

## STAFF REPORT

**TO:** Hailey Hearing Examiner  
**FROM:** Beth Robrahn, Planning Director  
**RE:** Preliminary Plat – Lots 2AA and 2AB, Block 104, Hailey Townsite  
**HEARING:** August 15, 2008

---

**Applicant:** Blaine County  
**Request:** Preliminary Plat  
**Location:** Lot 2A, Block 104, Hailey Townsite (411 Walnut Street)  
**Zoning:** Limited Residential-1 (LR-1), Townsite Overlay  
**Note:** Staff analysis is in lighter type.

### Notice

Notice for the public hearing was published in the Wood River Journal and mailed to property owners within 300 feet on July 30, 2008.

### Application

Blaine County, represented by ARCH Community Housing Trust and Galena Engineering, has submitted an application for Preliminary Plat approval for the subdivision of Lot 2A, Block 104, Hailey Townsite into two (2) lots each lot would be approximately 6,243.6 square feet.

Section 3.4.1 of the Subdivision Ordinance allows for applications for platting four or fewer residential building parcels to be reviewed through the short plat procedure. In this procedure, the Hearing Examiner or Commission reviews the preliminary plat only. Upon approval, the applicant submits a final plat for Council approval.

This subdivision application is being reviewed concurrently with an application for vacation of a portion of the adjacent Walnut Street right-of-way. The area of Lot 2A is currently 11,013 square feet; not enough area to divide the parcel into two lots that meet the 6,000 square foot minimum lot size requirement in the LR-1 zoning district within the Townsite Overlay. The applicant is requesting vacation of 20 feet on either side of the Walnut Street right-of-way (40 feet total) in order to add additional area to Lot 2A, Block 104 to then subdivide the lot into two lots that meet the 6,000 square foot minimum lot size requirement.

### Background

ARCH Community Housing Trust entered into a Memorandum of Understanding with Blaine County to develop two community houses on the property owned by Blaine County. The agreement provides that the residences will be sold to qualified buyers earning 80% of the area median income (AMI), referred to as Category 3 in the Blaine County Housing Authority Guidelines. This translates to a purchase price of approximately \$155,804. The income in that category, depending upon household size, would range from \$53,000 to \$59,800. The 2006 Blaine County Needs Assessment estimates a demand for of 1,052 community houses in the mid-valley, which includes Hailey; 11 community houses have been constructed in Hailey to date.

The area of Lot 2A is currently 11,013 square feet; not enough area to divide the parcel into two lots that meet the 6,000 square foot minimum lot size requirement in the LR-1 zoning district within the Townsite Overlay. The applicant is requesting vacation of 20 feet on either side of the Walnut Street right-of-way (40 feet total) in order to add additional area to Lot 2A, Block 104 to then subdivide the lot into two lots that meet the 6,000 square foot minimum lot size requirement.

An additional 20 feet would add 1,472 square feet to Lot 2A and would allow for the creation of two 6,243.6 square foot lots. This would be a total of 487.2 square feet more than the minimum 6,000 square foot lot size requirement. Vacation of 14 feet of right-of-way (28 feet total), would add a total of 1,030 square feet which would allow for the creation of two approximately 6,020 square foot lots.

### **Department Head Comments**

**Life/safety:** The fire hydrant shall remain unobstructed.

**Water and Sewer:** There is one existing sewer service entering the lot at present time (south side of lot 2AA). There will need to be a second sewer service installed center of lot on lot 2AB and lot 2AA will use the existing sewer service.

### **Standards of Evaluation**

#### **SECTION 4 – DEVELOPMENT STANDARDS**

- 4.0**        **The configuration and development of proposed subdivisions shall be subject to and meet the provisions and standards found in this Ordinance, the Zoning Ordinance and any other applicable Ordinance or policy of the City of Hailey, and shall be in accordance with general provisions of the Comprehensive Plan. Applicable standards of the Subdivision Ordinance are reviewed below. Certain standards of the Zoning Ordinance are also referenced in various sections below.**
- 4.1**        **Streets. Streets shall be provided in all subdivisions where necessary to provide access and shall meet all standards below.**

Street infrastructure exists. Existing streets have not been required to be improved by residential development with the townsite.

