

Agenda
Hailey Planning and Zoning Commission
Monday, March 17, 2025
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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[+1 469-206-8535](tel:+14692068535), [602369677#](tel:+14692068535) United States, Dallas

Phone Conference ID: 602 369 677#

Call to Order

- Public Comment for items not on the Agenda.

Consent Agenda - ACTION ITEM

- **CA 1** Motion to approve Findings of Fact, Conclusions of Law, and Decision of a Design Review Application by McIntosh Holdings, LLC, represented by Erinn Bliss with Bliss Architecture, for the construction of a new 6,320 square foot multifamily development project located at 637 S. River Street (AM Lot 2A Block 1, Maple Subdivision), and within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts The development consists of two (2), three story, multifamily buildings, which includes six (6) residential dwelling units in total. **ACTION ITEM**
- **CA 2** Motion to approve meeting minutes dated March 3, 2025. **ACTION ITEM**

Public Hearing(s) - ACTION ITEM

- **PH 1** Continuation of a City-Initiated Amendment amending various sections in and/or adding new sections to Hailey's Comprehensive Plan. The following sections are proposed to be modified: Section 5: Land Use; Section 6: Economic Development; Section 8: Housing; and Section 10: Transportation. A new section is proposed to be added and includes Section 15: Sustainability. The proposed amendments are pursuant to Title 67, Chapter 65, Local Land Use Planning Act. **ACTION ITEM**
- **PH 2** Continuation of a of a City-Initiated Text Amendment to amend the Hailey Municipal Code, Title 17: Zoning Regulations, Chapter 17.04: Establishment, Purposes and Uses within Zoning Districts, Section 17.04M.060: Townsite Overlay Bulk Requirements, by adding paragraph "J", items J.1., J.2., J.3, and J.4.; which establishes provisions and/or flexibility of maximum building height, maximum lot coverage, and the consideration of other exceptions to the bulk requirements for all development projects preserving a historic commercial or residential structure. **ACTION ITEM**

Staff Reports and Discussion

- **SR 1** Discussion: Upcoming Projects, Code Changes, Next Planning and Zoning Meeting:
 - **Monday, April 7, 2025:**
 - Copper Ranch – The Woods
 - Downtown Master Plan

Return to Agenda

FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

On March 3, 2025, the Hailey Planning and Zoning Commission considered and approved a Design Review Application by McIntosh Holdings, LLC, represented by Erinn Bliss with Bliss Architecture, for the construction of a new 6,320 square foot multifamily development project located at 637 S. River Street (AM Lot 2A Block 1, Maple Subdivision), and within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts. The development consists of two (2), three story, multifamily buildings, which includes six (6) residential dwelling units in total.

FINDINGS OF FACT

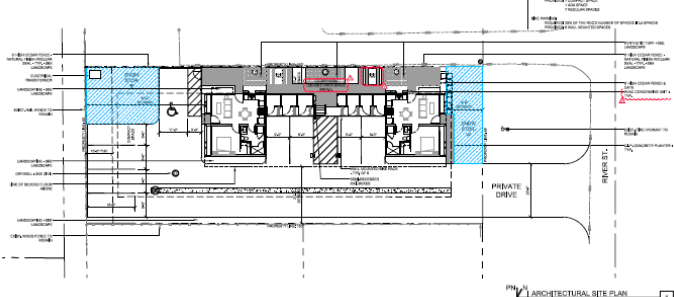
Notice: Notice for the public hearing was published in the Idaho Mountain Express and mailed to property owners within 300 feet on February 12, 2025.

Background and Project Overview: On January 6, 2025, the Hailey Planning and Zoning Commission considered, for the third time, a Design Review Application submitted by McIntosh Holdings, LLC, represented by Erinn Bliss with Bliss Architecture, for the construction of a new 6,320 square foot multifamily development project located at 637 S. River Street (AM Lot 2A Block 1, Maple Subdivision), and within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts. The Commission requested various amendments and/or suggestions to the proposed application and continued the hearing to February 3, 2025.

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

On March 3, 2025, the Commission unanimously approved the Design Review Application by McIntosh Holdings, LLC, represented by Erinn Bliss with Bliss Architecture, for the construction of a new 6,320 square foot multifamily development project located at 637 S. River Street (AM Lot 2A Block 1, Maple Subdivision), and within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts. The development consists of two (2), three story, multifamily buildings, which includes six (6) residential dwelling units in total.

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: Life/Safety: <i>All codes (Municipal, Building, Fire, and Energy) shall be met.</i> Water and Sewer: <i>Any and all sewer services shall be relocated to the center of the lot.</i> Building: <i>No comments</i>

			Streets, Landscaping, Other:
<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><i>Staff Comments</i> N/A, no signage is proposed, and signage is prohibited in the GR District. <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>17.09.040 On-site Parking Req.</p> <p>See Section 17.09.040 for applicable code.</p> <p><i>Staff Comments</i> The proposed project is located within the Downtown Residential Overlay (DRO). The Hailey Municipal Code requires a minimum of one (1) parking space per residential dwelling unit. The project proposes a total of six (6) residential units, thereby requiring that six (6) onsite parking spaces be provided. The project exceeds the parking requirements by proposing a total of nine (9) onsite parking spaces. <i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>  <p style="text-align: right; font-size: small;">PHN ARCHITECTURAL SITE PLAN SCALE: 1/8" = 1'-0"</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><i>N/A- Site parking meets the requirement.</i> <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>17.08C.040 Outdoor Lighting Standards</p> <p>17.08C.040 General Standards 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; 4. Light Trespass; 5. Skyglow. <p>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. 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. Area lights. All area lights are encouraged to be eighty-five (85) degree full cut-off type luminaires.</p>

				<p style="text-align: center;">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 is proposing downcast, LED, square cylinder, dark sky compliant fixtures. The proposed fixtures are to be located at the front & rear of both buildings as well as the stairways on both levels.</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"/>	Bulk Requirements	<p>Zoning District: Business Maximum Height: 30’ within the General Residential (GR) Downtown Residential Overlay (DRO) and Townsite Overlay (TO) with residential unit(s)</p> <p>Required Setbacks: The setback from the adjacent property shall be one (1) foot for every two (2 ½) feet of wall height , provided, however, no side or rear yard shall be less than the base setback.</p> <ul style="list-style-type: none"> - Front Yard: 12 - Side Yards: 10 - Rear Yard: 10 - Lot Coverage: 30% - TO bulk requirements 30% with garage <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Building Height</th> <th style="text-align: center;">Maximum Lot Coverage (Percentage)</th> </tr> </thead> <tbody> <tr> <td>2 or more stories above grade, no garage</td> <td style="text-align: center;">25</td> </tr> <tr> <td>2 or more stories above grade, with garage</td> <td style="text-align: center;">30</td> </tr> <tr> <td>Less than 2 stories above grade, no garage</td> <td style="text-align: center;">35</td> </tr> <tr> <td>Less than 2 stories above grade, with garage</td> <td style="text-align: center;">40</td> </tr> </tbody> </table>	Building Height	Maximum Lot Coverage (Percentage)	2 or more stories above grade, no garage	25	2 or more stories above grade, with garage	30	Less than 2 stories above grade, no garage	35	Less than 2 stories above grade, with garage	40
Building Height	Maximum Lot Coverage (Percentage)													
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			<i>Staff Comments</i>	<p><i>Zoning District(s): General Residential (GR), Downtown Residential (DRO) Overlay, & Townsite Overlay (TO)</i></p> <p><i>Proposed Height: 29.3</i></p> <p><i>Proposed Setbacks:</i></p> <ul style="list-style-type: none"> - <i>Front: 14 feet</i> - <i>Rear: 45.2” feet</i> - <i>Side (north): 10 feet</i> - <i>Side (South): 21.5” feet</i> - <i>Lot coverage: 30%</i> <p><i>Lot Coverage: The allowed lot coverage for this parcel is 30%. The lot size is 8,840 square feet with total proposed building footprints of 2,600 square feet in size. Given this information, lot coverage equates to 29%.</i></p> <p><i>At previous meetings, the Commission discussed the definition of garages “A building or portion thereof in which a motor vehicle is or is intended to be stored. Garages contain parking spaces” and concluded that these parking spaces would be counted as garages; therefore, also calculated within the building footprint, and impacting lot coverage.</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"/>	17.06.070(A)1 Street Improvements Required	<p>Sidewalks and drainage improvements are required in all zoning districts, except as otherwise provided herein.</p>										
			<i>Staff Comments</i>	<p><i>Pursuant Section 17.06.070, The City may approve and accept voluntary cash contributions in lieu of the above-described improvements, which contributions must be segregated by the city and not used for any purpose</i></p>										

				<p><i>other than the provision of these improvements. The contribution amount shall be as follows:</i></p> <ul style="list-style-type: none"> <i>i. For sidewalk and drainage improvement lengths of ninety (90) linear feet or less, the Applicant may propose an in-lieu payment per the currently adopted fee schedule.</i> <i>ii. For improvement lengths greater than ninety (90) linear feet, the Applicant may propose an in-lieu payment amount based on a stamped engineering estimate for one hundred ten percent (110%) of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, and said in-lieu payment is subject to approval by the city engineer.</i> <i>iii. Any approved in lieu contribution shall be paid before the city issues a certificate of occupancy.</i> <p><i>Given the location and width of the proposed parcel, Staff and the Applicant have internally discussed creative buildout options for this part of River Street. Through this discussion, Staff recommend that, rather than having an island of River Street Typical Section improvements within this block, the Applicant shall pay in-lieu fees equivalent to those of the River Street Typical Section for this property's frontage. This payment shall be made prior to issuance of a Certificate of Occupancy. This has been made a Condition of Approval. Findings: Compliance. This standard is either not applicable or has been met.</i></p>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.070(B) Required Water System Improvements	<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>
			Staff Comments	<p><i>N/A - No alley access is proposed.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>

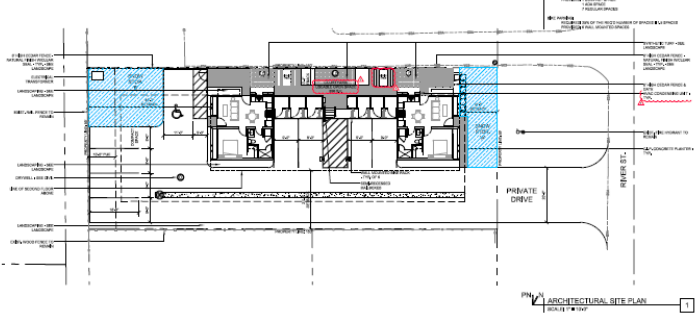
Design Review Requirements for Non-Residential, Multifamily, and/or Mixed-Use Buildings within the City of Hailey

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 proposed buildings follow the grid pattern in downtown Hailey, the primary walls of the proposed buildings are oriented north/south due to the narrowness of the lot, which is consistent with the adjoining residential properties to the north and the south. An open space area, usable by the residents of the building, is proposed along the northern property line which is shielded by a 6-foot cedar fence.</i></p>

				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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>
			<i>Staff Comments</i>	<i>N/A, as the site does not contain any existing mature landscaping.</i>
				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<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>
			<i>Staff Comments</i>	<p><i>To ensure safe pedestrian access through the site as well as site maintenance, the Applicant has proposed various pedestrian amenities, as well as clear vehicular entrances.</i></p> <p><i>Pedestrian amenities include shared external courtyards which are fenced in for privacy. Access to these amenities can be achieved from the paver pathway along River Street, between the two buildings, as well as from the front doors of each of the first-floor units. The open space courtyards include concrete paver patios, and exterior seating areas. As suggested by the Commission at the January 6, 2025, public hearing, the Applicant has provided another picnic table to the courtyard area, decks for the upper units, and various landscaping to help create an inviting, safe space for tenants of the building.</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"/>	17.06.080(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>
			<i>Staff Comments</i>	<p><i>The Applicant is proposing an enclosed trash area within each unit, to be located at the rear of the buildings near the bike racks. The intent is that the receptacles would be brought out to the edge of the street by the tenant for collection. The proposed use of individual trash receptacles requires a letter from Clear Creek Disposal commenting on the adequacy of said enclosures/accessibility. This has been made a Condition of Approval.</i></p> <p><i>The proposed electrical transformer is located at the rear of the site. The transformer shall be screened from view (subject to approval by Idaho Power) of the public street. This has also been made Condition of Approval.</i></p> <p><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"/>	17.06.080(A)1e	<p>e. Where alleys exist, or are planned, they shall be utilized for building services.</p>
			<i>Staff Comments</i>	<i>N/A. There is no existing alley to be utilized for building services.</i>
				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<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>
			<i>Staff Comments</i>	<i>N/A. No Vending Machines are proposed with this project.</i>

				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<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>
			<i>Staff Comments</i>	<p><i>The proposed parking will be accessed via a private entrance located off River Street. The parking area is buffered from adjoining properties by a six-foot (6') cedar fence on all sides of the parcel. The site parking is located at the rear of the site, while the proposed landscaping creates a buffer for the parking area from the primary street.</i></p> <p><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"/>	17.09.020.02	<p>Loading Space Requirements and Dimensions: The following regulations apply to all commercial and industrial uses with onsite loading areas:</p> <p>a. Requirements: One loading space shall be provided for any single retail, wholesale, or warehouse occupancy with a floor area in excess of 4,000 square feet, except grocery and convenience stores where one loading space shall be provided for a floor area in excess of 1,000 square feet. An additional loading space shall be required for every additional 10,000 square feet of floor area, except grocery and convenience stores where an additional loading space shall be required for every additional 5,000 square feet of floor area. Such spaces shall have a minimum area of 500 square feet, and no dimension shall be less than 12'.</p>
			<i>Staff Comments</i>	<p><i>N/A, as the proposed use is residential.</i></p> <p><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"/>	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>
			<i>Staff Comments</i>	<p><i>N/A, as there is no existing alley. The site and onsite parking area can be accessed via the private drive off River Street.</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"/>	17.06.080(A)1i	<p>i. Snow storage areas shall be provided on-site as follows: 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>
			<i>Staff Comments</i>	<p><i>Onsite snow storage areas are proposed for this parcel in the amount of 1,023 square feet. The proposed snow storage areas are located along the front and rear of the site. The improved hardscape for the project is 4,030 square feet which would require 1,008 square feet of snow storage. The Applicant exceeds this requirement with 1,023 square feet of snow storage.</i></p> <p><i>Snow Storage A: 471 square feet</i> <i>Snow Storage B: 552 square feet</i></p>

				 <p style="text-align: right; font-size: small;">PHVA ARCHITECTURAL SITE PLAN DATE: 11/11/2024</p>
				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<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> Please refer to Section 17.06.080(A)1i for further information. <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"/>	17.06.080(A)1k	<p>k. A designated snow storage area shall not have any dimension less than 10 feet.</p> <p><i>Staff Comments</i> Please refer to Section 17.06.080(A)1i for further information. <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"/>	17.06.080(A)1l	<p>l. Hauling of snow from downtown areas is permissible where other options are not practical.</p> <p><i>Staff Comments</i> Please refer to Section 17.06.080(A)1i for further information. <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"/>	17.06.080(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> Please refer to Section 17.06.080(A)1i for further information. <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"/>	17.06.080(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> Any landscaped areas where snow may be stored (front 14' setback and rear 45.2' setback areas) contain plants that are more resilient to snow. <i>Findings: Compliance. This standard is either not applicable or 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 <i>Staff Comments</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2a	<p>a. The proportion, size, shape, and rooflines of new buildings shall be compatible with surrounding buildings.</p> <p><i>Staff Comments</i> The proposed building complements the surrounding properties with a north/south orientation. The articulation of the rooflines, the various undulations, deck features, pop outs and various sized windows further complement the surrounding area. Although there are primarily single-family dwellings adjacent to this property, it is important to note that adjacent parcels located within the DRO could also be developed similarly, both larger and smaller. The DRO was developed to offer greater flexibility in not only parking, landscaping, and density, but building design, scale, and shape.</p>



				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)2b	b. Standardized corporate building designs are prohibited.
			<i>Staff Comments</i>	<i>N/A, as the proposed building design is not a standardized corporate building design.</i>
				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2c	c. At ground level, building design shall emphasize human scale, be pedestrian oriented and encourage human activity and interaction.
			<i>Staff Comments</i>	<i>The Applicant has integrated the building to the surrounding site and greater area. Open space areas, and various exterior materials emphasize human scale, and are pedestrian oriented to encourage human activity.</i>
				<i>The shared courtyards and a variety of landscaping and plant material will be utilized, which encourages human activity and interaction. These include trees, grasses, shrubs, and ground cover to soften the visual impact. Please refer to Section 17.06.080(A)4d for further details.</i>
				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)2d	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.
			<i>Staff Comments</i>	<i>Various materials and colors have been incorporated along the north/south elevations, which is visible from River Street, to reduce building mass and large building surfaces. The north and south elevation wall mass is broken up by the various siding, balconies, wood posts and various size windows. Proposed pathways, open space, and small patio areas create human scale and break up larger building surfaces.</i>
				<i>The multifamily buildings propose to incorporate corrugated metal siding in Charcoal Gray along the lower portion of the buildings. The north elevation incorporates Cement Board lap siding in Gallery Green on part of the building and Cement Board lap siding in Tin Lizzie (Gray) on the other portion of the building. Wood siding accents are proposed along the balconies, as well as cement board V-groove in “Creamy” siding surround and enhance the windows. The south elevation will have the same colors and materials, just mirrored.</i>
				<i>Per the Commission’s request, the Applicant added a window to both the SE and SW corner bedrooms on the second and third floors to help break up the east and west exterior facades. The Applicant also broke up the uniformity of the Cement Board Siding of both the east and west facades by adding sections of the ‘WS-1’ Wood Siding. The addition of sun shading fins to the south, east, and west bedroom windows provide solar shading, as also requested by the Commission.</i>
				<i>Findings: Compliance. This standard is either not applicable or has been met.</i>

<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 expansion is planned at this time. <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"/>	17.06.080(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> A variety of materials will be used on the exterior, as described in Section 17.06.080(A)2d above. <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"/>	17.06.080(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> Building colors are shown on the elevations. Colors are broken on various elements to help break up mass and be harmonious with other neighboring buildings. Please refer to Section 17.06.080(A)2d above for further detail. <i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>

				<p>Architectural section drawing of a three-story building. The drawing shows a cross-section with various materials and finishes indicated by callouts. Callouts include: '1.0A CORNER STUCCO - LIGHT GRAY', '1.0B CORNER STUCCO - LIGHT GRAY', '1.0C CORNER STUCCO - LIGHT GRAY', '2.0A CORNER STUCCO - LIGHT GRAY', '2.0B CORNER STUCCO - LIGHT GRAY', '2.0C CORNER STUCCO - LIGHT GRAY', '3.0A CORNER STUCCO - LIGHT GRAY', '3.0B CORNER STUCCO - LIGHT GRAY', '3.0C CORNER STUCCO - LIGHT GRAY', '4.0A CORNER STUCCO - LIGHT GRAY', '4.0B CORNER STUCCO - LIGHT GRAY', '4.0C CORNER STUCCO - LIGHT GRAY', '5.0A CORNER STUCCO - LIGHT GRAY', '5.0B CORNER STUCCO - LIGHT GRAY', '5.0C CORNER STUCCO - LIGHT GRAY', '6.0A CORNER STUCCO - LIGHT GRAY', '6.0B CORNER STUCCO - LIGHT GRAY', '6.0C CORNER STUCCO - LIGHT GRAY', '7.0A CORNER STUCCO - LIGHT GRAY', '7.0B CORNER STUCCO - LIGHT GRAY', '7.0C CORNER STUCCO - LIGHT GRAY'. The drawing also shows floor levels, window placements, and structural elements. A north elevation label is present at the bottom right.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.080(A)2h</p> <p><i>Staff Comments</i></p>	<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>The proposed buildings are three (3) stories in height. The variety of colors utilized, various siding, materials, pop-outs and balconies provide depth, and human scale to the building façades.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p> <p>CONCEPTUAL NORTH ELEVATION SCALE: 1/4" = 1'-0"</p> <p>CONCEPTUAL SOUTH ELEVATION SCALE: 1/4" = 1'-0"</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>17.06.080(A)2i</p>	<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>The building incorporates the following techniques that minimize its energy consumption:</p> <ul style="list-style-type: none"> - All windows will be double glazed and incorporate low emissivity glazing properties - The building will be entirely electric - Energy Star Appliances will be utilized <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"/>	17.06.080(A)2j	<ul style="list-style-type: none"> 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.
			<i>Staff Comments</i>	<p>It appears that the front pedestrian entrances will be covered by the proposed covered parking, which will retain snow, and gutters and downspouts have been provided. The upper units will be protected with the proposed gutters and snow clips on the north side to keep snow and rain from shedding onto the interior and back entrances.</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"/>	17.06.080(A)2k	<ul style="list-style-type: none"> k. Downspouts and drains shall be located within landscape areas or other appropriate locations where freezing will not create pedestrian hazards.
			<i>Staff Comments</i>	<p>Downspouts from the building appear to be routed underground to a drywell. All downspouts, overflow downspouts, and roof leaders will either drain into drywells or into landscape areas only, and not onto pedestrian and hardscape locations.</p> <p><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"/>	17.06.080(A)2l	<ul style="list-style-type: none"> 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).
			<i>Staff Comments</i>	<p>NA, as no drive-through canopies are proposed.</p> <p><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"/>	17.06.080(A)2m	<ul style="list-style-type: none"> 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.
			<i>Staff Comments</i>	<p>N/A, as a Master Signage Plan is not required of a single-tenant building.</p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p>




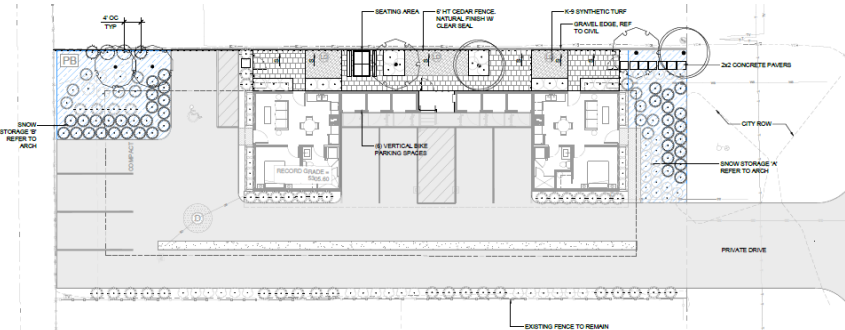
3. Accessory Structures, Fences and Equipment/Utilities: 17.06.080(A)3, items (a) thru (i)

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> <p><i>Staff Comments</i> N/A. No Accessory Structure is proposed. <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"/>	17.06.080(A)3b	<p>b. Accessory structures shall be located at the rear of the property.</p> <p><i>Staff Comments</i> N/A - No Accessory Structure is proposed. <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"/>	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> N/A - No Accessory structure is proposed. <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"/>	17.06.080(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 Applicant is proposing a new six-foot-tall cedar fence along the northern portion of the lot. An existing fence along the southern property line will remain in place.</p> <p>Per the Commission’s recommendations, the Applicant added the proposed wood fence enclosing the courtyard. Renderings are also included that omit the fence to clearly show the first-floor exterior facades.</p> <p><i>Findings: Compliance. This standard is either not applicable or has been met.</i></p> <div style="text-align: center;">  <p>PROPOSED 6' HT WOOD FENCE DESIGN</p>  <p style="text-align: right; font-size: small;">CONCEPTUAL NORTH ELEVATION SCALE 1/4" = 1'-0"</p> </div>
<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-mounted mechanical equipment is proposed with this project. <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"/>	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 with this project. Findings: Compliance. This standard is either not applicable or 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>All service lines into the property shall be installed underground and no service equipment shall be placed on utility poles. Findings: Compliance. This standard is either not applicable or has been met.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)3h	h. All service lines into the subject property shall be installed underground
			<i>Staff Comments</i>	<i>All service lines shall be installed underground. City Staff request that, if applicable, transformer locations be shown on the Building Permit drawings. Findings: Compliance. This standard is either not applicable or has been met.</i>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	17.06.080(A)3i	i. Additional appurtenances shall not be located on existing utility poles.
			<i>Staff Comments</i>	<i>N/A, as no additional appurtenance is proposed. Findings: Compliance. This standard is either not applicable or 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4a	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.
			<i>Staff Comments</i>	<i>Drought tolerant and/or xeriscape specific plant materials are proposed. The Applicant is proposing the following landscaping onsite: Trees (10 total trees): <ul style="list-style-type: none"> - Two (2) Skyrocket Juniper Trees at 6ft. in height - Two (2) Juniperus Wichita Blue Juniper Trees at 6 ft. in height - Two (2) Royal Raindrops Crabapple Trees at 2.5” caliper - Two (2) Malus X Spring/Snow crabapples at 2.5” caliper - Two (2) Populus Tremula Erecta/ Columnar Aspen at 2.5” caliper Shrubs (50 total shrubs): <ul style="list-style-type: none"> - Two (2) Hydrangea at 3 gallons - Twelve (12) Pinus Slowmound Mugo Pine at 3 gallons - Fourteen (14) Saliva May Night Sage at 2 gallons - Four (4) White Frost Birchleaf Spirea at 2 gallons - Eighteen (18) Magic Carpet Japanese Spirea at 2 gallons Groundcovers, Grasses, and Perennials (117 total groundcovers, grasses, and perennials): <ul style="list-style-type: none"> - Forty-one (41) Karl Forester Feather Grass at 2 gallons - Thirty-nine (39) Blue Oat Grass at 1 gallon - Sixteen (16) Snow on the Mountain at 1 gallon - Twenty-one (21) Junior Walker Catmint at 4” pot </i>

			<p>TREES</p>  <p>SHRUBS</p>  <p>PERENNIALS & GRASSES</p>  <p>Site Plan</p>  <p><i>The Commission further recommended that the Applicant Team reduce the proposed landscaping in the NW corner of the site, and provide another amenity (bench, table or otherwise) be provided to increase the usable outdoor space on the site. The Applicant has incorporated another table to the useable outdoor space; however, has chosen to keep the proposed landscaping for the NW corner as originally proposed. The Landscape Architect, Moghan Lyon, provided a letter explaining the purpose of retaining the proposed landscaping, which includes: vegetation increases habitat for pollinators and other wildlife, reduces the heat island effect of the parking area and provides a human scale landscape element that ties in with the proposed building scale.</i></p> <p><i>Additionally, the northwest corner has a transformer that is currently proposed to be screened by vegetation from view of the public street, as well as the residential units. Reducing the plant material and changing the surfacing would reduce the vegetative screening, and close proximity of gathering spaces is not ideal next to a transformer that requires access. The proposed vegetation includes ornamental grasses, hardy low growing shrubs and trees along the north side of the area. The grasses typically are cut to 4” – 6” in the fall, the shrubs tolerate snow, and the trees provide important</i></p>
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				<p>screening elements. This does not create a conflict with the intended snow storage use.</p> <p>The Applicant understands the concern of gathering spaces, and an additional seating area has been added to the community Usable Open Space area north of the building. See the attached letter for more details.</p> <p>Findings: Compliance. This standard is either not applicable or has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	17.06.080(A)4b	<p>b. All plant species shall be hardy to the Zone 4 environment.</p> <p>Plant materials will be appropriate for the Zone 4 environment.</p> <p>Findings: Compliance. This standard is either not applicable or has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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>It appears an automatic drip irrigation system will be installed according to City Standards. The automatically controlled system should include a smart controller and rain sensor for a water-wise system. Low water use rotator nozzles should also be installed in grass spaces. Irrigation systems should not be placed against the pavement – they shall be positioned in a way where they will not spray water on the pavement or other hardscape areas.</p> <p>Findings: Compliance. This standard is either not applicable or has been met.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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.</p> <p>Proposed landscaping is varied with a combination of trees, shrubs, groundcover, grasses and perennials to soften the site, as well as to create visual interest. The Applicant has met the standard of including trees with no less than two and one-half inches (2 ½) caliber and no more than 20% of any single tree species being proposed to be planted onsite.</p> <p>Findings: Compliance. This standard is either not applicable or has been 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>N/A, as this parcel is not located within the LI or SCI Zoning District.</p> <p>Findings: Compliance. This standard is either not applicable or has been 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> <p>N/A, as this parcel is not located in the B, LB, TN, SCI-O Zoning districts.</p> <p>Findings: Compliance. This standard is either not applicable or has been met.</p>

<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>Storm water runoff is located within the landscaping beds, turf area, and/or drywells, as shown on the civil plans. Findings: Compliance. This standard is either not applicable or 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 shall be responsible for maintaining plant material in a healthy condition. Plants were chosen for reduced maintenance, drought tolerance and ability to thrive in conditions on-site. Findings: Compliance. This standard is either not applicable or has been 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 wall is being proposed with this project. Findings: Compliance. This standard is either not applicable or 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>N/A, no retaining wall is being proposed with this project. Findings: Compliance. This standard is either not applicable or 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>N/A, no retaining wall is being proposed with this project. Findings: Compliance. This standard is either not applicable or 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>N/A, no retaining wall is being proposed with this project. Findings: Compliance. This standard is either not applicable or 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>N/A, no retaining wall is being proposed with this project. Findings: Compliance. This standard is either not applicable or 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>N/A, no retaining wall is being proposed with this project. Findings: Compliance. This standard is either not applicable or has been met.</i>

Additional Design Review Requirements for Multifamily Buildings 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	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>Staff Comments</p> <p><i>The proposed building complements the surrounding area and adjacent uses. The proposed residential use is within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts.</i></p> <p><i>Integration of the building to the surrounding site and landscape is an imperative facet of the project with a variety of landscaping and features providing screening for both residents and neighbors alike.</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"/>	<p>17.06.080(D)1b</p> <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>Staff Comments</p> <p><i>Given the location and width of the proposed parcel, Staff and the Applicant have internally discussed creative buildout options for this part of River Street. Through this discussion, Staff recommend that, rather than having an island of River Street Typical Section improvements within this block, the Applicant shall pay in-lieu fees equivalent to those of the River Street Typical Section for this property’s frontage. This payment shall be made prior to the issuance of a Certificate of Occupancy. 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"/>	<p>17.06.080(D)1c</p> <p>c. Buildings shall be organized to maximize efficient pedestrian circulation and create gathering places.</p> <p>Staff Comments</p> <p><i>To ensure safe pedestrian access through the site as well as site maintenance, the Applicant has proposed to pave the site.</i></p> <p><i>Pedestrian amenities include shared external courtyards which are fenced in for privacy. Access to these amenities can be achieved from the paver pathway along River Street, between the two buildings, as well as from the front doors of each of the first-floor units. The open space courtyards include concrete paver patios, exterior seating area, decks for the upper units, and various landscaping to help create an inviting, safe space.</i></p> <p><i>Per the Commission’s recommendations, the Applicant added another picnic table to the courtyard space on the north side of the building, as well as revised the courtyard space to include the entire space from the north side of the building to the proposed wood fence at the north property line to meet the 10% Useable Open Space requirements, as outlined in the DRO.</i></p> <p><i>Findings: Compliance. This standard is either not applicable or 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>
			Staff Comments	<p><i>The proposed building design provides a multifamily design that responds to the varying character of the city.</i></p> <ul style="list-style-type: none"> - <i>The design of the building reflects the evolving style of Hailey. Importance has been placed on restrained and familiarity of the past and the warmth and nuance of contemporary design.</i> - <i>The proposed open space and landscaping plan further separate the building from less intensive uses.</i> <p><i>The proposed residential use is located within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts. This multifamily project creates a natural transition from single family use to higher-density residential use, as well as Business use, and in turn, to less-dense residential use that is evident in nearby neighborhoods.</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"/>	17.06.080(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>
			Staff Comments	<p><i>The building achieves human scale by a prominent entrance, covered parking, open space areas, site circulation connections and various exterior materials. The proposed landscaping also maximizes human scale with the various trees, shrubs, groundcovers, grasses, and perennials, as proposed provides screening for both residents and neighbors.</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.**

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 Planning and Zoning Commission considered and approved the a Design Review Application by McIntosh Holdings, LLC, represented by Erinn Bliss with Bliss Architecture, for the construction of a new 6,320 square foot multifamily development project located at 637 S. River Street (AM Lot 2A Block 1, Maple Subdivision), and within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts The development consists of two (2), three story, multifamily buildings, which includes six (6) residential dwelling units in total, 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:

The following Conditions are placed on 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. Infrastructure to be completed at the Applicant's sole expense include, but will not be limited to, the following requirements and/or improvements:
 - i. **Life and Safety:**
 - i. The building shall comply with IFC and IBC code requirements.
 - ii. **Water and Wastewater:**
 - i. All construction shall be to City Standards.
 - ii. The proposed sewer service location will be located at the center of the lot.
- d) The Applicant shall be responsible for the maintenance of all landscaping: perimeter, onsite, and/or street trees, as applicable.
- e) The Applicant shall pay in-lieu fees equivalent to those of the River Street Typical Section for this property's frontage. This payment shall be made prior to issuance of a Certificate of Occupancy.
- f) The project shall be constructed in accordance with the Application or as modified by these Findings of Fact, Conclusions of Law, and Decision.
- g) 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.
- h) 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.
- i) All exterior lighting shall comply with the Outdoor Lighting Ordinance.
- j) Construction parking shall be on private property and not within the City Right-of-Way nor the edge of the road. If construction, parking, and staging is within the City Right-of-Way, applicable fees shall be paid at or prior to issuance of a Building Permit.
- k) A letter from Clear Creek Disposal shall be provided commenting on the adequacy of the proposed use of individual trash receptacles, their locations during weekly refuse removal, and their accessibility of.
- l) Upon completion of all required public landscaping and before issuance of a certificate of occupancy and/or final project approval, a licensed arborist shall certify all public tree plantings have been installed in compliance with the project approvals as to species, health, irrigation, city construction standards, project drawings, and other relevant requirements such as Hailey Tree Committee recommendations. Similarly, any public landscape not certified by the licensed arborist shall be certified by a licensed landscape architect for same or other relevant topics. The arborist or landscape architect shall also

provide documentation of public tree well inspections including dimensions and material types during the placement of all subsurface items.

