning District, this standard does not apply.* *Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**A. 6.**	**Dead-end alleys shall not be allowed.**
			Staff Comments	*N/A, as no dead-end alleys exist or are proposed with Lot 5 Block 3.* *Findings: Compliance. This standard is either not applicable or has been met.*
☒	☐	☐	**A. 7.**	**Where alleys are not provided, easements of not less than ten (10) feet in width may be required on each side of all rear and/or side lot lines (total width = 20 feet) where necessary for wires, conduits, storm or sanitary sewers, gas and water lines. Easements of greater width may be required along lines, across lots, or along boundaries, where necessary for surface drainage or for the extension of utilities.**
			Staff Comments	*The alley exists and meets this standard.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**B.**	**Easements. Easements, defined as the use of land not having all the rights of ownership and limited to the purposes designated on the plat, shall be placed on the plat as appropriate. Plats shall show the entity to which the easement has been granted. Easements shall be provided for the following purposes:**
☒	☐	☐	**B. 1.**	**To provide access through or to any property for the purpose of providing utilities, emergency services, public access, private access, recreation, deliveries or such other purpose. Any subdivision that borders on the Big Wood River shall dedicate a 20-foot-wide fisherman's access easement, measured from the Mean High-Water Mark, which shall provide for non-motorized public access. Additionally, in appropriate areas, an easement providing non-motorized public access through the subdivision to the river shall be required as a sportsman's access.**
			Staff Comments	*Though the proposed subdivision does not border the Big Wood River, the following easements are shown on the proposed plat:* 1. *A 5'-wide Public Utility Easement between proposed Sublot 2 and Lot 6* 2. *A 40'-wide Public Access, Utility and Snow Storage Easement along the rear property line of all parcels in Block 3* 3. *A 10'-wide Public Utility Easement and Snow Storage Easement along the property frontage of all lots.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**B. 2.**	**To provide protection from or buffering for any natural resource, riparian area, hazardous area, or other limitation or amenity on, under, or over the land. Any subdivision that borders on the Big Wood River shall dedicate a one hundred (100) foot wide riparian setback easement, measured from the Mean High-Water Mark, upon which no permanent structure shall be built, in order to protect the natural vegetation and wildlife along the river bank and to protect structures from damage or loss due to river bank erosion. A twenty-five (25) foot wide riparian setback easement shall be dedicated adjacent to tributaries of the Big Wood River. Removal and maintenance of live or dead vegetation within the riparian setback easement is controlled by the applicable bulk requirement of the Flood Hazard Overlay District. The riparian setback easement shall be fenced off during any construction on the property.**
			Staff Comments	*N/A, as no natural resource, riparian area, hazardous area or other limitation requires an easement for the proposed subdivision.* *Findings: Compliance. This standard is either not applicable or has been met.*

☒	☐	☐	**B. 3.**	**To provide for the storage of snow, drainage areas or the conduct of irrigation waters. Snow storage areas shall be not less than twenty-five percent (25%) of parking, sidewalk and other circulation areas. No dimension of any snow storage area may be less than 10 feet. All snow storage areas shall be accessible and shall not be located over any above ground utilities, such as transformers.**
			Staff Comments	*Snow storage easements have been delineated on the preliminary plat. The plat shows a 10'-wide Public Utility and Snow Storage Easement along all property frontages of the proposed lots, as well as a 40'-wide Public Access, Utility and Snow Storage Easement along the rear property line of all parcels in Block 3.* *Findings: Compliance. This standard has been met.*
16.04.050: Blocks				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**16.04.050**	**Blocks: The length, width and shape of blocks shall be determined with due regard to adequate building sites suitable to the special needs of the type of use contemplated, the zoning requirements as to lot size and dimensions, the need for convenient access and safe circulation and the limitations and opportunities of topography.**
			Staff Comments	*All proposed Lots and Blocks are shown on the Preliminary Plat.* *Findings: Compliance. This standard has been met.*
16.04.060: Lots				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**16.04.060**	**Lots: All lots shown on the subdivision plat must conform to the minimum standards for lots in the District in which the subdivision is planned. The City will generally not approve single-family residential lots larger than one-half (1/2) acre (21,780 square feet). In the event a single-family residential lot greater than one-half (1/2) acre is platted, irrigation shall be restricted to not more than one-half (1/2) acre, pursuant to Idaho Code §42-111, and such restriction shall be included as a plat note. District regulations are found in the Zoning Chapter.**
☒	☐	☐	**A.**	**If lots are more than double the minimum size required for the zoning district, the Developer may be required to arrange lots in anticipation of future re-subdivision and provide for future streets where necessary to serve potential lots, unless the plat restricts further subdivision.**
			Staff Comments	*Proposed Sublots 1 and Sublot 2 meet the minimum size required by the General Residential (GR) Zoning District. No Lots are more than double the minimum lot size. Furthermore, the Applicant has no intention to further subdivide the proposed Lots within the subdivision, and no Lots are proposed to be at or larger than one-half (1/2) acre.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**B.**	**Double frontage lots shall be prohibited except where unusual topography, a more integrated street plan, or other conditions make it undesirable to meet this requirement. Double frontage lots are those created by either public or private streets, but not by driveways or alleys. Subdivisions providing a platted parcel of 25 feet or more between any street right-of-way and any single row of lots shall not be considered to have platted double frontage lots. The 25-foot-wide parcel provided must be landscaped to provide a buffer between the street and the lot(s).**
			Staff Comments	*N/A, as no double frontage lots are proposed.* *Findings: Compliance. This standard is either not applicable or has been met.*

☐	☐	☒	**C.**	**No unbuildable lots shall be platted. Platted areas that are not buildable shall be noted as such and designated as "parcels" on the plat. Green Space shall be clearly designated as such on the plat.**
			Staff Comments	*N/A, as no unbuildable lots are proposed.* *Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**D.**	**A single flag lot may be permitted at the sole discretion of the Hearing Examiner or Commission and Council, in which the "flagpole" projection is serving as a driveway as provided herein, providing connection to and frontage on a public or a private street. Once established, a flag lot may not be further subdivided, but a lot line adjustment of a flag lot is not considered a further subdivision. The "flagpole" portion of the lot shall be included in lot area but shall not be considered in determining minimum lot width. The "flagpole" shall be of adequate width to accommodate a driveway as required by this ordinance, fire and other applicable codes. Flag lots within the Townsite Overlay District are not allowed, except where parcels do not have street access, such as parcels adjacent to the ITD right-of-way.**
			Staff Comments	*N/A, as no flag lot is proposed at this time.* *Findings: Compliance. This standard is either not applicable or has been met.*
☒	☐	☐	**E.**	**All lots shall have frontage on a public or private street. No frontage width shall be less than the required width of a driveway as provided under Section 16.04.020 of this Ordinance. Townhouse Sub-Lots are excluded from this requirement; provided, however, that Townhouse Developments shall have frontage on a street.**
			Staff Comments	*The proposed sublots have frontages on a public street, Red Tail Lane, and it appears that no frontage width will be less than the required driveway width, as noted herein.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**F.**	**In the Townsite Overlay District, original Townsite lots shall be subdivided such that the new platted lots are oriented the same as the original lots, i.e., lots shall be subdivided in such a way as to maintain frontage on both the street and alley. Exceptions may be made for corner properties with historic structures.**
			Staff Comments	*N/A, as this project is not located within the Townsite Overlay (TO) Zoning District.* *Findings: Compliance. This standard is either not applicable or has been met.*

16.04.070: Orderly Development

Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**A.**	**Phasing Required: Development of subdivisions shall be phased to avoid the extension of City services, roads and utilities through undeveloped land.**
			Staff Comments	*No Phasing Plan has been developed for Block 3. That said, the Annexation Agreement serves as such, as it outlines several project phases. This agreement was approved by City Council and has been recorded with Blaine County.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**B.**	**<u>Agreement:</u> Developers requesting phased subdivisions shall enter into a phasing agreement with the City. Any phasing agreement shall be approved and executed by the Council and the Developer on or before the preliminary plat approval by the Council.**
			Staff Comments	*No Phasing Plan has been developed for Block 3 specifically. That said, the Annexation Agreement serves as such, as it outlines several project phases. This agreement has been approved by City Council and has been recorded with Blaine County.* *Findings: Compliance. This standard has been met.*

☒	☐	☐	**C.**	**<u>Mitigation of Negative Effects:</u> No subdivision shall be approved which affects the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional public costs upon current residents, unless the Developer provides for the mitigation of the effects of subdivision. Such mitigation may include, but is not limited to the following:** **a) Provision of on-site or off-site street or intersection improvements.** **b) Provision of other off-site improvements.** **c) Dedications and/or public improvements on property frontages.** **d) Dedication or provision of parks or green space.** **e) Provision of public service facilities.** **f) Construction of flood control canals or devices.** **g) Provisions for ongoing maintenance.**
			Staff Comments	**a) Provision of on-site or off-site street or intersection improvements.** *N/A* **b) Provision of other off-site improvements.** *Several off-site improvements have been made, which include, but are not limited to vehicular/bike lane improvements and Toe of the Hill Trail Connections.* **c) Dedications and/or public improvements on property frontages.** *N/A* **d) Dedication or provision of parks or green space.** *Please refer to Section 16.04.110 for further details.* **e) Provision of public service facilities.** *All public utilities and services have been developed as part of the subdivision.* **f) Construction of flood control canals or devices.** *The construction and/or incorporation of roads and drywells, all improved drainage conditions onsite.* **g) Provisions for ongoing maintenance.** *A plan for ongoing maintenance was addressed in the Annexation Agreement and associated documents.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**D.**	**When the developer of contiguous parcels proposes to subdivide any portion of the contiguous parcels, an area development plan shall be submitted and approved. The Commission and Council shall evaluate the following basic site criteria and make appropriate findings of fact:** **1. Streets, whether public or private, shall provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic.** **2. Non-vehicular circulation routes shall provide safe pedestrian and bicycle ways and provide an interconnected system to streets, parks and green space, public lands, or other destinations.** **3. Water main lines and sewer main lines shall be designed in the most effective layout feasible.** **4. Other utilities including power, telephone, cable, and gas shall be designed in the most effective layout feasible.** **5. Park land shall be most appropriately located on the Contiguous Parcels.** **6. Grading and drainage shall be appropriate to the Contiguous Parcels.** **7. Development shall avoid easements and hazardous or sensitive natural resource areas.** **The commission and council may require that any or all contiguous parcels be included in the subdivision.**
			Staff Comments	*These issues have been covered in the full development of the project through the Annexation Agreement, as well as the Large Block Plat.*

