

AGENDA
Hailey Planning and Zoning Commission
Monday, August 5, 2024
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

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Or call in (audio only)

[+1 469-206-8535,,602369677#](#) United States, Dallas

Phone Conference ID: 602 369 677#

Call to Order

- Public Comment for items not on the Agenda.

Consent Agenda

- [CA 1](#) Motion to approve the meeting minutes dated June 17, 2024. **ACTION ITEM**
- [CA 2](#) Motion to approve the Findings of Fact, Conclusions of Law, and Decision of a Design Review Application by Eric Cueva, represented by Matt Youdall of Youdall Architecture, for the construction of an 877 square foot detached garage addition, which includes a new 579 square foot Accessory Dwelling Unit located above the addition. This project also consists of the future construction of an office/commercial prefabricated metal building to support the owner's roofing business. This project is located at 504 S. Main Street (Lots S20' of 12 All of 13 & 14, Block 9, Hailey Townsite) within the Business (B), Downtown Residential Overlay (DRO) and Townsite Overlay (TO) Zoning Districts.
ACTION ITEM
- [CA 3](#) Motion to approve the Findings of Fact, Conclusions of Law, and Decision of a Design Review Application by ARCH Community Housing Trust, Inc., for the construction of a new multifamily residential development project, consisting of ten (10) detached dwelling units, with 1,386 square feet of living space and 440 square feet of garage space per unit. This project is located at the addresses of 702 S 3rd Avenue, 623 S 4th Avenue, and 715 S 4th Avenue (Lots 2, 3, 4, 5, and 6, Blocks 1 and 125, Hailey Replat) in the General Residential (GR) and Townsite Overlay (TO) Zoning Districts. The subject property

has been, and continues to be, commonly known as the Ellsworth Inn property. **ACTION ITEM**

- **CA 4** Motion to approve the Findings of Fact, Conclusions of Law, and Decision Tiny Home on Wheels (THOW) Application, submitted by Deanna and Brady Campbell. The THOW is proposed to be 272 square feet in size, located onsite, detached and positioned along the northwestern side of the existing single-family residence. The THOW is proposed to be utilized as long-term rental and is located at 810 Buckskin Drive (Lot 16, Block 7, Deerfield Subdivision #1) within the Limited Residential (LR-1) Zoning District. **ACTION ITEM**

Public Hearing

- **PH 1** Consideration of a of a Design Review Pre-Application Application, submitted by Nancy and William Schlag, and represented by Jay Cone of Jay Cone Architecture, for the construction of a new, 1,554 square foot mixed-use building consisting of 943 square feet of commercial space and a 611 square foot Accessory Dwelling Unit, located within the proposed structure. This project is located at 20 Comet Lane (Lot 2E, Block 5, Airport West Subdivision #2) within the Sales and Office Subdistrict (SCI-SO) Zoning District.
- **PH 2** Consideration of a of a Preliminary Plat Subdivision Application for Sunbeam Subdivision (Phase II), submitted by Marathon Partners, LLC, and represented by Opal Engineering and BYLA, wherein Sunbeam Subdivision Phase I, Parcels B and C, are subdivided into 62 lots (42 lots and 20 sublots), as well as Parcel B1, which includes the remaining park dedication of 3.34 acres as contemplated in the approved Planned Unit Development Agreement.

Staff Reports and Discussion

- **SR 1** Discussion of building activity, upcoming projects, and zoning code changes.
- **SR 2** Discussion: Next Planning and Zoning Meeting:
 - August 19, 2024:
 - DR: Frosty Acres
 - DR PreApp: 1140 Storage

Return to Agenda

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Hailey Planning and Zoning Commission
Monday, June 17, 2024
5:30 p.m.

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Present

Commission: Owen Scanlon, Jordan Fitzgerald, Janet Fugate, Dan Smith, Sage Sauerbrey

Staff: Ashley Dyer, Robyn Davis, Emily Rodrigue, Jessie Parker, Christian Ervin

5:30:06 PM Call to Order

- [5:30:32 PM](#) Public Comment for items not on the Agenda. No comment.

5:31:23 PM Consent Agenda

- [CA 1](#) Motion to approve Meeting Minutes dated June 3, 2024. **ACTION ITEM**

Fitzgerald & Smith abstained from meeting minutes.

5:31:34 PM Scanlon motioned to approve CA 1. Sauerbrey seconded. Fitzgerald & Smith. Remaining in Favor.

Public Hearing

- [5:31:59 PM PH 1](#) Consideration of a Miscellaneous Plat Amendment Application by Idaho Conrad, LLC, represented by Michael Kraynick, wherein Lots 11-16, Block 29, Hailey Townsite (CROY Street Exchange), the official plat of the Croy Street Exchange Office Condominiums, Parcel No. 1 Condominium units A-Q, is revoked, retracted, and withdrawn. This project is located within the Business (B), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts. **ACTION ITEM**

[5:32:23 PM](#) Dyer introduced application, summarizing history of parcel.

[5:33:52 PM](#) Michael Kraynick introduced himself and applicant, summarized request of application to revoke condominiums of previous structure no longer standing. Kraynick explained it is his understanding with revoking this; it would revert back to the previous legal address.

[5:36:33 PM](#) Sauerbrey asked what the legal description preceding this was. Kraynick explained each unit had its own legal description. Kraynick summarized history of ownership of all units, explaining how it came to be owned by the existing owner. Sauerbrey asked how this would look if the revocation is allowed to proceed. Davis summarized application is to remove the designation of the condo units allowing the land to build upon in the future. Davis summarized this is more of a housekeeping item.

[5:39:23 PM](#) Smith clarified that the exhibit on the packet is correct and that the interior lot lines would be eliminated. Kraynick confirmed. Smith has no concerns. Smith asked for approximate timeline of when would move forward on this development. Conrad explained it is hard to determine at this time. Conrad is considering filling it for some beautification for time being.

[5:42:06 PM](#) Fitzgerald no comments.

[5:42:11 PM](#) Scanlon confirmed this would go back to one lot. Kraynick explained his understanding is that it would revert back to the prior legal description. Scanlon asked about previous plan prior to fire. Conrad summarized history. Sauerbrey noted has not been clear on previous legal description. Smith referenced exhibit in packet from 1980s showing it as one lot.

[5:44:02 PM](#) Chair Fugate opened public comment.

[5:44:30 PM](#) Chair Fugate closed public comment.

[5:44:42 PM](#) Smith motion to approve the Preliminary Plat Application by Idaho Conrad, LLC, wherein Lots 11-16, Block 29, Hailey Townsite (CROY Street Exchange), the official plat of the Croy Street Exchange Office Condominiums, Parcel No. 1 Condominium units A-Q, is revoked, retracted, and withdrawn, finding that the application meets all City Standards, and that Conditions (1) through (6) are met. Scanlon seconded. All in Favor.

- [5:45:47 PM PH 2](#) Consideration of a Preliminary Plat Application by Quigley Farm & Conservation Community, LLC, wherein Block 7, Quigley Farm Large Block Plat, is subdivided into ten (10) lots - each parcel ranging in size from 9,908 square feet to 17,989 square feet. This parcel is located within the General Residential (GR) and Peri-Urban Agriculture (PA) Zoning Districts. **ACTION ITEM**

[5:46:26 PM](#) Rodrigue introduced application, provided a brief summary of proposal and project history and turned floor to applicant.

[5:47:33 PM](#) Dave Hennessy introduced himself, summarized application as similar to blocks 3 & 4. Hennessy noted this is to complete phase two. Hennessy asked if there are any questions. Davis reminded all that total number of units were contemplated within the annexation agreement.

[5:48:50 PM](#) Sauerbrey asked about the open space and if it would be open to the public. Hennessy explained the reasoning for the lot design for its facing Kestrel Street the open. Hennessy confirmed it would be open public. Sauerbrey asked for timeline on connection to Quigley and Fox Acres. Hennessy summarized time line for connections, noting road connection will not connect to Quigley – it is only an emergency access.

[5:51:39 PM](#) Smith asked about reasoning for selecting lots for doubling up. Hennessy explained reasoning for lot selection.

[5:52:42 PM](#) Fitzgerald asked if approving the plat and or the civil set. Davis explained it is a preliminary plat. Fitzgerald asked about landscaping plan. Hennessy explained it will be similar to what has been done.

[5:54:17 PM](#) Scanlon asked about number of lots and community housing. Hennessy explained reasoning and confirmed the four lots to be deeded for community housing. Scanlon confirmed it will be available for ARCH to build on. Hennessy confirmed.

[5:55:18 PM](#) Chair Fugate opened public comment.

[5:55:44 PM](#) Chair Fugate closed public comment.

[5:55:56 PM](#) Scanlon motion to approve the Preliminary Plat Application by David Hennessy, represented by David Patrie, wherein Block 7, Quigley Farms Subdivision (Fox Acres Road and Quigley Farm Road) is subdivided to create ten (10) lots, ranging in size from 9,908 square feet to 17,989 square feet, finding that the application meets all City Standards, and that Conditions (1) through (9) are met, as amended. Fitzgerald seconded. All in Favor.

- **[PH 3](#)** Consideration of a Preliminary Plat Application by Guerra-Ori, LLC, wherein Lot 18, Block 62, Woodside Subdivision #15 (2410 Woodside Blvd), is subdivided into three (3) lots, each parcel proposed to be 7,392 square feet in size, and is located within General Residential (GR) Zoning District. This project is known as Shapi Shay Subdivision.

This item will be re-noticed for a future date.

Staff Reports and Discussion

- **SR 1** Discussion of building activity, upcoming projects, and zoning code changes.
- **SR 2** Discussion: Next Planning and Zoning Meeting:
 - July 1, 2024:
 - PP: Advocates Croy
 - PP: Advocates River
 - CUP: UPS
 - DR: 637 Townhomes
 - July 15, 2024:

- DR: Cueva
- THOW: Campbell

[5:57:21 PM](#) Davis summarized upcoming projects.

[6:00:52 PM](#) Fitzgerald asked about lot consolidation. Davis summarized processed for lot line adjustments. Commission and staff continued to discuss potential text amendments regarding lot line consolidation.

[6:07:07 PM](#) Sauerbrey requested some data on how many successful deed restricted/community housing units, especially along River Street. Thinks density bonuses need to be closely looked at. Davis summarized previous request for community housing, and that it is now more about incentive.

[6:12:02 PM](#) Smith noted potential parking issues. Discussion continued regarding parking.

[6:18:01 PM](#) Staff provided brief summary of how Locals for ADU is going.

[6:21:35 PM](#) Staff provided update on city self-watering planters along Croy.

[6:23:36 PM](#) **Smith motion to adjourn. Scanlon seconded. All in Favor.**

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FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

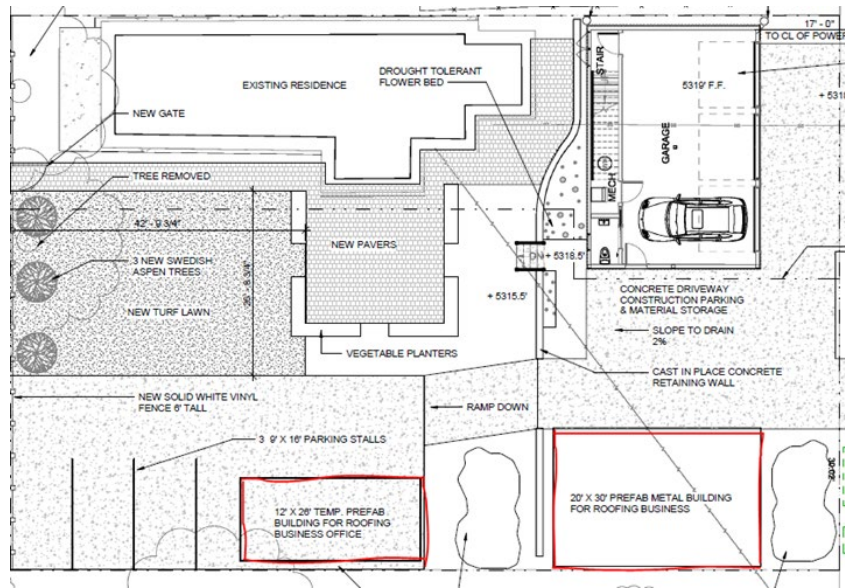
On July 15, 2024, the Hailey Planning and Zoning Commission considered and approved a Design Review Application by Eric Cueva, represented by Youdall Architecture, for a mixed-use development project which includes retail trade commercial space, a detached garage addition, as well as a new Accessory Dwelling Unit (ADU) located above the addition, to be located at 504 S Main Street (Lots S20' of 12 All of 13 & 14, Block 9, Hailey Townsite) within the Business (B), Downtown Residential Overlay (DRO) and Townsite Overlay (TO) Zoning Districts.

FINDINGS OF FACT

Notice: The first notice for the project's May 6, 2024, public hearing was published in the Idaho Mountain Express and mailed to property owners within 300 feet on April 17, 2024. The second notice for the continuation of the project to June 3, 2024 was published in the Idaho Mountain Express on May 15, 2024. No public comments were received in conjunction with the second noticing. The third notice for the continuation of the project to the July 15, 2024 Public Hearing was published in the Idaho Mountain Express on June 26, 2024 and mailed to property owners within 300 feet on June 26, 2024. No public comments were received in conjunction with the third noticing.

Background and Project Overview: At the May 6, 2024 Public Hearing, the Applicant proposed the construction of an 877 square foot detached garage addition as well as a new 579 square foot Accessory Dwelling Unit (ADU) located above the garage. This garage/ADU structure would complement an existing 880 square foot, single-family residence already onsite. Upon a comprehensive review of the Hailey Municipal Code, City Staff identified the existing single-family residence as a "nonconforming use", stated in Section 17.05 "Official Zoning Map and District Use Matrix" and procedurally outlined in Section 17.13 "Nonconforming Uses and Buildings". Specifically, the existing single-family residence is not permitted in the Business (B) Zoning District, and the construction of the garage/ADU structure, in relation to the single-family residence, would be considered an "expansion of nonconforming use", which is prohibited in the Hailey Municipal Code. While this Code requirement was brought to Staff's attention after the Public Hearing had been scheduled, Staff were able to inform both the Applicant team and the Planning and Zoning Commission of the non-permitted use prior to the Public Hearing. The Hearing was conducted with the mutual understanding that there would not be an opportunity for approval of the project at that time.

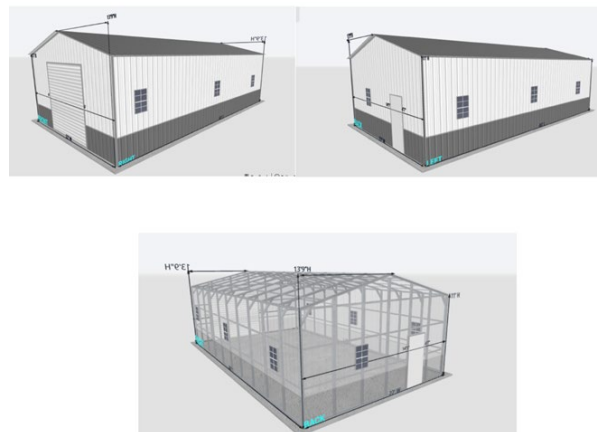
However, the Applicant also referenced new commercial structures in their original site plan submittal, to be developed in the future but not explicitly associated with the garage/ADU development. The Applicant/property owner is the owner/operator of a local roof contracting business, and this property is intended to support their business, according to the Applicant. The two (2) structures outlined in red below represent the Applicant's original site plan submittal with commercial structures.



Detailed building elevations and/or architectural renderings were not submitted in the Applicant's original design package.

At the May 6, 2024 Public Hearing, the Commission noted that irrespective of the nonconforming use, it would be difficult to approve the garage/ADU Design Review Application without more complete building/design plans, or a timeline of construction, for the commercial components referenced in their submittal package. A fully conceptualized site plan was requested by both Staff and the Commission for any continued consideration of the project. The Applicant met this request with a revised Design Review submittal, prior to the June 3, 2024 Public Hearing.

However, the building elevations and floor plans for the proposed commercial structure were significantly lacking in design considerations and details that are Design Review requirements for non-residential and/or mixed-use buildings within the City of Hailey. The initial building elevations submitted for the commercial building were as follows:



In regard to the commercial structure, specific Standards that were found to be inadequately met during previous Design Review submittals and Public Hearings included:

- *17.06.080(A)2c: At ground level, building design shall emphasize human scale, be pedestrian oriented and encourage human activity and interaction.*
- *17.06.080(A)2d: The front façade of buildings shall face the street and may include design features such as windows, pedestrian entrances, building off-sets, projections, architectural detailing, courtyards and change in materials or similar features to create human scale and break up large building surfaces and volumes.*
- *17.06.080(A)2j: Gabled coverings, appropriate roof pitch, or snow clips and/or gutters and downspouts shall be provided over all walkways and entries to prevent snow from falling directly onto adjacent sidewalks.*
- *17.06.080(A)3a: Accessory structures shall be designed to be compatible with the principal building(s).*

The Applicant revised their building elevations and resubmitted plans for an additional Design Review continuation by the Commission, heard on July 15, 2024. The revised building elevation was as follows:



Additionally, the Applicant submitted building elevations at record grade, as well as a floor plan, per Design Review submittal requirements.

At the July 15, 2024 Public Hearing, the Commission discussed remaining revisions requested of the Applicant and project, in order to support the Applicant's proposed commercial (retail trade) building and site use. These final revisions are reflected within the final Conditions of Approval for this Design Review Applications. Revisions and/or project additions include:

- Business signage for the west-facing, Main Street building elevation
- Slightly increasing the building square footage of the principal (commercial/retail trade) building, to ensure that the proposed ADU gross square footage is not greater than 66% of the

square footage of the principal building (*Interior staircases and mechanical rooms count towards gross building square footage for the ADU, which the Applicant was not aware of*).

- Due to the commercial building's pre-fabrication and simple design, the Commission agreed that expanding the building's footprint – likely a few additional feet to the east – would not constitute a significant change in overall site/building design and require additional design review. The Commission were in mutual agreement about this necessary adjustment in square footage and footprint.
- A fencing plan that includes fencing along the property's Main Street frontage, restricted to only the residential area of the site and allowing for unobstructed viewing and pedestrian access to the front entrance of the commercial retail trade building.
- Increased insulation for the commercial retail trade building (due to possible future development of the south-adjacent property, which by nature of zoning bulk requirements could result in little to no direct sunlight provided for the south building elevation), beyond the standard requirements outlined in 2018 IBC and 2018 IECC for commercial buildings.
- Construction of an explicit, dedicated pathway for pedestrian access between the commercial retail trade building and first-floor restroom in the ADU, prior to issuance of a Certificate of Occupancy.

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.

Notably, the primary issues of concern with this Application were the provisioning of specific guidelines related to the building design and the requirements of mixed-use development in the Business (B) Zoning District. The Commission asked the Applicant to provide more detailed, specific site plans and floors plans for the commercial retail trade building, incorporate more pedestrian/human scale design features to the exterior of the commercial retail trade building, install a business sign and augment their fence placement along the building's Main Street frontage, slightly increase the commercial building square footage so as to achieve appropriate scale of the garage/ADU, enhance the insulation value of the proposed commercial retail trade building upon construction, and install a dedicated pedestrian pathway on the site's interior to provide connectivity between the commercial retail trade building and the garage/ADU's ground-level bathroom, which will service any employees/customers at the site.

On July 15, 2024, the Commission unanimously approved the Design Review Application by Eric Cueva, represented by Youdall Architecture, for a mixed-use development project which includes retail trade commercial space, a detached garage addition, as well as a new Accessory Dwelling Unit (ADU) located above the addition, to be located at 504 S Main Street (Lots S20' of 12 All of 13 & 14, Block 9, Hailey Townsite) within the Business (B), Downtown Residential Overlay (DRO) and Townsite Overlay (TO) Zoning Districts.

Procedural History: The Application was submitted on March 28, 2024, and certified complete on April 1, 2024. A public hearing was held on May 6, 2024, in the Council Chambers and virtually via Microsoft

Teams, at which time the Commission voted unanimously to continue the Design Review Public Hearing. A continuation of the Design Review Application was held on June 3, 2024 in the Council Chambers and virtually via Microsoft Teams. Upon review, the Commission unanimously voted to continue the Design Review Application an additional time, citing unmet design standards for the commercial structure. The additional continuation of the Design Review Application was held on July 15, 2024 in the Council Chambers and virtually via Microsoft Teams.

General Requirements for all Design Review Applications				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.050	Complete Application
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Department Comments	Engineering: <i>No comments</i>
				Life/Safety: <i>No comments</i>
				Water and Sewer: <i>The Wastewater Division Manager has stated that the Applicant is not allowed to make a new connection to the sewer main and must tap into their existing sewer service for the site.</i>
				<i>This has been made a Condition of Approval.</i>
				<i>Finding: Compliance. This standard shall be met.</i>
				Building: <i>It is Staff's understanding that the Applicant is completing, or has completed, various projects at the site that require a Building Permit from the City of Hailey, although no Building Permit Applications have been submitted at this time. The Applicant shall include the cost of the primary residence's deck construction, as well as the cost of the primary residence's re-roof construction, within the total construction cost for the mixed-use project, in conjunction with the mixed-use project's Building Permit Application. This has been made a Condition of Approval.</i>
				<i>Finding: Compliance. This standard shall be met.</i>
				Streets: <i>The Streets Division Manager and Public Works Director have both stated that the Applicant shall remove the Main Street curb cut to the property, and that the Applicant shall install new sidewalk to match the remaining pedestrian improvements within the right-of-way.</i>
				<i>This has been made a Condition of Approval.</i>
				<i>Finding: Compliance. This standard shall be met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08A Signs	17.08A Signs: <i>The applicant is hereby advised that a sign permit is required for any signage exceeding four square feet in sign area. Approval of signage areas or signage plan in Design Review does not constitute approval of a sign permit.</i>
			Staff Comments	<i>While no signage was proposed by the Applicant within their Design Review Application, the Commission requested that business signage be installed on the commercial retail trade building's Main Street frontage, to best promote</i>

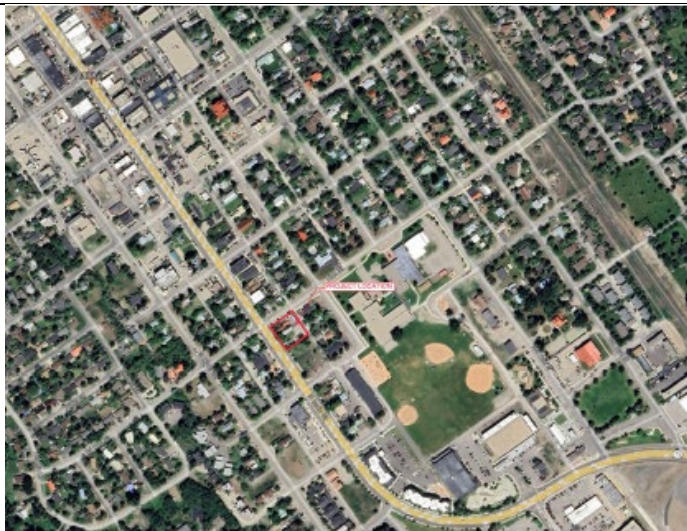
				<p><i>pedestrian connectivity and access to the site’s commercial component. A sign permit will be obtained for this project component. The Applicant shall install approved business signage on the commercial retail trade building’s west, Main Street elevation, prior to issuance of a Certificate of Occupancy. This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard shall be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.09.040 On-site Parking Req.</p>	<p>See Section 17.09.040 for applicable code.</p> <p>17.09.040 Accessory Dwelling Units and all dwellings less than 1,000 square feet: Minimum 1 space per unit. A site developed with both a primary dwelling less than 1,000 square feet in size and an Accessory Dwelling Unit shall provide a minimum of 2 spaces.</p>
			<p>Staff Comments</p>	<p><i>The Hailey Municipal Code requires a minimum of two (2) onsite parking spaces for a site developed with both a primary dwelling less than 1,000 square feet in size and an Accessory Dwelling Unit. Additionally, single-family dwellings must provide a minimum of two (2) parking spaces, with six (6) spaces per dwelling maximum.</i></p> <p><i>The mixed-use/commercial component of the project requires one (1) parking space for every 1,000 square feet of gross building area. The commercial retail trade building was proposed to be 880 square feet in size, although the footprint is required to be increased to at least 1,032 square feet in size to accommodate for the ADU sizing requirements. This will require a maximum of one (1) parking space.</i></p> <p><i>A minimum of five (5) onsite parking spaces are required. The proposed onsite parking for the ADU is located in the proposed three-car garage, constructed below the ADU. The remaining two (2) spaces within the garage meet the minimum code requirement for single-family dwellings. The Applicant is also proposing an additional three (3) parking spaces in the southeast corner of the site, which will service the commercial parking requirement. The total number of onsite parking spaces is six (6). The vehicular parking requirements for this project have been met.</i></p> <p><i>Lastly, per Hailey Municipal Code Section 17.09.040.07, all mixed-use developments shall provide at least three (3) bicycle parking spaces or bicycle spaces equivalent to twenty five percent (25%) of the required number of vehicle parking spaces, whichever is greater. The Applicant has not shown any bicycle parking spaces on submitted plans. The Applicant shall ensure that at least three (3) bicycle parking spaces (in racks) are installed, prior to issuance of a Certificate of Occupancy. This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard shall be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08C.040 Outdoor Lighting Standards</p>	<p>17.08C.040 General Standards</p> <p>a. All exterior lighting shall be designed, located and lamped in order to prevent:</p> <ol style="list-style-type: none"> 1. Overlighting; 2. Energy waste; 3. Glare;

				<p>4. Light Trespass; 5. Skyglow.</p> <p>b. All non-essential exterior commercial and residential lighting is encouraged to be turned off after business hours and/or when not in use. Lights on a timer are encouraged. Sensor activated lights are encouraged to replace existing lighting that is desired for security purposes.</p> <p>c. Canopy lights, such as service station lighting shall be fully recessed or fully shielded so as to ensure that no light source is visible from or causes glare on public rights of way or adjacent properties.</p> <p>d. Area lights. All area lights are encouraged to be eighty-five (85) degree full cut-off type luminaires.</p> <p>e. Idaho Power shall not install any luminaires after the effective date of this Article that lights the public right of way without first receiving approval for any such application by the Lighting Administrator.</p>
			<i>Staff Comments</i>	<p><i>The Applicant will install Dark Sky compliant fixtures, downcast and low wattage fixtures.</i></p> <ul style="list-style-type: none"> - <i>Four (4) recessed lighting fixtures are proposed for the covered porch area.</i> - <i>Four (4) fully shielded, downcast wall sconces are proposed around the garage bay doors as well as one (1) by the ADU entrance door.</i> - <i>One (1) dark sky compliant lighting fixture is proposed for the commercial building's front façade.</i> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Bulk Requirements	<p>Zoning District: Business (B) Townsite Overlay (TO) and Downtown Residential Overlay (DRO) Zoning Districts:</p> <ul style="list-style-type: none"> - Maximum Building Height: 40 feet - Front Yard Setback: 0 feet* - Side Yard Setbacks: 0 feet* - Rear Yard Setback: 0 feet* - Alley setback: 0 feet* - Lot Coverage: No maximum <p>* No townhouse units are proposed with this project.</p>
			<i>Staff Comments</i>	<p><i>Setbacks and bulk requirements proposed by the Applicant are as follows, and comply with the zoning districts:</i></p> <p><u><i>Garage/ADU</i></u></p> <ul style="list-style-type: none"> - <i>Maximum Building Height: 23'-10"</i> - <i>Front Yard Setback: +75'</i> - <i>Side Yard Setbacks: Approximately 2' (north); Approximately 50' (south)</i> - <i>Rear/alley Setback: 17'</i> <p><u><i>Retail Trade Building</i></u></p> <ul style="list-style-type: none"> - <i>Maximum Building Height: 13' 9"</i> - <i>Front Yard Setback: 4' 9.25"</i> - <i>-Side Yard Setbacks: 1'7" (south); 70'+ (north)</i> <p><i>Rear/Alley Setback: 60'+</i> <i>Lot Coverage: 27% = 2,637 square feet</i></p>

				<p><i>All setback, building height, and lot coverage requirements have been met.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.070(A)1 Street Improvements Required</p>	<p>Sidewalks and drainage improvements are required in all zoning districts, except as otherwise provided herein.</p>
			<p><i>Staff Comments</i></p>	<p><i>The Streets Division Manager and Public Works Director have both stated that the Applicant shall remove the Main Street curb cut to the property, and that the Applicant shall install new sidewalk to match the remaining pedestrian improvements within the right-of-way.</i></p> <p><i>This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.070(B) Required Water System Improvements</p>	<p>In the Townsite Overlay District, any proposal for new construction or addition of a garage accessing from the alley, where water main lines within the alley are less than six feet (6') 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. (Ord. 1191, 2015)</p>
			<p><i>Staff Comments</i></p>	<p><i>The Applicant is proposing the construction of a new garage and ADU off the alleyway. Insulating the water service line and main line has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>

Design Review Guidelines for Residential Buildings in the Townsite Overlay District (TO).

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)1	<p>1) Site Planning</p> <p>Guideline: The pattern created by the Old Hailey town grid should be respected in all site planning decisions.</p> <p><i>Staff Comments</i></p> <p><i>The proposed garage/ADU respects the existing Old Hailey grid. The structure is situated on the alley side of the lot in a rectangular fashion that preserves the open space at the front of the lot.</i></p> <p><i>A Lot Line Adjustment to remove the interior, southern-most lot lines of Lots South 20' of Lot 12 and Lot 13 shall be submitted. This will maintain the pattern of the Old Hailey town grid while creating a new lot that is appropriately sized for modern building scales and code requirements. Approval of the Lot Line Adjustment has been made a Condition of Approval for this Design Review.</i></p>

				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p><i>Finding: Compliance. This standard has been met.</i></p> <p>Guideline: Site planning for new development and redevelopment shall address the following:</p> <ul style="list-style-type: none"> • scale and massing of new buildings consistent with the surrounding neighborhood; • building orientation that respects the established grid pattern of Old Hailey; • clearly visible front entrances; • use of alleys as the preferred access for secondary uses and automobile access; • adequate storage for recreational vehicles; • yards and open spaces; • solar access on the site and on adjacent properties where feasible, and where such decisions do not conflict with other Design Guidelines; • snow storage appropriate for the property; • Underground utilities for new dwelling units.
			<p><i>Staff Comments</i></p>	<ul style="list-style-type: none"> • <i>The scale of the proposed garage/ADU is consistent with the scale and massing of buildings in the surrounding neighborhood. The new building footprint is approximately 100 square feet smaller than the site's existing single-family residence, and the Applicant is proposing a new structure that is approximately 16' feet below the maximum permitted building height for the site and Zoning District.</i> • <i>The rectangular massing and required lot line adjustment will respect the existing grid pattern of Old Hailey.</i> • <i>The original house has a clearly visible entrance from Main Street and the ADU proposes a pedestrian entrance facing south, interior to the lot, and a vehicular entrance facing the alley to the east.</i> • <i>The proposed garage/ADU will be accessed from the alley.</i> • <i>The proposed lot coverage is 27%, with no permitted lot coverage maximum for the site's Zoning District. Ample lot space remains onsite, should the property owner need recreational vehicle storage.</i>

				<ul style="list-style-type: none"> • 1,125.64 square feet of turf lawn will be retained/offered by this project. A new patio paver area (approximately 144 square feet), as well as 164 square feet of outdoor deck space for the ADU will provide further yard and open space benefits to the project. • The proposed ADU is on the north and east side of the lot, preserving solar access from the south and west. • Snow storage has been identified on the site plan and appears sufficient for the site. • Utilities are existing; the Applicant is required to utilize existing water/wastewater utilities on site, and the current aboveground electricity lines servicing the site will be required to be placed underground with site development. <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>Guideline: The use of energy-conserving designs that are compatible with the character of Old Hailey are encouraged. The visual impacts of passive and active solar designs should be balanced with other visual concerns outlined in these Design Guidelines.</p> <p><i>Staff Comments</i></p> <p>The energy-conserving strategy for this project, according to the Applicant team, is to utilize southern exposure for solar gain for the primary living area of the ADU. The building’s south elevation includes sliding glass doors with full shielding from the roof overhang. This will allow for natural lighting of the ADU, minimizing direct glare and overheating from south-aspect sunlight. The Applicant has also indicated the following energy conservation measures, included in final project design:</p> <ul style="list-style-type: none"> • Minimum 40% glazing of south facing fenestrations, with roof overhangs. • Double pane insulated glazing. • Low emissivity-coated glazing. <p>As with any new construction, Staff encourages the Applicant to consider energy-conserving measures such as pre-wiring/“rough-in” components for future installation of solar PV panels, high-efficiency HVAC equipment (heat-pumps/mini-splits), and/or installation of EV-ready electrical infrastructure for charging.</p> <p>Staff are available to discuss these measures with the Applicant, in addition to available financial assistance and incentive programs that support implementation.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)2	<p>2. Bulk Requirements (Mass and Scale, Height, Setbacks)</p> <p>Guideline: The perceived mass of larger buildings shall be diminished by the design.</p> <p><i>Staff Comments</i></p> <p>The proposed garage/ADU design meets all Hailey Municipal Code bulk requirements.</p> <p>The structure is proposed for the northeast corner of the lot, directly adjacent from the alley. According to the Applicant, the garage/ADU will</p>


				<p><i>feature a 2:12 pitch shed roof. This low roof pitch, combined with the roof's slope angled interior to the property and the building's tallest wall plane facing the alley, creates a perceived mass that is smaller in nature and appropriate for the property's surrounding context.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3	3. Architectural Character
			17.06.090(C)3a	a. General
				Guideline: New buildings should be respectful of the past, but may offer new interpretations of old styles, such that they are seen as reflecting the era in which they are built.
			<i>Staff Comments</i>	<p><i>While the proposed ADU incorporates a shed roof, the materials and roof overhangs are consistent with traditional Old Hailey vernacular. The wood post and beams, wood soffits and detailing, corrugated metal wainscoting, and color palette of the exterior cladding blends well with the surrounding context of the Hailey Townsite Overlay. Steel cable railings around the second-level exterior deck provide a modern material and design element that captures the era in which the structure will be built, without detracting from the historical styles and charm of Old Hailey.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3b	b. Building Orientation
				Guideline: The front entry of the primary structure shall be clearly identified such that it is visible and inviting from the street.
			<i>Staff Comments</i>	<p><i>The original house orients to the street in a similar manner to the surrounding residences. The proposed garage/ADU will be accessed from the alley, as is typical in Old Hailey. No change to the front entry of the primary structure is proposed.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Guideline: Buildings shall be oriented to respect the existing grid pattern. Aligning the front wall plane to the street is generally the preferred building orientation.
			<i>Staff Comments</i>	<p><i>The existing residence orients to the street in a similar manner to the surrounding residences, with the building's shorter wall plane facing Main Street. The proposed garage/ADU will be accessed from the alley, as is typical in Old Hailey, and it will be positioned in line with the existing residence on the property's northern boundary, to the greatest degree possible given existing utilities and site conditions. The existing grid pattern in Old Hailey will not be impacted by the proposed building placement and design.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3c	c. Building Form
				Guideline: The use of building forms traditionally found in Old Hailey is encouraged. Forms that help to reduce the perceived scale of buildings shall be incorporated into the design.

			Staff Comments	<p><i>The garage/ADU is constructed of rectangular forms, with the longer side facing the existing building and Main Street and the shorter side facing interior lot lines. These forms are traditionally found in Old Hailey.</i></p> <p><i>The proposed garage/ADU is rectangular in shape, and it incorporates a small footprint, relative to the lot's total size. As previously mentioned in this Staff Report, the structure will feature a low-pitch roof, with the shortest wall plane facing west/towards Main Street. This roof form will reduce the perceived scale of the garage/ADU from established front of the property.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3d	<p>d. Roof Form</p> <p>Guideline: Roof forms shall define the entry to the building, breaking up the perceived mass of larger buildings, and to diminish garages where applicable.</p> <p>Staff Comments</p> <p><i>The structure will feature a low-pitch roof, with the shortest wall plane facing west/towards Main Street. This roof form will reduce the perceived scale of the garage/ADU from established front of the property (Main Street). The three (3) garage bay entrances will face the alley, diminishing these entrances to all surrounding traffic and uses, aside from activity in the alley itself.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3d	<p>Guideline: Roof pitch and style shall be designed to meet snow storage needs for the site.</p> <ul style="list-style-type: none"> • Roof pitch materials and style shall retain snow on the roof, or allow snow to shed safely onto the property, and away from pedestrian travel areas. • Designs should avoid locating drip lines over key pedestrian routes. • Where setbacks are less than ten feet, special attention shall be given to the roof form to ensure that snow does not shed onto adjacent properties. <p>Staff Comments</p> <p><i>The proposed garage/ADU will utilize snow retention bars to store the roof snow on the roof. The building proposes a single roof pitch (2:12/low angle) that angles toward the interior of the property, ensuring that snow will not shed onto adjacent properties and that all drip lines will route to a proposed drought-tolerant flower bed.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3d	<p>Guideline: The use of roof forms, roof pitch, ridge length and roof materials that are similar to those traditionally found in the neighborhood are encouraged.</p> <p>Staff Comments</p> <p><i>The Applicant has proposed a shed roof form of 2:12 pitch, which represents design elements that are similar to or match those traditionally found in the Townsite Overlay District. The standing seam metal roofing material is used widely across the Townsite Overlay District as well, which the Applicant is proposing to use for this project.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3d	<p>Guideline: The roof pitch of a new building should be compatible with those found traditionally in the surrounding neighborhood.</p>

			<i>Staff Comments</i>	See Section 17.06.090(C)3d. <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3e	e. Wall Planes
				Guideline: Primary wall planes should be parallel to the front lot line.
			<i>Staff Comments</i>	<i>The garage/ADU's longest wall plane is parallel to the front lot line, although residential access to the structure will be achieved via the shorter, south-facing wall plane.</i> <i>While the Applicant originally intended for the residential access and exterior covered deck to face west towards Main Street, utility setbacks required by existing Idaho Power infrastructure in the alley has resulted in amended site plans to be submitted by the Applicant. These amendments now represent the finalized site plans, including a 90-degree, counterclockwise rotation of the proposed garage/ADU. This amendment achieves Idaho Power clearance requirements for their equipment.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3e	Guideline: Wall planes shall be proportional to the site and shall respect the scale of the surrounding neighborhood.
			<i>Staff Comments</i>	<i>The wall planes of the proposed structure are similar or subservient in size to neighboring residences and/or buildings. The Applicant is proposing a structure that is 23' 10" tall at its highest point, while the maximum permitted building height for the Zoning District (Business, Townsite Overlay, Downtown Residential Overlay) is 35'.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3e	Guideline: The use of pop-outs to break up longer wall planes is encouraged.
			<i>Staff Comments</i>	<i>The southern wall plane features a covered deck space with a steel cable railing, which helps to significantly break up this wall plane. With the original garage/ADU Design Review submittal, Staff commented that the north and west wall planes presented a large massing that was not fully conducive of the design guidelines for residential buildings in the Townsite Overlay. The west elevation, in particular, presented the largest uninterrupted area of wall plane for the project. The primary material and color for the garage/ADU will be off white, vertical wood siding. While appropriate materials and colors for the building and its surrounding context in the Townsite Overlay District, the presentation of scale and massing with the materials and colors on the north and west elevations did not offer adequate visual interest and may serve to dominate the site and the existing primary residence.</i> <i>At the May 6, 2024 Public Hearing, the Commission discussed possible design enhancements to the large, unbroken wall planes of the Applicant's design proposal. Specifically, the Commission commented on their appreciation of the Applicant's wood accent material selection, suggesting that this material may be used to a greater degree across the building design. Specific features suggested by Staff and the Commission included</i>

				<p><i>belly band siding of an alternate color, more wood accenting, suspended awnings, or a wrap-around extension of the covered porch.</i></p> <p><i>The Applicant submitted revised building elevations that included a yellow cedar belly band between the first and second stories of the garage/ADU, wrapping around the entirety of the structure. The Commission acknowledged this adjustment at the June 3, 2024 Public Hearing and did not present any further requests addressing the unbroken, larger wall plane.</i></p> <p><i><u>Finding:</u> Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3f	<p>f. Windows</p> <p>Guideline: Windows facing streets are encouraged to be of a traditional size, scale and proportion.</p> <p><i>Staff Comments</i></p> <p><i>While Staff originally suggested additional first-floor windows on the west, street-facing building elevation of the garage/ADU structure, the Commission did not express concern with the west-facing building elevations – and its amount and orientation of windows – at the June 3, 2024 Public Hearing. Please refer to Staff Reports dated May 6, 2024 and June 3, 2024 for a more detailed discussion of this Standard and its application for this project.</i></p> <p><i>Upon multiple Design Review Public Hearings, this standard is considered to be met.</i></p> <p><i><u>Finding:</u> Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3f	<p>Guideline: Windows on side lot lines adjacent to other buildings should be carefully planned to respect the privacy of neighbors.</p> <p><i>Staff Comments</i></p> <p><i>The proposed windows on the side lot lines adjacent to other buildings respect the privacy of neighbors. Only two clerestory (2) windows on the north elevation are proposed, and the southern elevation features the covered deck space. This recesses the windows and sliding glass doors by nature of the building’s design, further protecting the privacy of neighbors.</i></p> <p><i>It should also be noted that the remaining lots to the south, completing the Chestnut to Elm Street block, are currently vacant.</i></p> <p><i><u>Finding:</u> Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3g	<p>g. Decks and Balconies</p> <p>Guideline: Decks and balconies shall be in scale with the building and the neighborhood.</p> <p><i>Staff Comments</i></p> <p><i>The second floor covered deck is setback from the first-floor façade and sheltered by the main roof. The proposed size of 164 square feet is in scale with the surrounding neighborhood. The Commission may recall the Benson Dental project reviewed in 2023, located on the corner of Elm and 1st Avenue and directly across from this project’s existing alley. The Benson Dental project also featured a second level ADU with covered exterior deck space, approximately 125 square feet in size.</i></p>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3g	<p><i>Finding: Compliance. This standard has been met.</i></p> <p>Guideline: Decks and balconies should be designed with the privacy of neighbors in mind when possible.</p>
			<i>Staff Comments</i>	<p><i>The proposed second floor deck space faces south, interior to the property. The deck is not oriented to immediately adjoin an adjacent property line. The remaining lots to the south of the Applicant’s property, completing the Chestnut to Elm Street block, are currently vacant. No adverse impact to the privacy of neighbors is anticipated.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3h	<p>h. Building Materials and Finishes</p> <p>Guideline: Materials and colors shall be selected to avoid the look of large, flat walls. The use of texture and detailing to reduce the perceived scale of large walls is encouraged.</p>
			<i>Staff Comments</i>	<p><i>The proposed garage/ADU will complement that of the surrounding neighborhood, as well as the site’s existing primary residence.</i></p> <p><i>According to the Applicant, a corrugated metal siding is proposed at the ground floor level to minimize moisture damage from snow against the building. This ground floor material will also provide variety in texture and appearance when compared to the rest of the exterior materials of the building, which is primarily vertical wood siding in an off-white color scheme.</i></p> <p><i>Yellow cedar wood trim around human entry and garage doors and architectural grade plywood soffit material adds further texture and detailing that reduce some of the perceived scale of large walls. The siding changes and first and second stories are separated by yellow cedar belly bands that match the existing house. The color palette consists of brown tones with enough contrast to emphasize the different siding treatments.</i></p> <p><i>At the May 6, 2023 Public Hearing, the Commission noted their concern over the large, unbroken wall planes of the garage/ADU, specifically on the north and east elevations. Upon continuation of the Application, the Applicant submitted revised building elevations that included a yellow cedar belly band between the first and second stories of the garage/ADU, wrapping around the entirety of the structure. The Commission acknowledged this adjustment at the June 3, 2024 Public Hearing and did not present any further requests addressing the unbroken, larger wall plane.</i></p>

				 <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3h	<p>Guideline: Large wall planes shall incorporate more than one material or color to break up the mass of the wall plane.</p> <p><i>Staff Comments</i> Please see Section 17.06.090(C)3h for discussion on how this Standard has been met.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3i	<p>i. Ornamentation and Architectural Detailing</p> <p>Guideline: Architectural detailing shall be incorporated into the front wall plane of buildings.</p> <p><i>Staff Comments</i> The Applicant’s property hosts an existing single-family residence with its entrance facing west, towards Main Street. The proposed garage/ADU will off pedestrian access on its south elevation, and garage/vehicular access from the alley and facing east. The pedestrian entrance elevation (south-facing) offers substantial architectural detailing, including changes in materials and colors, a single-pitch shed roof, steel cable railings with wood capping for the second-floor outdoor deck space, and wooden post and beam features.</p> <p>The garage/ADU’s Main Street (west)-facing elevation also features architectural detailing, including changes in color and materials, such as a cedar belly band.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3i	<p>Guideline: The use of porches, windows, stoops, shutters, trim detailing and other ornamentation that is reminiscent of the historic nature of Old Hailey is encouraged.</p>

			Staff Comments	<i>The exterior deck space, wood door trim, wood soffits, corrugated metal wainscot, and wood post and beam features each provide ornamentation that is reminiscent of the historic nature of Old Hailey. <u>Finding: Compliance. This standard has been met.</u></i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)3i	Guideline: Architectural details and ornamentation on buildings should be compatible with the scale and pattern of the neighborhood.
			Staff Comments	<i>Please refer to Sections 17.06.090(C)3h and 17.06.090(C)3i for further information. <u>Finding: Compliance. This standard has been met.</u></i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)4	4. Circulation and Parking
				Guideline: Safety for pedestrians shall be given high priority in site planning, particularly with respect to parking, vehicular circulation and snow storage issues.
			Staff Comments	<i>Pedestrian access for the garage/ADU will be achieved via the building's south elevation. Pedestrians may access the site and south elevation through the alley, or from Main Street and the new paver walkway the Applicant intends to install to the south of the existing residence on site. Parking for the ADU will be provided via the proposed three (3) car garage, which also includes an interior staircase. <u>Finding: Compliance. This standard has been met.</u></i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)4	Guideline: The visual impacts of on-site parking visible from the street shall be minimized.
			Staff Comments	<i>The proposed garage area will be accessed via the alley to the east of the site, with little to no visual impact on surrounding streets. The new commercial retail trade building will shield all on-site parking from Main Street. <u>Finding: Compliance. This standard has been met.</u></i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)4	Guideline: As a general rule, garages and parking should be accessed from the alley side of the property and not the street side.
			Staff Comments	<i>The Applicant is proposing all future vehicular access through the alley. The Applicant shall remove the Main Street curb cut to the property and install new sidewalk to match the remaining pedestrian improvements within the right-of-way. This has been made a Condition of Approval. <u>Finding: Compliance. This standard has been met.</u></i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)4	Guideline: Detached garages accessed from alleys are strongly encouraged.
			Staff Comments	<i>The detached garage is proposed to be accessed off the alleyway. <u>Finding: Compliance. This standard has been met.</u></i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.090(C)4	Guideline: When garages must be planned on the street side, garage doors shall be set back and remain subordinate to the front wall plane.