**4.1.1 All streets in the subdivision must be platted and developed with a width, alignment, and improvements such that the street is adequate to accommodate existing and anticipated vehicular and pedestrian traffic and meets City standards. Streets shall be aligned in such a manner as to provide through, safe and efficient access from and to adjacent developments and properties and shall provide for the integration of the proposed streets with the existing pattern.**

NA

**4.1.2 Cul-de-sacs or dead end streets shall be allowed only if connectivity is not possible due to surrounding topography or existing platted development. Where allowed, such cul-de-sacs or dead end streets shall comply with all regulations set forth in the IFC and other applicable codes and ordinances. Street rights-of-way extended into un-platted areas shall not be considered dead end streets.**

**More than one access may be required based on the potential for impairment of a single access by vehicle congestion, terrain, climatic conditions, or other factors that could limit access.**

N/A

**4.1.3 Streets shall be laid out so as to intersect as nearly as possible at right angles and no street shall intersect any other street at less than eighty (80) degrees. Where possible, four way intersections shall be used. A recommended distance of 500 feet, with a maximum of 750 feet, measured from the center line, shall separate any intersection. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neckdowns shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer. Three way intersections shall only be permitted where most appropriate or where no other configuration is possible. A minimum distance of 150 feet, measured from the center line, shall separate any two three-way intersections.**

N/A

**4.1.4 Street center lines which deflect more than five (5) degrees shall be connected by a curve. The radius of the curve for the center line shall not be more than 500 feet for an arterial street, 166 feet for a collector street and 89 feet for a residential street. Alternatively, traffic calming measures including but not limited to speed humps, speed tables, raised intersections, traffic circles or roundabouts, meanderings, chicanes, chokers, and/or neckdowns shall be a part of the street design. Alternate traffic calming measures may be approved with a recommendation by the City Engineer.**

N/A

**4.1.5 Street Right-of-way width is to be measured from property line to property line. The minimum right of way, unless specifically approved otherwise by the Council, shall be as specified in City Standards for the type of street.**

If Walnut Street is vacated as proposed the width would be 60 feet or 72 feet if the minimum amount of area needed to accommodate two 6,000 square foot lots were vacated. Sixty feet is one of the standard right-of-way widths, however if it is a priority of the city to minimize the amount of right-of-way vacated, then 72 feet would be the preferred right-of-way width.

**4.1.6 Roadway, for the purpose of this section, shall be defined as the area of asphalt from curb face to curb face or edge to edge. Roadway includes areas for vehicle travel and may include parallel or angle in parking areas. The width of roadways shall be in accordance with the adopted City Standards for road construction.**

The required paved width of Walnut Street will be determined by the City Engineer.

**4.1.7 Road Grades shall be at least two percent (2%) and shall not generally exceed six percent (6%). Grade may exceed 6%, where necessary, by 1% (total 7%) for no more than 300 feet or 2% (total 8%) for no more than 150 feet. No excess grade shall be located within 200 feet of any other excess grade nor shall there be any horizontal deflection in the roadway greater than 30 degrees within 300 feet of where the excess grade decreases to a 2% slope.**

Meeting all City infrastructure requirements is a condition of approval.

**4.1.8 The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision in conformance with the applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Stormwater Discharge from Construction Activity" for all construction activity affecting more than one acre.**

Meeting all City infrastructure requirements is a condition of approval.

**4.1.9 The Developer shall provide and install all street and traffic control signs in accordance with City Standards.**

Meeting all City infrastructure requirements is a condition of approval.

**4.1.10 All streets and alleys within any subdivision shall be dedicated for public use, except as provided herein. New street names (public and private) shall not be the same or similar to any other street names used in Blaine County.**

Walnut Street and the alley through Block 104 are existing public right-of-ways. Fifth Avenue is an access easement granted to the City by the Oregon Short Line Railroad. No private streets are proposed, therefore standards 4.1.10.1 – 4.1.10.6 are not applicable.

