



Quigley Canyon: Photo credit – Carol Waller

Hailey & Bellevue Canyons



Location and Context

The Hailey & Bellevue Canyons subarea encompasses over 85,000 acres of land in the various canyons adjacent to Hailey (the County seat) and Bellevue. These two cities serve as the base of activity for this subarea.

Outside of Hailey, Croy Canyon and Colorado Gulch lie to the west and Quigley Canyon to the east. North of Hailey, Indian Creek extends to the east. Outside of Bellevue are the primary canyons of Lees Gulch, Townsend Gulch and Minnie Moore Gulch to the west, and Slaughterhouse and Seaman’s Creek (commonly called Muldoon Canyon after the road name “Muldoon

Canyon Road” which leads to Muldoon Canyon in the Little Wood drainage) to the east.

Rural residential land uses on a wide variety of lot sizes are found in several of these canyons, along with a variety of recreational access points. This subarea has a relatively high population, particularly with the inclusion of the incorporated cities.

The Big Wood River runs through the subarea, providing shade, habitat and recreational access. The surrounding hills also provide recreation, particularly on BLM lands.

The subarea is accessed by State Highway 75 and served by various county roads accessing the canyons, and Buttercup and Broadford Roads that create alternative loop roads to the highway. The largest commercial airport in Blaine County, Friedman Memorial Airport, is located in this subarea.

Land Use Characteristics

Ownership/Management

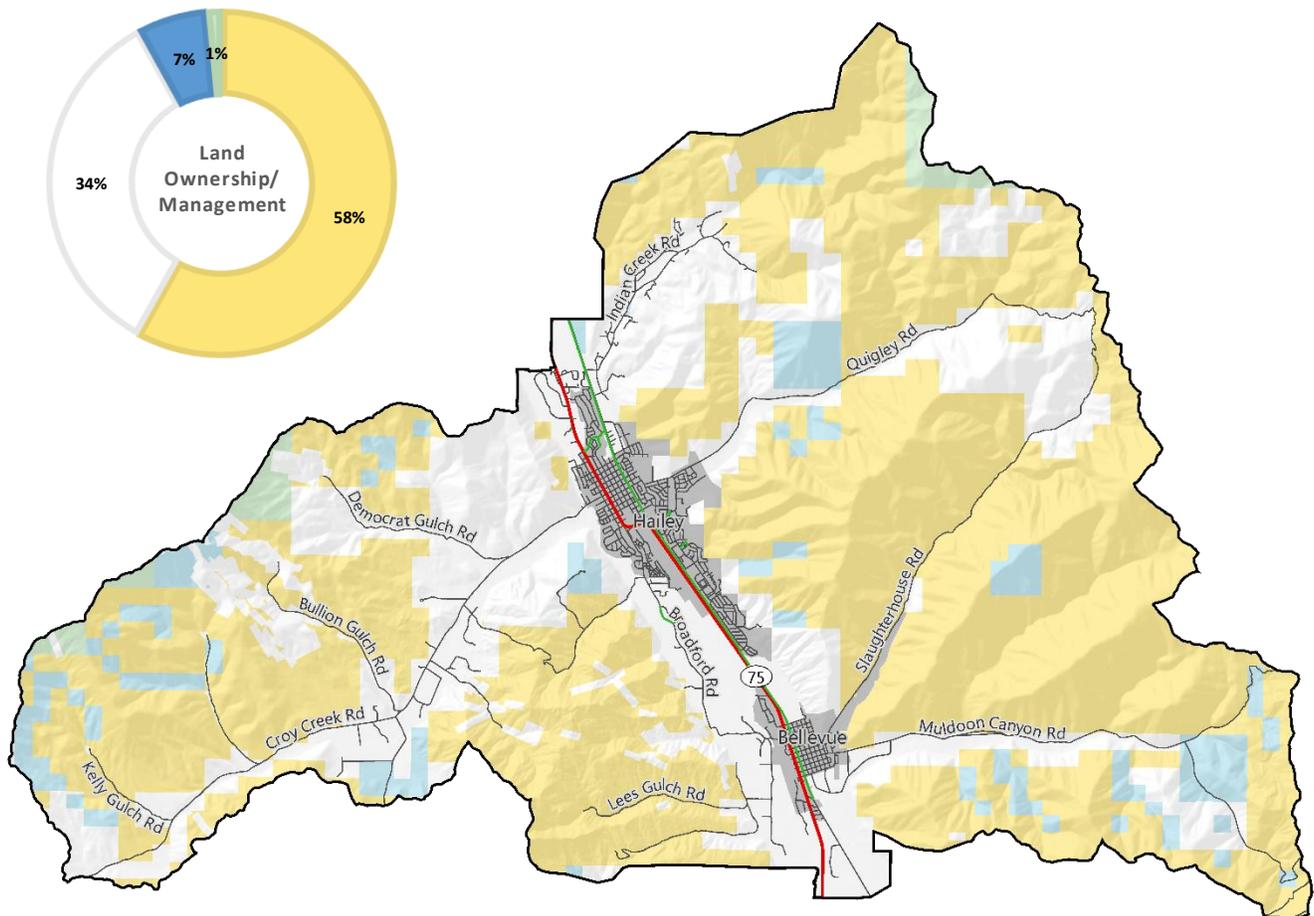
Approximately 66% of the land in the subarea is federally managed, primarily by the Bureau of Land Management (BLM) in this area with over 49,000 acres. Only about 1,200 acres are managed by the US Forest Service (USFS), and about 5,500 acres by the Idaho Department of Lands.

