

**CITY OF HAILEY**  
**RESOLUTION NO. 2020 - 015**

**A RESOLUTION OF THE CITY COUNCIL OF HAILEY, IDAHO, APPROVING AND  
ADOPTING AN UPDATE TO THE HAILEY COMPREHENSIVE PLAN, PART  
THREE: GOALS AND INDICATORS, BY THE ADDITION OF SECTION 14:  
AIRPORT FACILITIES AND TEXT EDITS TO SECTION 2, HAZARDOUS AREAS  
AND WILDLAND FIRE HAZARDS AND SECTION 5, LAND USE**

WHEREAS, the City of Hailey is currently adopting an additional section to the Comprehensive Plan, and amendments to existing sections of the Hailey Comprehensive Plan, pursuant Idaho Code Section 67-6508;

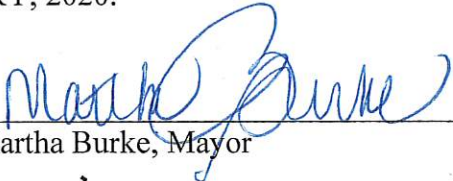
WHEREAS, Idaho Code Section 67-6502(m) provides for a component of the Comprehensive Plan called Local Land Use Planning, which includes protection of public airports as essential community facilities that provide safe transportation alternatives and contribute to the economy of the state;

WHEREAS, additions have occurred since the adoption of Hailey's Comprehensive Plan;


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

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AND THE MAYOR OF THE CITY OF HAILEY, IDAHO**, in accordance with Idaho Code 67-6508, that the 2012 Hailey Comprehensive Plan Part Three be amended by the addition of Section 14: Airport Facilities, and updates to text in Section 2, Hazardous Areas and Wildland Fire Hazards and Section 5, Land Use, attached hereto, which is approved and adopted by the Hailey City Council.

PASSED AND ADOPTED BY THE HAILEY CITY COUNCIL AND APPROVED BY THE MAYOR THIS 13TH DAY OF JANUARY, 2020.

  
\_\_\_\_\_  
Martha Burke, Mayor

ATTEST:

  
\_\_\_\_\_  
Mary Cone, City Clerk







**STAFF REPORT**  
**Hailey City Council**  
**Regular Meeting of January 13, 2020**

**To:** Hailey Planning & Zoning Commission

**From:** Lisa Horowitz, Community Development Director

**Overview:** Consideration of a Planning and Zoning Commission recommendations regarding a City-initiated Text Amendment to the Hailey Comprehensive Plan to add a new section, Section 14, Public Airport Facilities, pursuant to Idaho Code 21-504 through 21-507 Airport Zoning Regulations and Title 67, Chapter 65, Local Land Use Planning Act

**Hearing:** January 13, 2020

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**Applicant:** City of Hailey

**Request:** Amendments to the Hailey Comprehensive Plan to add a new section, Section 14, Public Airport Facilities, and to update text in Section 2, Hazardous Areas and Wildland Fire Hazards and Section 5, Land Use related to airports pursuant to Idaho Code 21-504 through 21-507 Airport Zoning Regulations and Section 67, Chapter 65, Local Land Use Planning Act.

**Notice:** Notice for the public hearing on November 12, 2019 was published in the Idaho Mountain Express on October 24, 2019 and mailed to Public Agencies on October 22, 2019. Notice for the public hearing on January 13, 2020 was published in the Idaho Mountain Express on December 25, 2019 and mailed to the Public Agencies on December 20, 2019.

**Proposal, Analysis and Discussion:** The City of Hailey, in collaboration with Chris Pomeroy, the Friedman Memorial Airport (SUN) Manager/Airport Liaison as a technical resource, is requesting to incorporate an additional section, Section 14, Public Airport Facilities, pursuant to Idaho Code 21-504 through 21-507 Airport Zoning Regulations and Title 67, Chapter 65, Local Land Use Planning Act, into the existing Hailey Comprehensive Plan.

The purpose of doing so is to provide an analysis of Idaho Code, 21-504 through 21-507 Airport Zoning Regulations and Title 67, Chapter 65, Local Land Use Planning Act, which recognizes airports as Essential Community Facilities. This designation "protects public airports as essential community facilities that provide safe transportation alternatives and contribute to the economy of the state".