			<i>Staff Comments</i>	<i>N/A, as the garage will have access from the existing alley.</i> <i>Finding: Compliance. This standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.090(C)4	Guideline: When garages and/or parking must be planned on the street side, parking areas are preferred to be one car in width. When curb cuts must be planned, they should be shared or minimized.
			<i>Staff Comments</i>	<i>N/A, as the garage will have access from the existing alley.</i> <i>Finding: Compliance. This standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.090(C)4	Guideline: Off-street parking space for recreational vehicles should be developed as part of the overall site planning.
			<i>Staff Comments</i>	<i>N/A, as there is no seasonal, off-street parking for recreational vehicles being proposed.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)5	5. Alleys
				Guideline: Alleys shall be retained in site planning. Lot lines generally shall not be modified in ways that eliminate alley access to properties.
			<i>Staff Comments</i>	<i>The alley is existing and will be utilized for access to onsite parking. No alley access will be eliminated.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)5	Guideline: Alleys are the preferred location for utilities, vehicular access to garages, storage areas (including recreational vehicles) and accessory buildings. Design and placement of accessory buildings that access off of alleys is encouraged.
			<i>Staff Comments</i>	<i>All wet utilities will be underground within the existing alley. Existing overhead power lines are also located in the alley, and the Applicant has coordinated with Idaho Power to ensure that utility line clearances will be met. New underground power service for the existing primary residence on-site will also be provided, according to site plans. Vehicular access to the garage/ADU will also be achieved via the alley.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)5	Guideline: Generally, the driving surface of alleys within Limited Residential and General Residential may remain a dust-free gravel surface, but should be paved within Business, Limited Business, and Transitional. The remainder of the city alley should be managed for noxious weed control, particularly after construction activity.
			<i>Staff Comments</i>	<i>The parcel is located within the Business (B) Zoning District, and the driving surface of the alley is paved.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)5	Guideline: Landscaping and other design elements adjacent to alleys should be kept simple and respect the functional nature of the area and the pedestrian activity that occurs.

			<i>Staff Comments</i>	<i>No landscaping is proposed adjacent to the alley. Concrete paving is proposed for the driveway area adjacent to the alley.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)6	6. Accessory Structures
				Guideline: Accessory buildings shall appear subordinate to the main building on the property in terms of size, location and function.
			<i>Staff Comments</i>	<i>A detached garage/ADU is proposed to be subordinate to the primary residence. The proposed garage/ADU is located at the rear of the property, and its footprint is smaller than that of the existing primary residence.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)6	Guideline: In general, accessory structures shall be located to the rear of the lot and off of the alley unless found to be impractical.
			<i>Staff Comments</i>	<i>The proposed garage/ADU building will be located at the rear of the lot and located behind the existing primary residence. It will be accessed off of the alley.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)7	7. Snow Storage
				Guideline: All projects shall be required to provide 25% snow storage on the site.
			<i>Staff Comments</i>	<i>With the revised site plan and retail trade building, the Applicant has now stated that the site contains 2,520 square feet of hardscape surface, which would require at least 630 square feet of snow storage. The Applicant has stated that the snow storage area equals 640 square feet.</i> <i>Original plan submittals indicated that the minimum snow storage-to-hardscape ratio would not be met. The new site plan and snow storage calculation now show that the snow storage requirement has been met. The Conditions of Approval have been updated to reflect this change.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)7	Guideline: A snow storage plan shall be developed for every project showing: <ul style="list-style-type: none"> • Where snow is stored, key pedestrian routes and clear vision triangles. • Consideration given to the impacts on adjacent properties when planning snow storage areas.
			<i>Staff Comments</i>	<i>The snow storage area is proposed for the central, southern lot line. No impacts to pedestrian routes, vision triangles, or adjacent properties are anticipated with the proposed snow storage plan.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)8	8. Existing Mature Trees and Landscaping
				Guideline: Existing mature trees shall be shown on the site plan, with notations regarding retention, removal or relocation. Unless shown to be infeasible, a site shall be carefully planned to incorporate existing mature trees on private property into the final design plan.

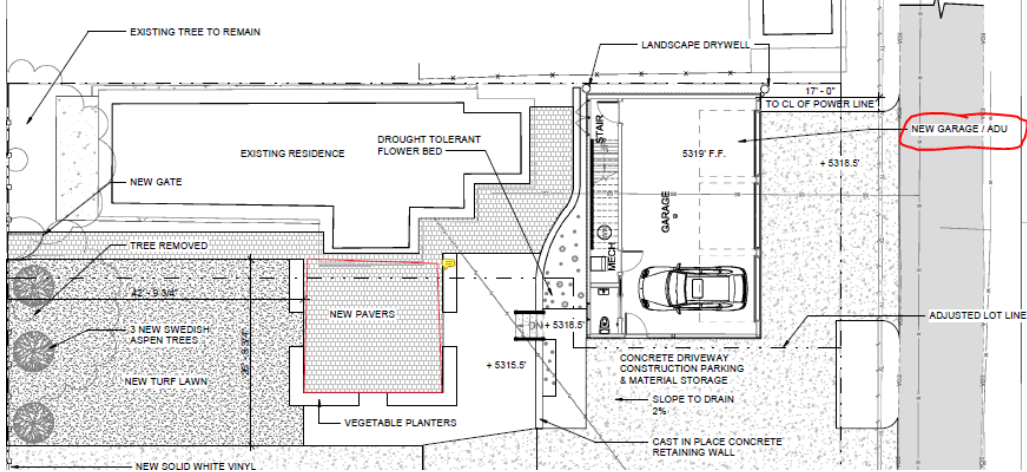
			Staff Comments	<p><i>There is one (1) existing tree identified onsite that is proposed to be retained, as well as one (1) existing tree identified onsite that is proposed to be removed. Three (3) new Swedish Aspen trees are proposed to be planted along the property’s western boundary, directly adjacent to Main Street and the proposed six foot (6’) white picket fence.</i></p> <p><i><u>Finding:</u> Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.090(C)8	<p>Guideline: Attention shall be given to other significant landscape features which may be present on the site. Mature shrubs, flower beds and other significant landscape features shall be shown on the site plan and be incorporated into the site plan where feasible.</p> <p>Staff Comments</p> <p><i>N/A, as no significant landscape features are presently onsite. However, the Applicant intends to install approximately 1,144 square feet of new turf lawn, a drought tolerant flower bed, and a series of vegetable planters.</i></p> <p><i><u>Finding:</u> Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)8	<p>Guideline: Noxious weeds shall be controlled according to State Law.</p> <p>Staff Comments</p> <p><i>If noxious weeds are present on the site, the Developer shall control according to State Law.</i></p> <p><i><u>Finding:</u> Compliance. This standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.090(C)9	<p>9. Fences and Walls</p> <p>Guideline: Fences and walls that abut public streets and sidewalks should be designed to include fence types that provide some transparency, lower heights and clearly marked gates.</p> <p>Staff Comments</p> <p><i>The Applicant originally proposed a “white picket fence 6’ tall” along the entirety of the property’s Main Street frontage. A new gate and walkway were also proposed, providing pedestrian access from Main Street to the retail trade building.</i></p> <p><i>Following discussions regarding pedestrian access and permitted site uses at the July 15, 2024 Public Hearing, the Commission requested that the Applicant augment their fence plan to show a mid-property line “jog” of the fence, back towards the site’s interior and only screening the existing residential portion of the site. This design would ensure that pedestrians would not have to encounter any sort of fence feature when accessing the commercial retail trade building. It would also further promote human scale and create clear access to the entrance of the commercial retail trade building.</i></p> <p><i>If and when the Applicant installs a fence along the property’s Main Street frontage, the fence shall only screen the residential portion of the site and allow for a clear, unobstructed pedestrian access to the front entrance of the commercial retail trade building. This has been made a Condition of Approval.</i></p> <p><i><u>Finding:</u> Compliance. This standard will be met.</i></p>
			17.06.090(C)9	<p>Guideline: Retaining walls shall be in scale to the streetscape.</p>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff Comments	<p><i>With the revised plan submittal for the June 3, 2024 Public Hearing, the Applicant proposed to use the existing site grade, from the alley down to the new retail trade building, to create a gentle slope for retail trade building access (as opposed to the ramp feature originally proposed). In doing so, according to the Applicant, the scope of the retaining wall as originally proposed has been greatly reduced, allowing a level building pad to be created for the new garage/ADU structure as well. Staff do not anticipate this retaining wall to impact the streetscape in any fashion, based on other proposed site additions along the property’s Main Street frontage (fencing and landscaping).</i></p> <p><i><u>Finding:</u> Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.090(C)10	<p>10. Historic Structures</p> <p>General Guidelines: Any alteration to the exterior of a Historic Structure requiring design review approval shall meet the following guidelines:</p> <ul style="list-style-type: none"> • The alteration should be congruous with the historical, architectural, archeological, educational or cultural aspects of other Historic Structures within the Townsite Overlay District, especially those originally constructed in the same Period of Significance. • The alteration shall be contributing to the Townsite Overlay District. Adaptive re-use of Historic Structures is supported while maintaining the architectural integrity of the original structure. <p><i>Staff Comments</i></p> <p><i>N/A, as no historic structures are proposed to be altered with this project.</i></p> <p><i><u>Finding:</u> Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.090(C)10	<p>Specific Guidelines. Any alteration to the exterior of a Historic Structure requiring design review approval shall meet the following specific guidelines:</p> <ul style="list-style-type: none"> • The design features of repairs and remodels including the general streetscape, materials, windows, doors, porches, and roofs shall not diminish the integrity of the original structure. • New additions should be designed to be recognizable as a product of their own Period of Significance with the following guidelines related to the historical nature of the original structure: <ul style="list-style-type: none"> ~ The addition should not destroy or obscure important architectural features of the original building and/or the primary façade; ~ Exterior materials that are compatible with the original building materials should be selected; ~ The size and scale of the addition should be compatible with the original building, with the addition appearing subordinate to the primary building; ~ The visual impact of the addition should be minimized from the street; ~ The mass and scale of the rooftop on the addition should appear subordinate to the rooftop on the original building, and should avoid breaking the roof line of the original building; ~ The roof form and slope of the roof on the addition should be in character with the original building; ~ The relationship of wall planes to the street and to interior lots should be preserved with new additions.

			<i>Staff Comments</i>	<p><i>N/A, as no historic structures are proposed to be altered with this project.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
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General Requirements for Accessory Dwelling Units

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08D.020	<p>Applicability.</p> <p>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.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.04D.030	<p>General Provisions.</p> <p>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.</p>
			<i>Staff Comments</i>	<p><i>The proposed ADU is detached from the primary residence and is approximately 684 square feet in size. The ADU will also feature 164 square feet of exterior covered deck space.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>B Only one (1) Accessory Dwelling Unit is permitted on a lot.</p>
			<i>Staff Comments</i>	<p><i>Only one (1) ADU is proposed onsite.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>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.</p>

			<p>Staff Comments</p> <p><i>The proposed ADU is in conjunction with an existing single-family residence, and both are located within the Business (B), Downtown Residential Overlay (DRO) and Townsite Overlay (TO) Zoning Districts.</i></p> 
			<p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A. Accessory Dwelling Units 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.</p> <p>Staff Comments</p> <p><i>N/A – The proposed ADU is not located within the Special Flood Hazard Area.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08D.040: Registration of Accessory Dwelling Units Required</p> <p>All Accessory Dwelling Units created after February 10, 2021, shall be issued an Accessory Dwelling Unit Compliance Certificate.</p> <p>Staff Comments</p> <p><i>Upon completion of construction for the proposed ADU, a Compliance Certificate will be issued.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08D.050: Occupancy Restrictions - Short Term Occupancy</p> <p>1. Where a lot contains both a primary dwelling unit and an Accessory Dwelling Unit, only one dwelling unit shall be utilized for Short-Term Occupancy;</p> <p>Staff Comments</p> <p><i>The owners intend to utilize the ADU as long-term housing for an employee of their roofing business, which will occupy the garage space below the ADU.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>2. When one dwelling unit is utilized for Short-Term Occupancy, the other unit shall be owner-occupied or utilized as a long-term rental, with long-term occupancy being a period of thirty-one (31) days or more.</p>

			<p>Staff Comments</p> <p>N/A, as neither dwelling unit onsite is intended to be utilized for short-term occupancy.</p> <p><u>Finding: Compliance. This standard has been met.</u></p>												
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08D.060: Subordinate Scale and Size</p> <p>Scale: The floor area of an Accessory Dwelling Unit (ADU) is limited to no more than 66% of the gross square footage of the principal building, or the maximum floor area permitted for an ADU based on the lot size or zone, whichever is less.</p> <p>Staff Comments</p> <p>The gross floor area of the principal building (commercial retail trade) was originally proposed at 879 square feet in size, with 66% of its size equaling 580.8 square feet. The Applicant had proposed an ADU that was measured 579 square feet in size. However, upon further clarification with the Applicant, it was found that this measurement did not include the interior stairwell or mechanical room, which must be included in the gross square footage maximum that is calculated from the principal building. The updated gross square footage of the ADU, including such features, is now measured at 684 square feet.</p> <p>That being said, the Applicant must slightly increase the square footage of the principal building, from 879 square feet to 1,032 square feet, in order to meet this Standard. As this property is zoned Business (B), lot coverage and setback requirements are not a concern with this adjustment. At the July 15, 2024 Public Hearing, the Applicant was amenable to such changes, as requested by the Commission and required by the Hailey Municipal Code.</p> <p>The Applicant shall submit building plans that show an increased square footage of the principal commercial retail trade building, corresponding with an ADU square footage that is no larger than 66% of the square footage of the principal building. This has been made a Condition of Approval.</p> <p><u>Finding: Compliance. This standard will be met.</u></p>												
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>B. Maximum Floor Area:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Lot Size (square feet)</th> <th style="text-align: center;">Minimum Gross Floor Area (square feet)¹</th> <th style="text-align: center;">Maximum Gross Floor Area (square feet)¹</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Up to 7,000</td> <td style="text-align: center;">300</td> <td style="text-align: center;">900</td> </tr> <tr> <td style="text-align: center;">7,001 – 8,000</td> <td style="text-align: center;">300</td> <td style="text-align: center;">950</td> </tr> <tr> <td style="text-align: center;">Lots 8,001 and greater</td> <td style="text-align: center;">300</td> <td style="text-align: center;">1,000</td> </tr> </tbody> </table> <p style="text-align: center;">Gross square footage calculations for Accessory Dwelling Units does not include exterior, uncovered staircases. Interior staircases and circulation corridors are included.</p> <p>Staff Comments</p> <p>While the Applicant's lot is greater than 8,000 square feet – allowing a maximum gross floor area up to 1,000 square feet – 66% of the to-be revised principal building will be equal to 684 square feet, which is less than the permitted size maximum based on lot size. The Applicant is required to build to the lesser maximum square footage, per Hailey Municipal Code.</p> <p><u>Finding: Compliance. This standard will be met.</u></p>	Lot Size (square feet)	Minimum Gross Floor Area (square feet) ¹	Maximum Gross Floor Area (square feet) ¹	Up to 7,000	300	900	7,001 – 8,000	300	950	Lots 8,001 and greater	300	1,000
Lot Size (square feet)	Minimum Gross Floor Area (square feet) ¹	Maximum Gross Floor Area (square feet) ¹													
Up to 7,000	300	900													
7,001 – 8,000	300	950													
Lots 8,001 and greater	300	1,000													
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>C. Number of bedrooms: Accessory Dwelling Units may have a maximum of two (2) bedrooms.</p> <p>Staff Comments</p> <p>The proposed ADU has only one (1) bedroom.</p> <p><u>Finding: Compliance. This standard will be met.</u></p>												
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08D.070: Livability</p> <p>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 delineate by fencing, landscaping, or similar treatment so as to provide for private enjoyment of the</p>												

				outdoors. This area shall be no less than 50 square feet in size. The Outdoor Access area shall be approved through the Design Review process.
			<i>Staff Comments</i>	<i>The Applicant is providing 164 square feet of covered, outdoor deck space on the second floor of the new structure, immediately accessible to the ADU.</i> <i>Finding: Compliance. This standard will be met.</i>
Chapter 17.09: Parking and Loading				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.09 020.05.B	Parking areas and driveways for single-family, accessory dwelling unit, and duplex residences may be improved with compacted gravel or other dustless material.
			<i>Staff Comments</i>	<i>The proposed garage will provide covered parking for three (3) cars off the alley, with the driveway area being improved with concrete.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>The following elements of the proposed site plan mitigate light trespass from the proposed ADU parking:</i> <ul style="list-style-type: none"> - <i>Parking is provided inside the covered garage with overhead doors.</i> - <i>Parking directionality is positioned east/west; headlights will either be facing interior to the site, or into the alley if the ADU resident backs into the garage bay. The property directly across the alley, with respect to the Applicant's property, includes mature landscaping and a shed along the property's alley-side property boundary. The presence of these site features will further mitigate any potential light trespass from ADU parking on the Applicant's property.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.09.040.01	Accessory Dwelling Units and all dwelling units less than 1,000 square feet require one (1) parking space per unit. A site developed with both a primary dwelling less than 1,000 square feet in size and an Accessory Dwelling Unit shall provide a minimum of 2 spaces. Parking for Accessory Dwelling Units must be provided on site. Existing parking in excess of the required parking for a single-family unit shall count towards the total required parking.
			<i>Staff Comments</i>	<i>The proposed garage will provide covered parking for three cars off the alley, including the ADU and the existing primary dwelling.</i> <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.09.040.07	All multi-family residential and commercial or mixed use development, including new construction and additions, shall provide at least three (3) bicycle parking spaces or bicycle spaces equivalent to twenty five percent (25%) of the required number of vehicle parking spaces, whichever is greater. (Ord. 1191, 2015)

			Staff Comments	<p><i>The Applicant has not shown any bicycle parking spaces on submitted plans. The Applicant shall ensure that at least three (3) bicycle parking spaces (in racks) are installed, prior to issuance of a Certificate of Occupancy. This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard will be met.</i></p>
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Design Review Requirements for Non-Residential, Multifamily, and/or Mixed-Use Buildings within the City of Hailey

1. Site Planning: 17.06.080(A)1, items (a) thru (n)

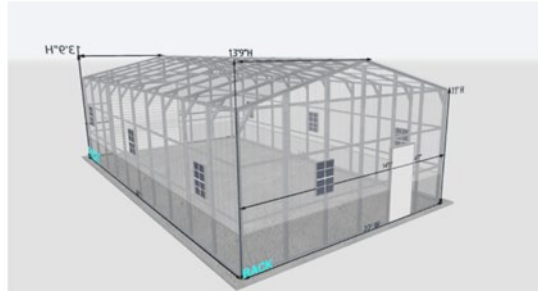
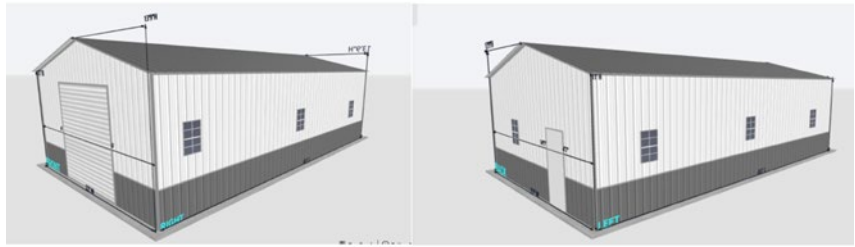
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1a	<p>a. The location, orientation and surface of buildings shall maximize, to the greatest extent possible sun exposure in exterior spaces to create spaces around buildings that are usable by the residents and allow for safe access to buildings.</p>
			Staff Comments	<p><i>The location and orientation of the proposed retail trade building maximizes southern solar exposure on the building’s longer wall plane. The concrete 60’ x 28’ concrete pad beneath the proposed retail trade building is situated in such a manner that both human and overhead doors will benefit from either southern or western sun exposure, ensuring that these spaces will see a minimal amount of snow/ice buildup in the winter month, if at all. Safe access to the building and usable exterior spaces are upheld through the proposed location, orientation, and surface of the building.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1b	<p>b. All existing plant material shall be inventoried and delineated, to scale, and noted whether it is to be preserved, relocated or removed. Removal of trees larger than 6-inch caliper proposed to be removed require an arborist review. Any tree destroyed or mortally injured after previously being identified to be preserved, or removed without authorization, shall be replaced with a species of tree found in the Tree Guide and shall be a minimum of 4-inch caliper.</p>
			Staff Comments	<p><i>Existing plant material has been inventoried on the site plan. The Applicant has already removed the large tree on the western, central lot line that is indicated for removal, prior to commencement of the Design Review Application process. Three (3) new Swedish Aspen trees are proposed for the western lot line, which are approved species found in the most recent (2013) Wood River Valley Tree Guide.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1c	<p>c. Site circulation shall be designed so pedestrians have safe access to and through the site and to building.</p>
			Staff Comments	<p><i>Pedestrian site access for the retail trade building may be achieved via a pedestrian walkway connected to the Main Street/HWY 75 right-of-way, or from the alley-adjacent parking area, which provides gravel and concrete surfaces that lead to the retail trade building’s pedestrian and overhead door entrances. Pedestrian access for the garage/ADU may be achieved via the same site features, or via the internal stairwell leading from the ADU parking area within the three (3) bay garage. All onsite parking will be accessed via the alley way, directly to the east of the property.</i></p>

				<p><i>At the July 15, 2024 Public Hearing, the Commission noted that site plans did not currently show a pathway providing connectivity between the commercial retail trade building and the ground-level bathroom within the garage/ADU structure, which will provide restroom access for employees and customers using the retail trade space. The Applicant shall construct a dedicated pedestrian pathway within the site, providing safe and clear pedestrian connectivity between the retail trade building and the ground-floor bathroom within the garage/ADU. This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1d	<p>d. Building services including loading areas, trash storage/pickup areas and utility boxes shall be located at the rear of a building; the side of the building adjacent to an internal lot line may be considered as an alternate location. These areas shall be designed in a manner to minimize conflict among uses and shall not interfere with other uses, such as snow storage. These areas shall be screened with landscaping, enclosures, fencing or by the principal building.</p> <p><i>Staff Comments</i> The Applicant has stated that all structures proposed for the site will utilize roll-out trash receptacles, serviced via the alley. Roll-out bins will not be visible from Main Street, and they will be stored either inside garage space or behind the commercial building when not in use.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1e	<p>e. Where alleys exist, or are planned, they shall be utilized for building services.</p> <p><i>Staff Comments</i> See Section 17.06.080(A) 1d.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)1f	<p>f. Vending machines located on the exterior of a building shall not be visible from any street.</p> <p><i>Staff Comments</i> N/A, as no vending machines are proposed.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1g	<p>g. On-site parking areas shall be located at the rear of the building and screened from the street. Parking and access shall not be obstructed by snow accumulation. (NOTE: If project is located in Airport West Subdivision, certain standards may apply that are not listed here. See code for details.)</p> <p>i. Parking areas located within the SCI zoning district may be located at the side or rear of the building.</p> <p>ii. Parking areas may be considered at the side of buildings within the B, LB, TI and LI zoning districts provided a useable prominent entrance is located on the front of the building and the parking area is buffered from the sidewalk adjacent to the street.</p> <p><i>Staff Comments</i> As previously mentioned in this Staff Report, the Applicant has responded to Staff and Commission comments at the project’s initial Public Hearing on May 6, 2024, highlighting the proposed parking placement as not adhering to the stated Code requirement for placement of parking at the rear of buildings.</p> <p>However, the Applicant amended and resubmitted site plans that now show the three (3) parking spaces, dedicated to the new retail trade building, as situated at the rear of the site and behind the retail trade building itself. While snow storage is located directly adjacent to these parking spaces, Staff do not anticipate a negative impact to on-site parking. The number of parking spaces provided is</p>

				<p><i>already in excess of that which is required for the use and size of the proposed building.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1h	<p>h. Access to on-site parking shall be from the alley or, if the site is not serviced by an alley, from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.</p> <p><i>Staff Comments</i> All access to on-site parking will be achieved from the alley directly to the east of the property.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1i	<p>i. Snow storage areas shall be provided on-site where practical and sited in a manner that is accessible to all types of snow removal vehicles of a size that can accommodate moderate areas of snow.</p> <p><i>Staff Comments</i> The Applicant is providing 640 square feet of on-site snow storage, centrally located and along the property's southern boundary, which adjoins to a lot that is currently vacant. Snow storage location is acceptable for the site.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1j	<p>j. Snow storage areas shall not be less than 25% of the improved parking and vehicle and pedestrian circulation areas.</p> <p><i>Staff Comments</i> As indicated by the Applicant on site plans, 2,520 square feet of hardscape are proposed for the site, amounting to 630 square feet of required snow storage. The Applicant is proposing 640 square feet of snow storage, meeting this Standard.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1k	<p>k. A designated snow storage area shall not have any dimension less than 10 feet.</p> <p><i>Staff Comments</i> The designated snow storage complies with requirements, there is no proposed snow storage area that is under 10 feet on site.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)1l	<p>l. Hauling of snow from downtown areas is permissible where other options are not practical.</p> <p><i>Staff Comments</i> N/A, as the Applicant is proposing to store snow on-site.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1m	<p>m. Snow storage areas shall not impede parking spaces, vehicular and pedestrian circulation or line of sight, loading areas, trash storage/pickup areas, service areas or utilities.</p> <p><i>Staff Comments</i> It appears that the snow storage area will not impede parking spaces, or vehicular and pedestrian circulation of the site.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1n	<p>n. Snow storage areas shall be landscaped with vegetation that is salt-tolerant and resilient to heavy snow.</p> <p><i>Staff Comments</i> The proposed snow storage area will be located on a gravel ground surface.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>

2. Building Design: 17.06.080(A)2, items (a) thru (m)

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2a	<p style="text-align: center;">a. The proportion, size, shape and rooflines of new buildings shall be compatible with surrounding buildings.</p> <p><i>Staff Comments</i></p> <p><i>The proposed retail trade building features a simple gabled roofline and is only 13' 9" in height, which is substantially lower than surrounding buildings. The shape of the proposed building and roofline mirrors that of other non-residential structures in Old Hailey, with longer building and roof planes running parallel to longer property lines.</i></p> <p><i>The gross floor area of the principal building (commercial retail trade) was originally proposed at 879 square feet in size, with 66% of its size equaling 580.8 square feet. As a mixed-use Design Review Application, the Applicant had proposed an ADU that was measured at 579 square feet in size. However, upon further clarification with the Applicant, it was found that this measurement did not include the ADU's interior stairwell or mechanical room, which must be included in the gross square footage maximum that is calculated from the principal building. The updated gross square footage of the ADU, including such features, is now measured at 684 square feet.</i></p> <p><i>That being said, the Applicant now must slightly increase the square footage of the principal building, from 879 square feet to 1,032 square feet, in order to meet the sizing standards for ADU's (Maximum of 66% of the square footage of the principal building). 684 square feet represents 66% of 1,032 square feet. As this property is zoned Business (B), lot coverage and setback requirements are not a concern with this adjustment. At the July 15, 2024 Public Hearing, the Applicant was amenable to such changes, as requested by the Commission and required by the Hailey Municipal Code.</i></p> <p><i>The Applicant shall submit building plans that show an increased square footage of the principal commercial retail trade building, corresponding with an ADU square footage that is no larger than 66% of the square footage of the principal building. This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2b	<p style="text-align: center;">b. Standardized corporate building designs are prohibited.</p> <p><i>Staff Comments</i></p> <p><i>The proposed building design does not incorporate a standardized corporate design.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2c	<p style="text-align: center;">c. At ground level, building design shall emphasize human scale, be pedestrian oriented and encourage human activity and interaction.</p> <p><i>Staff Comments</i></p> <p><i>As originally proposed, the commercial building was simple in design and featured a pedestrian door that faced Main Street/HWY 75, connected to the right-of-way via a paver walkway. The building lacked cohesive design elements and did not appear to encourage human activity or interaction, as referenced by the Commission at the June 3, 2024 Public Hearing. See the original commercial building submittal below:</i></p>



The Applicant was asked to explore building frontage improvements, specifically as it related to overall exterior design (colors, change in materials, etc.). Dark Sky compliant exterior lighting was also requested to be installed along the west elevation to further provide interest and reduce the massing of the proposed building. This was made a Condition of Approval at the June 3, 2024 Public Hearing.

Now, the Applicant has submitted a revised building plan that includes the Staff/Commission requests from the June 3, 2024 Public Hearing:



The Applicant has now included vertical wood siding, cedar wood trim, wood soffits, and a cedar wood belly band, to match that of the garage/ADU structure. The Applicant has stated that all materials and finishes will match those of the proposed garage/ADU. A dark sky compliant, "farmhouse" style light has been

				<p><i>included over the west-facing pedestrian entrance as well. These design adjustments create a commercial building that appears more inviting, welcoming to human presence and interaction, and much more cohesive with the building designs across the site as a whole.</i></p> <p><i>The Applicant will also be installing business signage and adjusting the fencing layout along the property's Main Street frontage, which will further emphasize human scale and interaction. These measures have been addressed previously in these Findings and within the final Conditions of Approval.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2d	<p>d. The front façade of buildings shall face the street and may include design features such as windows, pedestrian entrances, building off-sets, projections, architectural detailing, courtyards and change in materials or similar features to create human scale and break up large building surfaces and volumes.</p> <p><i>Staff Comments</i> <i>With the adjustments made to exterior building materials and finishes, as well as the addition of the lighting fixture over the door, Staff feel that this Standard has been addressed and met. Please see Section 17.06.080(A)2c for further discussion.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2e	<p>e. Any addition onto or renovation of an existing building shall be designed to create a cohesive whole.</p> <p><i>Staff Comments</i> <i>N/A. All proposed development features new, standalone structures.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2f	<p>f. All exterior walls of a building shall incorporate the use of varying materials, textures and colors.</p> <p><i>Staff Comments</i> <i>As originally proposed, the exterior of the commercial building incorporated dark grey metal roofing, and white metal siding with dark grey banding around the building's foundation. Additional building materials, projections, and/or design features were requested as benefits to the visual interest of the structure.</i></p> <p><i>The Applicant has now included vertical wood siding, cedar wood trim, wood soffits, and a cedar wood belly band, to match that of the garage/ADU structure. The Applicant has stated that all materials and finishes will match those of the proposed garage/ADU. A dark sky compliant, "farmhouse" style light has been included over the west-facing pedestrian entrance as well. These design adjustments create a commercial building that appears more inviting, welcoming to human presence and interaction, and much more cohesive with the building designs across the site as a whole.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2g	<p>g. Exterior buildings colors and materials shall be integrated appropriately into the architecture of the building and be harmonious within the project and with surrounding buildings.</p> <p><i>Staff Comments</i> <i>Please see Sections 17.06.080(A)2c and Section 17.06.080(A)2f for discussion of how this requirement has been met.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2h	<p>h. Flat-roofed buildings over two stories in height shall incorporate roof elements such as parapets, upper decks, balconies or other design elements.</p>
			<i>Staff Comments</i>	<p><i>N/A. The proposed building is only one (1) story in height.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2i	<p>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:</p> <ul style="list-style-type: none"> i. 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 30 degrees of true south. ii. South facing windows with eave coverage. At least 40% of the building’s total glazing surface shall be oriented to the south, with roof overhang or awning coverage at the south. iii. Double glazed windows. iv. Windows with Low Emissivity glazing. v. Earth berming against exterior walls vi. Alternative energy. Solar energy for electricity or water heating, wind energy or another approved alternative shall be installed on-site. vii. Exterior light shelves. All windows on the southernmost facing side of the building shall have external light shelves installed.
			<i>Staff Comments</i>	<p><i>As mentioned previously in this Staff Report, the Applicant is proposing the following energy conservation measures:</i></p> <ul style="list-style-type: none"> <i>- Minimum 40% of glazing for south facing fenestrations, with roof overhangs.</i> <i>- Double pane insulated glazing.</i> <i>- Low emissivity coated glazing.</i> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2j	<p>j. Gabled coverings, appropriate roof pitch, or snow clips and/or gutters and downspouts shall be provided over all walkways and entries to prevent snow from falling directly onto adjacent sidewalks.</p>
			<i>Staff Comments</i>	<p><i>The submitted building elevations for the prefabricated metal building show a low-angle roof pitch and a gabled covering over the building’s pedestrian entrance, although no snow retention devices have been shown for the building’s north-facing elevation, which is adjacent to a pedestrian walkway that provides connectivity to the on-site parking area.</i></p> <p><i>While the proposed retail trade building is prefabricated, it is Staff’s understanding that after-market snow clips, gutters, and/or other snow retention devices are available for installation. The Applicant shall submit building plans that include snow retention devices, to be installed over all building walkways and entries which do not already include a snow retention mechanism, prior to issuance of a Building Permit. This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2k	<p>k. Downspouts and drains shall be located within landscape areas or other appropriate locations where freezing will not create pedestrian hazards.</p>

			<i>Staff Comments</i>	<p>See Section 17.06.080(A) 2j. The Applicant is proposing two (2) additional landscape drywells at the southwest portion of the site, in addition to the two (2) landscape drywells originally presented along the northern property line. These landscape drywells will ensure that water runoff is properly managed, and freezing will not create a pedestrian hazard.</p> <p><u>Finding:</u> Compliance. This standard has been met.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2l	<p>l. Vehicle canopies associated with gas stations, convenience stores or drive-through facilities shall have a minimum roof pitch of 3/12 and be consistent with the colors, material and architectural design used on the principal building(s).</p> <p><i>Staff Comments</i> N/A. No vehicle canopies are proposed.</p> <p><u>Finding:</u> Compliance. This standard has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2m	<p>m. A master plan for signage is required to ensure the design and location of signs is compatible with the building design and compliance with Chapter 17.08.</p> <p><i>Staff Comments</i> Please see Section 17.08A for further details on site signage.</p> <p><u>Finding:</u> Compliance. This standard will be met.</p>
17. Accessory Structures, Fences and Equipment/Utilities: 17.06.080(A)3, items (a) thru (i)				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3a	<p>a. Accessory structures shall be designed to be compatible with the principal building(s).</p> <p><i>Staff Comments</i> The Applicant has submitted revised commercial building elevations with exterior materials and finishes that match those of the proposed garage/ADU. Please see Section 17.06.080(A)2c for discussion of how this Standard has now been met.</p> <p><u>Finding:</u> Compliance. This standard has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3b	<p>b. Accessory structures shall be located at the rear of the property.</p> <p><i>Staff Comments</i> See Section 17.06.090 (C)6.</p> <p><u>Finding:</u> Compliance. This standard has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3c	<p>c. Walls and fences shall be constructed of materials compatible with other materials used on the site.</p> <p><i>Staff Comments</i> See Section 17.06.080(A) 2g. The proposed fencing along the property's western boundary will be a white picket fence, matching color, and material (wood) used elsewhere on the site.</p> <p><u>Finding:</u> Compliance. This standard has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3d	<p>d. Walls and fencing shall not dominate the buildings or the landscape. Planting should be integrated with fencing in order to soften the visual impact.</p> <p><i>Staff Comments</i> The proposed white picket fencing is a timeless design that will offer a balance of site/right-of-way separation and transparency, which will prevent the fence from dominating the landscape and overall site. As addressed previously in these Findings, the fence layout will also be focused on providing separation between the right-of-way and the primary residence on-site, while offering unobstructed</p>

				<p><i>access to the commercial retail trade space. The Applicant has already installed numerous plantings on-site, softening the visual impact of the site's development.</i></p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3e	<p>e. All roof projections including, roof-mounted mechanical equipment, such as heating and air conditioning units, but excluding solar panels and Wind Energy Systems that have received a Conditional Use Permit, shall be shielded and screened from view from the ground level of on-site parking areas, adjacent public streets and adjacent properties.</p> <p><i>Staff Comments</i> N/A. No roof equipment is proposed for the site.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3f	<p>f. The hardware associated with alternative energy sources shall be incorporated into the building's design and not detract from the building and its surroundings.</p> <p><i>Staff Comments</i> N/A. No alternative energy sources are proposed with this application.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3g	<p>g. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas shall be adequately screened from surrounding properties and streets by the use of a wall, fence, or landscaping, or shall be enclosed within a building.</p> <p><i>Staff Comments</i> The Applicant will ensure that all ground-mounted equipment is adequately screened from surrounding properties and streets.</p> <p><i>Finding: Compliance. This standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3h	<p>i. All service lines into the subject property shall be installed underground.</p> <p><i>Staff Comments</i> All new service lines into the property shall be installed underground. This has been made a Condition of Approval.</p> <p>However, given the large scope of development for this site, Staff request that the Applicant make every effort to relocate all existing utility lines underground, in addition to new lines.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3i	<p>j. Additional appurtenances shall not be located on existing utility poles.</p> <p><i>Staff Comments</i> N/A, none proposed.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>

4. Landscaping: 17.06.080(A)4, items (a) thru (n)

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4a	<p>a. Only drought tolerant plant species and/or xeriscape specific plant materials shall be used, as specified by the Hailey Landscaping Manual or an approved alternative.</p> <p><i>Staff Comments</i> The Applicant is proposing three (3) new Swedish Aspen trees, new vegetable planters, and a new drought-tolerant flower bed for the site. All proposed plant species appear to be hardy to the zone 4 environment as well.</p>

				<i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4b	b. All plant species shall be hardy to the Zone 4 environment.
			<i>Staff Comments</i>	See Section 17.06.080(A) 4a. <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4c	c. At a minimum, a temporary irrigation system that fully operates for at least two complete growing seasons is required in order to establish drought tolerant plant species and/or xeriscape specific plant materials. Features that minimize water use, such as moisture sensors, are encouraged.
			<i>Staff Comments</i>	The submitted site plans do not appear to show an irrigation system, temporary or other. Site inspection performed by Staff show healthy turf and vegetation, and it is likely that irrigation exists on site. The Applicant shall ensure that an irrigation system is installed, which shall operate for at least two complete growing seasons and incorporate water conservation features. This has been made a Condition of Approval. <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4d	d. Landscaped areas shall be planned as an integral part of the site with consideration of the urban environment. A combination of trees shrubs, vines, ground covers and ornamental grasses shall be used. Newly landscaped areas shall include trees with a caliper of no less than two and one-half inches (2 ½”). A maximum of twenty percent (20%) of any single tree species shall not be exceeded in any landscape plan, which includes street trees. New planting areas shall be designed to accommodate typical trees at maturity. Buildings within the LI and SCI-I Zoning Districts are excluded from this standard.
			<i>Staff Comments</i>	The Applicant has provided a site plan that incorporates a variety of plantings: deciduous trees, vegetable planters, and drought-tolerant flower beds. Only three (3) new Swedish Aspen trees are proposed for the site, which Staff believe is an appropriate scaling of tree plantings, given the site’s relatively narrow sizing and existing vegetation. In the case where the proposed number of tree plantings does not allow for a 20% threshold to be reached, Staff and the Commission are amenable to the Applicant’s proposed tree planting scheme. <i>Finding: Compliance. This standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4e	e. Seasonal plantings in planter boxes, pots, and/or hanging baskets shall be provided to add color and interest to the outside of buildings in the LI and SCI-I zoning districts.
			<i>Staff Comments</i>	N/A. The proposed building is located within the Business (B) Zoning District. <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4f	f. Plantings for pedestrian areas within the B, LB, TN and SCI-O zoning districts shall be designed with attention to the details of color, texture and form. A variety of trees, shrubs, perennials, ground covers and seasonal plantings, with different shapes and distinctive foliage, bark and flowers shall be used in beds, planter boxes, pots, and/or hanging baskets.
			<i>Staff Comments</i>	See Section 17.06.080(A) 4d. <i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4g	g. Storm water runoff should be retained on the site wherever possible and used to irrigate plant materials.
			<i>Staff Comments</i>	Runoff is directed toward the landscape drywells on site.

				<i>Finding: Compliance. This standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4h	<p>h. A plan for maintenance of the landscaping areas is required to ensure that the project appears in a well-maintained condition (i.e., all weeds and trash removed, dead plant materials removed and replaced).</p> <p><i>Staff Comments</i> The Applicant shall be responsible for maintaining all landscaped areas in a tidy and attractive condition.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4i	<p>i. Retaining walls shall be designed to minimize their impact on the site and the appearance of the site.</p> <p><i>Staff Comments</i> The Applicant is proposing to use the existing site grade, from the alley down to the new retail trade building, to create a gentle slope for retail trade building access. In doing so, according to the Applicant, the scope of the retaining wall as originally proposed has been greatly reduced, allowing a level building pad to be created for the new garage/ADU structure as well.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4j	<p>j. Retaining walls shall be constructed of materials that are utilized elsewhere on the site, or of natural or decorative materials.</p> <p><i>Staff Comments</i> The Applicant is proposing a cast-in-place cement retaining wall, which mirrors site materials used for both the retail trade and garage/ADU building pads.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4k	<p>k. Retaining walls, where visible to the public and/or to residents or employees of the project, shall be no higher than four feet or terraced with a three-foot horizontal separation of walls.</p> <p><i>Staff Comments</i> The retaining wall appears to be approximately three (3) feet in height.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4l	<p>l. Landscaping should be provided within or in front of extensive retaining walls.</p> <p><i>Staff Comments</i> Drought-tolerant flower beds are proposed for the area between the proposed garage/ADU and retaining wall.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4m	<p>m. Retaining walls over 24" high may require railings or planting buffers for safety.</p> <p><i>Staff Comments</i> See Sections 17.06.080(A) 4k and 17.06.080(A) 4l.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4n	<p>n. Low retaining walls may be used for seating if capped with a surface of at least 12 to 16 inches wide.</p> <p><i>Staff Comments</i> N/A, as the retaining wall does not appear to be capped with a surface of at least 12 to 16 inches wide, nor is it intended for seating.</p> <p><i>Finding: Compliance. This standard has been met.</i></p>

17.06.060 Criteria.

A. The Commission or Hearing Examiner shall determine the following before approval is given:

- 1. The project does not jeopardize the health, safety or welfare of the public.**

- 2. The project conforms to the applicable specifications outlined in the Design Review Guidelines, as set forth herein, applicable requirements of the Zoning Title, and City Standards.**
- B. Conditions. The Commission or Hearing Examiner may impose any condition deemed necessary. The Commission or Hearing Examiner may also condition approval of a project with subsequent review and/or approval by the Administrator or Planning Staff. Conditions which may be attached include, but are not limited to those which will:**
- 1. Ensure compliance with applicable standards and guidelines.**
 - 2. Require conformity to approved plans and specifications.**
 - 3. Require security for compliance with the terms of the approval.**
 - 4. Minimize adverse impact on other development.**
 - 5. Control the sequence, timing and duration of development.**
 - 6. Assure that development and landscaping are maintained properly.**
 - 7. Require more restrictive standards than those generally found in the Zoning Title.**
- C. Security. The applicant may, in lieu of actual construction of any required or approved improvement, provide to the City such security as may be acceptable to the City, in a form and in an amount equal to the cost of the engineering or design, materials and installation of the improvements not previously installed by the applicant, plus fifty percent (50%), which security shall fully secure and guarantee completion of the required improvements within a period of one (1) year from the date the security is provided.**
- 1. If any extension of the one-year period is granted by the City, each additional year, or portion of each additional year, shall require an additional twenty percent (20%) to be added to the amount of the original security initially provided.**
In the event the improvements are not completely installed within one (1) year, or upon the expiration of any approved extension, the City may, but is not obligated, to apply the security to the completion of the improvements and complete construction of the improvements.