There are approximately 1,125 privately held parcels, comprising nearly 26,000 acres in the unincorporated County. This includes 64 mining claims on about 2,630 acres.

A conservation easement was granted on 1,270 acres in Quigley Canyon when approximately 230 acres at the mouth of the canyon were annexed into the City of Hailey, extinguishing 41 residential development rights. Additional conservation easements also protect land in Croy Canyon and along the Big Wood River.



Land Ownership/Management



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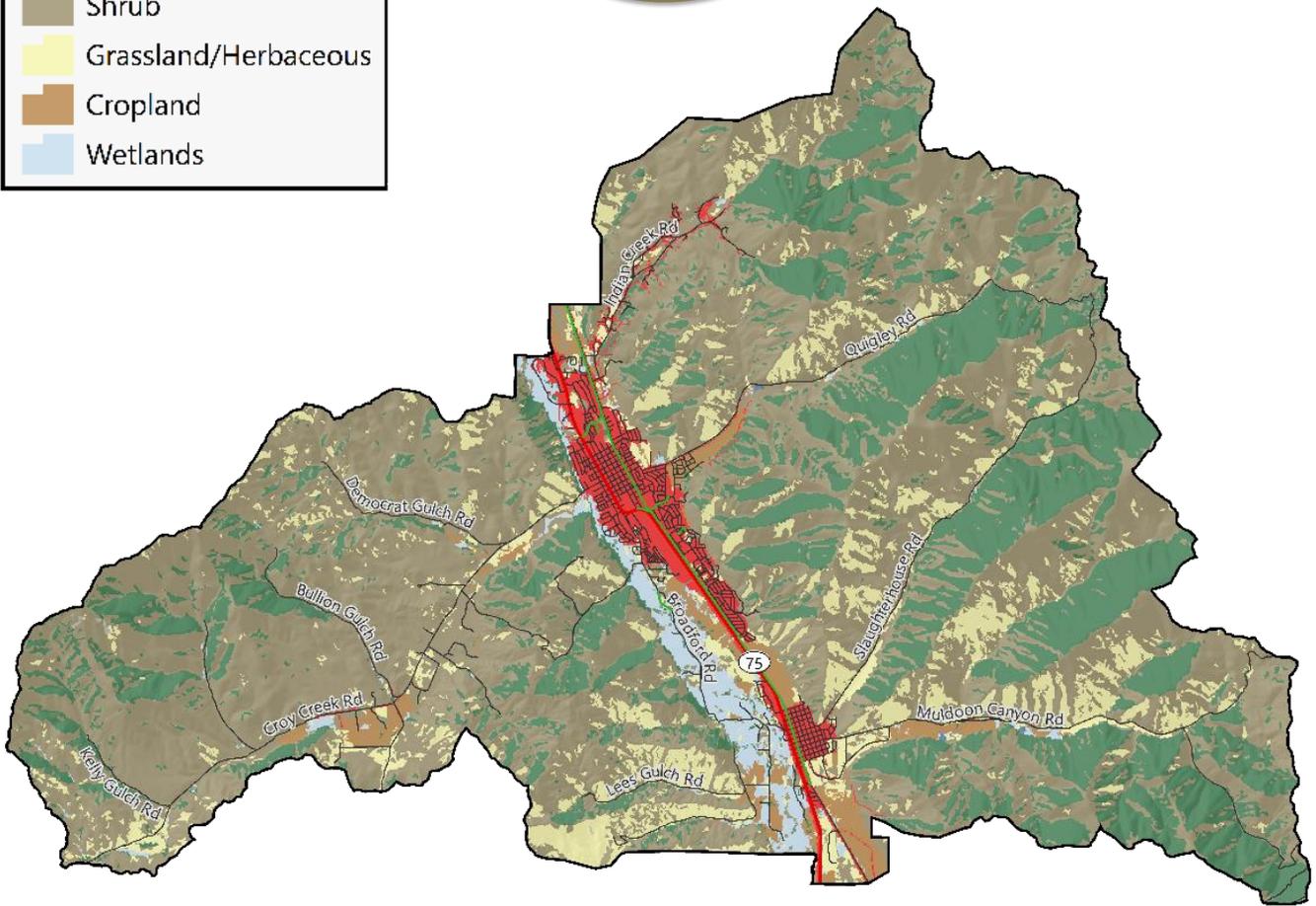
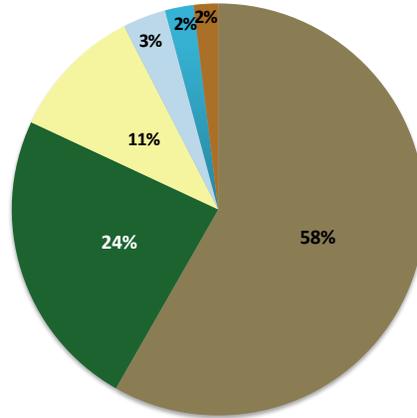
Land Cover