The analysis further supports that, "an airport is designed to meet many needs and provide many services for the community it serves. It is also a neighboring land use in the community. It is important that future decision-making guides the nature and characteristics of development and land uses around the airport so that aviation demand is met, and the airport's long-term safety, reliability and viability are assured".

Currently, no provisions, goals or indicators related to Airport Facilities have been written or published within the City of Hailey's Comprehensive Plan. Proactive planning around the airport would ensure the safety of both aircraft operations and neighbors and certifies the airport can continue to operate safely and successfully, protecting the federal, state and local investment.

The Planning and Zoning Commission has recommended adoption of the attached amendments at their October 7, 2019 and November 4, 2019 meetings.

**Council Review:**

The Council conducted a public hearing on November 12, 2019, and continued the item on the record to January 13, 2020. Discussion included re-ordering goals to include the "dual path" goal as the first goal, and moving the text related to airport relocation within the chapter. Those changes have been made in the attached draft.

**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 Commission should discuss how the proposed amendments are in accordance with the Comprehensive Plan. Various goals of the Comprehensive Plan are listed below:

**Section 5: Land Use, Populations and Growth Management**

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

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

- **Goal 5.1: Retain a compact City comprised of a central downtown with surrounding diverse neighborhoods, areas and characteristics as depicted in the Land Use Map:**

**i. Airport Site Redevelopment: a diversity and integration of uses and community assets that complement and support Downtown, and are connected within and to existing neighborhoods.** The Friedman Memorial Airport sits at the south end of Hailey. It complements and supports Downtown by supplying 20% of the Blaine County economy. Blaine County is considered one of the most populated remote counties in Idaho. The Airport contributes over \$305 million of annual economic impact to the local, regional and state economy; thereby positively supporting the City's Downtown growth and viability, while ensuring diversity and integration of land uses within the community.

- **Goal 5.3: Continue cooperation with Blaine County and the Friedman Memorial Airport Authority in regional planning efforts to optimally relocate the airport and plan for the long-term redevelopment of the site within the city limits to ensure that changes in land use are beneficial to the community of Hailey.** Over the years, the FMAA has undertaken significant steps to maintain a safe and efficient aviation facility. The dual path planning is still in place. If approved, the proposed additions to the Hailey Comprehensive Plan would complement that of the Hailey Comprehensive Plan and further elaborate on Airport Facilities as a whole, which would include a Purpose, as well as Goals and Indicators of the subject. Section 14: Airport Facilities, would read as follows:

#### **Section 14: Airport Facilities**

**Purpose:** The purpose of this section is to provide an analysis of Idaho Code, Title 67, Chapter 65, Local Land Use Planning, which recognizes airports as Essential Community Facilities. This designation promotes the health, safety and general welfare of the people of the state of Idaho by "protecting public airports as essential community facilities that provide safe transportation alternatives and contribute to the economy of the state." Planning for existing and potential future airport facilities should be mindful of an airport's contributions and potential impacts it brings to a community.

An airport is designed to meet many needs and provide many services for the community it serves. It is also a neighboring land use in the community. It is important that future decision-making guides the nature and characteristics of development and land uses around the airport so that aviation demand is met, and the airport's long-term safety, reliability, and viability are assured. At the same time, the decision-making should also consider the impacts of airport operations and development on the community.

**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 code additions will not result in a change in allowed uses nor will it create excessive additional requirements at public cost for services. The proposed code additions are intended to ensure the safety of both aircraft operations and neighbors, and certifies the airport can continue to operate safely and successfully, protecting the federal, state and local investment.

Furthermore, this designation would "protect public airports as essential community facilities that provide safe transportation alternatives and contribute to the economy of the state".

Lastly, it is anticipated that public facilities and services are available and sufficient to support the full

**3. The proposed uses are compatible with the surrounding area.**

The proposed Comprehensive Plan amendments will not result in a change in allowed uses. Future zoning in the form of an Overlay District could limit uses to those compatible with airport uses.