- m) The transformer shall be screened from view of the public street, and is subject to approval by Idaho Power, prior to issuance of Building Permit.
- n) All ground-mounted and roof-mounted equipment shall be screened from view of surrounding properties.
- o) The Owner shall make a good faith effort to notify tenants of the residential units the City's on-street parking and rights-of-way restrictions. The Property Manager/Management Company shall enforce said restrictions as applicable.

Signed this ____ day of _____, 2025.

Janet Fugate, Planning and Zoning Chair

Attest:

Jessica Parker, Building Coordinator, Deputy Treasure

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Agenda
Hailey Planning and Zoning Commission
Monday, March 3, 2025
5:30 p.m.

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

Join on your computer, mobile app, or room device.

[Click here to join the meeting](#)

Meeting ID: 249 576 139 181

Passcode: Ge6Z7Q

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

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

Phone Conference ID: 602 369 677#

5:31:05 PM Call to Order

- Public Comment for items not on the Agenda.

5:32:15 PM Consent Agenda - ACTION ITEM

- **CA 1** Motion to approve Findings of Fact, Conclusions of Law, and Decision of a Design Review Application submitted by Overland West, Inc., represented by Jay Cone, for a commercial building, consisting of two (2) cleaning bays, one (1) tunnel wash bay, storage and a multi-purpose room with a two-bedroom Accessory Dwelling Unit (ADU) located on the second floor. This project is located at 1551 Aviation Drive, (Lot 3A, Block 4, Airport West Sub #2) within the SCI-Industrial (SCI-I) Zoning District. **ACTION ITEM**
- **CA 2** Motion to approve Findings of Fact, Conclusions of Law, and Decision of a Design Review Application, submitted by Spud Locker, LLC, represented by Chad Blincoe, for the construction of a new 22,443 square foot storage building that would replace the existing storage units onsite. This project is located at 1140 Airport Way (Lot 3, Block 2, Friedman Park Subdivision) within the Light Industrial (LI) Zoning District. **ACTION ITEM**
- **CA 3** Motion to approve meeting minutes dated February 18, 2025. **ACTION ITEM**

5:32:25 PM Sauerbrey motion to approve CA 1- CA 3. Mike Smith seconded. All in Favor.

Public Hearing(s) - ACTION ITEM

- **5:32:48 PM PH 1** Continuation of a Design Review Application by McIntosh Holdings, LLC, represented by Erinn Bliss with Bliss Architecture, for the construction of a new 6,320

square foot multifamily development project located at 637 S. River Street (AM Lot 2A Block 1, Maple Subdivision), and within the General Residential (GR), Downtown Residential Overlay (DRO), and Townsite Overlay (TO) Zoning Districts. The development consists of two (2), three story, multifamily buildings, which includes six (6) residential dwelling units in total. **ACTION ITEM**

[5:33:26 PM](#) Dyer summarized previous hearings held on this application, confirming requested amendments are included in new submittal. Dyer turned floor to applicant team.

[5:34:03 PM](#) Errin Bliss, Bliss Architecture, summarized changes made based off last hearing. Bliss noted changes include relocation of mechanical system, storage units, combined courtyard, addition of ev outlets, addition of windows on 2nd and 3rd floors, covering over stair space, addition of steel on west and east sides to break up the façade, solar shading provided to certain windows, and landscape changes to courtyard.

[5:45:27 PM](#) D. Smith asked about shading of juniper trees. Moghan Lyon does not foresee any issues as trees. D. Smith asked if the crab apples are fruit bearing, Lyon confirmed they are not. Lyon explained from his experience how Crab Apples help shade the Junipers. D. Smith asked about roof drainage over the stairway. Bliss proposed drainage, that the structure has a flat roof. D. Smith asked if expect the proposed wood to turn gray or bleach. Bliss confirmed it will fade. D. Smith asked about regular maintenance to the wood surface. Bliss stated that it would be up to the building owner and that he is aware maintenance is required. Bliss explained his perspective and benefits of using natural materials.

[5:50:20 PM](#) Sauerbrey confirmed his questions have been addressed since the last meeting.

[5:50:40 PM](#) M. Smith has no questions.

[5:50:48 PM](#) Sauerbrey asked about the vertical sun shading and if has seen elsewhere. Bliss summarized when sun shading works and that has seen elsewhere but not locally.

[5:52:26 PM](#) Chair Fugate asked what they are made of. Bliss confirmed material to be used.

[5:53:18 PM](#) Chair Fugate opened public comment.

[5:53:44 PM](#) Erica, 21 W Cedar Street, asked if anyone has really paid attention to the neighborhood, that parking and snow storage are issues. Does not know how this got approval with proposed parking, fewer parking spaces than bedrooms. There is no parking with snow. That is really sad this shoe box has been approved. Knows Silver Apartment buildings have caused huge issues with parking. Hoping the commission will consider this will put a huge strain on their neighborhood.

[5:56:05 PM](#) Chair Fugate closed public comment.

[5:56:15 PM](#) Bliss responded to public comment, noting 9 total parking space provided and only required to provide 6.

[5:57:05 PM](#) D. Smith appreciates applicant's willingness to take commission comments into consideration.

[5:57:29 PM](#) Sauerbrey agrees with D. Smith comments. Sauerbrey noted this is the 4th or 5th time have heard this project. Sauerbrey stated he personally likes the character of this project.

[5:59:14 PM](#) M. Smith noted he is new to the project. M. Smith encourages applicant team to consider the noise during the summer in outdoor spaces. M. Smith struggles with the sage green color, does not believe it fits with the surrounding color.

[6:01:19 PM](#) chair Fugate stated understands parking is an issue, but as Bliss stated he has provided additional parking. Chair Fugate explained that when the project complies, they have a standard they have to follow.

[6:02:30 PM](#) Sauerbrey added his thoughts on parking. Sauerbrey recommended a strong transparency of parking requirements by the developer to tenants. Chair Fugate asked about adding that as a condition of approval. Bliss confirmed applicant team does not have an issue with the proposed condition.

[6:06:28 PM](#) Commission and applicant team reviewed conditions of approval.

[6:06:38 PM](#) Sauerbrey motioned to approve the Design Review Application submitted by McIntosh Holdings, LLC, represented by Errin Bliss with Bliss Architecture for the construction of a new 6,320 square foot multifamily development project located at 637 S. River Street (AM Lot 2A Block 1, Maple Subdivision) 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 the Design Review Guidelines, applicable requirements of the Hailey Municipal Code, Title 17, and City Standards, provided conditions (a) through (o) are met, as amended. D. Smith seconded. All in favor.

- [6:07:50 PM PH 2](#) Consideration of a City-Initiated Amendment amending various sections in and/or adding new sections to Hailey's Comprehensive Plan. The following sections are proposed to be modified: Section 5: Land Use; Section 6: Economic Development; Section 8: Housing; and Section 10: Transportation. A new section is proposed to be added and includes Section 15: Sustainability. The proposed amendments are pursuant to Title 67, Chapter 65, Local Land Use Planning Act. **ACTION ITEM**

[6:08:32 PM](#) Davis summarized process took to get the final draft as presented tonight. Davis stated for tonight's discussion will be reviewing the amended sections. Davis turned floor to Daren Fluke.

[6:09:42 PM](#) Daren Fluke, provided a presentation for the overview of amendments. Using the presentation, Fluke summarized presentation for tonight. Fluke summarized the process that began in April of 2024. Fluke explained the public engagement that has been completed, what is scheduled for upcoming months in 2025 and key takeaways. Fluke asked if there were any questions. No questions at this time.

[6:20:08 PM](#) Fluke moved on to discuss results of surveys and engagement done. Fluke read slide for the Vision Statement aloud, stating that this is what they are striving for.

[6:23:11 PM](#) Fluke summarized the updates to each section. Fluke asked if there were any questions. No questions at this time.

[6:28:44 PM](#) Fluke moved on to the Land Use section, providing an overview of the various maps added or amended including **Developable Areas Maps**: noting main area of growth is the south and north, that Area of Impact comprises 90% of developable land left; **Future Land Use Designations**: noting residential does not include a distinction between residential and multi-family, explaining this map provides a basis for considering proposed rezones.

[6:40:10 PM](#) D. Smith asked what would be an Airport compatible light industrial designation. Fluke explained would require changes to ordinance, but airport compatible light industrial would be similar to what see in industrial area now. Davis confirmed it would be similar to what we have now.

[6:42:19 PM](#) Chair Fugate confirmed that FAA would be a consideration. Staff confirmed. Fluke noted it would go through a process to be brought into the ACI then it would go through an annexation process. Chair Fugate confirmed hashed area allows the city more time to respond even if it is not in the ACI. Fluke confirmed.

[6:43:33 PM](#) Fluke continued providing an overview of additions in Land Use: **Compatibility Matrix**. Fluke summarized the goals within the Land Use section.

[6:46:38 PM](#) Fluke asked if there are any questions. Chair Fugate confirmed Land Use encompasses the other sections. Davis confirmed.

[6:47:19 PM](#) D. Smith asked the total growth reserve, noting typos. Fluke confirmed its approximately 400 developable acres.

[6:48:23 PM](#) Sauerbrey asked about page 23 of comp plan, Goal 3.5.2 B referring to select zonings. Davis explained 3.5.2. Sauerbrey explained his thought process. Davis explained that growth reserves would go through an annexation process and zoning is determined the annexation. Chair Fugate clarified that he thinks that there should be another goal for outside of Downtown. Discussion ensued.

[6:55:00 PM](#) Davis confirmed commission can contact staff with notes on content. Sauerbrey asked if certain goals have been bumped up long term. Rodrigue confirmed there were some changes and reasoning's why. Sauerbrey asked if there were any mention of looking at density requirements relative to transportation corridors. Staff does not believe it was specifically addressed in that manner. Sauerbrey thinks that could be something included down the line. Chair Fugate noted he was also discussing amenities in that area without detracting from Downtown core. D. Smith found it interesting that there was mention of minimum density and that would want to include transportation options in those areas.

[7:00:15 PM](#) M. Smith complimented staff and consultants. M. Smith asked if section 3.5.2 should make statements to include incentivizing parking in downtown area accessible to public. Chair Fugate explained that her takeaway from the parking workshop was the issue was more residential parking (multi-family) not access to downtown. Sauerbrey confirmed that was also his understanding. Discussion ensued regarding parking and possible options to incentivize parking.

[7:10:16 PM](#) Sauerbrey complimented document.

[7:10:48 PM](#) M. Smith wonders if there should be a statement considering a fund of some kind to help relocate Airport. Chair Fugate referenced old meetings regarding Airport relocation and asked if understood correctly if its true that land is dedicated to airport even if Friedman relocates. Davis unsure.

[7:13:11 PM](#) Chair Fugate opened public comment.

[7:13:32 PM](#) Steve Daniels, summarized how he has participated with this amendment and suggested language changes to proposed plan within the Transportation section. Daniels listed sections where he thought applicable. Daniels noted certain streets impacted by traffic speeds, including 3rd Ave, 4th Ave and Woodside.

[7:18:28 PM](#) Daryl Fauth, BCHA representative, complimented plan and stated BCHA is available for collaboration when needed.

[7:19:31 PM](#) Scott Runkel, noted his appreciation of everyone's effort and congratulate efforts of the plan by the staff and consultant. Scott summarized appreciates everyone's effort and supports the plan 100%.

[7:21:34 PM](#) Chair Fugate closed public comment.

[7:22:07 PM](#) Chair Fugate asked what staff is hoping to see from Commission tonight. Davis stated it is up to the commission and their comfort level. Chair Fugate provided her compliments of the proposed plan, noting she does not have any real problems but would like to look at the transportation and housing more but would be ok if the other commissioners wanted to move it forward.

[7:23:50 PM](#) D. Smith would like to have another chance to look at it again. D. Smith believes may want to drill down in a couple areas, maybe some enhancements to the language.

[7:24:47 PM](#) Sauerbrey stated his question is if could move forward certain sections and hold other back. Discussion continued on whether to continue or move forward.

[7:27:54 PM](#) M. Smith asked if have to approve all amendments or if could request just one to come back. Davis confirmed they can, that staff is happy to bring back to the commission. Discussion continued on whether to continue or move forward or hold certain sections back. Commission listed items would like to see: shared language on parking, review transportation, staff comments on the airport after discussing with other departments regarding potential of airport relocation and FAA rules impact, tailoring PUD design with growth reserves in mind, explore density and parking in a way that relates to transportation specifically.

Commission complimented staff on work done.

[7:37:47 PM](#) M. Smith motion to continue the public hearing to March 17, 2025. D. Smith seconded. All in Favor.

Administrative Reviews(s)

- [AR 1](#) Findings of Fact, Conclusions of Law, and Decision of a Design Review Modification Application by Eric Cueva to amend the approved Design Review plans to construct a new 579 square foot Accessory Dwelling Unit (ADU), 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.

- [AR 2](#) Findings of Fact, Conclusions of Law, and Decision of a Design Review Modification Application by Holly McCloud to amend the approved Design Review plans for the construction of a new 2,389 square foot single-family residence located at 216 S. 4th Avenue (Lots 19 & 20, Block 104, Hailey Townsite) within the Limited Residential (LR-1) and Townsite Overlay (TO) Zoning Districts).

Staff Reports and Discussion

- **SR 1** Discussion: Upcoming Projects, Code Changes, Next Planning and Zoning Meeting:
 - **Monday, March 17, 2025:**
 - Annual Report
 - TA Historic Preservation
 - SAP Update

[7:38:52 PM](#) Davis summarized upcoming meeting.

[7:40:08 PM](#) D. Smtih motion to adjourn. Sauerbrey seconded. All in Favor.

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Staff Report
Hailey Planning and Zoning Commission
Regular Meeting of March 17, 2025

To: Hailey Planning & Zoning Commission
From: Robyn Davis, Community Development Director

Overview: Continuation of a City-Initiated Amendment proposing to amend various sections in and/or adding new sections to Hailey's Comprehensive Plan. The following sections are proposed to be modified: Section 5: Land Use; Section 6: Economic Development; Section 8: Housing; and Section 10: Transportation. A new section is proposed to be added and includes Section 15: Sustainability. A newly revised Land Use Map is also proposed under this amendment. The proposed amendments are pursuant to Title 67, Chapter 65, Local Land Use Planning Act.

Hearing: March 17, 2025

Applicant: City of Hailey

Notice: Notice for the public hearing was published in the Idaho Mountain Express and mailed to political subdivisions providing services within the planning jurisdiction, including school district and the manager or person in charge of the local public airport at least fifteen (15) days prior the scheduled public hearing, and has made available a notice to other papers, radio and television stations serving the jurisdiction for use as a public service announcement. The Commission continued the public hearing item to March 17, 2025. No new notice was required to be mailed; however, all information was made available via the City of Hailey's website.

Background: Community Development Staff are finalizing a draft update to the City of Hailey's Comprehensive Plan, one of the City's most important policy documents. This document is used by the City to guide long-range planning efforts, assist in the review of development proposals, and support other activities that shape the built and natural environments in the heart of the Wood River Valley. Further, it sets a community-wide vision for the future, building on past events and present characteristics while focusing on opportunities for growth and prosperity informed by a robust public process.

Furthermore, this plan is intended to serve as a guide for all other planning efforts and policy development in the city, providing a road map to shape area-wide and neighborhood-scale plans, and provide for a more detailed examination of a particular topic, goal, or vision. This plan considers the importance of the natural setting, population, housing, and economic patterns as well as the unique character and quality of life that provides a sense of place and cultural identity. It examines the ways in which communities utilize land and looks to create a place-based method of guiding future development that considers Hailey's unique character and qualities, preserving important landscapes while offering appropriate and well-scaled opportunity for growth and prosperity in the coming years.

To continue to be relevant as a community grows, changes, and evolves, it is recommended that the Plan be updated every ten (10) years to account for the dynamic changes to a community's profile, and priorities. Hailey's Comprehensive Plan was first approved in 1978. Since then, four (4) larger updates have been completed: 1982, 1998-2003, 2010, and 2012, as well as minor amendments: 2016, 2019, 2020, 2021. So much has changed in Hailey since the last substantial update (2010), and to better understand the existing conditions and trends in Hailey today, Staff and the Council agreed that an update to the Plan was necessary.

With the Council's support, in January 2024, City Staff began the process of public outreach, education, community connection, and community-led advisory meetings to better inform the process of updating various sections of the Plan. Section updates include:

- Section 5: Land Use,
- Section 6: Economic Development,
- Section 8: Housing, and
- Section 10: Transportation.

Along with updates to each of those sections, Staff are also proposing the integration of Section 15: Sustainability, a qualitative guide that defines and supports sustainable practices and priorities in the City of Hailey well into the future. This newly created section is a first-ever dedicated chapter outlining clear goals, objectives, and policies in Hailey. Like each of the above-sections that make up the plan, this section, too, will help guide the future development of Hailey's first-ever Sustainability Action Plan, a more specific plan that accounts for our varied climatic conditions and environment, location, available resources, and community.

November 13, 2024 and March 3, 2025: The Planning and Zoning Commission first read through the updated Plan and considered its revised or newly written components on November 13, 2025, as a public workshop. The Commission discussed each section and suggested minor refinements, of which, Staff incorporated into the updated Plan prior to the March 3, 2025 public hearing. Prior to the public hearing, Staff also connected with project partners, stakeholders, key organizations and community members, and the Advisory Committee to solicit additional feedback prior to the next public hearing, scheduled for March 3, 2025. Those comments were also incorporated into the updated Plan prior to the hearing.

The Planning and Zoning Commission considered the Final Draft Plan on March 3, 2025 via a formal public hearing. During this meeting, the Commission and members of the community suggested minor edits and/or considerations to the overall plan. These suggestions, and actions taken by Staff, are described in detail below. Inclusion of suggested refinements and new policies have also been incorporated – via red text – in the updated Plan, which is attached hereto.

- **Public Parking and/or Shared Parking:** It was suggested that Staff consider incorporating curated policies that account for future public parking facilities and opportunities in downtown Hailey. This suggestion came as a proactive effort to balance future growth with parking demand by identifying policies now that could alleviate parking constraints as the City grows.
 - o **City Response:** Inclusion of new policies, Goal 3.5.2 J. and K (see pg. 24 in Update):
 - **J.** Encourage the utilization of shared parking arrangements and other creative public/private partnerships to meet future parking needs and further decrease

- underutilized spaces such as parking lots.
- **K. Pursue public parking opportunities and the development of public parking facilities, as well as improve upon the function and utilization of existing parking facilities downtown and the overall user experience associated with these facilities through the future implementation of Hailey’s Parking Strategic Plan.**
- **Density and Public Transit Opportunities:** It was suggested that Staff consider incorporating policies that connect higher density development/locations with ample public transit/transportation amenities to ensure comfortable, reliable, and accessible connectivity across Hailey, and the greater Wood River Valley.
- **City Response:** The correlation between density and public transit is an important one to thoughtfully consider via objectives, goals, or policies within a comprehensive plan, transportation plan, or another specific community plan whereby public transit and/or housing are the primary focuses. The two are directly related, as a higher population density creates a larger potential ridership for public transportation. Additionally, these amenities become more feasible for the greater community, more efficient to operate, and further encourage people to rely less on private cars, leading to reduced traffic congestion, reduce environmental impacts, and other benefits. As such, Staff have aggregated the following policies, goals, or objectives, within the Draft Plan, that represent or highlight these opportunities:
 - See page 69, Goal 3.10.2 – Build and maintain a sustainable, safe, reliable year-round multimodal road network.
 - Objective – Provide a balanced approach to mobility by offering a year-round multimodal network that improves safe and accessible routes to Downtown, businesses, activity centers, neighborhoods, places of employment, and recreational opportunities.
 - A. Continue to implement the Transportation Master Plan.
 - B. Implement recommendations and strategies to improve roadway safety, as presented in the 2024 Blaine County Regional Safety Action Plan.
 - C. With new development projects, continue to encourage the design and construction of Hailey’s multimodal network to improve connectivity and safety, as well as provide for multimodal amenities such as bicycle storage, maintenance racks, and bicycle parking.
 - D. Continue enforcement of Title 18: Mobility Design, to ensure future development provides safe multimodal facilities and infrastructure.
 - E. Increase staffing capacity of Hailey Streets and Public Works Departments as it relates to pathway and sidewalk snow removal and year-round multimodal facility access; seek opportunities with business and property owners to further aid in this effort.
 - F. Continue to thoroughly assess off-site traffic impacts of new

- developments to ensure the adequacy of existing infrastructure, or adequate funding of needed infrastructure.
- G. Continue to collaborate with agency and community partners to fund and implement a regionally connected and coordinated multimodal network (reference the Blaine County Community Bicycle and Pedestrian Master Plan).
- See pages 70-71, Goal 3.10.4: Improve public transit facilities/operations and increase public transit ridership.
 - Objective – Continue to build capacity within the transportation system through service and accessibility improvements that focus on the movement of people rather than single occupancy vehicles.
 - A. Encourage improved transit facilities in conjunction with new development projects.
 - B. Expand transit services to better serve activity centers and to reduce single-occupancy vehicle trips.
 - C. Improve ‘first and last mile’ pedestrian and bicycle access to existing transit routes.
 - D. Continue to incorporate public transit funding into the City of Hailey budget.
 - E. Ensure land use and transportation policies increase accessibility to transit service.
- **Appendix C:** [Appendix C](#), a section that hosts additional content referenced during the Update to the 2010 Comprehensive Plan, was highlighted during the public comment period at the March 3, 2025 public hearing. A resident of Hailey highlighted specific components within Appendix C and questioned why the data was not included in the most recent Draft Update. Specifically, the sections below were called out as “missing” from the Final Draft Plan during the public hearing:

1997 to 2005 Goals, Policies and Implementation Table

- Land Use:
 - 5.4.5. D. Recognize that transportation uses, and traffic patterns affect adjacent land uses and vice versa. Expedite the provision of sidewalk and pedestrian safety amenities in all residential areas, prioritizing those experiencing high traffic, such as along Second Avenue.
 - 5.7. Density: To increase opportunities for alternative transportation, reduction of vehicle traffic, creation of safe and walkable neighborhoods, creation and preservation of public spaces and green spaces, and efficiency of services by promoting appropriate housing densities.
 - Goal: Promote the highest housing density within the community core and discourage sprawling residential development.
 - 5.7.1.B. Educate the general public about the potential beneficial aspects of density, i.e. efficient services, retention of green space, community integration and social interaction, increased convenience,

greater amenities and lessened traffic.

- Public Facilities, Utilities, and Services
 - 9.1.1.G. Explore and implement alternative traffic calming devices.
- Transportation and Circulation:
 - 10.1.1.2. Policy: Protect residential districts by building streets that encourage pedestrians and bicycles, while allowing automobiles at slower safe speeds.
 - 1. Implementation: Consider city standards that allow traffic to flow smoothly and safely while encouraging lower traffic speeds.
 - a. Consider standards for alternatives to stop signs and traffic lights, such as vertical displacements, traffic circles or roundabouts, innovative intersection designs and other traffic calming devices.
 - b. Consider street standards for less pavement and narrower travel and turn lanes, to encourage lower vehicle speeds.
 - c. Encourage limiting the length of streets; shorter blocks keep vehicles at a slower speed.

City Response: Appendix C includes data, goals, and policies collected and/or developed between 1997 to 2005; Hailey-specific information that supported the 2010 Update to Hailey’s Comprehensive Plan. This section hosts overly specific goals and policies, and an exhaustive account of data that served as a foundational reference to the 2010 Update. The information referenced in Appendix C served a purpose during the aforementioned timeframe, and either may no longer be applicable, or may have already been accounted for in the 2024 Update.

More recent data has been collected over the last several years to inform the plan’s 2024 update. This data has been summarized in the Draft Plan through descriptions, objectives, goals and policies, and further referenced within the Appendices of the 2024 update.

That said, to confirm the cross-pollination of ideas and concepts between plans [2010 and 2024], Staff analyzed the 2024 Plan against Appendix C from 1997-2005. Complementary or like information has been highlighted and described in red text in the attached Draft Plan, as well as described herein. These connected concepts are not limited to the described, and other goals, objectives, and/or policies may be applicable.

1997 to 2005 Goals, Policies and Implementation Table

- Land Use:
 - 5.4.5. D. Recognize that transportation uses, and traffic patterns affect adjacent land uses and vice versa. Expedite the provision of sidewalk and pedestrian safety amenities in all residential areas, prioritizing those experiencing high traffic, such as along Second Avenue.
 - **City Response:** See page 24, Goal 3.5.2, of the 2024 Update: C. Adopt

consistent and cohesive building, site design, and human-scale streetscape standards for Downtown/Main Street to further encourage commercial, civic, and cultural activity in Hailey.

- G. Ensure Downtown businesses are accessible by vehicles, bicycles, and pedestrians, serving the needs of diverse residents and visiting populations, and maintaining a safe, active, and vibrant sense of place for all.
- See page 69, Goal 3.10.2, of the 2024 Update: A. Continue to implement the Transportation Master Plan.
 - B. Implement recommendations and strategies to improve roadway safety, as presented in the 2024 Blaine County Regional Safety Action Plan.
 - F. Continue to thoroughly assess off-site traffic impacts of new developments to ensure the adequacy of existing infrastructure, or adequate funding of needed infrastructure.
- See page 70, Goal 3.10.3, of the 2024 Update: A. Building a connected street network that provides every neighborhood with safe routes into the Downtown Core.
- 5.7. Density: To increase opportunities for alternative transportation, reduction of vehicle traffic, creation of safe and walkable neighborhoods, creation and preservation of public spaces and green spaces, and efficiency of services by promoting appropriate housing densities.
 - Goal: Promote the highest housing density within the community core and discourage sprawling residential development.
 - 5.7.1.B. Educate the general public about the potential beneficial aspects of density, i.e. efficient services, retention of green space, community integration and social interaction, increased convenience, greater amenities and lessened traffic.
 - **City Response:** See page 54-55, Goal 3.8.1, of the 2024 Update: Preserve and produce a diverse housing inventory that promotes a variety of housing options and affordability ranges.
 - L. Assess Hailey’s neighborhoods and identify elements that characterize the area. Use these standards to help inform the design, scale, and aesthetics of housing that should be preserved/added to the neighborhood zone.
 - M. Expand on existing design standards for housing development that balance increased densities with community character and function. The expansion and/or integration of standards could include streetscape improvements and amenities, trash and waste management strategies, additional public/semi-public community spaces, alleyway improvements, etc.
 - N. Use non-structural elements such as tree canopies, parks, natural habitat areas, sidewalks and pathways to create

- community character.
- See page 55, Goal 3.8.2, of the 2024 Update: C. Create strong relations with housing providers, developers and contractors to create attainable rental and for-sale housing units that meet specific needs in Hailey.
 - D. Engage in community-wide and regional housing education and engagement initiatives to highlight the importance of housing attainability and the intersectionality of housing as it relates to other community goals and opportunities including economic development, transportation funding thresholds, sustainability and resilience, and community character. Education and engagement initiatives should be tailored to reach a wide audience including the public, employers and businesses, local organizations, community leadership, and regional partners.
 - See page 55, Goal 3.8.3, of the 2024 Update: A. Ensure that Hailey zoning code and ordinances are aligned to provide housing opportunities in locations where greater density is allowed.
 - C. Limit development and density in, near, and around the foothills area, along the river, and in other spaces that provide natural habitat and other ecosystem services.
 - D. Provide expedited and priority application and approval processes for developments that meet housing attainability goals and/pr provide deed-restricted and affordable housing.
- Public Facilities, Utilities, and Services
 - 9.1.1.G. Explore and implement alternative traffic calming devices.
 - **City Response:** This section of the 2010 Comprehensive Plan - Public Facilities, Utilities, and Services - is not proposed to be updated at this time. A future update will consider this information as applicable.
- Transportation and Circulation:
 - 10.1.1.2. Policy: Protect residential districts by building streets that encourage pedestrians and bicycles, while allowing automobiles at slower safe speeds.
 - 1. Implementation: Consider city standards that allow traffic to flow smoothly and safely while encouraging lower traffic speeds.
 - a. Consider standards for alternatives to stop signs and traffic lights, such as vertical displacements, traffic circles or roundabouts, innovative intersection designs and other traffic calming devices.
 - b. Consider street standards for less pavement and narrower travel and turn lanes, to encourage lower vehicle speeds.
 - c. Encourage limiting the length of streets; shorter blocks keep vehicles at a slower speed.