The Hailey & Bellevue Canyons subarea transitions from the high alpine forests so prevalent in the northern subareas to the lower sage-covered foothills.

As shown on this Land Cover map, the subarea is predominantly in shrub, with this land cover accounting for more than twice the forested hillsides. Grasslands occupy more than a tenth of the land area.

Land Cover

Land Cover by Percent



Existing Land Uses

Residential

Residential land uses are the most predominant land use on private property. Many lots in this subarea are located in side canyons and along secondary collector roads such as Buttercup Road and Croy Creek Road. Primary residential neighborhoods include:

Flying Heart Ranch

Flying Heart Ranch is a riverside subdivision containing 45 lots, mostly 5 acres and more in size. It is located north of Hailey between Highway 75 and the Big Wood River.

Holiday Highway Subdivision

This 1960s-era subdivision, directly west of Highway 75 and north of Hailey, accesses from the small loop road "Treasure Lane." It contains 20 lots, most of which are non-conforming in size at just over one-quarter acre each.

Indian Creek Ranches

Indian Creek Ranches, east of Buttercup Road, developed in the 1970s, contains over 200 residential lots – generally 1 to 5 acres – surrounding common open space. The canyon accesses BLM lands to the north and east.



Residential photo pending; Photo credit – XXX

Buttercup Road

Buttercup Road accesses several small subdivisions and unplatted lots. Roughly 50 lots access off Buttercup Road and small spur roads in this subarea. (Buttercup Road extends north into the Mid Valley subarea.)

Coyote Bluff/Silver Sage

There are early 40 lots in these subdivisions directly adjacent to the County's Light Industrial-zoned area and the City of Hailey. Some of these one-acre lots access from Buttercup Road, but most access from Highway 75.

North and South Hiawatha

North and South Hiawatha Drive runs generally parallel to Buttercup Road, accessing another 50 or so residential lots just north of Hailey. The lots along South Hiawatha Drive are under one acre, but many are connected to the City of Hailey water system as a large water main line exists in the right-of-way, coming from a main city well in Indian Creek.

Quigley Canyon Area

The western portion of Quigley Canyon was annexed into the City of Hailey in 2017. No home sites have been developed in the County portion of Quigley Canyon as of 2020. A conservation easement allows for not more than 24 home sites in the County portion, near the easterly city limit, and protects 1,600 acres of private property out the canyon. Near the mouth of Quigley Canyon is the neighborhood of Marvin Gardens, consisting of 9 lots.