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

The amendment recommended is consistent with the Hailey Comprehensive Plan. The proposed additions will not result in a change in allowed uses. The Commission recommends that this amendment will promote the public health, safety and general welfare.

**MOTION LANGUAGE:**

**Approval:**

Motion to approve Resolution 2020-\_\_\_\_, amending the Hailey Comprehensive Plan by the addition of Section 14: Airport Facilities, and updates to text in Section 2, Hazardous Areas and Wildland Fire Hazards and Section 5, Land Use, attached hereto, of the Hailey Comprehensive Plan.

**Denial:**

Motion to deny Resolution 2020-\_\_ regarding the proposed addition of Section 14: Airport Facilities, and updates to text in Section 2, Hazardous Areas and Wildland Fire Hazards and Section 5, Land Use, finding that \_\_\_\_\_ [the Council 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 Council should specify a date].

## **Section 14      *Public Airport Facilities***

### **Purpose**

The purpose of this section is to provide an analysis of Idaho Code, Title 67, Chapter 65, Local Land Use Planning, which recognizes airports as Essential Community Facilities. This designation promotes the health, safety and general welfare of the people of the state of Idaho by “protecting public airports as essential community facilities that provide safe transportation alternatives and contribute to the economy of the state.” Planning for existing and potential future airport facilities should be mindful of an airport’s contributions and potential impacts it brings to a community.

An airport is designed to meet many needs and provide many services for the community it serves. It is also a neighboring land use in the community. It is important that future decision-making guides the nature and characteristics of development and land uses around the airport so that aviation demand is met, and the airport’s long-term safety, reliability, and viability are assured. At the same time, the decision-making should also consider the impacts of airport operations and development on the community.

<b>Related Master Plan or Work Plan:</b>	<b>See Appendix</b>
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### **Background Information**

This chapter addresses the Public Airport Facility in Hailey, Friedman Memorial Airport, including the principles, goals and policies to be used in the siting, planning, operation and management of present and future aviation-related facilities to accommodate both commercial air carrier service and general aviation aircraft. A future potential relocated replacement airport for the Friedman Memorial Airport is also addressed.

Friedman Memorial Airport (SUN), Hailey, is a public-use Commercial Service Airport co-owned and operated by Blaine County and the City of Hailey. The Airport is governed by the Friedman Memorial Airport Authority (FMAA) Board under a Joint Powers Agreement. The Board is comprised of three representatives appointed by Blaine County, three appointed by the City of Hailey, and a seventh member unanimously agreed upon by the six appointed members. The Airport Manager provides the primary staff support to the FMAA, managing and supervising airport personnel, and maintaining a safe, legal, efficient, and profitable operation.

The airport has a single asphalt runway 7,550 ft. long by 100 ft. wide. The airport accommodates approximately 26,000 annual operations. The airport is home to approximately 156 based aircraft including single engine, multi-engine, jet aircraft, and helicopters. The Airport encompasses 209 acres and is located 5,320 feet above mean sea level.

As a Commercial Service Airport, SUN provides critical commercial air service connectivity. In 2019, SUN connects to six (6) non-stop markets including Chicago, Denver, Los Angeles, Seattle, Salt Lake City, and

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San Francisco. Air service is currently provided by Alaska Airlines (operated by Horizon), Delta Airlines (operated by SkyWest Airlines), and United Airlines (operated by SkyWest Airlines). Current service to Chicago, Denver, Los Angeles, Seattle, and San Francisco is seasonal, with Salt Lake City service on Delta Airlines being the only year-round service. In addition to commercial air service at the airport, there is substantial high-end corporate business jet activity and recreational flying, much of which operates out of the airport's only Fixed Base Operator (FBO), Atlantic Aviation.

SUN is included in the FAA's National Plan of Integrated Airport Systems (NPIAS) as a primary non-hub Commercial Service Airport. As a NPIAS airport, SUN receives federal funding via the FAA Airport Improvement Program and is subject to FAA airport design standards, regulations, rules, sponsor obligations, and grant assurances. SUN is also included in ITD Aero's IASP and considered a core Commercial Service Airport in the State of Idaho's public-use airport system. SUN is eligible for ITD Aero's Idaho Airport Aid Program for airport capital improvement grants and is also subject to ITD Aero sponsor obligations and grant assurances.