				Findings: Compliance. This standard has been met.
16.04.080: Perimeter Walls, Gates and Berms				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☐	☐	☒	**16.04.080**	**The City of Hailey shall not approve any residential subdivision application that includes any type of perimeter wall or gate that restricts access to the subdivision. This regulation does not prohibit fences on or around individual lots. The City shall also not allow any perimeter landscape berm more than 3' higher than the previously existing (original) grade.**
			Staff Comments	*N/A, as it appears, no perimeter walls, gates or landscape berms are proposed within Lot 5 Block 3.* *Findings: Compliance. This standard is either not applicable or has been met.*
16.04.090: Cuts, Fills, Grading and Drainage				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**A.**	**Plans Required: Proposed subdivisions shall be carefully planned to be compatible with natural topography, soil conditions, geology and hydrology of the site, as well as to minimize cuts; fills, alterations of topography, streams, drainage channels; and disruption of soils or vegetation. Fill within the floodplain shall comply with the requirements of the Flood Hazard Overlay District of the Zoning Ordinance.**
			Staff Comments	*No floodplain exists and the parcel is currently vacant.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**A. 1.**	**A preliminary soil report prepared by a qualified engineer may be required by the Hearing Examiner or Commission and/or Council as part of the preliminary plat application.**
			Staff Comments	*At this time, the City Engineer has not required that a Soils Report be prepared and/or submitted.* *Findings: Compliance. This standard is either not applicable or has been met*
☒	☐	☐	**A. 2.**	**A preliminary grading plan prepared by a civil engineer may be required by the Hearing Examiner or Commission and/or the Council as part of the preliminary plat application, to contain the following information:** **a) Proposed contours at a maximum of two (2) foot contour intervals;** **b) Cut and fill banks in pad elevations;** **c) Drainage patterns;** **d) Areas where trees and/or natural vegetation will be preserved;** **e) Location of all street and utility improvements including driveways to building envelopes; and** **f) Any other information which may reasonably be required by the Administrator, Hearing Examiner, Commission and/or Council.**
			Staff Comments	*Preliminary grading, drainage, and utility improvements have been shown on the Preliminary Plat and shall be included in final design.* *Findings: Compliance. This standard has been met.*
			B.	**Design Standards: The proposed subdivision shall conform to the following design standards:**
☒	☐	☐	**B. 1.**	**Grading shall be designed to blend with natural land forms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways.**
			Staff Comments	*The grading has been developed for the proposed streets within the subdivision. Grading for dwelling units shall meet this standard.* *Findings: Compliance. This standard has been met.*

☐	☐	☒	**B. 2.**	**Areas within a subdivision which are not well suited for development because of existing soil conditions, steepness of slope, geology or hydrology shall be allocated for Green Space for the benefit of future property owners within the subdivision.**
			Staff Comments	*N/A, as none exist within Lot 5 Block 3.* *Findings: Compliance. This standard is either not applicable or has been met.*
☒	☐	☐	**B. 3.**	**Where existing soils and vegetation are disrupted by subdivision development, provision shall be made by the Developer for Revegetation of disturbed areas with perennial vegetation sufficient to stabilize the soil upon completion of the construction, including temporary irrigation for a sufficient period to establish perennial vegetation. Until such time as the vegetation has been installed and established, the Developer shall maintain and protect all disturbed surfaces from erosion.**
			Staff Comments	*Erosion control and re-vegetation shall be included in final design.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**B. 4.**	**Where cuts, fills or other excavation are necessary, the following development standards shall apply:** **a) Fill areas for structures or roads shall be prepared by removing all organic material detrimental to proper compaction for soil stability.** **b) Fill for structures or roads shall be compacted to at least 95 percent of maximum density as determined by American Association State Highway Transportation Officials (AASHTO) and American Society of Testing & Materials (ASTM).** **c) Cut slopes shall be no steeper than two horizontals to one vertical. Subsurface drainage shall be provided as necessary for stability.** **d) Fill slopes shall be no steeper than three horizontals to one vertical. Neither cut nor fill slopes shall be located on natural slopes of three to one or steeper, or where fill slope toes out within twelve (12) feet horizontally of the top of existing or planned cut slope.** **e) Tops and toes of cut and fill slopes shall be set back from structures and property lines as necessary to accommodate drainage features and drainage structures.**
			Staff Comments	*The site is relative flat. Grading and drainage review shall take place during final design.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**B. 5.**	**The developer shall provide storm sewers and/or drainage areas of adequate size and number to contain the runoff upon the property in conformance with the applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by planning staff and shall meet the approval of the City engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Storm-water Discharge from Construction Activity" for all construction activity affecting more than one acre.**
			Staff Comments	*N/A, as Lot 5 Block 3 is not greater than one (1) acre, this standard does not apply.* *Findings: Compliance. This standard is either not applicable or has been met.*

16.04.100: Overlay Districts

Compliant			Standards and Staff Comments	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
			A.	**Flood Hazard Overlay District:**
☐	☐	☒	**A. 1.**	**Subdivisions or portions of subdivision located within the Flood Hazard Overlay District shall comply with all provisions of Section 4.10 of the Zoning Ordinance.**

			Staff Comments	*N/A, as the proposed subdivision is not located within the Flood Hazard Overlay District.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**A. 2.**	**Subdivisions located partially in the Flood Hazard Overlay District shall have designated building envelopes outside the Flood Hazard Overlay District to the extent possible.**
			Staff Comments	*N/A, as the proposed subdivision is not located within the Flood Hazard Overlay District.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**A. 3.**	**Any platted lots adjacent to the Big Wood River or its tributaries shall have designated building envelopes.**
			Staff Comments	*N/A, as the proposed subdivision is not located adjacent to the Big Wood River or its tributaries.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**B.**	**Hillside Overlay District:**
☐	☐	☒	**B. 1.**	**Subdivisions or portions of subdivisions located within the Hillside Overlay District shall comply with all provisions of Section 17.04N, of the Hailey Municipal Code.**
			Staff Comments	*N/A, as the proposed subdivision is not located within the Hillside Overlay District.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**B. 2.**	**Subdivisions located partially in the Hillside Overlay District shall have designated building envelopes outside the Hillside Overlay District.**
			Staff Comments	*N/A, as the proposed subdivision is not located within the Hillside Overlay District.* *Findings: Compliance. This standard is either not applicable or has been met*
☐	☐	☒	**B. 3.**	**All approved subdivisions shall contain a condition that a Site Alteration Permit is required before any development occurs.**
			Staff Comments	*N/A, as the proposed subdivision is not located within the Hillside Overlay District.* *Findings: Compliance. This standard is either not applicable or has been met*

16.04.110: Parks, Pathways and Other Green Spaces

Compliant			Standards and Staff Comments	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**A.**	**Parks and Pathways: Unless otherwise provided, every subdivision shall set aside a Park and/or Pathway(s) in accordance with standards set forth herein.**
			Staff Comments	*Open space dedications to the BCRD (Block 10) and BCSD (Block 1) were conveyed at the time of the Large Block Preliminary Plat. A 30'-wide open space/park pathway and public utility easement were granted within Lots 1-4 of Block 3. Numerous other open space parcels and pathways have been delineated on the Large Block Plat, creating the feel of a pedestrian-oriented development. Pathways have also been set aside for certain areas within the Quigley Farm Subdivision (i.e., extension of the Toe-of-the-Hill Trail, asphalt pathway to Quigley Road from Fox Acres, and multiuse pathways planned in collaboration with BCRD, etc.); Furthermore, Lot 5, Block 3 is within the Large Block Plat of the Quigley Farm Subdivision and is not required to provide additional park space or pathways.* *Findings: Compliance. This standard has been met.*
			A. 1.	**Parks:**

☒	☐	☐	**A. 1. a.**	**The developer of any subdivision, or any part thereof, consisting of three (3) or more residential lots, including residential townhouse sub-lots and residential condominium units, without regard to the number of phases within the subdivision, shall set aside or acquire land area within, adjacent to or in the general vicinity of the subdivision for Parks. Parks shall be developed within the City of Hailey and set aside in accordance with the following formula:** **P = x multiplied by .0277** **"P" is the Parks contribution in acres** **"x" is the number of single-family lots, residential townhouse sub-lots or residential condominium units contained within the plat. Where multi-family lots are being platted with no fixed number of units, "x" is maximum number of residential lots, sub-lots, and units possible within the subdivision based on current zoning regulations.**
			Staff Comments	*Mathematical calculations of this formula for the submitted plat result in the following requirements:* ***Project Buildout with Number of Units:*** *.0277 x 176 = 4.8752 acres* *The above calculation was discussed at length during the Preliminary Plat process of the Quigley Farm Subdivision Large Block Plat. Park Space was conveyed during this process and the Hailey City Council found that the amount of permanent open space protected by the project greatly exceeds the required amount. Furthermore, Lot 5 Block 3 is within the Large Block Plat of the Quigley Farm Subdivision and is not required to provide additional park space.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**A.1.b**	**In the event the subdivision is located in the Business (B), Limited Business (LB), Neighborhood Business (NB), or Transitional (TN) zoning districts, the area required for a Park shall be reduced by 75%, but in no event shall the area required for a Park/Cultural Space exceed 17.5% of the area of the lot(s) being developed.**
			Staff Comments	*N/A, as the proposed subdivision is located in the General Residential (GR) Zoning District., this standard does not apply.* *Findings: Compliance. This standard is either not applicable or has been met.*
☒	☐	☐	**A. 2.**	**Pathways: The developer of any subdivision, or any part thereof, shall provide pathways for all trails and paths identified in the master plan that are located on the property to be subdivided or on City property adjacent to the property to be subdivided, and sidewalks required by this ordinance.**
			Staff Comments	*Pathways were also conveyed during the Preliminary Plat process of the Quigley Farm Subdivision Large Block Plat. A 30'-wide open space/park pathway and public utility easement were granted within Lots 1-4 of Block 3. Numerous other open space parcels and pathways have been delineated on the Large Block Plat, creating the feel of a pedestrian-oriented development. Pathways have also been set aside for certain areas within the Quigley Farm Subdivision (i.e., extension of the Toe-of-the-Hill Trail, asphalt pathway to Quigley Road from Fox Acres, and multiuse pathways with BCRD, etc.) Furthermore, Lot 5, Block 3 is within the Large Block Plat of the Quigley Farm Subdivision and is not required to provide additional pathways.* *Findings: Compliance. This standard has been met.*