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) All City infrastructure requirements shall be met. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for Department Head approval and shall meet City Standards where required. The following shall be met:
 - i. The Applicant shall not make a new connection to the sewer main and must tap into their existing sewer service for the site.
 - ii. All water main lines within the alley that are less than six (6) feet deep, shall be insulated with 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.

- iii. The Applicant shall remove the Main Street curb cut to the property and install new sidewalk to match the remaining pedestrian improvements within the right-of-way.
- iv. All new service lines into the property shall be installed underground.
- d) All new and existing exterior lighting shall comply with the Outdoor Lighting requirements according to 17.08C.
- e) Except as otherwise provided, all the required improvements shall be constructed and completed, or sufficient security provided as approved by the City Attorney, before a Certificate of Occupancy can be issued.
- f) Construction staging and storage shall not be within the City Right-of-Way. All construction impacts shall occur within the property boundary.
- g) The Applicant shall submit building plans that include snow retention devices, to be installed over all building walkways and entries which do not already include a snow retention mechanism, prior to issuance of a Building Permit.
- h) The Applicant shall submit building plans that provide an increased building insulation value for the commercial retail trade building, greater than the standards stated in the 2018 International Building Code and the 2018 International Energy Conservation Code.
- i) The Applicant shall install approved business signage on the commercial retail trade building's west, Main Street elevation, prior to issuance of a Certificate of Occupancy.
- j) The Applicant shall submit building plans that show an increased square footage of the principal commercial retail trade building, corresponding with an ADU square footage that is no larger than 66% of the square footage of the principal building.
- k) The Applicant shall construct a dedicated pedestrian pathway within the site, providing safe and clear pedestrian connectivity between the retail trade building and the ground-floor bathroom within the garage/ADU.
- l) The Applicant shall include the cost of the primary residence's deck construction, as well as the cost of the primary residence's re-roof construction, within the total construction cost for the mixed-use project, in conjunction with the mixed-use project's Building Permit Application.
- m) The Applicant shall ensure that at least three (3) bicycle parking spaces (in racks) are installed, prior to issuance of a Certificate of Occupancy.
- n) If not already present, the Applicant shall ensure that an irrigation system is installed, which shall operate for at least two (2) complete growing seasons and incorporate water conservation features.
- o) If and when the Applicant installs a fence along the property's Main Street frontage, the fence shall only screen the residential portion of the site and allow for clear, unobstructed pedestrian access to the front entrance of the commercial retail trade building.
- p) Approval of the Design Review is contingent upon the approval of the submitted Lot Line Adjustment.
- q) This Design Review approval is for the date the Findings of Fact are signed. The Planning & Zoning Administrator has the authority to approve minor modifications to this project prior to, and for the duration of, a valid Building Permit. The project shall be constructed in accordance with the Application or as modified by the Findings of Fact, Conclusions of Law, and Decision.

Signed this _____ day of _____, 2024.

Janet Fugate, Planning and Zoning Chair

Attest:

Jessica Parker, Community Development Building and Operations Manager

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FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On August 5, 2024, the Hailey Planning and Zoning Commission considered and approved a Design Review Application by the City of Sun Valley c/o ARCH Community Housing Trust (“ARCH”), in partnership with the City of Hailey and represented by Opal Engineering, for the construction of ten (10) detached residential units and associated site improvements, across the properties of 702 S 3rd Avenue and 623 and 715 4th Avenue (Blocks 1 and 125, Lots 2, 3, 4, 5, and 6, Hailey Replat). Each residential unit is proposed to be two (2) stories in height and include three (3) bedrooms, two and a half (2.5) bathrooms, and four hundred and forty (440) square feet of attached garage space.

The project is proposed for the site of the previous Ellsworth Inn, and the redevelopment will be known as The Inn at Ellsworth Estate. This Design Review Application represents Phase 1 of a series of phases for full site redevelopment, which is proposed to also include interior renovations of the historic Ellsworth Inn building, the demolition of a historic caretaker residence, and the construction of a new duplex building. The proposed project is located within the General Residential (GR) and Townsite Overlay (TO) Zoning Districts.

Notice: Notice for the public hearing was published in the Idaho Mountain Express on June 26, 2024 and mailed to property owners within 300 feet on June 26, 2024.

Background and Application: The Applicant, City of Sun Valley c/o ARCH Community Housing Trust, proposed to construct ten (10) new detached residential units across the properties of 702 S 3rd Avenue and 623 and 715 S 4th Avenue (Blocks 1 and 25, Lots 2, 3, 4, 5, and 6, Hailey Replat). Each unit will consist of 1,826 square feet of residential space, and each includes a 440 square foot garage. The first floor of each unit will consist of a kitchen, dining, and living area, a powder room, interior access to the unit’s garage, and covered porch space. The second floor of each unit will consist of three (3) bedrooms and two (2) bathrooms. One (1) parking space is provided within each unit garage, and the remaining required on-site parking (1.5 spaces per unit, 15 total on-site spaces required) is to be provided through a new onsite parking area in the northeast corner of the property, with seven (7) additional spaces, for a total of seventeen (17) parking spaces provided on site.

The development addressed in this Design Review Application and Staff Report will be considered as the first phase of a multi-phase project that seeks to increase the local stock of community housing units, while also ensuring that the legacy of the historic Ellsworth Inn property is preserved and maintained. Full redevelopment of the site is proposed to include interior renovations of the original Ellsworth Inn building, as well as the demolition of a previous caretaker’s residence and the construction of a new duplex structure. Upon completion (anticipated in 2027), the Applicant posits that the project will provide rental housing for 48-68 local workforce residents.

The Applicant anticipates that multiple Public Hearings and Design Review iterations will be had for this project. Development requirements to be contemplated at a later date include:

- Finalized landscaping plan
- Finalized site circulation plan
- Engineered plans and formal cost-sharing agreement for right-of-way improvements (City of Hailey acting as a project partner in said agreement)

- Lot Line Adjustment Application, removing all interior lot lines and consolidating the parcels into one (1) larger lot.

At the July 15, 2024 Public Hearing, the Commission discussed the Applicant’s project proposal at length, with the emphasis of conversation centering around site circulation and a handful of specific design features of the residential units. Staff requested that the Commission address the following Standards of Evaluation in their discussion; Commission consensus is noted herein:

17.06.080(A)1c: Site circulation shall be designed so pedestrians have safe access to and through the site and to building.

- In the July 15, 2024 Staff Report, Staff noted the lack of interior pedestrian pathway features in submitted plans. At the July 15, 2024 Public Hearing, the Applicant confirmed that an integrated, interior pedestrian pathway system will be included in subsequent Design Review phase iterations, specifically with the landscape plan. The pathway system will prioritize efficient and safe pedestrian access to and through the site and the various residential buildings. The Commission found this pathway development proposal to be acceptable.
- Also of note to Staff and the Commission was the Applicant’s proposal for multiple curb cuts across the site, occurring on both 3rd and 4th Avenues. Given the scope and density of proposed site development, both Staff and the Commission agreed that multiple curb cuts would be necessary to achieve appropriate traffic flow and convenient access to the units, which span the entirety of the site’s extents. The Commission also raised the hypothetical point of subdivision of the larger Ellsworth Inn parcel; should the parcel have been sold to a developer who was interested in subdividing and making multiple General Residential (GR)-sized lots, the same – or possibly greater – density of curb cuts could occur on the block by right. Given these considerations and circumstances, Staff and the Commission were amenable to working with the Applicant to allow for multiple curb cuts, eliminating extraneous curb cuts were possible. Discussions of alley access on the northern property boundary were also had, but current alley conditions and fire access requirements prevent the northern alley from being a viable option for site access. Both neighboring property owners and the Hailey Fire Marshall spoke to these realities.

The Commission did, however, request that at least one (1) curb cut be removed from the project proposal, in order to prioritize pedestrian and resident safety at the site and minimize pedestrian/vehicular conflict. The Applicant agreed to address this concern, and the Commission requested that a Condition of Approval be included for the project, stating that the existing “Innkeeper” unit on 4th Avenue have its curb cut /driveway removed, with access to the unit’s garage instead be achieved via an extension of the proposed 4th Avenue on-site parking area. The updated Conditions of Approval in these Findings of Fact reflect this change.

17.06.080(A)1h : Access to on-site parking shall be from the alley or, if the site is not serviced by an alley, from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.

- This Standard was contemplated and discussed by both Staff and the Commission. Rationale for withholding from alley access and the allowance of more than one (1) vehicular approach are

discussed above. The Commission did, however, also request that additional gravel parking area be provided for Unit 3, located to the east of the unit, for additional parking capacity and turnaround space for this most-interior unit. This request is reflected in the updated Conditions of Approval.

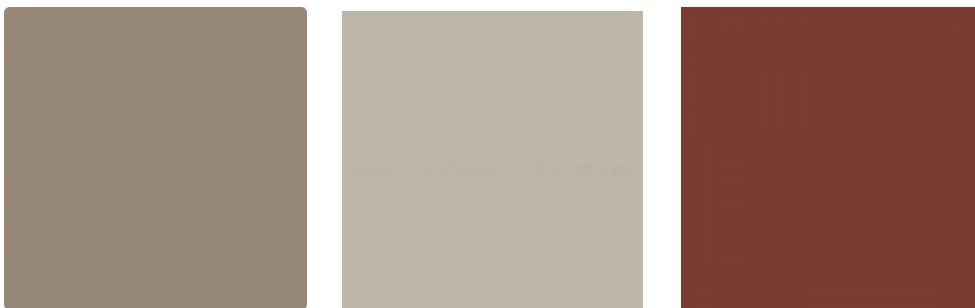
17.06.080(A)1i: Snow storage areas shall be provided on-site where practical and sited in a manner that is accessible to all types of snow removal vehicles of a size that can accommodate moderate areas of snow.

- The Applicant confirmed that snow storage diagrams will be provided in a future Design Review iteration/phase, likely associated with the finalized landscape plan. The Commission was amenable to this.

17.06.080(A)2f: All exterior walls of a building shall incorporate the use of varying materials, textures, and colors.

- Staff requested that the Applicant explore incorporating more variety in color across the building's exteriors. While the Commission was receptive to the Applicant's design theory for the residential units ("National Park/Forest Service housing design approach, with all units the same color and oriented in a Park-like setting, with the same color used as the main Ellsworth Inn building"), the Commission agreed with Staff that the project may be enhanced with a different color palette for the stand-alone residential units, upholding cohesion between the Inn building and the units themselves. The Commission also suggested that the Applicant explore a change in color for the unit's window frames, in order to break up building massing and provide more visual interest and variety. The Applicant agreed to work internally with City Staff to select a new color palette for Units 1-3 and 6-12.

On July 22, 2024, City Staff met with the Applicant Team on-site of the proposed development to review and discuss alternative color options. Staff gave their approval of the primary unit color being either "Kingsport Gray" (Benjamin Moore HC-86), or "Anew Gray" (Sherwin Williams 7030), with accent/trim color proposed as white. Front doors of each unit will be color-matched (to the best of the Applicant's ability) to the current Ellsworth Inn building's brick red roofing color (most similar to Kynar 500, "Colonial Red"). See below:



(In order, left to right: "Kingsport Gray", "Anew Gray", "Colonial Red")

Staff believe that this revised color palette will provide a brighter overall building design scheme, compliment the color scheme of the existing and recently remodeled "Innkeeper" unit, and be

harmonious with the color scheme of the existing Ellsworth Inn building. The newly proposed color schemes ensures that this Standard will be met.

17.06.080(A)2g: Exterior buildings colors and materials shall be integrated appropriately into the architecture of the building and be harmonious within the project and with surrounding buildings.

- At the July 15, 2024 Public Hearing, the Commission also requested that the Applicant offset the windows for bedrooms #2 and #3 in each unit, so as to preserve privacy for residents, as the units will be oriented in a direct line with one another, with little screening between units. The Applicant was amenable to this request.

17.06.080(D)1a: The location of the buildings shall respond to the specific site conditions, such as topography, street corners, open space and existing and planned adjacent uses.

- Staff expressed some concern over site access and public traffic utilizing the private parking access lane on the southern property boundary. The Applicant confirmed that the relatively narrow width of the parking access lane, coupled with “Private Property/No through-way” signage, will more than likely deter public access through the site. The Commission found this reasoning to be acceptable.

17.06.080(D)1b: Site plans shall include a convenient, attractive and interconnected pedestrian system of sidewalks and shared pathways to reinforce pedestrian circulation within a site.

- As previously stated, within the July 15, 2024 Staff Report, Staff noted the lack of interior pedestrian pathway features in submitted plans. At the July 15, 2024 Public Hearing, the Applicant confirmed that an integrated, interior pedestrian pathway system will be included in subsequent Design Review phase iterations, specifically with landscape plan. The pathway system will prioritize efficient and safe pedestrian access to and through the site and the various residential buildings. The Commission found this pathway development proposal to be acceptable.

17.06.080(D)1c: Buildings shall be organized to maximize efficient pedestrian circulation and create gathering places.

- See previous discussion of interior pedestrian pathways and circulation.

Procedural History: The Applicant submitted a Design Review Preapplication on June 18, 2024 and it was certified complete on June 21, 2024. A Public Notice was published in the Idaho Mountain Express on June 26, 2024, and 300-foot adjoining property owners were notified in the mail on June 26, 2024. A subsequent public hearing before the Planning and Zoning Commission was held on Monday, July 15 2024, in the Hailey City Council Chambers and virtually via Microsoft Teams.

General Requirements for all Design Review Applications				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.050	Complete Application
				Engineering:

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Department Comments</p>	<p>Life/Safety: No Comments.</p> <p>Streets, Water & Wastewater:</p> <p><u>Streets:</u> <i>Public Works Department recommends six-foot (6') wide sidewalks on both the 3rd and 4th Avenue frontages of the Applicant's property. On 4th Avenue, specifically, it is recommended that the Applicant refrain from aligning the new sidewalk directly with the existing sidewalk to the south, instead shifting the sidewalk alignment to the east so that there is only parallel parking available on the gravel right-of-way area between the sidewalk and the edge of asphalt.</i> <i>On 3rd Avenue, it is recommended that the existing sidewalk to the south of the Applicant's property extend north, along the extent of the Applicant's property, in the same alignment that currently exists.</i></p> <p><i>Additionally:</i></p> <ul style="list-style-type: none"> • <i>Snow removal from private drive(s) shall not be pushed into the City right-of-way.</i> • <i>Encroachment permits shall be required for each new curb cut, as well as any remediation work performed on existing curb cuts.</i> <p><i>These have been made Conditions of Approval.</i></p> <p><u>Wastewater:</u></p> <ul style="list-style-type: none"> - <i>If the sewer line in the existing alley adjacent to the site is not used by the Ellsworth property, the Applicant shall abandon the line at the nearby sewer manhole.</i> - <i>The Applicant shall relocate the sewer manhole - either in the existing alley or the newly proposed manhole north of Unit 1 – into an asphalt area that ensures truck access for Wastewater Department Staff, referring to Hailey Standard Drawing 18.14.010.C.1, Note #8.</i> <p><i>These have been made Conditions of Approval.</i></p> <p><u>Water:</u></p> <ul style="list-style-type: none"> - <i>Once the Applicant abandons the meter vault, they shall return the meter vault to the City of Hailey.</i> - <i>The Applicant shall locate and bring the existing main line valve box, located in the alley, to grade.</i> <p><i>These have been made Conditions of Approval.</i></p> <p><u>Finding: Compliance. This Standard has been met.</u></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>17.08A Signs</p>	<p>17.08A Signs: The applicant is hereby advised that a sign permit is required for any signage exceeding four square feet in sign area. Approval of signage areas or signage plan in Design Review does not constitute approval of a sign permit.</p>
			<p>Staff Comments</p>	<p><i>N/A, as no signage is proposed as this time. Any signage exceeding four (4) square feet will need to be accompanied by a Sign Permit Application and be approved prior to installation.</i></p> <p><u>Finding: Compliance. This Standard has been met.</u></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.09.040 On-site Parking Req.</p>	<p>See Section 17.09.040 for applicable code.</p>

			<p>Staff Comments</p> <p><i>Per the Hailey Municipal Code, the residential parking requirements for all dwelling units larger than 1,000 square feet in multi-family developments are a minimum of an average of 1.5 spaces per unit. With ten (10) units proposed, the minimum number of parking spaces required to be provided on site is fifteen (15) spaces.</i></p> <p><i>The Applicant is providing one (1) parking space within each unit's garage, plus seven (7) additional parking spaces in the proposed surface parking area in the northeast corner of the lot – including one (1) accessible space. The total number of onsite parking spaces provided is seventeen (17) spaces.</i></p> <p><i>The parking requirement for the proposed phase of development has been met.</i></p> <p><i>Additionally, the Property Manager/Management Company shall ensure all parking requirements within the public right-of-way are met. This includes, but is not limited to, restrictions to winter parking within the public right-of-way. This has been made a Condition of Approval.</i></p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>17.09.040.06: Excess of Permitted Parking</p> <p>A. Approval Required: No use shall provide on-site parking for more than two hundred percent (200%) of the number of spaces required by this chapter unless permitted by specific action of the commission. Applications for parking in excess of that normally permitted will be heard by the commission as part of other applications, or, where no other application is pertinent, under the notice and hearing procedures set forth for design review.</p>
			<p>Staff Comments</p> <p><i>N/A, as the parking proposed is not in excess of 200% of the number of spaces required by the Hailey Municipal Code.</i></p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08C.040 Outdoor Lighting Standards</p> <p>17.08C.040 General Standards</p> <ol style="list-style-type: none"> a. All exterior lighting shall be designed, located, and lamped in order to prevent: <ol style="list-style-type: none"> 1. Overlighting; 2. Energy waste; 3. Glare; 4. Light Trespass; 5. Skyglow. b. All non-essential exterior commercial and residential lighting is encouraged to be turned off after business hours and/or when not in use. Lights on a timer are encouraged. Sensor activated lights are encouraged to replace existing lighting that is desired for security purposes. c. Canopy lights, such as service station lighting shall be fully recessed or fully shielded so as to ensure that no light source is visible from or causes glare on public rights of way or adjacent properties. d. Area lights. All area lights are encouraged to be eighty-five (85) degree full cut-off type luminaires. e. Idaho Power shall not install any luminaires after the effective date of this Article that lights the public right of way without first receiving approval for any such application by the Lighting Administrator.
			<p>Staff Comments</p> <p><i>The Applicant has submitted a lighting cut sheet that includes dark sky compliant lighting fixtures, as well as the use of LED illumination. Three (3) recessed can lights are proposed for each covered porch area, and two (2) exterior lighting fixtures are proposed to frame the garage door of each unit. All lighting appears to be downcast and fully shielded.</i></p>

				<u>Finding: Compliance. This Standard has been met.</u>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.04M.060 Bulk Requirements	Business (B) and Townsite Overlay (TO) Zoning Districts:
			Staff Comments	<p>Building Height:</p> <ul style="list-style-type: none"> - Permitted Building Height: 30’ - Proposed Building Heights: All proposed building heights appear to meet the building height maximum. At finished grade, building heights will be twenty-nine feet (29’). At record grade, the building heights are as follows: - Unit 1: 29.76’ - Unit 2: 29.61’ - Unit 3: 29.94’ - Unit 6: 29.61’ - Unit 7: 29.51’ - Unit 8: 29.07’ - Unit 9: 28.94 - Unit 10: 28.59 - Unit 11: 28.46 - Unit 12: 28.22’ <p>Building Setbacks:</p> <ul style="list-style-type: none"> - Permitted Setbacks: <ul style="list-style-type: none"> o Front Yard: 12’ o Side Yards: 12’ o Rear Yard (facing a public street): 12’ - Proposed Setbacks, Units 1-3: <ul style="list-style-type: none"> o Front (west):20’+ o Side: 55’ (north)), 219’+ (south) o Rear: 141’+ - Proposed Setbacks, Units 6-12: <ul style="list-style-type: none"> o Front (west): 19.8’+ o Side: 194’’+ (north), 28.5’ (south)() o Rear: 14’+ <p>General Residential (GR) District with lots larger than 4,500 square feet, and building proposed is two (2) or more stories above grade with garage:</p> <ul style="list-style-type: none"> o Permitted Coverage: 30% o Proposed Coverage: 20% <p>The total building footprint for all remaining and proposed structures is 16,728 square feet, with the full parcel size (after lot consolidation) at 83,503 square feet. Upon The proposed lot coverage will be compliant with Hailey Municipal Code for maximum lot coverage.</p> <p><u>Finding: Compliance. This Standard has been met.</u></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.070(A)1 Street Improvements Required	Sidewalks and drainage improvements are required in all zoning districts, except as otherwise provided herein.
			Staff Comments	Prior to application submittal, ARCH, the City of Sun Valley, and the City of Hailey agreed upon the terms stating that the City of Hailey would act as a project partner

			<p><i>for this development, in some capacity. While right-of-way improvements were not initially identified as a specific partner role for the City of Hailey, discussions amongst City Staff and the Applicant team have concluded that it would be appropriate for the City of Hailey to cover the cost of construction of right-of-way improvements along the property's 3rd and 4th Avenue frontages. The Applicant team, in turn, will provide the contractor and construction resources for completing the improvements, capitalizing on the fact that the construction resources (human, machinery, and other) will already be mobilized on site. This will ensure a more efficient cost structure and public infrastructure completion timeline.</i></p> <p><i>That being said, Public Works and Streets Division Managers have requested that six-foot (6') wide sidewalks (no curb and gutter) be installed along 3rd and 4th Avenue project frontages. The 4th Avenue sidewalk has been requested to be shifted to the east of the existing sidewalk alignment to the south, so that only parallel parking may occur in the project's 4th Avenue right-of-way. The sidewalk along 3rd Avenue project frontage may remain in the same alignment as the existing sidewalk to the south.</i></p> <p><i>With all right-of-way improvements, City infrastructure requirements shall be met. This has been made a Condition of Approval.</i></p> <p><i>Finding: Compliance. This Standard has been met.</i></p>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.070(B) Required Water System Improvements</p> <p>In the Townsite Overlay District, any proposal for new construction or addition of a garage accessing from the alley, 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.</p>
<i>Staff Comments</i>			<i>Finding: Compliance. This Standard will be met.</i>

Design Review Requirements for Non-Residential, Multifamily, and/or Mixed-Use Buildings within the City of Hailey

1. Site Planning: 17.06.080(A)1, items (a) thru (n)


Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1a	<p>a. The location, orientation and surface of buildings shall maximize, to the greatest extent possible sun exposure in exterior spaces to create spaces around buildings that are usable by the residents and allow for safe access to buildings</p>
<i>Staff Comments</i>			<p><i>The project site hosts an expansive, park-like setting for the collection of proposed, detached residential units. Units 6-12 line the entirety of the project's southern property boundary, with garage doors and the parking access lane having direct southern exposure. This will ensure that snow and ice do not build up around the garage areas, ensuring safe year-round access to at least one (1) egress point of each unit. Units 1-3 feature covered deck space (110 square feet)</i></p>	

				<p><i>facing the south, providing additional sun exposure and usable space for the residents of these units. In general, existing landscaping, site topography, building layout, and building scale all support sun exposure in exterior spaces and safe access to units.</i></p> <p><i>Finding: Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1b	<p>b. All existing plant material shall be inventoried and delineated, to scale, and noted whether it is to be preserved, relocated or removed. Removal of trees larger than 6-inch caliper proposed to be removed require an arborist review. Any tree destroyed or mortally injured after previously being identified to be preserved, or removed without authorization, shall be replaced with a species of tree found in the Tree Guide and shall be a minimum of 4-inch caliper.</p> <p><i>Staff Comments</i></p> <p><i>All existing plant material has been inventoried and delineated to scale, noting preservation or removal. It appears that multiple trees of at least 6-inch caliper will be removed. Due to the historic nature of the site and its vegetation, Staff request that the Applicant submit an arborist review for all trees over 6 inch in caliper, prior to applying for a building permit. This has been made a Condition of Approval.</i></p> <p><i>Additionally, Staff would like to note their support for the Applicant retaining material from removed trees onsite, wherever possible, in forms that may be utilized and enjoyed by future occupants of the site (i.e. as log benches, artistic elements, landscaping features, etc.).</i></p> <p><i>Finding: Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1c	<p>c. Site circulation shall be designed so pedestrians have safe access to and through the site and to building.</p> <p><i>Staff Comments</i></p> <p><i>As originally proposed, the site features one (1) throughway feature between 3rd and 4th Avenue, providing garage access for Units 6-12. This parking access lane will not be open to public traffic. Four (4) other curb cuts/access points were originally proposed for the development:</i></p> <ul style="list-style-type: none"> - <i>One (1) twenty-six foot (26') wide parking access lane at the northwest extent of the property, servicing garage access to Units 1-3.</i> - <i>One (1) existing gravel entry circle, providing access to the existing and original Ellsworth Inn building.</i> - <i>One (1) twenty-six foot (26') wide parking access lane at the northeast extent of the property, servicing the seven (7) additional onsite parking spaces and trash enclosure area.</i> - <i>One (1) twelve-foot (12') wide driveway on the eastern property boundary, servicing the existing caretaker residence.</i> <p><i>While the Applicant did not show specific pathway features interior to the site, they informed Staff and the Commission that complete landscaping and site circulation plans will be submitted, and reviewed via Design Review, in Phase II of this development, prior to construction commencement. The Commission was amenable to this interior site circulation development.</i></p> <p><i>The City of Hailey recognizes the importance of pedestrian safety enhancements in the vicinity of 3rd and 4th Avenue, as well as the need to provide pedestrian safety and movement resources for the future tenants of the Inn at Ellsworth Estate. As such – and previously discussed in this Staff Report – the City of Hailey</i></p>


				<p><i>will be coordinating with the Applicant team to utilize their mobilized construction resources during development to construct six-foot (6') wide sidewalks along the property's 3rd and 4th Avenue frontages, while ensuring that construction cost for these pedestrian features is covered by the City.</i></p> <p><i>At the July 15, 2024 Public Hearing, Staff and the Commission agreed that the proposed density and configuration of units will require more than one (1) approach to the site; however, Staff and the Commission requested that the Applicant make every effort to consolidate approaches and preserve the street frontage for pedestrian traffic.</i></p> <p><i>Upon presenting concern over the number of site approaches to the Applicant, the Applicant has stated that they are amenable to eliminating the separate driveway access for the "Innkeeper" unit that remains on 4th Avenue, instead providing access to this unit via the proposed additional parking and trash enclosure area.</i></p> <p><i>The Applicant shall eliminate the driveway and curb cut feature on 4th Avenue, serving the renovated "Innkeeper" Unit. This has been made a Condition of Approval.</i></p> <p><i>Additionally, the Commission requested that additional gravel parking area be provided for Unit 3, located to the east of the unit, for additional parking capacity and turnaround space for this most-interior unit. This has been made a Condition of Approval.</i></p> <p><i><u>Finding:</u> Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1d	<p>d. Building services including loading areas, trash storage/pickup areas and utility boxes shall be located at the rear of a building; the side of the building adjacent to an internal lot line may be considered as an alternate location. These areas shall be designed in a manner to minimize conflict among uses and shall not interfere with other uses, such as snow storage. These areas shall be screened with landscaping, enclosures, fencing or by the principal building.</p> <p><i>Staff Comments</i></p> <p><i>According to the Applicant, Units 1-3 and 6-12 will each have a roller trash bin that is moved out to the end of their driveway area and collected on servicing days. This arrangement has been approved by Clear Creek Disposal, according to the Applicant. Bins for the tenants of the Inn building itself will be located in the trash enclosure, as noted on site plans. This trash enclosure will be three (3)-sided and finished with material that mimics the exterior of Units 1-3 and 6-12.</i></p> <p><i>The Applicant shall submit a servicing confirmation letter from Clear Creek, as well as a plan detail that illustrates trash enclosure materials, dimensions, operations, etc., prior to issuance of a Building Permit. This has been made a Condition of Approval.</i></p> <p><i><u>Finding:</u> Compliance. This Standard has been met.</i></p>
			17.06.080(A)1e	<p>e. Where alleys exist, or are planned, they shall be utilized for building services.</p>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Staff Comments	<p>Staff originally recommended that the Applicant utilize the existing alley on the north property line to access Units 1-3 and eliminate the curb cut on 3rd Avenue. Alley overgrowth, overhead powerlines, and inadequate fire access prevent alley access from being a mode of egress for the site, as discussed previously in the Background section of this Staff Report. The Commission consented to forgoing alley access at the July 15, 2024, based on these circumstances.</p> <p><u>Finding:</u> Compliance. The Commission has consented to how this Standard shall be addressed.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)1f	<p>f. Vending machines located on the exterior of a building shall not be visible from any street.</p>
			Staff Comments	<p>N/A, as no vending machines are proposed at this time.</p> <p><u>Finding:</u> Compliance. This Standard has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1g	<p>g. On-site parking areas shall be located at the rear of the building and screened from the street. Parking and access shall not be obstructed by snow accumulation. (NOTE: If project is located in Airport West Subdivision, certain standards may apply that are not listed here. See code for details.)</p> <p style="margin-left: 20px;">i. Parking areas located within the SCI zoning district may be located at the side or rear of the building.</p> <p style="margin-left: 20px;">ii. Parking areas may be considered at the side of buildings within the B, LB, TI and LI zoning districts provided a useable prominent entrance is located on the front of the building and the parking area is buffered from the sidewalk adjacent to the street.</p>
			Staff Comments	<p>Each unit will have one (1) on-site parking area within the unit's garage, which will provide screening from the street. No garage doors face any street right-of-way, while the front of each unit faces interior to the site.</p> <p>The Applicant has stated that a snow storage exhibit will be provided in a future phase, and be reviewed via Design Review, for this project, but that they do not anticipate any issues with storage of snow on site, due to the large and open nature of the property. With this in mind, Staff do not anticipate any obstruction of parking and access due to snow storage.</p> <p><u>Finding:</u> Compliance. This Standard will be met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)1h	<p>h. Access to on-site parking shall be from the alley or, if the site is not serviced by an alley, from a single approach to the street to confine vehicular/pedestrian conflict to limited locations, allow more buffering of the parking area and preserve the street frontage for pedestrian traffic.</p>
			Staff Comments	<p>The Applicant proposed a site plan that includes numerous approaches, servicing the variety of residences on-site. At the July 15, 2024 Public Hearing, Staff and the Commission agreed that the proposed density and configuration of units will require more than one (1) approach to the site; however, Staff and the Commission requested that the Applicant make every effort to consolidate approaches and preserve the street frontage for pedestrian traffic.</p> <p>Upon presenting concern over the number of site approaches to the Applicant, the Applicant has stated that they are amenable to eliminating the separate driveway access for the "Innkeeper" unit that remains on 4th Avenue, instead providing access to this unit via the proposed additional parking and trash enclosure area.</p>

			<p><i>The Applicant shall eliminate the driveway and curb cut feature on 4th Avenue, serving the renovated "Innkeeper" Unit. This has been made a Condition of Approval.</i></p> <p><i>Staff also originally recommended that the Applicant utilize the existing alley on the north property line to access Units 1-3 and eliminate the curb cut on 3rd Avenue. Alley overgrowth, overhead powerlines, and inadequate fire access prevent alley access from being a mode of egress for the site, as discussed previously in the Background section of this Staff Report. The Commission consented to forgoing alley access at the July 15, 2024, based on these circumstances.</i></p> <p><i><u>Finding:</u> Compliance. The Commission has consented to how this Standard shall be addressed.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.080(A)1i</p> <p>i. Snow storage areas shall be provided on-site where practical and sited in a manner that is accessible to all types of snow removal vehicles of a size that can accommodate moderate areas of snow.</p> <p><i>Staff Comments</i> <i>The Applicant has stated that snow storage will be provided onsite. Multiple storage areas will be necessary, and the southern parking access lane may require snow to be hauled to other locations onsite, not directly adjacent, in order to properly accommodate snow storage. Staff do not anticipate snow storage capacity to be a limiting factor for this project.</i></p> <p><i>At the July 15, 2024 Public Hearing, the Applicant confirmed that snow storage diagrams will be provided in a future Design Review iteration/phase, likely associated with the finalized landscape plan. The Commission was amenable to this.</i></p> <p><i><u>Finding:</u> Compliance. This Standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.080(A)1j</p> <p>j. Snow storage areas shall not be less than 25% of the improved parking and vehicle and pedestrian circulation areas.</p> <p><i>Staff Comments</i> <i>Please refer to Section 17.06.080(A)1i for further detail.</i></p> <p><i><u>Finding:</u> Compliance. This Standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.080(A)1k</p> <p>k. A designated snow storage area shall not have any dimension less than 10 feet.</p> <p><i>Staff Comments</i> <i>Please refer to Section 17.06.080(A)1i for further detail.</i></p> <p><i><u>Finding:</u> Compliance. This Standard will be met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>17.06.080(A)1l</p> <p>l. Hauling of snow from downtown areas is permissible where other options are not practical.</p> <p><i>Staff Comments</i> <i>N/A. The Applicant has stated that all snow will be stored on-site.</i></p> <p><i><u>Finding:</u> Compliance. This Standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.080(A)1m</p> <p>m. Snow storage areas shall not impede parking spaces, vehicular and pedestrian circulation or line of sight, loading areas, trash storage/pickup areas, service areas or utilities.</p> <p><i>Staff Comments</i> <i>Please refer to Section 17.06.080(A)1i for further detail.</i></p> <p><i><u>Finding:</u> Compliance. This Standard will be met.</i></p>

				<i>Finding: Compliance. This Standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2d	<p>d. The front façade of buildings shall face the street and may include design features such as windows, pedestrian entrances, building off-sets, projections, architectural detailing, courtyards and change in materials or similar features to create human scale and break up large building surfaces and volumes.</p> <p><i>Staff Comments</i> The overall design of the front façade of each unit and its tie to the human scale is discussed in Section 17.16.080(A)2a; please refer to the Section for further detail.</p> <p>As it relates to exterior finishes, the front façade of each unit will feature five (5) single-hung windows, a front door with an eye-level window, pine wood support beams for the covered porch, vertical board and batten siding, and single belly band (same color as siding) at the juncture of the roof overhang and the top of the second-story wall. Human scale is achieved across the front façade, and the Applicant has presented a design that breaks up large building surfaces and volumes in a classic, inviting style for residential architecture.</p> <p><i>Finding: Compliance. This Standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2e	<p>e. Any addition onto or renovation of an existing building shall be designed to create a cohesive whole.</p> <p><i>Staff Comments</i> N/A, as no future additions or renovations are planned at this time.</p> <p><i>Finding: Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2f	<p>f. All exterior walls of a building shall incorporate the use of varying materials, textures, and colors.</p> <p><i>Staff Comments</i> In the July 15, 2024 Staff Report for the Applicant’s Design Review Public Hearing, Staff requested that the Applicant explore incorporating more variety in color across the building’s exteriors.</p> <div style="text-align: center;">  <p>(Original color palette)</p> </div> <p>While the Commission was receptive to the Applicant’s design theory for the residential units (“National Park/Forest Service housing design approach, with all units the same color and oriented in a Park-like setting, with the same color used as the main Ellsworth Inn building”), the Commission agreed with Staff that the project may be enhanced with a different color palette for the stand-alone residential units, upholding cohesion between the Inn building and the units</p>

			<p><i>themselves. The Commission also suggested that the Applicant explore a change in color for the unit's window frames, in order to break up building massing and provide more visual interest and variety. The Applicant agreed to work internally with City Staff to select a new color palette for Units 1-3 and 6-12.</i></p> <p><i>On July 22, 2024, City Staff met with the Applicant Team on-site of the proposed development to review and discuss alternative color options. Staff gave their approval of the primary unit color being either "Kingsport Gray" (Benjamin Moore HC-86), or "Anew Gray" (Sherwin Williams 7030), with accent/trim color proposed as white. Front doors of each unit will be color-matched (to the best of the Applicant's ability) to the current Ellsworth Inn building's brick red roofing color (most similar to Kynar 500, "Colonial Red"). Roof shingles will also transition to standard black/gray asphalt shingles. See siding and door colors below:</i></p> <div data-bbox="678 720 1425 951" data-label="Image">Three rectangular color swatches are displayed horizontally. From left to right: a medium brownish-gray, a light beige, and a dark red.</div> <p><i>(In order, left to right: "Kingsport Gray", "Anew Gray", "Colonial Red")</i></p> <p><i>Staff believe that this revised color palette will provide a brighter overall building design scheme, compliment the color scheme of the existing and recently remodeled "Innkeeper" unit, and be harmonious with the color scheme of the existing Ellsworth Inn building.</i></p> <p><i>With the color palette revision addressed, Staff would still like to highlight the unique opportunity presented to the Applicant in redevelopment of this historic property. The needs and uses of the Inn at Ellsworth Estate have evolved throughout time, and this project is a reflection of continued evolution. Staff feels that it is important to promote building designs that meet the needs of the moment (community housing), while also providing a structure that will stand the test of time, just as the original Ellsworth Inn building has done.</i></p> <p><i>The original driveway to the Ellsworth Inn is framed by two (2) entry pillars, finished in river rock that is highly similar (if not directly gathered from) to the river rock material found in the nearby Big Wood River. This design detail evokes a strong sense of place, anchoring the site within the broader landscape.</i></p>
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				<p><i>The Applicant may wish to continue exploring variety in color, material, and texture of their buildings' design through a similar element, while also creating further cohesiveness across the site's overall design.</i></p> <p><u><i>Finding: Compliance. This Standard has been met.</i></u></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2g	<p>g. Exterior buildings colors and materials shall be integrated appropriately into the architecture of the building and be harmonious within the project and with surrounding buildings.</p> <p><i>Staff Comments</i> See Section 17.06.080(A)2f for discussion of how this Standard will now be met.</p> <p><i>At the July 15, 2024 Public Hearing, the Commission also requested that the Applicant offset the windows for bedrooms #2 and #3 in each unit, so as to preserve privacy for residents, as the units will be oriented in a direct line with one another, with little screening between units. The Applicant was amenable to this request.</i></p> <p><u><i>Finding: Compliance. This Standard has been met.</i></u></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2h	<p>h. Flat-roofed buildings over two stories in height shall incorporate roof elements such as parapets, upper decks, balconies, or other design elements.</p> <p><i>Staff Comments</i> N/A The proposed design does not include any flat-roofed buildings.</p> <p><u><i>Finding: Compliance. This Standard has been met.</i></u></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2i	<p>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:</p> <ul style="list-style-type: none"> i) 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 30 degrees of true south. ii) South facing windows with eave coverage. At least 40% of the building's total glazing surface shall be oriented to the south, with roof overhang or awning coverage at the south. iii) Double glazed windows. iv) Windows with Low Emissivity glazing. v) Earth berming against exterior walls

				<p>vi) Alternative energy. Solar energy for electricity or water heating, wind energy or another approved alternative shall be installed on-site.</p> <p>vii) Exterior light shelves. All windows on the southernmost facing side of the building shall have external light shelves installed.</p>
			<i>Staff Comments</i>	<p>The Applicant has stated that they will be installing windows with low emissivity and double glazing, as well south-facing windows which are under eaves. The Applicant has also agreed to install pre-wiring for EV chargers in unit garages, and the units will be furnished with high efficiency appliances. Staff are amenable to the installation of listed and approved alternatives for minimizing building energy consumption.</p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2j	<p>j. Gabled coverings, appropriate roof pitch, or snow clips and/or gutters and downspouts shall be provided over all walkways and entries to prevent snow from falling directly onto adjacent sidewalks.</p>
			<i>Staff Comments</i>	<p>The front façade entry features a covered porch with gutters and downspouts, and the garage entry has a gabled roofline above, shedding away from the garage door. This standard has been met.</p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2k	<p>k. Downspouts and drains shall be located within landscape areas or other appropriate locations where freezing will not create pedestrian hazards.</p>
			<i>Staff Comments</i>	<p>Gutter downspouts are directed towards landscaped areas and away from the stairs providing access to the covered porch. No freezing and pedestrian hazard is anticipated.</p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2l	<p>l. Vehicle canopies associated with gas stations, convenience stores or drive-through facilities shall have a minimum roof pitch of 3/12 and be consistent with the colors, material and architectural design used on the principal building(s).</p>
			<i>Staff Comments</i>	<p>N/A, as no vehicle canopies are proposed.</p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2m	<p>m. A master plan for signage is required to ensure the design and location of signs is compatible with the building design and compliance with Article 8.</p>
			<i>Staff Comments</i>	<p>N/A. No building signage is proposed at this time.</p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>

3. Accessory Structures, Fences and Equipment/Utilities: 17.06.080(A)3, items (a) thru (i)

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3a	<p>a. Accessory structures shall be designed to be compatible with the principal building(s).</p>
			<i>Staff Comments</i>	<p>N/A, as no accessory structures are proposed.</p> <p><u>Finding:</u> <i>Compliance. This Standard has been met.</i></p>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3b	b. Accessory structures shall be located at the rear of the property.
			<i>Staff Comments</i>	<i>N/A, as no accessory structures are proposed.</i> <i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3c	c. Walls and fences shall be constructed of materials compatible with other materials used on the site.
			<i>Staff Comments</i>	<i>N/A. No walls or fences are proposed.</i> <i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3d	d. Walls and fencing shall not dominate the buildings or the landscape. Planting should be integrated with fencing in order to soften the visual impact.
			<i>Staff Comments</i>	<i>Please refer to Section 17.06.080(A)3c for further detail.</i> <i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3e	e. All roof projections including, roof-mounted mechanical equipment, such as heating and air conditioning units, but excluding solar panels and Wind Energy Systems that have received a Conditional Use Permit, shall be shielded and screened from view from the ground level of on-site parking areas, adjacent public streets and adjacent properties.
			<i>Staff Comments</i>	<i>N/A. No roof projections or roof mounted equipment is proposed at this time.</i> <i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3f	f. The hardware associated with alternative energy sources shall be incorporated into the building's design and not detract from the building and its surroundings.
			<i>Staff Comments</i>	<i>N/A. No alternative energy sources are proposed at this time.</i> <i>Finding: Compliance. This Standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3g	g. All ground-mounted mechanical equipment, including heating and air conditioning units, and trash receptacle areas shall be adequately screened from surrounding properties and streets by the use of a wall, fence, or landscaping, or shall be enclosed within a building.
			<i>Staff Comments</i>	<i>The Applicant has shown a trash receptacle area at the rear of the additional parking area, located in the northeast corner of the lot. No details of trash enclosure size or materials have been provided at this time.</i> <i>The Applicant shall submit a servicing confirmation letter from Clear Creek, as well as a plan detail that illustrates trash enclosure materials, dimensions, operations, etc., prior to issuance of a Building Permit. This has been made a Condition of Approval.</i> <i>Finding: Compliance. This Standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3h	i. All service lines into the subject property shall be installed underground.
			<i>Staff Comments</i>	<i>All services lines will be underground.</i> <i>Finding: Compliance. This Standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3i	j. Additional appurtenances shall not be located on existing utility poles.
			<i>Staff Comments</i>	<i>No appurtenances will be permitted on poles.</i> <i>Finding: Compliance. This Standard has been met.</i>

4. Landscaping: 17.06.080(A)4, items (a) thru (n)				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4a	<p>a. Only drought tolerant plant species and/or xeriscape specific plant materials shall be used, as specified by the Hailey Landscaping Manual or an approved alternative.</p> <p><i>Staff Comments</i> According to the Applicant, a complete landscaping plan will be submitted in Phase II of the Design Review process, as it is anticipated that this project will require multiple Public Hearings. The Applicant shall ensure that all applicable landscaping requirements from Section 17.06.080(A)4 are addressed through complete plan sets, submitted prior to any approval of the complete Design Review process. This has been made a Condition of Approval.</p> <p><u>Finding:</u> Compliance. This Standard will be met.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4b	<p>b. All plant species shall be hardy to the Zone 4 environment.</p> <p><i>Staff Comments</i> See Section 17.06.080(A)4a for further detail.</p> <p><u>Finding:</u> Compliance. This Standard will be met.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4c	<p>c. At a minimum, a temporary irrigation system that fully operates for at least two complete growing seasons is required in order to establish drought tolerant plant species and/or xeriscape specific plant materials. Features that minimize water use, such as moisture sensors, are encouraged.</p> <p><i>Staff Comments</i> See Section 17.06.080(A)4a for further detail.</p> <p><u>Finding:</u> Compliance. This Standard will be met.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4d	<p>d. Landscaped areas shall be planned as an integral part of the site with consideration of the urban environment. A combination of trees, shrubs, vines, ground covers, and ornamental grasses shall be used. Newly landscaped areas shall include trees with a caliper of no less than two-and-one-half (2 ½) inches. A maximum of twenty percent (20%) of any single tree species shall not be exceeded in any landscape plan, which includes street trees. New planting areas shall be designed to accommodate typical trees at maturity. Buildings within the LI and SCI-I Zoning Districts are excluded from this standard.</p> <p><i>Staff Comments</i> See Section 17.06.080(A)4a for further detail.</p> <p><u>Finding:</u> Compliance. This Standard will be met.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4e	<p>e. Seasonal plantings in planter boxes, pots, and/or hanging baskets shall be provided to add color and interest to the outside of buildings in the LI and SCI-I zoning districts.</p> <p><i>Staff Comments</i> N/A, as the proposed project is not located in the LI or SCI-I Zone Districts.</p> <p><u>Finding:</u> Compliance. This Standard will be met.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4f	<p>f. Plantings for pedestrian areas within the B, LB, TN and SCI-O zoning districts shall be designed with attention to the details of color, texture and form. A variety of trees, shrubs, perennials, ground covers and seasonal plantings, with different shapes and distinctive foliage, bark and flowers shall be used in beds, planter boxes, pots, and/or hanging baskets.</p>