### **Friedman Memorial Airport History at Existing Site**

In 1931, the Friedman family deeded a portion of their land to the City of Hailey for use as an airport, with the condition that, if the land should ever cease to be used as an airport, the property would revert back to the Friedman heirs. In the years since, the Airport has expanded and grown its facilities and traffic through investment from the City of Hailey, Blaine County, the State of Idaho, and the FAA. Commercial passenger service at the Airport began in 1960, and since then passenger service has thrived. In 1994, the Friedman Memorial Airport Association (FMAA) was formed, replacing the Blaine County Airport Commission.

The Airport currently faces numerous design and reliability constraints at its existing site, including but not limited to non-compliance with FAA design standards related to size of aircraft operating at the airport; surrounding mountainous terrain that limits aircraft approaches and departures; and an Airport property footprint that restricts its ability to meet potential long-term needs. For several decades, the FMAA has evaluated the limitations of the current Airport site and explored the potential need to replace the Airport at an alternate site that poses fewer constraints. The FMAA has spent the last decade developing actionable plans for meeting the safety area standard, either at the existing site or an alternate site.

An Airport Master Plan completed in 2004 resulted in the FMAA approving a study for determining alternative airport locations and possible new airport sites. In 2006, a Site Selection and Feasibility Study concluded that the current airport site was no longer a viable option for future airport operations. Based on the results of these and previous planning studies, the FAA issued a Notice of Intent to Prepare an Environmental Impact Statement (EIS) for a Replacement Airport Near Hailey, ID, in November 2007. As of August 2011, the FAA suspended indefinitely any further work on the EIS, citing increased anticipated costs of the project and potential impacts to wildlife, in particular sagebrush habitat.

Following suspension of the replacement airport EIS process in 2011, the FMAA led an 18-month public process to determine the appropriate path forward for the airport. In January 2013, Airport Alternatives



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Technical Analysis, Alternative 6, *Less Than Full Compliance – No Land Acquisition* was selected as the path forward for achieving temporary compliance with FAA standards at the existing site.

The public process from the Site Selection and Feasibility Study and suspended EIS, resulted in the adoption of future “dual path” Airport facility planning by FMAA. This “dual path” approach is focused on satisfying the operational requirements of existing and potential future airport users, whether at the existing Airport site or at a replacement site.

### **SUN Replacement Airport**

Over the years, FMAA has undertaken significant steps to maintain a safe and efficient aviation facility. However, the significant limitations at the current airport site are clear, and their impact has been fully studied and documented in numerous analyses conducted over many years, starting in 1976. These analyses found that the long-term viability of the existing airport site is questionable; therefore, the FMAA should identify future possible replacement sites, for when the time comes to relocate the Airport. The 1983 Airport Master Plan first studied replacement airport sites, and then the more recent 2004 Master Plan Update, 2006 Feasibility Study, and the 2008 EIS Phase I Plan of Study re-evaluated the sites. Prior to identifying and analyzing possible replacement airport sites, a set of guiding parameters, or assumptions, were established to help direct the pre-planning efforts and identification of alternatives to carry forward into the EIS.

Since the suspension of the EIS in 2011 and completion of the \$35 million Runway Safety Area project at the end of calendar year 2015, the Friedman Memorial Airport has been successfully operating in its current configuration with the FAA approved Modification to Standards.

### **Potential Friedman Memorial Relocation**

It is expected the airport will continue to operate in its existing location and configuration for several years to come. That said, FMAA’s current “dual path” to meet demand at the existing site while looking ahead to a potential replacement site when demand at the existing site cannot be met is still valid. Should the need arise for a relocated airport due to constraints at the existing site or the FAA discontinuing allowance of the current approved Modifications to Standards, it will require Blaine County to consider site options outside the City of Hailey as well as a change in current County zoning to allow a new airport.