☐	☐	☒	**B.**	**Multiple Ownership: Where a parcel of land is owned or otherwise controlled, in any manner, directly or indirectly:** **a) By the same individual(s) or entity(ies), including but not limited to corporation(s), partnership(s), limited liability company(ies) or trust(s), or** **b) By different individuals or entities, including but not limited to corporations, partnerships, limited liability companies or trusts where a) such individual(s) or entity(ies) have a controlling ownership or contractual right with the other individual(s) or entity(ies), or b) the same individual(s) or entity(ies) act in any manner as an employee, owner, partner, agent, stockholder, director, member, officer or trustee of the entity(ies),** **c) Multiple subdivisions of the parcel that cumulatively result in three (3) or more residential lots, townhouse sub-lots or condominium units, are subject to the provisions of this ordinance, and shall provide the required improvements subject to the required standards at or before the platting or development of the lots, sub-lots or units.** d) **Parks and Lands Board: The parks and lands board shall review and make a recommendation to the hearing examiner or commission and council regarding each application subject to the provisions of Section 4.10 of this ordinance. Such recommendation will be based on compliance with the master plan and provisions of this ordinance.**
			Staff Comments	*N/A, as these issues were covered in the full development of the project through the Annexation Agreement, as well as within the Large Block Plat. This does not apply specifically to the subject parcel.* *Findings: Compliance. This standard is either not applicable or has been met.*
☒	☐	☐	**C.**	**Parks and Lands Board: The parks and lands board shall review and make a recommendation to the hearing examiner or commission and council regarding each application subject to the provisions of Section 4.10 of this ordinance. Such recommendation will be based on compliance with the master plan and provisions of this ordinance.**
			Staff Comments	*The Parks and Lands Board reviewed the full project in September 2016 and again in December 2017. In September 2016, the Parks and Lands Board reviewed the plan to develop Quigley Farm. The discussion included the relocation of ball fields and the addition of sports fields. It also included future cross-country skiing trails, biking trails and connections to the existing Toe of the Hill Trail. The addition of paved bike paths, parking, a pavilion and restroom, mountain bike and hand-cycling trails and other connections to existing trails were also discussed.* *At the December 2017 meeting, the Parks and Lands Board unanimously voted to approve Quigley Farm Subdivisions open space dedication as proposed, with the following conditions:* *1) A bike path be added between Quigley Road and Fox Acres Road, east of the dedicated parcel to BCSD;* *2) A public process to take place to determine the future of the berms on the west side of the parcel dedicated to the BCSD; and* *3) Wayfinding and dog pot station to be added at the end of Antler Drive where the bike path begins.* *These conditions were covered in the full development of the project through the Large Block Plat. Furthermore, Lot 5 Block 3 is within the Large Block Plat of the Quigley Farm Subdivision and is not required to provide additional open space.*

				Findings: Compliance. This standard has been met.
			D.	**Minimum Requirements:**
☒	☐	☐	**D. 1.**	**Private Green Space: Use and maintenance of any privately-owned green space shall be controlled by recorded covenants or restrictions which run with the land in favor of the future owners of the property within the tract and which cannot be modified without the consent of the council.**
			Staff Comments	*Lot 5 Block 3 is within the Large Block Plat of the Quigley Farm Subdivision is not required to provide additional green space. Numerous open space parcels have been delineated on the Large Block Plat, which is protected from redevelopment, and will be managed by the Homeowner's Association. Findings: Compliance. This standard has been met.*
☐	☐	☒	**D. 2.**	**Neighborhood Park: A neighborhood park shall include finished grading and ground cover, large grassy areas, trees and shrubs, sheltered picnic table(s), trash container(s), dog station(s), bike racks, park bench(es), parking as required by ordinance, and two or more of the following: play structure, restrooms, an athletic field, trails, hard surface multiple use court (tennis or basketball courts), or gardens that demonstrate conservation principles. Neighborhood Parks shall provide an average of 15 trees per acre, of which at least 15% shall be of 4" caliper or greater. A maximum of 20% of any single tree species may be used. Landscaping and irrigation shall integrate water conservation. A neighborhood park shall be deeded to the City upon completion, unless otherwise agreed upon by the developer and City.**
			Staff Comments	*Lot 5, Block 3 is within the Large Block Plat of the Quigley Farm Subdivision and is not required to provide additional open space. Open space dedications to the BCRD (Block 10) and BCSD (Block 1) were conveyed at the time of the Large Block Preliminary Plat. Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**D. 3.**	**Mini Park: A mini park shall include finished grading and ground cover, trees and shrubs, picnic table(s), trash container(s), dog station(s), bike racks and park bench(es). All mini parks shall provide an average of 15 trees per acre, of which at least 15% shall be of 4" caliper or greater. A maximum of 20% of any single tree species may be used. Landscaping and irrigation shall integrate water conservation.**
			Staff Comments	*N/A, as no mini park is proposed with this subdivision. Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**D. 4.**	**Park/Cultural Space: A park/cultural space shall include benches, planters, trees, public art, water features and other elements that would create a gathering place. Connective elements, such as parkways or enhanced sidewalks may also qualify where such elements connect two or more parks or park/cultural spaces.**
			Staff Comments	*N/A, as no park/cultural space is proposed with this subdivision. Findings: Compliance. This standard is either not applicable or has been met.*
☒	☐	☐	**D. 5.**	**Pathway: Pathways shall have a minimum twenty-foot (20') right-of-way width and shall be paved or improved as recommended by the Parks and Lands Board. Construction of Pathways shall be undertaken at the same time as other public improvements are installed within the development, unless the Council otherwise allows when deemed beneficial for the project. The Developer shall be entitled to receive a Park dedication credit only if the Developer completes and constructs a Pathway identified in the Master Plan or completes and constructs a Pathway not identified in the Master Plan where the Pathway connects to existing or proposed trails identified in the Master Plan. The City may permit easements to be granted by Developers for Pathways identified in the Master Plan, thereby allowing the Developer to include the land area in the determination of setbacks and building**

				density on the site, but in such cases, a Park dedication credit will not be given. A Developer is entitled to receive a credit against any area required for a Park for every square foot of qualified dedicated Pathway right-of-way.
			Staff Comments	*Pathways were conveyed during the Preliminary Plat process of the Quigley Farm Subdivision Large Block Plat. That said, a 30'-wide open space/park pathway and public utility easement were granted within Lots 1-4 of Block 3.* *Other pathways have been delineated on the Large Block Plat, creating the feel of a pedestrian-oriented development. Pathways have also been set aside for certain areas within the Quigley Farm Subdivision (i.e., extension of the Toe-of-the-Hill Trail, asphalt pathway to Quigley Road from Fox Acres, and multiuse pathways in collaboration with BCRD, etc.) Furthermore, Lot 5, Block 3 is within the Large Block Plat of the Quigley Farm Subdivision and is not required to provide additional pathways.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**E.**	**Specific Park Standards: All Parks shall meet the following criteria for development, location and size (unless unusual conditions exist that prohibit meeting one or more of the criteria):**
☒	☐	☐	**E. 1.**	**Shall meet the minimum applicable requirements required by Subsection D of this section.**
			Staff Comments	*Please refer to Section 16.040.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**E. 2.**	**Shall provide safe and convenient access, including ADA standards.**
			Staff Comments	*Please refer to Section 16.040.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**E. 3.**	**Shall not be gated so as to restrict access and shall not be configured in such a manner that will create a perception of intruding on private space. If a Park is privately owned and maintained, the use of the park shall not be exclusive to the homeowners, residents or employees of the development.**
			Staff Comments	*No gates or restricted access are proposed at this time.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**E. 4.**	**Shall be configured in size, shape, topography and improvements to be functional for the intended users. To be eligible for Park dedication, the land must, at a minimum, be located on slopes less than 25 degrees, and outside of drain ways, floodways and wetland areas. Mini Parks shall not be occupied by non-recreational buildings and shall be available for the use of all the residents or employees of the proposed subdivision.**
			Staff Comments	*Please refer to Section 16.040.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**E. 5.**	**Shall not create undue negative impact on adjacent properties and shall be buffered from conflicting land uses.**
			Staff Comments	*Please refer to Section 16.040.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**E. 6.**	**Shall require low maintenance or provide for maintenance or maintenance endowment.**
			Staff Comments	*Please refer to Section 16.040.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**F.**	**Specific Pathway Standards: All Pathways shall meet the following criteria for development, location and size (unless unusual conditions exist that prohibit meeting one or more of the criteria):**

☒	☐	☐	**F. 1.**	**Shall meet the minimum applicable requirements required by Subsection D of this section.**
			Staff Comments	*Please refer to Section 16.040.110.D for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**F. 2.**	**Shall be connected in a useful manner to other Parks, Pathways, Green Space and recreation and community assets.**
			Staff Comments	*Please refer to Section 16.040.110.A for further details.* *Findings: Compliance. This standard has been met.*
			G.	**Specific Green Space Standards: If green space is required or offered as part of a subdivision, townhouse or condominium development, all green space shall meet the following criteria for development, location and size (unless unusual conditions exist that prohibit meeting one or more of the criteria):**
☒	☐	☐	**G. 1.**	**Shall meet the minimum applicable requirements required by subsection D of this section.**
			Staff Comments	*Please refer to Section 16.04.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**G. 2.**	**Public and private green spaces on the same property or adjacent properties shall be complementary to one another. Green space within proposed developments shall be designed to be contiguous and interconnecting with any adjacent Green Space (both existing and potential future space).**
			Staff Comments	*Please refer to Section 16.04.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**G. 3.**	**The use of the private green space shall be restricted to Parks, Pathways, trails or other recreational purposes, unless otherwise allowed by the City.**
			Staff Comments	*Please refer to Section 16.04.110 for further details.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**G. 4.**	**The private ownership and maintenance of green space shall be adequately provided for by written agreement.**
			Staff Comments	*Maintenance of green space is managed by the Subdivision's HOA, through the approved maintenance agreement. Furthermore, Lot 5 Block 3 is within the Large Block Plat of the Quigley Farm Subdivision and is not required to provide an additional maintenance agreement.* *Findings: Compliance. This standard has been met.*
			H.	**In-Lieu Contributions:**
☐	☐	☒	**H. 1.**	**After receiving a recommendation by the Parks and Lands Board, the Council may at their discretion approve and accept voluntary cash contributions in lieu of Park land dedication and Park improvements.**
			Staff Comments	*N/A* *Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**H. 2.**	**The voluntary cash contributions in lieu of Park land shall be equivalent to the area of land (*e.g.*, square footage) required to be dedicated under this ordinance multiplied by the fair market value of the land (*e.g.*, $/square foot) in the development at the time of preliminary plat approval by the Council. The City shall identify the location of the property to be appraised, using the standards in subsections E4 and E5 of this section. The appraisal shall be submitted by a mutually agreed upon appraiser and paid for by the applicant.**
			Staff Comments	*N/A* *Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**H. 3.**	**Except as otherwise provided, the voluntary cash contribution in lieu of Park land shall also include the cost for Park improvements, including all costs of acquisition, construction and all related costs. The cost for such improvements shall be based upon the estimated costs provided by a qualified contractor and/or vendor. In the**