- **City Response:** See page 69, Goal 3.10.2., of the 2024 Update: Objective – Provide a balanced approach to mobility by offering a year-round multimodal network that improves safe and accessible routes to Downtown, businesses, activity centers, neighborhoods, places of employment, and recreational opportunities.

In summary, comprehensive plans are considered broad in nature, as they provide a wide-ranging overview of a community's current state and future goals. They guide decision-making over a long period and often translate into policies and regulations that guide future development decisions. These plans are not intended to be overly specific, but rather, outline a broad, holistic vision for the community's future. Keeping this top of mind, Staff present a Plan that is broad in nature and offers a holistic vision of and for this wonderful community – not only now, but well-into Hailey's future.

Proposal: Staff are requesting the Commission's consideration, discussion, and recommendation of the Draft Updated Plan, *Envision Hailey: Planning Today for a Resilient Tomorrow*. Thoughtfully curated section updates and the newly created Section 15: Sustainability, are attached and have been amended and/or included pursuant to the provisions of Title 67, Chapter 65, Local Land Use Planning Act. An updated Land Use Map, pursuant to Title 67, Chapter 65, Section 67-6508, is also proposed. The amended map better corresponds with the updates to each of the above-sections, and further accounts for the addition of Section 15.

Attachments:

- Draft Updated Plan – [Envision Hailey: Planning Today for a Resilient Tomorrow](#)
- [Public Engagement Summaries](#) (April 2024 and November 2024)
- Proposed Land Use Map (attached as Exhibit B in Draft Resolution)
- [Adopted Comprehensive Plan \(2010\)](#)

Standards of Evaluation: Idaho Statute Title 67, Chapter 65, Section 67-6509: Amendments to a Comprehensive Plan may only be made because of an error in the original plan or because of a substantial change in the actual conditions in the City of Hailey, which result in a material discrepancy or disparity between the conditions in the area and all or part of the Plan. The City of Hailey Planning and Zoning Commission may recommend amendments to the Plan to the Hailey City Council not more frequently than every six (6) months. This six (6) month period shall be measured from the date that the Commission submits its recommendation to the Council.

The following procedures shall be followed when amending a Comprehensive Plan:

(1) The planning or planning and zoning commission, prior to recommending the plan, amendment, or repeal of the plan to the governing board, shall conduct at least one (1) public hearing in which interested people shall have an opportunity to be heard. At least fifteen (15) days prior to the hearing, notice of the time and place and a summary of the plan to be discussed shall be published in the official newspaper or paper of general circulation within the jurisdiction. The commission shall also make available a notice to other papers, radio, and television stations serving the jurisdiction

for use as a public service announcement. Notice of intent to adopt, repeal, or amend the plan shall be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing scheduled by the commission. Following the commission hearing, if the commission recommends a material change to the proposed amendment to the plan that was considered at the hearing, it shall give notice of its proposed recommendation and conduct another public hearing concerning the matter if the governing board will not conduct a subsequent public hearing concerning the proposed amendment. If the governing board conducts a subsequent public hearing, notice of the planning and zoning commission recommendation shall be included in the notice of public hearing provided by the governing board. A record of the hearings, findings made, and actions taken by the commission shall be maintained by the city or county.

Adequate notice has been given. If a material change is recommended by the Commission, subsequent notice and hearing will be conducted as outlined in Idaho Code.

(2) The governing board, as provided by local ordinance, prior to adoption, amendment, or repeal of the plan, may conduct at least one (1) public hearing, in addition to the public hearing or hearings conducted by the commission, using the same notice and hearing procedures as the commission. The governing board shall not hold a public hearing, give notice of a proposed hearing, nor act upon the plan, amendments, or repeal until recommendations have been received from the commission. This standard will be met once recommendations by the Commission have been received.

(3) No plan shall be effective unless adopted by resolution by the governing board. A resolution enacting or amending a plan or part of a plan may be adopted, amended, or repealed by definitive reference to the specific plan document. A copy of the adopted or amended plan shall accompany each adopting resolution and shall be kept on file with the city clerk or county clerk.

A draft Resolution is attached. This standard will be met.

(4) Any person may petition the commission or, in absence of a commission, the governing board for a plan amendment at any time, unless the governing board has established by resolution a minimum interval between consideration of requests to amend, which interval shall not exceed six (6) months. The commission may recommend amendments to the comprehensive plan and to other ordinances authorized by this chapter to the governing board at any time.

As applicable, this standard has or will be met.

Motion Language:

Motion #1:

Approval: Motion to recommend approval to the Hailey City Council the proposed Comprehensive Plan Update, which includes amendments to Section 5: Land Use, together with a map indicating suitable projected land uses for the jurisdiction, Section 6: Economic Development, Section 8: Housing, and Section 10: Transportation, as well as the addition of Section 15: Sustainability, and attached hereto, of the Hailey Comprehensive Plan, finding that all city and state standards have been met.

Denial: Motion to recommend denial to the Hailey City Council the proposed Comprehensive Plan Update, which includes amendments to Section 5: Land Use, together with a map indicating suitable

projected land uses for the jurisdiction, Section 6: Economic Development, Section 8: Housing, and Section 10: Transportation, as well as the addition of Section 15: Sustainability, and attached hereto, of the Hailey Comprehensive Plan, finding that _____ [the Commission should cite which standards are not met and provide the reason why each identified standard is not met].

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

Motion #2:

Approval: Motion to recommend approval to the Hailey City Council the proposed Comprehensive Plan Land Use Map indicating suitable projected land uses for the jurisdiction, Section 6: Economic Development, Section 8: Housing, and Section 10: Transportation, as well as the addition of Section 15: Sustainability, and attached hereto, of the Hailey Comprehensive Plan, finding that all city and state standards have been met.

CITY OF HAILEY
RESOLUTION NO. 2025 - _____

A RESOLUTION OF THE CITY COUNCIL OF HAILEY, IDAHO, APPROVING AND ADOPTING AN UPDATE TO THE HAILEY COMPREHENSIVE PLAN BY AMENDING SECTION 5: LAND USE, TOGETHER WITH A MAP INDICATING SUITABLE PROJECTED LAND USES FOR THE JURISDICTION, SECTION 6: ECONOMIC DEVELOPMENT, SECTION 8: HOUSING, AND SECTION 10: TRANSPORTATION, AS PREVIOUSLY ADOPTED WITH HAILEY RESOLUTION 2020-024. THIS APPROVAL ALSO INCLUDES THE ADDITION OF SECTION 15: SUSTAINABILITY.

WHEREAS, Idaho Code requires the Planning and Zoning Commission to conduct a comprehensive planning process designed to prepare, implement, review and update a comprehensive plan, which plan shall include all land within the jurisdiction;

WHEREAS, Idaho Code 67-6508 imposes a duty to adopt a Comprehensive Plan together with maps, having considered previous and existing conditions, trends, compatibility of land uses, desirable goals and objectives, or desirable future situations for each planning component; and

WHEREAS, the City wishes to adopt the amended Sections of the Comprehensive Plan: Section 5: Land Use, Section 6: Economic Development; Section 8: Housing, and Section 10: Transportation, as well as incorporate a new section, Section 15: Sustainability, all in conformity with Idaho Code 67-6508, and

WHEREAS, the City wishes to adopt the amended Comprehensive Plan Land Use Map to be compatible with the contemplated updates to Hailey's Comprehensive Plan; and

WHEREAS, Idaho Code 67-6509 states that no plan shall be effective unless adopted by resolution of the governing board.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AND THE MAYOR OF THE CITY OF HAILEY, IDAHO, in accordance with Idaho Code 67-6508, that the 2010 Hailey Comprehensive Plan, Sections 5, 6, 8, and 10, including the addition of Section 15 be repealed and replaced with Exhibit A. The 2020 Hailey Comprehensive Plan Land Use Map be repealed and replaced by Exhibit B, which are approved and adopted by the Hailey City Council.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS _____ DAY OF _____, 2025.

Martha Burke, Mayor

ATTEST:

Mary Cone, City Clerk

Exhibit A: Hailey Comprehensive Plan Update 2024

Exhibit B: Hailey Comprehensive Plan Land Use Map 2024



Envision Hailey

Planning Today for a Resilient Tomorrow

Hailey Comprehensive Plan Update
2024



Envision Hailey

Planning Today for a Resilient Tomorrow

Hailey Comprehensive Plan Update 2024

Prepared by:



City of Hailey
Community Development Dept.

Jacobs

GGLO



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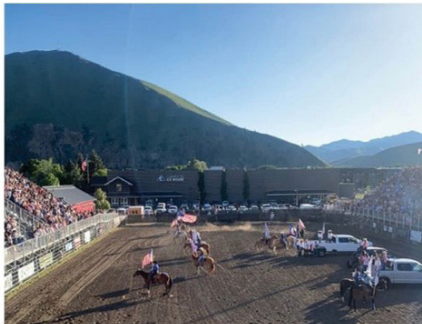
PART TWO

Vision Statement

Photo by Carol Waller

Community Vision

Hailey is a small mountain town defined by a friendly and hard-working community that cares for and enjoys the area's abundant natural resources. As stewards of these lands, we consider growth that protects our natural environment, preserves open space, and provides quality housing and employment opportunities for all. Safe, walkable neighborhoods with convenient access to services, parks, and outdoor recreation promote healthy lifestyles and a tight-knit community. Our vibrant downtown, composed of diverse businesses stimulating an active social and economic realm supported through the region's tourism economy, welcomes locals and visitors to join in celebrating our community's diverse history, culture, and traditions. We balance our actions today with the needs of our future, so the Hailey we know and love can be enjoyed for generations.



COMMUNITY VALUES

Environmental Stewardship: Healthy air, clean water, and open spaces are considered sacred. The community places importance on maintaining the quality of these natural resources for future generations. It should be easy for individuals and organizations to adopt sustainable practices like utilizing clean and renewable energy, reducing consumption, recycling, and choosing human-powered transit. As the town grows, encouraging compact development patterns that protect habitats, uses land efficiently, respects wildlife, and conserves natural resources are key priorities.

Recreation Access: People living in Hailey deeply value access to diverse recreational activities and public land. Residents appreciate the ability to engage in unique outdoor activities like biking to nearby fishing spots, trail running on the recreational trails that frame Hailey, or cross-country skiing across Hailey. Access to recreation should be enhanced, not inhibited, by new developments. As the largest population center of families and youth in the Wood River Valley, the people of Hailey also value and invest in organized youth sports and indoor/year-round recreational opportunities. Demand for facilities and programming is expected to rise in future years.

Human-Scaled Streetscapes: Residents appreciate Hailey's unique, small-town character and would like to see it preserved and perpetuated in future development. Development should align with the vision, goals, and plans for the community while meeting evolving community needs with infrastructure improvements. Improving Hailey's streets with expanded pedestrian and bike infrastructure and safer crosswalks will create a more connected and safer community. A human-scaled Main Street that preserves Hailey's history while incorporating facilities for pedestrians, cyclists, drivers, and public transit will support the vitality of businesses along the corridor, and city-wide.

Attainable & Diverse Housing: There is a strong call for affordable and diverse housing options that make it possible for people with a range of income levels to live in Hailey. The desire to preserve open space while adding housing demands creative solutions like infill development and diversifying the unit types in Hailey's housing stock.

Economic Resilience: Hailey's hard-working community draws a sense of identity and pride from the contributions they make through their jobs. Hailey can expand employment opportunities and improve economic stability by diversifying job opportunities and creating more business independent from the seasonal tourism economy. The current lack of workforce housing, light industrial zones, commercial space, and support for mobile vendors creates labor barriers that need to be addressed. The community would like to see more authentic local businesses that serve the essential needs of the community.

Connected Community: Hailey is proud to be a close-knit community that helps each other succeed, supports one another during times of struggle, and promotes the wellbeing of all. The city's identity is closely tied to its history of intergenerational, familial connections to the Wood River Valley. People with different cultures and languages have long called Hailey home, which adds to the city's unique character. To strengthen this, residents desire more opportunities for community engagement, including events and activities that go beyond outdoor recreation. Downtown needs more quality gathering places and public destinations, which should be required within any new development.

Future Generations: Youth and young adults are Hailey's future. The community feels the loss of local higher education options and sees a need for dedicated spaces and activities for teens to engage in. There is a desire for a central community space that is usable year-round and can support a variety of businesses and events. Addressing the need for more childcare options will also support families in the community.



PART THREE

Goals & Indicators

Photo by Carol Waller

Section 5

Land Use

INTRODUCTION

Land use is the connective tissue of a comprehensive plan; it influences and is influenced by every other element of the plan. In addition, along with transportation, the land use section defines the built environment and becomes the physical manifestation of the Vision and Values of the Plan. The physical form of Hailey will continue to be influenced and constrained by the significant natural features that lend the region its beauty and identity, including the hillsides, canyons, and the Big Wood River. Policies guiding land use in Hailey can assure these defining natural features are preserved while the social and economic needs of the community are met. Responsible land use policies help ensure accessible and diverse recreational opportunities, diversified job opportunities, improved public spaces, adequate housing for all stages of life, and the sustainability of natural resources. The purpose of this section is to provide policy direction for annexation and rezones (city and citizen initiated) in accordance with the Local Land Use Planning Act, to provide an analysis of the existing land uses, and to identify logical areas for infill and/or expansion within the City's Area of Impact (AOI).

As the county seat, largest city, and largest employment center within Blaine County, Hailey has and will continue to have an outsized economic and social importance in the Wood River Valley and broader region. In an effort to better conserve the world class natural areas and recreation opportunities found in the surrounding canyons and hillsides of Hailey, the City of Hailey has joined Blaine County and the cities of Ketchum, Sun Valley, Bellevue, and Carey in an effort to emphasize the importance of existing urban and suburban areas as the natural growth centers within Blaine County. In addition to conserving natural areas as scenic and recreational open space, this promotes connected communities and allows residents to engage with one another in public gathering spaces and makes most efficient use of the services provided to its residents. These services include police, fire and medical services, transportation, sewer and water systems, recreational facilities, parks and trails, and the library. It also places a premium on quality, context-sensitive infill design within the existing fabric of the City, as there are few other opportunities for growth.

In 2023, the City commissioned a study of growth projections and housing needs (City of Hailey Housing Analysis and Growth Projections, Agnew::Beck, December 2023). The report assessed three population growth scenarios over various time horizons. Table 1 summarizes the anticipated city growth from 2020-2040.

Scenario	Growth Rate	Population Increase	2040 Population
Low	1%	2,678	11,253
Medium	1.3%	3,365	11,940
High	2.5%	5,767	14,342

Table 1: Growth Scenarios

The study also looked at the need for additional housing based on population growth, overcrowding, and rehabilitation and replacement. The resulting 10-Year Housing Need Estimate for the Medium Growth Scenario forecasted a need for an additional 838 housing units or approximately 85 new units per year over the next 10 years. Understanding this need, the City continues to prioritize and reexamine long-term housing goals and use Hailey’s vacant land efficiently to support an attainable housing market. Through various code amendments, pilot programs, and public and private partnerships, the City has encouraged diverse housing opportunities in the form of both market rate and affordable housing types. Table 2 shows that Hailey has approved or entitled an estimated total of 840 housing units over the last five years, exceeding the minimum identified need by 280 units. The total represents both building permits issued and anticipated units entitled through approved land use applications and includes the full range of residential typologies including detached single-family, attached single-family, and multifamily. Appendix A includes a fuller and more detailed picture of Hailey demographics. Section 8 does the same for housing.

Year Approved	Housing Units
2020	85
2021	105
2022	350
2023	200
2024*	100*
TOTAL	840

Table 2: Total Housing Units Approved 2020-2024
*As of 10/31/2024

Finally, the results of the Agnew::Beck Build Out Analysis demonstrated that Hailey’s existing zoning code allows for considerable new residential and commercial development to occur. There appears to be enough residential development potential to accommodate the forecasted population growth in all three growth scenarios with an increase in the citywide housing density from the existing 2.4 dwelling units per acre up to 3.7 dwelling units per acre. However, this will necessitate some modification to the regulations pertaining to infill development within the City.

AREA OF IMPACT

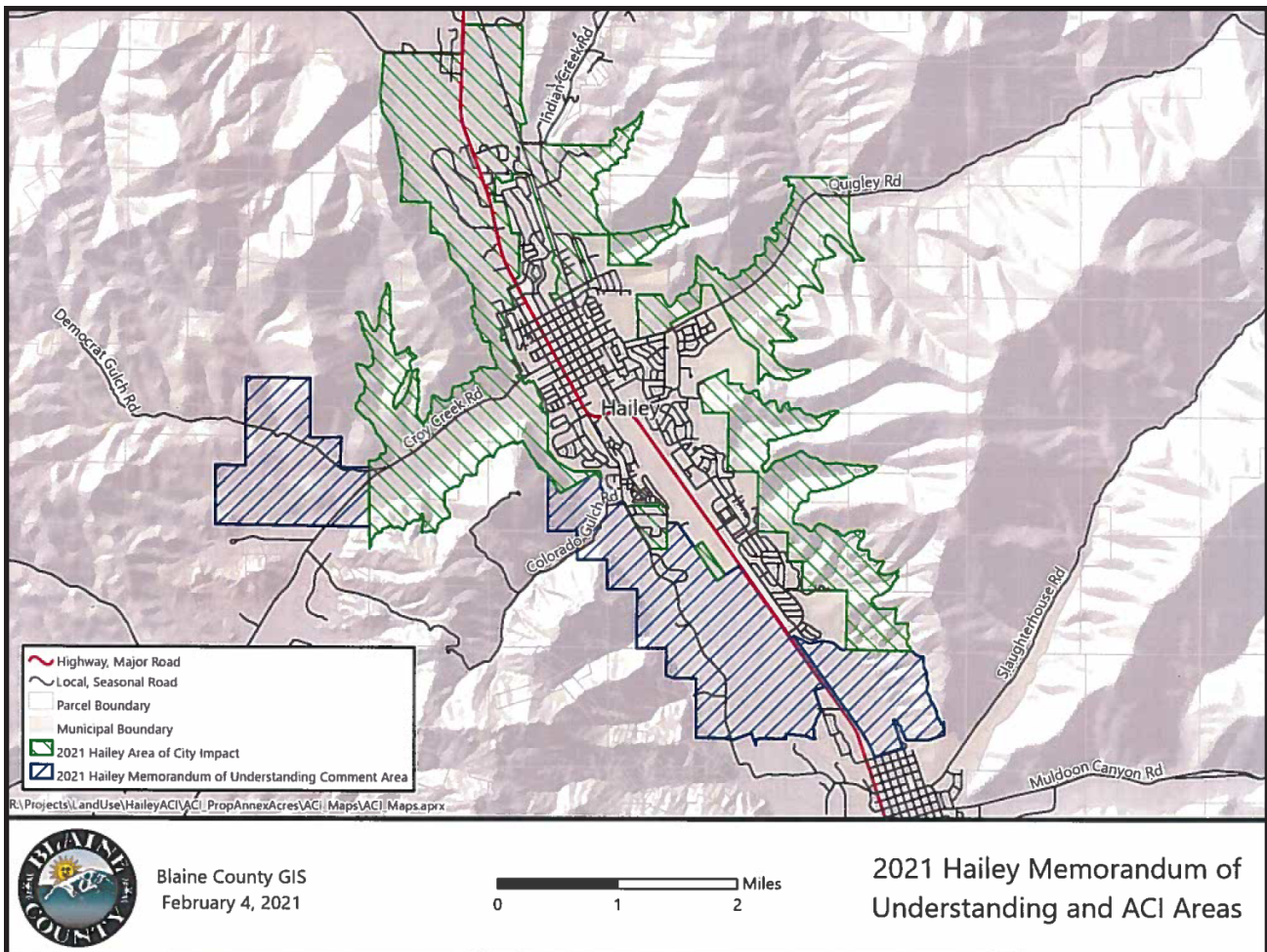
Section 67-6526 of the Idaho Statutes establishes the intent, process, and procedures for establishment of an Area of Impact (AOI) for every city within the state. The provisions of this section were substantially modified in 2024, and state that, “Areas of impact should be established, modified, or confirmed based on the ability and likelihood of a city or cities to annex lands within that area of impact in the near future” (Idaho Statutes 67-6526(1)(b)), and furthermore, in “areas

where municipal or public sewer and water are expected to be provided within five (5) years” (Idaho Statutes 67-6526(4)(a)(iv). The Cities of Hailey and Bellevue both renegotiated their respective AOIs with Blaine County in 2023 (Blaine County Ordinance No.2023-04 and No. 2023-05) which established the boundary between the two cities and reconfirmed the previously existing AOI boundaries.

In addition to the Hailey AOI, the City has a Memorandum of Understanding (MOU) with Blaine County that identifies areas adjacent to Hailey’s City limits, or AOI, where notice is required to be provided to the City when the County is considering various land use applications. “The MOU area(s) remain in county jurisdiction and are not reasonably expected to be annexed by Hailey.” (Blaine County/City of Hailey MOU Instrument #680283)

Hailey’s City limits contain a total of 4,579 lots and/or parcels on approximately 2,555 acres. Hailey’s Area of Impact - outside of and adjacent to the City limits - is comprised of about 4,374 acres and is intended to serve as the natural growth area of the City where urban services can be provided within five years. However, only 778 acres of that total can be considered as buildable and serviceable, and 48% (373 acres) of the buildable total is situated in Croy and Quigley Canyons.

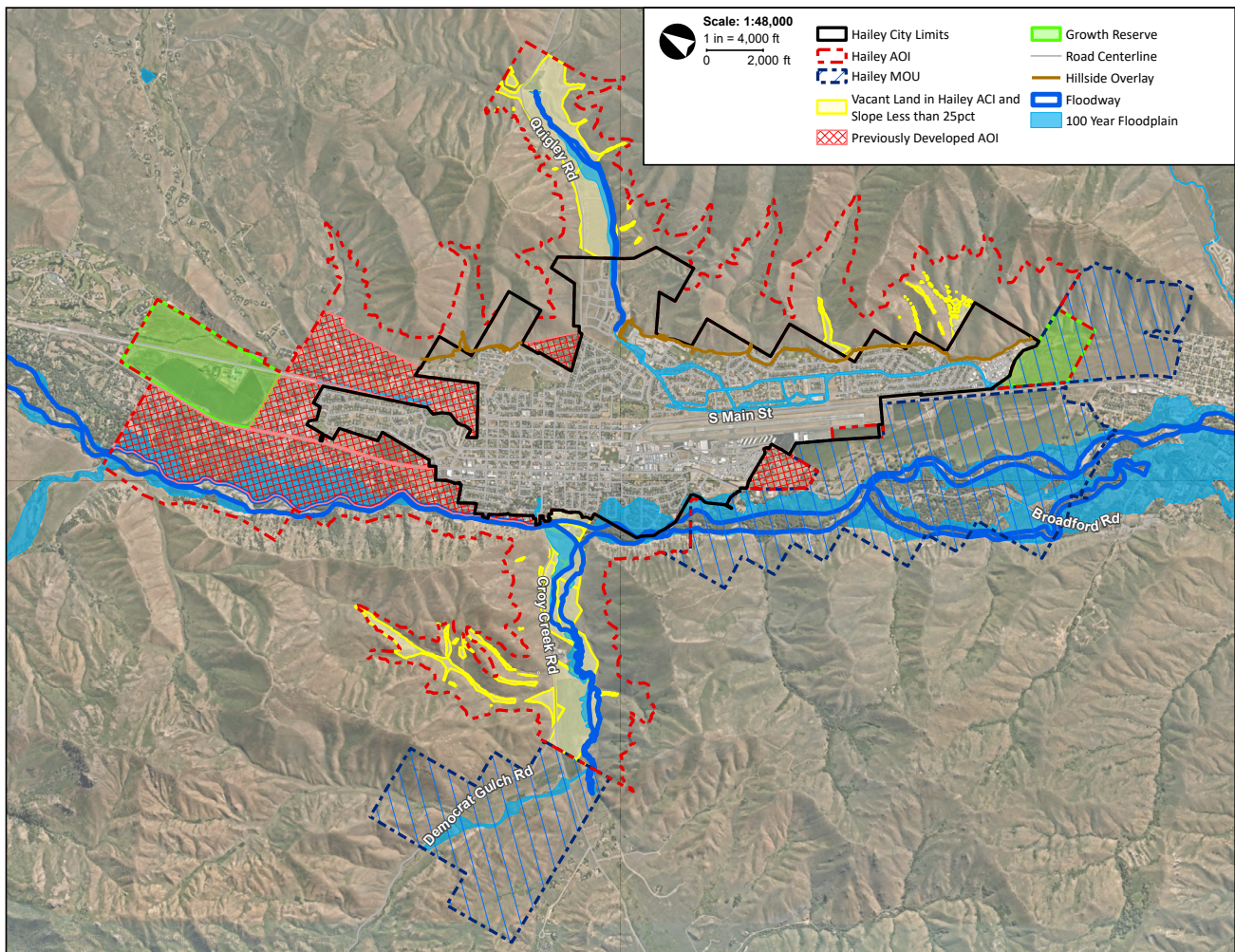
HAILEY MOU & ACI AREAS



Croy and Quigley Canyons each have less than 200 acres of developable land once the unbuildable hillsides and floodway/floodplains are accounted for. The community has also expressed a strong desire to see those areas maintained as native areas and recreation. In an effort to preserve and protect water and air quality and access to public land for recreation, the Canyons have been designated as Parks, Recreation, and Open Space on the Future Land Use Map.

Approximately 1,025 acres of the existing AOI is developed with large lots (1 to 5 ac lots) of single-family residential development. These developments were approved by Blaine County and are typically served by individual wells and septic systems. Although still situated within Blaine County, most of these enclaves are now abutting or surrounded by the incorporated limits of Hailey. While the potential for significant infill is extremely limited, these properties use and/or have access to city services including roads, parks, recycling, and emergency services, yet they do not pay city taxes to support these services.

DEVELOPABLE AREAS



Of the developable land within the AOI, approximately 109 acres are contained in a parcel known as Flying Hat Ranch East, a parcel positioned south of the existing City limits. Approximately 305 acres



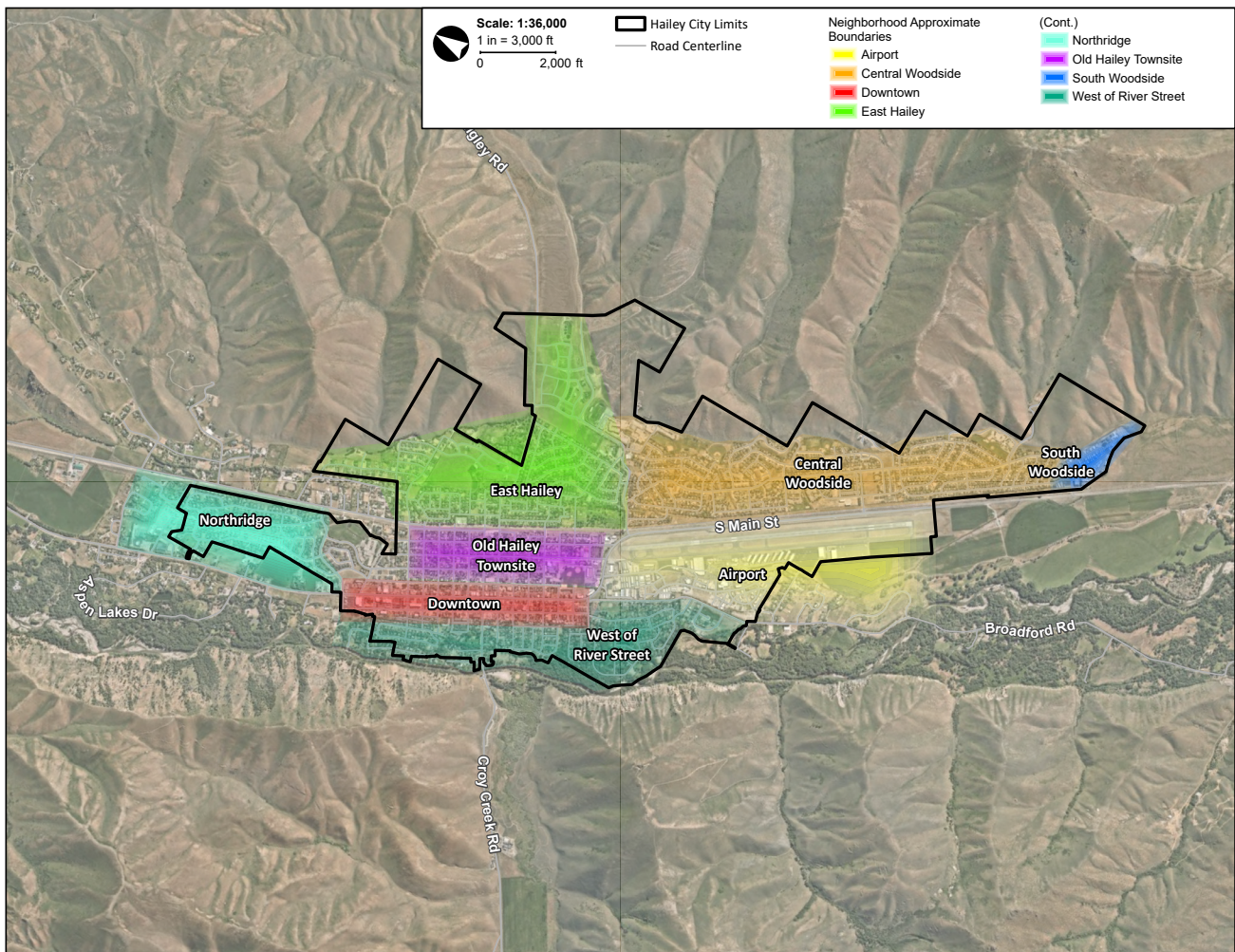
Photo by Carol Waller

are situated within a cluster of parcels owned by or referred to as Peregrine Ranch, Idaho Power, and State Department of Lands. These are all located along Hailey's northernmost AOI and on the east side of State Highway 75. Combined, these areas comprise barely over 9% of Hailey's AOI but compose over 90% of the serviceable and developable lands within the AOI. To ensure responsible future development of these parcels, they have been designated as Growth Reserve on the Future Land Use Map. The intention of a Growth Reserve designation is to prioritize future development at an appropriate scale and intensity commensurate with future housing needs within the community. This is addressed more fully in the Future Land Use and Goals sections.