			<i>Staff Comments</i>	<i>N/A, as the proposed project is not located in the B, LB, TN and/or SCI-O Zone Districts.</i>
				<i>Finding: Compliance. This Standard will be met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4g	g. Storm water runoff should be retained on the site wherever possible and used to irrigate plant materials.
			<i>Staff Comments</i>	<i>A Grading Plan with has been submitted, illustrating the locations of drywells and catch basins. Storm water will be retained onsite. Runoff is within the landscaped/parking areas and is directed to drywells, as noted on the Grading Plan.</i>
				<i>Finding: Compliance. This Standard has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4h	h. A plan for maintenance of the landscaping areas is required to ensure that the project appears in a well-maintained condition (i.e., all weeds and trash removed, dead plant materials removed and replaced).
			<i>Staff Comments</i>	<i>The Applicant will be responsible for maintaining plant material in a healthy condition.</i>
				<i>Finding: Compliance. This Standard will be met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4i	i. Retaining walls shall be designed to minimize their impact on the site and the appearance of the site.
			<i>Staff Comments</i>	<i>N/A. No retaining walls have been proposed.</i>
				<i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4j	j. Retaining walls shall be constructed of materials that are utilized elsewhere on the site, or of natural or decorative materials.
			<i>Staff Comments</i>	<i>Please refer to Section 17.06.080(A)4i for further detail.</i>
				<i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4k	k. Retaining walls, where visible to the public and/or to residents or employees of the project, shall be no higher than four feet or terraced with a three-foot horizontal separation of walls.
			<i>Staff Comments</i>	<i>Please refer to Section 17.06.080(A)4i for further detail.</i>
				<i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4l	l. Landscaping should be provided within or in front of extensive retaining walls.
			<i>Staff Comments</i>	<i>Please refer to Section 17.06.080(A)4i for further detail.</i>
				<i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4m	m. Retaining walls over 24" high may require railings or planting buffers for safety.
			<i>Staff Comments</i>	<i>Please refer to Section 17.06.080(A)4i for further detail.</i>
				<i>Finding: Compliance. This Standard has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)4n	n. Low retaining walls may be used for seating if capped with a surface of at least 12 to 16 inches wide.
			<i>Staff Comments</i>	<i>Please refer to Section 17.06.080(A)4i for further detail.</i>
				<i>Finding: Compliance. This Standard has been met.</i>

Additional Design Review Requirements for

Multi-Family within the City of Hailey				
1. Site Planning: 17.06.080(D)1, items (a) thru (c)				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(D)1a	<p>a. The location of the buildings shall respond to the specific site conditions, such as topography, street corners, open space and existing and planned adjacent uses.</p> <p><i>Staff Comments</i> The Applicant is proposing two (2) clusters of new residential units; seven (7) units (Units 6-12) are proposed for the southern property boundary, with a parking access lane between the units and the adjoining property boundary. Three (3) units (Units 1-3) are proposed for the northwest corner of the site, serviced by their own parking access lane. The parking access lane for Units 6-12 will extend the entire length between 3rd and 4th Avenue, providing a throughway for the site. According to the Applicant, this throughway will not be open to the public.</p> <p>At the July 15, 2024 Public Hearing, Staff and the Commission expressed some concern over site access and public traffic utilizing the private parking access lane on the southern property boundary. The Applicant confirmed that the relatively narrow width of the parking access lane, coupled with “Private Property/No through-way” signage, will more than likely deter public access through the site. The Commission found this reasoning to be acceptable.</p> <p>As for building layout on the site itself, residential density will be significant on the south side of the site. However, all proposed units are situated with their front façades and covered porch areas facing interior to the site, where significant open space and mature vegetation exists. This building location and orientation will lend itself to the enjoyment, well-being, and sense of community amongst the residents, as opposed to building frontages facing the street or adjacent properties.</p> <p><u>Finding:</u> Compliance. This Standard has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(D)1b	<p>b. Site plans shall include a convenient, attractive and interconnected pedestrian system of sidewalks and shared pathways to reinforce pedestrian circulation within a site.</p> <p><i>Staff Comments</i> Site plans do not currently include any interior sidewalks or paths. Given site density and the location of the additional parking and trash enclosure area, it is imperative that such pedestrian circulation features exist.</p> <p>As previously stated in these Findings of Fact and within the July 15, 2024 Staff Report, Staff noted the lack of interior pedestrian pathway features in submitted plans. At the July 15, 2024 Public Hearing, the Applicant confirmed that an integrated, interior pedestrian pathway system will be included in subsequent Design Review phase iterations, specifically with landscape plan. The pathway system will prioritize efficient and safe pedestrian access to and through the site</p>

				<p>and the various residential buildings. The Commission found this pathway development proposal to be acceptable.</p> <p><i>Finding: Compliance. This Standard will be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(D)1c	<p>c. Buildings shall be organized to maximize efficient pedestrian circulation and create gathering places.</p> <p><i>Staff Comments</i> All buildings are adjoined to a parking access lane, which will eventually tie into six-foot (6') wide sidewalks in the right-of-ways along 3rd and 4th Avenues, supporting efficient pedestrian circulation from the streetscape to the site's interior.</p> <p>Site-interior pedestrian circulation features have not yet been proposed by the Applicant. See Section 17.06.080(D)1b for further discussion of how this Standard will be addressed and met.</p> <p>As previously stated in this Staff Report, the front facades and covered porches of each unit face interior to the site, where abundant open space and mature vegetation exists. This building organization lends itself to gathering and a sense of community across the site.</p> <p><i>Finding: Compliance. This Standard has been met.</i></p>

2. Building Design: 17.06.080(D)2, items (a) thru (b)

Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(D)2a	<p>a. Buildings shall incorporate massing, group lines and character that responds to single-family homes. Buildings may also include the use of varying materials, textures and colors to break up the bulk and mass of large multi-family buildings. Windows should be residential in scale and thoughtfully placed to provide for privacy and solar gain.</p> <p><i>Staff Comments</i> While this project is being considered as multi-family by both the Applicant and Staff, it does not feature a traditional multi-family structure; rather, the Applicant has proposed a series of ten (10) detached single-family residential units, in full character and design of such. Collectively, the project is considered multi-family, but each unit is residential in scale by its very nature.</p> <p><i>Finding: Compliance. This Standard has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(D)2b	<p>b. At ground level, buildings shall present a setting that is visually pleasing to the pedestrian and that encourages human activity and interaction.</p> <p><i>Staff Comments</i> Refer to Section 17.06.080(A)2, items (a) thru (m) for further details.</p> <p><i>Finding: Compliance. This Standard has been met.</i></p>

17.06.060 Criteria.

- A. The Commission or Hearing Examiner shall determine the following before approval is given:**
- 1. The project does not jeopardize the health, safety, or welfare of the public.**

- 2. The project conforms to the applicable specifications outlined in the Design Review Guidelines, as set forth herein, applicable requirements of the Zoning Title, and City Standards.**
- B. Conditions. The Commission or Hearing Examiner may impose any condition deemed necessary. The Commission or Hearing Examiner may also condition approval of a project with subsequent review and/or approval by the Administrator or Planning Staff. Conditions which may be attached include, but are not limited to those which will:**
- 1. Ensure compliance with applicable standards and guidelines.**
 - 2. Require conformity to approved plans and specifications.**
 - 3. Require security for compliance with the terms of the approval.**
 - 4. Minimize adverse impact on other development.**
 - 5. Control the sequence, timing and duration of development.**
 - 6. Assure that development and landscaping are maintained properly.**
 - 7. Require more restrictive standards than those generally found in the Zoning Title.**
- C. Security. The applicant may, in lieu of actual construction of any required or approved improvement, provide to the City such security as may be acceptable to the City, in a form and in an amount equal to the cost of the engineering or design, materials and installation of the improvements not previously installed by the applicant, plus fifty percent (50%), which security shall fully secure and guarantee completion of the required improvements within a period of one (1) year from the date the security is provided.**
- 1. If any extension of the one-year period is granted by the City, each additional year, or portion of each additional year, shall require an additional twenty percent (20%) to be added to the amount of the original security initially provided.**
 - 2. In the event the improvements are not completely installed within one (1) year, or upon the expiration of any approved extension, the City may, but is not obligated, to apply the security to the completion of the improvements and complete construction of the improvements.**

CONCLUSIONS OF LAW

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

1. Adequate notice, pursuant to Title 17, Section 17.06.040(D), was given.
2. The project is in general conformance with the Hailey Comprehensive Plan.
3. The project does not jeopardize the health, safety, or welfare of the public.
4. Upon compliance with the conditions set forth, the project conforms to the applicable standards of Chapter 17.06, Design Review, other Chapters of the Hailey Municipal Code and City Standards.

DECISION

The Design Review Application by the City of Sun Valley c/o ARCH Community Housing Trust (“ARCH”), in partnership with the City of Hailey and represented by Opal Engineering, for the construction of ten (10) detached residential units and associated site improvements, across the properties of 702 S 3rd Avenue and 623 and 715 4th Avenue (Blocks 1 and 125, Lots 2, 3, 4, 5, and 6, Hailey Replat) has been approved, finding that the project does not jeopardize the health, safety or welfare of the public and the project conforms to the applicable specifications outlined in Hailey Municipal Code Section 17.06, Design Review, additional applicable requirements of Title 17, Title 18, and City Standards, provided conditions (a) through (o) are met:

- 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) All City infrastructure requirements shall be met. Detailed plans for all infrastructure to be installed or improved at or adjacent to the site shall be submitted for Department Head approval and shall meet City Standards where required. Infrastructure to be completed at the Applicant’s sole expense include, but will not be limited to, the following requirements and improvements:
 - i. If the total area of asphalt removed in the alley exceeds twenty-five percent (25%), the Applicant shall complete the removal and replacement of all paving adjacent to the development. Street cut repairs shall also be guaranteed for no less than one (1) year.
 - ii. Once the Applicant abandons the meter vault, they shall return the meter vault to the City of Hailey.
 - iii. The Applicant shall locate and bring the existing main line valve box, located in the alley, to grade.
 - iv. The building shall comply with IFC and IBC code requirements.
 - v. The Applicant shall install parking signage that informs and restricts parking in the right-of-way during the winter months.
 - vi. The Applicant shall abandon any existing, unused water services.
 - vii. The Applicant shall be responsible for the maintenance of all landscaping: perimeter, onsite, and/or street trees.
 - viii. If the sewer line in the existing alley adjacent to the site is not used by the Ellsworth property, the Applicant shall abandon the line at the nearby sewer manhole.
 - ix. The Applicant shall relocate the sewer manhole – either the manhole in the existing alley or the newly proposed manhole north of Unit 1 – into an asphalt area that ensures truck and clean-out access for Wastewater Department Staff, referring to Hailey Standard Drawing 18.14.010.C.1, Note #8.
- d) Construction parking shall be on private property and not within the City Right-of-Way nor the edge of the road.

- e) Snow removal from private drive(s) shall not be pushed into the City right-of-way.
- f) Encroachment permits shall be required for each new curb cut, as well as any remediation work performed on existing curb cuts.
- g) The Applicant shall submit an arborist review for all trees over 6-inch in caliper, prior to applying for a building permit.
- h) Any and all ground-mounted and roof-mounted equipment shall be screened from view of surrounding properties.
- i) The Applicant shall submit a servicing confirmation letter from Clear Creek, as well as a plan detail that illustrates trash enclosure materials, dimensions, operations, etc., prior to issuance of a Building Permit.
- j) The Applicant shall ensure that all applicable landscaping requirements from Section 17.06.080(A)4 are addressed through complete plan sets, and reviewed for approval by the Commission within Phase II of Design Review.
- k) All new and existing exterior lighting shall comply with the Outdoor Lighting Ordinance.
- l) Except as otherwise provided, all the required improvements shall be constructed and completed, or sufficient security provided as approved by the City Attorney, before a Certificate of Occupancy can be issued.
- m) This Design Review approval is for the date the Findings of Fact are signed. The Planning & Zoning Administrator has the authority to approve minor modifications to this project prior to and for the duration of a valid Building Permit.
- n) The Applicant shall eliminate the driveway and curb cut feature on 4th Avenue, serving the renovated “Innkeeper” Unit.
- o) The Applicant shall provide additional gravel parking area for Unit 3, located to the east of the unit, for additional parking capacity and turnaround space for this most-interior unit.

Signed this ____ day of _____, 2024.

Janet Fugate, Planning & Zoning Commission Chair

Attest:

Jessie Parker, Community Development Building and Operations Coordinator

Return to Agenda

FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On July 15, 2024, the Hailey Planning and Zoning Commission considered and approved a Tiny Home on Wheels (THOW) Application submitted by Deann and Brady Campbell, represented by Sage Sauerbrey, for the construction of a new 272 square foot Tiny Home on Wheels project located a located at 810 Buckskin Drive (Lot 16, Block 7, Deerfield Subdivision #1) within the Limited Residential (LR-1) Zoning District.

FINDINGS OF FACT

Notice: Notice for the public hearing was published in the Idaho Mountain Express and mailed to property owners within 300 feet on June 26, 2024. No other notices were published, or mailings sent.

Application: The Applicant proposed to construct and place a new 272 square foot Tiny Home on Wheels, located at 810 Buckskin Drive (Lot 16, Block 7, Deerfield Subdivision #1) within the Limited Residential (LR-1) Zoning District.


Background: The Tiny Home on Wheels Application was submitted on April 12, 2024, and certified complete on May 8, 2024. The public comment period was open from May 16, 2024, to May 31, 2024. During this time, there was a significant number of public comments received and have been attached hereto. THOW Applications are typically reviewed administratively, approved by the Community Development Director, per Hailey's Municipal Code; however, due to the volume of comments from concerned neighbors, Staff felt it most appropriate to bring this Application forward for review and approval by the Planning and Zoning Commission.


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.

Notably, the primary issue of concern with this Application was the provision of specific guidelines related to the subdivision's C.C.&Rs., which prohibit the installation and/or placements of temporary-like structures on any parcel, as well as the THOW complementing the fabric of the existing and surrounding neighborhoods, and the proposed structure being subordinate in scale to the primary dwelling. The Commission approved this project on the merits of Hailey's Municipal Code, and further requested that the Applicant seek approval by the subdivision's governing body. The Commission also requested that the Applicant provide a timeline for installation of landscaping and irrigation, further conditioning said infrastructure be in place along Eastridge Drive before winter 2024, and all other landscaping and irrigation be completed before fall 2025.


Decision: On July 15, 2024, the Commission unanimously approved the THOW Application submitted by Deann and Brady Campbell, represented by Sage Sauerbrey, for the construction of a new 272 square foot Tiny Home on Wheels project located a located at 810 Buckskin Drive (Lot 16, Block 7, Deerfield Subdivision #1) within the Limited Residential (LR-1) Zoning District.

Procedural History: The Design Review Application was submitted on May 20, 2024, and certified complete on May 31, 2024. A public hearing before the Planning and Zoning Commission is scheduled for July 1, 2024, in the Hailey City Council Chambers and virtually via GoTo Meeting.

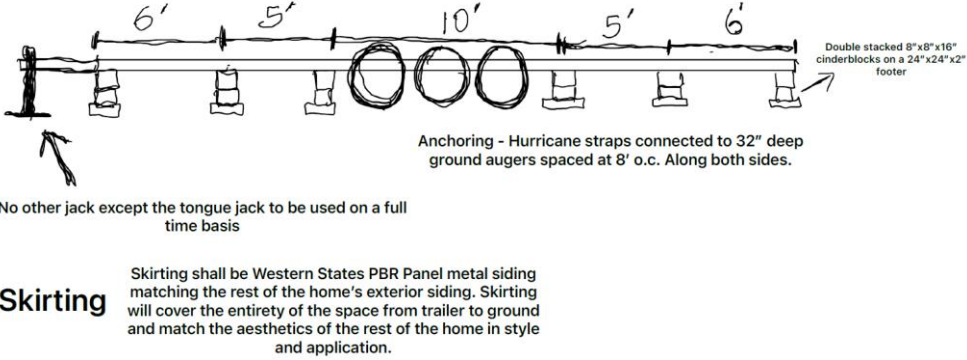
General Requirements for Accessory Dwelling Units and Tiny Homes on Wheels				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08D.020	Applicability. A. The standards 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; and to all tiny homes on wheels established after March 13, 2023.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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	<p><i>The proposed THOW is detached and located along the eastern side of the existing single-family residence. The THOW will be positioned to meet all setbacks, as shown in the attached site plan. The THOW is 272 square feet in size and is proposed to be accessed via the existing driveway, located off of Buckskin Drive.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p> 
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		B. Only one (1) Accessory Dwelling Unit or one (1) tiny home on wheels is permitted on a lot, as an accessory to a single-family dwelling unit.
			Staff Comments	<p><i>Only one (1) THOW is proposed onsite and is accessory to the single-family residence.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		C. Accessory Dwelling Units and tiny homes on wheels are only permitted in conjunction with single-family residences in residential zones. In the Townsite Overlay, Transition and SCI


				<p>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.</p>
			<p>Staff Comments</p> <p>The proposed THOW will be positioned onsite and will be accessory to the existing single-family residence. Both are located within the Limited Residential (LR-1) Zone District. <i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<p>D. Accessory Dwelling Units and tiny homes on wheels 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.</p>
			<p>Staff Comments</p> <p>N/A, as no portion of the THOW is located in the Special Flood Hazard area. <i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>E. Tiny homes on wheels are subject to the same standards as accessory dwelling units, including design review standards, except where specifically noted herein.</p>
			<p>Staff Comments</p> <p>All standards noted herein are pertinent to ADUs or THOWs. Please reference the standards noted herein for compliance.</p> <p>Additionally, the THOW – like all residential dwelling unit types – is subject to Hailey Municipal Code Section 17.08C.040: Outdoor Lighting Standards, which sets forth certain provisions for outdoor lighting design, location, and impact to adjacent properties. Staff request that only low wattage exterior lighting is installed. Low illumination levels are also required. This has been made a Condition of Approval. <i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<p>F. If tiny homes on wheels (THOW) are removed from Hailey's Municipal Code as an allowable use, no THOW structure shall be considered legally non-conforming.</p>
			<p>Staff Comments</p> <p>The Applicant has been notified of this standard. <i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08D.040: Registration</p> <p>Registration Required.</p> <p>A. All Accessory Dwelling Units created after February 10, 2021, and all tiny homes on wheels established after March 13, 2023 shall be issued a compliance certificate as a prerequisite for a certificate of occupancy.</p>	
			<p>Staff Comments</p> <p>Upon completion of construction for and placement of the proposed THOW, a Compliance Certificate will be issued. <i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>	

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		B. Tiny homes on wheels shall be registered or permitted annually with the Idaho Transportation Department Division of Motor Vehicles.												
			Staff Comments	<i>The Applicant will register the Tiny Home with the Idaho Department of Motor Vehicles. A copy of the Vehicle Registration will be submitted to the Community Development Department prior to the issuance of a Compliance Certificate. This has been made a Condition of Approval. Findings: Compliance. This standard is either not applicable or has been met.</i>												
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.08D.050: Occupancy Restrictions -Short Term Occupancy	Occupancy Restrictions. A. Accessory Dwelling Units. <ol style="list-style-type: none"> 1. Where a lot contains both a primary dwelling unit and an Accessory Dwelling Unit, only one dwelling unit shall be utilized for Short-Term Occupancy. 2. When one dwelling unit is utilized for Short-Term Occupancy, the other unit shall be owner-occupied or utilized as a long-term rental, with long-term occupancy being a period of thirty-one (31) days or more. 												
			Staff Comments	<i>N/A, as these standards are pertinent to ADUs only. Findings: Compliance. This standard is either not applicable or has been met.</i>												
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		B. Tiny Homes on Wheels (THOW). <ol style="list-style-type: none"> 1. THOWs are restricted for long-term use (thirty-one (31) days or longer) only. 												
			Staff Comments	<i>At this time, the Owner intends to utilize the THOW as a rental property. The Owner further intends to utilize the single-family home as their primary residence, or vice versa, but only one (1) will be the primary residence. This standard shall continue to be met and has been made a Condition of Approval. Findings: Compliance. This standard is either not applicable or has been met.</i>												
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.08D.060: Subordinate Scale and Size	Subordinate Scale and Size. A. Accessory Dwelling Units: <ol style="list-style-type: none"> 1. Scale: The floor area of an Accessory Dwelling Unit (ADU) is limited to no more than 66% of the gross square footage of the principal building, or the maximum floor area permitted for an ADU based on the lot size or zone, whichever is less. 2. Maximum Floor Area: <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Lot Size (square feet)</th> <th>Minimum Gross Floor Area (square feet)¹</th> <th>Maximum Gross Floor Area (square feet)¹</th> </tr> </thead> <tbody> <tr> <td>Up to 7,000</td> <td>300</td> <td>900</td> </tr> <tr> <td>7,001 – 8,000</td> <td>300</td> <td>950</td> </tr> <tr> <td>Lots 8,001 and greater</td> <td>300</td> <td>1,000</td> </tr> </tbody> </table> <p style="text-align: center;">Gross square footage calculations for Accessory Dwelling Units does not include exterior, uncovered staircases. Interior staircases and circulation corridors are included.</p> 3. Number of bedrooms: Accessory Dwelling Units may have a maximum of two (2) bedrooms. 	Lot Size (square feet)	Minimum Gross Floor Area (square feet) ¹	Maximum Gross Floor Area (square feet) ¹	Up to 7,000	300	900	7,001 – 8,000	300	950	Lots 8,001 and greater	300	1,000
Lot Size (square feet)	Minimum Gross Floor Area (square feet) ¹	Maximum Gross Floor Area (square feet) ¹														
Up to 7,000	300	900														
7,001 – 8,000	300	950														
Lots 8,001 and greater	300	1,000														
			Staff Comments	<i>N/A, while these standards are pertinent to ADUs, it is important to note that the proposed THOW is subordinate in scale to the primary dwelling on the property. Findings: Compliance. This standard is either not applicable or has been met.</i>												
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		B. Tiny Homes on Wheels (THOWs): <ol style="list-style-type: none"> 1. The footprint of tiny homes on wheels shall be limited between one hundred (100) to four hundred (400) square feet in size. 												
			Staff Comments	<i>The proposed THOW is 272 square feet in size, which complies with the required size range for THOWs. Findings: Compliance. This standard is either not applicable or has been met.</i>												

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08D.070: Livability</p>	<p>A. Outdoor Access: All Accessory Dwelling Units and Tiny Homes on Wheels 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. The Outdoor Access area shall be approved through the Design Review process.</p>
			<p>Staff Comments</p>	<p><i>The Owner is proposing approximately 200 square feet of outdoor space for utilization by the tenant of the THOW (see area in image below for further details). Findings: Compliance. This standard is either not applicable or has been met.</i></p>  <p>The site plan shows a residential layout with a central building and an ADU. Landscaping includes trees like Bristlecone, Skipjack Laurel, Dogwood, and Compact Amur Maple. Outdoor features include a snow storage area, ADU parking, and a designated outdoor space. Setbacks are marked as 15 feet on the front and side. A north arrow and scale are provided at the bottom right of the plan.</p>
<p>Chapter 17.08D.080: Tiny Homes on Wheels</p>				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.08D.080 A</p>	<p>A. Building Standards:</p> <ol style="list-style-type: none"> 1. All tiny homes on wheels shall meet the NOAH+ Standards, in addition to and except where they are superseded by the requirements for Hailey's climatic conditions, listed herein. Additional Requirements for Hailey's Climactic Conditions: 2. Insulation: <ol style="list-style-type: none"> a. Minimum Insulation R-Values: b. Walls: R-19 c. Floors: R-20 d. Roof/ceiling: R-28 3. Vapor retarders shall be in accordance with the International Residential Code (IRC). 4. Windows and doors shall have a maximum 0.30 U-factor. 5. Roof snow loads shall meet the site-specific requirements set forth in Chapter 15.08: Building Code, Section 15.08.020: Amendment of Codes.
			<p>Staff Comments</p>	<p><i>The proposed THOW complies with the standards noted above. Specifically,</i></p> <ol style="list-style-type: none"> 1. <i>The THOW complies with the NOAH+ Standards, as exhibited by a Certificate of Compliance provided by the Owner/Builder prior to issuance of a Certificate of Occupancy.</i> 2. <i>Insulation:</i> <ol style="list-style-type: none"> a) <i>Minimum Insulation R-Values:</i> b) <i>Walls: R-21</i>

				<p>c) Floors: R-28 d) Roof/ceiling: R-41</p> <p>3. A 3" complete spray foam envelope in the walls and ceiling and taped rigid foam vapor retarder below the subfloor meet this requirement.</p> <p>4. All windows and sliding glass door have a U-factor less than .30</p> <p>5. Roof snow loads exceed the site-specific requirements for Hailey (100 lbs./sf); THOW rated at 125 lbs./sf.</p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08D.080 B	<p>B. Inspections:</p> <p>1. Inspection of the THOW building requirements or standards- including the NOAH+ Standardsⁱⁱ and the requirements for Hailey's climatic conditions- shall be completed and approved by the National Organization of Alternative Housing (NOAH) or another inspection agency that is approved by the Administrator.</p> <p>2. A certificate of approval from the inspector shall be submitted to the Community Development Department for further review, approval, and issuance of the Compliance Certificate.</p>
			Staff Comments	<p><i>The Applicant will provide a Certificate of Compliance from NOAH, prior to issuance of a Compliance Certificate relating to the NOAH+ Standards, applicable to the purchased THOW. City Staff will complete a final inspection to verify that all skirting/anchoring requirements have been met, after the THOW has been delivered to the site. This has been made a Condition of Approval.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08D.080 C.1.	<p>1. Establishing the THOW:</p> <p>a. Location/Placement:</p> <p>i. The THOW shall meet the setbacks for the Zoning Districts in which it is located.</p> <p>ii. The THOW shall adhere to the minimum separation distances for buildings, as articulated in Table R302.1(1) of the International Residential Codeⁱ.</p>
			Staff Comments	<p><i>The proposed THOW complies with the standards noted above. Specifically, the THOW is located within the Limited Residential (LR-1) Zoning District. The setbacks for the LR-1 District are as follows: Findings: Compliance. This standard is either not applicable or has been met.</i></p> <p>e) Required: Front yard: 25'; Side yards (normal corner lot): 10'; Rear yard: 10'; Between dwellings and accessory structures, with non-fire resistance-rated walls: 5'</p> <p>f) Proposed: Front yard: 25', Between the Home and the proposed THOW: 10', Rear & side yard: approx. 16.65'</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08D.080 C.2.	<p>2. Blocking and Anchoring:</p> <p>a. The tiny homes on wheels chassis shall be maintained level, supported by blocks at a minimum of eight (8) points, one (1) per corner and two (2) per wheel well, and anchored to the ground.</p> <p>b. Only a tongue jack shall be used on a full-time basis. No other jacks shall be used on a long-term (thirty-one (31) days or more) basis.</p>
			Staff Comments	<p><i>The proposed THOW complies with the standards noted above. Specifically,</i></p> <p>a. <i>The THOW will be maintained level and will be supported by a minimum of six (6) blocks, including one (1) per corner and two (2) surrounding the wheels, according to design and engineering specifications provided by Big Wood Tiny Homes.</i></p> <p>b. <i>The Applicant is aware of tongue jack requirements and will maintain such on a full-time basis.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>

				<p style="text-align: center;">Blocking and Anchoring Plan</p>  <p style="text-align: center;">Anchoring - Hurricane straps connected to 32" deep ground augers spaced at 8' o.c. Along both sides.</p> <p>No other jack except the tongue jack to be used on a full time basis</p> <p>Skirting Skirting shall be Western States PBR Panel metal siding matching the rest of the home's exterior siding. Skirting will cover the entirety of the space from trailer to ground and match the aesthetics of the rest of the home in style and application.</p>
☒	☐	☐	<p>17.08D.080 C.3.</p>	<p>3. Exterior Attachments:</p> <ol style="list-style-type: none"> a. Exterior attachments such as porches, decks, lean-tos, or sheds are permitted; however, they must be affixed in a manner that is freestanding or removable and allows for towing where appropriate. b. Porches and decks shall be lower than eighteen inches (18") unless located in any flood hazard plain. c. Detached or attached accessory structures (e.g., sheds) shall comply with the regulations outlined in Chapter 17.07 of Hailey's Municipal Code.
			<p>Staff Comments</p>	<p><i>The Applicant plans to include a freestanding deck that will be built in three sections that can easily be removed from the property. Hailey's Municipal Code allows a detached accessory structure of less than 120 sf. to be set back minimum of 3' from the side property line. All setback requirements for the deck will and have been met.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>
☒	☐	☐	<p>17.08D.080 C.4.</p>	<p>4. Skirting:</p> <ol style="list-style-type: none"> a. Skirting is required and shall be installed to enclose all open space between the THOW and the ground. b. The skirting shall screen the wheels and aesthetically complement, or continue the THOW siding, as approved through Administrative Design Review.
			<p>Staff Comments</p>	<p><i>The Applicant intends to install skirting that will enclose all open space between the THOW and the ground. This skirting will also screen the wheels and be a continuation of the same siding material and design that covers the rest of the THOW (see skirting attachment). This has been made a Condition of Approval.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>

				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.08D.080 C.5.	<p>5. Municipal Service and Utility Connections:</p> <ul style="list-style-type: none"> a. All municipal and utility connections are subject to City standards, inspections, and policies. b. Water And Wastewater: <ul style="list-style-type: none"> i. Tiny homes on wheels shall connect to municipal water and wastewater systems through the connection serving the primary residence, or via an additional, separate connection to the water or wastewater main lines. c. Water connections serving THOW shall remain separate from all secondary connections (e.g., irrigation lines). d. Insulating THOW water and wastewater connections, to prevent freezing, is the sole responsibility of the THOW owner. (Ord. 1320, 2023)
			Staff Comments	<p><i>The new THOW will connect to municipal services, which will be made off the existing single-family residence and will be inspected by the City Water and Wastewater Departments for compliance.</i></p> <p><i>Specifically, water service will be from a ¾" line, which will come from the existing residence to the new THOW. As far as sewer connections go, a new service from the existing sewer line will be made to service the THOW. A new main connection is prohibited. Additionally, Water and Wastewater standards shall be met, and verification of compliance shall be submitted to the City prior to issuance of a Certificate of Occupancy.</i></p> <p><i>As far as utilities are concerned, the electrical service will be provided by the primary dwelling's electrical panel. The circuit will be rated at 60amps, and all electrical work will be performed by a licensed electrician. Furthermore, an Electrical Permit will be filed with the Idaho Division of Occupational and Professional Licensing (IDOPL). Electrical connections will be inspected by IDOPL and issued a Final Inspection once compliant and complete. Upon receipt of this Final Inspection, the Applicant shall submit the approved permit to the City for verification purposes. These have been made Conditions of Approval.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>
Chapter 17.09: Parking and Loading				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.09.040.01	Accessory Dwelling Units and all dwelling units less than 1,000 square feet require one (1) parking space per unit. A site developed with both a primary dwelling less than 1,000 square feet in size and an Accessory Dwelling Unit shall provide a minimum of 2 spaces. Parking for Accessory Dwelling

				Units must be provided on site. Existing parking in excess of the required parking for a single-family unit shall count towards the total required parking.
			Staff Comments	<p><i>In the Limited Residential District, the minimum requirement for an Accessory ADU/THOW unit is one (1) space per unit. A site developed with both a primary dwelling less than 1,000 square feet in size and an Accessory Dwelling Unit shall provide a minimum of two (2) parking spaces for both dwellings. Parking for all dwelling units must be provided onsite.</i></p> <p><i>One (1) parking space is proposed for the THOW within the existing driveway, adjacent to the single-family residence. The existing driveway is large enough and intended to service the proposed THOW, as well as the existing single-family residence.</i></p> <p><i>The Applicant is proposing a 3'-wide gravel access path located off Eastridge Drive and through the City ROW to the property, which is not recommended by the Hailey Streets Division; however, Public Works Staff will review any and all encroachment activity through, over, and within the City ROW via an Encroachment Application. It is encouraged that the pathway be removed, and all site circulation be kept to the existing driveway only.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>

17.06.060 Criteria.

- A. The Commission or Hearing Examiner shall determine the following before approval is given:**
 - 1. The project does not jeopardize the health, safety or welfare of the public.
 - 2. The project conforms to the applicable specifications outlined in the Design Review Guidelines, as set forth herein, applicable requirements of the Hailey Municipal Code, and City Standards.
- B. Conditions. The Commission or Hearing Examiner may impose any condition deemed necessary. The Commission or Hearing Examiner may also condition approval of a project with subsequent review and/or approval by the Administrator or Planning Staff. Conditions which may be attached include, but are not limited to those which will:**
 - 1. Ensure compliance with applicable standards and guidelines.
 - 2. Require conformity to approved plans and specifications.
 - 3. Require security for compliance with the terms of the approval.
 - 4. Minimize adverse impact on other development.
 - 5. Control the sequence, timing, and duration of development.
 - 6. Assure that development and landscaping are maintained properly.
 - 7. Require more restrictive standards than those generally found in the Hailey Municipal Code.
- C. Security. The applicant may, in lieu of actual construction of any required or approved improvement, provide to the City such security as may be acceptable to the City, in a form and in an amount equal to the cost of the engineering or design, materials and installation of the improvements not previously installed by the applicant, plus fifty percent (50%), which security shall fully secure and guarantee completion of the required improvements within a period of one (1) year from the date the security is provided.**
 - 1. If any extension of the one-year period is granted by the City, each additional year, or portion of each additional year, shall require an additional twenty percent (20%) to be added to the amount of the original security initially provided.
 - 2. In the event the improvements are not completely installed within one (1) year, or upon the expiration of any approved extension, the City may, but is not obligated, to

apply the security to the completion of the improvements and complete construction of the improvements.

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) The lot contains a primary dwelling and a Tiny Home on Wheels. The THOW, pursuant Hailey’s Municipal Code, shall be owner-occupied, or utilized for a long-term rental (31 days or longer) only.
- e) The Applicant shall apply for a Water and Wastewater Permit, and shall receive Water and Wastewater connection approval, of which approvals shall be documented in writing, by the City prior to issuance of a Certificate of Occupancy.
- f) The Applicant shall receive electrical and/or utility connection approval, of which approvals shall be documented in writing, by the Idaho Department of Occupational and Professional Licensing prior to issuance of a Certificate of Occupancy.
- g) The Applicant shall install low wattage exterior lighting and keep the illumination levels low when in use.
- h) The Applicant shall submit the Certificate of Compliance for NOAH+ Standards once the THOW is complete and the final inspection passed.
- i) The Applicant shall submit the required Vehicle Registration information prior to issuance of a Certificate of Compliance.
- j) The THOW shall comply with the Blocking and Anchoring requirements, as noted herein, which will be inspected by Staff prior to issuance of a Certificate of Occupancy/Compliance/Completion.
- k) Skirting shall be installed according to City Standards, screening the wheels from the view of the public street.
- l) No parking within the City right-of-way is allowed in this area. All parking for the THOW and single-family residence shall be onsite and accessed via Buckskin Drive.
- m) Unless approved for via an Encroachment Permit, all pedestrian and vehicular access points shall remain off the existing driveway from Buckskin Drive.
- n) Due to high traffic volumes and sight distances, all proposed landscaping shall remain onsite and out of the City right-of-way.
- o) The Applicant shall comply with the minimum setback requirements to a fire hydrant along Eastridge Drive (three (3) feet behind the fire hydrant and 15 feet on the sides and in the front of the hydrant – see City Standard Drawing 18.14.010.B.1).
- p) The Applicant shall submit a revised Landscaping and Irrigation plan which reflects the following timeline:
 - a. All landscaping and irrigation along the property frontage of Eastridge Drive shall be completed prior to winter 2024.
 - b. All remaining landscaping and irrigation along the property frontage of Buckskin Drive, and onsite, shall be completed prior to fall 2025.

Signed this ____ day of _____, 2024.

Janet Fugate, Planning and Zoning Chair

Attest:

Jessica Parker, Building Coordinator, Deputy Treasurer

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Staff Report Hailey Planning and Zoning Commission Regular Meeting of August 5, 2024

To: Planning and Zoning Commission
From: Ashley Dyer, Community Development City Planner

Proposal: Consideration of a Design Review Pre-Application Application, submitted by Nancy and William Schlag, and represented by Jay Cone of Jay Cone Architecture, for the construction of a new, 1,554 square foot mixed-use building consisting of 943 square feet of commercial space and a 611 square foot Accessory Dwelling Unit, located within the proposed structure. This project is located at 20 Comet Lane (Lot 2E, Block 5, Airport West Subdivision #2) within the Sales and Office Subdistrict (SCI-SO) Zoning District.

Hearing: August 5, 2024

Applicant: Nancy and William Schlag, represented by Jay Cone of Jay Cone Architecture
Location: Lot 2E, Block 5- Airport West Subdivision
Zoning & Lot Size: (SCI-SO) Sales and Office Subdistrict

Notice: Notice for the public hearing was published in the Idaho Mountain Express on July 11, 2024, and mailed to property owners on July 11, 2024.

Background and Project Overview. The Applicant is proposing a new 1,554 square foot mixed-use building consisting of 943 square feet of commercial space and a 611 square foot Accessory Dwelling Unit (ADU), located within the proposed structure. This project is located at 20 Comet Lane (Lot 2E, Block 5, Airport West Subdivision #2) within the Sales and Office Subdistrict (SCI-SO) Zoning District.

More specifically, the proposed site plan entails a one-story building with 943 square feet of commercial floor space, which includes a garage and office space, as well as a 611 Square feet ADU, also located on the first floor. Various site and right-of-way improvements are also proposed.

- **Commercial Primary Use**
 - o 943 square feet of commercial/ office space

- **Residential Accessory Dwelling Unit:**
 - o 611 square feet
 - o 2-bedrooms
 - o Laundry/mudroom
 - o Kitchen
 - o Bathroom

SALES AND OFFICE SUBDISTRICT (SCI-SO):

The purpose of the Sales and Office (SCI-SO) subdistrict is to allow for a master planned office, technology and service park and associated sales and support uses, as well as a location for the sales and service of large or bulky retail goods, or goods associated directly with the building trades. The subdistrict is created to provide a location for those uses that might otherwise be appropriate in, but, by their nature, may be inappropriate for the central business district. The nature of those businesses which are appropriate for this subdistrict are those that require a substantial number of service vehicles, have a substantial portion of the building area dedicated to storage or processing, or consist of uses or scale of operation that are better accommodated outside the central business district.

The proposed mixed-use development project complies with the SCI-SO Subdistrict, as the building design, exterior features, and use characteristics support office, technology, and associated sales, as outlined in the district purpose, while thoughtfully integrating a housing component – as a subordinate use - in a time of need.

Chapter 17.06: Design Review. Section 17.06.050: Application:

C. Design Review Pre-Application:

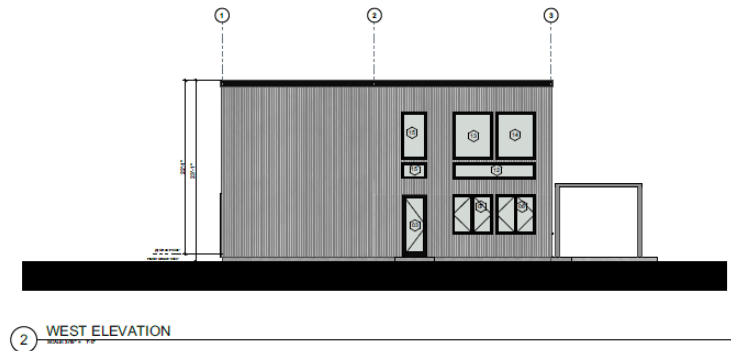
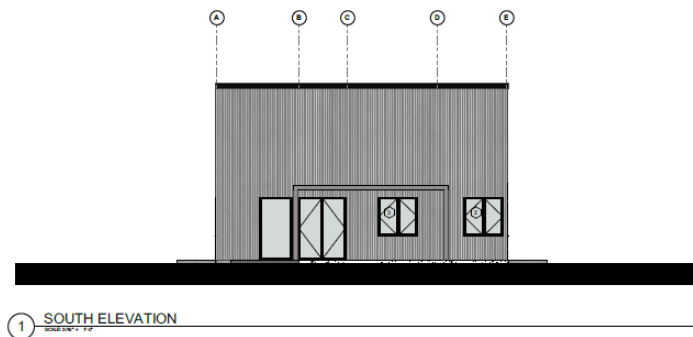
- 1. Required: An application for Preapplication Design Review shall follow the procedures and be subject to the requirements established by section [17.03.070](#) of this title, and shall be made by at least one holder of any interest in the real property for which the Preapplication Design Review is proposed.**
- 2. Information Required: The following information is required with an Application for Preapplication Design Review:**
 - a. The Design Review Application form, including project name and location, and Applicant and representative names and contact information.**
 - b. One (1) eleven inch by seventeen inch (11" x 17") and one electronic copy showing at a minimum the following:**
 - i. Vicinity map, to scale, showing the project location in relationship to neighboring buildings and the surrounding area. Note: A vicinity map must show the location of adjacent buildings and structures.**
 - ii. Site plan, to scale, showing proposed parking, loading and general circulation.**
 - iii. One color rendering of at least one side of the proposed building(s).**
 - iv. General location of public utilities (survey not required). (Ord. 1226, 2017; Ord. 1191, 2015)**

- 1. Accessory Dwelling Units:** ADUs may be located within, or attached to, a principal building or may be located within a detached accessory building. Detached ADUs 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 the remaining floor area.
 - ADUs are allowed in the SCI Zones, if permitted in conjunction with commercial buildings. Per Hailey's Municipal Code, the maximum floor area for an ADU with the proposed lot size of 22,762 square feet allows for a maximum size of 1,000 square feet.
 - The Applicant is proposing to position the ADU within the primary building, and accessory to the primary use (commercial).

delineated by fencing, landscaping, or similar treatment so as to provide for private enjoyment of the outdoors. This area shall be no less than fifty (50) square feet in size.

- The Applicant is proposing a 50 square foot patio and pergola space for the mixed-use building.
- A detailed Landscaping plan will be required for the full Design Review

5. **Building Design, Materials, and Colors:** The overall building design and materials are proposed to have vertical board and batten siding. Undulation and visual interest are further enhanced by various sized windows, and exterior elements such as the proposed pergola and patio. The exterior of the building is proposed to be a Bonderize Siding (Grey), with black doors and windows.



6. **Water, Sewer, and Fire:** This is a Preapplication Design Review. Final drawings that illustrate connection details & drainage will be required for full Design Review (to be determined), and no comments have been made by Staff at this time.
7. **ROW Improvements:** This is a Preapplication Design Review. Staff will work internally with the Streets Department and the Applicant to ensure all improvements will comply with Hailey's Municipal Design Guidelines. Analysis will be provided at full Design Review for improvements to, and/or development of Landscaping, irrigation and sidewalk connectivity.