### **Tourism and Economic Impacts**

Air Service at the Friedman Memorial Airport is a critical component of the regional economy. Sun Valley Economic Development, estimates that visitors and residents traveling by air account for approximately 30% of the Blaine County economy. In 2013 and 2017, voters in Ketchum, Sun Valley and Hailey approved an additional 1% local option tax (LOT) dedicated to supporting air service development and related marketing. Since 2008, Fly Sun Valley Alliance has been successful in securing several new non-stop markets. Between 2010-2018, the Friedman Memorial Airport has seen an approximate 75% increase in passenger enplanements as a result of the LOT and successes of FSVA and the community in securing new flights.

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Also as previously mentioned, the Friedman Memorial Airport also serves a significant amount of high-end corporate jet activity and recreational use which contribute significantly to the economy.



### **Friedman Memorial Airport Economic Impact**

According to the 2019 ITD Aero Airport Economic Impact Analysis as part of the IASP, the Friedman Memorial Airport contributes over **\$305 million** of annual economic impact to the local, regional and state economy resulting from commercial air service and general aviation activity at the airport. This substantial economic impact ranks second for commercial service airports in Idaho, second only behind the Boise Airport.

### **Transportation and Critical Services Access**

Blaine County is considered one of the most populated remote counties in Idaho. Limited roadway access into and out of the County means the public-use airports in the county provide a critical transportation link to Blaine County and the region. Friedman Memorial Airport provides access for other critical services including aerial wildland firefighting aircraft and life flight services when

needed.

### **Noise, Safety, and Quality of Life Impacts**

In addition to the positive benefits an airport brings to a community, there are resulting negative impacts from airport operations including, noise, dust, fumes, and potential safety considerations for both aircraft operators and airport neighbors. Understanding the operational and regulatory requirements placed on airports by the FAA and state, and the importance of proactive land use planning around airports, is critical to reducing negative impacts to both airport users and neighbors.

### **Land Use Issues**

#### ***Encroachment of incompatible development***

One of the greatest threats to the viability of airports today is the encroachment of incompatible land use. More recently, ITD Aero and FAA have been working with Idaho's airports to strengthen airport land use compatibility policies and practices to reverse this trend. Encroaching incompatible land use poses a significant threat to the state and national airport system and the communities they serve. As a result, airport sponsors, including the City of Hailey, should be proactive in efforts to address land use compatibility around airports in their jurisdiction and ensure county and city planning and future development will not negatively impact the use of Friedman Memorial Airport.

### ***Safety and Quality of Life***

## PART THREE GOALS & INDICATORS

Proactive planning around the Friedman Memorial Airport, and airports in general, ensures the safety of both aircraft operators and airport neighbors from potential aircraft accidents. It also protects the quality of life of airport neighbors by reducing impacts such as noise, dust and fumes that are associated with airport operations.

### ***Multi-Jurisdictional Issues***

A major challenge airport owners face when promoting compatible land use is lack of jurisdiction. Airport operations and associated potential impacts (i.e. safety, noise, dust, fumes) can and do extend beyond the physical boundary of airport property. The airport sponsor(s) is liable for adherence to the FAA and ITD Aero grant assurances. In many instances however, surrounding jurisdictions have control of land in the vicinity of the airport, not the sponsor, thus the sponsor has no say in other jurisdiction's land use policies and decisions. If the surrounding jurisdictions do not wish to proactively plan around the airport, they do not have to outside the requirements of Idaho State Code, Title 67, Chapter 65, Local Land Use Planning. Further, neither the FAA nor ITD Aero have jurisdiction over local land use nor do they have any enforcement authority to stop incompatible encroachment. As such, local communities are heavily relied upon and responsible for undertaking local coordination and promoting consistent zoning efforts with adjacent political subdivisions to address appropriate land use compatibility around the airport.

### ***Operational Constraints***

As previously mentioned, the Friedman Memorial Airport currently faces numerous design and reliability constraints at its existing site, including but not limited to non-compliance with full FAA design standards related to size of aircraft operating at the airport; surrounding mountainous terrain that limits aircraft approaches and departures; and an Airport property footprint that restricts its ability to meet potential long-term needs.

## **Regulatory Issues**

### ***Grant Assurances***





SUN receives FAA and ITD Aero grant funds for capital improvement projects. When accepting these funds, The City of Hailey as co-sponsor of the Airport agrees to certain conditions known as Grant Assurances. These Grant Assurances include specific requirements that the County and City should protect the airport's airspace and prevent incompatible land uses through zoning. Failure to do so may result in the FAA and ITD Aero no longer funding the airport if they do not believe the County and City of Hailey have taken reasonable steps to protect the airports from incompatible development. Duration of these grant assurances is a period of 20 years from when the County/City received the last grant.