NEIGHBORHOODS

Neighborhoods are the fundamental building blocks of any city. A city is only as strong as its neighborhoods, and Hailey is endowed with well-established and distinct neighborhoods surrounding the original townsite of historic Old Hailey and its Downtown Core. From its humble beginnings in 1881 to today, Hailey’s historic charm, sense of character, and cultural custom still radiate. The town of Hailey boasts a rich heritage and vibrant culture that make it a fascinating place to live and visit. From the historic buildings and museums to its lively arts scene and community events, Hailey offers a diverse array of experiences that capture the essence of its storied past and dynamic present.

NEIGHBORHOODS



Each neighborhood, new and old, plays a vital role in balancing the preservation of Hailey’s deeply rooted heritage with present-day development and its identity as the working-class community of the Wood River Valley. While each are distinct in character and historical charm, the boundaries of the various neighborhoods described below are not intended as bright lines; rather they should be

considered as faint seams that intersect and overlap, connecting the various geographies within the City into a cohesive whole.

The importance of strengthening existing neighborhoods while allowing for context-sensitive infill cannot be overstated for accommodating and managing growth. The intent of this section is to facilitate both of these objectives and to identify the form and density of the remaining undeveloped or underdeveloped lands within the City and its Area of Impact.

AIRPORT

The Airport Neighborhood is heavily influenced by the presence and function of the Friedman Memorial Airport (SUN). The neighborhood is bounded by State Highway 75 on the north and east sides, and Broadford Road to the west. The area directly west and adjacent to the airport includes Hailey's largest industrial area, or lands zoned for specific commercial and light industrial uses. Pockets of residential - in the form of live/work or workforce housing accessory units - can be found within the commercial guise of the neighborhood. The greater residential uses west and slightly south of the airport host a smattering of larger-lot single-family residential - the Colorado Gulch Preserve Subdivision (west) annexed in 2017, and the larger County subdivision (slightly south) approved by Blaine County in the 1970s and 1980s. The County properties are situated within the Area of Impact but have not been annexed into the City. Lands to the south and southwest of the airport are owned by the Airport Authority and were purchased to maintain a buffer from future incompatible land uses and to protect the approach and departure zones and function of the airport. All airport owned property is highly regulated by the Federal Aviation Administration (FAA) and is subject to numerous and specific sponsor (airport owner) obligations and grant assurances associated with aeronautical use.

DOWNTOWN/MAIN STREET

Downtown is the nexus of Hailey's core elements. It includes history and art, the principal business district, the gateway to river and trail recreation, and the heart of Hailey. Downtown Hailey effectively functions as 'the neighborhood for all': a neighborhood for, and enjoyed by, residents and visitors alike. It stretches for just over one mile from McKercher Boulevard on the north end to Fox Acres Road on the south end and is bisected by Main Street/State Highway 75 (SH-75) for its entire length. River Street, a multi-modal mixed-use residential street, forms its western boundary and Second Avenue, a mostly quiet residential street, bounds the eastern limit. Downtown/Main Street serves as Hailey's primary commercial district and is home to restaurants, shops and theaters, offices, Hailey's Public Library, the Blaine County Courthouse, and Hailey City Hall.

In addition, the Downtown Neighborhood comprises traditional, detached single-family housing (primarily to the east where Downtown blends into the Old Hailey Townsite Neighborhood), as well as contemporary infill of single-family attached, mid-sized multifamily, and modern mixed-use units (primarily along the western margin of and adjoining River Street). Downtown/Main Street is roughly coincident with the boundaries of the Gateway Urban Renewal District and is subject to the detailed provisions of the Hailey Downtown Master Plan, adopted in 2024.

NORTHRIDGE

The Northridge Neighborhood is located in the northeast area of Hailey and is bounded by McKercher Boulevard to the south, the Wood River Trail/Buttercup Road to the east, SH-75 to the west, and Coyote Bluff Road to the north. It is the last neighborhood before leaving Hailey's City limits and consists almost entirely of single-family residential land uses on lots ranging in size from approximately 10,000 square feet up to 1+ acres. At arm's length, the County's enclaves of large-lot single-family and public or quasi-public uses (e.g., Idaho Power, Idaho Transportation Department, and the Idaho Department of Lands) frame Hailey's Northridge Neighborhood to the north.

OLD HAILEY TOWNSITE

The Old Hailey Townsite, endearingly referred to as Old Hailey, is centrally located in and around Hailey's Downtown core. Old Hailey extends roughly to Buttercup Road to the east, Myrtle Street to the north, south just beyond Cedar Street, and just beyond River Street to the west. Forming the historic residential core of the original City, this neighborhood is largely composed of traditional detached single-family dwellings on small lots with a gridded street pattern boasting 100-foot rights-of-way and alleys. Old Hailey, known for its mature tree canopy with many stately heritage trees, notable architecture, and celebrated charm, continues to carry the western thread of its past, balanced by its more modern present. The City of Hailey has a longstanding policy of protecting the character of this neighborhood, particularly through the adoption of the Townsite Overlay District and associated Design Standards in 2006.

EAST HAILEY

Generally situated along the east side of Fifth Avenue and the Wood River Trail, to the steep hillsides of Patterson Peak forming the eastern boundary of the City, the East Hailey Neighborhood extends from CD Olena Drive on the north end to Fox Acres Road to the south. While cottage housing developments and duplex housing options are present, East Hailey comprises primarily large-lot single-family residential, including the still developing Sunbeam and Quigley Subdivisions, the Hailey Cemetery, the Sage School, and Old Cutters Subdivision. Recreational access to Quigley Canyon and other points east are a stone's throw from East Hailey.

WEST OF RIVER STREET

This eclectic neighborhood includes a diverse composition of land uses from single-family residential lots ranging in size from 6,000-12,000 square feet to a smattering of one-acre lots; small- and mid-sized multifamily blocks to multifarious mixed-use developments. Approaching River Street and Downtown Hailey, density gradually increases with the addition of present-day multifamily housing. Stretching from River Street on the east end to the Big Wood River and the toe of slope of Carbonate and Della Mountains, the north/south dimension of this neighborhood mirrors Downtown in length and composition. This neighborhood extends from McKercher Boulevard to the north to just south of Cedar Street at the southern boundary and also serves as Hailey's western entrance. It too is the gateway to Croy Canyon and other points west in Blaine County, as well as the Hailey Greenway, Hop Porter Park, Lions Park, and the Draper Preserve Trailhead, a popular trail connecting this neighborhood to the Airport Neighborhood via native pathways and riverside vistas.

WOODSIDE

Woodside is framed by SH-75 to the west and Hailey's steep hillsides to the east. As the City's largest neighborhood, it is bifurcated from north to south by Woodside Boulevard, connecting SH-75 on the south end to Fox Acres Road on the north end. Hailey's largest and most densely populated neighborhood is composed primarily of compact single-family residential land uses first platted in the 1960s. Woodside boasts the largest concentration of housing within the City and has recently seen the addition of somewhat higher density multifamily projects, including aggregation of workforce and community housing. It is home to Keefer Park, Kiwanis (Balmoral) Park, Founders Field, and hosts Alturas Elementary, Wood River High School and Blaine County's Community Campus.

SOUTH WOODSIDE

South Woodside is a compact commercial neighborhood situated on the east side of SH-75, extending from Meadow Mountain Drive on the north end to the current southernmost extent of city development. Except for a handful of remnant parcels, this area is fully developed with a range of industrial uses including the City's Wastewater Facility, various automotive repair and maintenance storefronts, and warehouse and hardware complexes. South Woodside is also the home of Syringa Mountain School and the Power Engineers office complex.

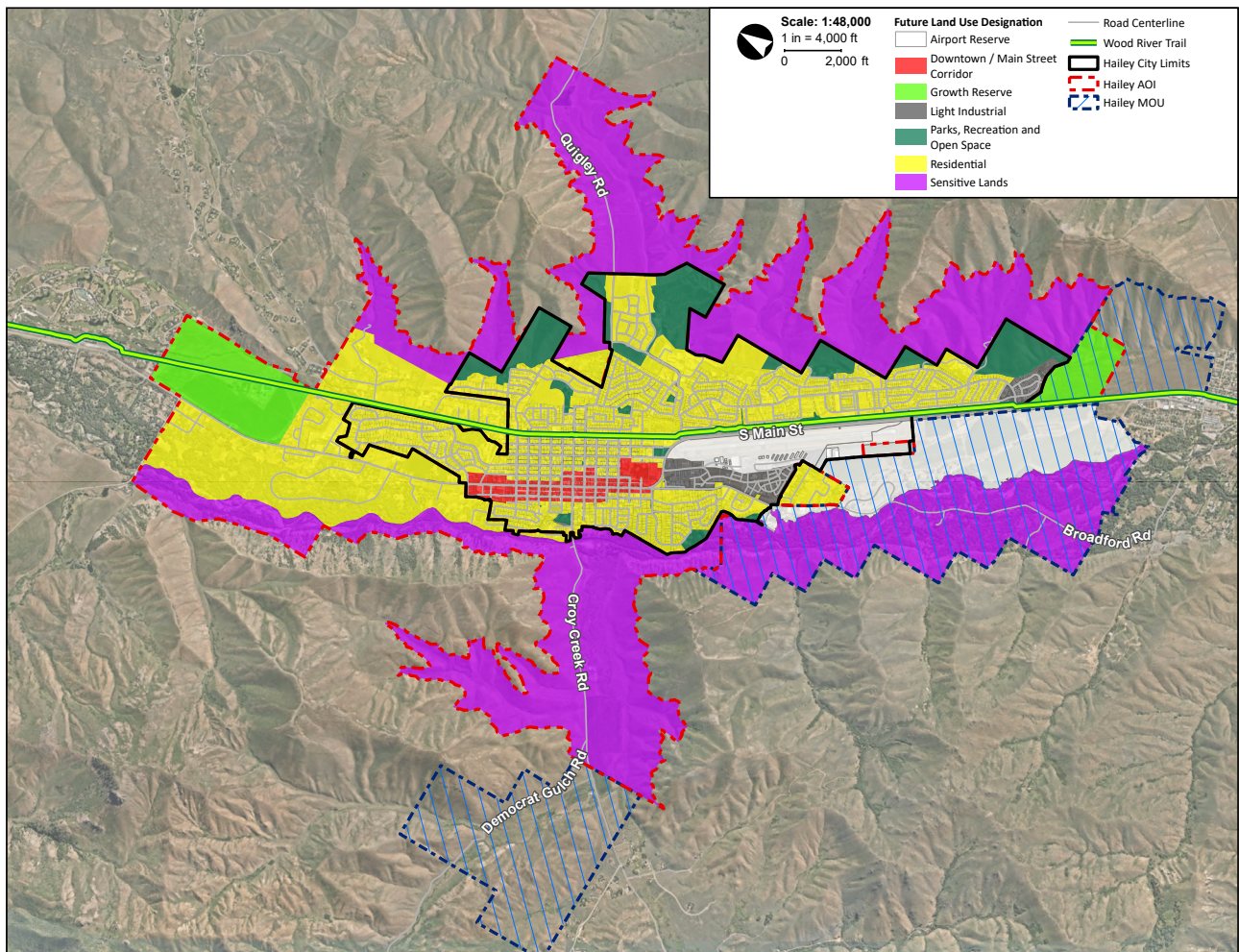


FUTURE LAND USE

The future land use categories described below are intended to ensure that Hailey contains an adequate mix of land uses to serve its citizens, businesses, and visitors in a way that is consistent with the vision and values of the community. The future land uses are reflective of Hailey’s need to accommodate responsible growth and the compact infill development necessary to support a thriving community for those that wish to call Hailey and the Wood River Valley home.

Because the City is largely built out under current zoning regulations, it is expected that most future development will be in the form of either large-scale expansion opportunities within the AOI (as noted above), or context-sensitive infill within the existing City limits. Acknowledging this, the Future Land Use Categories are mainly reflective of the existing distribution of land uses within the City. The primary exceptions are isolated undeveloped parcels within the existing City limits coupled with the Peregrine and Flying Hat Ranches within Hailey’s Area of Impact as discussed above.

FUTURE LAND USE MAP



FUTURE LAND USE DESIGNATIONS

DOWNTOWN / MAIN STREET CORRIDOR

Downtown Hailey is the historic commercial, civic, and cultural hub of the City, and will continue to balance the needs for commercial, office, and institutional land uses with the need for housing and architecture that is consistent with Hailey's unique history. Downtown is further characterized by its pedestrian orientation, location, and density with zero-setback buildings encouraged. It is the community's neighborhood, providing for a wide range of uses, events, entertainment, and public art. Main Street will primarily accommodate commercial/retail/office uses and buildings that frame the public right-of-way, creating a comfortable pedestrian environment. The highest residential densities allowed in the City can also be found within this district. Land uses will continue to decline in intensity and density on the margins of the district. Downtown will continue to serve as the primary community gathering space, fostering places for locals and visitors to celebrate the City's diverse heritage and storied traditions while accommodating the needs of the future.

RESIDENTIAL

The Residential land use category constitutes the largest use of land within the City. It is intended to allow for the expansion and infill of residential land uses at various densities that are consistent and congruent with existing development patterns and controlled by zoning. This recognizes that residential land uses are compatible with other residential land uses and that issues of compatibility are best addressed by quality design rather than by arbitrary density standards. It further acknowledges the need for a range of housing types and price points along the density continuum of detached single-family, attached-single-family, and assorted forms and styles of multifamily development. It, too encourages a limited mix of small-scale, neighborhood-serving commercial uses subject to regulatory provisions on scale and design.



photo by Carol Waller



photo by Josiah Brown



image obtained from Google Street View

LIGHT INDUSTRIAL

Areas containing light industrial uses are important to a variety of business sectors that focus on the production of products and services that are less compatible with residential land uses and do not compete with the commercial land uses in the Downtown/Main Street Corridor designation. In addition, the Light Industrial district supports employment opportunities that allow a diverse cross section of residents to both live and work within the community. This designation applies to parcels located within the South Woodside Neighborhood and the properties situated between the Airport and Broadford Road.



AIRPORT RESERVE

The Airport designation includes the airport proper, and the adjacent lands owned by Friedman Memorial Airport. Areas directly adjacent to the airport – parcels meant to protect the operational capacity of the airport while mitigating noise and pollution impacts on the larger community – are also included within this Reserve.



PARKS, RECREATION, AND OPEN SPACE

The Parks and Open Space land use designation applies to publicly or privately owned properties open to the public and utilized primarily for parks, trails, pathways, greenbelts, playgrounds, recreation facilities, and/or open space purposes.



SENSITIVE LANDS

Surrounded by lands conserved through the Bureau of Land Management, Wood River Land Trust, and Blaine County Recreation District, the community supports an environmentally rich area with clean water, fresh air, and native landscapes. The Sensitive Lands designation ensures the native landscapes and open spaces in, and surrounding Hailey, are preserved. Sensitive Lands applies to lands that cannot or should not be developed due to naturally occurring constraints that significantly inhibit or



preclude development. This includes the floodways, the 100-year floodplains associated with the Big Wood River, Croy and Quigley Canyons, and the hillsides or adjacent land susceptible to landslides and avalanches, and sensitive wildlife habitat or overwintering areas.

GROWTH RESERVE

This newly created designation applies to large undeveloped or underdeveloped areas within Hailey's AOI, namely Peregrine and Flying Hat Ranches. It is anticipated that any proposed development will be processed as a Planned Unit Development concurrently with requests for Annexation and Subdivision, as applicable. The intent of the Growth Reserve designation is to develop compact, diverse neighborhoods that blend mixed uses with a variety of housing types at varying densities, appropriate recreation and open space areas, interconnected streets and pathways with a high level of connectivity to existing transportation facilities, neighborhood-serving, small-scale commercial (that does not detract from Downtown business district) and high quality architectural and site design.



Future Land Use – Zoning Compatibility Matrix

Zones	Future Land Use Designations						
	Downtown / Main Street	Residential	Light Industrial	Airport Reserve	Parks, Recreation, Open Space	Sensitive Lands*	Growth Reserve
Airport							
Business							
General Residential							
Light Industrial							
Limited Business							
Limited Residential 1							
Limited Residential 2							
Neighborhood Business							
Recreational Greenbelt							
SCI Industrial							
SCI Sales Office							
Technological Industry							
Transitional							

**Sensitive lands are located in overlay districts and do not receive a zoning designation.*

GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies are meant to establish the City's philosophy of land use to guide decision-making on proposed developments and zone changes (in tandem with the Future Land Use Map) in accordance with the vision and values of the comprehensive plan. Goals are a high-level, aspirational expression of a future state of being. Objectives are more specific and measurable indicators toward achieving the goal, and policies are specific actions to be taken to achieve the objective.

Goal 3.5.1 – Ensure that Hailey is a vibrant, dynamic, attractive, and affordable place to live, recreate, and operate businesses.

Objective – Maintain the charm, character, and integrity of established neighborhoods while allowing for the gradual infill of similar and appropriate land uses.

- A. Use a public process to determine community priorities and develop and adopt design and development standards for infill development within appropriate zoning districts. This includes preservation of significant trees, connected sidewalks and pathways, park space, and recreational amenities.
- B. Develop and adopt zoning standards that allow for the development of neighborhood-serving commercial uses that do not detract from the vibrancy of the commercial core by establishing strict limits on the location, scale, intensity, and design of allowed uses.
- C. Identify capital improvement projects within City limits that accommodate future development in already-developed areas.

Objective – Achieve high quality architecture and site design for all new development and redevelopment within the city.

- D. Create specific design and development standards for the Growth Reserve land use designation.
- E. Develop parking standards that encourage and prioritize shared parking arrangements to ensure that high-value commercial lands are not developed with excessive surface parking.

Goal 3.5.2 – Make Downtown Hailey the center of commercial, civic, and cultural activity within Hailey and the Wood River Valley.

Objective – Promote mixed-use development within the Downtown/Main Street Designation, particularly the addition of housing above ground floor commercial.

- A. Review and amend the zoning standards pertaining to mixed-use developments within the Business Zoning District.
- B. Develop standards and incentives for the development of community housing units, live-work

units, and other diverse housing options within the Business and Industrial zoning districts.

consistent with 5.4.5.D (Appendix C: 1997-2005 Comp Plan efforts)

- C. Adopt consistent and cohesive building, site design, and human-scale streetscape standards for Downtown/Main Street to further encourage commercial, civic, and cultural activity in Hailey.
- D. Create a work plan and/or capital improvement plan for implementation of the 2024 Downtown Master Plan.

Objective – Ensure that Downtown is an active and welcoming civic center that promotes and encourages public gatherings.

- E. Create a central gathering place within Downtown as envisioned in the Downtown Master Plan.
- F. Adopt streetscape standards for Downtown/Main Street in accordance with Downtown Master Plan, including provisions for street level activation such as outdoor dining and urban design elements and street furnishings.
- G. Ensure Downtown businesses are accessible by vehicles, bicycles, and pedestrians, serving the needs of diverse resident and visiting populations, and maintaining a safe, active, and vibrant sense of place for all.
- H. Require the provision of civic space commensurate with the scale of new development within Downtown.
- I. Activate underutilized spaces such as parking lots or low-traffic areas downtown through events and temporary uses and installations. Identify specific locations where development is desired and support pop-ups to test and call attention to the potential of these areas.
- J. Encourage the utilization of shared parking arrangements and other creative public/private partnerships to meet future parking needs and further decrease underutilized spaces such as parking lots.
- K. Pursue public parking opportunities and the development of public parking facilities, as well as improve upon the function and utilization of existing public parking facilities downtown and the overall user experience associated with these facilities through the future implementation of Hailey's Parking Strategic Plan.

consistent with 5.4.5.D (Appendix C: 1997-2005 Comp Plan efforts)

Goal 3.5.3 - Promote environmental stewardship of wild lands, open spaces and water resources surrounding the City by prioritizing infill development within the developed areas of Hailey.

Objective – Promote the stewardship and preservation of natural and open spaces, flood zones, canyons and hillsides within and around Hailey.

- A. Adopt appropriate development standards and zoning tools for the conservation of Sensitive Lands Designation.
- B. Facilitate the establishment of conservation easements through annexation or redevelopment to further protect native landscapes, open space, and water resources.
- C. Identify areas of opportunity for camping and day use facilities that encourage responsible use of land within designated areas.

Objective – Encourage development patterns and practices that preserve vegetation, open spaces, and natural features.

- D. Adopt low-impact development standards to protect the natural floodplain of the Big Wood River and water resource of the aquifer.
- E. Require new development to protect and preserve open space and existing natural features.

- F. Develop educational resources on the value and best practices pertaining to coexistence with wildlife within the context of urban forests, open spaces, developed parks, and streetscapes.
- G. Require the preservation of the mature and healthy tree canopy within the city and consider standards for the replacement and/or mitigation of the unavoidable loss of trees due to development.

Goal 3.5.4 – Ensure that the Hailey Area of Impact becomes fully integrated into the civic and cultural fabric of the city and serves its intended purpose to accommodate responsible growth.

Objective – Ensure that previously developed areas within the AOI are serviceable with municipal sewer and water services upon the failure of individual septic systems and/or private wells.

- A. Develop an annexation plan for the incremental inclusion of the previously developed lands within the AOI through a public engagement process with residents of impacted areas.
- B. Develop a plan for the eventual extension of municipal water and wastewater collection facilities to the unincorporated areas of the AOI.

Objective – Ensure that the lands designated as Growth Reserve develop in a responsible manner that is consistent and cohesive with surrounding neighborhoods and at a density that serves the city’s need for significant new housing of all types at a variety of price points.

- C. Develop specific zoning standards for the development of the Growth Reserves as Planned Unit Developments including requirements for compact, diverse neighborhoods that blend mixed-uses with a variety of housing types at varying densities, appropriate recreation and open space areas, interconnected streets and pathways with a high level of connectivity to existing transportation facilities, neighborhood-serving, small-scale commercial (that does not detract from Downtown business district) and high quality architectural and site design.

Objective – Ensure the continued safe and efficient operation of Friedman Memorial Airport and reduce impacts on the surrounding community by appropriately regulating surrounding land uses.

- D. Work with Blaine County, jurisdictions, and other applicable agencies to preserve and protect surrounding properties and airport-owned properties adjacent to the existing airport and located within Hailey’s MOU area.
- E. Work with the Friedman Memorial Airport Authority Board to preserve, protect, and/or develop appropriate land uses, development standards, and regulations for airport-owned lands to be included in the AOI and/or City of Hailey.

IMPLEMENTATION MATRIX

The implementation matrix organizes specific actions to assist the City in achieving the goals articulated in the plan. Implementation timelines are subject to political direction and economic conditions and may be shorter or longer than provided estimates. In general, Short Term is considered to be 1 to 3 years, Medium Term is considered to be 3 to 5 years and Long Term is considered to be 5 years or greater.

Section 5 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.5.1 – Ensure that Hailey is a vibrant, dynamic, attractive, and affordable place to live, recreate, and operate a businesses.				
1. Build out a development tracker to track changes to housing stock.	Community Development – Planning Services			
2. Update the zoning code to reflect priorities in Comprehensive Plan.	Community Development – Planning Services			
3. Develop a work-plan that tracks capital improvement projects.	Community Development – Planning Services, Public Works			
4. Create development standards for the Growth Reserve land use designation.	Community Development – Planning Services			
Goal 3.5.2 – Make Downtown Hailey the center of commercial, civic, and cultural activity within Hailey and the Wood River Valley.				
1. Update code within the Business and Industrial Zoning Districts to allow for mixed-use zoning, community housing density increases, and live-work units.	Community Development – Planning Services			
2. Create and implement a work plan for the 2024 Downtown Master Plan.	Community Development – Planning Services, Public Works Streets Department			
3. Update code to incentivize creation of public places in new development.	Community Development – Planning Services			

Section 5 Policies	Responsible Departments	Short Term	Medium Term	Long Term
4. Adopt streetscape standards for Downtown that invites active transportation.	Community Development – Planning Services			
Goal 3.5.3 – Promote environmental stewardship of wild lands, open spaces, and water resources surrounding the city by prioritizing infill development within the developed areas of Hailey.				
1. Add incentives for infill development.	Community Development – Planning Services			
2. Update code to protect open space and sensitive areas from development.	Community Development – Planning Services			
3. Buildout an engagement and implementation program on communities interfacing with wildlife.	Community Development - Sustainability			
Goal 3.5.4 – Ensure that the Hailey Area of Impact becomes fully integrated into the civic and cultural fabric of the city and serves its intended purpose to accommodate responsible growth.				
1. Develop an annexation plan for lands within AOI.	Community Development – Planning Services			
2. Develop a plan for expanding municipal water and wastewater collection for unincorporated areas.	Community Development – Planning Services, Public Works			
3. Work with Blaine County to preserve and protect Airport owned properties in the MOU area.	Community Development – Planning Services			
4. Update development standards for airport owned land.	Community Development – Planning Services			



Photo by Carol Waller

Section 6

Economic Development

INTRODUCTION

A healthy, balanced economy is a key element that contributes to a community's vitality and quality of life. Maintaining and growing the City of Hailey's economy is essential to retaining its strong sense of community and employment opportunities for its residents.

Hailey residents and businesses support a thriving regional tourism industry that fuels visitor amenities and other nearby tourism-based communities. While Hailey has capitalized on its proximity to these areas, as well as its enviable outdoor resources, the challenges inherent in tourism-based economies have become more pronounced in recent years.

Tourism-based economies have always been fueled by discretionary spending and thus are highly susceptible to disruption. Historically, communities have been impacted by economic events, industry trends, and environmental conditions. The COVID-19 pandemic unveiled new vulnerabilities.

GUIDING PRINCIPLE

Continue to build upon Hailey's diverse local economy by encouraging a renewed focus on existing assets, fostering business success, and supporting local job creation to ensure equal employment for all.

COVID-19 accentuated disparities in housing affordability, unemployment/underemployment, and economic inactivity. Remote work, more prevalent in higher-wage industries, resulted in new, permanent and part-time residents relocating to desirable communities like Hailey with access to outdoor recreational amenities. This further impacted already-challenged housing markets, making it difficult for site-based employees to live where they work.

These impacts have further exacerbated businesses' ability to retain and recruit workers. Coupled with the demand for limited industrial real estate, these conditions restrict growth opportunities for Hailey businesses, especially smaller entrepreneurial and start-up businesses, and, on a broader level, affect location decisions for all businesses.

Promoting the places, people, and policies to foster targeted business growth to ensure a vibrant, sustainable economy.

Economic diversification broadens a community's economic base, reduces local tax revenue risk, and provides for a range of sustainable economic opportunities. Ensuring the stability of the local economy is essential to maintaining ample employment opportunities and full-time resident base, which further supports Hailey's sense of community. In 2022, just 31.2% of those employed in Hailey lived in the community (US Census, On the Map, 2022 Data).

Most of a community's job growth comes from small businesses. Many of Hailey's businesses employ fewer than seven workers. While small business owners are subject matter experts in their fields, they often lack the resources and specialized expertise to guide and scale growth. Operating in a remote region, growth may be further constrained by limited access to capital, facilities, and workforce.

City-led business visitation programs create relationships that generate important feedback. These relationships provide educational opportunities for City representatives and serve as early warning systems, enabling policy makers to mitigate challenges and respond to industry trends and societal changes. They can also identify suppliers and other potential complementary businesses to target in attraction efforts.

With limited City resources available for economic development, partnerships with other stakeholder entities are essential. This is especially true in smaller and physically remote communities. Entities coalesced can maximize their collective strengths, share information, leverage resources, identify common needs, and develop programs to address challenges facing businesses.

There is no single magic solution. Multiple incremental achievements reduce risk, offer greater sustainable diversity, provide for efficient use of resources, and are consistent with Hailey's community goals.

Economic Development is just one element of the Comprehensive Plan, which represents an integrated strategy to guide tactics that lead to multiple benefits and community-wide solutions. For example, increasing access to workforce housing will improve the local labor market for hiring, increase employee retention, improve business performance, reduce commutes, and improve quality of life; while land use policies can foster an environment that balances business development and its impact on local housing and employment.

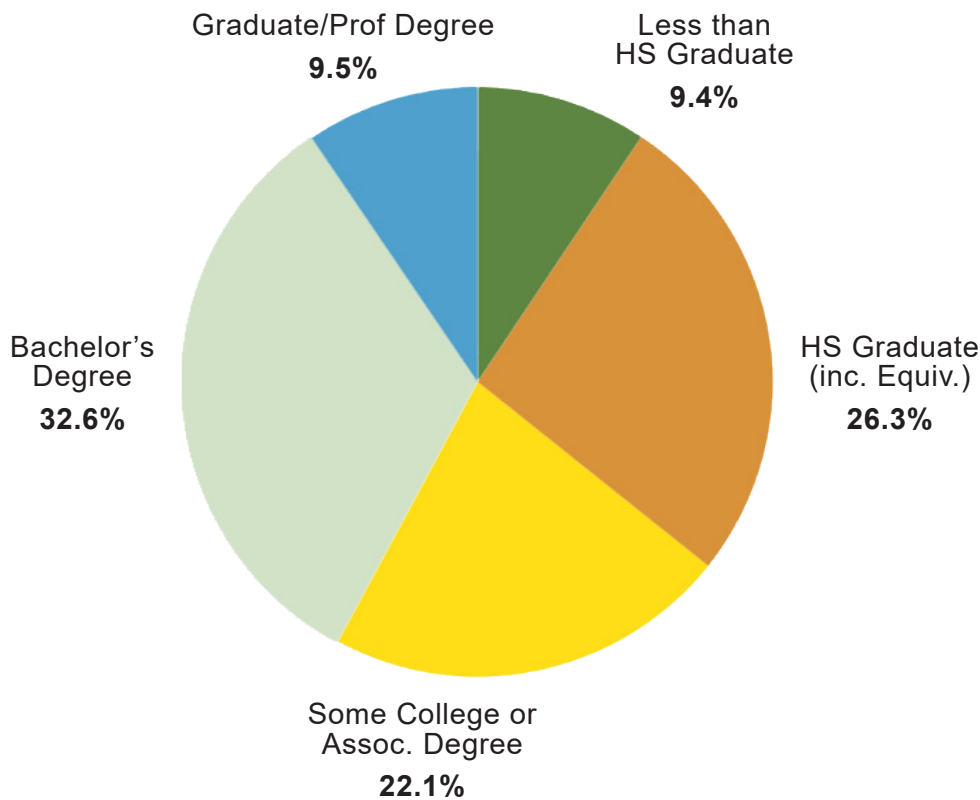
Many of the Economic Development objectives contribute to multiple goals. All are meant to be implemented collectively while keeping in mind the following considerations:

- Prioritize economic development activity within existing boundaries
- Support compatible industry sectors that strengthen employment opportunities across all income levels
- Partner to leverage resources for efficiency and far-reaching, impactful benefits

WORKFORCE & HOUSEHOLD DEMOGRAPHICS

Educational attainment is important in understanding Hailey’s broader workforce skills and income potential. These demographics are also important to consider in targeting business expansion and attraction efforts. Forty-two percent (42%) of Hailey’s population holds a bachelor’s degree or higher; lower than 45% of Blaine County residents, yet higher than 30.9% of Idaho residents. By comparison, 9.4% of Hailey residents have less than a high school diploma, compared to 9.8% of Blaine County residents and 8.3% of Idaho residents (US Census, 2023 ACS 5-Year Estimates, Table S1501).

