

June 29, 2009

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City of Hailey
Planning and Zoning Commission
115 Main Street South
Hailey, ID 83333

JUN 30 2009



Dear City of Hailey Planning and Zoning Commission Members,

We are writing to protest the application being put forth by the Blaine County School District in regard to the Bus Maintenance Facility on-site fuel tank proposal.

First, we would like to re-state one of the conditions of the June 2, 2003 Hailey P&Z Commission's CUP (Conditional Use Permit) approval, as stated in the Findings of Fact, Conclusion of Law and Decision:

“The Conditional Use Permit shall be reviewed approximately 6 months from the beginning of the facility's use. At that time, additional conditions may be placed if necessary to further mitigate hazardous and/or disturbing features of the use.”

As neighbors of the Wood River High School (WRHS) Bus Facility we would interpret that statement to mean that the Hailey P&Z is, and would be, sensitive to future attempts by the Blaine County School District (BCSD) to add more “industrial” features to a school and neighborhood setting. Many of us in the immediate neighborhood believe that this storage tank proposal is what we would classify as “**disturbing features of the use**” for these following reasons:

---Impact of placing in a **neighborhood** a potentially **hazardous fuel storage tank**. Ugly sights, additional noise and noxious smells will affect many in the neighboring area surrounding the Bus Barn.

---Placement of a potentially hazardous fuel storage tank in a posted **avalanche** zone.

---Placement of a potentially hazardous fuel storage tank **less than 100 feet** from schools filled with **children** (the newly sited Alternative School, CSI students and the Blaine County Recreation District (BCRD).

---Placement of a potentially hazardous fuel storage tank **less than 25 feet** from the playing fields for the WRHS and the BCRD.

---Impact of a **fuel tanker** being used to transport the fuel, maneuvering through the school parking lot and back streets of Hailey, numerous times throughout the year.

In addition to the above, we would like to re-emphasize that in the Hailey P&Z Commission's 2003 Findings of Facts under the “Conditions of the Commission's CUP approval with comments regarding compliance, Condition 'd' states: “**No fuel storage shall occur at the High School Campus.**” We would ask that the P&Z propose to the School District to put **any** new tanks or industrial type buildings at a more appropriate location-- such as the newly acquired property for the new BCSD Maintenance & Operations Building in the Industrial Park in Hailey. **It is zoned for industrial use.**

Furthermore, we would also like to point out that this application, by the BCSD for an amendment to the existing CUP, implies a link between the Conditions 'd' (see above) & 'p', ('p': ...”converting bio-diesel on all buses possible, in order to reduce pollutants.”). Over time, since the construction of the Bus Barn, it appears that communication between the School District and the City of Hailey has evolved into this request for “an implementation of condition 4.p which requests the school uses bio-diesel with all its buses, located at the Bus Maintenance Facility, WRHS within the General Residential District.”, (as stated in the P&Z mailing to the property owners affected by this proposal). In direct response to this mailing and its wording, we do not believe that putting in a fuel storage tank results in less pollutants coming from our school buses. We also do not believe that linking “reducing pollutants” and “fuel storage” was the intention of the Hailey P&Z when they wrote their original Finding of Facts for Condition 'd' as stated above.

In regards to BCSD's continued desire to comply with the Condition 'p' (which involves working pro-actively to provide bio-diesel fuel for the bus fleet for our school district), we would like to bring attention to the fact that this condition is asking the School District to explore the use of bio-diesel by our District's bus fleet, **"in order to reduce pollutants"**. The purpose of Condition 'p' can not, at the School District's discretion, be automatically linked to Condition 'd'. One is not dependent on the other.

Finally, regarding the proposed switch to B20 fuel: We are including paperwork from the US Environmental Protection Agency (EPA) from their website 'Clean School Bus USA' - Technology Options Chart- which states plainly that by using B20 there will be a **"10% reduction in emissions of particulate matter"** but along with that there will actually be a **2% increase in NOx** (smog-forming oxides of nitrogen) – **NOx is linked to decreased lung function growth, cancer and asthma in children** and is discussed in two other articles (please see: 'No Breathing in the Aisles' -2001 and DERA Grants Program -2008) that we are including, in part, with this letter. The first article was released by the NRDC (an environmental watchdog for the public) and the second article by the EPA. Nowhere in the BCSD's presentations to the public were the health issues with diesel fuel addressed. We are glad to see that BCSD is in the process of retrofitting their school buses this summer and feel that this is taxpayer money **safely and well spent**. But even with the retrofitting the **NOx in B20 will still be elevated**. We would also like to point out that the Obama Administration has stated it will be aggressively working on emerging technologies for reducing pollutants in school buses and is currently offering school districts opportunities with funding. In light of this finding we have included articles on the new use of hybrid buses by forward-thinking school districts throughout the U.S. and paperwork regarding funding for emerging technology. We are also including a copy of the article from the recent Mountain Express that laments the problems the biodiesel industry is experiencing at present. As taxpayers, we should be questioning the spending of our dollars on higher-priced fuel that is not the safest for our kids and could be outdated in a relatively short period of time.

In closing, in this already challenging time for our valley, why is the BCSD considering a more costly, more noxious and problematic fuel and a hazardous storage situation at the expense of the public taxpayers' hard-earned dollars? And more importantly, at the expense of our children's health and safety?

Thank you for your time and consideration. It is very much appreciated.

Respectfully yours,



Les and Leslie Dilley
1007 Pilgrims Way
Hailey, ID 83333

Enclosures: 14

Enclosures:

Health:

No Breathing in the Aisles- Diesel Exhaust inside School Buses (2001-NRDC)
Programmatic Environmental Assessment Diesel Emissions Reduction Act (DERA) Grants Program
(Pg4) (2008-EPA)

Funding & Emerging Technologies:

National Clean Diesel Campaign (2009-EPA)
DERA Grants Program (2008-EPA)
EPA News Release dated 3/27/2009
Education Week: Stimulus Offers Support for School Construction (4/10/2009)
Clean School Bus USA: Technology Options Chart (Pg2) (3/5/2009)
Clean School Bus USA: Retrofit (Pg3) (3/05/2009)

Hybrid School Buses:

Plug-in Hybrid Electric School Bus Release (4/29/2008-Advanced Energy)
Adams 12 District gets rave reviews on it's first Hybrid School Bus (1/14/09- Denverpost.com)
IC Bus and America's Greenest School Contest (4/20/09-Denver Business Journal)
Navistar Chosen to Help Develop Hybrid School Bus (4/18/09-Indy.com)
School Transportation News (5/12/09-STN online)

Newspaper Article:

Producers Sing the Biodiesel Blues (6/13/09-The Idaho Statesman, 6/17/09-The Mountain Express)