**4.1.11 Driveways may provide access to not more than two (2) residential dwelling units. Where a parcel to be subdivided will have one lot fronting on a street, not more than one additional single family lot accessed by a driveway may be created in the rear of the parcel. In such a subdivision, where feasible (e.g. no driveway already exists), both lots shall share access via a single driveway. Driveways shall not be named.**

Each lot will be accessed by its own driveway.

**4.1.11.1 Driveways shall be constructed with an all weather surface and shall have the following minimum roadway widths:**

**Accessing one residential unit:                      12 feet**

**Accessing two residential units:                    16 feet**

**No portion of the required fire lane width of any driveway may be utilized for parking, above ground utility structures, dumpsters or other service areas, snow storage or any other obstructions.**

Meeting all City infrastructure requirements is a condition of approval.

**4.1.11.2 Driveways longer than 150 feet must have a turnaround area approved by the Fire Department. Fire lane signage must be provided as approved by the Fire Department.**

N/A

**4.1.11.3 Driveways accessing more than one residential dwelling unit shall be maintained by an owner's association, or in accordance with a plat note.**

N/A

**4.1.11.4 The area designated for a driveway serving more than one dwelling unit shall be platted as a separate unbuildable parcel, or as a dedicated driveway easement. Easements and parcels shall clearly indicate the beneficiary of the easement or parcel and that the property is unbuildable except for ingress/egress, utilities or as otherwise specified on the plat. A building envelope may be required in order to provide for adequate building setback.**

N/A

**4.1.11.5 No driveway shall interfere with maintenance of existing infrastructure and shall be located to have the least adverse impact on residential dwelling units, existing or to be constructed, on the lot the easement encumbers and on adjacent lots.**

Meeting all City infrastructure requirements is a condition of approval.

**4.1.12 A parking access lane shall not be considered a street, but shall comply with all regulations set forth in adopted fire codes and other applicable codes and ordinances.**

N/A

**4.1.13 Required fire lanes, whether in private streets, driveways, or parking access lanes, shall comply with all regulations set forth in the IFC and other applicable codes and ordinances.**

Meeting all City infrastructure requirements is a condition of approval.

**4.2 Sidewalks and Pathways.**

**4.2.1 Sidewalks. Sidewalks adjacent to public streets shall be constructed on both sides of a public street, shall be a minimum of six feet (6') in width and shall be constructed of concrete installed to City Standards or of a superior material as approved by the Council, following a recommendation by the Commission. Sidewalks adjacent to private streets within and adjacent to all subdivisions in the Business, Limited Business, Service Commercial Industrial and Light Industrial districts shall be constructed on at least one side of the street, shall be a minimum of five (5') in width and shall be constructed of concrete installed to City Standards or of a superior material as approved by the Council, following a recommendation by the Commission. Sidewalks with curb and gutter shall be provided in Business, Limited Business, Technological Industry, Service Commercial Industrial, and Light Industrial Districts. Sidewalks shall accommodate anticipated pedestrian traffic, and shall include street trees (with irrigation) and other pedestrian amenities where required by the Council upon recommendation by the Commission, and shall be in accordance with established City standards and sidewalk master plan, if available.**

Sidewalks are a condition of approval adjacent to the proposed subdivision along Walnut Street.

**4.2.2 Pathways. The Developer shall install all non-vehicular pathways, to City Standards, in all areas within or adjacent to the property to be developed where Pathways are depicted upon the Master Plan.**

No Pathways are depicted upon the Master Plan that are within or adjacent to the subject property.