EDUCATIONAL ATTAINMENT FOR POPULATION OVER 25



Source: US Census, 2023 ACS 5-Year Estimates, Table S1501

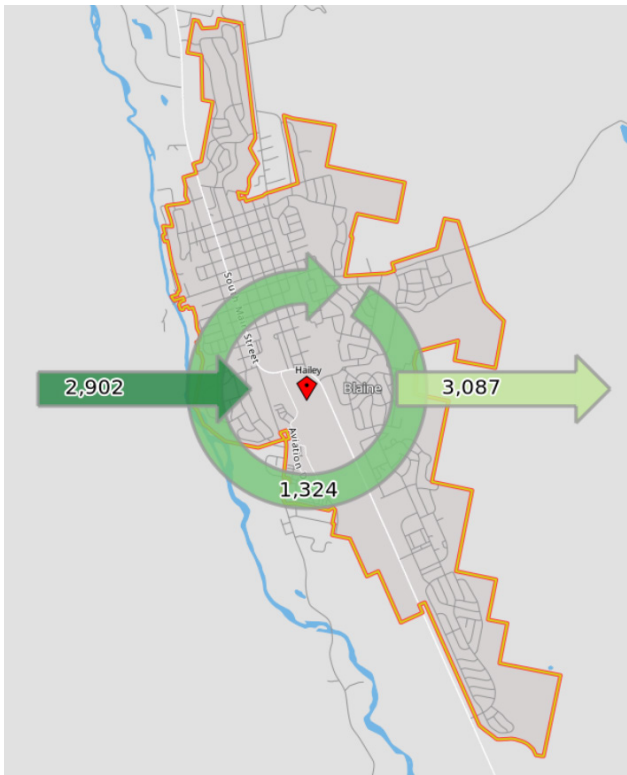
As of 2023, Hailey has a median household income of \$83,084, slightly less than Blaine County’s median household income of \$84,470, and about 11% higher than Idaho’s median household income of \$74,942.

HOUSEHOLD INCOME DISTRIBUTION

Household Income	Hailey	Blaine County	Idaho
Less Than \$9,999	0%	2.4%	3.9%
\$10,000 to \$24,999	9.7%	6.3%	8.8%
\$25,000 to \$49,999	23.3%	18.6%	18.8%
\$50,000 to \$74,999	11.0%	16.1%	18.6%
\$75,000 to \$99,999	16.9%	17.3%	14.2%
\$100,000 to \$149,999	20.7%	18.9%	18.7%
\$150,000 to \$199,999	7.2%	8.1%	8.5%
\$200,000 or more	11.1%	12.4%	8.6%
Median Income	\$83,084	\$84,470	\$74,942

Source: US Census, 2023 ACS 5-Year Estimates, Table S1901

EMPLOYMENT: INFLOW/OUTFLOW



Employed in the Selection Area	4,226	100%
Employed in the Selection Area but Living Outside	2,902	68.7%
Employed and Living in the Selection Area	1,324	31.3%

Living in the Selection Area	4,411	100%
Living in the Selection Area but Employed Outside	3,087	70.0%
Living and Employed in the Selection Area	1,324	30.0%

Source: US Census, On the Map, 2022 Data

HAILEY'S BUSINESS COMMUNITY

Nearly 800 Hailey-based employers provide more than 5,300 jobs. The largest industry sectors by employment are Education & Health Services, Construction, Trade and Leisure & Hospitality.

Approximately 2,900 people from outside of Hailey come to the City for employment, and 3,087 residents leave Hailey for employment.

EMPLOYMENT BY INDUSTRY

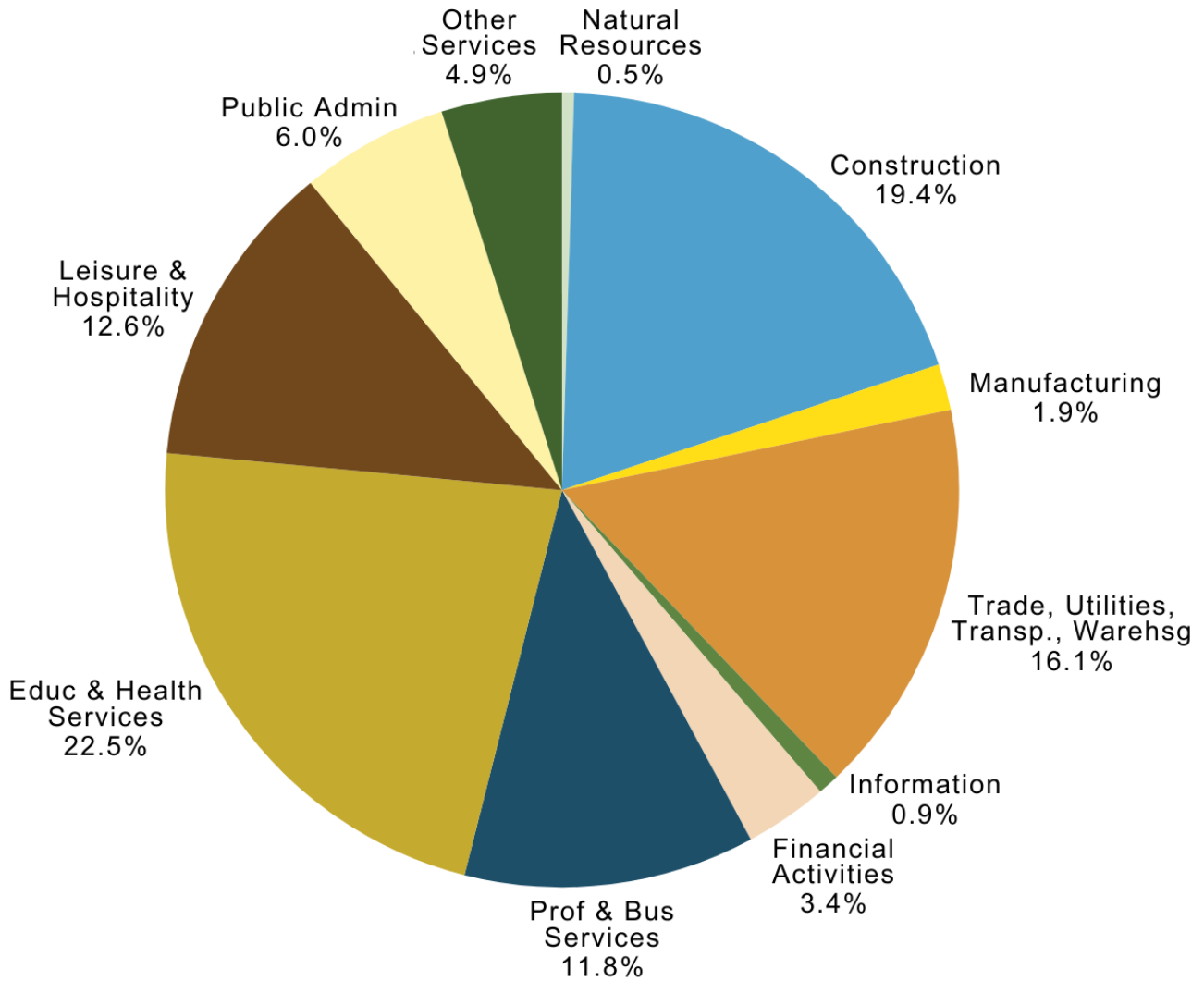
Industry Sector	Average Employment	Establishments	Avg Emp/ Estab	Avg County Wages (2022)
Natural Resources	26	8	3.3	\$49,227
Construction	1,035	192	5.4	\$58,394
Manufacturing	100	Information Suppressed		\$55,398
Trade, Utilities, Transportation & Warehousing	860	89	9.7	\$51,563
Information	46	15	3.1	\$75,063
Financial Activities	181	79	2.3	\$131,318
Professional & Business Services	632	163	3.9	\$73,015
Educational & Health Services	1,203	82	14.7	\$62,593
Leisure & Hospitality	672	68	9.9	\$36,246
Public Administration	321	5	64.2	\$55,829
Other Services	262	71	3.7	\$55,096

Source: Quarterly Census of Employment and Wages, Idaho Department of Labor, 2022 Data

Industry sector data illustrates important considerations for Hailey's economic development. The Leisure & Hospitality sector is the lowest wage industry and, as revealed during the pandemic, is also most susceptible to unplanned occurrences, affecting the most vulnerable segment of the workforce as well as revenues to fund public services. While this sector will remain an integral part of Hailey's economy, efforts to strengthen these key local businesses and grow compatible industry sectors will further help to diversify Hailey's economy and reduce the risk against disruptions.

Direct, indirect, and induced industry multipliers are high in the Manufacturing, Information, Financial Activities, and Professional Services sectors, resulting in additional jobs and local

EMPLOYMENT DISTRIBUTION BY INDUSTRY SECTOR



Source: Quarterly Census of Employment and Wages, Idaho Department of Labor, 2022 Data

MAJOR EMPLOYERS

Employer	Number of Employees
Friedman Municipal Airport	400 – 499 employees *
Blaine County School District #61	300 - 399 employees
Power Engineers	150 - 199 employees
Blaine County	150 - 199 employees
Albertson's	100 - 149 employees

Source: Disclosable Employers, Idaho Department of Labor, 2022 Data

* See paragraph below

spending within the community. Most of these sectors provide stable, full-time, higher wage jobs and often offer support positions that do not require degrees.

Anchor institutions and businesses, primarily made up of the Education and Health Services (“eds and meds”) and Public Administration sectors, are rooted in place and account for 28.5% of all Hailey jobs. These entities typically provide full-time jobs at stable wages. Maintaining strong relationships with these key stakeholders can reveal policy and procedural barriers to business success and identify collective procurement needs for use in business expansion and attraction efforts that can contribute to diversification.

While Friedman Memorial Airport does not fall into the traditional government or “eds and meds” anchor industries, it is an anchor entity which will remain for the foreseeable future. While it does present land use compatibility issues that should continue to be monitored and addressed, the airport generates significant positive direct impacts and multiplier effects. In addition to tourism-related jobs and spending, Friedman Memorial Airport maintains aviation-related job opportunities for skilled labor and further facilitates the operation of important transportation services that support aerial firefighting and medical services. On-site jobs—airport employees, contractors, service providers, and others—if viewed collectively, would make Friedman Memorial Airport Hailey’s largest employer.

GOALS, OBJECTIVES AND POLICIES

Goal 3.6.1 – Diversify Hailey’s economic base and increase year-round employment opportunities.

Objective - A vibrant, resilient economy ensures consistent revenue streams to fund City services and fosters stable employment opportunities across all income levels.

- A. Leverage the presence of existing businesses and identify immediate diversification/expansion opportunities.
- B. Maintain a balance of land uses that provide for economic diversification and year-round job opportunities at wages that allow workers to live and work in Hailey.
- C. Foster retention, expansion and attraction of businesses that serve residents’ needs for year-round goods and services.
- D. Grow compatible industry sectors that align with Hailey’s workforce and are less susceptible to economic disruption.
- E. Build upon the success of existing businesses by exploring complementary businesses and suppliers.
- F. Explore reuse/repositioning opportunities for City-owned assets, analyzing revenue and employment opportunities.
- G. Consider the nexus between new development and resulting employment generation and increased housing demand.

Goal 3.6.2 - Promote land use and development that contributes to economic diversification.

Objective - Strategic development and redevelopment within existing City limits maximizes land uses and serves to meet market demands while managing appropriate, sustainable growth.

- A. Within individual land use designations, provide flexibility to respond to changing market conditions and industry trends and ensure inventories represent a variety of sizes and space characteristics.
- B. Prioritize development of infill and underutilized parcels.
- C. Utilize specific area plans and urban renewal districts to guide and encourage growth in locations and industry sectors for a variety of job opportunities across all wage levels.
- D. Monitor commercial real estate demand and work with property owners, Hailey Urban Renewal Agency, and other stakeholders to guide appropriate development that meets community goals.
- E. Accommodate commercial space in appropriate areas which offers greater opportunity to meet user demand and reduced risk for property owners.
- F. Continue to work with Friedman Memorial Airport to maximize adjacent land for appropriate uses that contribute to the City’s economic development goals.



Photo by Carol Waller

- G. Utilize potential tax increment financing in the proposed South Woodside Urban Renewal District to increase spaces to accommodate year-round businesses.
- H. Maintain locations for light industry and evaluate opportunities and regulations relating to live-work light industry development.
- I. Explore the viability of an industrial park to serve the region’s outdoor recreation manufacturing and distribution industry cluster.

Goal 3.6.3 - Support proactive, innovative strategies to address resident and business needs.

Objective - Supportive policies and programs can address resident and workforce needs and the unique operational needs of Hailey’s business community.

- A. Simplify procedural processes to reduce the cost of doing business.
- B. Explore programs and policies to increase the number of commercial and licensed in-home childcare providers.
- C. Direct assistance to encourage new commercial and licensed in-home childcare providers.
- D. Regularly survey residents to identify local gaps in availability of goods and services.
- E. Explore alternative business operational models including co-working spaces and mobile vendors to support small business growth and entrepreneurship.
- F. In partnership with stakeholders such as the Blaine County Recreation District, explore the creation of a sports and recreation venue.
- G. Host “grow local” events to introduce and promote resident-serving businesses to the community.
- H. Promote and expand opportunities for innovators and entrepreneurs to network and bring ideas to fruition and new products to market.
- I. Evaluate alternative funding sources such as an expanded Local Option Sales Tax and creation of an Auditorium District.
- J. Support small, start-up, entrepreneurial, and innovative businesses in ways that foster growth and create improved job opportunities.
- K. Prioritize economic development that supports renewable and/or clean energy technology and services, regenerative agriculture and local food systems.

Goal 3.6.4 - Establish collaborative partnerships to strengthen workforce development and grow a year-round economy.

Objective - Collaborative partnerships bring together stakeholders with common goals, leveraging resources for sustainable community results across the region.

- A. Establish regional and local partnerships comprised of business, education, and government entities.
- B. Strengthen workforce development efforts, including career and technical education programs, to meet business needs, grow a skilled resident workforce, and prepare youth for jobs that

would allow them to remain in or return to the region.

- C. Engage the business community and educational institutions to share information about educational requirements and training programs to ensure a prepared future workforce.
- D. Support workforce housing that enables workers to live and prosper in Hailey and helps businesses retain valued employees.
- E. Encourage and participate in regional and state efforts to create and implement joint economic development strategies that foster economic diversification and year-round job opportunities.
- F. Serve as a liaison, connecting businesses with local, state, regional, and federal resources for training, incentives, and other resources.
- G. Continue to actively collaborate and coordinate with the Idaho Transportation Department, Mountain Rides Transportation Authority, and other applicable agencies to improve regional transportation services.

Goal 3.6.5 - Develop strategies to support goals, projects, and implementation measures contained in the Downtown Master Plan and Gateway Urban Renewal Plan.

Objective - Downtown is the economic, social, cultural, and historical heart of Hailey.

- A. Implement the Downtown Master Plan and Gateway Urban Renewal Plan.
- B. Collaborate with local businesses and organizations, like the Hailey Urban Renewal Agency, to provide and/or support public infrastructure to attract economically diverse businesses downtown.
- C. Encourage the establishment of a downtown business improvement district.
- D. Activate downtown with physical placemaking elements; community, cultural, family-oriented and youth events; and expanded hours of operation.
- E. Pursue public-private partnerships to ensure sufficient parking to enable redevelopment of underutilized properties.
- F. Encourage year-round, consistent hours of operation to serve both visitors and residents.
- G. Encourage diverse local restaurants and retail on the ground floor.
- H. Support business merchandising efforts such as “shop local” events and training for e-commerce and other opportunities to expand business models for year-round operations and employment.

IMPLEMENTATION MATRIX

The implementation matrix organizes specific actions to assist the City in achieving the goals articulated in the plan. Implementation timelines are subject to political direction and economic conditions and may be shorter or longer than provided estimates. In general, Short Term is considered to be 1 to 3 years, Medium Term is considered to be 3 to 5 years and Long Term is considered to be 5 years or greater.

Section 6 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.6.1 – Diversify Hailey’s economic base and increase year-round employment opportunities.				
1. Leverage the presence of existing businesses and identify immediate diversification opportunities.	Community Development – Planning Services			
2. Maintain a balance of land uses that provide for economic diversification and year-round job opportunities at wages that allow workers to live and work in Hailey.	Community Development – Planning Services			
3. Foster retention, expansion and attraction of businesses that serve residents’ needs for year-round goods and services.	Community Development – Planning Services, Mayor’s/ City Administrator’s Office			
4. Grow compatible industry sectors that align with Hailey’s workforce and are less susceptible to economic disruption.	Community Development – Planning Services			
5. Build upon the success of existing businesses by exploring complementary businesses and suppliers.	Community Development – Planning Services			
6. Explore reuse/repositioning opportunities for City-owned assets, analyzing revenue and employment opportunities.	Community Development – Planning Services, Public Works			

Section 6 Policies	Responsible Departments	Short Term	Medium Term	Long Term
7. Consider the nexus between new development and resulting employment generation and increased housing demand.	Community Development – Planning Services			
Goal 3.6.2 – Promote land use and development that contributes to economic diversification.				
1. Within individual land use designations, provide flexibility to respond to changing market conditions and industry trends and ensure inventories represent a variety of sizes and space characteristics.	Community Development – Planning Services			
2. Prioritize development of infill and underutilized parcels where possible.	Community Development – Planning Services			
3. Utilize specific area plans and urban renewal districts to guide and encourage growth in locations and industry sectors for a variety of job opportunities across all wage levels.	Community Development – Planning Services			
4. Monitor commercial real estate demand and work with property owners, Hailey Urban Renewal Agency, and other stakeholders to guide appropriate development that meets community goals.	Community Development – Planning Services			
5. Accommodate commercial space in appropriate areas which offers greater opportunity to meet user demand and reduced risk for property owners.	Community Development – Planning Services			
6. Continue to work with Friedman Memorial Airport to maximize adjacent land for appropriate uses that contribute to the City's economic development goals.	Community Development – Planning Services			

Section 6 Policies	Responsible Departments	Short Term	Medium Term	Long Term
7. Utilize potential tax increment financing in the proposed South Woodside Urban Renewal District to increase spaces to accommodate year-round businesses.	Community Development – Planning Services			
8. Maintain locations for light industry and evaluate opportunities and regulations relating to live-work light industry development.	Community Development – Planning Services			
9. Explore the viability of an industrial park to serve the region’s outdoor recreation manufacturing and distribution industry cluster.	Community Development – Planning Services			
Goal 3.6.3 – Support proactive, innovative strategies to address resident and business needs.				
1. Simplify procedural processes to reduce the cost of doing business.	Community Development – Planning Services			
2. Explore programs and policies to increase the number of commercial and licensed in-home childcare providers.	Community Development – Planning Services			
3. Direct assistance to encourage new commercial and licensed in-home childcare providers.	Community Development – Planning Services			
4. Regularly survey residents to identify local gaps in availability of goods and services.	Community Development – Planning Services			
5. Explore alternative business operational models including co-working spaces and mobile vendors to support small business growth and entrepreneurship.	Community Development – Planning Services			

Section 6 Policies	Responsible Departments	Short Term	Medium Term	Long Term
6. In partnership with stakeholders such as the Blaine County Recreation District, explore the creation of a sports and recreation venue.	Community Development – Planning Services			
7. Host “grow local” events to introduce and promote resident-serving businesses to the community.	Community Development – Planning Services			
8. Promote and expand opportunities for innovators and entrepreneurs to network and bring ideas to fruition and new products to market.	Community Development – Planning Services			
9. Evaluate alternative funding sources such as an expanded Local Option Sales Tax and creation of an Auditorium District.	Community Development – Planning Services			
10. Support small, start-up, entrepreneurial, and innovative businesses in ways that foster growth and create improved job opportunities.	Community Development – Planning Services			
11. Prioritize economic development that supports renewable and/or clean energy technology and services, regenerative agriculture and local food systems.	Community Development – Planning Services			
Goal 3.6.4 – Establish collaborative partnerships to strengthen workforce development and grow a year-round economy.				
1. Establish regional and local partnerships comprised of business, education, and government entities.	Community Development – Planning Services			

Section 6 Policies	Responsible Departments	Short Term	Medium Term	Long Term
2. Strengthen workforce development efforts, including career and technical education programs, to meet business needs, grow a skilled resident workforce, and prepare youth for jobs that would allow them to remain in or return to the region.	Community Development – Planning Services			
3. Engage the business community and educational institutions to share information about educational requirements and training programs to ensure a prepared future workforce.	Community Development - Sustainability			
4. Facilitate private sector partnerships to support full employment opportunities and workforce housing that enables workers to live and prosper in Hailey and helps businesses retain valued employees.	Community Development - Sustainability			
5. Encourage and participate in regional efforts to create and implement joint economic development strategies that foster economic diversification and year-round job opportunities.	Community Development - Sustainability			
6. Serve as a liaison, connecting businesses with local, state, regional, and federal resources for training, incentives, and other resources.	Community Development - Sustainability			
7. Continue to actively collaborate and coordinate with the Idaho Transportation Department to improve regional transportation services.	Community Development - Sustainability			

Section 6 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.6.5 – Develop strategies to support goals, projects and implementation measures contained in the downtown master plan and gateway urban renewal plan .				
1. Implement the Downtown Master Plan and Gateway Urban Renewal Plan.	Community Development – Planning Services			
2. Collaborate with local businesses and organizations, like the Hailey Urban Renewal Agency, to provide and/or support public infrastructure to attract economically diverse businesses downtown.	Community Development – Planning Services			
3. Encourage the establishment of a downtown business improvement district.	Community Development – Planning Services			
4. Activate downtown with physical placemaking elements; community, cultural, family-oriented and youth events; and expanded hours of operation.	Community Development – Planning Services, Public Works			
5. Pursue public-private partnerships to ensure sufficient parking to enable redevelopment of underutilized properties.	Community Development – Planning Services			
6. Encourage year-round, consistent hours of operation to serve both visitors and residents.	Community Development – Planning Services			
7. Encourage diverse, local restaurants and retail on the ground floor.	Community Development – Planning Services			
8. Support business merchandising efforts such as “shop local” events and training for e-commerce and other opportunities to expand business models for year-round operations and employment.	Community Development – Planning Services			



Photo by Josiah Brown

Section 8

Housing

INTRODUCTION

Creating a housing environment that matches the needs and interests of a community is an essential part of a healthy, sustainable city. Housing impacts a city's ability to attract and retain a workforce, build strong community culture, ensure quality of life for residents, and defines how people exist within a community as residents, seasonal residents, and visitors. The City of Hailey aims to create an approachable, equitable housing environment that supports a wide range of individuals and families who wish to live and work in the community at various stages of life.

The purposes of this section are to provide an analysis of Hailey's current housing environment, detail projected future demand, and identify a core set of goals, objectives, and policies that will allow the City of Hailey to achieve a vision as it relates to housing.

DEFINITIONS

To ensure clarity around housing policies and goals, the following definitions are referenced:

Affordable Housing: The U.S. Department of Housing and Urban Development defines "affordable housing" as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. Housing that is affordable can be built by private developers and open to all income groups. This is sometimes called naturally occurring affordable housing. Housing that is affordable is also built using public investment and restricted to certain incomes. In some communities, there is an abundance of naturally occurring affordable housing that has been built by private developers. In other communities, the opportunities for housing that is affordable are few and far between, as prices have risen and may be out of reach for many households.

Community Housing Unit: Through a deed restriction, a dwelling unit that is restricted by size, type and cost, and/or that is for sale or rent exclusively to individual(s) meeting income, occupancy and/or other affordable community housing criteria established in a community housing plan approved by the City of Hailey.

Market Rate Unit: A dwelling unit in a residential or mixed-use development that is not a community housing unit.

Income Restricted Affordable Housing: This type of affordable housing targets lower-income households (below 80 percent of area median income). Typically, income restricted affordable housing receives public investment through local, state, federal or foundation funds and is available to households who are under a certain income.

Attainable Housing: Attainable housing generally refers to housing options that are accessible and affordable for middle-income families, typically those between 80 percent and 120 percent of area median income. This type of housing is also sometimes referred to as workforce housing and there are generally less subsidy options available that support the development of housing units at these price points.

Workforce Housing: Units deed restricted for occupancy by households that include at least one local employee. Workforce housing can also refer to homes in which employees reside but are not deed restricted are part of the free market.

Year-Round Residents: The term year-round residents reflect people who call Hailey their primary place of residence. They could be renters, or they could own their own home; they could work in Hailey or commute elsewhere for work. Most population data sources, such as the U.S. Census and the Idaho Department of Labor, record population estimates that reflect the number of residents in a community who identify that community as their primary residence.

Housing for Year-Round Residents: This term reflects housing for current and future year-round residents in Hailey. Year-round housing units can be occupied by renters or owners but must be the occupant's primary residence.

Seasonal Housing: Seasonal housing includes all housing in Hailey that is not inhabited by year-round residents. There are three general categories of seasonal housing: temporary or seasonal workforce housing, recreational housing, and short-term rentals.

- **Temporary or Seasonal Workforce Housing:** This is housing that is specifically available for the workforce and is typically used temporarily while someone is working during the winter or summer seasons. Temporary does not mean housing that could be constructed, used temporarily, and then taken down. Examples include the use of an accessory dwelling unit (ADU) to house a new chef for a local restaurant until such time as permanent housing can be found. Another example is housing owned by a ski resort that is built for their seasonal workforce. The U.S. Census categorizes some of these temporary or seasonal workforce housing units as group quarters or units for "seasonal or migrant workers."

- **Recreational Housing Units**: Recreational units are housing units that could be a household’s second or third home. Recreational units are not a household’s primary residence. For example, households with a recreational unit may rent the unit as short-term rentals part of the year and use the unit when they go skiing on the weekends during the winter. Sometimes a recreational unit might be considered a “dark home,” which means that the unit sits empty or is not used very much at all during the year. The U.S. Census categorizes recreational units as unoccupied by year-round residents that are used “for seasonal, recreational or occasional use.”
- **Short Term Rentals (STRs)**: Short term rentals are housing units that are available to rent for a stay shorter than 30 days. These units are subject to Idaho’s Travel and Convention Tax as well as Local Option Taxes. The revenue generated from these taxes is used to promote tourism in the State of Idaho and/or redistributed for projects directly benefiting the quality of life and/or tourism in a specific municipality.[1] The U.S. Census does not track the number of short-term rentals. Conversely, long-term rentals typically have a tenant on a lease that is six months or longer and is often the primary residence of the occupant.

EXISTING HOUSING CONDITIONS

The City of Hailey and the greater Wood River Valley are seeing growing populations and an influx of in-migration (the movement of people into a particular area to establish a new residence). These conditions emphasize the importance for the City of Hailey to provide analyses and recommendations around the housing infrastructure needed to not only support a growing population, but to also create and sustain an attainable housing market.

Hailey is home to a diverse spectrum of housing types and housing needs. As of 2022, there are approximately 4,100 housing units within Hailey City limits with an average household size of 2.73 people. Of Hailey’s housing units, 80% are occupied by full-time residents, representing a substantially higher percentage of full-time occupancy compared to nearby Ketchum (40% full-time occupancy) and Sun Valley (21% full-time occupancy). The higher percentage of full-time occupants in Hailey could indicate that Blaine County’s workforce resides more heavily in Hailey than other municipalities throughout the County.*

Of the 20% of Hailey’s housing inventory that is not occupied by full-time residents, 54% is utilized as seasonal/recreational housing and the remaining inventory is either on the market or unoccupied

**2022 American Community Survey 5-year estimates are referenced in this section of the plan to align with Hailey’s Housing Needs Assessment Report*

for a variety of reasons (these could include: ongoing renovations, the death of a homeowner or units held for occupancy by a caretaker, or other personal reasons). For Hailey’s occupied housing units, about 65% are occupied by homeowners and 35% are utilized by renters, representing the highest percentage of renters across the Wood River Valley.

PROJECTED HOUSING DEMAND

In 2023, the City of Hailey finished a Housing Needs Analysis and Growth Projections Assessment that informed the content of this section. The assessment identified that an estimated 635 to 1,242 new housing units are needed in Hailey to accommodate forecasted population growth and overcrowding over the next 10 years. This represents a 17-32% increase in the number of available housing units and has a 10-year estimated annual absorption of about 64-124 housing units across the market. Figure 1 illustrates the housing need estimates based on the mid-growth population forecasts, which results in demand for around 771 new housing units and 67 rehab units over the next 10 years.

10-YEAR HOUSING NEEDS

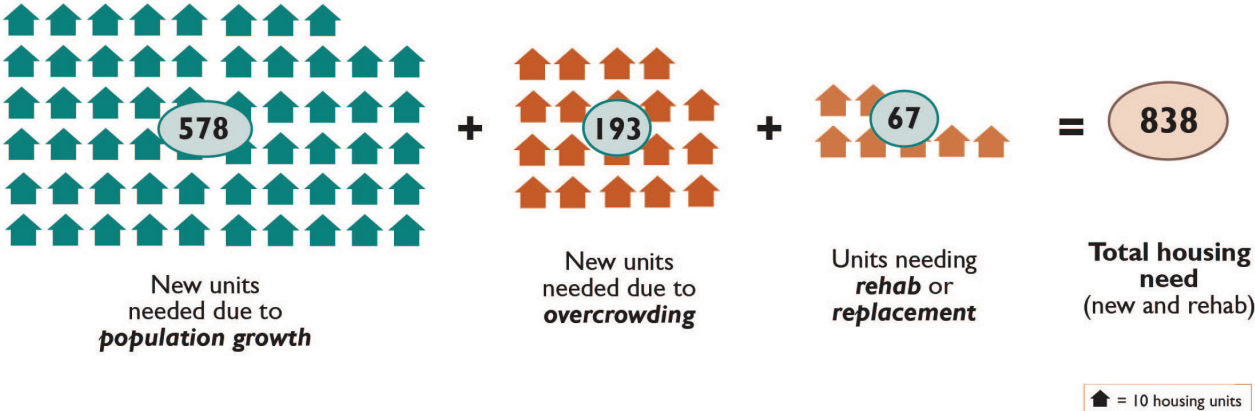


Figure 1: 10-Year Housing Needs for the City of Hailey

The need for additional housing units can be broken down by units needed to accommodate projected population growth and units needed to address overcrowding, pent up community demand and other market factors. For Hailey, approximately 75% of the need for new units is attributed to projected growth and the remaining 25% is attributed to expressed community demand and overcrowded existing units.