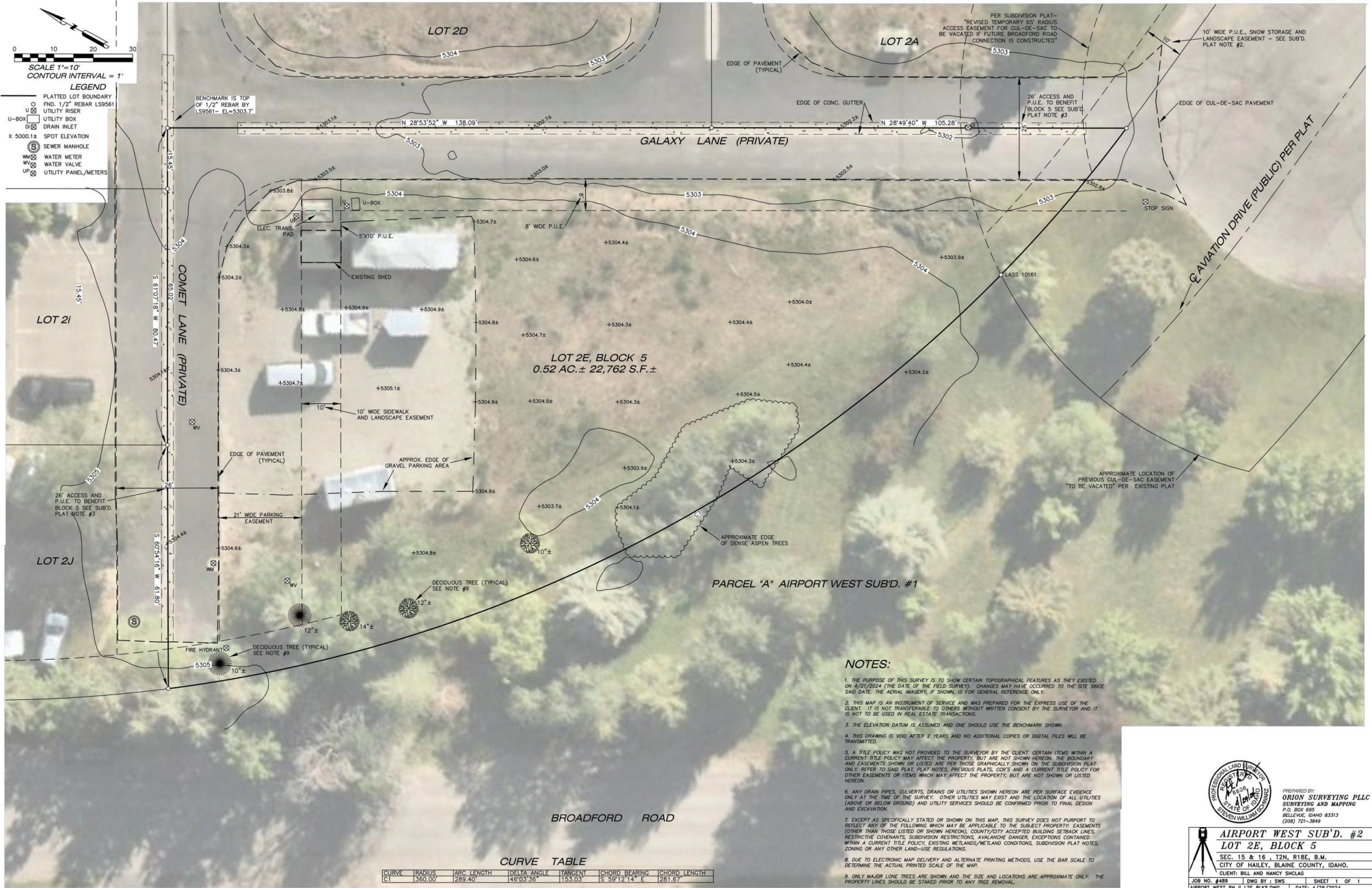
8. **Other:** The lot is approximately 22,762 square feet in size, however there are several easements that run along the northwestern property line which include a 5'x10' utility easement, a 10' sidewalk easement and a 21' parking easement. The easements take up a significant amount of the lot, which leaves less space for the buildable area. Currently, the Applicant has no plans for any future development of the lot.

Action: No formal action is required at this time, as this is a Preapplication Design Review. The Commission should give feedback on the above items, and any others that may arise, so that the Applicant can incorporate said feedback into their Design Review submittal.

0 10 20 30
SCALE 1" = 10'
CONTOUR INTERVAL = 1'

LEGEND

PLATTED LOT BOUNDARY
 ○ FND. 1/2" REBAR L99561
 U-BOX UTILITY RISER
 U-BOX UTILITY BOX
 ○ DRAIN INLET
 X 5000.1± SPOT ELEVATION
 (S) SEWER MANHOLE
 (W) WATER METER
 (V) WATER VALVE
 (UP) UTILITY PANEL/METERS



CURVE TABLE

CURVE	RADIUS	ARC LENGTH	DELTA ANGLE	TANGENT	CHORD BEARING	CHORD LENGTH
C1	360.00'	289.40'	46°03'36"	153.03'	S. 59°12'14" E	281.67'

NOTES:

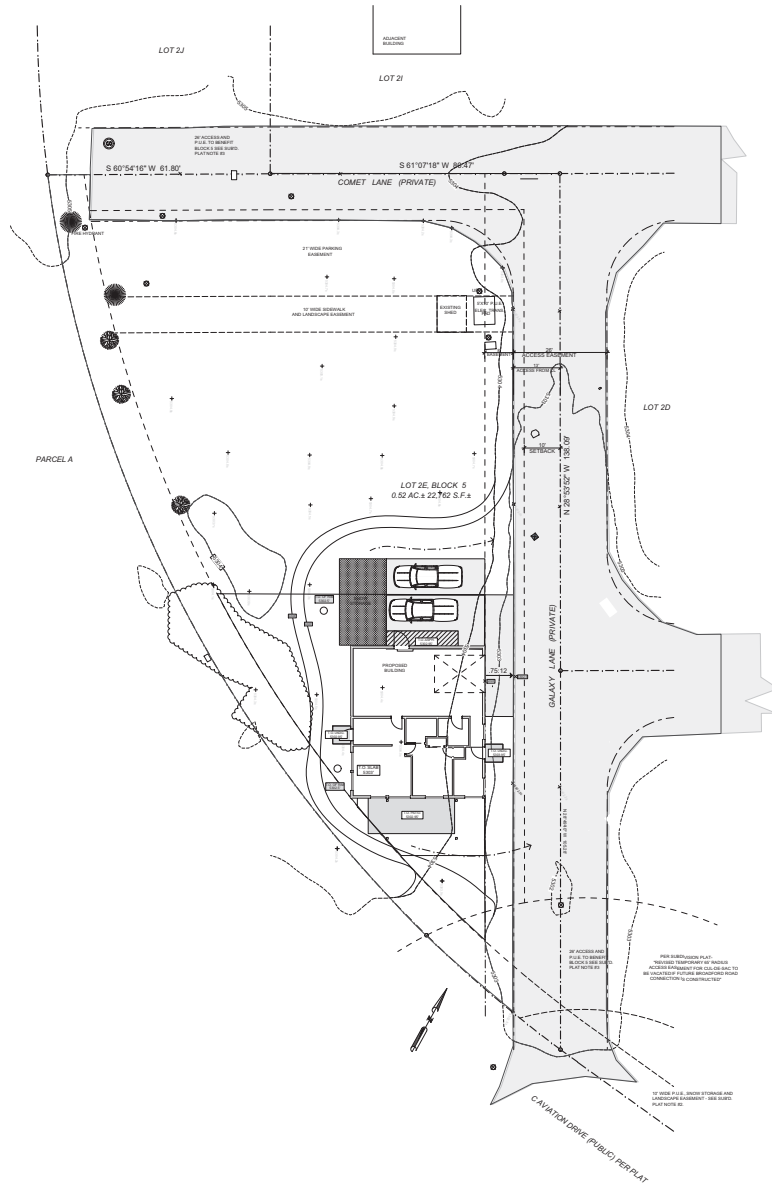
1. THE PURPOSE OF THIS SURVEY IS TO SHOW CERTAIN TOPOGRAPHICAL FEATURES AS THEY EXISTED ON 4/21/2024 (THE DATE OF THE FIELD SURVEY). CHANGES MAY HAVE OCCURRED TO THE SITE SINCE SAID DATE. THE AERIAL IMAGERY, IF SHOWN, IS FOR GENERAL REFERENCE ONLY.
2. THIS MAP IS AN INSTRUMENT OF SERVICE AND WAS PREPARED FOR THE EXPRESS USE OF THE CLIENT. IT IS NOT TRANSFERABLE TO OTHERS WITHOUT WRITTEN CONSENT BY THE SURVEYOR AND IT IS NOT TO BE USED IN REAL ESTATE TRANSACTIONS.
3. THE ELEVATION DATUM IS ASSUMED AND ONE SHOULD USE THE BENCHMARK SHOWN.
4. THIS DRAWING IS VOID AFTER 2 YEARS AND NO ADDITIONAL COPIES OR DIGITAL FILES WILL BE TRANSMITTED.
5. A TITLE POLICY WAS NOT PROVIDED TO THE SURVEYOR BY THE CLIENT. CERTAIN ITEMS WITHIN A CURRENT TITLE POLICY MAY AFFECT THE PROPERTY, BUT ARE NOT SHOWN HEREON. THE BOUNDARY AND EASEMENTS SHOWN OR LISTED ARE FOR THOSE GRAPHICALLY SHOWN ON THE SUBDIVISION PLAT ONLY. REFER TO SAID PLAT, PLAT NOTES, PREVIOUS PLATS, CCR'S AND A CURRENT TITLE POLICY FOR OTHER EASEMENTS OR ITEMS WHICH MAY AFFECT THE PROPERTY, BUT ARE NOT SHOWN OR LISTED HEREON.
6. ANY DRAIN PIPES, CULVERTS, DRAINS OR UTILITIES SHOWN HEREON ARE PER SURFACE EVIDENCE ONLY AT THE TIME OF THE SURVEY. OTHER UTILITIES MAY EXIST AND THE LOCATION OF ALL UTILITIES (ABOVE OR BELOW GROUND) AND UTILITY SERVICES SHOULD BE CONFIRMED PRIOR TO FINAL DESIGN AND EXCAVATION.
7. EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS MAP, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT PROPERTY: EASEMENTS (OTHER THAN THOSE LISTED OR SHOWN HEREON), COUNTY/CITY ADOPTED BUILDING SETBACK LINES, RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS, AVALANCHE DANGER, EXCEPTIONS CONTAINED WITHIN A CURRENT TITLE POLICY, EXISTING WETLANDS/WETLAND CONDITIONS, SUBDIVISION PLAT NOTES, ZONING OR ANY OTHER LAND-USE REGULATIONS.
8. DUE TO ELECTRONIC MAP DELIVERY AND ALTERNATE PRINTING METHODS, USE THE BAR SCALE TO DETERMINE THE ACTUAL PRINTED SCALE OF THE MAP.
9. ONLY MAJOR LONG TREES ARE SHOWN AND THE SIZE AND LOCATIONS ARE APPROXIMATE ONLY. THE PROPERTY LINES SHOULD BE STAKED PRIOR TO ANY TREE REMOVAL.



PREPARED BY:
ORION SURVEYING PLLC
 SURVEYING AND MAPPING
 P.O. BOX 856
 BELLEVUE, IDAHO 83313
 (208) 751-5849

AIRPORT WEST SUB'D. #2
LOT 2E, BLOCK 5
 SEC. 15 & 16, T2N, R18E, B.M.
 CITY OF HALEY, BLAINE COUNTY, IDAHO.
 CLIENT: BILL AND NANCY SHICK

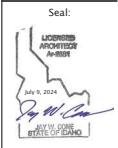
JOB NO. #489 DWG BY: SWS SHEET 1 OF 1



1 ARCHITECTURAL SITE PLAN

SCALE: 1/8" = 1'-0"

Date: 7/19/2024



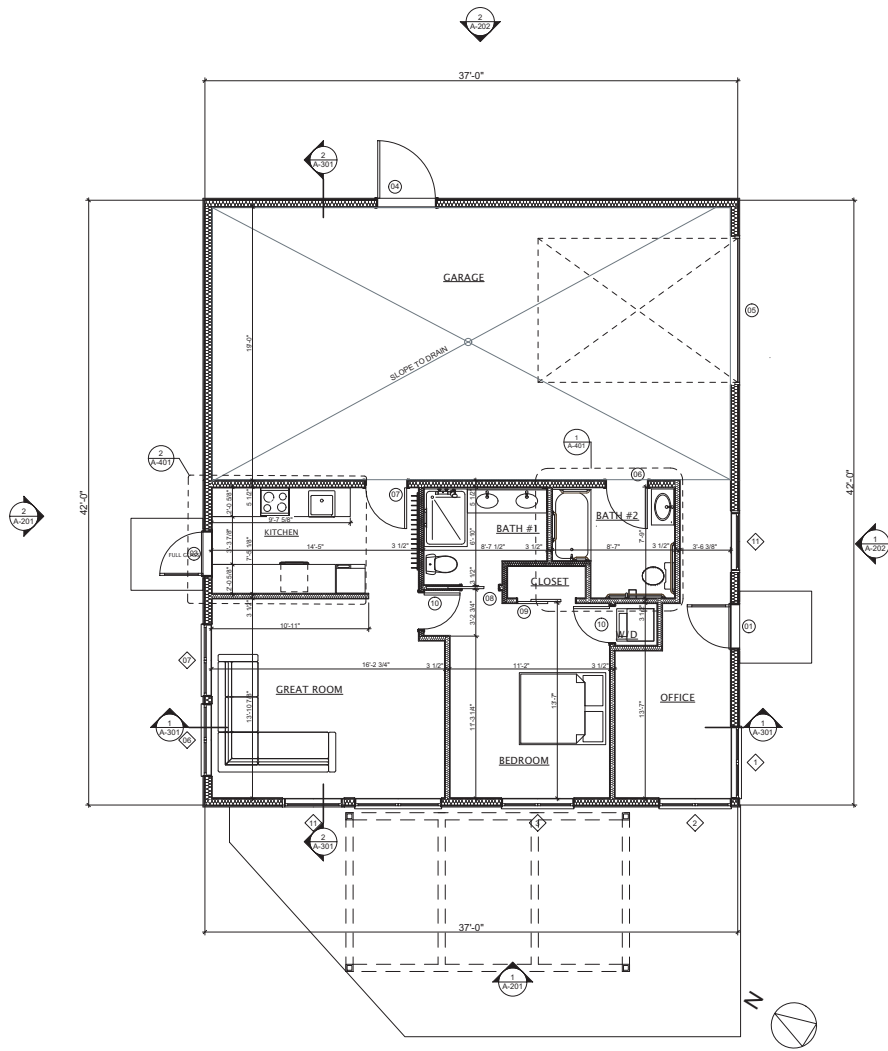
20 COMET LANE

Issue: PRELIMINARY DESIGN REVIEW

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Scale: AS NOTED
 Drawn:
 Job: 2024-3

AS-101



1 FIRST FLOOR PLAN - NOTES
SCALE: 1/4" = 1'-0"

Date: 7/19/2024

Seal:

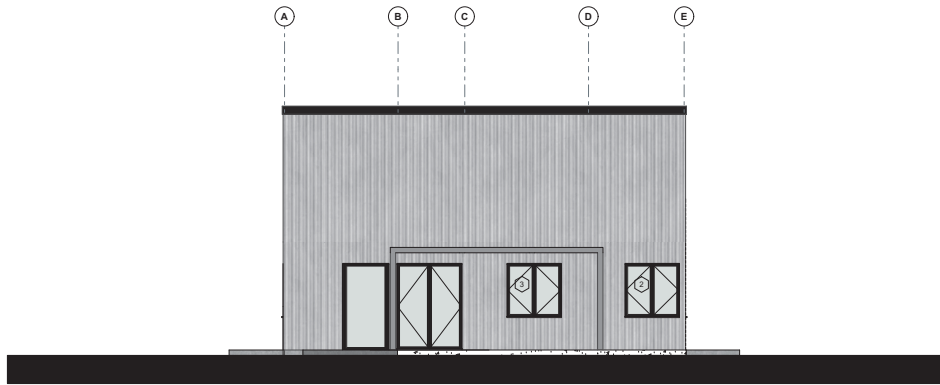
20 COMET LANE

Issue:
PRELIMINARY
DESIGN
REVIEW

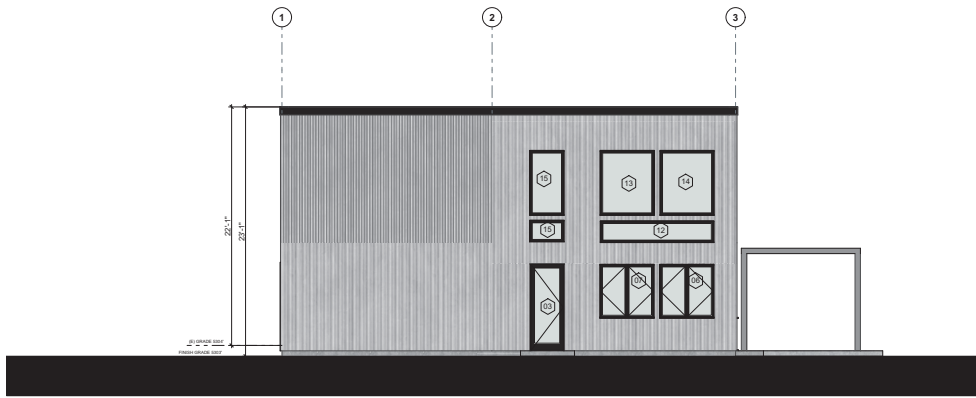
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Scale: AS NOTED
 Drawn:
 Job: 2024-3

A-100



1 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



2 WEST ELEVATION
SCALE: 3/16" = 1'-0"

Date: 7/19/2024

Seal:


20 COMET LANE

Issue:
PRELIMINARY
DESIGN
REVIEW

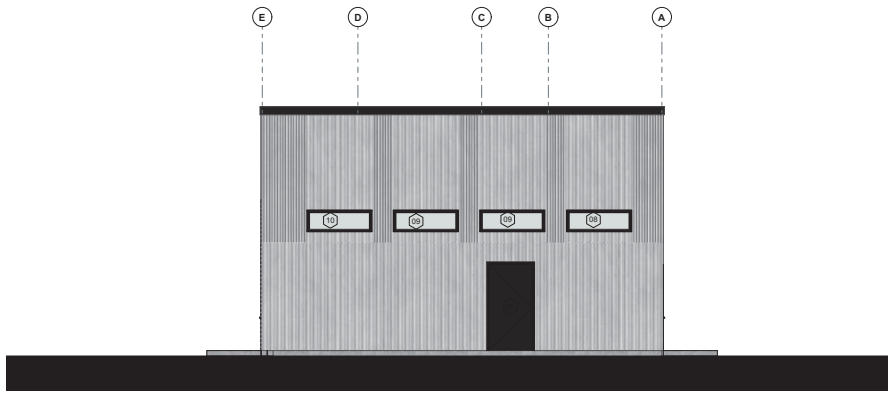
JAY CONE ARCHITECTURE PC
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 AND SPECIFICATIONS SHALL BE
 CONSIDERED AS NOTED AND
 AS SHOWN. THESE DRAWINGS ARE NOT
 TO BE USED FOR ANY OTHER PROJECT
 WITHOUT THE WRITTEN PERMISSION
 OF JAY CONE ARCHITECTURE PC.
 ANY CHANGES TO THESE
 DRAWINGS SHALL BE MADE
 IN WRITING.

Scale: AS NOTED
 Drawn:
 Job: 2024-3

A-201



1 EAST ELEVATION
SCALE: 3/16" = 1'-0"



2 NORTH ELEVATION
SCALE: 3/16" = 1'-0"

Date: 7/9/2024

Seal:

20 COMET LANE

Issue:
 PRELIMINARY
 DESIGN
 REVIEW

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 Job: 2024-3

A-202

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Staff Report

Hailey Planning and Zoning Commission

Regular Meeting of August 5, 2024

To: Hailey Planning & Zoning Commission
From: Robyn Davis, Community Development Director
Emily Rodrigue, Community Development City and Resilience Planner

Overview: Consideration of a Preliminary Plat Subdivision Application of the Sunbeam Subdivision (Phase II), submitted by Marathon Partners, LLC, and represented by Opal Engineering and BYLA, wherein Sunbeam Subdivision Phase I, Parcels B and C, are subdivided into 62 lots (42 lots and 20 sublots), as well as Parcel B1, which includes the remaining park dedication of 3.34 acres as contemplated in the approved Planned Unit Development Agreement.

Hearing: August 5, 2024

Applicant: Marathon Partners, LLC

Project: Preliminary Plat Application for Sunbeam Subdivision (Phase II)

Location: Sunbeam Subdivision Phase I, Parcels B and C

Zoning/Size: Limited Residential (LR-1) and Recreational Greenbelt (RGB); 20.99 acres

Notice: The notice for the public hearing was published in the Idaho Mountain Express on July 16, 2024, and mailed to the Adjoiners on July 16, 2024.

Background and Application: The Applicant, Marathon Partners, LLC, received approval for the Planned Unit Development (PUD) and Preliminary Plat Applications for Phase I of the Sunbeam Subdivision on May 19, 2020. The PUD Agreement, an agreement between Marathon Partners, LLC, and the City of Hailey, authorized the Applicant to develop the large (54.38 acres), vacant parcel nestled between Old Cutters Subdivision to the north, and Deerfield Subdivision to the south, as follows:

Phase I: 70 lots/sublots, 85 units in total

- 18 Cottage Units (3 cottage parcels)
- Park Space: 4.54-acre park integrated into the existing Curtis Park, and a 6'-wide pedestrian trail across the northeast corner of Lot 32.
- Conveyance of Well Site

Phase II: 42 lots/sublots, 62 units in total

- 20 Cottage Units (3 cottage parcels)
- Park Space: 3.34-acre park integrated into the park space developed in Phase I.

Total Number of Units Proposed (Phases I and II): 147 residential units.

Total Number of Lots Proposed (Phases I and II): 115 lots/sublots.

Total Amount of Park Space Proposed (Phase I and II): 7.88-acre Park/Open Space.

All required components and infrastructure of Phase I are complete (streets, sidewalks, utilities, street trees and street enhancements, and improved park space). All lots have been sold, and construction is currently underway on several of the single-family homes, as well as all of the cottage parcels entitled within this phase (Panorama Point – 10 units; Sunny Townhomes – 8 units). The park space for Phase I, or the 4.54 acre (197,807 square feet) public park, has also been constructed and has been an extremely valuable benefit to the general public, as well as the residents of the subdivision.

Application: Now, the Applicant is proposing to complete Phase II, which, if constructed accordingly, would fulfill the PUD Agreement by and between the City of Hailey and Marathon Partners, LLC. The Applicant is proposing to buildout Phase II as contemplated within the approved PUD, or -

Phase II: 42 lots/sublots, 62 units in total

- 20 Cottage Units (3 cottage parcels)
- Park Space: 3.34-acre park integrated into the park space developed in Phase I

Marathon Partners, LLC, is proposing to subdivide the remaining land (20.99 acres) into 42 single-family lots, and 20 sublots. The density, and total number of lots and sublots proposed within this phase comply with the approved PUD Agreement.

In Phase I, the Developer chose not to subdivide the cottage lots, but rather, have property owners proceed through the Subdivision and/or Design Review entitlement processes separately. In Phase II, the Developer has chosen to subdivide the parcels earmarked for cottage developments (3 cottage townhouse parcels) into sublots and sell each individual subplot separately. While a different process than that of Phase I, this change in strategy also complies with the approved PUD Agreement, as the overall density and lot/sublot totals remain as negotiated.

Park/Open Space: Furthermore, Marathon Partners, LLC, is proposing to naturally integrate an additional open space parcel, approximately 3.34 acres (145,406 square feet) in size, with the existing park/open space; also contemplated within the approved PUD. The total park/open space contribution between the two phases is 7.88 acres. The park area contribution complies with the approved PUD and further exceeds the City's park contribution requirement, as outlined in Title 16.

Staff strongly desire to see Sunbeam's Phase II park space incorporate active recreational uses that provide benefit to the broader Hailey community, as well as the residents of Sunbeam Subdivision. Upon completion, the Sunbeam Park will be the largest park in the City of Hailey, centrally located and a short bike or drive from north Hailey (Old Cutters, Northridge neighborhoods), Quigley Canyon, Wood River High School/Community Campus, and downtown. The design and function of Sunbeam Park will impart a legacy effect on the character of Hailey; Staff want to ensure that this legacy is embraced by residents and visitors both now and into the future.

The Applicant Team has worked diligently with City Staff to craft a park proposal that incorporates broad recreational benefits, integrates with Phase I park space and nearby Curtis Park, and provides amenities and features that are commensurate with the full scope of the complete Sunbeam Park. At this time, the Applicant is proposing the following park features/amenities for Phase II:

- Extension of existing 8'-wide pedestrian and bicycle path, providing new connection between Phase I's existing pedestrian/bicycle pathway and the northern extent of Phase II's park space (*This is described as a "multimodal loop" within the Applicant's submitted plan sets, shown in red*).
 - Extension of existing 5'-wide concrete path/sidewalk, connecting the existing gravel parking area/ADA parking, proposed restroom location, existing play area/tables/benches, and the proposed pavilion area (*This is described as a "connector" within the Applicant's submitted plan sets, shown in dark blue*).
 - Construction of a new gravel adventure trail loop, connecting the existing parking area with the northern half of the complete Sunbeam Park. The adventure trail will meander through extensive landscaping planned for Phase II, as well as a series of locations/"activity pads" that can be transformed into program opportunity sites in the future (bouldering features, art installations, creative seating, etc.) (*This is described as a "pedestrian trail" within the Applicant's submitted plan sets, shown in light green*).
 - Two (2) new play lawn areas, including at least four (4) dedicated shade trees incorporated throughout the play lawn areas.
 - Parking area expansion along San Badger Drive, including dedicated parking for service and/or food trucks, and a potential future parking expansion area, as requested by City Staff and shown on the Applicant's submitted plan sets.
 - Additional gravel street parking area, located along Carbonate Street and adjacent to the existing recreational field.
 - Large pavilion structure positioned at the center of Sunbeam Park and adjacent to the parking area; concrete pad and timber framing proposed. Feature requested by City Staff, recommended by Parks and Lands Board, and supported by the Applicant Team.
-

This park space plan was presented to the Hailey Parks and Lands Board on Wednesday, July 24, 2024, at which time the Board discussed the proposed Phase II park plan with the Applicant Team. The Board voted unanimously to approve the plan, including – but not limited to - all features shown in the plan set and discussed herein. The Board also provided a formal recommendation for approval by the Hailey City Council and Planning and Zoning Commission for the Phase II park plan, following the July 24th meeting.

Density, Waivers, and Buildout of Phase II: As a way to reckon with traditional (single-family dwellings accompanied by large backyards) development projects, City Staff and the Applicant negotiated a more creative design and approach via a PUD Agreement. This agreement allowed flexibility in development, reputed archaic zoning requirements that further perpetuated low density developments, and granted waivers of the zoning and/or subdivision code to better implement and support alternative uses for residential lands in Hailey.

The waivers granted included the inclusion of:

- a variety of lot sizes
- a variety of lot widths
- reduced parking for cottage developments, and
- the ability for private streets to service more than five (5) residential units

Accounting for the waivers above, Phase I and Phase II are expected to develop as follows:

Standard	Approved Waiver
§17.05.040 LR-1 Minimum Lot Size: 8,000 square feet	24 lots, 38 cottage sublots Phase I: 11 lots, 18 cottage sublots Phase II: 13 lots, 20 cottage sublots
§17.05.040 LR-1 Minimum Lot Width: 75 feet	29 lots, 38 cottage sublots Phase I: 12 lots, 18 cottage sublots Phase II: 17 lots, 20 cottage sublots
§16.04.060 D 1 Flag Lot Per Subdivision	2 (1 in Phase I, 1 in Phase II)
§16.04.020 L1 Private Road Serves Up to 5 Units	Private streets for ingress to and egress from cottage lot whether or not serving more than 5 residential dwelling units.
§16.04.020 L1 Units Accessed by Private Street Must provide 2 additional parking spaces per units (4 total).	Two parking spaces per cottage lot accessed from a private street.
	Allowance of parking in City Streets.

Procedural History: The project, known as Sunbeam Subdivision Phase II, is located in the Limited Residential (LR-1) Zoning District. This parcel was previously known as and annexed into the City of Hailey (October 13, 1981) as Hidden Meadows Subdivision. Hailey Ordinance No. 439 describes the annexation process on file at the Community Development Department.

Sunbeam Subdivision Phase I was submitted on November 1, 2019, and certified complete on November 19, 2019. A public hearing before the Planning and Zoning Commission was held on January 21, 2021, in the Council Chambers of Hailey City Hall. The Planning and Zoning Commission continued the item to February 18, 2020. A second public hearing before the Planning and Zoning Commission was held on February 18, 2020. The Planning and Zoning Commission continued the item to March 2, 2020. A public hearing before the Planning and Zoning Commission was held on March 2, 2020, in the Council Chambers of Hailey City Hall, at which time the Commission unanimously recommended approval of the plat to the Hailey City Council. The Hailey City Council reviewed the proposed plat and associated PUD on April 27, 2020, May 5, 2020, and May 19, 2020. The Hailey City Council unanimously approved both the Preliminary Plat and Planned Unit Development Applications on May 19, 2020.

The current Application – Sunbeam Subdivision Phase II – was submitted on January 19, 2024, and certified complete on January 25, 2024. While the Applicant intended for a public hearing before the Planning and Zoning Commission to be held on March 4, 2024, park space and civil engineering design details required further discussion and design amendments, and a public hearing was not held. These amendments were addressed throughout the spring and early summer of 2024. With all project plans finalized, a public hearing will now be held on August 5, 2024 in the Council Chambers of City Hall and virtually via Microsoft Teams.

Standards of Evaluation for a Subdivision				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.050	Complete Application
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Department Comments	<p>Engineering: 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.</p>
			Life/Safety: No comments.	
			<p>Water and Wastewater: 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.</p> <p><u>Water:</u></p> <ul style="list-style-type: none"> • The Applicant Team shall connect the water valve, located directly south of the north/south intersection of Lots 24 and 25, to the water main located within the Carbonate Street right-of-way. This has been made a Condition of Approval. <p>The Water and Wastewater Divisions have provided detailed comments and feedback to the Applicant Team, since their original plan set submission in early 2024. Division Managers do not have any further comments at this time.</p>	
			Building: No comments	
			<p>Streets: 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.</p> <p>The Streets Division Manager has provided detailed comments and feedback to the Applicant Team, since their original plan set submission in early 2024. The Streets Division Manager does not have any additional comments at this time.</p>	
			<p>Parks and Lands Board: At the July 24, 2024 Parks and Lands Board regularly scheduled meeting, the Board voted unanimously to recommend approval of the Sunbeam Park Plan for Phase II by the Planning and Zoning Commission, and the Hailey City Council, which includes the improvements as presented by the Applicant Team, and identified as follows:</p> <ul style="list-style-type: none"> • The creation of a Master Plan for Phase II park development, to include updated landscaping plans, all amenities and/or features planned for installation during Phase II build-out, and areas/future uses in the park as contemplated by the Development Team and City Staff. • Included within the within the Master Plan and designated for Phase II build-out: <ul style="list-style-type: none"> • Depiction of and installation sites for shade trees within the native lawn/play lawn interface. 	

			<ul style="list-style-type: none"> <i>Pavilion structure, including specific location, size, capacity, and intended materials/design.</i> <p><i>This recommendation is discussed in further detail throughout this report.</i></p>	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.	
			<i>Staff Comments</i> <i>Please refer to the specific standards as noted herein.</i>	
16.04.020: Streets:				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	
City Standards and Staff Comments				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.020	Streets: Streets shall be provided in all subdivisions where necessary to provide access and shall meet all standards below.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Phase I included street connections to Quigley Road, San Badger Drive, and Gray's Starlight Drive. Within the approved PUD, Carbonate Street, Doc Bar Drive, and El Dorado Lane were contemplated as through connections, of which, the Applicant is proposing to complete in Phase II. An alley, 26' in width, and Mica Street, a public street, 60' in width, are also proposed to service and better integrate Phase I and Phase II.</i> <p><i>All streets proposed in Phase II are to be public streets, 60-feet in width, except for the parking access lane, which is proposed to meet the standard width of 26'.</i></p> <p><i>A Traffic Impact Study was submitted and reviewed during the entitlement process for Phase I. The study addressed the potential traffic impacts associated with the proposed subdivision, as well as offered mitigation measures for existing conditions at key intersections and roadways near the site.</i></p> <p><i>The City hired an independent traffic engineer (Stanley Engineering) to review the Traffic Impact Study, Key Findings, and Recommendations supplied by Hales Engineering. Stanley Engineering concurred with the report conclusions, which are on file in the Community Development Department. Please see also the Traffic Study summary in Section 16.04.070 of this report.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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-

				<p>end streets shall comply with all regulations set forth in the IFC and other applicable codes and ordinances. Street rights-of-way extended into unplatted areas shall not be considered dead end streets.</p> <p><i>Staff Comments</i> N/A, as no cul-de-sacs or dead-end streets are proposed. However, Parcel G represents a 26' wide parking access lane to serve Sublots 1-7. This parking access lane dead-ends to the west, closest to Doc Bar Drive. While not a public or private street, this parking access lane was contemplated by both Public Works and Streets Division Managers, who concurred that a dead-end design would best promote safety and appropriate traffic flow through the Subdivision, given the proposed through connection of El Dorado Lane, directly across from the terminus of Parcel G.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C.	<p>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.</p> <p><i>Staff Comments</i> Phase I required street connections to Quigley Road, San Badger Drive and Gray's Starlight Drive. Phase II, and the approved PUD, contemplates street connections to Carbonate Street, El Dorado Lane, and Doc Bar Drive. More than one access is proposed to eliminate vehicle congestion, and further encourage access and connectivity through the site.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	D.	<p>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.</p> <p><i>Staff Comments</i> It appears that all proposed streets intersect at 90-degree angles and that the proposed streets are separated by 250-890'. Traffic calming measures have also been incorporated within the development – short street sections on Mica Street, incorporation of a 26'-wide parking access lane with a dead-end terminus on the segment adjacent to Doc Bar Drive and El Dorado Lane, and minimal straight street sections.</p> <p>The Applicant is requesting that, Pursuant Section 16.05.010: Minimum Improvements Required, the City Engineer and City Council will allow for slightly larger intersection separation distances on Carbonate Street and Sunbeam Street. The Commission found the Applicant's request appropriate, and that this standard has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E.	<p>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</p>

				<p>traffic calming measures may be approved with a recommendation by the City Engineer.</p> <p><i>Staff Comments</i> All streets within the subdivision are proposed as public streets. Each street varies in length, right-of-way width and alignment in order to service the proposed subdivision, its lots, and the park/open space.</p> <p>The City Engineer has analyzed the final design for streets within the subdivision, finding that all centerlines, road curvatures, and traffic calming measures are appropriate for the subdivision.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F.	<p>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.</p> <p><i>Staff Comments</i> The public streets proposed in Phase II (Doc Bar Drive, Carbonate Street, Mica Street, and El Dorado Lane) meet the minimum City standards of 60' in width. All are consistent with Title 16 and 18.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	G.	<p>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.</p> <p><i>Staff Comments</i> The proposed roadway widths are in accordance the adopted City Standards for road construction.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	H.	<p>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 is there any horizontal deflection in the roadway greater than 30 degrees within 300 feet of where the excess grade decreases to a 2% slope.</p> <p><i>Staff Comments</i> The subject property is relatively flat. Per the Applicant, no road slopes are proposed to be greater than 6%. Slopes are proposed to be a minimum of 0.5%. Road cross slopes are proposed to be 2.5%.</p> <p>The Applicant is requesting that, Pursuant Section 16.05.010: Minimum Improvements Required, the City Engineer and City Council will allow for flatter slopes, as it will result in less cut/fill activity and unnecessary peaks and valleys. Both the Commission and Council concurred with this recommendation within Phase I.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I.	<p>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.</p> <p><i>Staff Comments</i> Drywells and storm system improvements are proposed along all public streets. The Streets Division will assess the need for additional drainage to</p>

				<i>better address seasonal (rain on snow) events from any undeveloped portion of Phase I and Phase II.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	J.	Signage: The developer shall provide and install all street and traffic control signs in accordance with City Standards.
			<i>Staff Comments</i>	<i>Street Signage is proposed. The Streets Division recommends that the type and location of street signs be incorporated into the plan prior to final design. This has been made a Condition of Approval.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Proposed street names have been approved by City Staff and by Blaine County. The proposed subdivision name has also been approved by the Blaine County Assessor.</i>
			L.	Private Streets:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A. No private streets are proposed at this time.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L. 2.	Private streets, wherever possible, shall provide interconnection with other public streets and private streets.
			<i>Staff Comments</i>	<i>While it was contemplated that the cottage lots may include private streets within the approved PUD, no private streets are proposed at this time.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>While it was contemplated that the cottage sublots may include private streets within the approved PUD, no private streets are proposed at this time.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>While it was contemplated that the cottage sublots may include private streets within the approved PUD, no private streets are proposed at this time.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>While it was contemplated that the cottage sublots may include private streets within the approved PUD, no private streets are proposed at this time.</i>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>While it was contemplated that the cottage sublots may include private streets within the approved PUD, no private streets are proposed at this time.</i>
			M.	Driveways:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Minimal pathway crossings are preferred. This has been made a Condition of Approval.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M. 2.	Driveways shall be constructed with an all-weather surface and shall have the following maximum roadway widths: a) Accessing one residential unit: twenty feet (20') b) Accessing two residential units: thirty feet (30') 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.
			<i>Staff Comments</i>	<i>No driveway materials are proposed at this time. All driveway materials and roadway widths shall conform to this standard.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>It appears that no driveway would exceed 150' in length. If so, the International Fire Code shall be met, and the Fire Department will review for said compliance.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>This is preferred by the City; however, a plat note addressing driveway maintenance to multiple residential dwelling units is not currently included in this project's Preliminary Plat. The Applicant shall ensure that the parking access lane (Parcels G and H) are maintained by the Sunbeam HOA and/or through a specific plat note. This has been made a Condition of Approval.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>The Applicant has shown a preliminary plat identifying Parcels G and H, which are indicated as parking access lanes and provide vehicular access to Sublots 1-20. However, no plat notes indicate that these parcels are unbuildable or a dedicated parking access easement. The Applicant shall include a plat note, addressing Parcels G and H as unbuildable lots and parking access lanes, prior to receiving any final plat approval for Sunbeam Phase II. This has been made a Condition of Approval.</i> <i>Please refer to Section 16.04.020(M) for further details.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Driveways will not impact existing infrastructure and appear compatible with existing and planned residential units.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>All proposed streets are 60' in width, except for the 26'-wide parking access lane, which complies with City standards. While it was contemplated that the cottage lots may include private streets within the approved PUD, no private streets are proposed at this time. The proposed streets comply with IFC Requirements for fire access to interior lots.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>All proposed streets are 60' in width, except for the 26'-wide parking access lane, which complies with City standards. While it was contemplated that the cottage sublots may include private streets within the approved PUD, no private streets are proposed at this time.</i> <i>No fire access lanes are proposed. The proposed streets and parking access lane comply with IFC Requirements for fire access to interior lots.</i>
16.04.030: Sidewalks and Drainage Improvements				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>A multi-use path, which functions as a sidewalk, runs along San Badger Drive, connecting Old Cutters Subdivision with Quigley Road. The City sees this as a desirable connection. This path also runs through the proposed park, connecting to Carbonate Street. A separated multi-use asphalt path has also been constructed adjacent to Quigley Road for the project frontage.</i>

				<p><i>Details of the proposed pathway/sidewalks, as well as drainage shall be addressed via the following Conditions of Approval:</i></p> <ol style="list-style-type: none"> 1. <i>Native grass area between pathway and road may be problematic with weeds on a limited landscape budget. It is preferred that the HOA maintain these areas.</i> 2. <i>Details for the new pathway/existing Old Cutters sidewalks for the tie in at Doc Bar Drive shall be provided.</i> 3. <i>Drywell details and other construction related details shall be provided at final design.</i> <p><i>The above comments have been made Conditions of Approval.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B.	<p>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.</p> <p><i>Please refer to Section 16.04.030(A) for further details.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C.	<p>New sidewalks shall be planned to provide pedestrian connections to any existing and future sidewalks adjacent to the site.</p> <p><i>Please refer to Section 16.04.030(A) for further details.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	D.	<p>Sites located adjacent to a public street or private street that are not currently through streets, regardless of whether the street may provide a connection to future streets, shall provide sidewalks to facilitate future pedestrian connections.</p> <p><i>During Phase I of the project, a 10'-wide separated multi-use asphalt path was constructed through the park/open space, providing pedestrian access to Carbonate Street (an existing dead-end street). The asphalt path also runs the length of San Badger Drive (western side of the proposed street). This pathway allows for connectivity to the existing subdivision, Old Cutters Subdivision. This connection is highly desired.</i></p> <p><i>The Applicant has incorporated sidewalks to island-like blocks within the proposed subdivision. The Applicant's intent is to include enough sidewalk to walk around each block on the sidewalk.</i></p> <p><i>Please refer to Section 16.04.030(A) for further details and/or comments noted by City Staff.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	E.	<p>The requirement for sidewalk and drainage improvements are not required for any lot line adjustment.</p> <p><i>N/A</i></p>
16.04.040: Alleys and Easements				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
			A.	Alleys:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. 1.	<p>Alleys shall be provided in all Business District and Limited Business District developments where feasible.</p> <p><i>N/A, as this development is not located in the Business or Limited Business District.</i></p>
			A. 2.	The minimum width of an alley shall be twenty-six (26') feet.