Little Indio/Trails End

These unique neighborhoods along the Big Wood River and the western boundary of the City of Hailey include roughly 40 lots. Ten of these lots are split jurisdictionally, with a portion of the lot being within the city of Hailey. Several county lots are nonconforming in size.

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Croy Canyon

This large canyon to the west of the City of Hailey contains multiple subdivisions and unplatted residential lots, with lot sizes generally five acres and larger. Roughly 175 residential lots exist out Croy Canyon, becoming more rural and agricultural in nature five miles west of the city.

Muldoon Ranch

Muldoon Ranch Subdivision consists of about 60 lots, mostly 5 acres, at the mouth of Seamans Creek, directly adjacent to the City of Bellevue. A few of these lots are split jurisdictionally with a portion of the lot within Bellevue city limits.

Gannett Road Subdivisions

A few subdivisions are found just south of Bellevue, mostly along Gannett Road. The largest is Southern Star acres with 19 lots.

Broadford Road

A variety of large lot and equestrian properties access off of Broadford Road, a meandering, tree-lined side road. Two subdivision just south of Hailey have one-acre lots: Broadford Highlands with 28 lots and Stone Cove Subdivision with 17 lots. Further south, the roughly 60 to 70 lots are much larger and many front the Big Wood River.

Lower Broadford Road

Lower Broadford Road connects to Broadford Road just west of Bellevue, leading to Lees and Townsend Gulches. The roughly 60 lots and parcels in this vicinity, mostly 5 acres and larger, include some riverfront lots and several horse properties.



Broadford Rd Old Cabin: Photo credit – Carol Waller

Agriculture

Agriculture is not as significant a land use as in the Bellevue Triangle or Little Wood subareas, but some agricultural uses exist. Larger agricultural operations - primarily growing hay - include the Flying Hat Ranch between Bellevue and Hailey, the Democrat Gulch property which also has fields across Croy Creek Road, Peregrine Ranch north of Hailey, and two farms in separate ownership just south of Bellevue off Gannett Road. There are several small acreage farms, including some growing produce for local distribution. Several horse properties are found in the subarea, with most of the equestrian operations being private versus commercial. Quite a bit of grazing occurs out Croy Canyon, including sheep bands herding through the canyon into Hailey in spring and fall.

Recreation

Quigley Canyon

As of 2020, the Blaine County Recreation District operates a winter Nordic skiing facility, and is in the process of developing summer bike and hiking amenities on land near the mouth of Quigley Canyon. The BCRD owns a key parcel that will contain most of the permanent facilities. Nordic skiing in Quigley Canyon is managed in the unincorporated portion of the County with a Conditional Use Permit. Several of the facilities are within the City of Hailey (trailhead parking, yurt, etc.) with the majority of the nearly 20 km (12 ½ miles) of groomed Nordic ski trails outside city limits. The BCRD also constructed a “toe-of-the-hill” perimeter trail in 2019, providing a 4.2-mile loop from the parking area on Quigley Road out around the irrigation pond approximately 1½ miles to the east. Numerous other summer improvements (paved parking, pavilion, bike park) within Hailey City limits planned for 2020-2022 will reinforce this canyon as a major recreational portal for this subarea and the County in general.



Quigley Nordic - Photo Courtesy BCRD/Dev Khalsa

Rotarun Ski Area

The Rotarun ski hill, located less than 3 miles west of Hailey, has been operating since 1948. Located on one of the few Recreation-zoned parcels in the County, the land was donated to the County by the Arkoosh family with the stipulation that it be utilized as a ski area. The nonprofit Rotarun has a 99-year lease with Blaine County, and has operated under a Recreation Development Master Plan since 2008. The

Rotarun Ski Club non-profit organization was incorporated in 1966, and has been an important part of the Wood River Valley mountain culture for generations. In 2017 the Sun Valley Ski Education Foundation partnered with the Rotarun Board and assumed management for one season of the facility offering training programs as well as affordable family-friendly skiing. Since then, the independent Board has modified the business plan to plan to provide more access and outreach for the children, families, and winter enthusiasts of our community. SVSEF programs at Rotarun introduced alpine skiing to 150 children who would not otherwise have access to winter sports. SVSEF installed a snow-making system on the lower portion of the mountain in 2019, greatly increasing the reliability of skiable days.