Photo by Josiah Brown

Importantly, these units do not have to come from new construction, additional units can be added to the full-time housing inventory through the conversion of vacant or short-term rental units to full-time sale/rental supply and can be added to the market through the conversion of large single family units into multiple smaller units such as duplexes or triplexes.

The 10-year housing need can also be broken down by income. Looking at housing needs by income categories is a way of understanding the types of housing that need to be built, as well as whether housing is financially feasible for specific types of housing products to be built in the current market, or whether policy change and investment are needed to spur development.

Figures 2 and 3 below show the number of housing units forecasted using the mid-growth population forecast broken out by income categories and tenure (renter vs. owner occupancy). The income categories are based on the Area Median Income (AMI) published by the Department of Housing and Urban Development (HUD) for Blaine County.

Additional information about Hailey’s recent housing actions and accomplishments can be found in Appendix D and on the City of Hailey’s website.

AFFORDABLE HOUSING PAYMENTS AND HOUSING NEED

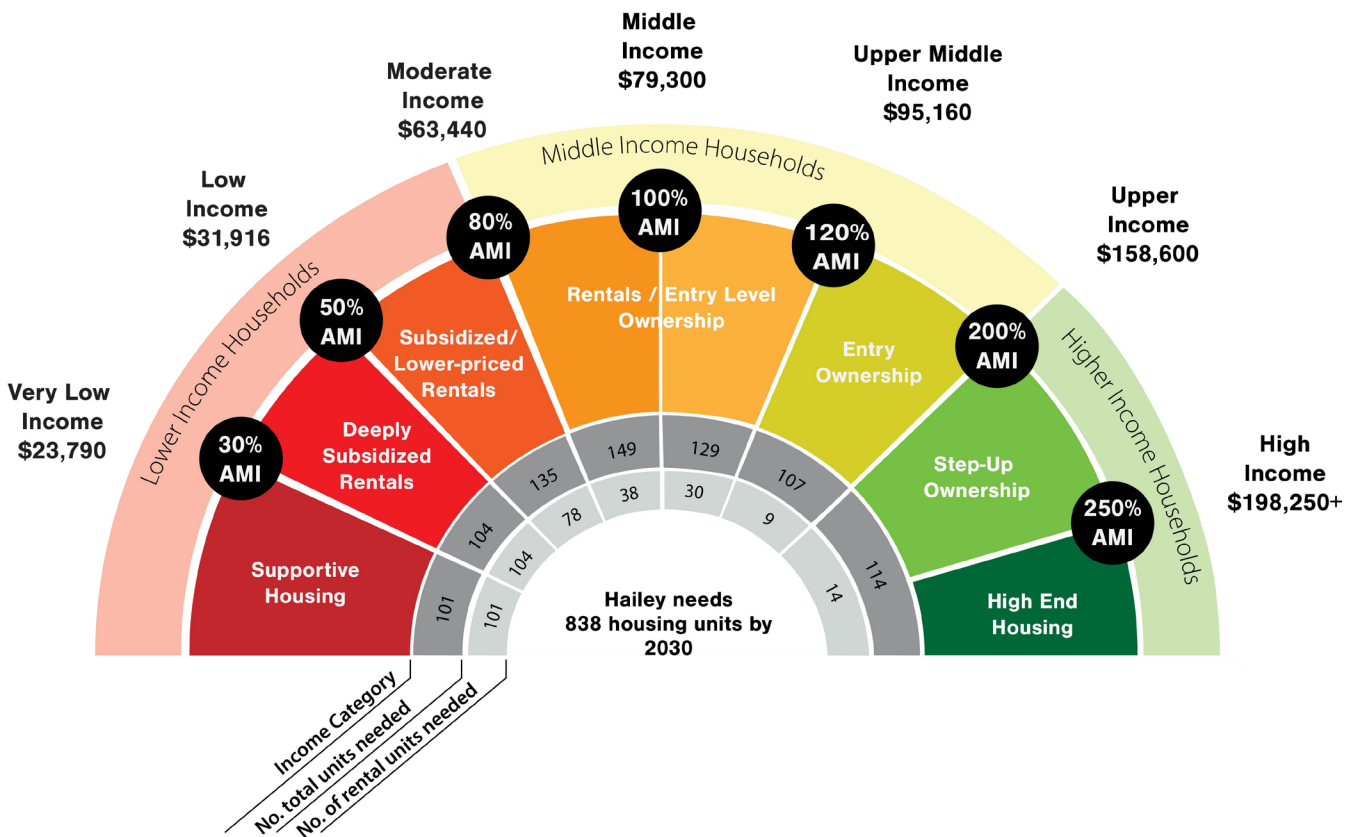


Figure 2: Affordable Housing Payments and Housing Need, City of Hailey Mid-Growth Scenario

HOUSING NEEDS BY INCOME RANGE

Income Category	Percent of AMI	Income Range	Housing Need (New and Rehab) Next 10 Years
Lower Income	<30% AMI	\$0 - \$23,790	101 units
	31-50% AMI	\$23,791 - \$31,916	104 units
	51-80% AMI	\$31,917 - \$63,440	135 units
Middle Income	81-100% AMI	\$63,441 - \$79,300	149 units
	101-120% AMI	\$79,301 - \$95,160	129 units
	121-200% AMI	\$95,161 - \$158,600	107 units
Higher Income	>200% AMI	\$158,601 +	114 units

Figure 3: Housing Need by Income Range



Photo by Carol Waller

GOALS, OBJECTIVES AND POLICIES

consistent
with 5.7
(Appendix C:
1997-2005
Comp Plan
efforts)

Goal 3.8.1 – Preserve and produce a diverse housing inventory that promotes a variety of housing options and affordability ranges.

Objective - Ensure that Hailey's housing inventory matches projected future housing demand.

- A. Regularly assess projected population growth and housing demand trends to create a data-informed 10-year development pipeline goal that indicates the general need for housing types and supported income ranges. Regular assessments should also track the inventory of deed-restricted, affordable and other subsidized housing opportunities to allow for long-term target tracking.
- B. Identify parcels for land acquisition to enable housing development that meets the needs of the workforce.
- C. Work with local and regional employers to create employer supported housing opportunities and partnerships to increase workforce housing attainability.
- D. Utilize development incentives and partnerships to ensure that new housing development includes a mix of housing units that support a wide range of incomes and living situations.
- E. Encourage the inclusion of accessory dwelling units with new and existing residential and commercial development.
- F. Create incentives and partnerships that work to add full-time housing units to Hailey's inventory through the conversion of second homes, vacation units and short-term rentals to full-time rental opportunities.
- G. Monitor the percentage of full-time
- H. Ensure that new housing development complements community character and is designed to encourage active community through easy access to amenities, public spaces, connected pathways, and transportation options.
- I. Assess aging housing inventory in Hailey and encourage/incentivize the rehabilitation and upgrade of aging units to preserve housing inventory, character, and livability.
- J. Ensure that new housing development meets or exceeds the minimum energy efficiency requirements and is designed to remain efficient and safe year-round.
- K. Explore reduced parking requirement minimums and alternative ways to provide parking for new development when the proposed development provides housing units that meet the expressed and projected demand for community housing

Objective - Ensure that new housing developments emulate and enhance the beloved character of Hailey.

- L. Assess Hailey's neighborhoods and identify the elements that characterize the area. Use these standards to help inform the design, scale, and aesthetic of housing that should be preserved/added to the neighborhood zone.

consistent
with 5.7
(Appendix C:
1997-2005
Comp Plan
efforts)

- M. Expand on existing design standards for housing development that balances increased densities with community character and function. The expansion and/or integration of standards could include streetscape improvements and amenities, trash and waste management strategies, additional public/semi-public community spaces, alleyway improvements, etc.
- N. Use non-structural elements such as tree canopies, parks, natural habitat areas, sidewalks and pathways to create community character.
- O. Consider the approval and thoughtful integration of commercial developments, such as coffee shops, boutique stores and restaurants in neighborhood areas that could benefit from commercial operations without detracting from business operations in Hailey’s Downtown.

consistent with 5.7 (Appendix C: 1997-2005 Comp Plan efforts)

Goal 3.8.2 – Build strong community housing partnerships and local housing programs to increase housing attainability.

- A. Participate in regional housing collaboration and initiatives to ensure more accessible housing development and positive movement toward regional housing goals.
- B. Seek funding and additional housing resources from various public and private opportunities, including federal program opportunities, public/private grants, private donations, employer contributions, and local housing programs.
- C. Create strong relationships with housing providers, developers and contractors to create attainable rental and for-sale housing units that meet specific needs in Hailey.
- D. Engage in community-wide and regional housing education and engagement initiatives to highlight the importance of housing attainability and the intersectionality of housing as it relates to other community goals and opportunities including economic development, transportation funding thresholds, sustainability and resilience, and community character. Education and engagement initiatives should be tailored to reach a wide audience including the public, employers and businesses, local organizations, community leadership, and regional partners.

consistent with 5.7 (Appendix C: 1997-2005 Comp Plan efforts)

consistent with 5.7.1.B (Appendix C: 1997-2005 Comp Plan efforts)

Goal 3.8.3 – Create strong housing policy and land use strategies to promote housing attainability and workforce development goals.

- A. Ensure that Hailey’s zoning code and ordinances are aligned to provide housing opportunities in locations where greater density is allowed.
- B. Update City ordinances to set minimum density requirements for certain zones or districts depending on project type and compatibility with surrounding development.
- C. Limit development and density in, near, and around the foothills area, along the river, and in other spaces that provide natural habitat and other ecosystem services.
- D. Provide expedited and priority application and approval processes for developments that meet housing attainability goals and/or provide deed-restricted and affordable housing.
- E. Work with regional partners to advocate for Statewide legislative and policy implementation that provides cities and local jurisdictions more tools to increase housing attainability and improved

consistent with 5.7 (Appendix C: 1997-2005 Comp Plan efforts)

housing outcomes for individuals living and working in Hailey and other similar communities.

Goal 3.8.4 – Support community partners, non-profits and other supportive service agencies to ensure housing stability for individuals who live and work in Hailey.

- A. Support community partners to ensure that housing services are readily available in Hailey including homelessness prevention, eviction prevention assistance, and rapid re-housing programs.
- B. Support the establishment of a dedicated funding source to provide short- and long-term supportive housing services.
- C. Regularly assess the population of Hailey that is at risk of being housing insecure or housing unstable and share that number and data with partners and supportive service agencies to help create needs benchmarks.
- D. Support agencies that help those who are either experiencing homelessness or are at risk of homelessness.

Goal 3.8.5 – Ensure that Hailey remains a community where individuals can age in place and is accommodating to underrepresented populations.

- A. Expand affordable housing options for seniors, families, and persons with disabilities through zoning and ordinance and accessible design requirements in new construction and remodeling.
- B. Assess population demographics to ensure that there are enough accessible and attainable housing opportunities for underrepresented populations and people who need special housing accommodations including assisted living options and physical accessibility improvements
- C. Support the development and construction of new underrepresented and accommodating housing opportunities that are close to amenities and provide access to essential services.
- D. Ensure there are supportive services and financial support (age-in-place home improvements, property tax reductions, accessible transportation options, including medical transport) for underrepresented people who wish to continue to live in the Hailey community.
- E. Encourage the installation, development, and/or placement of amenities and public spaces that support interaction across generations and demographic groups.

IMPLEMENTATION MATRIX

The implementation matrix organizes specific actions to assist the City in achieving the goals articulated in the plan. Implementation timelines are subject to political direction and economic conditions and may be shorter or longer than provided estimates. In general, Short Term is considered to be 1 to 3 years, Medium Term is considered to be 3 to 5 years and Long Term is considered to be 5 years or greater.

Section 8 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.8.1 – Preserve and produce a diverse housing inventory that promotes a variety of housing options and affordability ranges.				
1. Regularly update the City's housing needs analysis report and associated data workbooks.	Community Development			
2. Conduct a citywide land analysis to identify parcels that could be purchased or managed through partnership to add meaningful housing inventory.	Community Development			
3. Monitor and track the percentage of owner/long-term rental occupied units.	Community Development			
4. Explore incentives and support options to assist with the renovation/remediation of aging housing units that are at risk of aging out of Hailey's housing inventory.	Community Development			
5. Engage the community and define the beloved character elements of Hailey's neighborhoods to help create design guidelines for new housing development that supports rather than detracts from the character of a neighborhood zone.	Community Development			

Section 8 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.8.2 – Build strong community housing partnerships and local housing programs to increase housing attainability.				
1. Actively engage and participate in regional housing collaborations and networks.	Community Development			
2. Create educational tools and programs that can be shared with residents in Hailey and the greater Wood River Valley.	Community Development, City Administration			
3. Create a housing funding plan that details potential funding sources that the city would like to explore.	Community Development			
Goal 3.8.3 – Create strong housing policy and land use strategies to promote housing attainability and workforce development goals.				
1. Review and revise city zoning code and ordinances and identify where changes could be made to help support higher density and affordable housing.	Community Development			
2. Designate a member of city staff to serve as a legislative liaison around housing policy that arises in Idaho.	City Administration, Community Development			
Goal 3.8.4 – Support community partners, non-profits and other supportive service agencies to ensure housing stability for individuals who live and work in Hailey.				
1. Conduct a regional assessment of supportive housing services that are available throughout the region and identify ways to support these organizations and programs.	Community Development			

Section 8 Policies	Responsible Departments	Short Term	Medium Term	Long Term
2. Regularly collect and share housing and demographic data that identifies populations and areas that are more likely to be housing insecure.	Community Development			
Goal 3.8.5 – Ensure that Hailey remains a community where individuals can age in place.				
1. Evaluate the existing supportive services and financial support available to support seniors in Hailey and identify gaps in coverage and create a community age-in-place plan.	Community Development			



Section 10

Transportation

INTRODUCTION




Hailey has a long history of impactful transportation planning. The 1982 Comprehensive Plan recognized the importance of connectivity between neighborhoods, and as a result, by the late 1990s, Woodside Boulevard was completed, connecting the Woodside neighborhood with Fox Acres Road, and eventually Quigley Road and Croy Street. The late 1990s also saw the completion of 2nd Avenue North from Buttercup Road to McKercher Boulevard, connecting the Northridge neighborhood to the Old Hailey neighborhood and Downtown. As a result of this foresight and good planning, residents can now move from the southernmost portions of town to the northernmost portions without accessing SH-75. Connectivity like this provides mobility options that help the transportation system operate smoothly and efficiently by relieving pressure on any one road or route.

Having largely achieved the connectivity goals of the 1982 plan, the 1998-2003 Update focused on building out a robust multimodal transportation system and emphasized the importance of safe and efficient movement for bicycles and pedestrians as one way to relieve congestion and stress on the system. In 2007, Mountain Rides Transportation Authority established transit service between Blaine County and Bellevue, Hailey, Ketchum, and Sun Valley, achieving another goal of the 1982 Plan. As a result of the 1998-2003 Update, the City adopted their first Transportation Master Plan (TMP) in 2007, which was subsequently updated in 2020. The TMP acts as the implementation tool for the high-level goals and objectives of the Comprehensive Plan. It functions as a capital improvement plan and contains traffic forecasts and alternative evaluation; transportation systems plan for all modes including vehicles, bike and pedestrian, freight, transit, and air; and a funding and implementation plan.

In 2014, the City adopted the Blaine County Community Bicycle and Pedestrian Master Plan in partnership with the Blaine County Recreation District, Blaine County, and the communities of the Wood River Valley. That plan was updated and adopted by Hailey in 2024. The City has several long-term projects from the 2014 Plan in progress including bicycle, pedestrian and accessibility improvements on River Street; downtown sidewalk improvements; trails/parks connectivity; safe routes to school; and implementation of a wayfinding plan. The 2024 Update calls for continued improvements to the City's alternative transportation network including a new bike lane in Croy Canyon, the completion of the River Street multimodal infrastructure, and the completion of sidewalks and bike lanes along Airport Way and Woodside Boulevard. The City also adopted a Downtown Master Plan in 2024 that calls for the creation of a promenade on Bullion Street as well as significant streetscape and pedestrian improvements on Main, River, and Myrtle Streets.

Downtown Vision Plan from Hailey Downtown Master Plan, 2024



- | | | | | | |
|---|------------------------------|---|--------------------------------|---|-----------------------|
|  | Downtown Park |  | Main St Historic Retail Street |  | Primary Side Street |
|  | Potential Development Site |  | River St Mixed Use Street |  | Secondary Side Street |
|  | Critical Pedestrian Crossing |  | East-West Canyon Route |  | BCRD Wood River Trail |
|  | Bicycle Facility |  | N 1st Ave Plaza |  | Study Area boundary |

In addition, Blaine County and municipality representatives also completed a Regional Safety Action Plan in 2024, funded by grant monies awarded through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program. The City of Hailey was a critical project partner in this effort. The purpose of this plan was to improve roadway safety for all road users in Blaine County and its incorporated cities, including Hailey. Project components included a safety analysis of existing networks, engagement and collaboration with the public, and strategy and project selections provided by the hired consultant team. Feedback from public surveys indicated that driver behavior and pedestrian and cyclist safety were the biggest transportation safety concerns. Greater enforcement, additional bike and vehicle lanes, and additional sidewalks were reported as the top potential improvements to Blaine County's transportation system. Just under 50% of the project survey respondents reported that they lived in Hailey.

Hailey has a mature transportation system with few opportunities for major capacity expansions. Growth in population and tourism (or even stasis) will mean that pressure and congestion on SH-75 will continue to be a concern. For this reason, Hailey will continue to emphasize enhancements that make the best and most efficient use of the transportation system rather than seeking capacity enhancements by building larger roads or creating one-way couplets that negatively impact established neighborhoods. Enhancements to increase efficiency of the system are included in the TMP and Bicycle and Pedestrian Master Plan, and include increased transit availability and use, better connectivity of bicycle and pedestrian facilities, and the addition of traffic signals and Intelligent Traffic System (ITS) on SH-75.

Hailey residents have embraced bicycling and walking to school, work and extracurricular activities, and have further expressed a strong desire for enhancements that make alternative modes as safe and efficient as driving a car. This is a matter of mobility for all road users and is a key component of the City's vitality and viability.

TRANSPORTATION FACILITIES

The City of Hailey and key transportation partners maintain and operate a successful system of transportation facilities throughout Hailey that range from State Highways, vibrant downtown and neighborhood streets, pedestrian and bicycle facilities, and a municipal airport. The following items represent priority transportation facilities that will help guide investment into Hailey to ensure improved safety, equitable access, connectivity, and efficient movement of a multitude of transportation modes. Each facility shall continue to be prioritized for ongoing improvement to ensure safety, access, and proper maintenance for continued use.



photo by Timothy Burke

FRIEDMAN MEMORIAL AIRPORT

Friedman Memorial Airport, also known as SUN, is a public-use, commercial service airport that serves the entire Wood River Valley. The airport is a vital transportation link and significant economic driver for the local, regional, and state economies. Airport activity is diverse and includes commercial air service, corporate aviation, and recreational general aviation activity. The airport also provides access to critical services including aerial wildland firefighting, life flight, and air cargo. Annually, commercial air service at the airport serves over 200,000 passengers. It is bound by SH-75 on the north and east sides and Broadford Road on the west.



image obtained from Google Street View

STATE HIGHWAY 75 / MAIN STREET

SH-75 is owned and operated by the Idaho Transportation Department (ITD); however, Hailey maintains SH-75 from Fox Acres to McKercher Boulevard. SH-75 ties together all the communities that make up the Wood River Valley, providing vital north-south connectivity for commercial, recreational, and local traffic. It is also Hailey's Main Street and the principal point of access (and parking) to the Downtown Core of Hailey – a district comprised of the many local businesses serving residents and visitors. Configured as a 5-lane arterial and carrying an average of 12,250 vehicles per day, SH-75 creates a formidable barrier for vehicles, pedestrians, and cyclists, bifurcating the town east to west. The community of Hailey wants Main Street to have a sense of place – contributing to the small-town ambiance – and be enhanced with pedestrian and placemaking improvements while retaining its use as the main thoroughfare for the Wood River Valley.



PUBLIC TRANSIT

Mountain Rides Transportation Authority is the public transportation provider for Blaine County. Hailey is served by one Hailey-specific route and one Valley-wide route providing connectivity across the valley. Mountain Rides' Hailey Route provides connectivity throughout Hailey, including the Community Campus/BCRD, all of Woodside Subdivision, the Airport area including St Luke's Medical Clinic, as well as to the Senior Connection. Mountain Rides' Valley Route, the backbone of the region's public transportation system, provides critical connectivity for Hailey's residents. The Valley Route's hourly service (with increased frequency during commute times) allows residents to travel to employment and recreation opportunities throughout the Wood River Valley. To help alleviate congestion and minimize single occupancy vehicle trips, the Valley Route runs eighteen (18) hours per day to Sun Valley, Ketchum, throughout Hailey, and Bellevue. Mountain Rides also provides vanpool from the Magic Valley, including Paratransit and community health transportation to Twin Falls.



RIVER STREET AND 2ND AVENUE

River Street and 2nd Avenue run parallel to SH-75 on the west and east respectively. As such, both streets provide a vital alternative for north/south travel, particularly for bicyclists accessing the many businesses in the Downtown Core, schools, and recreational facilities. River Street is commercial in nature; however, it has recently seen infill with multifamily residential and mixed-use development projects. It is currently being fitted with separated bike lanes, sidewalks, and enhanced streetscapes in both directions to provide safe and convenient travel by bike and foot. To the contrary, 2nd Avenue is more residential in character with a lower volume of vehicle trips per day. There are ongoing efforts to improve the multimodal mobility of 1st Avenue, including sidewalk extension, construction and/or replacement, parking area enhancements, and intersection safety improvements.



WOOD RIVER TRAIL

The Wood River Trail is a 20+ mile multi-use path owned by ITD and operated by the Blaine County Recreation District (BCRD) that connects the communities of Bellevue, Hailey, Ketchum and Sun Valley. The path is open year-round and offers a fully separated, multi-modal facility to safely walk, bike, or ski on, offering an indispensable north/south alternative to SH-75, which further includes convenient access to numerous recreational amenities and attractions in Hailey and beyond.



BIKE LANES

Bicycling is baked into Hailey’s culture due in part to its proximity to world class mountain biking as well as the safety and convenience of biking for local trips. Bicycling for both recreation and commuting is increasing, and the enhancement and expansion of bike facilities is a core value of the community. The addition of the Croy Street two-way cycle route provides a safe east-west connection from River Street to Fifth Avenue/Eastridge Drive, effectively connecting Croy and Quigley Canyons. Eastridge Drive, effectively connecting Croy and Quigley Canyons.

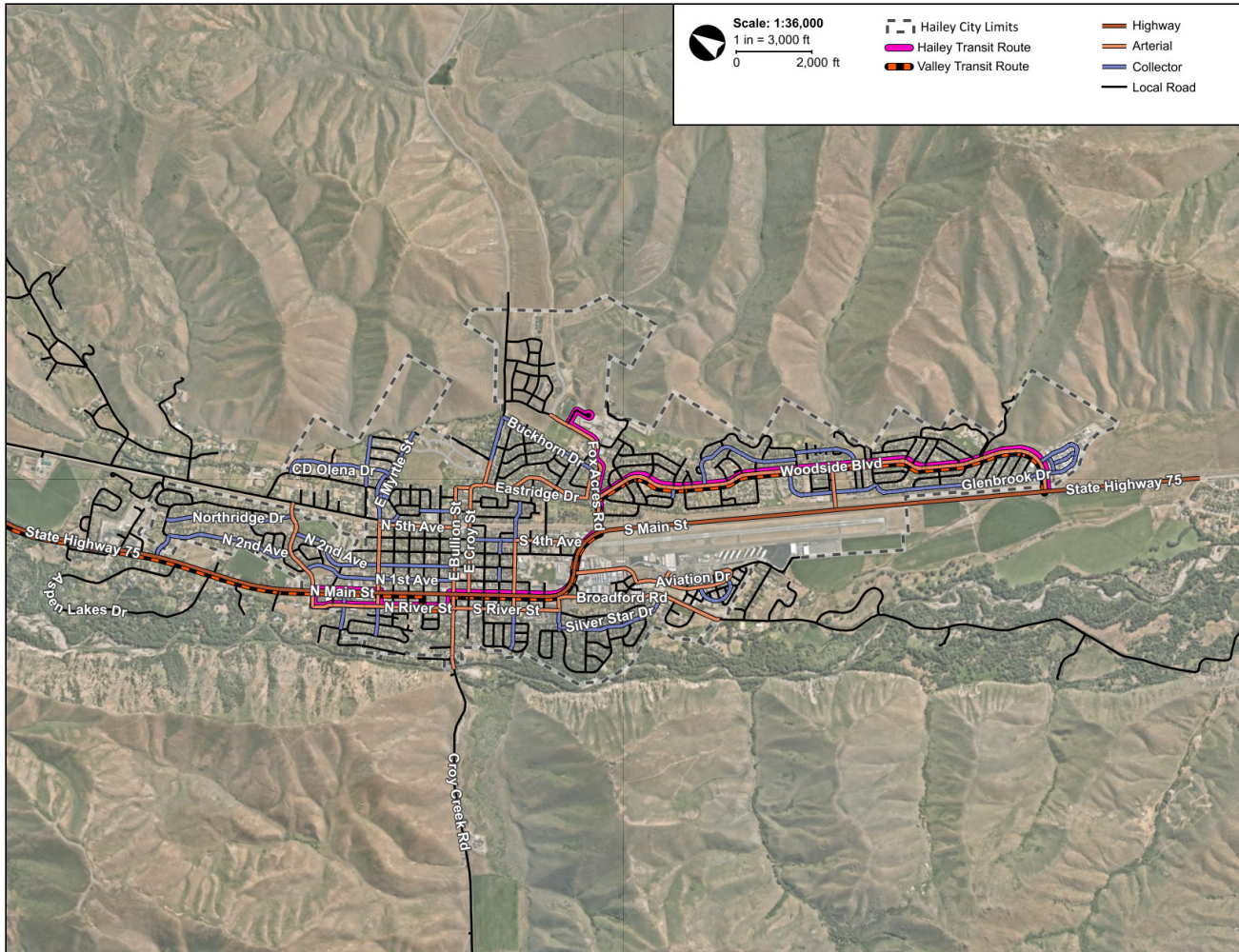


RECREATION TRAILS

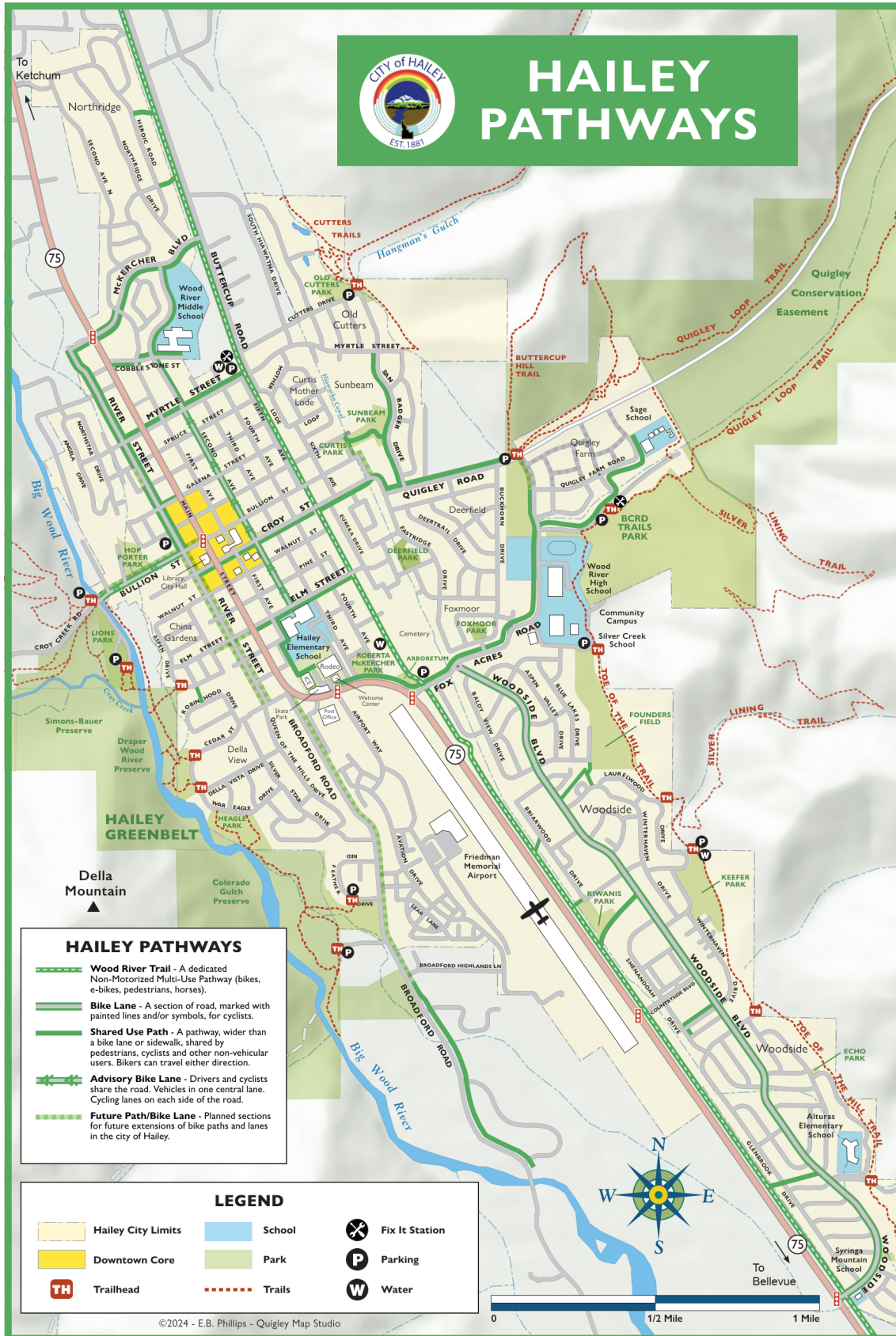
Similar to bicycling, Hailey’s access and enthusiasm for its nearby outdoor reserves has built a culture that values trails along the river, on the hillsides, and in the canyons. The public expressed strong support for more and better access to trails including the Hailey Greenway, Buttercup Trail, Cutters Trails, Draper Preserve, Croy Canyon, and Quigley Canyon. Through partnerships with Blaine County, the Wood River Land Trust, Bureau of Land Management, and the BCRD, Hailey has worked to provide multiple recreation trails throughout town and has prioritized multimodal connectivity so residents can safely walk and bike to world class recreation.