**4.2.3 The Developer may, at Developer's option, propose alternatives to either the standard sidewalk configuration required in Section 4.2.1, or the planned non-vehicular pathway required in Section 4.2.2. The Commission and Council shall ensure that the alternative configuration shall not reduce the level of service or convenience to either residents of the development or the public at large.**

**4.2.4 After receiving a recommendation by the Commission, the Council may in its discretion approve and accept voluntary cash contributions in-lieu of the improvements described in this Section 4.2, which contributions must be segregated by the City and not used for any purpose other than the provision of these improvements. The contribution amount shall be 110% of the estimated costs of concrete sidewalk and drainage improvements provided by a qualified contractor, plus associated engineering costs, as approved by the City Engineer. Any approved in-lieu contribution shall be paid before the City signs the final**

**plat. In-lieu contributions for sidewalks shall not be accepted in Business, Limited Business, Neighborhood Business Technological Industry and Service Commercial Industrial districts.**

**4.3 Alleys and Easements.**

**4.3.1 Alleys shall be provided in all Business District and Limited Business District developments where feasible.**

An alley exists through Block 104.

**4.3.2 The minimum width of an alley shall be 26 feet.**

The alley is existing

**4.3.3 All alleys shall be dedicated to the public or provide for public access.**

The alley is a public right-of-way.

**4.3.4 All infrastructure to be installed underground shall, where possible, be installed in the alleys platted.**

This is a condition of approval.

**4.3.5 Alleys in commercial areas shall be improved with drainage as appropriate and which the design meets the approval of the City Engineer. The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain any runoff within the streets in the subdivision upon the property in conformance with the latest applicable Federal, State and local regulations. The developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by City Staff and shall meet the approval of the City Engineer.**

NA

**4.3.6 Dead-end alleys shall not be allowed.**

NA

**4.3.7 Where alleys are not provided, easements of not less than ten (10) feet in width may be required on each side of all rear and/or side lot lines (total width = 20 feet) where necessary for wires, conduits, storm or sanitary sewers, gas and water lines. Easements of greater width may be required along lines, across lots, or along boundaries, where necessary for surface drainage or for the extension of utilities.**

NA

**4.3.8 Easements. Easements, defined as the use of land not having all the rights of ownership and limited to the purposes designated on the plat, shall be placed on the plat as appropriate. Plats shall show the entity to which the easement has been granted. Easements shall be provided for the following purposes:**

- 4.3.8.1 To provide access through or to any property for the purpose of providing utilities, emergency services, public access, private access, recreation, deliveries, or such other purpose. Any subdivision that borders on the Big Wood River shall dedicate a 20-foot wide fisherman’s access easement, measured from the mean high water mark, which shall provide for non-motorized public access. Additionally, in appropriate areas, an easement providing non-motorized public access through the subdivision to the river shall be required as a sportsman’s access.**

An easement to access the existing fire hydrant at the southeast corner of proposed Lot 2AB is shown on the preliminary plat.

- 4.3.8.2 To provide protection from or buffering for any natural resource, riparian area, hazardous area, or other limitation or amenity on, under, or over the land. Any subdivision that borders on the Big Wood River shall dedicate a one hundred (100) foot wide riparian easement, measured from the mean high water mark, upon which no permanent structure shall be built, in order to protect the natural vegetation and wildlife along the river bank and to protect structures from damage or loss due to river bank erosion. A twenty-five (25) foot wide riparian setback easement shall be dedicated adjacent to tributaries of the Big Wood River. Removal and maintenance of live or dead vegetation within the riparian setback easement is controlled by the applicable bulk requirement of the Flood Hazard Overlay District. The riparian setback easement shall be fenced off during any construction on the property.**

NA

- 4.3.8.3 To provide for the storage of snow, drainage areas or the conduct of irrigation waters. Snow storage areas shall be not less than twenty-five percent (25%) of parking, sidewalk, and other circulation areas.**

NA

**4.4 Blocks.**

- 4.4.1. The length, width and shape of blocks shall be determined with due regard to adequate building sites suitable to the special needs of the type of use contemplated, the zoning requirements as to lot size and dimensions, the need for convenient access and safe circulation, and the limitations and opportunities of topography.**

The subdivision is within the platted Hailey Townsite

**4.5 Lots.**

- 4.5.1 All lots shown on the subdivision plat must conform to the minimum standards for lots in the District in which the subdivision is planned. The City will generally not approve single-family residential lots larger than one-half acre**

**(21,780 square feet). In the event a single-family residential lot greater than one-half acre is platted, irrigation shall be restricted to not more than one-half acre, pursuant to Idaho Code 42-111, and such restriction shall be included as a plat note. District regulations are found in the Zoning Ordinance.**

The proposed lots meet the minimum lot size requirement of the LR-1 zoning district within the Townsite Overlay.