				Business (B), Limited Business (LB), Neighborhood Business (NB) and Transitional (TN) zoning districts, in-lieu contributions will not include the cost for Park improvements.
			Staff Comments	*N/A* *Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**H. 4.**	**In-lieu contributions must be segregated by the City and not used for any other purpose other than the acquisition of Park land and/or Park improvements, which may include upgrades and replacement of Park improvements. Such funds should be used, whenever feasible or practicable, on improvements within walking distance of the residents of the subdivision.**
			Staff Comments	*N/A* *Findings: Compliance. This standard is either not applicable or has been met.*
16.05: Improvements Required:				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**16.05.010**	**Minimum Improvements Required: It shall be a requirement of the Developer to construct the minimum infrastructure improvements set forth herein and any required infrastructure improvements for the subdivision, all to City Standards and procedures, set forth in Title 18 of the Hailey Municipal Code and adopted by ordinance in accordance with the notice and hearing procedures provided in Idaho Code §67-6509. Alternatives to the minimum improvement standards may be recommended for approval by the City Engineer and approved by the City Council at its sole discretion only upon showing that the alternative is clearly superior in design and effectiveness and will promote the public health, safety and general welfare.**
			Staff Comments	*The Applicant intends to construct all necessary infrastructure, if the project is approved.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**A.**	**Plans Filed, maintained: Six (6) copies of all improvement plans shall be filed with the City Engineer and made available to each department head. Upon final approval two (2) sets of revised plans shall be returned to the Developer at the pre-construction conference with the City Engineer's written approval thereon. One set of final plans shall be on-site at all times for inspection purposes and to note all field changes upon.**
			Staff Comments	*This standard will be met.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**B.**	**Preconstruction Meeting: Prior to the start of any construction, it shall be required that a pre-construction meeting be conducted with the Developer or his authorized representative/engineer, the contractor, the City Engineer and appropriate City departments. An approved set of plans shall be provided to the Developer and contractor at or shortly after this meeting.**
			Staff Comments	*This standard will be met.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**C.**	**Term of Guarantee of Improvements: The developer shall guarantee all improvements pursuant to this Section for no less than one year from the date of approval of all improvements as complete and satisfactory by the City engineer, except that parks shall be guaranteed and maintained by the developer for a period of two years.**
			Staff Comments	*This standard will be met.* *Findings: Compliance. This standard has been met.*
16.05.020: Streets, Sidewalks, Lighting, Landscaping				

☒	☐	☐	**16.05.020**	**Streets, Sidewalks, Lighting, Landscaping: The developer shall construct all streets, alleys, curb and gutter, lighting, sidewalks, street trees and landscaping, and irrigation systems to meet City Standards, the requirements of this ordinance, the approval of the Council, and to the finished grades which have been officially approved by the City engineer as shown upon approved plans and profiles. The developer shall pave all streets and alleys with an asphalt plant-mix and shall chip-seal streets and alleys within one year of construction.**
			Staff Comments	*All public infrastructure shall meet City specifications.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**A.**	**Street Cuts: Street cuts made for the installation of services under any existing improved public street shall be repaired in a manner which shall satisfy the Street Superintendent, shall have been approved by the Hailey City Engineer or his authorized representative, and shall meet City Standards. Repair may include patching, skim coats of asphalt or, if the total area of asphalt removed exceeds 25% of the street area, the complete removal and replacement of all paving adjacent to the development. Street cut repairs shall also be guaranteed for no less than one year. (Ord. 1191, 2015)**
			Staff Comments	*All public infrastructure shall meet City specifications.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**B.**	**Signage: Street name signs and traffic control signs shall be erected by the Developer in accordance with City Standard, and the street name signs and traffic control signs shall thereafter be maintained by the City.**
			Staff Comments	*Street names and signage are existing and in place.* *Findings: Compliance. This standard is either not applicable or has been met.*
☐	☐	☒	**C.**	**Streetlights: Street lights in the Recreational Green Belt, Limited Residential, General Residential, and Transitional zoning districts are not required improvements. Where proposed, street lighting in all zoning districts shall meet all requirements of Chapter VIIIB of the Hailey Zoning Ordinance.**
			Staff Comments	*N/A, as no streetlights are shown and/or proposed.* *Findings: Compliance. This standard is either not applicable or has been met.*
16.05.030: Sewer Connections				
☒	☐	☐	**16.05.030**	**Sewer Connections: The developer shall construct a municipal sanitary sewer connection for each and every developable lot within the development. The developer shall provide sewer mains of adequate size and configuration in accordance with City standards, and all federal, state, and local regulations. Such mains shall provide wastewater flow throughout the development. All sewer plans shall be submitted to the City engineer for review and approval. At the City engineer's discretion, plans may be required to be submitted to the Idaho Department of Environmental Quality (DEQ) for review and comments.**
			Staff Comments	*Sewer services are provided by connection to the existing service stub out from the sewer main to the existing parcel. Sublot 1 and Sublot 2 will be both serviced from this existing service stub out, and will form an HOA as one billing account entity. All infrastructure will require detailed final construction drawings, to be submitted to the City and approved by the City prior to construction. All construction must conform to City of Hailey Standard Drawings, Specifications and Procedures. This has been made a Condition of Approval.* *Findings: Compliance. This standard has been met.*
16.05.040: Water Connections				
☒	☐	☐	**A.**	**Requirements: The developer shall construct a municipal potable water connection, water meter and water meter vault in accordance with City Standards**

				or other equipment as may be approved by the City engineer, for each and every developable lot within the development. The developer shall provide water mains and services of adequate size and configuration in accordance with City Standards, and all federal, state, and local regulations. Such water connection shall provide all necessary appurtenances for fire protection, including fire hydrants, which shall be located in accordance with the IFC and under the approval of the Hailey Fire Chief. All water plans shall be submitted to the City engineer for review and approval. At the City Engineer's discretion, plans may be required to be submitted to the Idaho Department of Environmental Quality (DEQ) for review and comments.
			Staff Comments	*Water services are provided by connection to the existing water service meter connected to the water main. Sublot 1 and Sublot 2 will be both serviced from this existing water service meter, and will form an HOA as one billing account entity. The Commission discussed this item at length, and both the Commission and Staff shared concerns regarding the shared water service meter between the two (2) sublots. Staff clarified at the meeting that it is a normal and common process for a duplex to share a water service and is permissible under Title 13. Moving forward, Staff will consult with the City Engineer to provide better clarity regarding this standard, and to update this process to allow for connections to be at Staff's discretion. Connection details to the existing water system shall be approved by the Water Division prior to construction. All infrastructure will require detailed final construction drawings, to be submitted to the City and approved by the City prior to construction. All construction must conform to City of Hailey Standard Drawings, Specifications and Procedures. This has been made a Condition of Approval.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**B.**	**Townsite Overlay: Within the Townsite Overlay District, where water main lines within the alley are less than six (6) feet deep, the developer shall install insulating material (blue board insulation or similar material) for each and every individual water service line and main line between and including the subject property and the nearest public street, as recommended by the City Engineer.**
			Staff Comments	*N/A, as this project is not within the Townsite Overlay (TO) District.* *Findings: Compliance. This standard is either not applicable or has been met.*
16.05.050: Drainage				
☒	☐	☐	**16.05.050**	**Drainage: The developer shall provide drainage areas of adequate size and number to meet the approval of the street superintendent and the City engineer or his authorized representative. (Ord. 1191, 2015)**
			Staff Comments	*Review of drainage calculations will take place during final design. Design concepts must conform to City of Hailey standard drawings, specifications and procedures.* *Findings: Compliance. This standard has been met.*
16.05.060: Utilities				
☒	☐	☐	**16.05.060**	**Utilities: The developer shall construct each and every individual service connection and all necessary trunk lines, and/or conduits for those improvements, for natural gas, electricity, telephone, and cable television to the property line before placing base gravel for the street or alley.**
			Staff Comments	*Utilities have been constructed and installed underground. Additional utility company comments and engineering details will be required at final design.* *Findings: Compliance. This standard has been met.*
16.05.070: Parks, Green Space				

☒	☐	☐	**16.05.070**	**Parks, Green Space: The developer shall improve all parks and green space areas as presented to and approved by the hearing examiner or commission and council.**
			Staff Comments	*Please refer to Section 16.04.110 for further detail.* *Findings: Compliance. This standard has been met.*
16.05.080: Installation to Specifications; Inspections				
☒	☐	☐	**16.05.080**	**Installation to Specifications; Inspections: All improvements are to be installed under the specifications and inspection of the City engineer or his authorized representative. The minimum construction requirements shall meet City Standards or the Department of Environmental Quality (DEQ) standards, whichever is the more stringent.**
			Staff Comments	*An inspection schedule will be established for any/all components at final design. All infrastructure must meet City of Hailey specifications and will be further evaluated in greater detail at final design. The inspection process of the proposed public improvements shall include materials testing to ensure compliance with the Hailey Municipal Code.* *The city will need to select an inspector, to be paid for by the Applicant, for all water, sewer, and roadway infrastructure during construction.* *Findings: Compliance. This standard has been met.*
16.05.090: Completion; Inspections; Acceptance				
☒	☐	☐	**A.**	**Installation of all infrastructure improvements must be completed by the developer and inspected and accepted by the City prior to signature of the plat by City representatives, or according to a phasing agreement. A post-construction conference shall be requested by the developer and/or contractor and conducted with the developer and/or contractor, the City engineer, and appropriate City departments to determine a punch list of items for final acceptance.**
			Staff Comments	*This standard shall be met.* *Findings: Compliance. This standard has been met.*
☐	☐	☒	**B.**	**The developer may, in lieu of actual construction, provide to the City security pursuant to Section 3.3.7, for all infrastructure improvements to be completed by developer after the final plat has been signed by City representatives. (Ord. 1191, 2015)**
			Staff Comments	*N/A, as completion of all major infrastructure by the Developer is preferred over bonding.* *Findings: Compliance. This standard is either not applicable or has been met.*
16.05.100: As Built Plans and Specifications				
☒	☐	☐	**16.05.100**	**As Built Plans and Specifications: Prior to the acceptance by the City of any improvements installed by the developer, three (3) sets of "as-built plans and specifications" certified by the developer's engineer shall be filed with the City engineer. (Ord. 1191, 2015)**
			Staff Comments	*As built, drawings will be required. This standard will be met.* *Findings: Compliance. This standard has been met.*