Croy Canyon Bike Park/BMX Track

A motorized bike park and BMX track is located on the “back side” of Rotarun, with trails located primarily on BLM land. A large parking area, pit toilet and trail signage support the approximately 20 miles of trails. The trailhead is adjacent to a Blaine County-owned parcel, which also includes a bike pump track that is no longer heavily utilized due to development of similar facilities by the BCRD in other locations.

Lions Park

The City of Hailey owns a 10-acre parcel directly west of the Big Wood River within the unincorporated County. The parcel is known as Lions Park and includes a ball field with a large parking lot. A smaller parking area is adjacent to a pavilion, where trails and a boardwalk provide access to the “Bow Bridge” and to the Draper Preserve on the east side of the river. Summer festivals have been held at Lions Park for the past several years. Long-term plans for the area are outlined in the Hailey Greenway Master Plan, a joint planning study between the City of Hailey and the Wood River Land Trust.

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*Simons-Bauer Preserve: Photo credit – John Finnell/
Wood River Land Trust*

Wood River Land Trust Draper, Simons-Bauer, Colorado Gulch and Howard Preserves

The Draper Preserve can be accessed via Lions Park and from two street locations in Hailey. The preserve offers a network of wooded trails and access to the Big Wood River. Directly to the south, and accessible by a continuous trail system, is the Colorado Gulch Preserve with more trails and river access. The Draper and Colorado Gulch preserves provide over 270 acres of rural, riverside experience next door to Hailey. The Simons-Bauer preserve adds an additional 118 acres to the west, and is in the planning process for wildlife habitat restoration and additional wildlife-appropriate trails.

The 36-acre Howard Preserve in Bellevue can be accessed from Martin Lane and from downtown Bellevue on Elm Street.

Trailheads

Recreational access points are present in nearly every side canyon in this subarea. Numerous trailheads, mostly for non-motorized access, provide access to a wide network of trails and mountain roads in Indian Creek, Quigley Canyon, Croy Canyon, Colorado Gulch, Lees Gulch and Townsend Gulch. These areas are enjoyed by hikers, bikers, equestrian users, skiers, snowshoers, motorcycle riders and snowmobilers. Many of the trails are on BLM land and some are maintained jointly by BLM and BCRD. The Carbonate Mountain trailhead alone sees over 24,000 visitors annually, who hike and mountain bike on this informal trail on privately owned land.

The Wood River Trail has its southern terminus in Bellevue. This multi-use trail also sees thousands of annual users. Bradford Road provides a popular loop for road biking.

Fishing

The Big Wood River can be accessed at multiple points within the subarea. Some platted accesses exist in subdivisions such as Flying Heart Ranch and Bend of the River Subdivision; other access points are located at roads as well as in the preserves described above.

Camping

Some dispersed campsites exist on BLM land in Kelly Gulch, approximately 8 miles out Croy Canyon, and a few limited sites out Lees and Townsend Gulches west of Bellevue. See discussion of the need for proximate camping under Issues and Opportunities.

Nonresidential, Public and Semi-Public Uses

North Hailey Light Industrial Area

Two miles north of Hailey the 30-acre Light Industrial-zoned area includes self-storage units, Idaho Department of Transportation gravel pit and employee housing, and Idaho Power's Blaine County headquarters office and the Wood River Substation.

Churches

Two churches exist just north of Hailey under approved Conditional Use Permits: Calvary Bible Church is directly north of the Light Industrial-zoned area, off Highway 75; and The Life Church is directly north of the City of Hailey, accessed from McKercher Boulevard.

Mountain Humane

Mountain Humane (formerly the Animal Shelter of the Wood River Valley) runs a variety of adoption and other programs (licensing, spay and neuter clinics, etc.) from its 27,000 square-foot facility on a 20-acre parcel out Croy Creek Road, completed in 2018. The shelter operates under a contract for services with the County and municipalities. The shelter serves as the impound facility for the County's animal control program.

City of Hailey Snow Storage Site

A 28-acre parcel was approved in 2019 (via conditional use permit) as a snow storage site for the City of Hailey. Municipal snow storage will be relocated from Lions Park, along the Big Wood River, to this parcel approximately one-half mile west of town out Croy Creek Road.