### ***Protection of local, state and federal investment***





The Friedman Memorial Airport has received substantial financial investment from either the FAA, ITD Aero, or both, for many years. Also, the Friedman Memorial Airport operates as an Enterprise entity. As such, the airport does not use general taxpayer funds to support the operation of the airport. To this end, the Friedman Memorial Airport Authority, has also invested significant funding into the airport to operate and maintain the facility. Proactive planning around the airport, including zoning, will help ensure the

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airport is protected and can continue to operate without hinderance, thus protecting the substantial local, state, and federal investment.

Goals	Indicators	Desired Trends or Benchmarks
14.1 Continue to make land use decisions that support the "dual path" approach for Friedman Memorial airport, with an emphasis on satisfying the operational requirements of existing and potential future airport users, whether at the existing Airport site or at a replacement site.	Land use decisions consistent with "dual path"	
14.2 Operate, maintain, and develop the Friedman Memorial Airport to ensure safe and efficient aeronautical facilities for all aviation users per local, state and FAA requirements.  Operate and develop the airport in such a manner that it remains a safe and good neighbor as to minimize current and potential future impacts.	The airport maintains its track record of being a safe and efficient facility  Less desirable Airport Impacts decrease	
14.3 Continue to maintain and improve future commercial air service options at the airport and the facilities to serve commercial air service.  Continue to maintain and improve airport facilities for general aviation users including corporate and recreational users.	Community and visitor access to commercial air service options  The airport remains a viable option for general aviation users	
14.4 Air facilities should be sited and planned in compliance with other sections of this	Complementary airport facilities	


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Comprehensive Plan and Hailey Ordinances. Public airport facilities siting and planning should account for existing economic activity and transportation infrastructure so as to integrate with, complement or augment them.		
14.5 Maintain existing open space in the vicinity of the airport especially in key areas off the runway approach and departure corridors to reduce the safety risks for people and property on the ground and in the air.	Compatible land use decisions in runway approach and departure corridors	
14.6 Discourage high density residential development and encourage open space, commercial and industrial uses in the proximity of the airport that benefit from and do not conflict with aircraft operations.	Compatible land use decisions in proximity to the airport	
14.7 Adopt a combination of applicable criteria, standards, and zoning techniques that will protect the airport, aviation users, and surrounding neighbors from incompatible development and potential airport impacts.	Development of zoning criteria and/or overlay district geared towards compatibility	
14.8 Develop an Airport Vicinity Overlay District to better identify an Airport Influence Area and Critical Zones including Code of Federal Regulations (CFR) 14 Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, Idaho state airspace protection surfaces, height restrictions, land use and building restriction areas and siting	Development of Airport Overlay District	

## PART THREE GOALS & INDICATORS

criteria for evaluating land uses or activities in key areas adjacent to the airport.		
<p>14.9 Require Fair Disclosure Notification for new or substantial redevelopment of lots, buildings, structures, and certain activities near the airport notifying of the potential of low overhead flights, noise, dust, fumes and other potential aviation impacts. Limit uses in areas around the airport which attract birds and/or other wildlife, create visual hazards, and emit transmissions which may interfere with aircraft communication or navigation, or otherwise obstruct or conflict with airport operations.</p>	Disclosure for new projects and subdivisions	①
<p>14.10 Establish a formal coordination process with Blaine County and the City of Bellevue to identify an agreed upon Airport Influence Area and Critical Zones consistent development guidelines and regulations that utilize local, state, and federal/FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airport. This process should include notification of the intent to adopt or revise the comprehensive and other land use plans that may impact the airport including the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to the airport. Strive to incorporate consistent, agreed upon language regarding compatible land use planning practices in both the city and county comprehensive plan documents.</p>	Coordination with other jurisdictions	①