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff Comments	<i>A 26'-wide access lane is proposed running east to west from San Badger Drive towards El Dorado Lane, although this feature is not considered an alley.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. 3.	All alleys shall be dedicated to the public or provide for public access.
			Staff Comments	<i>N/A, as no public alleys are proposed for this development.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A. 4.	All infrastructures to be installed underground shall, where possible, be installed in the alleys platted.
			Staff Comments	<i>Where possible, infrastructure will be installed underground and within the platted parking access lane/.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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	<i>N/A, as no alleys in commercial areas are proposed.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. 6.	Dead-end alleys shall not be allowed.
			Staff Comments	<i>N/A, as no dead-end alleys are proposed.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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	<i>N/A, as no alleys are proposed.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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	<i>Though the proposed subdivision does not border the Big Wood River, the following easements are shown on the plat for Phase I: 1. Snow storage and public utility easements along all frontages. 2. A 20' private irrigation easement along the north and east boundaries to continue to provide irrigation to existing conifers until all lots are purchased. 3. A 15' wide sewer easement (located in Block 2, within El Dorado Lane, Phase II), shown graphically and noted in the plat notes. 4. The 20' wide Hiawatha Canal easement along the west property boundary. This has been modified to encompass all of the canal.</i>

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. 2.	<p>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.</p>
			<i>Staff Comments</i>	<i>N/A, as no natural resource, riparian area, hazardous area, or other limitation requires an easement for the proposed subdivision.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B. 3.	<p>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.</p>
			<i>Staff Comments</i>	<i>Snow storage easements are proposed along all lot frontages.</i>
16.04.050: Blocks				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.050	<p>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.</p>
			<i>Staff Comments</i>	<i>All proposed blocks are shown on the Preliminary Plat.</i>
16.04.060: Lots				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.04.060	<p>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.</p> <p><i>The approved PUD Agreement allows for varied lot sizes, which are proposed within the zoning district. The overall density of the project is less than the 177 lots, which could be created if the Limited Residential (LR-1) Zoning District minimum lot size of 8,000 square feet was utilized.</i></p>

				<p><i>See also Section 16.04.070 of this Staff Report for additional suggested restrictions on irrigated areas. The Commission found these restrictions appropriate, as the project impacts water pressure in other City neighborhoods, and because water conservation is a desired goal for the City of Hailey. Irrigation water conservation will lessen impacts to water pressure and water use.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A.	<p>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.</p>
			Staff Comments	<p><i>One (1) lot in Phase II is more than double the minimum size of the Limited Residential Zone District (minimum size is 8,000 square feet). This lot (Lot 11) has public street frontage along Doc Bar Drive, as well as an adjoining property segment with Parcel D – an alley – serving Block 9 of the adjacent Old Cutters Subdivision. Future re-subdivision may be achieved on this lot through an alley access agreement with the Old Cutters Subdivision, through the creation of a flag lot, or by other means approved by the City Staff. At this time, City Staff are amenable to the entirety of Phase II’s lot arrangement.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B.	<p>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).</p>
			Staff Comments	<p><i>N/A, as no double frontage lots are proposed.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C.	<p>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.</p>
			Staff Comments	<p><i>Park and open space are delineated; no unbuildable lots are proposed.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	D.	<p>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.</p>
			Staff Comments	<p><i>At this time, the Applicant is not proposing any flag lots in Phase II. However, the Sunbeam PUD Agreement grants the Developer one (1) flag lot in Phase II, if they choose to incorporate such a lot.</i></p> <p><i>Please refer to Section 16.04.060(A) regarding lots that are more than twice the minimum lot size.</i></p>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E.	<p>All lots shall have frontage on a public or private street. No frontage width shall be less than the required width of a driveway as provided under Sections 4.1.11.1 and 4.5.4 of this Ordinance. Townhouse Sub-Lots are excluded from this requirement; provided, however, that Townhouse Developments shall have frontage on a street.</p>
			<i>Staff Comments</i>	<p><i>All lots will have frontage on either a public street, or on the parking access lane serving sublots 1-20. This was negotiated and permitted via the recorded PUD Agreement prior to the recordation of Phase I.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F.	<p>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.</p>
			<i>Staff Comments</i>	<p><i>N/A, as this project is not located within the Townsite Overlay (TO) Zone District.</i></p>

16.04.070: Orderly Development

Compliant			Standards and Staff Comments			
Yes	No	N/A	City Code	City Standards and Staff Comments		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A.	<p>Phasing Required: Development of subdivisions shall be phased to avoid the extension of City services, roads and utilities through undeveloped land.</p>		
			<i>Staff Comments</i>	<p><i>The proposed project will consist of two (2) phases of development:</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"><i>Phase I: 70 Lots, 85 units total 18 Cottage Units 12 single family lots less than 8,000 sq. ft. 55 single family lots greater than 8,000 sq. ft.</i></td> <td style="width: 50%; vertical-align: top;"><i>Phase II: 45 Lots, 62 units total 20 Cottage Units 12 single family lots less than 8,000 sq. ft. 30 single family lots greater than 8,000 sq. ft.</i></td> </tr> </table> <p>Total Number of Units Proposed: 147 units Total Number of Lots Proposed: 115 Lots</p> <p><i>A 4.54-acre (197,807 square feet) park space parcel was completed in Phase I to benefit the general public and satisfy the City’s Park Contribution. Phase II will provide an additional 3.34 acres of park space development, creating a contiguous 7.88-acre public park.</i></p>	<i>Phase I: 70 Lots, 85 units total 18 Cottage Units 12 single family lots less than 8,000 sq. ft. 55 single family lots greater than 8,000 sq. ft.</i>	<i>Phase II: 45 Lots, 62 units total 20 Cottage Units 12 single family lots less than 8,000 sq. ft. 30 single family lots greater than 8,000 sq. ft.</i>
<i>Phase I: 70 Lots, 85 units total 18 Cottage Units 12 single family lots less than 8,000 sq. ft. 55 single family lots greater than 8,000 sq. ft.</i>	<i>Phase II: 45 Lots, 62 units total 20 Cottage Units 12 single family lots less than 8,000 sq. ft. 30 single family lots greater than 8,000 sq. ft.</i>					
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B.	<p>Agreement: 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.</p>		
			<i>Staff Comments</i>	<p><i>A phasing Plan was contemplated and included within the Sunbeam PUD Agreement. Phase I requirements have been met and/or constructed. Phase II requirements include a 3.34-acre park, forty-two (42) single family lots, and three (3) cottage lots containing twenty (20) cottage units. The Applicant has proposed a 3.34-acre park, forty-two (42) single family lots, and twenty (20) cottage sublots (Blocks 5-7), which will host one (1) cottage unit each. The completed and proposed phasing activities are amenable to City Staff.</i></p>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C.	<p>Mitigation of Negative Effects: 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</p>		

			<p>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:</p> <ul style="list-style-type: none"> 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.
		<p>Staff Comments</p>	<p>a) Provision of on-site or off-site street or intersection improvements. <i>A Traffic Impact Study was prepared by traffic consultant, Hales Engineering, in 2019 and prior to completion of Sunbeam Subdivision Phase I. A peer review was conducted by Stanley Engineering, and numerous comments were incorporated into the draft that was presented to the Commission.</i></p> <p><i>This study addressed the traffic impacts associated with the proposed Sunbeam Subdivision. Included within the analyses for this study were the traffic operations and recommended mitigation measures for existing conditions, as well as project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 and 2030 conditions were also analyzed. The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1 of the report.</i></p> <p><i>Assumptions: The development will consist of 147 single-family homes. It was assumed that 90 homes would be constructed immediately, a total of 120 homes would be constructed within the next five years, and that all 147 homes would be built by 2030.</i></p> <p><i>The following intersections were studied:</i></p> <ul style="list-style-type: none"> · <i>Main Street (SH-75) / Myrtle Street</i> · <i>2nd Avenue / Myrtle Street</i> · <i>5th Avenue / Myrtle Street</i> · <i>Buttercup Road / Myrtle Street</i> · <i>Project Access (Doc Bar Drive) / Myrtle Street</i> · <i>Project Access (San Badger Drive) / Myrtle Street</i> · <i>El Dorado Lane / Mother Lode Loop</i> · <i>Carbonate Street / 6th Avenue</i> · <i>Main Street (SH-75) / Bullion Street</i> · <i>5th Avenue / Bullion Street</i> · <i>2nd Avenue / Croy Street</i> · <i>4th Avenue / Croy Street</i> · <i>8th Avenue / Croy Street</i> · <i>Eastridge Drive / Quigley Road</i> · <i>Project Access (Carbonate Street) / Quigley Road</i> · <i>Buckhorn Drive / Quigley Road</i>

			<p><i>The report projects the following total traffic volumes:</i></p> <p><i>Phase 1 (Per ITE Trip Gen)</i> <i>Daily Trips: 944</i> <i>Morning Peak Hour Trips: 71</i> <i>Evening Peak Hour Trips: 92</i></p> <p><i>Phase I and Partial Phase II (Per ITE Trip Gen) Daily Trips: 1,230 Morning Peak Hour Trips: 91 Evening Peak Hour Trips: 122</i> <i>Buildout, Phases I and II (Per ITE Trip Gen)</i> <i>Daily Trips: 1,464</i> <i>Morning Peak Hour Trips: 108</i> <i>Evening Peak Hour Trips: 146</i></p> <p><i>Enter/Exiting Distribution (Per ITE Trip Gen) Daily Trips: 50/50 Morning Peak Hour Trips: 25/75 Evening Peak Hour Trips: 63/37</i></p> <p><i>The report proposes that the trips will be distributed as follows:</i></p> <p><i>Directional Trip Distribution: 60% North, 40% South</i></p> <p><i>Phase I (See Figure 4 of Traffic Study)</i> <i>North: Gray's Starlight- 20%</i> <i>San Badger- 40%</i> <i>South: Quigley Road- 40%</i></p> <p><i>Phase I and Partial Phase II (See Figure 5 of Traffic Study)</i> <i>North: Gray's Starlight- 15%</i> <i>San Badger- 20%</i> <i>Doc Bar- 20%</i> <i>El Dorado- 5%</i> <i>South: Quigley - 35%</i> <i>Carbonate- 5%</i></p> <p><i>Buildout, Phases I and II (See Figure 6 of Traffic Study)</i> <i>North: Gray's Starlight- 15%</i> <i>San Badger- 20%</i> <i>Doc Bar- 20%</i> <i>El Dorado- 5%</i> <i>South: Quigley - 35%</i> <i>Carbonate- 5%</i></p> <p><i>The complete Traffic Impact Study, dated February 11, 2020, can be found at the link provided:</i> https://www.haileycityhall.org/meetings/documents/20200212FINALTISSunbeamSubdivision.pdf</p> <p>Summary of Key Findings and Recommendations:</p> <p>1. <u>Myrtle Street and Main Street</u>: The Main Street (SH-75) / Myrtle Street intersection is currently operating at a poor LOS and is anticipated to continue to operate poorly in all scenarios (the intersection is failing due the fact that Main Street carries a very heavy volume, with few gaps for traffic from Myrtle Street to enter Main Street).</p>
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			<p><i>Staff Comment: Over the long term, the City of Hailey plans to pursue a traffic light at Myrtle Street and Main Street to create an alternative to the light at Bullion Street.</i></p> <p><i>At this time the minor street volumes are too low to warrant a traffic signal at the intersection, even with the buildout of this project.</i></p> <p><i>Staff Comment: The City will pursue a signal at this intersection despite the “warrant” constraints.</i></p> <p><i>The City of Hailey could consider striping a left-turn lane and a shared through/right turn lane on the westbound and eastbound approaches of the Main Street (SH-75) / Myrtle Street intersection to reduce delays and queuing.</i></p> <p><i>2. <u>Main Street and Bullion street</u>: The study confirms the results of the Quigley Traffic Study, that the intersection of Main Street and Bullion Street is heavily impacted due to the lack of additional signalized intersections in the downtown. Based on queueing in the future (2024) background analysis, City of Hailey could consider changing the westbound and eastbound left-turn phasing at the Main Street (SH-75) / Bullion Street intersection to reduce queueing. Changing the timing of the traffic light to allow westbound permissive protected and eastbound permissive left-turn phasing instead of protected-only left turn phasing may help reduce queue lengths for both approaches.</i></p> <p><i>By future (2030) background conditions, the Main Street (SH-75) / Bullion Street signalized intersection is anticipated to operate at LOS E. City of Hailey could consider installing a right-turn pocket on the eastbound approach of the Main Street (SH-75) / Bullion Street intersection. It is anticipated that the Main Street (SH-75) / Bullion Street intersection would operate at LOS D (40.1 sec. of delay per vehicle) with the proposed turn pocket.</i></p> <p><i>Staff Comment: This turn pocket will further reduce parking. A better solution may be to pursue traffic lights at both Myrtle Street and Elm Street on Main Street.</i></p> <p><i>Based on review of the Traffic Impact Study and observation of neighborhood traffic patterns, the Commission and City Staff concurred that discussion regarding the need to improve Seventh Avenue could take place during Phase II of the subdivision. The Public Works Director recommended that, ultimately, Seventh Avenue should be improved even though the Traffic Impact Study did not show it to be crucial for circulation.</i></p> <p>b) Provision of other off-site improvements.</p> <p><i>As noted in Section 16.05.040 of this report, a new City well is needed, as this project impacts water pressure in existing neighborhoods (Northridge Subdivision). As part of the entitlement process for Sunbeam Phase I, and as contemplated within the Planned Unit Development Agreement, the Applicant has completed the following:</i></p> <ol style="list-style-type: none"> <i>1) Conveyed a portion of the Owner’s surface irrigation Water Right No. 37-21112 (amount equivalent to 30 irrigable acres).</i>
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				<p><i>The conveyance shall be made at the time of recordation of the plat for Phase 2.</i></p> <p>2) <i>Dedicated land to the City of Hailey to be utilized as a future well site. The well and building shall be developed at the expense of the City in accordance with a design, including sound mitigation measures.</i></p> <p><i>Water consumption was also a point of discussion with a new subdivision that contains larger lots. Hailey’s Resiliency Program is based on a three-legged stool of “Energy, Water and Waste”.</i></p> <p><i>Water is an integral part of that stool. To further reduce consumption of municipal water, the following irrigation restrictions apply:</i></p> <ul style="list-style-type: none"> A. <i>For lots less than or equal to 8,000 square feet, a maximum of forty percent (40%) of the total land area of each residential lot may be turf.</i> B. <i>For lots greater than 8,000 square feet and less than or equal to 12,000 square feet, a maximum of thirty-five percent (35%) of the total land area of each residential lot may be turf up to a maximum of 3,500 square feet.</i> C. <i>For lots greater than 12,000 square feet and less than or equal to 14,000 square feet, a maximum of thirty percent (30%) of the total land area of each residential lot may be turf up to a maximum of 3,500 square feet.</i> D. <i>For lots greater than 14,000 square feet, a maximum of twenty-five percent (25%) of the total land area of each residential lot may be turf.</i> E. <i>Promotes a low water use landscape through the use of drought tolerant plants either from an approved list or as recommended by a landscape design professional.</i> F. <i>Each residential irrigation system shall be at a 70% distribution uniformity for turf areas and/or utilize EPA water sensor controllers and heads or equivalent.</i> <p><i>The above restrictions have been listed as plat notes on both Phase I and Phase II Plats of the Sunbeam Subdivision.</i></p> <p><i>c) Dedications and/or public improvements on property frontages.</i> <i>During Phase I, the Applicant proposed to develop the portion of the multi-use separated Quigley Road pathway on the property frontage. This pathway segment has been constructed, with the understanding that Mountain Rides has also requested land area for a future bus stop in this location. Mountain Rides presented this request prior to Phase I deliberations and the 2020 COVID-19 pandemic, and the present-day interest and/or long-range route expansion plans for Mountain Rides in the vicinity of Sunbeam Subdivision are now less certain. The Applicant Team shall work internally with City Staff and Mountain Rides representatives to contemplate the fulfillment of any transit improvements associated with Sunbeam Subdivision. This has been made a Condition of Approval.</i></p>
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				<p>d) Dedication or provision of parks or green space. <i>See multiple Standards of Review in this report regarding the park space dedication, and the amount of park space in excess of City Standards.</i></p> <p>e) Provision of public service facilities. <i>See previous comments regarding a city well site and bus stops needed both on and off-site.</i></p> <p>f) Construction of flood control canals or devices. <i>This property has experienced occasional sheet flooding during rain on snow events when the ground is frozen. The impact and frequency of these events do not warrant further construction of flood control canals or devices.</i></p> <p>g) Provisions for ongoing maintenance. <i>Roads within the subdivision will become public roads maintained by the City of Hailey. The park land will be dedicated to Hailey and maintained by the Parks Division. A Right-of-Way Maintenance Agreement (Instrument # 682178) for Phase I was developed and approved during the Final Plat approval process for Phase I. Staff desire to see an extension of such agreement apply to Phase II as well.</i></p> <p><i>The Applicant shall work internally with City Staff to develop a Right-of-Way Maintenance Agreement for Phase II of Sunbeam Subdivision, or modify the Phase I agreement to include right-of-way maintenance for Phase II. This has been made a Condition of Approval.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	D.	<p>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:</p> <ol style="list-style-type: none"> 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. <p>The commission and council may require that any or all contiguous parcels be included in the subdivision.</p>
			<i>Staff Comments</i>	<i>N/A, as no contiguous parcel is owned by the Applicant.</i>
16.04.080: Perimeter Walls, Gates, and Berms				
Compliant			Standards and Staff Comments	

Yes	No	N/A	City Code	City Standards and Staff Comments
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A, as it appears no perimeter walls, gates or landscape berms are proposed.</i>
16.04.090: Cuts, Fills, Grading and Drainage				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>The site is flat and free of vegetation. No floodplain exists and the parcel is currently utilized as irrigated agricultural land with appurtenant water rights. Due to the site's historic agricultural land use (clear of trees and rocks, well-drained soil), the soil composition is favorable for residential construction, street construction, and the creation of park space.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>At this time, the City Engineer has not required that a Soils Report be prepared and/or submitted.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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: <ul style="list-style-type: none"> 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.
			<i>Staff Comments</i>	<i>Preliminary grading, drainage, landscaping, street and utility improvements have been shown on the Civil Plans and/or Landscaping Plans. City Staff have conducted an initial review and any comments and/or concerns are noted herein.</i>
			B.	Design Standards: The proposed subdivision shall conform to the following design standards:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>While very little grading will be necessary for the residential lots, as the site is relatively flat, the proposed Phase II park plan shows a variety of undulations</i>

				<i>and grade changes. The Applicant shall provide a grading plan for Phase II park space, prior to beginning any park space improvements. This has been made a Condition of Approval.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A, as none exist onsite.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Erosion control and re-vegetation shall be included in the final design.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Proposed grading appears to meet standards; further review by the City Engineer and Streets Division Manager will take place during final design, as well as during project initiation</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>The developer has provided storm sewers and drainage areas of adequate size and number to contain the runoff upon the property in conformance with the</i>

				<i>applicable federal, state, and local regulations. ,as reviewed by the City Engineer and Public Works and Streets Division Managers.</i>
16.04.100: Overlay Districts				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
			A.	Flood Hazard Overlay District:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A, as the proposed subdivision is not located within the Flood Hazard Overlay District.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A, as the proposed subdivision is not located within the Flood Hazard Overlay District.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A. 3.	Any platted lots adjacent to the Big Wood River or its tributaries shall have designated building envelopes.
			<i>Staff Comments</i>	<i>N/A, as the proposed subdivision is not located adjacent to the Big Wood River or its tributaries.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B.	Hillside Overlay District:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. 1.	Subdivisions or portions of subdivisions located within the Hillside Overlay District shall comply with all provisions of Section 4.14, of the Zoning Ordinance.
			<i>Staff Comments</i>	<i>N/A, as the proposed subdivision is not located within the Hillside Overlay District.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. 2.	Subdivisions located partially in the Hillside Overlay District shall have designated building envelopes outside the Hillside Overlay District.
			<i>Staff Comments</i>	<i>N/A, as the proposed subdivision is not located within the Hillside Overlay District.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B. 3.	All approved subdivisions shall contain a condition that a Site Alteration Permit is required before any development occurs.
			<i>Staff Comments</i>	<i>N/A, as the proposed subdivision is not located within the Hillside Overlay District.</i>
16.04.110: Parks, Pathways and Other Green Spaces				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and <i>Staff Comments</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>The Sunbeam Subdivision was originally proposed for development in two (2) phases. To fulfill the Park Area Requirements, the Applicant first dedicated a 197,807 square foot (4.54 acre) park to the City in Phase I of Sunbeam’s development. This park space is complete, and it includes a variety of trees, shrubs, picnic table(s), trash container(s), dog station(s), bike rack(s), park bench(es), play field, slide and sledding hills, and an interconnected pathway and trail system (see image below for further details).</i>

				<p><i>In addition to the Park Space from Phase I, the Applicant is now proposing to develop an additional 145,408 square feet (3.34 acre) of park space in Phase II. Initial Phase II park plans submitted by the Applicant included native lawn and active play lawn space, landscaping, and a basic pathway system that integrated with Phase I park pathways. City Staff expressed their desire to see a more comprehensive park plan that included additional amenities/features, commensurate with the scale of Sunbeam Park at full completion. The Applicant Team retracted their project from the public hearing process upon receiving this feedback from City Staff in March 2024, and they spent considerable time and effort during the spring and early summer of 2024 to revise their park plans.</i></p> <p><i>After numerous meetings, discussions, and plan iterations, the Applicant Team have submitted a park design plan that includes the following features:</i></p> <ul style="list-style-type: none"> <i>• Extension of existing 8'-wide pedestrian and bicycle path, providing new connection between Phase I's existing pedestrian/bicycle pathway and the northern extent of Phase II's park space (This is described as a "multimodal loop" within the Applicant's submitted plan sets, shown in red).</i> <i>• Extension of existing 5'-wide concrete path/sidewalk, connecting the existing gravel parking area/ADA parking, proposed restroom location, existing play area/tables/benches, and the proposed pavilion area (This is described as a "connector" within the Applicant's submitted plan sets, shown in dark blue).</i> <i>• Construction of a new gravel adventure trail loop, connecting the existing parking area with the northern half of the complete Sunbeam Park. The adventure trail will meander through extensive landscaping planned for Phase II, as well as a series of locations/"activity pads" that can be transformed into program opportunity sites in the future (bouldering features, art installations, creative seating, etc.) (This is described as a "pedestrian trail" within the Applicant's submitted plan sets, shown in light green).</i> <i>• Two (2) new play lawn areas, including at least four (4) dedicated shade trees incorporated throughout the play lawn areas.</i> <i>• Parking area expansion along San Badger Drive, including dedicated parking for service and/or food trucks, and a potential future parking expansion area, as requested by City Staff and shown on the Applicant's submitted plan sets.</i> <i>• Additional gravel street parking area, located along Carbonate Street and adjacent to the existing recreational field.</i> <i>• Large pavilion structure positioned at the center of Sunbeam Park and adjacent to the parking area; concrete pad and timber framing proposed. Feature requested by City Staff, recommended by Parks and Lands Board, and supported by the Applicant Team.</i>
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These new amenities/features are desirable to City Staff, in addition to having received a public hearing process and letter of recommendation from the Hailey Parks and Lands Board (recommendation attached hereto).

The total park/open space contribution proposed between the two phases is 7.88 acres. The contribution exceeds the City's Park Contribution requirement for this subdivision, calculated to be approximately 3.66 acres.




Sunbeam Subdivision Park Space, Phase 1




Sunbeam Subdivision Park Space, Phase II

			<p>A. 1.</p>	<p>Parks:</p>
<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>A. 1. a.</p>	<p>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> <p>P = x multiplied by .0277</p> <p>“P” is the Parks contribution in acres</p> <p>“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.</p>
			<p><i>Staff Comments</i></p>	<p><i>Mathematical calculations of this formula for the submitted plat result in the following requirements:</i></p> <p>Project Buildout with Number of Units: Project Buildout: 132 x .0277 = 3.66 acres (159,429.6 square feet) Proposed size of Park Parcel – Phase II: 3.34 acre (145,408 square feet)</p> <p><i>Total park space for Sunbeam, including existing Phase I and proposed Phase II: 7.88 acres.</i></p>

				<p>The total park/open space proposed is approximately 4.66 acres in excess of the required park space, per the Hailey Municipal Code. This is an additional benefit to the City, which is described in more detail in the original Sunbeam PUD Staff Report.</p>  <p>Phase I: Greyscale Phase II: Color</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A.1.b</p>	<p>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.</p>
			<p>Staff Comments</p>	<p>N/A, as the subdivision is located within the Limited Residential (LR-1) Zone District.</p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>A. 2.</p>	<p>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.</p>

			<i>Staff Comments</i>	<i>N/A, as no paths are located on the property to be subdivided nor on City property adjacent to the proposed project.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B.	<p>Multiple Ownership: Where a parcel of land is owned or otherwise controlled, in any manner, directly or indirectly:</p> <ul style="list-style-type: none"> 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.
			<i>Staff Comments</i>	<i>N/A</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>The Hailey Parks and Lands Board discussed the Sunbeam Park proposal at their regularly scheduled meeting on July 24, 2024. A recommendation was provided to City Staff, which outlined the Board’s desire for a pavilion, restroom “pad”/infrastructure for future installment and screening of portable restrooms, shade trees, and a fully realized Master Plan for future programmatic uses, which the City could build-out as time and money allow.</i>
			D.	Minimum Requirements:
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>All private green space in Phase II of the Sunbeam Subdivision is limited to that which exists within each lot to be entitled. No additional private green space for signage, Homeowners Association member benefit, or other similar uses is proposed.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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

			<p>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.</p>
		<p>Staff Comments</p>	<p><i>Submitted landscape plans propose a variety of trees and shrubs, an irrigation system, drought-tolerant grass, play field, a pavilion, portable restroom pad, area for overflow parking and/or food truck staging, fitness stations benches, and gravel and concrete trails/pathways (with connections to existing pathways from the Phase I park space).</i></p>  <p><i>The Applicant is also proposing the following trees to be incorporated within the park during Phase II of the project:</i></p> <ul style="list-style-type: none"> - Ten (10) Sugar Maple of 3" caliper - Ten (10) Russian Hawthorn of 2" caliper - Ten (10) Swamp White Oak of 4" caliper - Ten (10) Black Locust of 2" caliper - Ten (10) Japanese Tree Lilac of 2" caliper <p><i>The following shrubs are also proposed to be incorporated within the park during Phase II of the project:</i></p> <ul style="list-style-type: none"> - Twenty-seven (27) Canadian Serviceberry - Forty (4) Nanking Cherry - Eight (8) Chokecherry

			<ul style="list-style-type: none"> - Twenty-seven (27) Skunkbush Sumac - Twenty-four (24) Flame Willow <p><i>Per the Hailey Municipal Code, Neighborhood Parks shall provide an average of 15 trees per acre, of which at least 15% shall be of two and a half (2.5") inch caliper or larger.</i></p> <p><i>In Phase II, the Applicant is proposing a total park space of 3.34 acres in size; therefore, a total of 50 trees are required.</i></p> <p><i>The Applicant is proposing a total of 50 trees. Of the 50 trees required, eight (8) trees shall be of two and a half (2.5") inch caliper or larger. The Applicant is proposing twenty (20) trees of two and half (2.5") inch caliper or larger. The standard for caliper size/tree planting ratio has been met.</i></p> <p><i>The Hailey Municipal Code further states that a maximum of 20% of any single tree species may be used (10 trees in total). The Applicant is proposing a total of 10 trees for each of the selected species (Quercus Alba). This Code requirement has been met.</i></p> <p><i>Water conservation will be incorporated into the Maintenance Agreement developed for the public rights of way (see Conditions of Approval).</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>D. 3.</p> <p>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.</p> <p><i>Staff Comments</i></p> <p><i>N/A, as no mini park is proposed at this time.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>D. 4.</p> <p>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.</p> <p><i>Staff Comments</i></p> <p><i>N/A, as no park/cultural space is proposed at this time.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>D. 5.</p> <p>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</p>

				<p>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.</p> <p><i>Staff Comments</i> <i>N/A, as no pathways are proposed in a separate right-of-way. All pathways are proposed to be constructed in either road rights-of-way or within the park/open space parcels.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E.	<p>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):</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. 1.	<p>Shall meet the minimum applicable requirements required by Subsection D of this section.</p> <p><i>Staff Comments</i> <i>Please refer to Section 16.040.110 for further details.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. 2.	<p>Shall provide safe and convenient access, including ADA standards.</p> <p><i>Staff Comments</i> <i>This standard shall be met.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. 3.	<p>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.</p> <p><i>Staff Comments</i> <i>No gates or restricted access are proposed. Whether private or public, the remaining park space shall be dedicated as public space to benefit the development and allow for public access.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. 4.	<p>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.</p> <p><i>Staff Comments</i> <i>The size of the proposed park space is configured in such a way that is welcoming to intended users. The proposed park space shall be dedicated as public space to benefit the development, allow for public access, shall be unbuildable, and shall not be subdivided. It is accessible from Carbonate Street and San Badger Drive for non-resident users.</i></p> <p><i>The proposed parcel is not located in drain ways, floodways, or wetland areas. No non-recreational buildings are proposed at this time.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. 5.	<p>Shall not create undue negative impact on adjacent properties and shall be buffered from conflicting land uses.</p> <p><i>Staff Comments</i> <i>The proposed park space does not appear to have a negative impact on adjacent properties and appears to enhance the character of the area. A slight landscape buffer is also proposed to separate the park space from the neighboring properties to the north.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	E. 6.	<p>Shall require low maintenance or provide for maintenance or maintenance endowment.</p> <p><i>Staff Comments</i> <i>The Applicant Team is proposing low maintenance landscaping, including turf, which will require trimming and mowing. A Maintenance Plan shall be provided. This has been made a Condition of Approval. Water rights are also proposed to be dedicated to service the new park. However, a backup system will likely be required.</i></p>

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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):
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F. 1.	Shall meet the minimum applicable requirements required by Subsection D of this section.
			<i>Staff Comments</i>	<i>All pathways and/or sidewalks are proposed to be constructed in either road rights-of-way or within the park/open space parcels. Said pathways provide connectivity to adjacent neighborhoods, as well as circulation within the subdivision.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	F. 2.	Shall be connected in a useful manner to other Parks, Pathways, Green Space and recreation and community assets.
			<i>Staff Comments</i>	<i>All pathways and/or sidewalks are proposed to be constructed in either road rights-of-way or within the park/open space parcels. Said pathways provide connectivity to adjacent neighborhoods, as well as circulation within the subdivision.</i>
			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):
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	G. 1.	Shall meet the minimum applicable requirements required by section 4.10.04 of this section.
			<i>Staff Comments</i>	<i>Please refer to Section 16.04.110 for further details.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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).
			<i>Staff Comments</i>	<i>The proposed park space (Phase II) complements that of the completed open space (Phase I), creating one large, cohesive park. The park space nicely integrates and complements Curtis Park, an existing City park that abuts the proposed development. The proposed design is contiguous and interconnecting with the proposed open space and Curtis Park.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A, as no additional private green space is proposed.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	G. 4.	The private ownership and maintenance of green space shall be adequately provided for by written agreement.
			<i>Staff Comments</i>	<i>Draft C.C. & Rs have been submitted. Maintenance shall be managed and funded by the Subdivision's HOA, should any private space be proposed in the future.</i>
			H.	In-Lieu Contributions:
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A, as no in-lieu contributions are proposed.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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

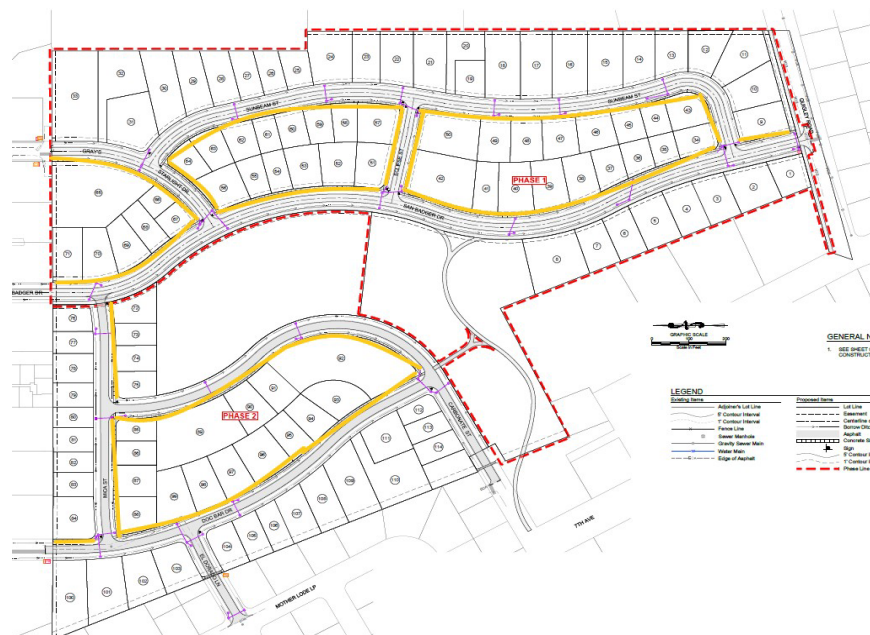
				<p>foot) in the development at the time of preliminary plat approval by the Council. The City shall identify the location of the property to be appraised, using the standards in Sections 4.10.5.4 and 4.10.5.5 of these ordinances. The appraisal shall be submitted by a mutually agreed upon appraiser and paid for by the applicant.</p>
			<i>Staff Comments</i>	<i>Please refer to Section 16.04.110 for further details.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	H. 3.	<p>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.</p>
			<i>Staff Comments</i>	<i>Please refer to Section 16.04.110 for further details.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	H. 4.	<p>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.</p>
			<i>Staff Comments</i>	<i>Please refer to Section 16.04.110 for further details.</i>
16.05: Improvements Required:				
Compliant			Standards and Staff Comments	
Yes	No	N/A	City Code	City Standards and Staff Comments
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.05.010	<p>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.</p>
			<i>Staff Comments</i>	<p><i>The Applicant intends to construct all necessary infrastructure to City Standards and procedures, if the project is approved. This includes sidewalks, curb and gutter (where applicable), truncated domes at pedestrian crosswalks and intersections, street trees, irrigation, drywells, and catch basins. It is also an option for the Applicant Team to pay in-lieu fees for any right-of-way infrastructure that is not planned for completion in the Subdivision's build-out. This option was exercised by the Applicant during Phase I, where concrete sidewalks (no curb and gutter) were developed on certain sides of public streets in the Subdivision, an asphalt pathway was installed along San Badger Drive and within Phase I park space, and the Quigley Road pathway was installed along Sunbeam's Quigley Road frontage. Please refer to the Sunbeam Subdivision, Preliminary Plat Phase I Staff Report to City Council</i></p>

				<p>(May 19, 2020) for further discussion of sidewalk design and placement and asphalt pathway construction deliberations for Phase I.</p> <p>Ultimately, the cost of construction for the asphalt pathways completed in Phase I exceeded the calculated sidewalk in-lieu fees. As discussed by Council and approved within the April 26, 2021 Findings of Fact for Sunbeam Phase I, Final Plat, the cost for onsite pathways in excess of the calculated sidewalk in-lieu fees was to be carried forward to Phase II as a credit against future sidewalk in-lieu fees. This carry forward credit is in the amount of \$14,292.36. The Applicant may utilize this credit toward the calculated in-lieu fees for any sidewalks/right-of-way infrastructure not constructed by the Applicant Team in Phase II.</p> <p>The Applicant shall supply City Staff with a contractor estimate for all required sidewalk/right-of-way improvements required for Phase II, to be approved by the City Engineer, and all payments for associated in-lieu fees shall be made prior to recordation of Sunbeam Subdivision Phase II's Final Plat. This has been made a Condition of Approval.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A.	<p>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.</p> <p><i>Staff Comments</i> This standard will be met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B.	<p>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.</p> <p><i>Staff Comments</i> This standard will be met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C.	<p>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.</p> <p><i>Staff Comments</i> This standard will be met.</p>
16.05.020: Streets, Sidewalks, Lighting, Landscaping				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.05.020	<p>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.</p> <p><i>Staff Comments</i> All public infrastructure shall meet City specifications. No streetlights are proposed at this time.</p>

In the Applicant’s original proposal, in-lieu of concrete sidewalks, a 10’-wide separated multi-use asphalt path was proposed. For Phase I, this path paralleled Starlight Drive and Carbonate Street to the west. The path also meandered through the proposed park/open space. A separated multi-use asphalt path was also proposed adjacent to Quigley Road for the project frontage (see comments noted above regarding the completion of this path and contributions from Quigley Farm Development above).


Upon their initial review the Commission recommended that the Applicant refine the proposed Phase I plat to consider the following:

- **Consider additional sidewalks within the proposed subdivision.** This was a common discussion point at the January 21, 2020 public hearing. Sidewalks, site circulation and pedestrian-friendly subdivisions were noted in public comment. The Applicant modified the Application to incorporate sidewalks surrounding island-like blocks within the proposed subdivision. The Applicant’s intent was to include enough sidewalk to walk around each block on the sidewalk. A multi-use path, which functions as a sidewalk, runs along San Badger Drive, connecting Old Cutters Subdivision with Quigley Road. This path also runs through the proposed park, connecting to Carbonate Street



At the February 18, 2020 hearing, the Commission commended the Applicant Team for the addition of sidewalks and their ability to better meet the needs of the residents of Hailey.

Additionally, the Applicant proposed to develop the portion of the multi-use separated Quigley Road pathway along the property frontage, which the Commission concurred with. Mountain Rides also requested land area for a

				<p><i>future bus stop in this location, which would result in a slight redesign of the path such that it be located behind a future bus stop. Mountain Rides presented this request prior to Phase I deliberations and the 2020 COVID-19 pandemic, and the present-day interest and/or long-range route expansion plans for Mountain Rides in the vicinity of Sunbeam Subdivision are now less certain. The Applicant Team shall work internally with City Staff and Mountain Rides representatives to contemplate the fulfillment of any transit improvements associated with Sunbeam Subdivision. This has been made a Condition of Approval.</i></p> <p><i>In Phase II, the Applicant is proposing to construct concrete sidewalk within Blocks 1 and 4-7, although sidewalks are not proposed on both sides of the proposed public streets. Proposed sidewalk segments for Phase II are shown below in red:</i></p>  <p><i>The Applicant shall supply City Staff with a contractor estimate for all required sidewalk/right-of-way improvements required for Phase II, to be approved by the City Engineer, and all payments for associated in-lieu fees shall be made prior to recordation of Sunbeam Subdivision Phase II's Final Plat</i></p> <p><i>For further details, comments and/or concerns noted by City Staff with regard to Streets, Sidewalks, Lighting and Landscaping, please refer to Section 17.06.050.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>A.</p>	<p>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</p>

				<p>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)</p>
			<i>Staff Comments</i>	<p><i>Any and all proposed street cuts shall be per this standard and shall be approved by the Streets Division prior to construction.</i></p> <p><i>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.</i></p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	B.	<p>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.</p>
			<i>Staff Comments</i>	<p><i>All proposed street names have been reviewed and approved by the City and the Assessor's Office.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	C.	<p>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 VIII B of the Hailey Zoning Ordinance.</p>
			<i>Staff Comments</i>	<p><i>N/A, as no streetlights are required nor shown and/or proposed.</i></p>
16.05.030: Sewer Connections				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	16.05.030	<p>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.</p>
			<i>Staff Comments</i>	<p><i>Sewer services are shown from each lot and connecting into an eight (8") inch sewer main. Connection details to the existing sewer system shall be approved by the Wastewater 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.</i></p> <p><i>Other recommendations and/or comments made by the Wastewater Division include:</i></p> <ol style="list-style-type: none"> <i>1. As stated in prior reviews, the sewer effluent will need to be split so a portion transmits southerly, and a future portion transmits westerly. A sewer profile shall be provided for review.</i>

				2. A minimum 6” sewer service is recommended for future redevelopment parcels 14. This will be required at final design.
16.05.040: Water Connections				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A.	<p>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.</p>
			<i>Staff Comments</i>	<p><i>Water services are shown from each lot and connecting into an eight (8”) inch water main. 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.</i></p> <p><i>Please refer to Section 16.04.070(C) regarding municipal potable water use relative to water conservation.</i></p> <p><i>Brief Recap: The 2020 Northridge Pressure Study determined the minimum pressure in the Northridge/Old Cutters area was 32-36 psi and recommended solutions that would result in a projected increase to 45 psi (DEQ required minimum pressure is 40 psi). The recommended improvements are proposed to be incorporated into a pending Capital Improvement Plan project list for completion in the near future.</i></p> <p><i>The SPF Water Analysis for the proposed Sunbeam Subdivision, dated February 3, 2020, used the 2020 Northridge Pressure Study Model to assess impacts with the assumption that recommended improvements are in place. This analysis determined that the addition of Sunbeam Subdivision, with the proposed irrigation demands, would reduce the “to be achieved” Northridge/Old Cutters water pressure from 45 psi down to 43 psi upon completion of both phases. The SPF Analysis also determined that fire flows are acceptable and may be slightly improved over existing conditions.</i></p> <p><i>The 2015 Facilities Planning Study Capital Improvement Project #10 is construction of a new well at an estimated cost of \$732,000 excluding land acquisition. The recently completed 2020 Northridge Pressure Study also recommended commencing the process of constructing a new well (Alternatives 4A/B/C) with the estimated cost of approximately \$1.05 million excluding land and water right acquisition. As such, the Applicant contributed monetary funds and land for the development of a new well. Both the</i></p>

				<i>Commission and Council found these contributions adequate, further complying with the standards noted herein.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>N/A, as this project is not within the Townsite Overlay (TO) District.</i>
16.05.050: Drainage				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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)
			<i>Staff Comments</i>	<i>Drainage details have been submitted. Review of drainage calculations will take place during final design. Design appears to be sufficient for anticipated runoff.</i>
16.05.060: Utilities				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Utilities will be constructed and installed underground. This has been made a Condition of Approval.</i>
16.05.070: Parks, Green Space				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>Please refer to Section 16.04.110 for further detail.</i>
16.05.080: Installation to Specifications; Inspections				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>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.</i> <i>The City will need to select an inspector, to be paid for by the Applicant, for all water, sewer, and roadway infrastructure during construction.</i>
16.05.090: Completion; Inspections; Acceptance				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.
			<i>Staff Comments</i>	<i>This standard shall be met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	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)
			<i>Staff Comments</i>	<i>N/A, as completion of all major infrastructure by the Developer is preferred over bonding.</i>
16.05.100: As Built Plans and Specifications				
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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)
			<i>Staff Comments</i>	<i>As built drawings will be required. This standard will be met.</i>

The Commission recommends approval of the Sunbeam Preliminary Plat Subdivision (Phase II), subject to the following Conditions:

General Conditions:

1. This project is a phased project and is a Planned Unit Development (PUD). This approval is for Phase II of the overall plan.
2. All Fire Department and Building Department requirements shall be met.
3. 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.
4. 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.
5. The Final Plat must be submitted within two (2) calendar years from the date of approval of the Preliminary Plat, unless otherwise allowed for within a Phasing Agreement.
6. Any Subdivision Inspection Fees due shall be paid prior to recordation of Final Plat.
7. Any Application Development Fees shall be paid prior to recordation Final Plat.
8. The Applicant shall obtain a Site Alteration Permit prior to any development occurring.
9. The Applicant shall submit an Erosion Control Plan prior to recordation of Final Plat.
10. The Applicant shall submit a Site Alteration Permit prior to construction.

Streets and Right-of-Ways:

11. 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:

- A. The Applicant shall submit a Street Signage Plan, Traffic Control Plan, and Construction Staging Plan at final design.
- B. The Applicant shall supply City Staff with a contractor estimate for all required sidewalk/right-of-way improvements required for Phase II, to be approved by the City Engineer, and all payments for associated in-lieu fees shall be made prior to recordation of Sunbeam Subdivision Phase II's Final Plat.
- C. The Applicant shall work internally with City Staff to develop a Right-of-Way Maintenance Agreement for Phase II of Sunbeam Subdivision, or modify the Phase I agreement to include right-of-way maintenance for Phase II.
- D. All proposed roads within the development shall be dedicated public streets according to City Standard 12.04.010, shall allow public parking and be subject to all other uses and restrictions identified in City Code, with the exception of any parking access lanes approved as part of development of cottage lots.
- E. The Applicant shall include a plat note, addressing Parcels G and H as unbuildable lots and parking access lanes, prior to receiving any final plat approval for Sunbeam Phase II.
- F. Vision triangles shall be unobstructed at intersections. This shall be shown on the Civil Plans at final design.
- G. The Applicant shall ensure that the parking access lane (Parcels G and H) are maintained by the Sunbeam HOA and/or through a specific plat note .
- H. The Subdivision's HOA shall keep the 10'-wide multi-use path along San Badger Drive free of snow year-round commencing at the time of Phase II final plat recordation.
- I. All utilities shall be installed underground.
- J. A portion of Doc Bar Drive within the Old Cutters Subdivision is unpaved. The Applicant shall pave this portion of the street prior to final plat approval of Phase II.
- K. Canal crossing/Culvert details for the pathway canal shall be provided at final design.
- L. Drywell and other construction details shall be provided at final design.
- M. The Sunbeam HOA shall maintain the native grass area between pathway and road.
- N. Details for the new pathway/existing Old Cutters sidewalks for the tie in at Doc Bar Drive shall be provided.

Water and Wastewater:

- 12. 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:
 - A. Water valve locations shall be provided at final design.
 - B. The Applicant Team shall connect the water valve, located directly south of the north/south intersection of Lots 24 and 25, to the water main located within the Carbonate Street right-of-way.
 - C. Proposed tree plantings shall not be located within 5' feet of the water main, water services or water vaults. Trees located within 5-10' of water mains shall be the Applicant's responsibility to replace if damaged due to water main repair or maintenance.

- D. Water mains shall be located a minimum of 5' feet from the property lines or other obstructions (i.e., trees, etc.).
- E. The sewer effluent shall be split so Phase I transmits southerly and Phase II portion transmits westerly. A sewer profile shall also be provided at final design.
- F. A minimum 6" sewer service shall be installed for future redevelopment parcels (i.e., Lots 8, 42, 50 and 65).

Parks and Open Space:

- 13. Final design for the Phase II Park, including detailed review of improvements, shall be approved by the City Council prior to preliminary plat approval.
- 14. The Applicant shall provide a grading plan for Phase II park space, prior to beginning any park space improvements.
- 15. The Applicant shall develop and construct the Phase II park with all design elements, amenities, and/or features shown on the submitted Phase II park plans, unless a change request is granted by City Staff and documented in the project file.

Other:

- 16. The Applicant Team shall work internally with City Staff and Mountain Rides representatives to contemplate the fulfillment of any necessary transit improvements associated with Sunbeam Subdivision.

Motion Language:

Approval: Motion to approve the Preliminary Plat Subdivision Application of the Sunbeam Subdivision (Phase II), submitted by Marathon Partners, LLC, and represented by Opal Engineering and BYLA, wherein Sunbeam Subdivision Phase II, Parcels B and C, are subdivided into 62 lots (42 lots and 20 sublots), as well as Parcel B1, which includes the remaining park dedication of 3.34 acres as contemplated in the approved Planned Unit Development Agreement, finding that the application meets all City Standards, and that Conditions (1) through (16) are met.

Denial: Motion to deny the Preliminary Plat Application of the Sunbeam Subdivision (Phase II), submitted by Marathon Partners, LLC, wherein the Sunbeam Subdivision Phase II, Parcels B and C, are subdivided into 62 lots (42 lots and 20 sublots), as well as Parcel B1, which includes the remaining park dedication of 3.34 acres as contemplated in the approved Planned Unit Development Agreement, finding that _____ [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].

Memorandum

To: Mayor Burke and Hailey City Council
Hailey Planning and Zoning Commission

From: Hailey Parks and Lands Board

Overview: Recommendation to accept park dedication of Sunbeam Subdivision Phase II

Date: July 30, 2024

Background: At the regular meeting of the Parks and Lands Board on July 24, 2024, the Parks and Lands Board revisited and discussed the revised Park Plan for the Sunbeam Subdivision – Phase II. Ben Young of Ben Young Landscape Architecture (BYLA) presented on the Sunbeam Park expansion.

The proposed Sunbeam Subdivision Phase II is located between Quigley Canyon and Old Cutters Subdivision and consists of single-family and cottage single-family lots/sublots, bike and pedestrian connection trails, and public park and open space consisting of a recreation field, natural play and scenic areas with a connection to the existing Curtis Park. The total proposed park space of Phase I and Phase II combined is 7.88 acres, which exceeds City Standards for park dedication with a subdivision of this size.

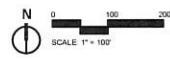
In this update, BYLA highlighted the importance of connectivity between Curtis Park, the existing Sunbeam Park, and the new Phase II Park, and emphasized the goal of connecting open space. The new landscape plan highlights multiple pedestrian pathways that connect to existing infrastructure and feature grading as well as contours which provide opportunities for discovery and adventure. The pathways feature overlook benches and a new swing set. The updated Park plans include shade trees around the perimeter of the park which surround active play lawns. The plan also features a timber frame pavilion at the core of the park, as well as new connector trails to support and encourage greater connectivity throughout the park, as well as the greater subdivision. To further accommodate increased use, the plan shows a concrete pad for non-plumbed restrooms, in addition to a handwash/dog bowl station, as well as a non-potable water connection near the pavilion.

Furthermore, the Developer has created a Master Plan for the Park, as requested by Staff, which the City can utilize to develop future programmatic amenities at identified locations, to be built out by the City at a future date.

The Parks and Lands Board, based on the proposed plan and discussion, expressed support for the Sunbeam Park Phase II Plan.

Recommendation: At the July 24, 2024 meeting, the Parks and Lands Board voted unanimously to recommend approval of the Sunbeam Park Plan for Phase II by the Planning and Zoning Commission, and the Hailey City Council, which includes the improvements as presented by the Applicant Team, and identified as follows:

- The creation of a Master Plan for Phase II park development, to include updated landscaping plans, all amenities and/or features planned for installation during Phase II build-out, and areas/future uses in the park as contemplated by the Development Team and City Staff.
- Included within the within the Master Plan and designated for Phase II build-out:
 - Depiction of and installation sites for shade trees within the native lawn/play lawn interface.
 - Pavilion structure, including specific location, size, capacity, and intended materials/design.