16.08: Townhouses:

Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**16.08.010**	**Plat Procedure: The developer of the townhouse development shall submit with the preliminary plat application and all other information required herein a copy of the proposed party wall agreement and the proposed document(s) creating an association of owners of the proposed townhouse sublots, which shall adequately provide for the**

				control (including billing, where applicable) and maintenance of all common utilities, commonly held facilities, garages, parking and/or green spaces. Prior to final plat approval, the developer shall submit to the city a final copy of the party wall agreement and any other such documents and shall record the documents prior to or at the same time of the recordation of the plat, which plat shall reflect the recording instrument numbers thereupon. (Ord. 1191, 2015)
			Staff Comments	*The Applicant shall submit a copy of the proposed party wall agreement and the proposed document(s) creating an association of owners of the proposed townhouse sublots prior to submitting an application for a Final Plat approval. This has been made a Condition of Approval.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.08.020**	**Garages: All garages shall be designated on the preliminary and final plats and on all deeds as part of the particular townhouse units. Detached garages may be platted on separate sublots; provided, that the ownership of detached garages is appurtenant to specific townhouse units on the townhouse plat and that the detached garage(s) may not be sold and/or owned separate from any dwelling unit(s) within the townhouse development. (Ord. 1191, 2015)**
			Staff Comments	*Garages are located within the respective sublots and will be designated on all deeds as part of particular townhouse units.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.08.030**	**Storage, Parking Areas: Residential townhouse developments shall provide parking spaces according to the requirements of title 17, chapter 17.09 of this code. (Ord. 1191, 2015)**
			Staff Comments	*This standard is not applicable .* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.08.040**	**Construction Standards: All townhouse development construction shall be in accordance with the IBC, IRC and IFC. Each townhouse unit must have separate water, sewer and utility services, which do not pass through another building or unit. (Ord. 1191, 2015)**
			Staff Comments	*This standard shall be met.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.08.050**	**General Applicability: All other provisions of this title and all applicable ordinances, rules and regulations of the city and all other governmental entities having jurisdiction shall be complied with by townhouse developments. (Ord. 1191, 2015)**
			Staff Comments	*This standard shall be met.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.08.060**	**Expiration: Townhouse developments which have received final plat approval shall have a period of three (3) calendar years from the date of final plat approval by the council to obtain a building permit. Developments which have not received a building permit shall be null and void and the plats associated therewith shall be vacated by the council. If a development is to be phased, construction of the second and succeeding phases shall be contingent upon completion of the preceding phase unless the requirement is waived by the council. Further, if construction on any townhouse development or phase of any development ceases or is not diligently pursued for a period of three (3) years without the prior consent of the council, that portion of the plat pertinent to the undeveloped portion of the development shall be vacated. (Ord. 1191, 2015).**
			Staff Comments	*This standard shall be met.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.08.070**	**Conversion: The conversion by subdivision of existing units into townhouses shall not be subject to section 16.04.110 of this title. (Ord. 1191, 2015)**

			Staff Comments	*Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.08.080**	**Density: The maximum number of cottage townhouse units on any parcel shall be twelve (12), and not more than two (2) cottage townhouse developments shall be constructed adjacent to each other. (Ord. 1191, 2015)**
			Staff Comments	*This standard is not applicable.* *Findings: Compliance. This standard has been met.*
☒	☐	☐	**16.11.010**	**Exceptions: Whenever the tract to be subdivided is, in the shape or size, or is surrounded by such development or unusual conditions that the strict application of the requirements contained herein would result in real difficulties and substantial hardships or injustices, the council may vary or modify such requirements by making findings for their decision so that the developer is allowed to develop his property in a reasonable manner, while ensuring that the public welfare and interests of the city and surrounding area are protected and the general intent and spirit of this title are preserved. As used in this section, the phrase "real difficulties and substantial hardships or injustices" shall apply only to situations where strict application of the requirements of this title will deny to the developer the reasonable and beneficial use of the property in question, and not in situations where the developer establishes only that exceptions will allow more financially feasible or profitable subdivision. (Ord. 1191, 2015).**
			Staff Comments	*Findings: Compliance. This standard is either not applicable or has been met.*

Summary and Suggested Conditions of Approval: The Commission shall review the Preliminary Plat Application and continue the public hearing, approve, conditionally approve, or deny the Application. If approved, the Preliminary Plat Application will be forwarded to the Hailey City Council.

The following are suggested Conditions of Approval for the Preliminary Plat Application for Block 3 of Quigley Farm Subdivision:

General Conditions:

1) All Fire Department and Building Department requirements shall be met and shall meet City Standards where required.
2) Issuance of permits for the construction of buildings within the proposed subdivision shall be subject to Section 16.02.080 of the Hailey Municipal Code.
3) All improvements and other requirements shall be completed and accepted, or surety provided pursuant to Subsections 16.03.030(I) and 16.05.090(B) of the Hailey Municipal Code, prior to recordation of the Final Plat.
4) The Final Plat must be submitted within two (2) calendar years from the date of approval of the Preliminary Plat.
5) Any Subdivision Inspection Fees due shall be paid prior to recordation of Final Plat.
6) Any Application Development Fees shall be paid prior to recording the Final Plat.

Streets and Right-of-Ways:

7) All City infrastructure requirements shall be met as outlined in Title 16, Chapter 16.05 of the Hailey Municipal Code. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for City of Hailey approval and shall meet City Standards where required. Infrastructure to be completed at the Applicant's sole expense include, but will not be limited to:

i. Drywell and other construction details shall be provided at final design.

Water and Wastewater:

8) All City infrastructure requirements shall be met as outlined in Title 16, Chapter 16.05 of the Hailey Municipal Code. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for City of Hailey approval and shall meet City Standards where required.

Other:

9) All of the requirements of the Annexation, Services and Development Agreement dated August 16, 2017, the Large Block Plat Conditions of Approval dated July 9, 2018, and Phase I of the Final Plat for Blocks 2-4 dated November 23, 2020, still apply.
10) The Applicant shall submit a copy of the proposed party wall agreement and the proposed document(s) creating an association of owners of the proposed townhouse sublots prior to submitting an application for a Final Plat approval.

Signed this _____ day of _____, 2025.

_____
Janet Fugate, Planning & Zoning Commission Chair

Attest:

_____
Yadira Ward, Community Development Assistant

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FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On September 21, 2026, the Hailey Planning and Zoning Commission considered and recommended for approval a City-Initiated Text Amendment amending Hailey's Municipal Code, Title 17: Zoning Regulations, Chapter 17.06: Design Review, applicable to (A) Nonresidential, Mixed Family, Or Mixed-Use Building, 2. Building Design, to align with Idaho law (39-9701) with regard to Idaho Energy Conservation Code.

Hearing: October 5, 2026

FINDINGS OF FACT

Applicant: City Staff

Notice: Notice for the public hearing was published in the Idaho Mountain Express and mailed to public agencies on September 16, 2026.

Background and Objective: Idaho House Bill 660 became state law on July 1, 2022, which requires all local government entities to adopt the Idaho Energy Conservation Code, and preempts, eliminates and prohibits any jurisdiction from adopting energy code or energy-related requirements through any code, ordinance, process, policy, or guidance that differ from or exceed Idaho Energy Conservation Code as provided for in Idaho Code 39-9701. During the 2023 Idaho State Legislative Session, the Idaho Senate successfully passed House Bill 287, which eliminated a "grandfather clause" that previously allowed local governments to keep existing energy code or energy-related requirements that differ from or exceed Idaho Energy Conservation Code as provided for in Idaho Code 39-9701. Consequently, the City of Hailey was forced to transition all above-standard energy code or energy-related requirements to a voluntary set of guidelines.

Currently, Hailey's Municipal Code Section 17.06.080A(2)i includes Design Standards that require nonresidential, multifamily, or mixed-use buildings to minimize energy consumption by choosing three (3) techniques from a list of seven (7) or an approved alternative. This prescriptive list of energy conservation requirements was added to the Hailey Municipal Code in 2010, and since its introduction, certain techniques listed have become outdated. The current prescribed list of techniques Developers can utilize reads as follows:

Energy Conservation

A. Nonresidential, Multifamily Or Mixed Use Building
   2. Building Design
      i. All buildings shall minimize energy consumption by utilizing alternative energy sources and/or passive solar techniques. At least three (3) of the following techniques, or an approved alternative, shall be used to improve energy cost savings and provide a more comfortable and healthy living space:

      (1) Solar Orientation: If there is a longer wall plane, it shall be placed on an east-west axis. A building's wall plane shall be oriented within thirty degrees (30^{o}) of true south.
      (2) South Facing Windows with Eave Coverage: At least forty percent (40^{o}) of the building's total glazing surface shall be oriented to the south, with roof overhang or awning coverage at the south.
      (3) Double Glazed: Double glazed windows.
      (4) Low Emissivity Glazing: Windows with low emissivity glazing.
      (5) Exterior Walls: Earth berming against exterior walls.
      (6) Alternative Energy: Solar energy for electricity or water heating, wind energy or another approved alternative shall be installed on site.
      (7) Exterior Light Shelves: All windows on the southernmost facing side of the building shall have external light shelves installed.

Both City Staff and members of the Planning and Zoning Commission have noted that this existing standard needs revision to ensure that requirements are feasible for a broader variety of design proposals, are updated to modern energy standards, and comply with state law. Upon review of Section 17.06.080A(2)i and in consultation with the City Attorney, City Staff recommend removing this section in its entirety to comply with state law and instead, to focus the City of Hailey's efforts on creating a robust incentive-based program to meet the goals of the 2024 Comprehensive Plan Update. The Commission reviewed this text amendment and agreed with the Staff's recommendation. The Commission discussed with Staff that the removal of this section's energy efficiency measure standards makes the timely implementation of an incentive program more prudent to ensure that the City can meet the goals of the Comprehensive Plan and newly adopted Sustainability Action Plan. The Commission emphasized that they would appreciate periodic updates regarding the development of an incentive-based energy efficiency program and encouraged Staff to consult with local building professionals regarding the text amendment and new program development.