TRANSPORTATION SYSTEM MAPS

HAILEY ROAD NETWORK



HAILEY PATHWAYS



Source: City of Hailey

GOALS, OBJECTIVES, AND POLICIES

There is a strong community desire for improvements that make bicycling, walking, and public transit as safe and efficient as driving. This commitment to alternative transportation is not only about mobility but also about maintaining the City’s vitality and quality of life. Goals are high-level, aspirational expressions of a future state of being. Objectives are more specific and measurable indicators toward achieving the goal, and policies are specific actions to be taken to achieve the objectives. The following goals, objectives, and policies will guide the continued development of the transportation system toward the implementation of the community vision and values identified within the comprehensive plan.

Goal 3.10.1 - Improve community interface with State Highway 75 and ensure efficient travel through Hailey.

Objective – Work with the Idaho Transportation Department to ensure that State Highway 75 provides a safe transportation corridor throughout Hailey that serves both residents of Hailey and individuals passing through the community.

- A. Support the implementation of the State Highway 75, Bellevue to Broadway Run ITD project and ensure final designs meet the needs of the community.
- B. Address pedestrian and bicycle safety issues through the installation of new shoulder facilities and improved intersection and crossing facilities.
- C. Continue to monitor peak traffic volumes and identify opportunities to reduce congestion via improved transit options and alternatives.
- D. Ensure continued accessibility to businesses, restaurants, and public facilities along State Highway 75.
- E. Work with ITD to implement the provisions of the Hailey Transportation Master Plan, particularly the planned signals at the Myrtle/Main and Elm/Main intersections.
- F. Look for opportunities to install or upgrade bicycle and pedestrian infrastructure in conjunction with road maintenance projects.

Goal 3.10.2 – Build and maintain a sustainable, safe, reliable, year-round multimodal road network.

consistent with density and public transit opportunities as suggested at the March 3, 2025 public hearing

Objective – Provide a balanced approach to mobility by offering a year-round multimodal network that improves safe and accessible routes to Downtown, businesses, activity centers, neighborhoods, places of employment, and recreational opportunities.

- A. Continue to implement the Transportation Master Plan.
- B. Implement recommendations and strategies to improve roadway safety, as presented in the 2024 Blaine County Regional Safety Action Plan.

consistent with 10.1.1.2 (Appendix C: 1997-2005 Comp Plan efforts)

consistent with 5.4.5.D (Appendix C: 1997-2005 Comp Plan efforts)

- C. With new development projects, continue to encourage the design and construction of Hailey’s multimodal network to improve connectivity and safety, as well as provide for multimodal amenities such as bicycle storage, maintenance racks, and bicycle parking.
- D. Continue enforcement of Title 18: Mobility Design, to ensure future development provides safe multimodal facilities and infrastructure.
- E. Increase staffing capacity of Hailey Streets and Public Works Departments as it relates to pathway and sidewalk snow removal and year-round multimodal facility access; seek opportunities with business and property owners to further aid in this effort.
- F. Continue to thoroughly assess off-site traffic impacts of new developments to ensure the adequacy of existing infrastructure, or adequate funding of needed infrastructure.
- G. Continue to collaborate with agency and community partners to fund and implement a regionally connected and coordinated multimodal network (reference the Blaine County Community Bicycle and Pedestrian Master Plan).

consistent with 5.4.5.D (Appendix C: 1997-2005 Comp Plan efforts)

Objective – Build a resilient and sustainable transportation system that encourages and accommodates new technologies as they become available.

- H. Seek State and Federal funding opportunities to install Electric Vehicle Charging Infrastructure throughout the city to serve residents and visitors.
- I. Collaborate with agency partners to establish standards for the safe operation of micromobility devices such as e-bikes and e-scooters in Hailey and throughout the Wood River Valley.

Goal 3.10.3 – Create a vibrant, pedestrian-oriented Downtown with reliable connections from every neighborhood.

Objective – Prioritize development that encourages walking and biking.

- A. Build a connected street network that provides every neighborhood with safe routes into the Downtown Core.
- B. Relieve vehicular congestion along SH-75 by providing local users with safe bicycle and pedestrian crossings into the street grid.
- C. Improve bicycle parking in front of shops, restaurants, and other local destinations to encourage residents to take more trips by bicycle.
- D. Require new development projects to provide multimodal amenities onsite, such as bicycle storage, maintenance racks, and bicycle parking.
- E. Construct the Bullion Street Promenade as referenced in Hailey’s Downtown Master Plan to provide key connectivity to Downtown and into Croy Canyon.

consistent with 5.4.5.D (Appendix C: 1997-2005 Comp Plan efforts)

Goal 3.10.4 – Improve public transit facilities/operations and increase public transit ridership.

consistent with density and public transit opportunities as suggested at the March 3, 2025 public hearing

Objective – Continue to build capacity within the transportation system through service and



accessibility improvements that focus on the movement of people rather than single occupancy vehicles.

- A. Encourage improved transit facilities in conjunction with new development projects.
- B. Expand transit services to better serve activity centers and to reduce single-occupancy vehicle trips.
- C. Improve ‘first and last mile’ pedestrian and bicycle access to existing transit routes.
- D. Continue to incorporate public transit funding into the City of Hailey budget.
- E. Ensure land use and transportation policies increase accessibility to transit service.

consistent
with 5.4.5.D
(Appendix C:
1997-2005
Comp Plan
efforts)

Objective – Increase intergovernmental support of Mountain Rides and its capacity to plan for and operate transit services within Hailey, and regionally.

- F. Continue to support and coordinate long-range and strategic planning efforts between the City of Hailey and Mountain Rides.
- G. Increase ridership through strategic business partnerships.

Goal 3.10.5 – Foster agency partnerships and communication to improve the transportation system.

Objective – Maintain strong working relationships with partner agencies to expand support for a multimodal transportation system.

- A. Participate in ongoing regional transportation planning efforts, especially as they pertain to public transit.
- B. Coordinate proactively with the Idaho Transportation Department for future improvements along SH-75 including an Intelligent Transportation System for signal coordination through town.
- C. Pursue opportunities that increase the capacity for and participation in ridesharing for commuters, including local business and top regional employer engagement and coordination.
- D. Continue to support the Blaine County School District’s Safe Routes to School initiatives to ensure safe and convenient travel to/from school, home, as well as extracurricular activities throughout Hailey.

Goal 3.10.6 – Enhance alternative transportation access to nearby recreation facilities.

Objective – Build a transportation network that provides residents with the ability to walk, bike, or take public transportation to highly valued recreational facilities.

- A. Require easements along new developments that protect the accessibility of trailheads and natural areas.
- B. Identify areas of Hailey that lack access to recreational facilities and prioritize improving access through bicycle, pedestrian, and public transit improvements.

IMPLEMENTATION MATRIX

The implementation matrix organizes specific actions to assist the City in achieving the goals articulated in the plan. Implementation timelines are subject to political direction and economic conditions and may be shorter or longer than provided estimates. In general, Short Term is considered to be 1 to 3 years, Medium Term is considered to be 3 to 5 years and Long Term is considered to be 5 years or greater.

Section 10 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.10.1 – Improve community interface with Highway 75 and ensure efficient travel through Hailey.				
1. Update code to require new construction to construct infrastructure improvements.	Community Development – Planning Services			
2. Develop a 5-year plan to coordinate infrastructure improvements with upcoming road maintenance projects.	Public Works and Planning Services, ITD			
Goal 3.10.2 – Build and maintain a sustainable, safe, reliable, year-round multimodal road network.				
1. Update development code to require future construction to include bicycle storage, bicycle racks and sufficient parking.	Community Development – Planning Services			
2. Increase staffing capacity of Hailey Streets and Public Works Departments as it relates to pathway and sidewalk snow removal and year-round multimodal facility access.	Public Works Streets Department			
3. Update code to require all businesses to clear adjacent sidewalks when needed.	Community Development – Planning Services			
4. Seek State and Federal funding opportunities to install Electric Vehicle charging infrastructure available to the public.	Community Development – Sustainability and Resilience			

Section 10 Policies	Responsible Departments	Short Term	Medium Term	Long Term
5. Write ordinance with agency partners to establish standards for the sound operation of micromobility devices throughout the Wood River Valley.	Community Development – Planning Services, Police Department			
Goal 3.10.3 – Create a vibrant, pedestrian-oriented downtown with reliable connections from every neighborhood.				
1. Install bicycle racks and repair stands along the Downtown Corridor.	Community Development – Planning Services			
2. Update code to require new construction to install multimodal amenities such as bicycle storage, maintenance racks, and bicycle parking.	Community Development – Planning Services			
3. Construct the Bullion Street Promenade as referenced in Hailey’s Downtown Master Plan to provide key connectivity to Downtown and into Croy Canyon.	Public Works Streets Department			
Goal 3.10.4 – Improve public transit facilities/operations and increase public transit ridership.				
1. Expand public transit funding to invest in future improvements.	Community Development – Planning Services			
2. Incentivize staff to utilize public transit through an internal commuter rewards program.	City Administration			
3. Identify & fill gaps in ‘first and last mile’ pedestrian and bicycle access to existing transit routes.	Community Development – Planning Services			

Section 10 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.10.5 – Foster agency partnerships and communication to improve the transportation system.				
1. Create installation plan with ITD for signal coordination through an Intelligent Transportation System.	Public Works Streets Department			
2. Develop a maintenance plan prioritizing Safe Routes to School routes.	Public Works Streets Department			
Goal 3.10.6 – Enhance alternative transportation access to nearby recreation facilities.				
1. Update code to require easements along new developments that protect trailhead and natural areas accessibility.	Community Development – Planning Services			
2. Build an interactive map that highlights alternative transportation routes to access major recreation areas.	Community Development – Planning Services			



Section 15

Sustainability

INTRODUCTION

The City of Hailey has committed and taken action to build community sustainability and environmental stewardship for almost 30 years. Many sustainability projects or policies in Hailey today began as a single idea and have been built upon over time. As we learn more about sustainability systems and deeper initiatives, we can continue to take action to further reduce our community's carbon emissions and improve environmental stewardship.

The City of Hailey organizes its Sustainability Program through four focus areas:

- Energy and the Built Environment
- Waste Reduction
- Transportation and Mobility
- Land and Water

These focus areas closely mirror the sections of the Blaine County Climate Action Plan, which lends itself to Hailey's longstanding desire and commitment to collaboration and leveraging local partnerships. In 2024, the City of Hailey also began working on its own Hailey-specific Sustainability Action Plan. This plan is meant in part to complement the established goals and objectives of Blaine County's Plan, while also remaining adaptive and flexible to Hailey's unique contexts, capacities, and visions from community members.

There have been both challenges and successes across the focus areas, but some of the most notable sustainability milestones at the City of Hailey include:

- **1996:** Hailey became the first city in the Wood River Valley to enact curbside recycling, mandated by its franchise agreement with the local rubbish collection company. Since then, recycling and waste management efforts have expanded to include a construction materials recycling program, a public cardboard compactor, public glass drop-off, and a community compost pilot program.
- **2004:** With assistance from an EPA State and Tribal Assistance Grant (STAG), Hailey was the first Wood River Valley city to install water meters, resulting in a water usage drop of almost 25% during the irrigation season. Water rates continue to be set to discourage excessive water use and reward those who practice conservation.
- **2007:** City of Hailey joined ICLEI Local Governments for Sustainability and established the City's first carbon emissions baseline and reduction goal (15% reduction from 2005 levels by 2015). Idaho Power's energy source make-up shifted to produce a lower emissions factor after

this baseline was established, and by 2011, the greenhouse gas emissions for Hailey energy use and activity had dropped 48% from 2005 levels, far surpassing this “15x15” goal.

- **2010:** Hailey Streets and Public Works Departments began increasing efforts to improve bike and pedestrian infrastructure in areas such as Woodside Boulevard, Croy Street, Myrtle Street, and River Street. Hailey’s interconnected bike/pedestrian transit system continues to be highly valued by the community.
- **2011:** Hailey creates its first full-time position dedicated to climate protection projects, working on a three-year grant contract from the US EPA Community Climate Challenge.
- **2017:** Hailey completes the Woodside Treatment Plant Biosolids project. This \$6 million project provided infrastructure to remove additional waste from wastewater effluent and create biosolid material that is now used to facilitate local composting efforts at Ohio Gulch. This project further protects the Bigwood River and reduces the amount of sludge trucked away from the treatment plant.
- **2017:** Leveraging grant funds from the Bureau of Reclamation and Idaho Board of Water Resources, the City of Hailey launches the “Water SMARTY” program, a xeriscape conversion and irrigation efficiency upgrades rebate program for City of Hailey residents. Over 1.5 million gallons of water were conserved due to the program and the actions of citizens.
- **2020:** A single-use plastic ban is put in place for all City-sponsored events and applicants for special events permits.
- **2020:** The Engine Idling Ordinance is passed by the City of Hailey, prohibiting excessive engine idling in public spaces and giving City Staff an enforcement tool to protect local air quality.
- **2021:** Resiliency Coordinator position transitions to a full-time, fully benefited Resilience Planner position, and Hailey also hires a full-time, fully benefited Sustainability and Grants Coordinator position. Shared between Public Works and Community Development Departments, the team continues to serve Hailey today.

SUSTAINABILITY AND RESILIENCE IN THE CITY OF HAILEY

Sustainability can mean many different things and play out in many ways, depending on the person and the place. When the word “sustainability” is broken down, a seemingly simple concept emerges: the ability for a group, a person, a community – even the world – to sustain itself. Put another way, sustainability is making sure there is enough of a resource, both in the present and in the future. It is a matter of balance, long-term thinking, and thoughtful planning.

For the City of Hailey, living with sustainability means balancing our community’s needs for things like water, energy, clean air, and land with ecological needs of the larger Wood River Valley, both now and into the future. We share the landscape with wildlife and forest/sagebrush-steppe plant communities, which deserve protection. Our community also relies heavily on the ecosystem services – or benefits of nature – provided by these plant and wildlife communities. The thousands of acres of forest surrounding Hailey store immense amounts of carbon from our atmosphere, offsetting greenhouse gas emissions and keeping our air clean. Native plant communities provide

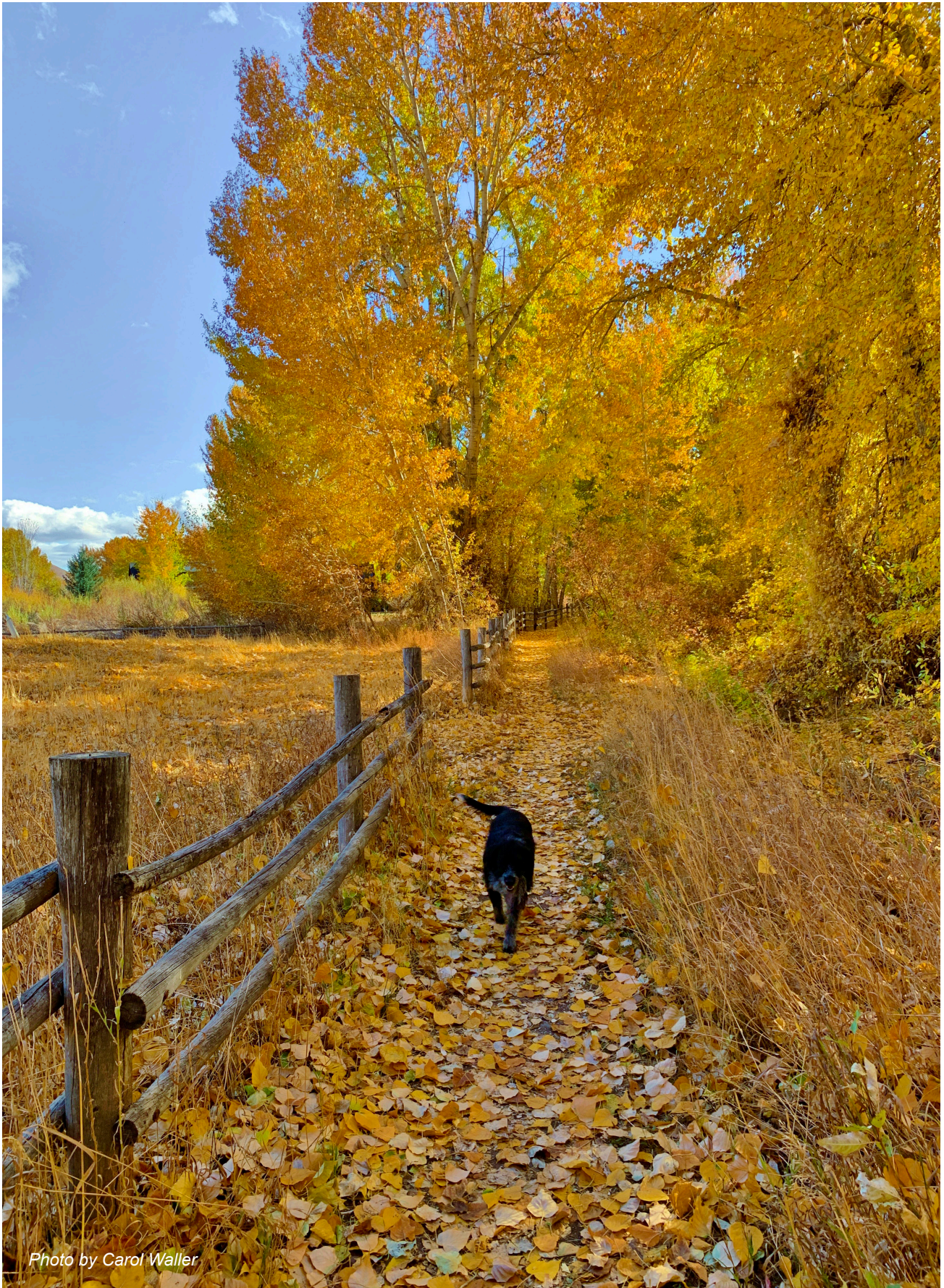


Photo by Carol Waller

GREENHOUSE GASES AND CLIMATE CHANGE

Greenhouse gases like carbon dioxide, methane, and nitrous oxide trap heat in the atmosphere, causing the greenhouse effect, which warms the Earth enough to support life. Natural processes, such as photosynthesis, capture and store these gases, maintaining a balanced atmosphere and predictable climate conditions that have allowed civilizations to thrive.

However, human activities, such as burning fossil fuels and deforestation, disrupt this balance. These activities increase greenhouse gas emissions, overwhelming the Earth's ability to process them. This imbalance has contributed to rising global temperatures and a rapidly changing climate.

The IPCC, a United Nations body, assesses climate science and provides reports that inform policymakers. According to IPCC data, the global average temperature has risen by approximately 1.1°C (2°F) over the past century, contributing to more frequent extreme weather events like storms, droughts, and wildfires. Climate models predict that Blaine County's average daily maximum temperature could rise by 2°F by 2050 and between 7°F and 12°F by the end of the century, assuming current emission trends continue.

flowering plants and habitat for pollinators like insects and birds; these pollinators allow us to grow crops locally, instead of importing from other states or overseas. In Hailey and across south central Idaho, water is one of the most critical resources. Living in a high-mountain desert climate means that we rely very heavily on winter snowfall and snowpack to provide water resources for the rest of the year. As Hailey has experienced in recent years, a low snow winter followed by a warm and dry spring can spell disaster in terms of drought and wildfire. We must invest in systems and ways of life that preserve resources and help prepare communities for future uncertainties.

The 2024 Comprehensive Plan Update represents the first time that an entire section of the Plan is dedicated to sustainability goals, objectives, and policies. A Sustainability section allows for projects to be integrated across departments and divisions, approached with more clarity of connection to the City's overall vision, and combines the impacts of single projects into achievement of larger goals.

Those who are directly responsible for carrying out sustainability projects in the City of Hailey have historically included Staff from the Community Development and Public Works Departments, as well as the office of the City Administrator. This inter-departmental approach helps deliver shared sustainability outcomes while managing staff time and budget resources efficiently. Additionally, City of Hailey staff work closely with Blaine County and other municipalities on both shared initiatives and creating integrated systems and policies. Frequent communication and a commitment to beneficial shared outcomes with our local partners continue to elevate Hailey's sustainability efforts within City limits and beyond.

As Hailey grows and evolves as a community, City staff will continually assess resource needs for

sustainability. As previously mentioned, City Staff began drafting the Hailey Climate/Sustainability Action Plan in 2024, with hopes for Council adoption of the Plan by late 2025. This sustainability-focused plan will provide detailed and actionable strategies for accomplishing the broader goals, objectives, and policies of the Comprehensive Plan's Sustainability section. City of Hailey leadership have begun exploring permanent budget options that can support both the Sustainability section and the Climate/Sustainability Action Plan. These guiding documents will build organization, accountability, and clarity for Hailey's Sustainability Program, which will further strengthen the impact of future efforts and bolster our community's resilience.

SUSTAINABILITY FOCUS AREAS

As mentioned, the City of Hailey organizes its sustainability efforts through four focus areas. This page describes these focus areas in more detail and provides background information for the focus area that is specific to Hailey. These focus areas are not listed in any order of priority or effort.

ENERGY AND THE BUILT ENVIRONMENT

This sector includes efforts to increase the amount of renewable ("clean") energy that powers Hailey homes, businesses, City operations, schools, and more. For the intents and purposes of this section, renewable energy includes sources like solar, wind, hydropower, and nuclear. It should be noted that while all-electric power at the building/home level eliminates direct fossil fuel consumption by those users, much of the electricity consumed around the country is created from coal-fired power plants, which are indirectly fossil fuel intensive. Idaho Power Company, which provides electricity for the City of Hailey and most of the state, has an energy portfolio that includes coal-fired electricity, a small amount of solar, and a significant contribution from hydropower. While much less fossil-fuel intensive than coal-fired power or natural gas, hydropower still contains a "carbon cost" as well, both in the dam construction and ongoing influence of hydropower operations on natural river ecosystems. Hydropower in Idaho is a great example of the many tradeoffs that come with pursuing renewable energy.

The built environment refers to all the different buildings and structures in Hailey. Even more important than having buildings run on clean energy is to design and construct buildings to use as little energy as possible. Energy efficiency is achieved through strong insulation, limiting air leaks around windows and doors, orienting the building to maximize natural light, and installing high-efficiency appliances like electric heat pumps and induction stove-tops. 2023 rulemaking within the Idaho State Legislature removed local governments' ability to require and enforce energy efficiency measures that go beyond the 2018 International Energy Conservation Code. City Staff continue to explore incentives and voluntary participation for above-code energy efficiency designs.

WASTE REDUCTION

This sector includes efforts to reduce the amount of waste that Hailey generates and ultimately sends to the landfill, Milner Butte, located 100 miles away in Burley. The landfill is operated by

CIRCULAR ECONOMY

A circular economy is an economic model aimed at minimizing waste and maximizing resource use by creating closed-loop systems.

Instead of the traditional “take-make-dispose” approach, a circular economy emphasizes reusing, repairing, refurbishing, and recycling products and materials, keeping them in use for as long as possible to reduce environmental impact and resource depletion.

This model benefits the environment, reduces costs, and encourages innovation in sustainable practices.

Southern Idaho Solid Waste (SISW). SISW is an active and engaged partner for waste management in the Wood River Valley. The Blaine County Recycle Center at Ohio Gulch accepts a wide variety of items and materials and diverts them from ending up in the landfill. This includes everything from exterior paint and batteries to more traditional materials like metal and cardboard. Composting efforts continue to grow in Hailey as well. A construction materials recycling program is in place for projects in Hailey with an active building permit, although enforcement remains a challenge. Deeper, more systemic changes with our consumption of single-use materials will be critical for making significant improvements in this sector.

TRANSPORTATION AND MOBILITY

Transportation and mobility, within the realm of sustainability, are guided by many of the

same principles and policies of the Transportation section of Hailey’s Comprehensive Plan. When reviewing public feedback on the 2024 Comprehensive Plan Update – or even simply through observation of Hailey’s streets on any given day – a clear pattern emerges: the Hailey community values safe, walkable neighborhoods, as well as an interconnected system of bike and foot paths. These values support sustainable transportation by nature. Continuing to enhance Hailey’s bike and pedestrian infrastructure remains a top priority for both City Staff and community members. Increasing access to and use of public transit (through Mountain Rides Transportation Authority) and electric vehicles are also addressed through this sector.

LAND AND WATER

The final sector of Hailey’s sustainability efforts falls within land and water conservation. Like Transportation and Mobility, this sector relates to the activities in other Comprehensive Plan sections like Land Use, Housing, and even Economic Development. Development standards in the Hailey Municipal Code require developers to balance the construction of new buildings with the preservation and maintenance of park space, as a certain percentage of land or in-lieu funds must be provided for public parks with any new development. The City of Hailey continues to uphold the powerful precedent set by Blaine County’s Hillside Overlay Ordinance, which has prohibited development on hillsides and along canyon walls since the 1980s. Hailey also continues a growth pattern that is consistent with the Blaine County Comprehensive Plan, directing growth and density into city cores and downtown areas, instead of continuing sprawl into most canyons and infringing upon agricultural lands.



The Land and Water focus area also covers Hailey's tree population and tree stewardship programming. Street trees in the downtown area must be selected from an arborist-approved species list, and the Public Works Department continues to implement new and improved standard conditions for planting, ensuring maximum tree health and longevity. The Hailey Tree Committee is an appointed citizen committee that was established in 2008, with the responsibility to promote sound arboricultural practices and tree diversity and to promote public education of proper tree care practices.

Drought-tolerant landscaping, tiered utility billing for water consumption, and time of day/day of week irrigation requirements are the most widely applied code-based tools for water conservation in

Hailey. The City of Hailey has also seen recent success in negotiating turf limits for new residential developments on large lots, as well as high efficiency irrigation systems. Water conservation continues to be an area of great public interest in the Hailey community, as demonstrated by surveys in the 2024 Comprehensive Plan Update. City staff are working to leverage partnerships and continue pursuing grant funding to help the community conserve water for current and future community members.

Hailey is ultimately limited in both land and water resources. As the community grows, and the climate trends toward warmer temperatures year-round, compromising the capacity of our snowpack to store water into the hottest months of the year and exacerbating the risk of wildfires, the Hailey community must remain diligent, creative, and responsive to changing conditions. More proactive measures to conserve the land and water resources we currently have will be necessary to ensure quality of life for future generations. Supporting yard conversion to xeriscape landscaping, placing turf restrictions on new residential development, promoting infill development and accommodating for new development within the existing footprint of development, and ensuring our parks remain healthy and accessible to all are some of the ways that the City of Hailey can help conserve land and water into the future.

GOALS, OBJECTIVES, AND POLICIES

The following goals, objectives, and policies will guide the continued sustainability efforts of the City of Hailey towards the implementation of the community vision and values identified within the Comprehensive Plan. It should be noted that these goals, objectives, and policies are broad priorities that will be further informed and elaborated on in more detail in the eventual Hailey Climate/Sustainability Action Plan.

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

Objective – Improve the energy efficiency of both present and future buildings and continue to develop land use policies that minimize energy use at the neighborhood level.

Objective - Increase the supply of clean energy utilized in the City of Hailey.

Objective – Increase community access to energy and efficiency projects that deliver cost savings, promote equitable access to renewable energy and energy efficiency resources, and build energy independence whenever possible.

- A. Develop energy conservation programs that will be sensitive to the unique situations involving historic structures and historic preservation within the City of Hailey.
- B. Actively connect Hailey community members with information and resources related to clean energy options and energy efficiency upgrades, including available credits, rebates, and cost-savings programs.
- C. Aggressively explore creative incentive programs, municipal code updates, and/or State legislation that increases our community’s energy efficiency and/or renewable energy implementation, maintaining compliance with State statutes.
- D. Increase City of Hailey municipal participation in clean energy purchasing programs from utility providers.
- E. Develop targeted programs, outreach, and/or partnerships that remove financial barriers and increase adoption of renewable energy and/or energy efficiency installations for multifamily and low to middle income households.
- F. Continue to audit energy use of City-owned buildings and utilize data benchmarking to reduce energy use.
- G. Increase energy independence and resiliency of City-owned buildings through the expansion of City-owned renewable energy projects and/or participation in community solar project development.
- H. Explore new Municipal Code updates that incentivize and/or require building design and orientation that maximizes solar gain and is responsive to seasonal climate conditions in Hailey.

Goal 3.15.2 – Increase Hailey community participation in valley-wide efforts to reduce waste production, increase material repurposing and diversion, and grow participation in recycling programs.

Objective – Strengthen the capacity of existing diversion, recycling, and composting programs in and around the City of Hailey, while increasing awareness and participation of businesses and residents. This will be achieved by leveraging current partnerships, supporting educational resources/initiatives, and investing in waste reduction infrastructure.

- A. Develop a manageable system for enforcement of City of Hailey event resiliency guidelines.
- B. Develop waste-conscious procurement standards for City of Hailey operations, prioritizing standards that source materials/services locally, utilize local material repurposing, and reduce City of Hailey waste production overall.
- C. Support regional efforts to provide accessible educational resources related to waste reduction, recycling, and the value of circular economies.
- D. Strengthen enforcement of the City of Hailey’s Construction Waste Management Program and implement best management practices for contractor compliance with wood, metal, and cardboard recycling.
- E. Adopt policies and programs that promote the reuse of salvaged materials for new construction.
- F. Explore incentive programs for Hailey restaurants and businesses that eliminate single-use packaging/containers, increase recycling and diversion rates, and increase composting rates.
- G. Coordinate with the designated City of Hailey waste hauler and local compost processors to increase community access to affordable yard and food waste curbside pickup services.
- H. Continue to collaborate with regional stakeholders like Blaine County Recycle Center and Southern Idaho Solid Waste to develop policies, programs, and regulations that emphasize waste prevention, reuse, composting, recycling, and the utilization of materials with recycled content.

Goal 3.15.3 – Decrease rate of emissions produced from transportation occurring within the City of Hailey.

Objective – In conjunction with the goals, objectives, and policies outlined within the Transportation section of the Hailey Comprehensive Plan, increase the community’s equitable access to multimodal transportation networks consisting of public transit, ridesharing, active transportation, and other low/zero emissions transportation options.

Objective – Support creative strategies to reduce emissions impacts of Friedman Memorial Airport on the Hailey community.

- A. Continue to integrate strategic land use policies that reduce transportation time and vehicle miles traveled by establishing policies that prioritize infill along established multimodal

networks.

- B. Continue to implement right-of-way planning that captures potential route expansion and growth of Mountain Rides Transportation Authority.
- C. Continue to plan for and invest in pedestrian infrastructure in the Downtown Residential Overlay District, including the strategies and features developed within the Downtown Master Plan.
- D. Leverage existing partnerships with Mountain Rides and Idaho Department of Transportation and apply data-driven approaches (surveys, traffic counts, etc.) to better understand the origin and destination patterns of single-occupancy vehicle travel within and through the City of Hailey.
- E. Prioritize and/or provide incentives for bike parking at special events in the City of Hailey.
- F. Collaborate with Mountain Rides Transportation Authority to develop ridesharing incentive programs for businesses and employees, both within the City of Hailey and within other jurisdictions in Blaine County.
- G. Develop capacity and work plans within the Public Works Department to ensure that major pathways and sidewalks remain consistently clear of snow and safe for use during winter months.
- H. Explore policy development and collaboration opportunities within the Friedman Memorial Airport Authority Board that provides local carbon offsetting balanced with the continued operations and projected service growth of the Friedman Memorial Airport.