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ISSUE: 01/15/24 PLANNING SET
 1. 01/15/24 PRELIMINARY
 2. 02/26/24 DRAFT

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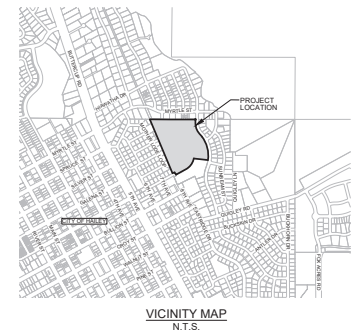
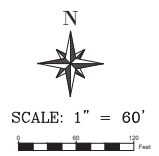
LANDSCAPE PLANS
SUNBEAM SUBDIVISION PH. 2
HAILEY, ID

FILENAME: L1.0
 PROJECT MANAGER: KP
 DRAWN BY: BC
 ISSUE DATE: 02/26/2024

SITE OVERVIEW

SHEET NO.

L1.0



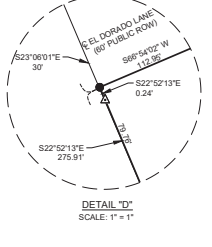
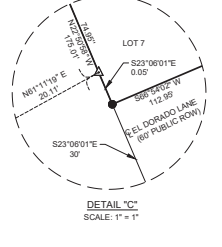
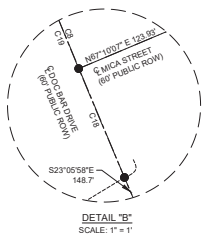
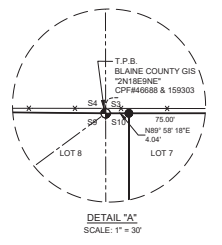
LEGEND

EXISTING ITEMS	PROPOSED ITEMS
Boundary Line	Property Line
Adjoiner's Lot Line	Lot Line to be Vacated
Centerline of Right of Way	5/8" Rebar To be Set, by LS16670
Easement, Type and Width as Shown	Calculated Point, Nothing Set
Found Aluminum Cap, as Shown	Easement, Type and Width as Shown
Found Brass Cap, Setting as Shown	Centerline of Right of Way
Found 5/8" Rebar	5" Contour Interval
Found 1/2" Rebar	1" Contour Interval
Found Iron Pipe	Asphalt
Calculated Point, Nothing Set	Concrete Sidewalk
5" Contour Interval	Gravel
1" Contour Interval	ADA Access Truncated Dome
Flow line	
Section Line	
CIS Tie Line	
Survey Tie Line	
Fence Line	
Culvert	
Asphalt	
Gravel	
Concrete Sidewalk	

TABLE OF EASEMENTS

(A)	20' PRIVATE IRRIGATION EASEMENT TO BENEFIT THE HDX
(B)	10' PUBLIC UTILITY AND SNOW STORAGE EASEMENT
(C)	20' WIDE HAWATHA CANAL EASEMENT
(D)	15' WIDE SEWER EASEMENT PER INSTRUMENT NUMBER S48901

SEE SHEET 2 FOR UTILITIES PLAN
 SEE SHEET 3 FOR CURVE AND LINE TABLES
 SEE SHEET 3 FOR SURVEY NARRATIVE AND NOTES



CERTIFICATE OF SURVEYOR
 I, Mark E. Phillips, hereby certify that I am a Licensed Land Surveyor in the State of Idaho and that this map is a true and accurate representation of a survey done under my direct supervision.



MARK E. PHILLIPS, P.L.S. 16670

PHILLIPS LAND SURVEYING, PLLC
 HAILEY, IDAHO
 Phone: (208) 720-3760
 Email: pls16670@icloud.com

SUNBEAM SUBDIVISION - PHASE 2

A PRELIMINARY PLAT SHOWING

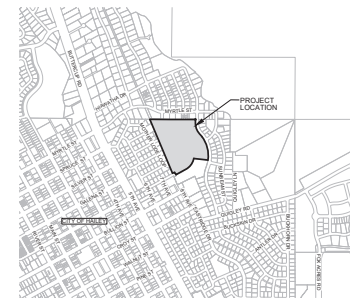
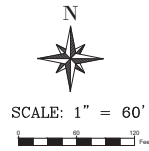
LOCATED WITHIN SECTION 8 & 10, T.2N. R.18E. B.1M.
 CITY OF HAILEY, BLAINE COUNTY, IDAHO
 PREPARED FOR MARATHON PARTNERS, LLC

NO.	DATE	BY	REVISIONS

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DATE: 7/17/24
 JOB #: 24027

1 OF 3



VICINITY MAP
N.T.S.

LEGEND

EXISTING ITEMS

- Boundary Line
- Adjoiner's Lot Line
- Centerline
- Easement, Type and Width as Shown
- Found Aluminum Cap
- Found Brass Cap, Setting as Shown
- Found 5/8" Rebar
- Found 1/2" Rebar
- Found iron Pipe
- Calculated Point, Nothing Set
- 5' Contour Interval
- 1' Contour Interval
- Flow line
- Section Line
- GDS Tie Line
- Survey Tie Line
- Fence Line
- Sewer Main
- Sewer Service
- Sewer Manhole
- 8" Water Main
- Water Service
- Water Meter
- Water Valve
- Water Manhole
- Storm Drain
- Catch Basin
- Dry Well
- Fire Hydrant
- Water Main Fittings
- Culvert
- Asphalt
- Gravel
- Concrete Sidewalk
- Fiber Optic Box
- Gas Marker
- Cable TV Riser
- Telephone Riser
- Power Box
- Conifer Tree
- Deciduous Tree
- Dripline of Vegetation

PROPOSED ITEMS

- Property Line
- Lot Line to be Vacated
- Easement, Type and Width as Shown
- Centerline
- 5' Contour Interval
- 1' Contour Interval
- Asphalt
- Concrete Sidewalk
- Gravel
- ADA Access Truncated Dome
- 8" Water Main
- 6" Water Service
- Water Meter
- Water Valve
- Water Main Fittings
- Sewer Main
- Sewer Service
- Sewer Manhole
- Storm Drain
- Catch Basin
- Drywell
- Flow Line
- Lot Number
- Sublot Number
- Parcel Number

SEE SHEET 3 FOR CURVE AND LINE TABLES
SEE SHEET 3 FOR SURVEY NARRATIVE AND NOTES

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NO.	DATE	BY	REVISIONS

PHILLIPS LAND SURVEYING, PLLC
HAILEY, IDAHO
Phone: (208) 720 - 3760
Email: pls16670@gmail.com

SUNBEAM SUBDIVISION - PHASE 2
A PRELIMINARY PLAT SHOWING
LICENSED LAND SURVEYOR
MARK E. PHILLIPS
16670
PREPARED FOR MARATHON PARTNERS, LLC

CERTIFICATE OF SURVEYOR
I, Mark E. Phillips, hereby certify that I am a Licensed Land Surveyor in the State of Idaho and that this map is a true and accurate representation of a survey done under my direct supervision.



MARK E. PHILLIPS, P.L.S. 16670

CURVE AND LINE TABLES

Table with 6 columns: Curve, Length, Radius, Data, Tangent, Chord, Chord Direction. Contains 60 rows of curve data.

Table with 6 columns: Curve, Length, Radius, Data, Tangent, Chord, Chord Direction. Contains 10 rows of curve data.

Table with 2 columns: Line #, Length, Direction. Contains 18 rows of line data.

SURVEY NARRATIVE & NOTES

- 1. The purpose of this survey is to show the monuments found during the boundary retracement of Parcels B and C, Sunbeam Subdivision, Phase 1... 2. A title policy provided by Stewart Title Guaranty Company, File No. 1921937, Date of Guarantee: October 29, 2019... 3. Parcels B is open space to benefit the general public to satisfy the city's park contribution requirements... 4. A temporary agricultural easement over the entirety of Parcel B, Sunbeam Subdivision, Phase 1 is vacated hereon... 5. Property shown herein is subject to the Covenants, Conditions, and Restrictions as recorded under Instrument Number 682300... 6. All new utilities shall be placed underground... 7. Refer to Civil Engineering drawings for existing and proposed utilities... 8. The subject and surrounding properties are zoned Limited Residential 1 (LR-1) with the exception of Old Cuters Subdivision which is zoned General Residential (GR)... 9. A sewer line easement agreement exists between Marathon Partners, Old Cuters, Inc., and the City of Hailey as recorded under Instrument Number 546801... 10. Lot owners may not restrict the flow of water within any of the canals or ditches... 11. The property owner is responsible for controlling wildlife degradation... 12. Game and predatory wildlife feeding is prohibited... 13. This Subdivision is subject to the Hawaiiwa Canal/Sunbeam Subdivision Maintenance Agreements as recorded under Instrument Number 6722660... 14. The property owner is responsible for controlling wildlife degradation... 15. Game and predatory wildlife feeding is prohibited... 16. Pet food shall be stored and fed in a manner that does not attract nuisance wildlife... 17. Recreational activities shall follow the Administrative Guidelines for Winter Wildlife... 18. Lots within the Subdivision are subject to the following turf area restrictions... 19. Landscaping shall promote low water use vegetation... 20. Each residential irrigation system shall be at 70% distribution uniformity for turf areas and/or utilize EPA water sensor controllers and heads or equivalent.

REUSE OF DRAWINGS: This map or any portion thereof... prepared by Mark E. Phillips, a Professional Land Surveyor, License No. 60268, State of Idaho.

Table with columns: NO, DATE, BY, REVISIONS, CHK: MEP, PAK: MEP, DATE: 01/02/24, JOB #: 2024-21.

PHILLIPS LAND SURVEYING, PLLC - HAILEY, IDAHO - Phone: (208) 720 - 3760 - Email: pls16670@gmail.com

A PRELIMINARY PLAT SHOWING SUNBEAM SUBDIVISION - PHASE 2 - LOCATED WITHIN SECTION 8 & 10, T. 2 N., R. 18 E., B. 1M. CITY OF HAILEY, BLAINE COUNTY, IDAHO - PREPARED FOR MARATHON PARTNERS, LLC

CERTIFICATE OF SURVEYOR

I, Mark E. Phillips, hereby certify that I am a Licensed Land Surveyor in the State of Idaho and that this map is a true and accurate representation of a survey done under my direct supervision.



MARK E. PHILLIPS, P.L.S. 16670

SUNBEAM SUBDIVISION, PHASE 2

HAILEY, IDAHO

JANUARY 2024

GENERAL CONSTRUCTIONS NOTES

- ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE "IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (ISWC) AND CITY OF HAILEY STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND KEEPING A COPY OF THE ISWC AND CITY OF HAILEY STANDARDS ON SITE DURING CONSTRUCTION.
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS IN AN APPROXIMATE WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING UTILITIES PRIOR TO COMMENCING AND DURING THE CONSTRUCTION. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH RESULT FROM HIS FAILURE TO ACCURATELY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL CALL DIGLINE (1-800-342-1585) TO LOCATE ALL EXISTING UNDERGROUND UTILITIES A MINIMUM OF 48 HOURS IN ADVANCE OF EXCAVATION.
- CONTRACTOR SHALL COORDINATE RELOCATIONS OF DRY UTILITY FACILITIES (POWER, CABLE, PHONE, TV) WITH THE APPROPRIATE UTILITY FRANCHISE.
- THE CONTRACTOR SHALL CLEAN UP THE SITE AFTER CONSTRUCTION SO THAT IT IS IN A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION (THIS MAY INCLUDE ENCROACHMENT PERMITS AND NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION GENERAL PERMIT (CGP) PERMIT COVERAGE).
- ALL CLEARING & GRUBBING SHALL CONFORM TO ISWC SECTION 201.
- ALL EXCAVATION & EMBANKMENT SHALL CONFORM TO ISWC SECTION 202. SUBGRADE SHALL BE EXCAVATED AND SHAPED TO LINE, GRADE, AND CROSS-SECTION SHOWN ON THE PLANS. THE SUBGRADE SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY ASTM D-698. THE CONTRACTOR SHALL WATER OR AERATE SUBGRADE AS NECESSARY TO OBTAIN OPTIMUM MOISTURE CONTENT. IN LIEU OF DENSITY MEASUREMENTS, THE SUBGRADE MAY BE PROOF-ROLLED TO THE APPROVAL OF THE ENGINEER.
- PROOF-ROLLING:** AFTER EXCAVATION TO THE SUBGRADE ELEVATION AND PRIOR TO PLACING COURSE GRAVEL, THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE WITH A 5-TON SMOOTH DRUM ROLLER, LOADED WATER TRUCK, OR LOADED DUMP TRUCK, AS ACCEPTED BY THE ENGINEER. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF UNSUITABLE SUBGRADE MATERIAL AREAS, AND/OR AREAS NOT CAPABLE OF COMPACTION ACCORDING TO THESE SPECIFICATIONS. UNSUITABLE OR DAMAGED SUBGRADE IS WHEN THE SOIL MOVES, PUMPS AND/OR DISPLACES UNDER ANY TYPE OF PRESSURE INCLUDING FOOT TRAFFIC LOADS.
- IF, IN THE OPINION OF THE ENGINEER, THE CONTRACTOR'S OPERATIONS RESULT IN DAMAGE TO, OR PROTECTION OF, THE SUBGRADE, THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REPAIR THE DAMAGED SUBGRADE BY OVER-EXCAVATION OF UNSUITABLE MATERIAL TO FIRM SUBSOIL, LINE EXCAVATION WITH GEOTEXTILE FABRIC, AND BACKFILL WITH PIT RUN GRAVEL.
- ALL 2" MINUS GRAVEL SHALL CONFORM TO ISWC 802, TYPE I (ITD STANDARD 703.04, 2"). SHALL BE PLACED IN CONFORMANCE WITH ISWC SECTION 801 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 90% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99.
- ALL 3/4" MINUS CRUSHED GRAVEL SHALL CONFORM TO ISWC 802, TYPE II (ITD STANDARD 703.04, 3/4" B), SHALL BE PLACED IN CONFORMANCE WITH ISWC SECTION 802 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR T-91.
- ALL ASPHALTIC CONCRETE PAVEMENT WORK SHALL CONFORM TO ISWC SECTION(S) 805, 810, AND 811 FOR CLASS II PAVEMENT. ASPHALT AGGREGATE SHALL BE 1/2" (13MM) NOMINAL SIZE CONFORMING TO TABLE 803B IN ISWC SECTION 803. ASPHALT BINDER SHALL BE PG 58-28 CONFORMING TO TABLE A-1 IN ISWC SECTION 805.
- ASPHALT SAWCUTS SHALL BE AS INDICATED ON THE DRAWINGS, OR 24" INCHES FROM EDGE OF EXISTING ASPHALT, IF NOT INDICATED OTHERWISE SO AS TO PROVIDE A CLEAN PAVEMENT EDGE FOR MATCHING. NO WHEEL CUTTING SHALL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL PER THE CURRENT EDITION OF THE US DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- ALL CONCRETE WORK SHALL CONFORM TO ISWC SECTIONS 701, 703, AND 705 AND CITY OF HAILEY STANDARD DRAWINGS. ALL CONCRETE SHALL BE 4,000 PSI MINIMUM, 28 DAY, AS DEFINED IN ISWC SECTION 703, TABLE 1 WITH A MINIMUM OF 1.5 LBS/CY FIBER REINFORCEMENT. IMMEDIATELY AFTER PLACEMENT PROTECT CONCRETE BY APPLYING MEMBRANE-FORMING CURING COMPOUND, TYPE 2, CLASS A PER ASTM C 309-94. APPLY CURING COMPOUND PER MANUFACTURER'S INSTRUCTIONS AND SPECIFICATIONS. CONTRACTOR SHALL PROVIDE MIX DESIGN, CURING AND PROTECTION PLAN (ISWC 703.3.5), AND POST POUR CURE SEALING COMPOUND TYPE AND APPLICATION PLAN TO CITY OF HAILEY PRIOR TO INSPECTIONS.
- ALL TRENCHING SHALL CONFORM TO ISWC STANDARD DRAWING SD-301 AND CITY OF HAILEY STANDARD DRAWING 18.14.010.A.1. TRENCHES SHALL BE BACKFILLED AND COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.
- PER IDAHO CODE § 55-1613, THE CONTRACTOR SHALL RETAIN AND PROTECT ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS. ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS THAT ARE LOST OR DISTURBED BY CONSTRUCTION SHALL BE REESTABLISHED AND RE-MONUMENTED. AT THE EXPENSE OF THE AGENCY OR PERSON CAUSING THEIR LOSS OR DISTURBANCE AT THEIR ORIGINAL LOCATION OR BY SETTING OF A WITNESS CORNER OR REFERENCE POINT OR A REPLACEMENT BENCHMARK OR CONTROL POINT, BY OR UNDER THE DIRECTION OF A PROFESSIONAL LAND SURVEYOR.
- BOUNDARY INFORMATION SHOWN HEREON IS PER A FINAL PLAT OF SUNBEAM SUBDIVISION PHASE 1. EXISTING CONDITIONS ARE BASED UPON A SURVEY BY GALENA ENGINEERING AT THE IN LOCATIONS (EL DORADO LANE, CARBONATE STREET, AND DOC BAR DRIVE). OTHER EXISTING CONDITIONS ARE APPROXIMATE PER AS-BUILT CONDITIONS OF SUNBEAM SUBDIVISION PHASE 1. EXISTING CONDITIONS SURVEY AT MICA STREET CONNECTION TO SAN BODGER DRIVE TO BE COMPLETED PRIOR TO CONSTRUCTION DESIGN.



VICINITY MAP
N.T.S.

EXISTING ITEMS		PROPOSED ITEMS	
	BOUNDARY LINE		PROPERTY LINE
	ADJOINER'S LOT LINE		PROPOSED VACATED LOT LINE
	CENTERLINE OF RIGHT OF WAY		EASEMENT, TYPE AND WIDTH AS SHOWN
	EASEMENT, TYPE AND WIDTH AS SHOWN		CENTERLINE
	5' CONTOUR INTERVAL		5' CONTOUR INTERVAL
	1' CONTOUR INTERVAL		1' CONTOUR INTERVAL
	FLOW LINE		ASPHALT
	SECTION LINE		CONCRETE SIDEWALK
	FENCE LINE		GRAVEL
	SEWER MAIN		ADA ACCESS TRUNCATED DOME
	SEWER SERVICE		8" WATER MAIN
	SEWER MANHOLE		6" WATER SERVICE
	8" WATER MAIN		WATER METER
	WATER SERVICE		WATER VALVE
	WATER METER		WATER MAIN FITTINGS
	WATER VALVE		SEWER MAIN
	STORM DRAIN		SEWER SERVICE
	CATCH BASIN		SEWER MANHOLE
	DRY WELL		STORM DRAIN
	FIRE HYDRANT		CATCH BASIN
	WATER MAIN FITTINGS		DRYWELL
	CULVERT		FLOW LINE
	ASPHALT		CULVERT
	GRAVEL		STOP & STREET SIGN
	CONCRETE SIDEWALK		LOT NUMBER
	FIBER OPTIC BOX		SUBLOT NUMBER
	GAS MAIN		
	CABLE TV BURIED		
	CABLE TV RISER		
	BURIED TELEPHONE LINE		
	TELEPHONE RISER		
	BURIED POWER LINE		
	POWER BOX		
	CONIFER TREE		
	DECIDUOUS TREE		
	DRIFLINE OF VEGETATION		

SHEET INDEX

SHEET# DESCRIPTION

C0.1 COVER SHEET

SITE IMPROVEMENTS:

- C1.0 KEY MAP AND OVERALL SITE PLAN
- C1.1 ROAD PLAN AND PROFILE: CARBONATE STREET (BEGINNING TO STA 55+50)
- C1.2 ROAD PLAN AND PROFILE: CARBONATE STREET (STA 55+50 TO STA 61+50)
- C1.3 ROAD PLAN AND PROFILE: CARBONATE STREET (STA 61+50 TO END)
- C1.4 ROAD PLAN AND PROFILE: DOC BAR DRIVE (BEGINNING TO STA 7+00)
- C1.5 ROAD PLAN AND PROFILE: DOC BAR DRIVE (STA 7+00 TO END)
- C1.6 ROAD PLAN AND PROFILE: EL DORADO LANE / PARKING ACCESS (BEGINNING TO STA 35+50)
- C1.7 ROAD PLAN AND PROFILE: PARKING ACCESS (STA 35+50 TO END)
- C1.8 ROAD PLAN AND PROFILE: MICA STREET (BEGINNING TO STA 23+50)
- C1.9 ROAD PLAN AND PROFILE: MICA STREET (STA 23+50 TO END)
- C1.10 ROAD DETAIL SHEET

UTILITIES:

- C2.0 UTILITY PLAN, OVERALL
- C2.1 SEWER PLAN AND PROFILE: CARBONATE STREET
- C2.2 SEWER PLAN AND PROFILE: DOC BAR DRIVE
- C2.3 SEWER PLAN AND PROFILE: MICA STREET
- C2.4 SEWER PLAN AND PROFILE: ALLEY
- C2.5 WATER PLAN
- C2.6 SEWER DETAILS, WATER AND SEWER CONSTRUCTION NOTES
- C2.7 WATER DETAILS

DEVELOPER

MARATHON PARTNERS, LLC
PO BOX 3119
KETCHUM, IDAHO 83333

CIVIL ENGINEER

SIAMANTHA STAPLENECKER, PE
OPAL ENGINEERING, PLLC
416 S. MAIN STREET SUITE 204
PO BOX 2530
HAILEY, IDAHO 83333

LAND SURVEYOR

MARR PHILLIPS, PLS
PHILLIPS LAND SURVEYING, PLLC
931 CHERRY CREEK DRIVE
HAILEY, IDAHO 83333

LANDSCAPE ARCHITECT

SEN YOUNG, LA
BYA
323 N. LEWIS STREET
KETCHUM, IDAHO 83340



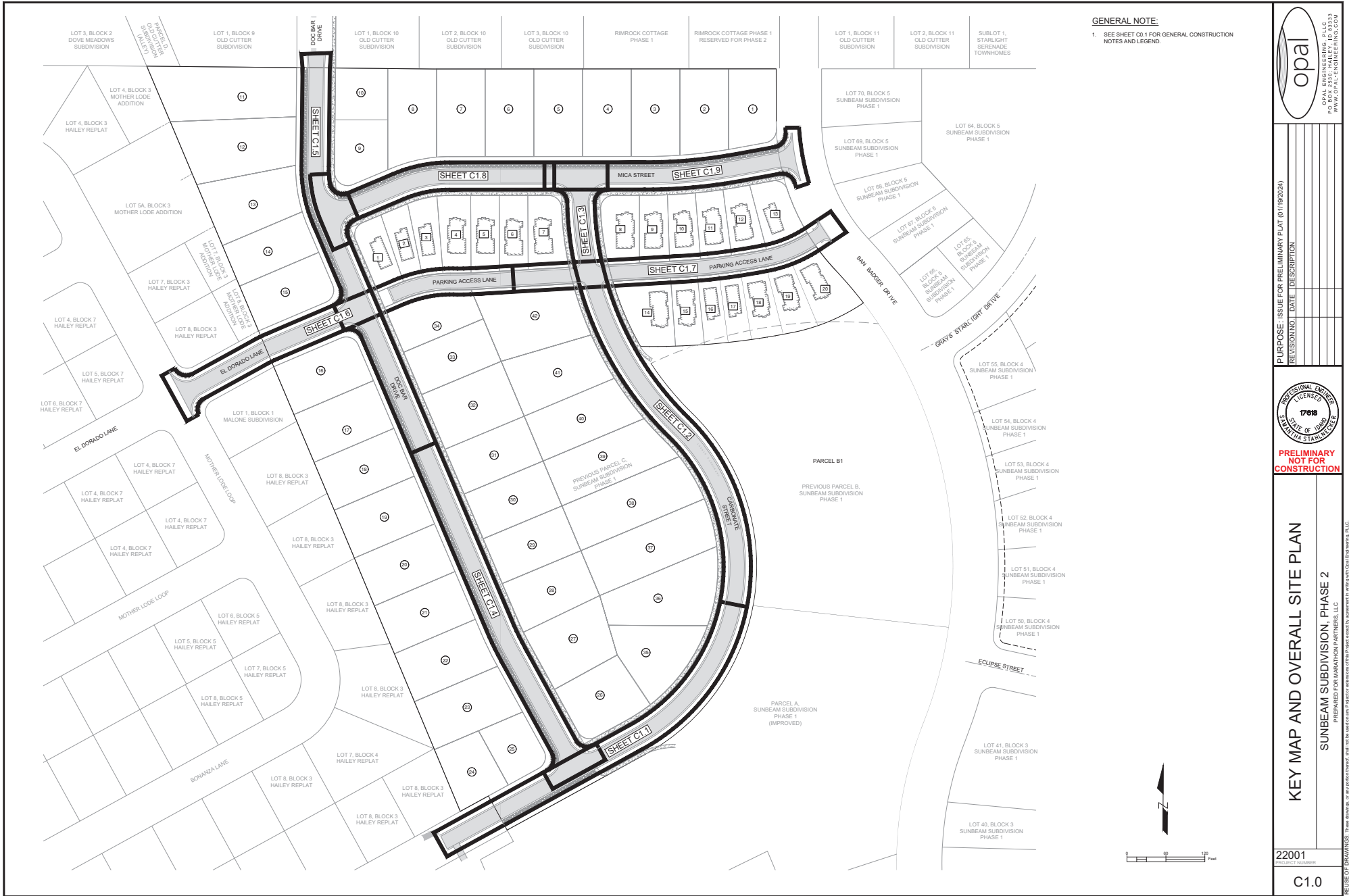
REVISION NO.	DATE	DESCRIPTION



PRELIMINARY
NOT FOR
CONSTRUCTION

COVER SHEET
SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR MARATHON PARTNERS, LLC
22001
PROJECT NUMBER
C0.1

DATE OF DRAWINGS: These drawings, or any portion thereof, shall not be used for any project or construction unless they are approved by the Professional Engineer, P.L.C.



GENERAL NOTE:

1. SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.



REVISION NO.	DATE	DESCRIPTION



PRELIMINARY NOT FOR CONSTRUCTION

KEY MAP AND OVERALL SITE PLAN
SUNBEAM SUBDIVISION, PHASE 2
 PREPARED FOR MARATHON PARTNERS, LLC

22001
 PROJECT NUMBER
C1.0

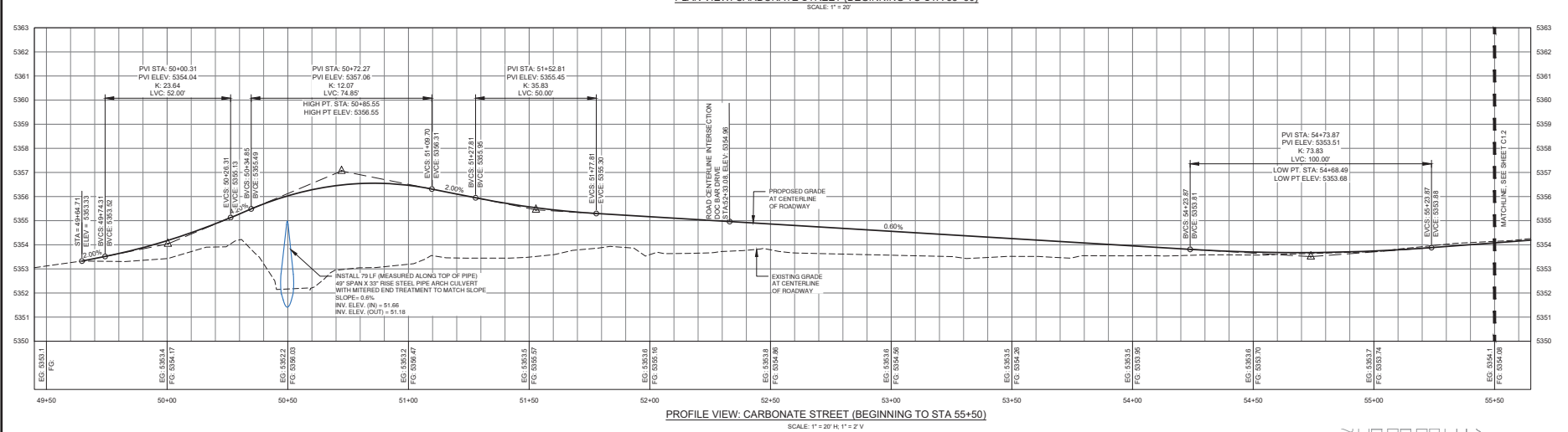
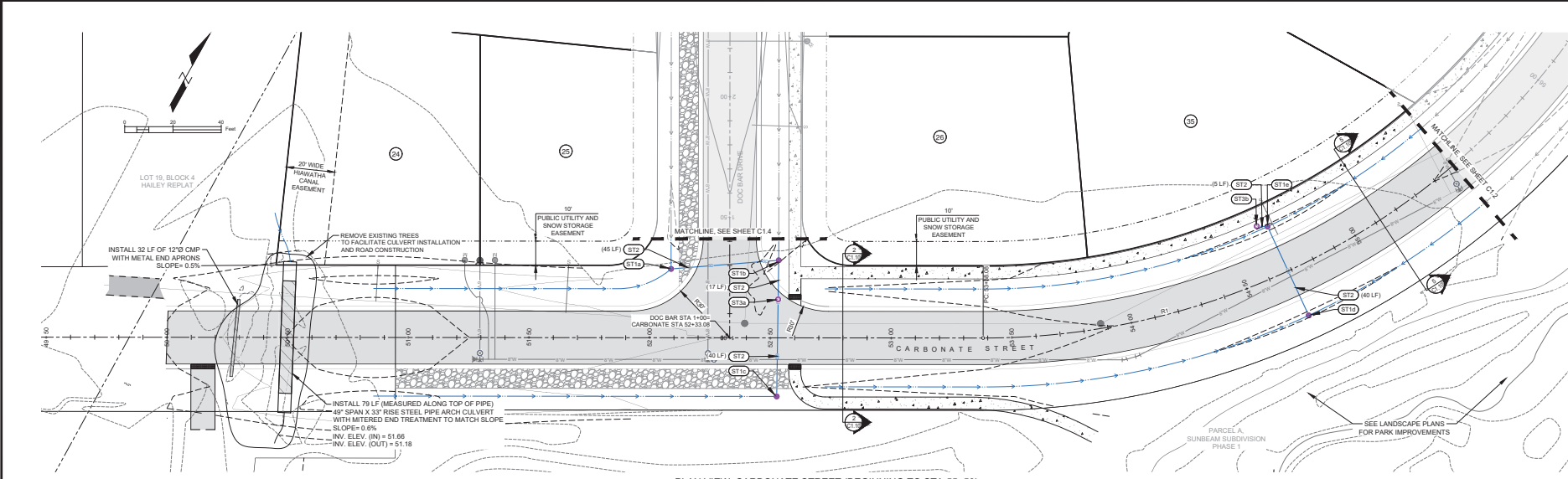
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REVISION NO.	DATE	DESCRIPTION

PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)
 PROFESSIONAL ENGINEER
 LICENSED
 STATE OF UTAH
 7018
 PRELIMINARY
 NOT FOR
 CONSTRUCTION

ROAD PLAN AND PROFILE:
 CARBONATE STREET (BEGINNING TO STA 55+50)
 SUNBEAM SUBDIVISION, PHASE 2
 PREPARED FOR: MARDIAN PARTNERS, LLC

22001
 PROJECT NUMBER
 C1.1



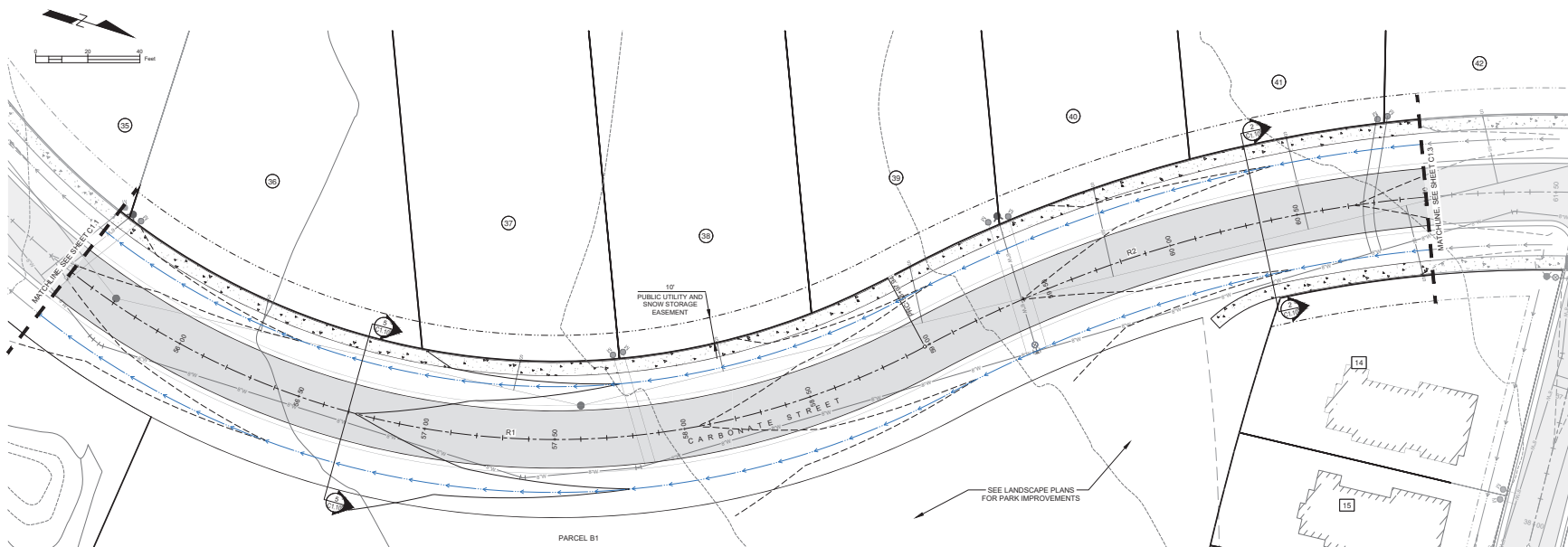
- GENERAL NOTES:**
- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
 - SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

- STORM SYSTEM IMPROVEMENTS**
- (ST) INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
 - a. RIM = XX
 - IE (OUT) = XX
 - b. RIM = XX
 - IE (IN) = XX
 - c. RIM = XX
 - IE (OUT) = XX
 - d. RIM = XX
 - IE (IN) = XX
 - e. RIM = XX
 - IE (OUT) = XX
 - f. RIM = XX
 - IE (IN) = XX
 - (ST) INSTALL 12" ADS N-12 STORM DRAIN PIPE (OR APPROVED EQUAL) WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 6, SHEET C1.10.
 - a. RIM = XX
 - IE (IN) = XX
 - b. RIM = XX
 - IE (IN) = XX
 - (L) INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
 - a. RIM = XX
 - IE (IN) = XX
 - b. RIM = XX
 - IE (IN) = XX

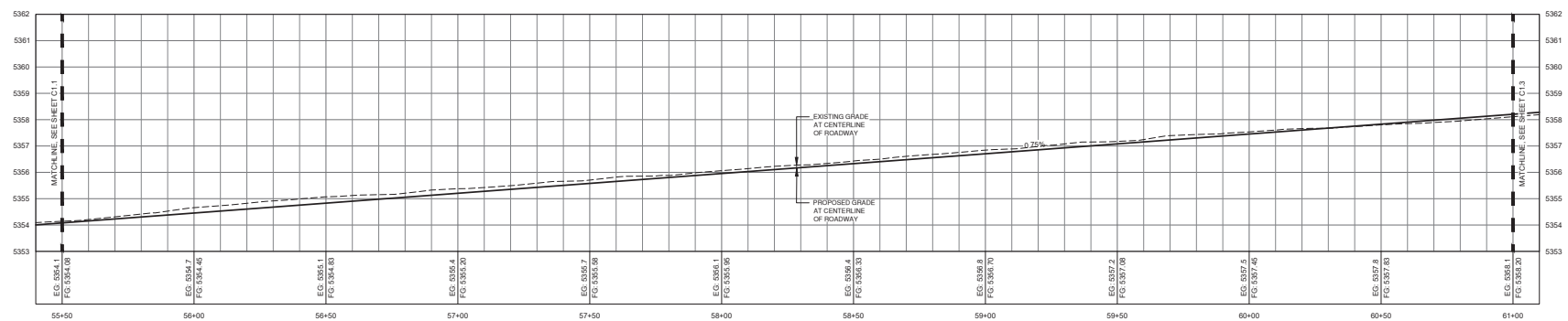
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Curve #	Radius	Length	Chord Direction	End Point
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				STA: 58+97.94 N: 677068.75 E: 1059693.42



REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used for any project or construction without the express written consent of Opal Engineering, PLLC.



PLAN VIEW: CARBONATE STREET (STA 55+50 TO STA 61+00)
SCALE: 1" = 20'



PROFILE VIEW: CARBONATE STREET (STA 55+50 TO STA 61+00)
SCALE: 1" = 20' H, 1" = 2' V

- GENERAL NOTES:**
- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
 - SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

Curve Table: Alignments				
Curve #	Radius	Length	Chord Direction	Start Point / End Point
R1	300.00	559.85	N7°46'44.04"E	STA: 55+38.08 / STA: 58+97.94 N: 677491.12 / N: 677968.76 E: 1699770.37 / E: 1559835.62
R2	600.00	398.37	N22°51'29.02"W	STA: 58+97.94 / STA: 62+96.31 N: 677491.12 / N: 678325.21 E: 1559835.62 / E: 1559694.93



KEY MAP
SCALE: 1" = 500'



PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)

REVISION NO.	DATE	DESCRIPTION

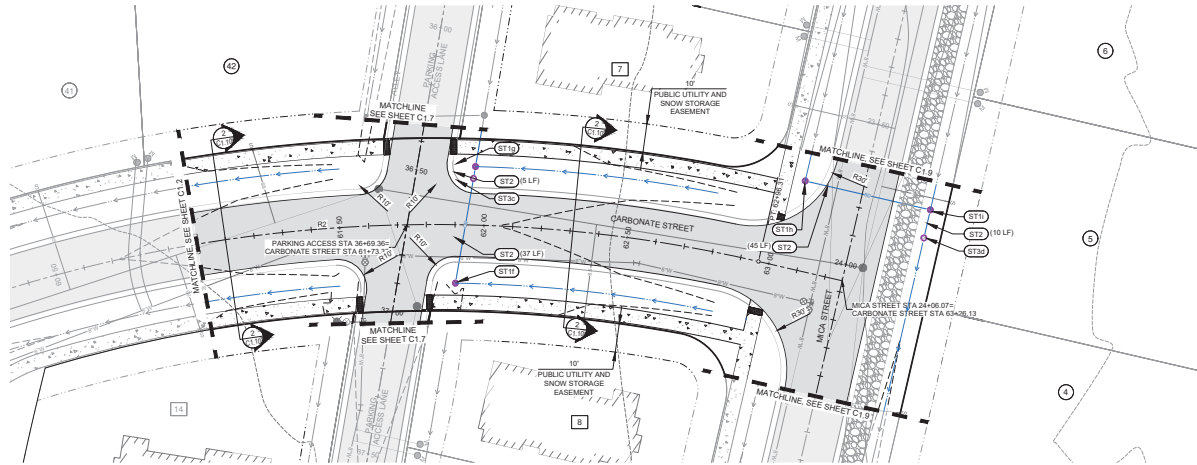


PRELIMINARY
NOT FOR
CONSTRUCTION

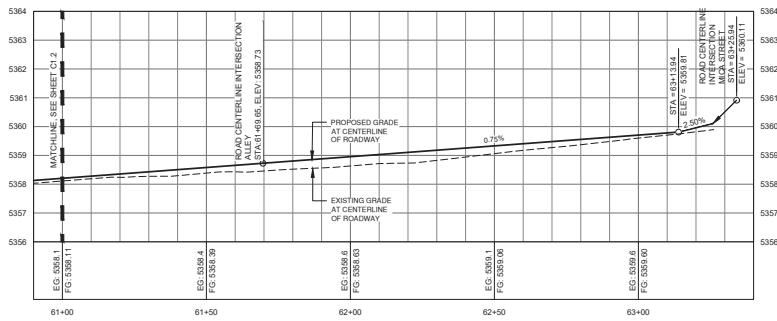
ROAD PLAN AND PROFILE:
CARBONATE STREET (STA 55+50 TO STA 61+00)
SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR: MARATHON PARTNERS, LLC.

22001
PROJECT NUMBER
C1.2

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PLAN VIEW: CARBONATE STREET (STA 61+00 TO END)
SCALE: 1" = 20'



PROFILE VIEW: CARBONATE STREET (STA 61+00 TO END)
SCALE: 1" = 20' H; 1" = 2' V

GENERAL NOTES:

- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
- SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

STORM SYSTEM IMPROVEMENTS

- (ST1) INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
L RIM = XX
IE (0+0) = XX
- (ST2) INSTALL 12" ABS N-12 STORM DRAIN PIPE (OR APPROVED EQUAL) WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 6, SHEET C1.10.
- (ST3) INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
c RIM = XX
IE (0) = XX
d RIM = XX
IE (0) = XX

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
R2	500.00	398.37	N22° 51' 29.02"W	STA. 58+07.94 N: 677988.792 E: 1509684.93	STA. 62+06.31 N: 678326.211 E: 1509684.93



KEY MAP
SCALE 1" = 500'



PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)	
REVISION NO.	DATE / DESCRIPTION

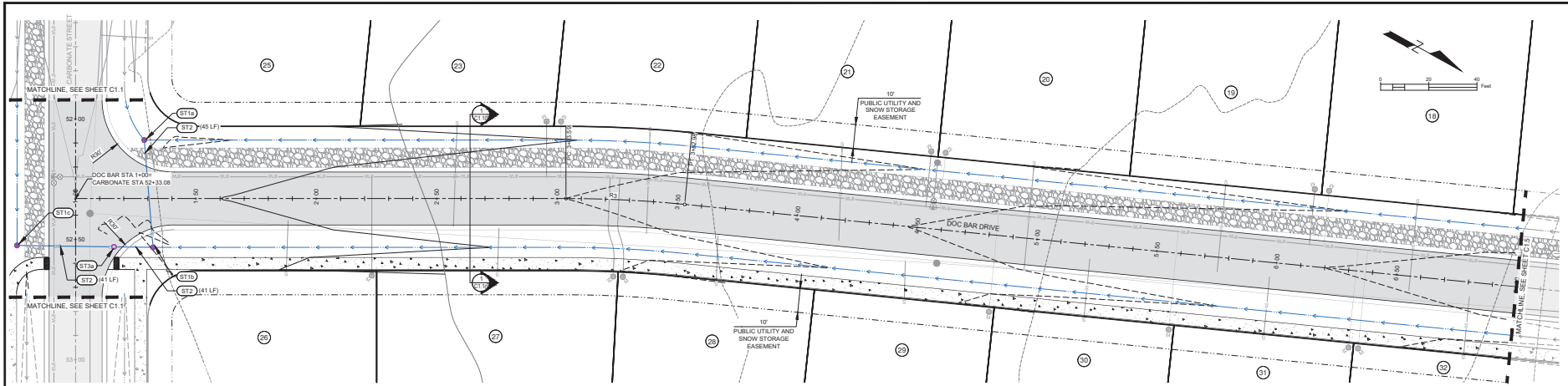


**PRELIMINARY
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CONSTRUCTION**

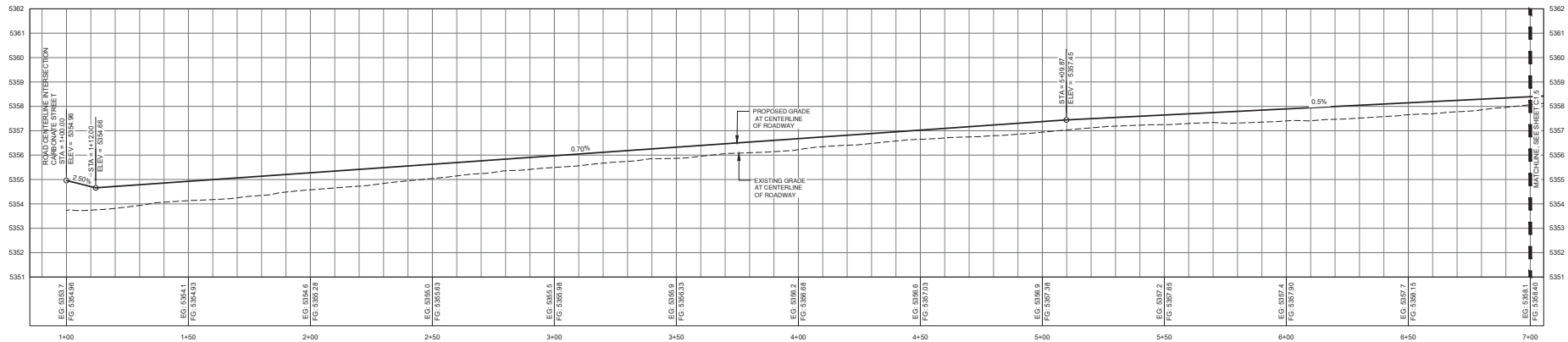
**ROAD PLAN AND PROFILE:
CARBONATE STREET (STA 61+00 TO END)**
SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR MARATHON PARTNERS, LLC

22001
PROJECT NUMBER
C1.3

REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used for any project or otherwise without the express written approval of Opal Engineering, PLLC.