Staff have incorporated the above provisions within the attached draft ordinance, either by the addition of the new legislature or by modifying existing code to capture the intent of Idaho law.

City Staff have further consulted with the City Attorney as to the proposed amendments. Hailey's City Attorney offered full support of the City's ordinance proposal.

Incentive Program Opportunity: Through the process of reviewing Hailey's Design Review energy minimizing code, Staff identified the potential to increase feasibility of energy reduction goals outlined in the 2024 Comprehensive Plan Update through developing and implementing incentive programs, rather than code requirements that are severely restricted by Idaho statute.

Conclusion: In summary, the City of Hailey seeks to align with State Code regarding Design Standards by eliminating prescriptive energy minimizing requirements that may not comply with State Code and, more importantly, focus efforts on creating a robust incentives-based program to meet sustainability goals of the 2024 Comprehensive Plan Update.

Reasoned Statement: These Findings of Fact, Conclusions of Law, and Decision ("Findings") represent the summary, and majority opinion of the determinative body of the City of Hailey pursuant to Idaho Code. These Findings represent a final decision, after extensive on-the-record deliberations, as more completely documented in the Minutes therefore, and the recordings thereof. These Findings represent a unanimous recommendation for approval of the Hailey Planning and Zoning Commission, after deliberations on each of the criteria detailed herein below.

On October 5, 2026, the Hailey Planning and Zoning Commission considered and recommended for approval by the Hailey City Council a City-Initiated Text Amendment to amend the Hailey Municipal Code, Title 17: Zoning Regulations, Chapter 17.06: Design Review, applicable to (A) Nonresidential, Mixed Family, Or Mixed-Use Building, 2. Building Design, to align with Idaho law (39-9701) with regard to Idaho Energy Conservation Code.

Proposed Amendments: Specific amendments to be considered include, but are not limited to, the

modifications depicted in the attached draft ordinance.

Standards of Review:

Criteria for Review. Section 16.13.010 of the Hailey Municipal Code provides when evaluating any proposed amendment under this chapter, the hearing examiner or commission and council shall make findings of fact on the following criteria:

1. **The proposed amendment is in accordance with the comprehensive plan;**
2. **Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;**
3. **The proposed amendment will promote the public health, safety, and general welfare**.

1. The proposed amendment is in accordance with the comprehensive plan;
The Comprehensive Plan articulates the importance of addressing the impact of the built environment on climate change by reducing emissions from residential and commercial energy use through strategies that comply with State code. As such, the Commission found that the following goals from the Comprehensive Plan are relevant to the proposed text amendment:

3.15.1 Reduce emissions linked to residential and commercial energy use and improve the resiliency and efficiency of Hailey's built environment.

C. Aggressively explore creative incentive programs, municipal code updates, and/or State legislation that increases our community's energy efficiency and/or renewable energy implementation, maintaining compliance with State statutes.

Findings: Compliance. The Commission found that this standard has been met.

2. Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services. The Commission found that the proposed amendments will not result in a change in allowed uses, nor will they create excessive additional requirements at public cost for services. The proposed amendments will not result in a change in allowed uses, nor will they create excessive additional requirements at the public cost for services. The amendments are intended to clarify regulations, to simplify administration of the requirements, and to implement best practices, with no additional burden or extraneous costs placed on the City of Hailey.

Findings: Compliance. The Commission found that this standard has been met.

3. The proposed amendment will promote public health, safety, and general welfare.
The Commission found that the proposed amendments are consistent with the Hailey Comprehensive Plan, will promote public health, safety, and general welfare, and will not result in a change in allowed uses.

Findings: Compliance. The Commission found that this standard has been met.

CONCLUSIONS OF LAW AND DECISION

Based on the above Findings of Fact, Conclusions of Law and Decision, the Commission concluded the adequate notice, pursuant Title 17, and further made the following recommendations:

An ordinance, Ordinance No._____, amending Title 17: Zoning Regulations, Chapter 17.06: Design Review, Section 17.06.080: Design Standards, applicable to (A) Nonresidential, Mixed Family, Or Mixed-Use Building,

2. Building Design, to align with Idaho law (39-9701) with regard to Idaho Energy Conservation Code and is hereby recommended for review and approval by the Hailey City Council.

Signed this _____ day of _____, 2026.

_____
Janet Fugate, Planning and Zoning Chair

Attest:

_____
Yadira Ward, Community Development Building and Administrative Assistant

HAILEY ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING HAILEY'S MUNICIPAL CODE, TITLE 17: ZONING REGULATIONS, CHAPTER 17.06: DESIGN REVIEW, SECTION 17.06.080: DESIGN STANDARDS, TO REMOVE SECTION 17.06.080A(2)i TO BETTER ALIGN WITH IDAHO STATE CODE AND THE INTERNATIONAL ENERGY CONSERVATION CODE (IECC) REGULATIONS RELATED TO ENERGY MEASURES; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS ORDINANCE UPON PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the Commission and Council have a desire and interest to align with regulations as set forth in Idaho Code;

WHEREAS, the Commission and Council have determined that voluntary and incentive-based programs could reduce energy consumption of the built environment while maintaining compliance with Idaho Code;

WHEREAS, the Council finds that the proposed changes to Design Review standards will comply with Idaho Code and encourage the creation of incentive programs contemplated in the 2024 Update to Hailey's Comprehensive Plan;

WHEREAS, the changes proposed will address Design Review Design Standards with the intent of reinforcing the following statements and goals contained within the Comprehensive Plan:

WHEREAS, the Hailey Comprehensive Plan calls for:

3.15.1 Reduce emissions linked to residential and commercial energy use and improve the resiliency and efficiency of Hailey's built environment.

C. Aggressively explore creative incentive programs, municipal code updates, and/or State legislation that increases our community's energy efficiency and/or renewable energy implementation, maintaining compliance with State statutes.

WHEREAS, the Zoning Regulations set forth in this ordinance will promote public health, safety and general welfare;

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

Section 1. Title 17: Zoning Regulations, Chapter 17.06: Design Review, Section 17.0.080A(2)i: Design Standards, of the Hailey Municipal Code is hereby amended by the deletion of the stricken language, as noted. This section shall not be replaced in its entirety with the amendments below:

A. Nonresidential, Multifamily Or Mixed Use Building
   2. Building Design

~~i. All buildings shall minimize energy consumption by utilizing alternative energy sources and/or passive solar techniques. At least three (3) of the following techniques, or an approved alternative, shall be used to improve energy cost savings and provide a more comfortable and healthy living space:~~

~~(1) Solar Orientation: If there is a longer wall plane, it shall be placed on an east-west axis. A building's wall plane shall be oriented within thirty degrees (30^{e}) of true south.~~
~~(2) South Facing Windows with Eave Coverage: At least forty percent (40^{e}) of the building's total glazing surface shall be oriented to the south, with roof overhang or awning coverage at the south.~~
~~(3) Double Glazed: Double glazed windows.~~
~~(4) Low Emissivity Glazing: Windows with low emissivity glazing.~~
~~(5) Exterior Walls: Earth berming against exterior walls.~~
~~(6) Alternative Energy: Solar energy for electricity of water heating, wind energy or another approved alternative shall be installed on site.~~
~~(7) Exterior Light Shelves: All windows on the southernmost facing side of the building shall have external light shelves installed.~~

Section 2. Severability Clause. Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

Section 3. Repealer Clause. All City of Hailey ordinances or parts thereof, which are in conflict herewith, are hereby repealed.

Section 4. Effective Date. This ordinance shall be in full force and effect from and after its passage, approval, and publication according to law.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS ___ DAY OF _____, 2026.

_____
Martha Burke, Mayor, City of Hailey

Attest:

_____
Mary Cone, City Clerk

Return to Agenda

Staff Report
Hailey Planning and Zoning Commission
Regular Meeting of October 5, 2026

To: Hailey Planning and Zoning Commission

From: Ashley Dyer, City Planner, Community Development

Overview: Consideration of a City-Initiated Text Amendment amending Hailey Municipal Code, Title 17: Zoning Regulations; Chapter 17.07: Supplementary Location and Bulk Requirements, Section 17.07.010: Supplementary Yard Setback Requirements, Item H. Accessory Structures, Item (1) Detached Accessory Structures and Item (2) Attached Accessory Structures, to amend the size requirements of an accessory structure, which increases the floor area from 120 square feet to 200 square feet. This amendment aligns with the 2018 International Residential Code.

Hearing: October 5, 2026

Applicant: City of Hailey
Notice: Notice for the public hearing was published in the Idaho Mountain Express on September 23, 2026, and mailed to public agencies on September 23, 2026.

Background: City Planning Staff are continually refining and/or prioritizing minor code amendments within Hailey's Municipal Code to provide further clarity and/or simplify processes. At this time, Staff are proposing to amend the existing code language pertinent to Detached and Attached Accessory Structures.

The specific objective of the proposed amendment is to better align with international codes by amending the size requirements for an accessory structure, which increases the floor area from 120 square feet to 200 square feet.

Pursuant the Hailey Municipal Code, Chapter 17.02: Definitions, Accessory Structures, Attached and Detached are defined as:

- **Accessory Structure: A structure containing the accessory use upon a lot.**
- **Accessory Structure, Attached: Any accessory structure located within three feet (3') of or attached to the principal building.**
- **Accessory Structure, Detached: Any accessory structure located more than three feet (3') from the principal building.**

Staff are proposing to modify the maximum size limitations for accessory structures, both attached and detached, from 120 square feet to 200 square feet because there is confusion within the community as the IRC allows for 200 square feet of floor area while our city code allows for 120 square feet of floor area. To add clarity and uniform approval, the city is using best practice methods to align with other districts as well as the international code to retain consistency throughout.

Standards of Review:

Criteria for Review. Section 17.14.060(A) of the Hailey Municipal Code provides "[w]hen evaluating any proposed amendment under this chapter, the hearing examiner or commission and council shall make findings of fact on the following criteria:

1. **The proposed amendment is in accordance with the comprehensive plan;**
2. **Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;**
3. **The proposed uses are compatible with the surrounding area; and**
4. **The proposed amendment will promote the public health, safety and general welfare**.

1. The proposed amendment is in accordance with the comprehensive plan;
The Comprehensive Plan articulates the merits of a built environment that maintains a human scale and retains and enhances the character of different neighborhoods.