Goal 3.15.4 – Protect the health and availability of Hailey’s land and water resources for both present and future generations.

Objective – Develop and apply land use policies and programs for development/redevelopment in Hailey that prioritize land use efficiency, equitable access to green space, and environmental stewardship.

Objective – Develop and apply water use policies and programs that encourage low consumption, protection of water quality, strategic reuse, and monitoring and proactive management of Hailey’s water resources.

Objective – Manage development and activity within the City of Hailey in a manner that reduces conflict with wildlife and acknowledges the rights of wildlife to continue living in and around Hailey.

Objective – Preserve and expand Hailey’s urban forest and tree populations.

- A. Pursue grants and other funding opportunities to help support Hailey landowners in reducing turf and irrigation needs on their properties.
- B. Develop new Code requirements that restrict the installation of newly irrigated turf across appropriate zoning districts.
- C. Explore new Code requirements and/or programs that ensure the preservation of mature tree

stands on private property, especially within the Townsite Overlay District.

- D. Engage in budgetary and development standard planning that facilitates the installation of suspended pavement, structural soil, and/or appropriately sized tree wells across all City rights-of-way in Hailey.
- E. Decrease reliance on, and use of, road salt within the City of Hailey.
- F. Continue to partner with the Wood River Land Trust to provide exceptional stewardship of the Big Wood River.
- G. Explore opportunities for adaptive reuse of snow removed from public streets and rights-of-way, such as park irrigation or new aquatic habitat.
- H. Continue to support winter recreational closures and other land use restrictions that balance habitat needs with development activities, ensuring peaceful and healthy coexistence between wildlife and humans.
- I. Continue to reduce water consumption demand city-wide.
- J. Reduce synthetic fertilizer, pesticide, and herbicide use on City-owned properties.
- K. Continue to review, educate for, and implement codes for dark sky lighting compliance.

Goal 3.15.5 – Continue to serve the community as a valued municipal partner and strive to be a leader for sustainability within Blaine County, across Idaho, and amongst the network of rural mountain towns in the Intermountain West.

Objective – Actively engage and participate in sustainability and resilience planning within Blaine County, prioritize participation that results in implementation and measurable outcomes, and foster a culture of continuous emissions reduction and improved environmental stewardship.

- A. Develop and implement a Sustainability Action Plan for the City of Hailey that is aligned with the Blaine County Climate Action Plan and informed by best practices from peer communities.
- B. Align City of Hailey goals, objectives, and policies with broader sustainability efforts within Blaine County.
- C. Utilize memorandums of understanding, in-kind contributions, staff time, etc. to help bolster county-wide sustainability efforts while utilizing public funds efficiently and effectively.
- D. Continue to participate in networking and shared learning opportunities with other sustainability professionals from peer communities.
- E. Leverage local educational networks and providers to expand accessibility and increase impact of sustainability and climate action resources.

IMPLEMENTATION MATRIX

The implementation matrix organizes specific actions to assist the City in achieving the goals articulated in the plan. Implementation timelines are subject to political direction and economic conditions and may be shorter or longer than provided estimates. In general, Short Term is considered to be 1 to 3 years, Medium Term is considered to be 3 to 5 years and Long Term is considered to be 5 years or greater.

Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.15.1 – Reduce emissions linked to residential and commercial energy use and improve the resiliency and efficiency of Hailey’s built environment.				
1. Support community education and workforce training initiatives that increase local capacity and participation in green/passive building design, high-efficiency HVAC system development, energy auditing, energy efficiency retrofitting, and renewable energy and battery storage system design.	Community Development, Hailey Public Library			
2. Develop energy conservation programs that will be sensitive to the unique situations involving historic structures and historic preservation within the City of Hailey.	Community Development, Hailey Arts and Historic Preservation Committee			
3. Provide the Hailey community with information and resources related to clean energy options and energy efficiency upgrades, including available credits, rebates, and cost-savings programs.	Community Development			

Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
4. Aggressively explore creative incentive programs, municipal code updates, and/or State legislation that increases our community’s energy efficiency and/or renewable energy implementation, maintaining compliance with State statutes.	Community Development	■		
5. Develop targeted programs, outreach, and/or partnerships that remove financial barriers and increase adoption of renewable energy and/or energy efficiency installations for multifamily and low to middle income households.	Community Development	■		
6. Continue to audit energy use of City-owned buildings and maintain consistent records.	Community Development	■		
7. Increase energy independence and resiliency of City-owned buildings through the expansion of City-owned renewable energy projects and/or participation in community solar project development.	Community Development, Public Works		■	
8. Explore new Municipal Code updates that incentivize and/or require building design and orientation that maximizes solar gain and is responsive to seasonal climate conditions in Hailey.	Community Development		■	

Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.15.2 - Reduce waste production, increase material repurposing and diversion, and increase City of Hailey participation in local circular economies.				
1. Develop a manageable system for enforcement of City of Hailey event resiliency guidelines.	Community Development, Public Works/Parks	■		
2. Develop waste-conscious procurement standards for City of Hailey operations, prioritizing standards that source materials/ services locally, utilize local material repurposing, and reduce City of Hailey waste production overall.	City Administration, Community Development, Public Works, Streets Department		■	
3. Support regional efforts to provide accessible educational resources related to waste reduction, recycling, and the value of circular economies.	Community Development	■		
4. Strengthen enforcement of the City of Hailey’s Construction Waste Management Program and implement best management practices for contractor compliance with wood, metal, and cardboard recycling.	Community Development, Hailey Police (Community Service Officer)		■	
5. Adopt policies and programs that promote the reuse of salvaged materials for new construction.	Community Development		■	
6. Explore incentive programs for Hailey restaurants and businesses that eliminate single-use packaging/containers, increase recycling and diversion rates, and increase composting rates.	Community Development		■	

Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
7. Coordinate with designated City of Hailey waste hauler and local compost processors to increase community access to affordable yard and food waste curbside pick-up services.	Community Development			
8. Continue to collaborate with regional stakeholders like Blaine County Recycle Center and Southern Idaho Solid Waste to develop policies, programs, and regulations that emphasize waste prevention, reuse, composting, recycling, and the utilization of materials with recycled content.	Community Development			
Goal 3.15.3 – Decrease the rate of emissions produced from transportation occurring within the City of Hailey.				
1. Continue to integrate strategic land use policies that reduce transportation time and vehicle miles traveled by establishing policies that prioritize infill, increased density along established multi-modal networks, and right-of-way planning that captures potential route expansion and growth of Mountain Rides Transportation Authority.	Community Development			
2. Continue to plan for and invest in pedestrian infrastructure in the Downtown Residential Overlay District, including the strategies and features developed within the Downtown Master Plan.	Community Development, Public Works, Streets Department			

Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
3. Leverage existing partnerships with Mountain Rides and Idaho Department of Transportation and apply data-driven approaches (surveys, traffic counts, etc.) to assess single-occupancy vehicle route patterns impacting transportation in the City of Hailey.	Community Development, Public Works, Streets Department			
4. Prioritize and/or provide incentives for bike parking for special events in the City of Hailey.	Community Development			
5. Develop ridesharing incentive programs for businesses and employees, both within the City of Hailey and within other jurisdictions in Blaine County.	Community Development			
6. Develop capacity and work plans within Public Works Department to ensure that major pathways and sidewalks remain consistently clear of snow and safe for use during winter months.	Public Works, Streets Department			
7. Explore policy development and collaboration opportunities within the Friedman Memorial Airport Authority that provides local carbon offsetting, balanced with the continued operations and projected service growth of the Friedman Memorial Airport.	Community Development, City Administration, Mayor			

Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
Goal 3.15.4 – Protect the health and availability of Hailey’s land and water resources for both present and future generations.				
1. Pursue grants and other funding opportunities to help support Hailey landowners in reducing turf and irrigation needs on their properties.	Community Development, Public Works			
2. Develop new Code requirements that restrict the installation of newly irrigated turf across appropriate zoning districts.	Community Development			
3. Explore new Code requirements and/or programs that ensure the preservation of mature tree stands on private property, especially within the Townsite Overlay District.	Community Development, Public Works, Hailey Tree Committee			
4. Engage in budgetary and development standard planning that facilitates the installation of suspended pavement, structural soil, and/or appropriately sized tree wells across all City rights-of-way in Hailey.	Public Works, Streets Department			
5. Decrease reliance on, and use of, road salt within the City of Hailey.	Public Works, Streets Department, Community Development			
6. Continue to partner with the Wood River Land Trust to provide exceptional stewardship of the Big Wood River.	Community Development			

Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
7. Explore opportunities for adaptive reuse of snow removed from public streets and rights-of-way, such as park irrigation or new aquatic habitat.	Public Works, Streets Department			
8. Continue to support winter recreational closures and other land use restrictions that balance habitat needs with development activities, ensuring peaceful and healthy coexistence between wildlife and humans.	Community Development			
9. Continue to promote and incentivize water conservation measures city-wide.	Community Development, Public Works			
10. Reduce synthetic fertilizer, pesticide, and herbicide use on City-owned properties.	Public Works/Parks			
11. Continue to review, educate for, and implement codes for dark sky lighting compliance.	Community Development			
Goal 3.15.5 – Continue to serve the community as a valued municipal partner and strive to be a leader for sustainability within Blaine County, across Idaho, and amongst the network of rural mountain towns in the Intermountain West.				
1. Develop and implement a Sustainability Action Plan for the City of Hailey that is aligned with the Blaine County Climate Action Plan and informed by best practices from peer communities.	Community Development			
2. Align City of Hailey goals, objectives, and policies with broader sustainability efforts within Blaine County.	Community Development			

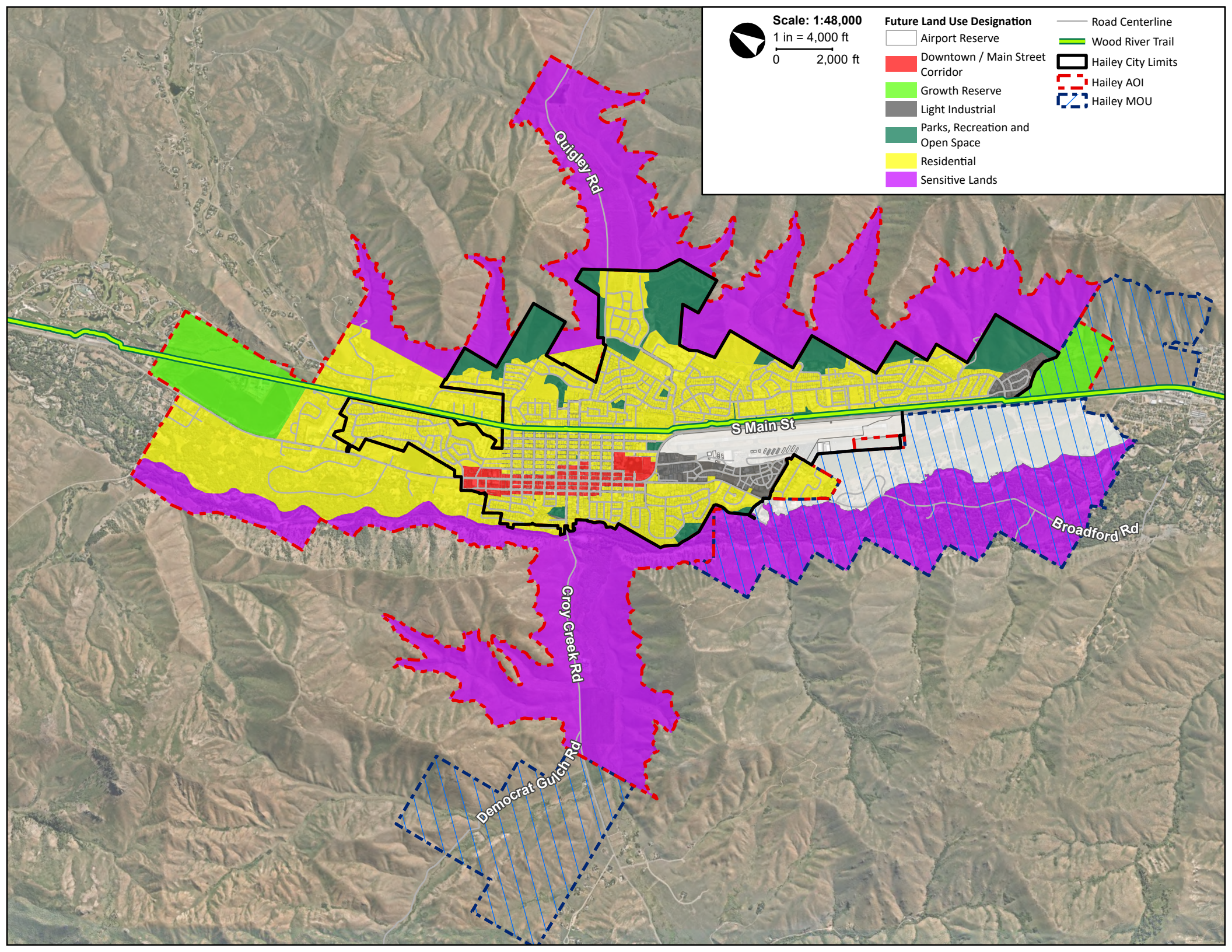
Section 15 Policies	Responsible Departments	Short Term	Medium Term	Long Term
3. Utilize memorandums of understanding, in-kind contributions, staff time, etc. to help bolster county-wide sustainability efforts while utilizing public funds efficiently and effectively.	Community Development, Public Works, City Administration	█		
4. Continue to participate in networking and shared learning opportunities with other sustainability professionals from peer communities.	Community Development, Public Works	█		
5. Leverage local educational networks and providers to expand accessibility and increase impact of sustainability and climate action resources.	Community Development		█	



Scale: 1:48,000
1 in = 4,000 ft
0 2,000 ft

- Future Land Use Designation**
- Airport Reserve
 - Downtown / Main Street Corridor
 - Growth Reserve
 - Light Industrial
 - Parks, Recreation and Open Space
 - Residential
 - Sensitive Lands

- Road Centerline
- Wood River Trail
- Hailey City Limits
- Hailey AOI
- Hailey MOU



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STAFF REPORT
Hailey Planning and Zoning Commission
Regular Meeting of March 17, 2025

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

Overview: Consideration of a City-Initiated Text Amendment to amend the Hailey Municipal Code, Title 17: Zoning Regulations, Chapter 17.04: Establishment, Purposes and Uses within Zoning Districts, Section 17.04M.060: Townsite Overlay Bulk Requirements, by adding paragraph “J”, items J.1., J.2., J.3, and J.4.; which establishes provisions and/or flexibility of maximum building height, maximum lot coverage, and the consideration of other exceptions to the bulk requirements for all development projects preserving a historic commercial or residential structure.

Hearing: March 17, 2025

Applicant: City Staff
Location: Townsite Overlay Zoning District

Notice: Notice for the public hearing was published in the Idaho Mountain Express as a Display Ad on January 30, 2025 and mailed to public agencies on January 30, 2025.

Background: In December 2024, City Staff received a Design Review Application for a residential addition to a historic home in the Townsite Overlay (TO) District, built in 1942. The Applicant and their architectural representative made good-faith efforts to preserve the entirety of the existing residence, avoiding any unnecessary building material removal or augmentation (structural or exterior). They followed Code-specific guidelines for TO designs, stepping the addition back from the primary street frontage and matching form and material type with both the existing residence and surrounding neighborhood. Through this Applicant’s design, the addition would provide much-needed living and sleeping area expansion for their growing family, all occurring on a traditionally-sized Hailey Townsite lot of approximately fifty feet (50’) wide by one hundred and twenty feet (120’) long.

These narrow lots and the cottage-style homes and buildings upon them are some of the last standing monuments to Hailey’s humble beginnings as a City and as a community. Platted lots from the original Hailey Townsite host modest structures built with local materials. Many buildings were placed very close – and sometimes unknowingly, on top of – property lines, and it is not uncommon to see buildings on adjoining properties within a few yards of one another. These details may present themselves today as troublesome for placing fence lines, managing snow from roofs, or performing tree care. However, taken in the context of the era in which these narrow lots were platted and the buildings raised, we can see a time in Hailey’s history of close-knit neighborhoods made up of working families and individuals, unshy to their neighbors and creatively building the town they were proud to call home. Through the Townsite Overlay Design Review process at the City of Hailey, we continue to witness this type of community development today.

The Applicant's design was ultimately found to fall short of the lot coverage maximum bulk requirement for their Limited Residential (LR-1)/TO-zoned property, based on discrepancies in interpretation of the building footprint and lot coverage. Outside of the TO District, LR-1 lots carry a 40% lot coverage maximum. Within the TO District, however, LR-1, General Residential (GR), and Limited Business (LB)-zoned properties may have a much lower lot coverage maximum – up to 15% of reduced allowable lot coverage, depending on the structure type and presence of a garage. The Applicant exceeded the stated lot coverage maximum for their property/structure type by 2.67% (30% maximum, 32.67% proposed). If not located within the TO District, the Applicant would have had the opportunity to build up to 40% lot coverage, although their proposed design would have still remained far below the lot coverage maximum. All other bulk requirements were proposed to be met.

The Applicant could have also approached the Planning and Zoning Commission with a proposal to demolish all existing structures on their property and construct a new residence altogether. While each bulk requirement may have been precisely met through this approach, it would have resulted in a loss of significant historical character within the TO District. Ever-rising costs of construction and the loss of historic architectural design features and institutional knowledge render the replication of the historic structure as exceptionally difficult, if not impossible. This outcome contradicts the stated purpose of the Townsite Overlay District.

The stated purpose of the Townsite Overlay District, per Hailey Municipal Code, is as follows:

“17.04M.010: PURPOSE:

The purpose of the townsite overlay district is to promote the health, safety and welfare of current and future residents of the city of Hailey; to modify the bulk requirements of certain zoning districts in order to better respond to the unique conditions and circumstances of the original Hailey townsite; to encourage infill while retaining neighborhood character; to increase the compatibility and lessen the degree of nonconformity of existing structures; to create sufficient flexibility to allow for desirable development; to conserve building resources; and to enhance neighborhoods with increased pedestrian orientation, all in accordance with the city of Hailey comprehensive plan, for the desirable future development of the city of Hailey. (Ord. 1191, 2015)”.

As is the case when creating any new district and/or zoning requirement, certain tradeoffs are considered in the context of fulfilling the new district and/or requirement's intended purpose. Additionally, some tradeoffs, environmental factors, and unintended consequences may not present distinguishable impacts until the Code change has had sufficient opportunity to be applied and function in real-time. In the period since the Townsite Overlay District was established and adopted into Code (2002), Staff have been able to study its impact and assess the effectiveness and relevance of its parameters and stated purpose. With the help of oversight and guidance from City Staff and the Commission, the City continues to see development that complements Hailey's historical past - be it through building size, vernacular, or orientation - as well as through building type, with traditional single-family homes on small lots. Staff have also seen the repurposing of materials from existing structures (historic or otherwise) to new structures and/or additions on the same site. Residents and/or business owners that own property in the TO have a general understanding that the District represents Hailey's original townsite, and that the preservation of buildings, architectural character, and neighborhood “feel” of the original townsite era are important to maintain. There are several present-day examples from the TO district where, whether or not a historic structure was retained, the new building or portion thereof, tries to carry the same historic theme.

In the year 2025, Hailey is faced with a multi-faceted collection of changes and demands. Our resident population continues to gradually increase, the conversion of long-term rentals into short-term accommodations is rising with few regulatory tools available to local municipalities, and the cost of building new homes has risen to over \$400/sq ft in Hailey (for reference, cost was \$120/sq ft in 2015). Simultaneously, the Hailey community has also expressed a fervent desire to retain local character and a “small town-feel”, as demonstrated through extensive community engagement in 2024 (Hailey Comprehensive Plan Update, 2024).

Each of these factors place certain pressures on our community’s ecosystem – natural, cultural, constructed, and otherwise. The intent of the proposed Text Amendment is to respond to the full scope of these factors, finding a mutually beneficial solution for promoting infill and housing diversity, responding to the economic pressures faced by many Hailey residents as they contemplate construction within the TO District (new or remodeled), and stewarding a collective desire to maintain Hailey’s unique character and sense of place.

The proposed Text Amendment would only apply to those properties within the Townsite Overlay District, which also contain historic commercial and/or residential structures. For the purposes of this Text Amendment, a structure is deemed “historic” if it was built at least fifty (50) years ago. As stated in the draft Ordinance language, historic outbuildings and/or accessory structures do not apply to the proposed Text Amendment. Based on Staff research of peer-community’s historic preservation guidelines, guidance from the Department of the Interior and the National Register of Historic Places, and communication with representatives from the Idaho State Historical Preservation Office (SHPO) and local architects, a fifty (50) year “rule of thumb” exists across the field of historic preservation. The 50-year timeline represents a guideline, generally stating that any structure 50 years of age or older may be designated as historic. However, most historic preservation guidelines and/or protocols reference flexibility in this 50-year minimum, noting that specific factors – unique to each neighborhood, community, or jurisdictional scale in question – may support the historic designation of a property that is less than 50 years old.

Applications seeking bulk requirement flexibility for historic structures within the TO District are proposed to be reviewed by the Hailey Planning and Zoning Administrator and the Planning and Zoning Commission on a case-by-case basis. Operating as such, Staff wish to limit additional case-by-case considerations for the historic designation of properties in it of themselves (those less than 50 years old), although other guidance from SHPO or the National Register of Historic Places may provide for this type of subjective review. Staff would like to provide our community with the opportunity to apply the proposed Text Amendment, followed by deliberate review of its uptake and impact on respective neighborhoods and the TO District as a whole. Further refinement of the proposed Text Amendment may be pursued in the future as well.

As of February, 2025, the following parcel counts contain residential and/or commercial structures built in or before 1975, which may qualify them for application of the proposed Text Amendment:

(next page)

If adopted, the underlined text below would be added within Title 17: Zoning Regulations, Chapter 17.04: Establishment, Purposes and Uses within Zoning Districts, Section 17.04M.060: Townsite Overlay Bulk Requirements:

Section 17.04M.060: Bulk Requirements:

17.04M.060.J.: Preservation of Historic Structures:

1. Bulk Requirement Flexibility

The City aims to promote the historic, architectural, archaeological and cultural heritage, features and qualities of Hailey through the identification, evaluation, designation, and protection of historic structures. Where historic commercial and residential structures are preserved, flexibility in the bulk requirements of the Townsite Overlay (TO) Zoning District may be approved by the Administrator and/or the Planning and Zoning Commission on a case-by-case basis, as follows:

- A. Maximum Building Height: When any building permit application includes the retention of a historic commercial or residential structure, the maximum building height shall be subject to the maximum building height allowed by the underlying zoning designation of the parcel(s).
- B. Maximum Lot Coverage: When any building permit application includes the retention and preservation of a historic residential structure, the maximum lot coverage may be forty percent (40%), regardless of the number of stories above grade or the existence of a garage. Where a historic residential or commercial structure is retained and preserved and located within a zoning district that allows for lot coverage greater than forty percent (40%), the underlying zoning district and/or zoning overlay shall govern.

2. Specific Standards

I. Purpose

The Hailey historic preservation and bulk requirement flexibility standards provide the required design elements for the granting of bulk requirement flexibility that may accompany the preservation of a historic residential or commercial building. Bulk requirement flexibility shall only be granted to qualifying residential or commercial structures in the Townsite Overlay Zoning District.

In general, the City of Hailey considers structures that are fifty (50) years old or older to be considered "historic". There is both inherent and instrumental value in the preservation of historic buildings in Hailey. However, all applications seeking to apply bulk requirement flexibility shall be reviewed on a case-by-case basis. Additionally, there may be instances where a structure is not at least fifty (50) years old, yet said structure possesses unique, significant, and/or context-specific value to the overall historic culture of Hailey

The specific standards contained herein ensure that all bulk requirement flexibility projects – which are reviewed on a case-by-case basis by the Planning and Zoning Commission – retain a shared set of characteristics that uphold the integrity of Hailey's historic building stock.

In order for bulk requirement flexibility to be granted, each of the following standards must be met:

- a. The residential or commercial building is approximately fifty (50) years old or older. Qualifying structures that are less than fifty (50) years old must demonstrate an exceptional response to each of the standards listed herein.
- b. Any addition to a qualifying historic structure shall not obscure, shield, or otherwise prohibit

- viewership of the primary frontage of the existing historic structure, as seen from public street. Additions are strongly preferred at the rear of the existing historic structure. If site conditions and/or project circumstances do not allow for rear location, and the primary frontage of the existing historic structure will be obscured, the addition shall match or complement the existing historic structure with each of the following: material type, material arrangement, material color, fenestration scale and design, roof material, and roofline shape.
- c. If a project seeks to apply flexibility in maximum building height, the addition shall only be permitted behind the front wall plane, so as not to obscure viewership of existing historic structure from the primary street frontage.
 - d. Material types for new additions shall be limited to either the matching material type of the existing historic structure, or material types that are natural, rustic, and/or reflective of the period in which the existing historic structure was built. This may include wood (painted or natural stain), corrugated metal, stone, and brick.
 - e. Any Applicant seeking to apply bulk requirement flexibility, in exchange for the preservation of a historic structure, shall provide a written narrative statement with their Application, to be retained in the City of Hailey Public Record. Such a narrative statement shall include:
 - i. Date of original construction of all historic structures proposed for retention.
 - ii. Date and type of any renovations for all historic structures proposed for retention, to include building square footage expansions, additions of windows and/or doors, and any other construction that substantially altered the character and scope of the structure in question. Re-roof renovations are exempt.
 - iii. Statement and timeline of preserved historic structure uses (residence, office, small business, etc.), from earliest known and leading to the present.
 - iv. Identification and description of at least two (2) distinct architectural and/or design elements from the existing historical structure that will be matched, expanded upon, and/or reflected in the proposed addition. Description should include specific element names and a brief explanation of how each element is reflective of a specific historical period (i.e. mid-century modern, post World War II, settlement/territorial, etc.)

3. Other Requirements

The following requirements shall also govern and apply to all Design Review Applications seeking to preserve historic structures and qualify for bulk requirement flexibility:

- A. Existing Nonconforming Buildings: Where an existing building is nonconforming with respect to the bulk requirements of the Townsite Overlay (TO) Zoning District, provisions outlined in Section 17.04M.070: Nonconforming Buildings shall be met.
- B. Flexibility in the bulk requirements apply to historic commercial or residential structures only. Historic outbuildings and/or other accessory structures do not qualify. Historic outbuildings and/or other accessory structures shall meet the bulk requirements of the underlying zoning district and/or zoning overlay, whichever designation controls.
- C. For purposes of this section, historic shall mean any commercial or residential structure built approximately fifty (50) years ago or earlier.
- D. All other bulk requirements not expressly written herein shall be met.
- E. Applicants may only seek consideration of one (1) bulk requirement flexibility per Application, and only one (1) bulk requirement flexibility per Application may be granted. Additional waivers

and/or flexibilities may be addressed through established City processes, including Planned Unit Developments (Section 17.10) and/or Variances (Section 17.12).

The Commission may wish to discuss their recommended degree of flexibility granted through this proposed Text Amendment. This not only includes the proposed lot coverage and building height maximums, but also the ability and/or limitations of Applicants to “stack” multiple flexibilities per lot.

Standards of Review:

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

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

1. The proposed amendment is in accordance with the Comprehensive Plan;

The currently adopted Comprehensive Plan (2020) articulates the merits of protecting the residential character and scale of the original Townsite, in addition to responding to growth through infill development:

Goal 3.2: “Protect the residential character and scale of the original Townsite”.

Goal 5.6: “Manage and accommodate population growth by infill development and, when appropriate, minimal expansion by annexation and/or density increases”.

Staff find that by allowing flexibility for specific bulk requirements within Hailey’s most historic Overlay District (TO District), there will be greater incentive and opportunity for historic residential and commercial buildings to be retained and expanded upon, versus demolished and rebuilt. Expansions through this historic preservation process may result in additional bedrooms, ADUs, and/or office and home occupation spaces, all of which are examples of infill development. This type of development not only deepens neighborhood connections and residents’ access to the core of Hailey, but it also carries secondary benefits of greater community walkability, efficient land use, and less potential impact from development sprawl into wildlife migration zones, intact ecosystems, and the wildland-urban fire interface (“WUI”). Each of these secondary benefits further supports the existing and drafted Comprehensive Plan Update (2024), which offers a more directed focus on sustainability and community resiliency.

2. Essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services;

The proposed amendment will not create excessive additional requirements at public cost for services. The amendment is intended to support flexibility for specific bulk requirements in a historic district of Hailey, incentivizing the preservation of existing historic structures.

3. The proposed uses are compatible with the surrounding area; and

The proposed uses impacted by the proposed Text Amendment will not change; rather, the proposed Text Amendment will incentivize the retention of existing uses, architectural forms, and community character. The impacts will be limited specifically to the TO District, the purpose of which is partially stated as “increase the compatibility and less the degree of nonconformity of existing structures”. Any development that seeks to apply the bulk requirement flexibility within the proposed Text Amendment will still need to comply with bulk requirements that are not included in the Text Amendment, which includes, namely, setback requirements. Any development that occurs as a result of this proposed Text Amendment will increase the degree of existing structural conformity overall on site.

4. The proposed amendment will promote the public health, safety and general welfare.

The amendment recommended is consistent with the Hailey Comprehensive Plan, and will encourage infill and preservation of existing historic structures within the City of Hailey.

Motion Language:

Approval: I move to recommend approval to the Hailey City Council an Ordinance amending the Hailey Municipal Code, Title 17: Zoning Regulations, Chapter 17.04: Establishment, Purposes and Uses within Zoning Districts, Section 17.04M.060: Townsite Overlay Bulk Requirements, by adding paragraph “J”, items J.1., J.2., And J.3.; providing for flexibility of maximum building height, maximum lot coverage, and the consideration of other exceptions to the bulk requirements for all development projects preserving a historic commercial or residential structure, finding that essential public facilities and services are available to support the full range of proposed uses without creating excessive additional requirements at public cost for the public facilities and services, that the proposed uses are compatible with the surrounding area, and that the proposed amendment will promote the public health, safety and general welfare.

Denial: Motion to deny recommendation of the attached revisions to Hailey Municipal Code, Title 17: Zoning Regulations, Chapter 17.04: Establishment, Purposes and Uses within Zoning Districts, Section 17.04M.060: Townsite Overlay Bulk Requirements, by adding paragraph “J”, items J.1., J.2., and J.3, finding that _____ [the Commission should cite which standards are not met and provide the reason why each identified standard is not met].

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

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