**4.5.1.1 If lots are more than double the minimum size required for the zoning district, the Developer may be required to arrange lots in anticipation of future resubdivision and provide for future streets where necessary to serve potential lots, unless the plat restricts further subdivision.**

NA

**4.5.2 Double frontage lots shall be prohibited except where unusual topography, a more integrated street plan, or other conditions make it undesirable to meet this requirement. Double frontage lots are those created by either public or private streets, but not by driveways or alleys. Subdivisions providing a platted parcel of 25 feet or more between any street right-of-way and any single row of lots shall not be considered to have platted double frontage lots. The 25-foot wide parcel provided must be landscaped to provide a buffer between the street and the lot(s).**

NA

**4.5.3 No unbuildable lots shall be platted. Platted areas that are not buildable shall be noted as such and designated as “parcels” on the plat. Green space shall be clearly designated as such on the plat.**

NA

**4.5.4 A single flag lot may be permitted at the sole discretion of the Commission and Council, in which the “flagpole” projection is serving as a driveway as provided herein, providing connection to and frontage on a public or a private street. Once established, a flag lot may not be further subdivided, but a lot line adjustment of a flag lot is not considered a further subdivision. The “flagpole” portion of the lot shall be included in lot area, but shall not be considered in determining minimum lot width. The “flagpole” shall be of adequate width to accommodate a driveway as required by this ordinance, fire and other applicable codes. Flag lots within the Townsite Overlay District are not allowed, except where parcels do not have street access, such as parcels adjacent to the ITD right-of-way.**

NA

**4.5.5 All lots shall have frontage on a public or private street. No frontage width shall be less than the required width of a driveway as provided under Sections 4.1.11.1 and 4.5.4 of this Ordinance.**

The lots are adjacent to Walnut Street, a platted right-of-way and Fifth Avenue, an access easement granted to the City.

**4.5.6 In the Townsite Overlay District, original Townsite lots shall be subdivided such that the new platted lots are oriented the same as the original lots, i.e. lots shall be subdivided in such a way as to maintain frontage on both the street and alley. Exceptions may be made for corner properties with historic structures.**

The lots are oriented the same as the original lots.

**4.6 Orderly Development.**

**4.6.1 Development of subdivisions shall be phased to avoid the extension of City services, roads and utilities through undeveloped land.**

NA

**4.6.2 Developers requesting phased subdivisions shall enter into a phasing agreement with the City. Any phasing agreement shall be approved and executed by the Council and the Developer on or before the preliminary plat approval by the Council.**

NA

**4.6.3 No subdivision shall be approved which affects the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional public costs upon current residents, unless the Developer provides for the mitigation of the effects of subdivision. Such mitigation may include, but is not limited to the following:**

**Provision of on-site or off-site street or intersection improvements.**

**Provision of other off-site improvements.**

**Dedications and/or public improvements on property frontages.**

**Dedication or provision of parks or green space.**

**Provision of public service facilities.**

**Construction of flood control canals or devices.**

**Provisions for ongoing maintenance.**

**4.6.4 When the Developer of Contiguous Parcels proposes to subdivide any portion of the Contiguous Parcels, an Area Development Plan shall be submitted and approved. The Commission and Council shall evaluate the following basic site criteria and make appropriate findings of fact:**

- a) **Streets, whether public or private, shall provide an interconnected system and shall be adequate to accommodate anticipated vehicular and pedestrian traffic.**