Staff find that by modifying the size limitations of accessory structures to align with the International Residential Code requirements, the city is clarifying, simplifying, and facility consistent practices across codes. This directly supports the goals and objectives of the Comprehensive Plan.

2. Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;
The proposed amendments will not create excessive additional requirements at public cost for services. The amendments are intended to clarify and/or redefine regulations, to simplify administration of the requirements, and to implement best practices.

3. The proposed uses are compatible with the surrounding area; and
Impacts, if any, on adjacent properties would be minimal, as each review of Accessory Structures through administrative processes ensure code requirements are being met. The primary intent of the amendment is to apply consistent practices when it comes to placement and/or construction of accessory structures, as well as mitigate any concerns or issues prior to said placement/construction.

4. The proposed amendment will promote the public health, safety and general welfare.
The amendments recommended are consistent with the Hailey Comprehensive Plan, and Promote the public health, safety, and general welfare.

Motion Language:
Approval: I move to recommend approval to the Hailey City Council an Ordinance amending Hailey Municipal Code, Title 17: Zoning Regulations; Chapter 17.07: Supplementary Location and Bulk Requirements, Section 17.07.010: Supplementary Yard Setback Requirements, Item H. Accessory Structures, Item (1) Detached Accessory Structures and Item (2) Attached Accessory Structures, which modifies the size requirements for accessory structures, increasing the floor area from 120 square feet to 200 square feet, finding that essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services, that the proposed uses are compatible with the surrounding area, and that the proposed amendment will promote the public health, safety and general welfare.

Denial: Motion to deny recommendation of the attached revisions to Hailey Municipal Code, Title 17: Zoning Regulations; Chapter 17.07: Supplementary Location and Bulk Requirements, Section 17.07.010:

Supplementary Yard Setback Requirements, Item H. Accessory Structures, Item (1) Detached Accessory Structures and Item (2) Attached Accessory Structures, t finding that _____ [the Commission should cite which standards are not met and provide the reason why each identified standard is not met].

Continuation: Motion to continue the public hearing to _____ [the Commission should specify a date.

HAILEY ORDINANCE NO. __

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING HAILEY MUNICIPAL CODE, TITLE 17: ZONING REGULATIONS, CHAPTER 17.07: SUPPLEMENTARY LOCATION AND BULK REQUIREMENTS, SECTION 17.07.010 SUPPLEMENTARY YARD SETBACK REQUIREMENTS, ITEM H, ACCESSORY STRUCTURES (1) DETACHED ACCESSORY STRUCTURES AND ITEM (2) ATTACHED ACCESSORY STRUCTURES; TO INCREASE THE FLOOR AREA FOR ACCESSORY STRUCTURES FROM 120 SQUARE FEET TO 200 SQUARE FEET; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS ORDINANCE UPON PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the Hailey City Council found that the following amendment to the Hailey Municipal Code, Title 17, conforms to the Hailey Comprehensive Plan; and

WHEREAS, the Hailey City Council has determined that the above-mentioned requirements are appropriate requirements, and should be referenced; and

WHEREAS, the text amendment set forth in this ordinance will promote the public health, safety and general welfare;

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

Section 1. Chapter 17.07: Supplementary Location and Bulk Requirements, Section 17.07.010: Supplementary Yard Setback Requirements, is hereby amended with the addition of the underlined language and deletion of the ~~stricken~~ language, as noted. This section shall not be replaced in its entirety with the amendments below:

17.07.010: SUPPLEMENTARY YARD SETBACK REQUIRMENTS:

A. Roof Overhangs And Balconies: Cornices, canopies, eaves or similar roof overhang features and cantilevered balconies may extend into a required yard setback not more than three feet (3').
B. Fire Escapes: Fire escapes required by the IBC or IRC may extend into a required yard setback not more than six feet (6').
C. Chimneys: All portions of a chimney shall not extend into a required yard setback by more than two feet (2').
D. Bay Windows: Bay windows shall not extend into a required yard setback by more than two feet (2'). Such windows shall be a minimum of two feet (2') from the top of the interior floor.
E. Pergolas: Supporting columns for pergolas shall meet required yard setbacks. The roof of a pergola shall not extend into a required yard setback by more than five feet (5').
F. Side Yard Setbacks Of Normal Corner Lot: Where the required front yard setback exceeds the side yard setback in the zoning district in which a lot is located, the side yard setback along the street of a normal corner lot (not reverse corner lot) shall be not less than two-thirds ($^2/_3$) the front yard setback requirement.
G. Reverse Corner Lots: The yard setbacks along the street side(s) of a reverse corner lot shall be not less than the front yard requirement for the zoning district in which the lot is located.
H. Accessory Structures:
    1. Detached Accessory Structures:

a. Except as otherwise provided herein, detached accessory structures with a floor area of ~~one hundred twenty (120)~~ two hundred (200) square feet or less are required to be setback a minimum of three feet (3') from either: 1) the side and/or rear property line; or 2) the principal building and any other accessory structure.

(1) On normal corner lots, detached accessory structures with a floor area of ~~one hundred twenty (120)~~ two hundred (200) square feet or less shall have a minimum side yard setback of two-thirds ($^2/_3$) the front yard setback requirement for the zoning district in which the lot is located.

(2) Within the business district, in the case where an alley is located along the side or rear lot line of the property, accessory structures with a floor area of ~~one hundred twenty (120)~~ two hundred (200) square feet or less shall be set back a minimum of six feet (6') from the alley.

b. Detached accessory structures with a floor area of ~~one hundred twenty (120)~~ two hundred (200) square feet or less located within the side and/or rear yard setback shall not exceed a maximum bearing wall height of eight feet (8') and a maximum building height of twelve feet (12').

c. Detached accessory structures greater than ~~one hundred twenty (120)~~ two hundred (200) square feet are required to have a building permit and shall comply with the required setbacks of the zoning district within which it is located.

2. Attached Accessory Structures: Attached accessory structures, larger than ~~one hundred twenty (120)~~ two hundred (200) square feet in size, are required to have a building permit and shall comply with the required setbacks of the zoning district within which it is located. Unenclosed features of a residence (e.g, decks without walls, front porches, and/or stoops) attached to residential units are considered attached accessory structures.

3. Unenclosed features of residence (e.g., decks without walls, front porches, and/or stoops) shall be no closer than five feet (5') to the lot line. Such features do not include carports.

I. Setbacks For Another Building Prohibited: No part of a yard setback required for a building complying with the provisions of this title shall be included as a yard for another building. (Ord. 1191, 2015; amd. Ord 1334, 2024

Section 3. Severability Clause: Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

Section 4. Repealer Clause: All City of Hailey ordinances or parts thereof, which are in conflict herewith, are hereby repealed.

Section 5. Effective Date: This ordinance shall be in full force and effect from and after its passage, approval, and publication according to law.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS ___ DAY OF _____, 2026.

_____
Martha Burke, Mayor, City of Hailey

Attest:

_____
Mary Cone, City Clerk

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Staff Report
Hailey Planning and Zoning Commission
Regular Meeting of October 5, 2026

To: Hailey Planning and Zoning Commission
From: Reese Hodges, Resilience & City Planner, Community Development

Overview: Consideration of a City-Initiated Text Amendment amending Hailey Municipal Code, Title 15: Building and Construction; Chapter 15.12: Fire Code, Section 15.12.030: Amendments to the International Fire Code and International Wildland-Urban Interface Code, Item H. 903.2.8, which describes the requirements and/or exceptions to the installation of automatic sprinkler systems. To align with the International Fire Code, Staff are proposing to remove this section from Hailey's Municipal Code.

Hearing: October 5, 2026

Applicant: City of Hailey
Notice: Notice for the public hearing was published in the Idaho Mountain Express on September 23, 2026, and mailed to public agencies on September 23, 2026.

Background: City Planning Staff are continually refining and/or prioritizing minor code amendments within Hailey's Municipal Code to align with International Fire Code. At this time, Staff are proposing to amend the existing code language pertinent to the International Fire Code.

The specific objective of the proposed amendment is to better align with international codes by removing Section 15.12.030 Item H. 903.2.8, which describes the requirements and/or exceptions to the installation of automatic sprinkler systems. The code currently reads as follows:

15.12.030: AMENDMENTS TO INTERNATIONAL FIRE CODE AND INTERNATIONAL WILDLAND URBAN INTERFACE CODE:

H. Section 903.2.8 of the international fire code is amended to read as follows:
903.2.8 Group R. An automatic sprinkler system installed in accordance with section 903.3 shall be provided throughout all buildings with a group R1, R2 or R4 fire area.

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

Staff are proposing to remove this section to align with International Fire Code.

Standards of Review:
Criteria for Review. Section 17.14.060(A) of the Hailey Municipal Code provides "[w]hen evaluating any proposed amendment under this chapter, the hearing examiner or commission and council shall make findings of fact on the following criteria:

1. **The proposed amendment is in accordance with the comprehensive plan;**
2. **Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements**

at public cost for the public facilities and services;

3. **The proposed uses are compatible with the surrounding area; and**
4. **The proposed amendment will promote the public health, safety and general welfare**.

1. The proposed amendment is in accordance with the comprehensive plan;
The amendment will not impact goals, objectives, and policies of the comprehensive plan.

2. Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;
The proposed amendments will not create excessive additional requirements at public cost for services. The amendments are intended to align with International Fire Code and to implement best practices.

3. The proposed uses are compatible with the surrounding area; and
The amendment will not impact the surrounding area.

4. The proposed amendment will promote the public health, safety and general welfare.
The amendments recommended are consistent with the Hailey Comprehensive Plan, and Promote the public health, safety, and general welfare.

Motion Language:
Approval: I move to recommend approval to the Hailey City Council an Ordinance amending Hailey Municipal Code, Title 15: Building and Construction; Chapter 15.12: Fire Code, Section 15.12.030: Amendments to the International Fire Code and International Wildland-Urban Interface Code, by removing Item H. 903.2.8, which describes the requirements and/or exceptions to the installation of automatic sprinkler systems, finding that essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services, that the proposed uses are compatible with the surrounding area, and that the proposed amendment will promote the public health, safety and general welfare.

Denial: Motion to deny recommendation of the attached revisions to Hailey Municipal Code, Title 15: Building and Construction; Chapter 15.12: Fire Code, Section 15.12.030: Amendments to the International Fire Code and International Wildland-Urban Interface Code, Item H. 903.2.8, finding that _____ [the Commission should cite which standards are not met and provide the reason why each identified standard is not met].

Continuation: Motion to continue the public hearing to _____ [the Commission should specify a date.