Wood River Fire Station

The Wood River Fire Protection District owns a 3.5-acre lot just south of Bellevue. This fire station has bays that are shared with the BLM, which hold several pieces of equipment. It is manned daily by two firefighters on 24-hour shifts. BLM will staff the station during the fire season with a full engine crew of 4 firefighters. The station has 6 bedrooms, a full kitchen and a training classroom, along with a large outdoor training structure.

Idaho Department of Lands

The Idaho Department of Lands (IDL) manages nearly 100 acres along Buttercup Road. Portions of this land are leased to a radio station for a tower. As of 2020, IDL is reviewing an application for a solar farm proposed for this property. Just west of Hailey, IDL leases its 200-acre parcel on Della Mountain to cellular carriers utilizing multiple towers and associated facilities. As in other subareas, IDL also manages multiple parcels in open space and grazing. The County has no jurisdiction or control over these state-managed uses.



Photo courtesy of Mountain Humane

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Infrastructure

Transportation

Croy Canyon

Croy Creek Road is a public county road from Hailey city limits; it extends to Highway 20 after it changes to Camp Creek Road at Richardson Summit (the boundary between this subarea and the Bellevue Triangle & Foothills Subarea). The County plows Croy Creek Road in the winter to Red Elephant Canyon, approximately 6.5 miles from Hailey. The County maintains the gravel Rock Creek Road, but plowing snow only out to Rancho Cielo Road, less than ½ mile. Rock Creek Road and Croy Creek/Camp Creek Road are important secondary egress points out of Croy Canyon, and the County grades these roads regularly.

The County also maintains several side roads out Croy Canyon, or portions of them, including Bullion Gulch Road, Pioneer View Drive, Croesus Creek Road, Colorado Gulch Road, Rodeo Drive and Democrat Gulch Road. The County does summer maintenance on the lower portion of Kelly Canyon Road, a recreational side canyon approximately 8 miles out Croy Canyon.

Lees Gulch and Townsend Gulch

Townsend Gulch Road is a County-maintained road off Lower Broadford Road. Lees Gulch Road, a spur off Townsend Gulch Road, was found to be a public road in 2020, following a lengthy road validation process. Both roads access BLM-managed lands to the west.

Buttercup Road

Buttercup Road is a regularly-used alternate access to the mid valley, and as a bypass to Highway 75 from East Hailey. As such, it carries a fairly high volume of traffic. Most bicyclists and pedestrians do not frequent this road, but instead use the Wood River Trail, which runs parallel for the length of Buttercup Road.

Indian Creek Road

Indian Creek Road is the only County-maintained road in the Indian Creek Ranches subdivision; all others are private.

Quigley Road

Quigley Road is graded and drained for approximately 6 miles east of Hailey. No part of the road is plowed in winter, but is a popular snowmobiling route.

Water and Wastewater services

A community water system serves the Holiday Highway Subdivision north of Hailey. Other homes are served by individual domestic wells. All properties in the unincorporated areas of this subarea are served by septic systems for wastewater treatment. Multiple community septic systems exist out Indian Creek.