PLAN VIEW: DOC BAR DRIVE (BEGINNING TO STA 7+00)
SCALE: 1" = 20'



PROFILE VIEW: DOC BAR DRIVE (BEGINNING TO STA 7+00)
SCALE: 1" = 20' H, 1" = 2' V

GENERAL NOTES:

- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
- SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

STORM SYSTEM IMPROVEMENTS

- (ST1) INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
 - a. RIM = XX
 - IE (0+0) = XX
 - b. RIM = XX
 - IE (0+0) = XX
 - c. RIM = XX
 - IE (0+0) = XX
- (ST2) INSTALL 12" (80% N-12) STORM DRAIN PIPE (OR APPROVED EQUAL) WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 6, SHEET C1.10.
- (ST3) INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
 - a. RIM = XX
 - IE (0+0) = XX

Curve Table: Alignments				
Curve #	Radius	Length	Chord Direction	End Point
R3	500.00	49.39	N25° 50' 45.24"W	STA: 3+03.59 N: 677619.07 E: 1059568.37
				STA: 3+52.98 N: 677663.471 E: 1059568.78



KEY MAP
SCALE: 1" = 500'



OPAL ENGINEERING, PLLC
PO BOX 2453 HUNTSVILLE, AL 35893
WWW.OPAL-ENGINEERING.COM

PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)

REVISION NO.	DATE	DESCRIPTION



PRELIMINARY
NOT FOR
CONSTRUCTION

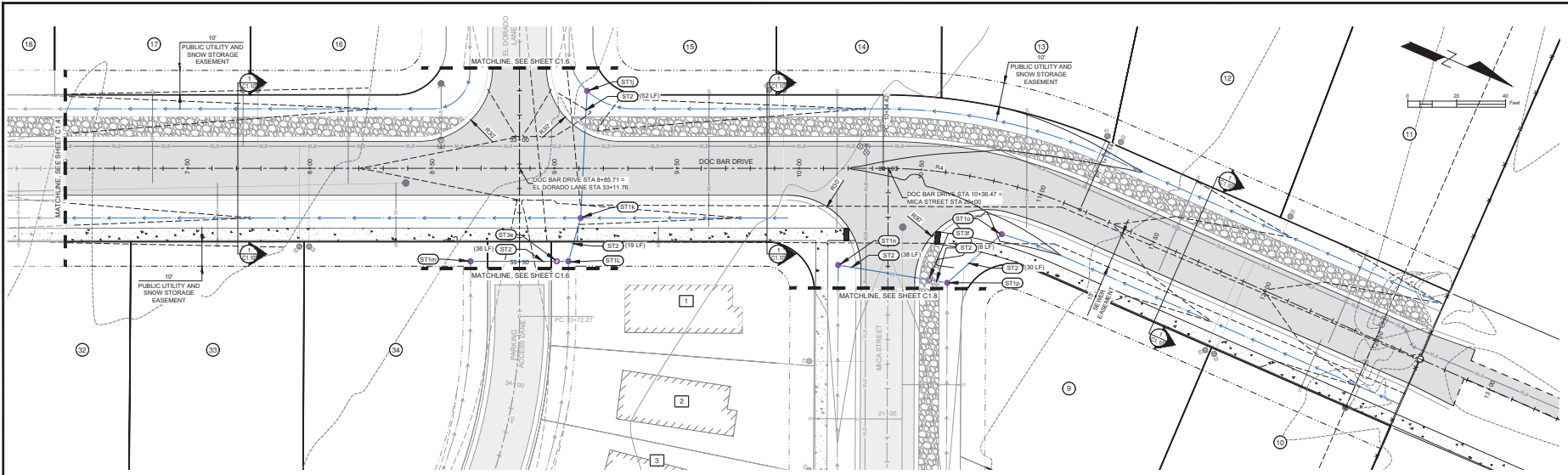
ROAD PLAN AND PROFILE:
DOC BAR DRIVE (BEGINNING TO STA 7+00)

SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR: MARATHON PARTNERS, LLC

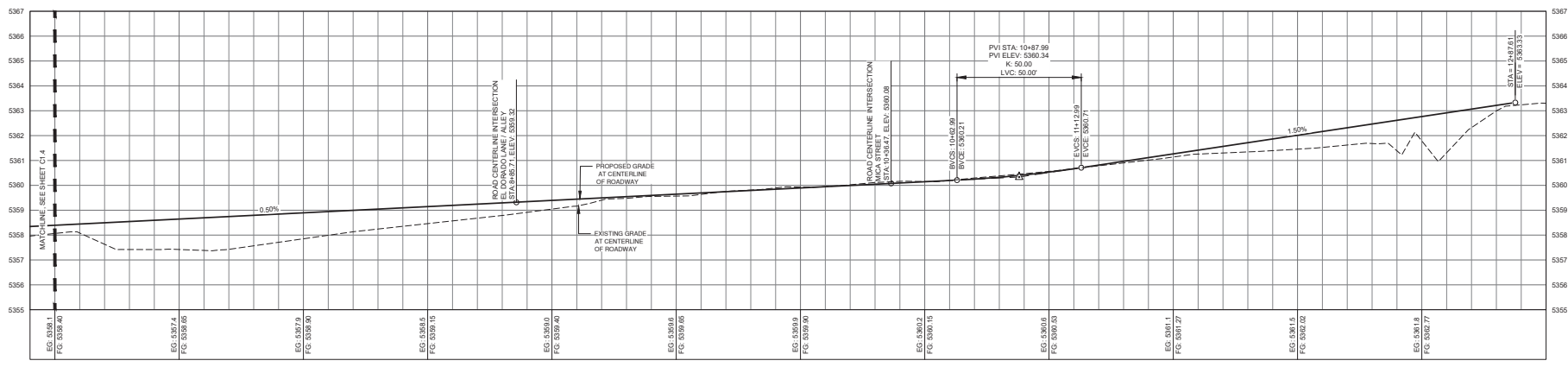
22001

C1.4

1. REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used on any project or subdivision without the express written approval of Opal Engineering, PLLC.



PLAN VIEW: DOC BAR DRIVE (STA 7+00 TO END)
SCALE: 1" = 20'



PROFILE VIEW: DOC BAR DRIVE (STA 7+00 TO END)
SCALE: 1" = 20' H, 1" = 2' V

GENERAL NOTES:

- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
- SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

STORM SYSTEM IMPROVEMENTS

- ST1 INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
 - k. RIM = XX
 - IE (0+0) = XX
 - RM = XX
 - IE (N) = XX
 - IE (0+0) = XX
 - l. RIM = XX
 - IE (0+0) = XX
 - m. RIM = XX
 - IE (0+0) = XX
 - n. RIM = XX
 - IE (0+0) = XX
 - o. RIM = XX
 - IE (0+0) = XX
 - p. RIM = XX
 - IE (0+0) = XX
- ST2 INSTALL 12" ADS N-12 STORM DRAIN PIPE (OR APPROVED EQUAL) WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 6, SHEET C1.10.
- ST3 INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
 - a. RIM = XX
 - IE (N) = XX
 - IE (N) = XX
 - IE (N) = XX

Curve Table: Alignments				
Curve #	Radius	Length	Chord Direction	End Point
R4	200.00	82.73	N11°14'59.09"W	STA: 10+34.42 N: 678230.28 E: 1050291.43
				STA: 11+17.14 N: 678370.84 E: 1050276.41



KEY MAP
SCALE: 1" = 500'



PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)

REVISION NO.	DATE	DESCRIPTION

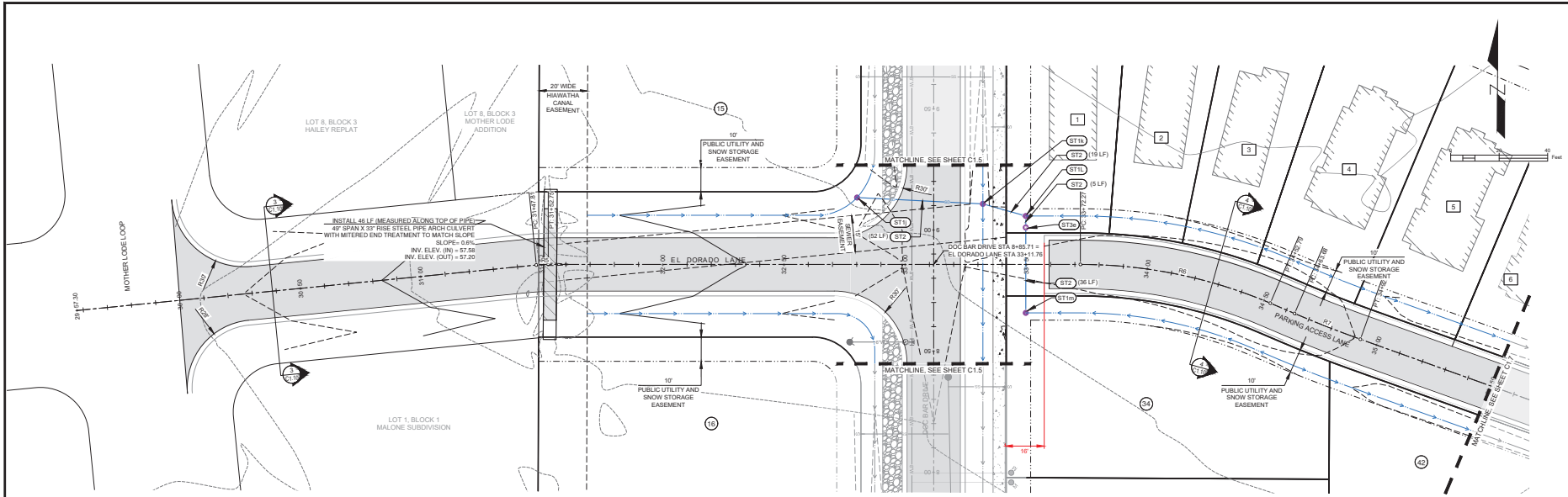


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CONSTRUCTION

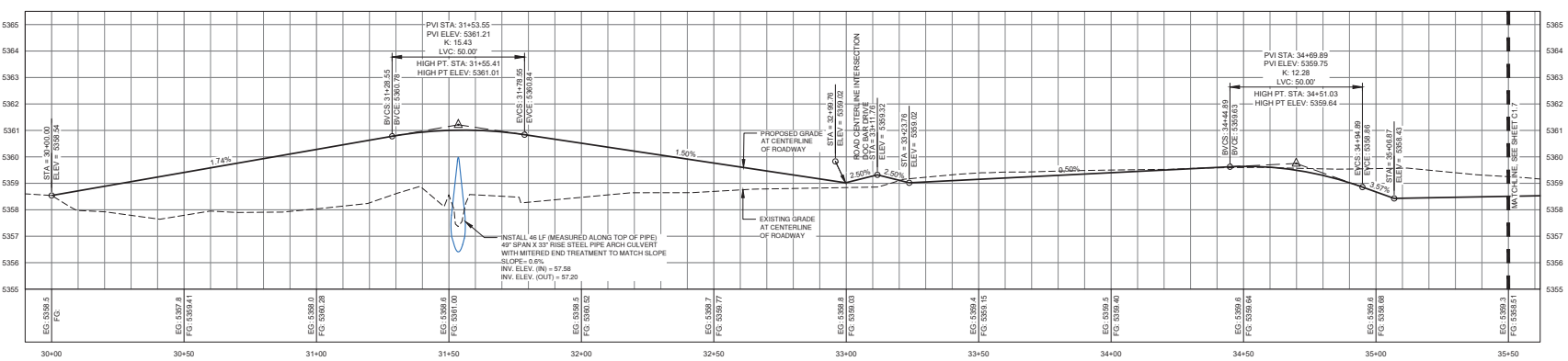
ROAD PLAN AND PROFILE:
DOC BAR DRIVE (STA 7+00 TO END)
SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR: MARDIANON PARTNERS, LLC

22001
PROJECT NUMBER
C1.5

REUSE OF DRAWINGS: These drawings or any portion thereof shall not be used for any project or subdivision other than that specifically approved by agreement in writing with Opal Engineering, PLLC.



PLAN VIEW: EL DORADO LANE / ALLEY (BEGINNING TO STA 35+50)
SCALE: 1" = 30'



PROFILE VIEW: EL DORADO LANE / ALLEY (BEGINNING TO STA 35+50)
SCALE: 1" = 20' H, 1" = 2' V

- GENERAL NOTES:**
- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
 - SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

STORM SYSTEM IMPROVEMENTS

- (ST) INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
 RM = XX
 IE (out) = XX
 k. RM = XX
 IE (in) = XX
 IE (out) = XX
 l. RM = XX
 IE (in) = XX
 IE (out) = XX
 m. RM = XX
 IE (in) = XX
 IE (out) = XX
- (ST) INSTALL 12" ADS N-12 STORM DRAIN PIPE OR APPROVED EQUAL WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 6, SHEET C1.10.
- (ST) INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
 RM = XX
 IE (in) = XX

Curve Table: Alignments				
Curve #	Radius	Length	Chord Direction	Start Point / End Point
R5	50.00	4.94	N84° 04' 13.07"E	STA: 31+47.81 / STA: 31+52.75 N: 67808.90 / N: 67809.11 E: 159199.07 / E: 159203.81
R6	200.00	80.52	N78° 26' 01.70"E	STA: 33+72.27 / STA: 34+52.79 N: 67817.23 / N: 678193.27 E: 159160.44 / E: 159163.79
R7	500.00	29.14	N88° 17' 50.24"E	STA: 34+63.68 / STA: 34+92.82 N: 678193.27 / N: 678194.14 E: 159164.67 / E: 159162.85



KEY MAP
SCALE: 1" = 500'



OPAL ENGINEERING, PLLC
 4000 S. 243RD AVENUE, SUITE 100
 WAPATON, IN 46089-1000



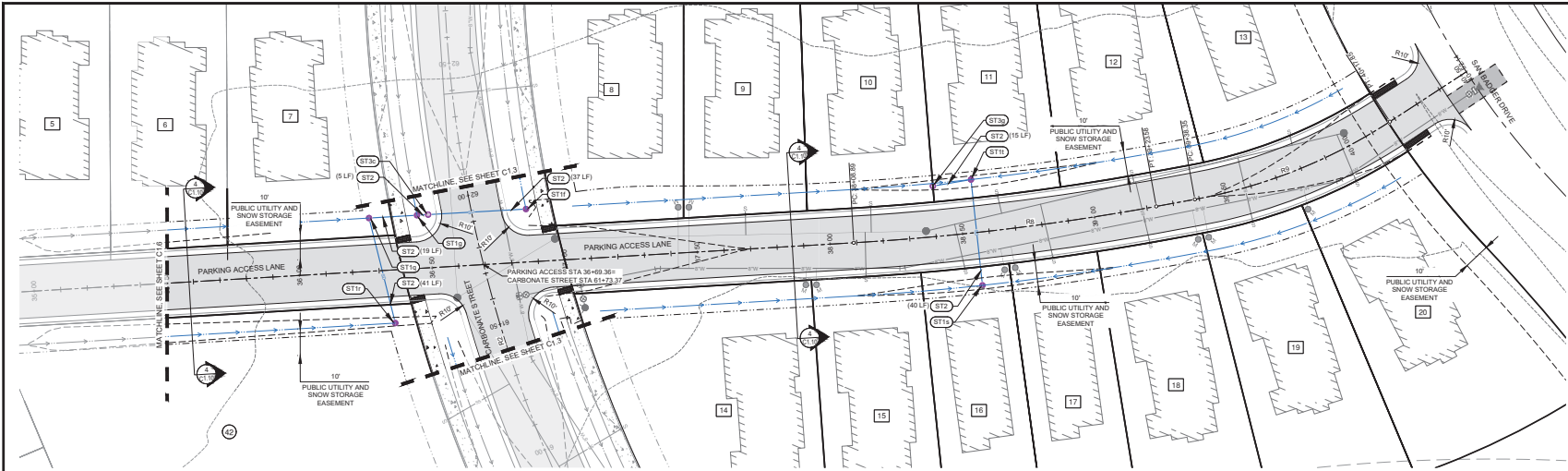
PRELIMINARY NOT FOR CONSTRUCTION

ROAD PLAN AND PROFILE: EL DORADO LANE / PARKING ACCESS (BEGINNING TO STA 35+50)
 SUNBELT SUBDIVISION, PHASE 2
 PREPARED FOR MARATHON PARTNERS, LLC

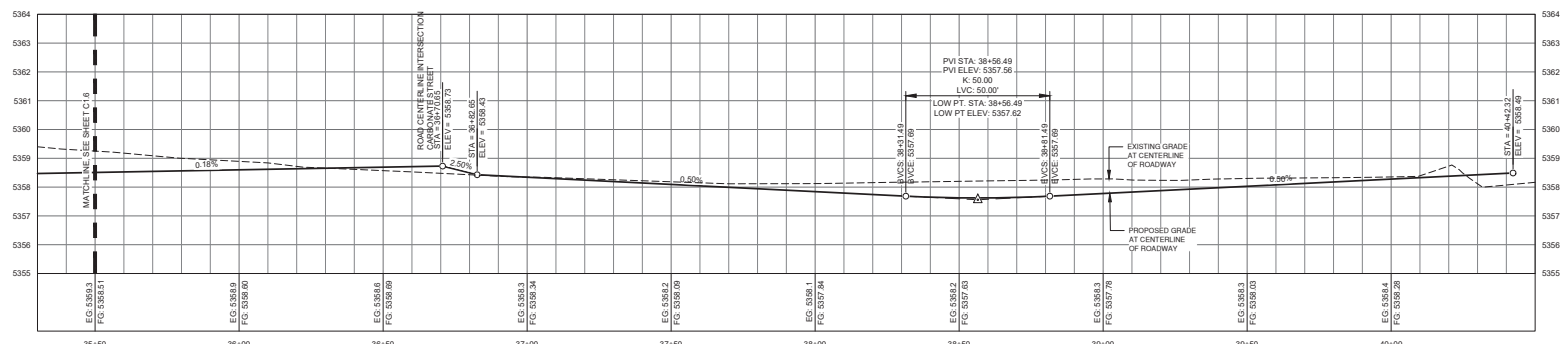
22001
 PROJECT NUMBER

C1.6

DATE OF DRAWING: THESE DRAWINGS, OR ANY PART THEREOF, SHALL NOT BE USED FOR ANY PROJECT OR PURPOSE WITHOUT THE WRITTEN CONSENT OF OPAL ENGINEERING, PLLC.



PLAN VIEW: PARKING ACCESS (STA 35+50 TO END)
SCALE: 1" = 20'



PROFILE VIEW: PARKING ACCESS (STA 35+50 TO END)
SCALE: 1" = 20' H, 1" = 2' V

- GENERAL NOTES:**
- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
 - SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

STORM SYSTEM IMPROVEMENTS

- (ST) INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
 - (LF) INSTALL 12" ADS N-12 STORM DRAIN PIPE (OR APPROVED EQUAL) WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 6, SHEET C1.10.
 - (ST) INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
9. RIM = XX
 IE (0+0) = XX
 IE (N) = XX
 IE (0+0) = XX
 10. RIM = XX
 IE (0+0) = XX
 IE (N) = XX
 11. RIM = XX
 IE (0+0) = XX
 IE (N) = XX
 12. RIM = XX
 IE (0+0) = XX
 IE (N) = XX

Curve Table: Alignments					
Curve #	Radius	Chord Direction	Start Point	End Point	
RB	945.00	114.68	N83° 09' 03.09"E	STA: 38+08.89 N: 678212.70 E: 1509839.33	STA: 39+23.58 N: 678226.40 E: 1509993.12
RB	200.00	79.50	N68° 17' 12.88"E	STA: 39+38.35 N: 678229.05 E: 1509967.66	STA: 40+17.85 N: 678258.27 E: 1506041.03



KEY MAP
SCALE: 1" = 500'



PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)

REVISION NO.	DATE	DESCRIPTION



PRELIMINARY
NOT FOR
CONSTRUCTION

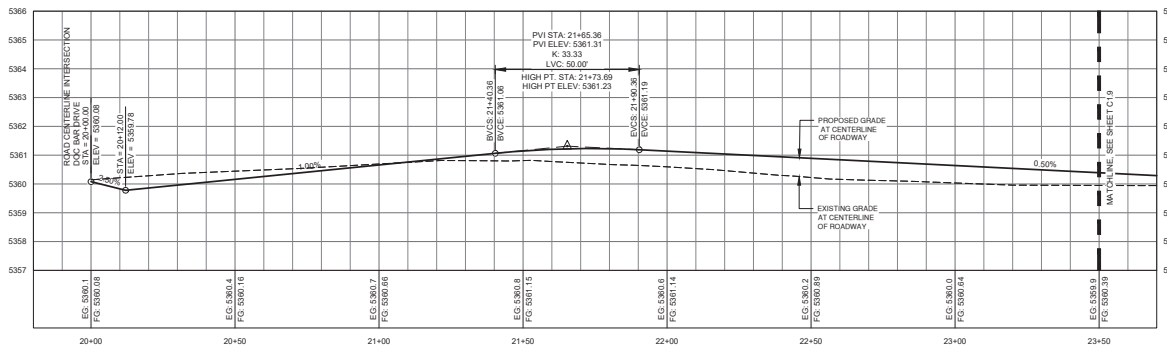
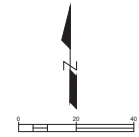
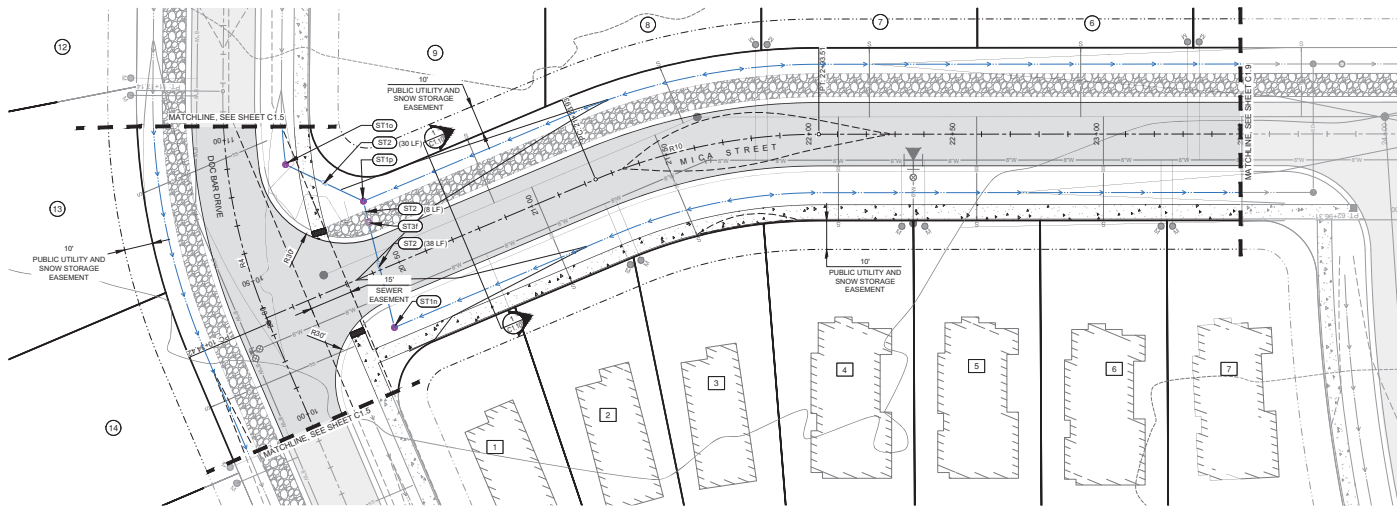
ROAD PLAN AND PROFILE:
PARKING ACCESS (STA 35+50 TO END)

SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR MARATHON PARTNERS, LLC.

22001
PROJECT NUMBER

C1.7

REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used for any project or construction without the express written approval of Opal Engineering, P.L.L.C.



GENERAL NOTES:

- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES, LEGEND.
- SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

STORM SYSTEM IMPROVEMENTS

- (ST1) INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
 h. RM = XX
 IE (0+0) XXX
 o. RM = XX
 IE (0+0) XXX
 p. RM = XX
 IE (0+0) XXX
- (ST2) INSTALL 12" ADS N-12 STORM DRAIN PIPE (OR APPROVED EQUAL) WITH A MINIMUM SLOPE OF 2.0%. (LF) SEE DETAIL 6, SHEET C1.10.
- (ST3) INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
 RM = XX
 IE (N) = XX

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
R10	200.00	79.58	N78° 34' 04.34"E	STA: 21+23.93 N: 678340.25 E: 1059402.35	STA: 22+03.51 N: 678355.92 E: 1059402.35



PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)

REVISION NO.	DATE	DESCRIPTION

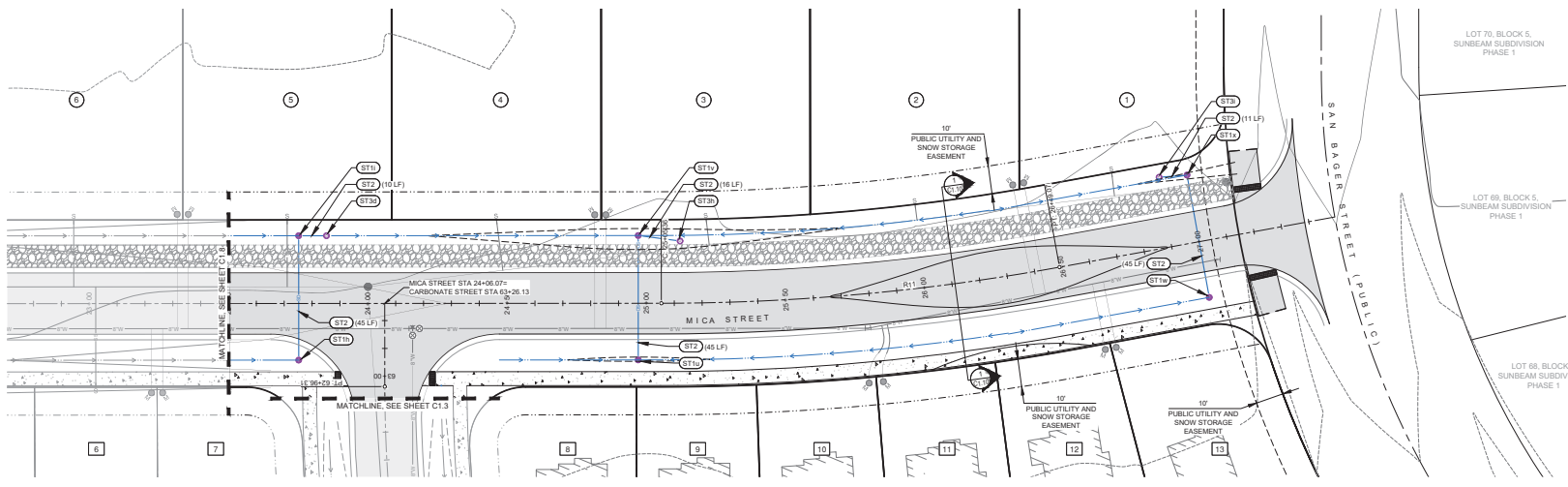


**PRELIMINARY
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CONSTRUCTION**

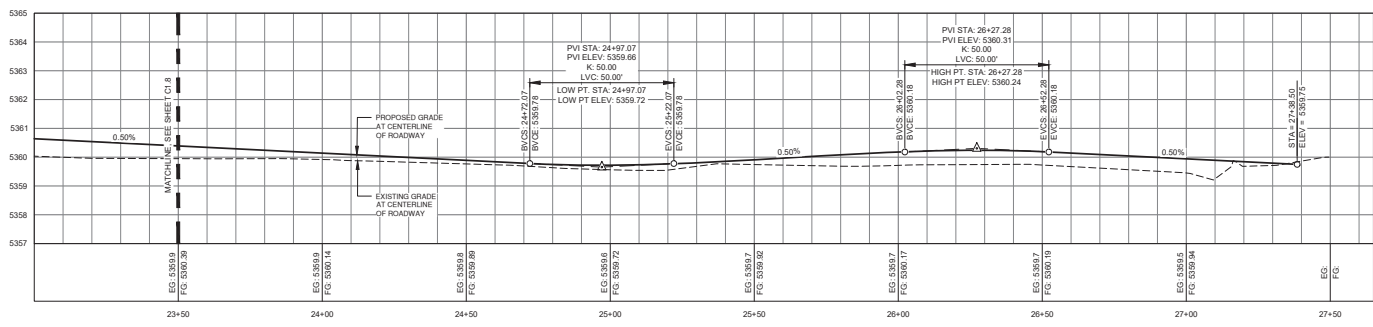
**ROAD PLAN AND PROFILE:
MICA STREET (BEGINNING TO STA 23+50)**
SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR MARATHON PARTNERS, LLC

22001
PROJECT NUMBER
C1.8

DATE OF DRAWINGS: These drawings, or any portion thereof, shall not be used in any project or otherwise without the express written consent of Opal Engineering, PLLC.



PLAN VIEW: MICA STREET (STA 23+50 TO END)
SCALE: 1" = 20'



PROFILE VIEW: MICA STREET (STA 23+50 TO END)
SCALE: 1" = 20' H, 1" = 2' V

GENERAL NOTES:

- SEE SHEET C0.1 FOR GENERAL CONSTRUCTION NOTES AND LEGEND.
- SEE SHEET C1.0 FOR KEY MAP AND OVERALL SITE PLAN.

STORM SYSTEM IMPROVEMENTS

- **ST1** INSTALL CATCH BASIN. SEE DETAIL 7, SHEET C1.10.
 - A. RIM = XX
 - IE (out) = XXX
- **ST2** INSTALL 12" ADS N-12 STORM DRAIN PIPE (OR APPROVED EQUAL) WITH A MINIMUM SLOPE OF 2.0%. SEE DETAIL 6, SHEET C1.10.
 - L. RIM = XX
 - IE (out) = XXX
- **ST3** INSTALL DRYWELL. SEE DETAIL 8, SHEET C1.10.
 - A. RIM = XX
 - IE (IN) = XX
 - B. RIM = XX
 - IE (IN) = XX
 - C. RIM = XX
 - IE (IN) = XX
 - D. RIM = XX
 - IE (IN) = XX

Curve Table: Alignments				
Curve #	Radius	Length	Chord Direction	Start Point
R11	800.00	143.72	N84° 49' 14.37"E	STA: 25+05.36 N: 678395.10 E: 1599784.19
				STA: 26+48.07 N: 678389.05 E: 1599627.13



KEY MAP
SCALE: 1" = 500'



PURPOSE: ISSUE FOR PRELIMINARY PLAN (01/19/2024)

REVISION NO.	DATE	DESCRIPTION



PRELIMINARY NOT FOR CONSTRUCTION

ROAD PLAN AND PROFILE:
MICA STREET (STA 23+50.00 TO END)
SUNBEAM SUBDIVISION, PHASE 2
PREPARED FOR: MARATHON PARTNERS, LLC

22001
PROJECT NUMBER
C1.9

DATE OF DRAWINGS: These drawings, or any portion thereof, shall not be used for any project or construction unless they are approved by the Professional Engineer, P.E., in the State of North Carolina.



STREETSCAPE TREES

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
TREES					
	AS	Acer saccharum	Sugar Maple	3" Cal	14
	AA	Acer x freemanii 'Jefferson'	Autumn Blaze® Freeman Maple	4" Cal	17
	GI	Gelettia triacanthos 'Skyline'	Skyline® Honey Locust	2" Cal	15
	QB	Quercus bicolor	Swamp White Oak	4" Cal	20
	RP	Robinia pseudoacacia	Black Locust	2" Cal	16
	SR	Gyringia reticulata	Japanese Tree Lilac	2" Cal	9
	UP	Ulmus x 'Morton Glossy'	Triumph™ Elm	2" Cal	9
SHRUBS					
	AC	Amelanchier canadensis	Canadian Serviceberry	—	3
	PC	Prunus virginiana	Chokecherry	—	3
	RT	Rhus typhina	Skunkbush Sumac	—	5

STREETSCAPE GROUNDCOVER

NATIVE GRASS 65,545 sf
 Tough Tolerant Native Meadow Grass

STREET TREE REQUIREMENTS

- SUNBEAM PHASE 2 STREET TREE CALCULATIONS
- 58 TOTAL TREES
 - 15 = 20% OF ONE SPECIES MAX

LANDSCAPE PLANS
SUNBEAM SUBDIVISION PH. 2
 HAILEY, ID

FILENAME: _____
 PROJECT MANAGER: KP
 DRAWN BY: BC
 ISSUE DATE: 02/26/2024

STREET TREE PLAN

SHEET NO.

L2.0





LANDSCAPE PLANS
SUNBEAM SUBDIVISION PH. 2
 HAILEY, ID

FILENAME:	
PROJECT MANAGER:	KP
DRAWN BY:	BC
ISSUE DATE:	02/26/2024

PARK PLAN

SHEET NO.

L3.0







Jessica Parker

From: Catherineparris <catherineparris@protonmail.com>
Sent: Monday, March 4, 2024 8:49 PM
To: Martha Burke; Kaz Thea; Heidi Husbands; Juan Martinez; Dustin Stone
Cc: planning
Subject: East Carbonate Street Access into Sunbeam 3/4/24
Attachments: East Carbonate St. images 3_4_24 - Google Docs.pdf

Dear Mayor Burke, City Council Members, and Planning & Zoning Commissioners,

I apologize for sending this after tonight's meeting. I had it in my head that the meeting was re-scheduled for tomorrow evening because it's a Tuesday and I'm bummed I missed it. I tried to log in at 7:45 with little success. I'm not sure what was discussed but thought I would send this message anyway.

As Phase II of the Sunbeam subdivision continues to be discussed now and in the future I would like for you to thoughtfully consider how the future car traffic in and out of Sunbeam will impact the non-motorized users accessing Sunbeam and East Carbonate Street. Over the last couple of years I have seen a steady increase in foot and bike traffic along East Carbonate. The foot traffic will only continue to grow as the residents in Sunbeam and the rest of our town continue to grow.

Although the pedestrian and bike traffic is much higher during warmer weather, during the winter months I have seen a consistent stream of people (mostly with their dogs) walking on Carbonate throughout the weekend days. During the early mornings, late evenings (at 11:30 pm last week), and when Carbonate has 4 inches of un-plowed snow I see walkers happily accessing Carbonate street to and from the Sunbeam subdivision. East Carbonate Street has become a community connector directly into Sunbeam. It has safe and quiet access from the heart of downtown and the bike path via 6th Avenue court. It doesn't take a planning consultant or traffic study to figure out why so many people are now entering and exiting Sunbeam from East Carbonate street. Walkable and quiet East Carbonate leads to Disneyland for dogs, 2 quiet parks, direct and convenient pedestrian access to our much accessed Eastern Mountains, and bike path access from the end of Carbonate Street to eastern Quigley Road.

I don't believe East Carbonate street can absorb the pedestrians, bike riders and additional future car traffic. It's too much for such a short and narrow street. In addition to the the important pedestrian safety factor, I wonder how Carbonate street will handle increased car traffic when we need to park our cars on the street and when the wildlife visits both nearby parks.

What I have learned over the last couple of years is that the majority of car traffic entering and exiting Sunbeam is very low from the Curtis entrances. This will continue to be true when phase 2 is complete. Most drivers entering Sunbeam from the Southern end of Hailey from Buttercup and southern downtown will do so via Myrtle directly to Doc Martin, San Badger and Gray's Starlight. Most drivers accessing San Badger from downtown will do so via Quigley Road. These are the most direct and fastest routes. I read in the previous city council notes (from a neighbor) that only 2% of traffic would likely use the El Dorado access, study shows. I'm not sure what study this was and/or how accurate the 2% figure is but the traffic impact will not be significant.

To mitigate car traffic onto Eastern Carbonate street it would be easy to have the southern end of Doc Bar Road become a cul-de-sac or dead end. East Carbonate Street would absorb the traffic from the Mica side-street.

To have Carbonate street remain the safest walkable and bikeable street it would be easy for the southern side-street of Mica to flow into Doc Bar Road. There are 2 access turns off of 6th Ave. and 3 simple entrances to Doc Bar Road.

I appreciate the time from all of you for reviewing my walkable thoughts. The fabric of what makes Hailey so unique and wonderful has shifted over the last few years and you can help preserve a slice of what makes it special for our community as a whole. Thank you for tirelessly reviewing proposals that objectively consider what is best for our town. I invite you to join me for a walk from the end of East Carbonate to Java downtown for a greater understanding of this walkable and bikeable route in Hailey.

Sincerely,
Catherine Parris
721 E. Carbonate St.

Attached is a PDF doc with highlighted map and street images. Please let me know if you are unable to open it.

Sent with [Proton Mail](#) secure email.

Image 1: Elk in Sunbeam Park on 2/15/24. No through car traffic near the park.



Image 2: Elk in Carbonate Park on 2/20/25. Limited (3 homes) car traffic.



Image 3: Vehicles parked on the E. Carbonate St. while plowing driveway



Image 4: Primary traffic flow in and out of Sunbeam, even when phase 2 is complete

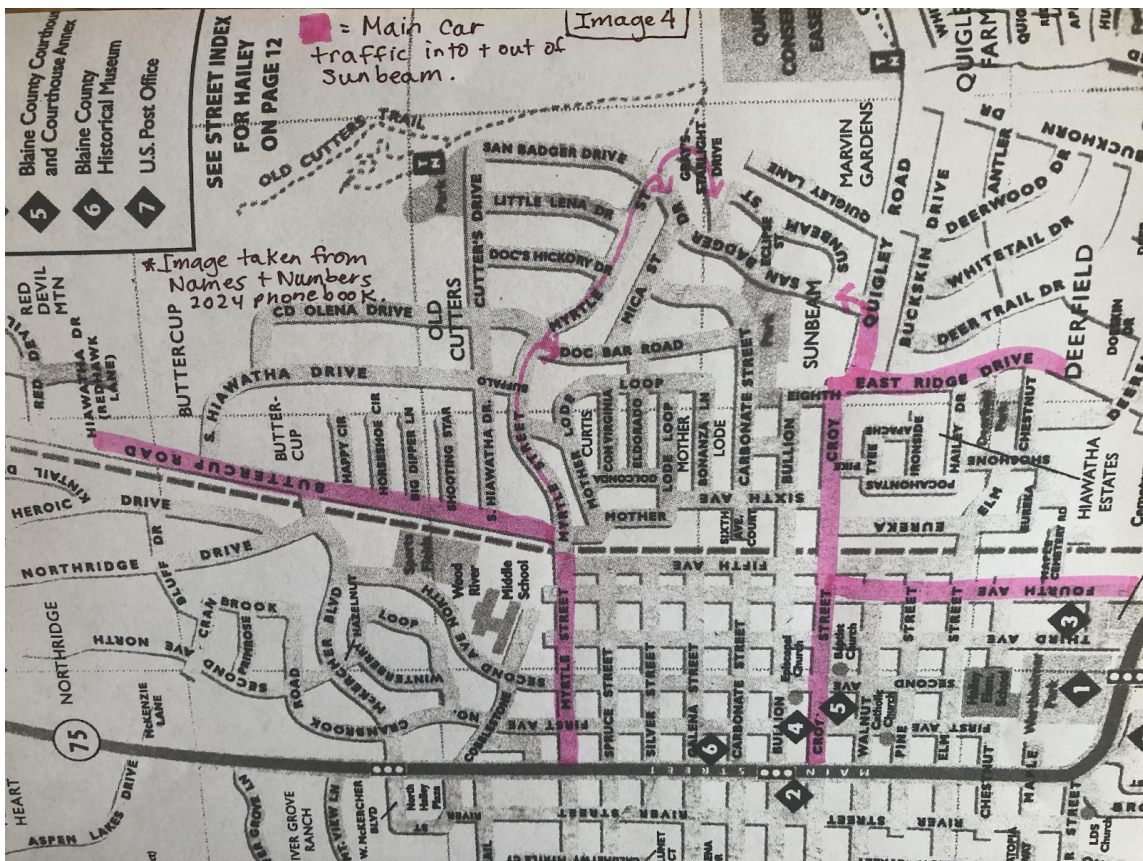


Image 5: Mitigating traffic flow onto East Carbonate Street. Doc Bar Road becomes a desirable cul-de-sac or dead-end. East Carbonate Street absorbs traffic from Mica side street.

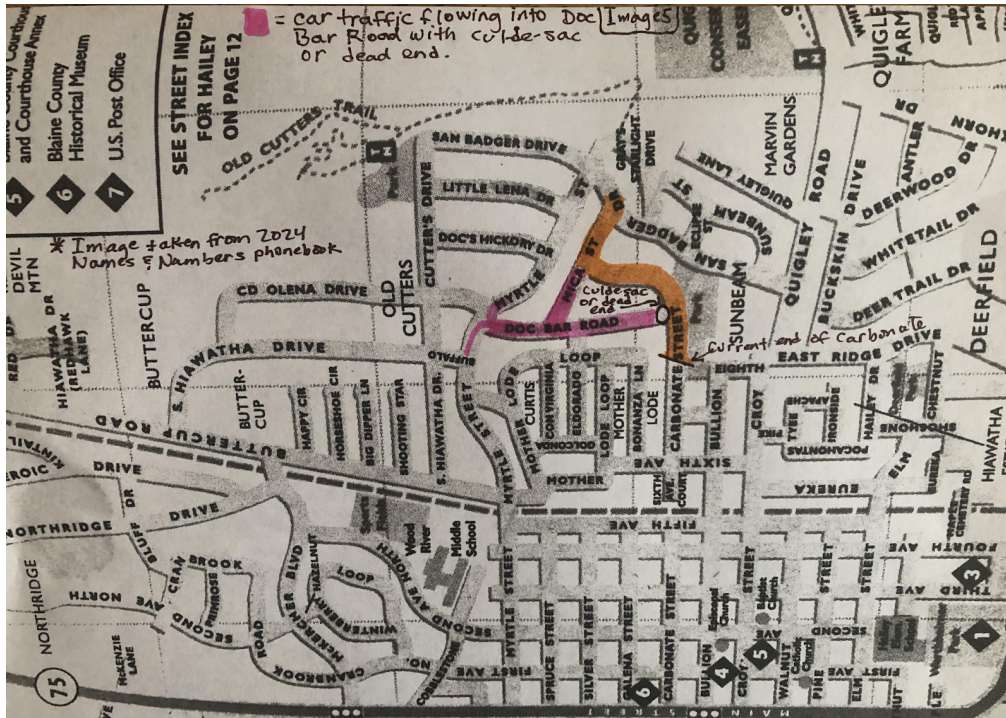
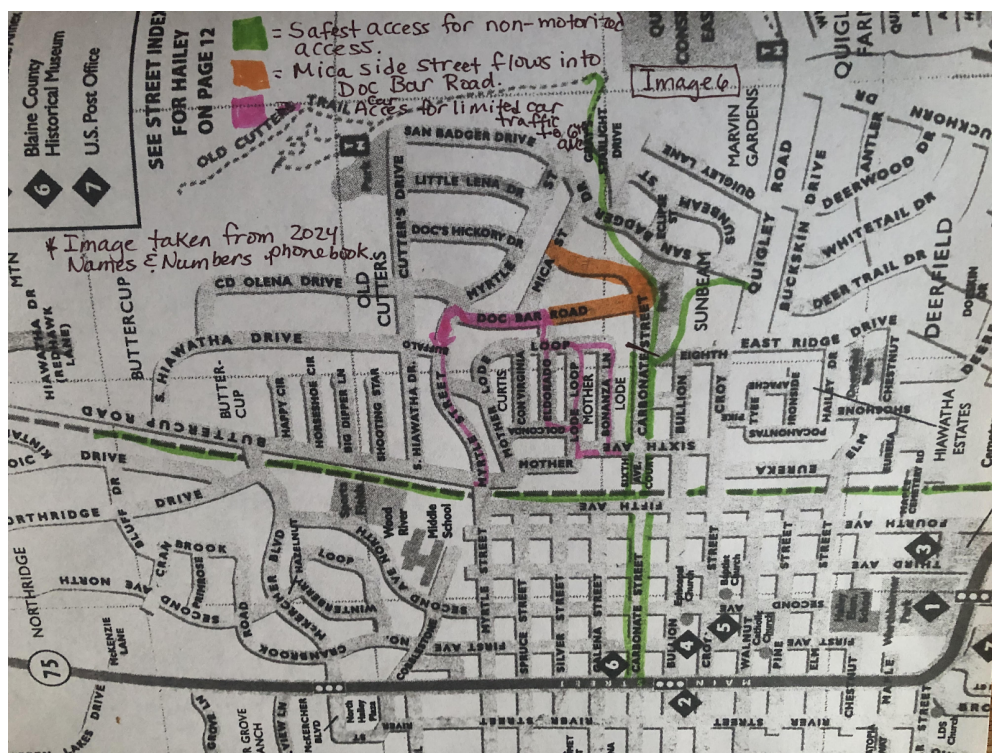


Image 6: Safest pedestrian and bike access. There is a direct biking access from the bike path to the one currently in place off the end of East Carbonate to Quigley Road. Side Mica street flows into Doc Bar Road. Limited car traffic off of 6th Ave. into Sunbeam.



Return to Agenda