- b) **Non-vehicular circulation routes shall provide safe pedestrian and bicycle ways and provide an interconnected system to streets, parks and green space, public lands, or other destinations.**
- c) **Water main lines and sewer main lines shall be designed in the most effective layout feasible.**
- d) **Other utilities including power, telephone, cable, and gas shall be designed in the most effective layout feasible.**
- e) **Park land shall be most appropriately located on the Contiguous Parcels.**
- f) **Grading and drainage shall be appropriate to the Contiguous Parcels.**
- g) **Development shall avoid easements and hazardous or sensitive natural resource areas.**

**The Commission and Council may require that any or all Contiguous Parcels be included in the subdivision.**

NA

#### **4.7 Perimeter Walls, Gates and Berms.**

**The City of Hailey shall not approve any residential subdivision application that includes any type of perimeter wall or gate that restricts access to the subdivision. This regulation does not prohibit fences on or around individual lots. The City shall also not allow any perimeter landscape berm more than 3' higher than the previously existing (original) grade.**

NA

#### **4.8 Cuts, Fills, and Grading.**

**4.8.1 Proposed subdivisions shall be carefully planned to be compatible with natural topography, soil conditions, geology and hydrology of the site, as well as to minimize cuts; fills; alterations of topography, streams, drainage channels; and disruption of soils or vegetation. Fill within the floodplain shall comply with the requirements of the Flood Hazard Overlay District of the Zoning Ordinance.**

Meeting all City infrastructure requirements is a condition of approval.

**4.8.1.1 A preliminary soil report prepared by a qualified engineer may be required by the Commission and/or Council as part of the preliminary plat application.**

NA

**4.8.1.2 A preliminary grading plan prepared by a civil engineer may be required by the Commission and/or the Council as part of the preliminary plat application, to contain the following information:**

- Proposed contours at a maximum of two (2) foot contour intervals;**
- Cut and fill banks in pad elevations;**
- Drainage patterns;**

**Areas where trees and/or natural vegetation will be preserved;  
Location of all street and utility improvements including driveways to  
building envelopes; and  
Any other information which may reasonably be required by the  
Administrator, Commission, and/or Council.**

NA

**4.8.2 The proposed subdivision shall conform with the following design standards:**

**4.8.2.1 Grading shall be designed to blend with natural land forms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways.**

Meeting all City infrastructure requirements is a condition of approval.

**4.8.2.2 Areas within a subdivision which are not well suited for development because of existing soil conditions, steepness of slope, geology or hydrology shall be allocated for Green Space for the benefit of future property owners within the subdivision.**

NA

**4.8.2.3 Where existing soils and vegetation are disrupted by subdivision development, provision shall be made by the Developer for revegetation of disturbed areas with perennial vegetation sufficient to stabilize the soil upon completion of the construction, including temporary irrigation for a sufficient period to establish perennial vegetation. Until such time as said vegetation has been installed and established, the Developer shall maintain and protect all disturbed surfaces from erosion.**

Meeting all City infrastructure requirements is a condition of approval.

**4.8.2.4 Where cuts, fills, or other excavation are necessary, the following development standards shall apply:**

**4.8.2.4.1 Fill areas for structures or roads shall be prepared by removing all organic material detrimental to proper compaction for soil stability.**

**4.8.2.4.2 Fill for structures or roads shall be compacted to at least 95 percent of maximum density as determined by American Association State Highway Transportation Officials (AASHTO) and American Society of Testing & Materials (ASTM).**

**4.8.2.4.3 Cut slopes shall be no steeper than two horizontal to one vertical. Subsurface drainage shall be provided as necessary for stability.**

**4.8.2.4.4 Fill slopes shall be no steeper than three horizontal to one vertical. Neither cut nor fill slopes shall be located on natural slopes of three to one or steeper, or**

where fill slope toes out within twelve (12) feet horizontally of the top of existing or planned cut slope.

**4.8.2.4.5** Tops and toes of cut and fill slopes shall be set back from structures and property lines as necessary to accommodate drainage features and drainage structures.