HAILEY ORDINANCE NO. __

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING HAILEY MUNICIPAL CODE, TITLE 15: BUILDINGS AND CONSTRUCTION, CHAPTER 15.12: FIRE CODE, SECTION 15.12.030: AMENDMENTS TO INTERNATIONAL FIRE CODE AND INTERNATIONAL WILDLAND-URBAN INTERFACE CODE; TO REMOVE ITEM H. 903.2.8, WHICH REMOVES SPRINKLER SYSTEM INSTALLATION EXCEPTIONS FOR MULTIFAMILY DEVELOPMENT PROJECTS, ALIGNING WITH INTERNATIONAL FIRE CODE; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS ORDINANCE UPON PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the Hailey City Council found that the following amendment to the Hailey Municipal Code, Title 15, conforms to the Hailey Comprehensive Plan; and

WHEREAS, the Hailey City Council has determined that the above-mentioned requirements are appropriate requirements, and should be referenced; and

WHEREAS, the text amendment set forth in this ordinance will promote the public health, safety and general welfare;

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

Section 1. Chapter 15.12: Fire Code, Section 15.12.030: Amendments to International Fire Code and International Wildland-Urban Interface Code, is hereby amended by the deletion of the ~~stricken~~ language, as noted. This section shall not be replaced in its entirety with the amendments below:

15.12.030 AMENDMENTS TO INTERNATIONAL FIRE CODE AND INTERNATIONAL WILDLAND-URBAN INTERFACE CODE:

~~H. Section 903.2.8 of the international fire code is amended to read as follows:~~

~~903.2.8 Group R. An automatic sprinkler system installed in accordance with section 903.3 shall be provided throughout all buildings with a group R1, R2 or R4 fire area.~~

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

Section 3. Severability Clause: Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

Section 4. Repealer Clause: All City of Hailey ordinances or parts thereof, which are in conflict herewith, are hereby repealed.

Section 5. Effective Date: This ordinance shall be in full force and effect from and after its passage, approval, and publication according to law.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS ___ DAY OF _____, 2026.

_____
Martha Burke, Mayor, City of Hailey

Attest:

_____
Mary Cone, City Clerk

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FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On October 5, 2026, the Planning and Zoning Chair and Administrator considered an Accessory Dwelling Unit (ADU) Application by Gina Glenne and Dan Reinkensmeyer for the renovation of an existing 831 square foot bonus room into an Accessory Dwelling Unit (ADU). This project is located at 302 E Spruce St, within the Limited Residential (LR-1) and Townsite Overlay (TO) Zoning Districts.

FINDINGS OF FACT

Notice: Notice for the ADU Application was mailed to property owners within 300 feet on September 16, 2026. The Public Comment period was open from September 16, 2026, to October 1, 2026. During this time no public comment was received.

Application: The Applicant is proposing to convert an 831 square foot bonus room into an Accessory Dwelling Unit (ADU) located above a garage. The Applicant intends to use the ADU for short-term occupancy. Access to the proposed ADU will be located off the primary public street, Spruce St.

Design Elements and Exterior Materials: The Applicant is proposing to convert an existing window into an entrance door for the ADU.

Procedural History: The Accessory Dwelling Unit Application was submitted on August 18, 2026, and certified complete on August 28, 2026.

Standards of Evaluation: Chapter 17.06 of the Hailey Municipal Code establishes the criteria for applications for Design Review. For each applicable standard (in bold print), the Commission makes the following Findings of Fact:

17.06.010. No person shall build, develop, or substantially remodel or alter the exterior of the following Buildings without receiving design review approval or exemption, pursuant to this chapter, as outlined in the matrix below:

Type of Use	Exempt (PZ Chair And Administrator)	Hearings Examiner	Full PZ Review
New construction:			
All zones: Nonresidential buildings			X
All zones: Residential of 3 or more units			X
All zones: Accessory Dwelling Units and Tiny Homes on Wheels	X		
Townsite Overlay District: New single-family or duplex			X

The proposed Application is to convert to convert an 831 square foot accessory room into an Accessory Dwelling Unit (ADU) located above a garage to be located at 302 E Spruce St, within the Limited Residential 1 zoning district and the Townsite Overlay District.

General Requirements for Accessory Dwelling Units				
Compliant			**Standards and Staff Comments**	
Yes	**No**	**N/A**	**City Code**	**City Standards and *Staff Comments***
☒	☐	☐	**17.08D.020**	**Applicability.** **A. The standards of this section apply to all Accessory Dwelling Units created after February 10, 2021, whether created by new construction, addition, or conversion of an existing building or area within an existing building.**
☒	☐	☐	**17.04D.030**	**General Provisions.** **A. Accessory Dwelling Units may be located within, or attached to, a principal building or may be located within a detached accessory building. Detached Accessory Dwelling Units may comprise the entirety of the accessory building or may comprise part of the floor area of an accessory building with another permitted accessory use or uses comprising of the remaining floor area.**
			Staff Comments	*The ADU is proposed to be constructed through the conversion of an 831 square foot accessory room into an Accessory Dwelling Unit (ADU) located above an existing garage and attached to the principal building.* *All bulk requirements with respect to setbacks, lot coverage, building height, and density comply with Hailey's Municipal Code.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐		**B. One (1) Accessory Dwelling Unit (detached or attached) is permitted on a lot, accessory to a single-family dwelling unit.**
			Staff Comments	*One (1) ADU is proposed onsite.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐		**C. Accessory Dwelling Units are only permitted in conjunction with single-family residences in residential zones. In the Townsite Overlay, Transition and SCI zones, Accessory Dwelling Units are permitted in conjunction with commercial buildings. In Business, Limited Business and Neighborhood Business, one or more residential unit(s) are considered mixed-use.**
			Staff Comments	*The proposed ADU is in conjunction with an existing single-family residence located in the Limited Residential (LR-1) and Townsite Overlay (TO) Zoning Districts.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☐	☐	☒		**D. Accessory Dwelling Units located in the Special Flood Hazard Area (SFHA) shall have the top of the lowest floor elevated no lower than the flood protection elevation as defined in Section 17.04J.020, "Definitions", of the Hailey Municipal Code. For new construction or substantial improvements in the SFHA, all applicable requirements of Article 17.04J. Flood Hazard Overlay District (FH) shall apply.**
			Staff Comments	*The proposed ADU is not located within the Special Flood Hazard Area, this standard does not apply. Based on the above, the Chair and Administrator found that this standard is not applicable.*
☒	☐	☐	**17.08D.040: Registration of Accessory Dwelling Units Required**	**A. All Accessory Dwelling Units created after February 10, 2021, shall be issued an Accessory Dwelling Unit Compliance Certificate.**

			Staff Comments	*Upon completion of construction for the proposed ADU, a Compliance Certificate will be issued. Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐	**17.08D.050: Occupancy Restrictions - Short Term Occupancy**	**One dwelling unit shall be utilized as a long-term rental, with long-term occupancy being a period of thirty-one (31) days or more.**
			Staff Comments	*The proposed ADU will be utilized for short-term occupancy and is in conjunction with a primary dwelling unit that will be occupied by the property owner.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐	**17.08D.060: Subordinate Scale and Size**	**1. Scale: Accessory Dwelling Units shall be subordinate in scale and design to the principal building.**
			Staff Comments	*The proposed ADU is 831 square feet in size, and subordinate in scale and design to the principal building.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐		**2. Minimum Floor Area: All Accessory Dwelling Units shall not have a minimum floor area of less than two hundred (200) square feet.**
			Staff Comments	*Please refer to Section 17.08D.060(1), noted above, for further details.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐		***3.*** **Number of bedrooms: Accessory Dwelling Units may have a maximum of two (2) bedrooms.**
			Staff Comments	*The proposed ADU is a (1) bedroom studio.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐	**17.08D.070: Livability**	**A. Outdoor Access: All Accessory Dwelling Units shall have a designated area to access the outdoors. Examples include a balcony, porch, deck, paver patio, or yard area delineated by fencing, landscaping, or similar treatment so as to provide for private enjoyment of the outdoors. This area shall be no less than 50 square feet in size.**
			Staff Comments	*The Applicant is proposing to utilize the existing private balcony of 44 square feet and dedicated yard area of 260 square feet. Based on the above, the Chair and Administrator found that this standard has been met.*
Chapter 17.09: Parking and Loading				
☒	☐	☐	**17.09.020.05.D**	**Mitigation for Accessory Dwelling Unit parking spaces: Parking stalls for Accessory Dwelling Units shall be reviewed to assess light trespass into residential indoor living areas on adjacent properties. Mitigation measures may include fencing, landscaping, screening, landscape walls, and similar treatments.**
			Staff Comments	*There are no proposed changes to lighting that would create light trespass into adjacent residential living areas.* *Based on the above, the Chair and Administrator found that this standard has been met.*
☒	☐	☐	**17.09.040.01**	**No additional onsite parking spaces are required to be provided for ADUs unless the principal dwelling unit does not have off-street parking or the street is not paved and designed or constructed for on-street parking, or unless the principal dwelling unit is within one-fourth (1/4) mile of transit, an employment area, or commercial services.**
			Staff Comments	*The principle dwelling unit has off-street parking.* *Based on the above, the Chair and Administrator found that this standard has been met.*

CONCLUSIONS OF LAW AND DECISION

Based upon the above Findings of Fact, the Planning and Zoning Chair and Administrator make the following Conclusions of Law:

1. Adequate notice, pursuant to the Hailey Municipal Code, Title 17, Chapter 17.06, Design Review, 17.06.020(B), was given.
2. The project is in general conformance with the Hailey Municipal Code, Title 17, and the Hailey Comprehensive Plan.
3. The project does not jeopardize the health, safety, or welfare of the public.
4. Given the nature of this project, this constitutes a minor project, will not conflict with the Design Review Standards of this Chapter, and will not adversely impact any adjacent properties.
5. The proposed project is documented in the project file.

Conditions of Approval. The following Conditions are suggested for approval of this Application:

a) All applicable Fire Department and Building Department requirements shall be met.
b) Any change in use or occupancy type from that approved at time of issuance of Building Permit may require additional improvements and/or approvals. Additional parking may also be required upon subsequent change in use, in conformance with Hailey's Municipal Code at the time of the new use.
c) The project shall be constructed in accordance with the Application or as modified by the Findings of Fact, Conclusions of Law, and Decision.
d) All exterior lighting shall comply with the Outdoor Lighting Ordinance.

Signed this _____ day of _____, 2026.

_____
Janet Fugate, Chair

_____
Robyn Davis, Community Development Director

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