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14.11 Encourage aviation related economic development opportunities in appropriate Hailey locations on or surrounding the airport. In general, allow uses on and around the airport that promote the efficient mobility of goods and services consistent with economic development and transportation goals.	Appropriate aviation-related development consistent with the current Airport Master Plan and Comprehensive Plan	
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## AGENDA ITEM SUMMARY

DATE: 01/13/2020 DEPARTMENT: CD DEPT. HEAD SIGNATURE: LH

**SUBJECT:** Motion to approve Resolution 2020-015, amending the Hailey Comprehensive Plan by the addition of Section 14: Airport Facilities, and updates to text in Section 2, Hazardous Areas and Wildland Fire Hazards and Section 5, Land Use. This item was heard on November 12, 2019 and re-noticed for January 13, 2020.

**AUTHORITY:** ☐ ID Code \_\_\_\_\_ ☐ IAR \_\_\_\_\_ ☐ City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

### **BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The City of Hailey, in collaboration with Chris Pomeroy, the Friedman Memorial Airport (SUN) Manager/Airport Liaison as a technical resource, is requesting to incorporate an additional section, Section 14, Public Airport Facilities, pursuant to Idaho Code 21-504 through 21-507 Airport Zoning Regulations and Title 67, Chapter 65, Local Land Use Planning Act, into the existing Hailey Comprehensive Plan.

The purpose of doing so is to provide an analysis of Idaho Code, 21-504 through 21-507 Airport Zoning Regulations and Title 67, Chapter 65, Local Land Use Planning Act, which recognizes airports as Essential Community Facilities. This designation "protects public airports as essential community facilities that provide safe transportation alternatives and contribute to the economy of the state".

The analysis further supports that, "an airport is designed to meet many needs and provide many services for the community it serves. It is also a neighboring land use in the community. It is important that future decision-making guides the nature and characteristics of development and land uses around the airport so that aviation demand is met, and the airport's long-term safety, reliability and viability are assured".

Currently, no provisions, goals or indicators related to Airport Facilities have been written or published within the City of Hailey's Comprehensive Plan. Proactive planning around the airport would ensure the safety of both aircraft operations and neighbors and certifies the airport can continue to operate safely and successfully, protecting the federal, state and local investment.

The Planning and Zoning Commission has recommended adoption of the attached amendments at their October 7, 2019 and November 4, 2019 meetings. The Council heard an overview presentation from Chris Pomeroy at their November 12, 2019 meeting and conducted a public hearing. Discussion included re-ordering goals to include the "dual path" goal as the first goal, and moving the text related to airport relocation within the chapter. Those changes have been made in the attached draft. This was re-noticed for the January 13, 2020 public hearing.

### **Attachments to this Report**

- 1) Staff Report
- 2) Resolution 2020-015 amending the Hailey Comprehensive Plan by the addition of Section 14: Airport Facilities, and updates to text in Section 2, Hazardous Areas and Wildland Fire Hazards and Section 5, Land Use.

### **ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)**

\_\_\_\_ City Attorney      \_\_\_\_ Clerk / Finance Director      \_\_\_\_ Engineer      \_\_\_\_ Building



<input type="checkbox"/> Library	<input checked="" type="checkbox"/> Planning	<input type="checkbox"/> Fire Dept.	<input type="checkbox"/>
<input type="checkbox"/> Safety Committee	<input type="checkbox"/> P & Z Commission	<input type="checkbox"/> Police	<input type="checkbox"/>
<input type="checkbox"/> Streets	<input type="checkbox"/> Public Works	<input type="checkbox"/> Mayor	<input type="checkbox"/>

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to approve Resolution 2020-\_\_\_\_, amending the Hailey Comprehensive Plan by the addition of Section 14: Airport Facilities, and updates to text in Section 2, Hazardous Areas and Wildland Fire Hazards and Section 5, Land Use.

**ACTION OF THE CITY COUNCIL:**

Date 7/13/2020 - council approved Comp. Plan w/  
City Clerk Resolution 2020 - 015.

**FOLLOW UP:**

\*Ord./Res./Agrmt. /Order Originals: Record  
Copies (all info.): \_\_\_\_\_

\*Additional/Exceptional Originals to:  
Copies (AIS only) \_\_\_\_\_

Instrument # \_\_\_\_\_