**4.8.2.5** The Developer shall provide storm sewers and/or drainage areas of adequate size and number to contain the runoff upon the property in conformance with the applicable Federal, State and local regulations. The Developer shall provide copies of state permits for shallow injection wells (drywells). Drainage plans shall be reviewed by Planning Staff and shall meet the approval of the City Engineer. Developer shall provide a copy of EPA's "NPDES General Permit for Stormwater Discharge from Construction Activity" for all construction activity affecting more than one acre.

Meeting all City infrastructure requirements is a condition of approval.

#### **4.9** Overlay Districts.

##### **4.9.1** Flood Hazard Overlay District

NA

##### **4.9.2** Hillside Overlay District

NA

#### **4.10** Parks, Pathways and Other Green Spaces.

This section is not applicable because not consist of three (3) or more residential lots and no trails or paths are identified in the Master Plan that are located on the property to be subdivided or on City property adjacent to the property to be subdivided.

#### **4.11** Inclusionary Community Housing.

This section is not applicable.

### **SECTION 5 - IMPROVEMENTS REQUIRED.**

The required improvements are listed below for the applicant's information; meeting any applicable requirements are a condition of approval.

**5.1** It shall be a requirement of the Developer to construct the minimum improvements set forth herein and any required improvements for the subdivision, all to City Standards.

**5.1.1** Six (6) copies of all improvement plans shall be filed with the City Engineer and made available to each department head. Upon final approval two (2) sets of revised plans shall be returned to the Developer at the pre-construction conference with the City Engineer's written approval thereon. One set of final

**plans shall be on-site at all times for inspection purposes and to note all field changes upon.**

- 5.1.2 Prior to the start of any construction, it shall be required that a pre-construction meeting be conducted with the Developer or his authorized representative/engineer, the contractor, the City Engineer and appropriate City departments. An approved set of plans shall be provided to the Developer and contractor at or shortly after this meeting.**
- 5.1.3 The Developer shall guarantee all improvements pursuant to this Section for no less than one year from the date of final acceptance by the City, except that parks shall be guaranteed and maintained by the Developer for a period of two years.**
- 5.2 The Developer shall construct all streets, alleys, curb and gutter, lighting, sidewalks, street trees and landscaping, and irrigation systems to meet City Standards, the requirements of this ordinance, the approval of the Council, and to the finished grades which have been officially approved by the City Engineer as shown upon approved plans and profiles. The Developer shall pave all streets and alleys with an asphalt plant-mix, and shall chip-seal streets and alleys within one year of construction.**
- 5.2.1 Street cuts made for the installation of services under any existing improved public street shall be repaired in a manner which shall satisfy the Street Superintendent, shall have been approved by the Hailey City Engineer or his authorized representative, and shall meet City Standards. Repair may include patching, skim coats of asphalt or, if the total area of asphalt removed exceeds 25% of the street area, the complete removal and replacement of all paving adjacent to the development. Street cut repairs shall also be guaranteed for no less than one year.**
- 5.2.2 Street name signs and traffic control signs shall be erected by the Developer in accordance with City Standards, and the street name signs and traffic control signs shall thereafter be maintained by the City.**
- 5.2.3 Street lights in the Recreational Green Belt, Limited Residential, General Residential, and Transitional zoning districts are not required improvements. Where proposed, street lighting in all zoning districts shall meet all requirements of Chapter VIII B of the Hailey Zoning Ordinance.**
- 5.3 The Developer shall construct a municipal sanitary sewer connection for each and every developable lot within the development. The Developer shall provide sewer mains of adequate size and configuration in accordance with City Standards, and all federal, state, and local regulations. Such mains shall provide wastewater flow throughout the development. All sewer plans shall be**

submitted to the City Engineer for review and approval. At the City Engineer's discretion, plans may be required to be submitted to the Idaho Department of Environmental Quality (DEQ) for review and comments.

- 5.4** The developer shall construct a municipal potable water connection, water meter and water meter vault in accordance with City Standards, or other equipment as may be approved by the City Engineer, for each and every developable lot within the development. The Developer shall provide water mains and services of adequate size and configuration in accordance with City Standards, and all federal, state, and local regulations. Such water connection shall provide all necessary appurtenances for fire protection, including fire hydrants, which shall be located in accordance with the IFC and under the approval of the Hailey Fire Chief. All water plans shall be submitted to the City Engineer for review and approval. At the City Engineer's discretion, plans may be required to be submitted to the Idaho Department of Environmental Quality (DEQ) for review and comments.
- 5.4.1** Within the Townsite Overlay District, where water main lines within the alley are less than six (6) feet deep, the developer shall install insulating material (blue board insulation or similar material) for each and every individual water service line and main line between and including the subject property and the nearest public street, as recommended by the City Engineer.
- 5.5** The Developer shall provide drainage areas of adequate size and number to meet the approval of the Street Superintendent and the City Engineer or his authorized representative.
- 5.6** The Developer shall construct each and every individual service connection and all necessary trunk lines, and/or conduits for those improvements, for natural gas, electricity, telephone, and cable television to the property line before placing base gravel for the street or alley.
- 5.7** The Developer shall improve all parks and Green Space areas as presented to and approved by the Commission and Council.
- 5.8** All improvements are to be installed under the specifications and inspection of the City Engineer or his authorized representative. The minimum construction requirements shall meet City Standards or the Department of Environmental Quality (DEQ) standards, whichever is the more stringent.
- 5.9** Installation of all infrastructure improvements must be completed by the Developer, and inspected and accepted by the City prior to signature of the plat by City representatives, or according to a phasing agreement. A post-construction conference shall be requested by the Developer and/or contractor and conducted with the developer and/or contractor, the City Engineer, and

**appropriate City departments to determine a punch list of items for final acceptance.**

**5.9.1 The Developer may, in lieu of actual construction, provide to the City security pursuant to Section 3.3.7, for all infrastructure improvements to be completed by Developer after the final plat has been signed by City representatives.**

**5.10 Prior to the acceptance by the City of any improvements installed by the Developer, three (3) sets of “as-built plans and specifications” certified by the Developer’s engineer shall be filed with the City Engineer.**

### **Summary and Suggested Conditions**

The Hearing Examiner shall review the proposed plat and continue the public hearing, approve, conditionally approve, or deny the preliminary plat. If approved, the plat application will be forwarded to the Council.

The following conditions are suggested to be placed on any approval of this application:

a) All Fire Department and Building Department requirements shall be met. Items to be completed at the applicant’s sole expense include, but will not be limited to, the following requirements and improvements:

- The fire hydrant shall remain unobstructed.

b) All City infrastructure requirements shall be met as outlined in Section 4 and Section 5 of the Hailey Subdivision Ordinance. 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 improvements to be completed at the applicant’s sole expense include, but will not be limited to, the following requirements and improvements:

- Sidewalks shall be constructed along Walnut Street adjacent to the lots.
- Walnut Street shall be improved to City Standards as determined by the City Engineer.
- 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.
- A second water and sewer service shall be installed to serve Lot 2AB and Lot 2AA shall use the existing and water sewer service.

c) The final plat shall include the following plat notes:

- The Fire Hydrant Easement shall be dedicated to the City of Hailey.
- The lots shall be deed restricted to Income Category 3 (80% AMI).

d) Issuance of permits for the construction of buildings within the proposed subdivision

shall be subject to Section 2.9 of the Subdivision Ordinance.

- e) All improvements and other requirements shall be completed and accepted, or surety provided pursuant to Sections 3.3.7 and 5.9.1 of the Subdivision Ordinance, prior to recordation of the final plat.
- f) The final plat must be submitted within one (1) calendar year from the date of approval of the preliminary plat, unless otherwise allowed for within a phasing agreement.
- g) Any subdivision inspection fees due shall be paid prior to recording the final plat.
- h) Any application development impact fees shall be paid prior to recording the final plat.