Lees Gulch Road: Photo credit – Carol Waller

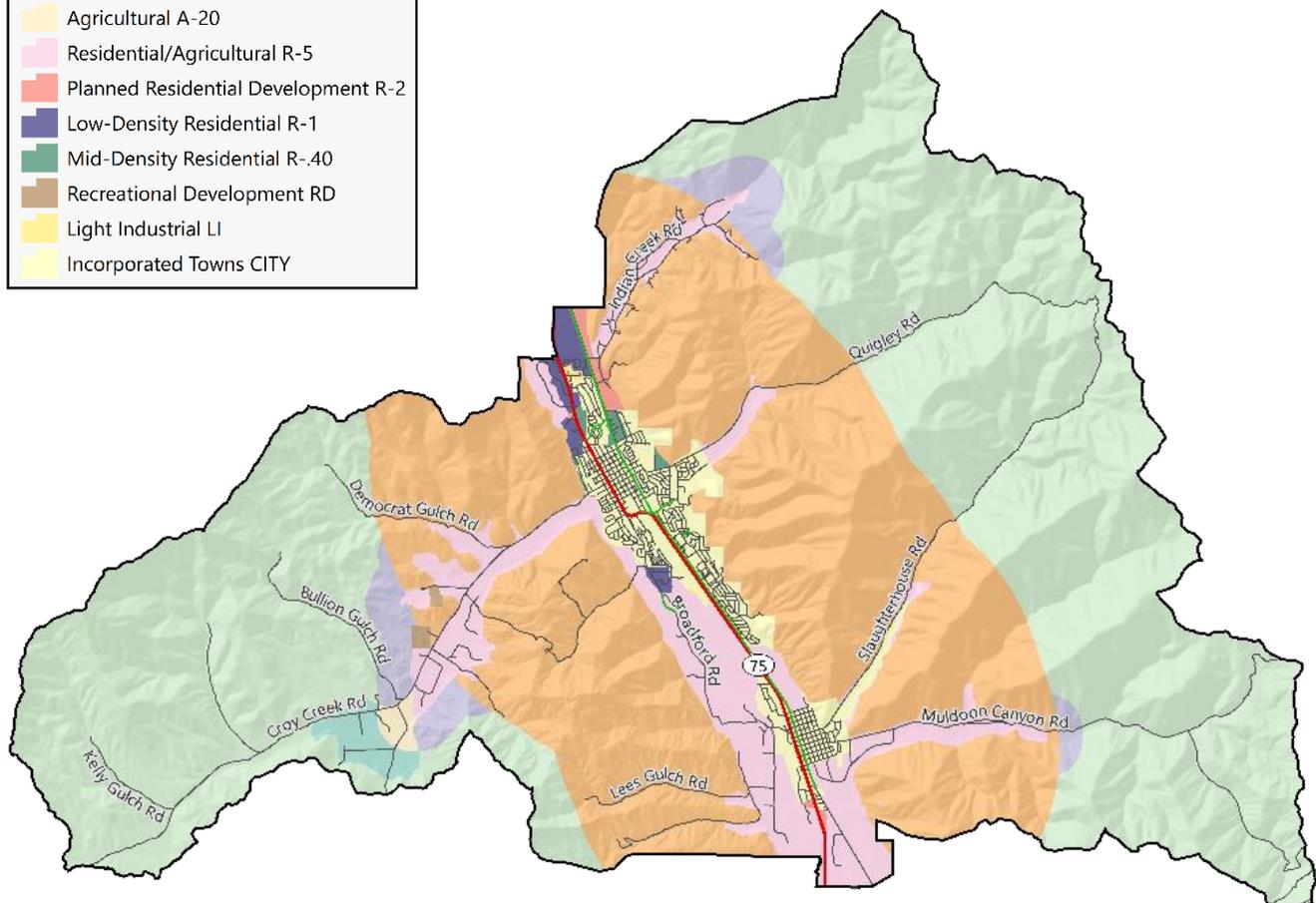
Regulations

The 1994 Comprehensive Plan Land Use Map shows lands on the valley and canyon floors having the "Residential" land use designation. More remote private land and those on hillsides, along with most public lands, are designated as "Rural Remote." The Rotarun ski area is designated as "Recreation" and a small area near the Friedman Memorial Airport is shown as "Industrial."

The subarea is zoned primarily Rural Remote (RR-40) and Rural Residential (R-10). These districts cover most of the hillside land and public lands. The predominant zoning on the valley floors is Residential/Agriculture (R-5). The only agriculturally zoned land is out Croy Canyon, which includes small areas of Productive Agriculture, both A-40 and A-20.

The zoning classifications are shown on the Zoning Districts map on this page.

Zoning Districts



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Areas of City Impact

Areas of City Impact (ACI's) for the cities of Bellevue and Hailey fall within this subarea. As outlined in Idaho Statute, ACI's provide for growth of cities, and are negotiated between each city and the County. Hailey's original ACI Agreement dated to 1994. In 2020, Hailey renegotiated their ACI Agreement and Bellevue negotiated their ACI for the first time. (TO BE REVISED UPON FINAL DECISION BY BOARD.)

(Further discussion is included in the Issues and Opportunities section.)

The ACI agreements will identify additional notice and comment periods for a variety of possible land use applications in the ACI's, so that cities may have a say in land use activity that may occur in areas that might later be annexed. Unincorporated lands within the Area of City Impact are governed by Blaine County. Within City limits, each city applies their own zoning and subdivision regulations.

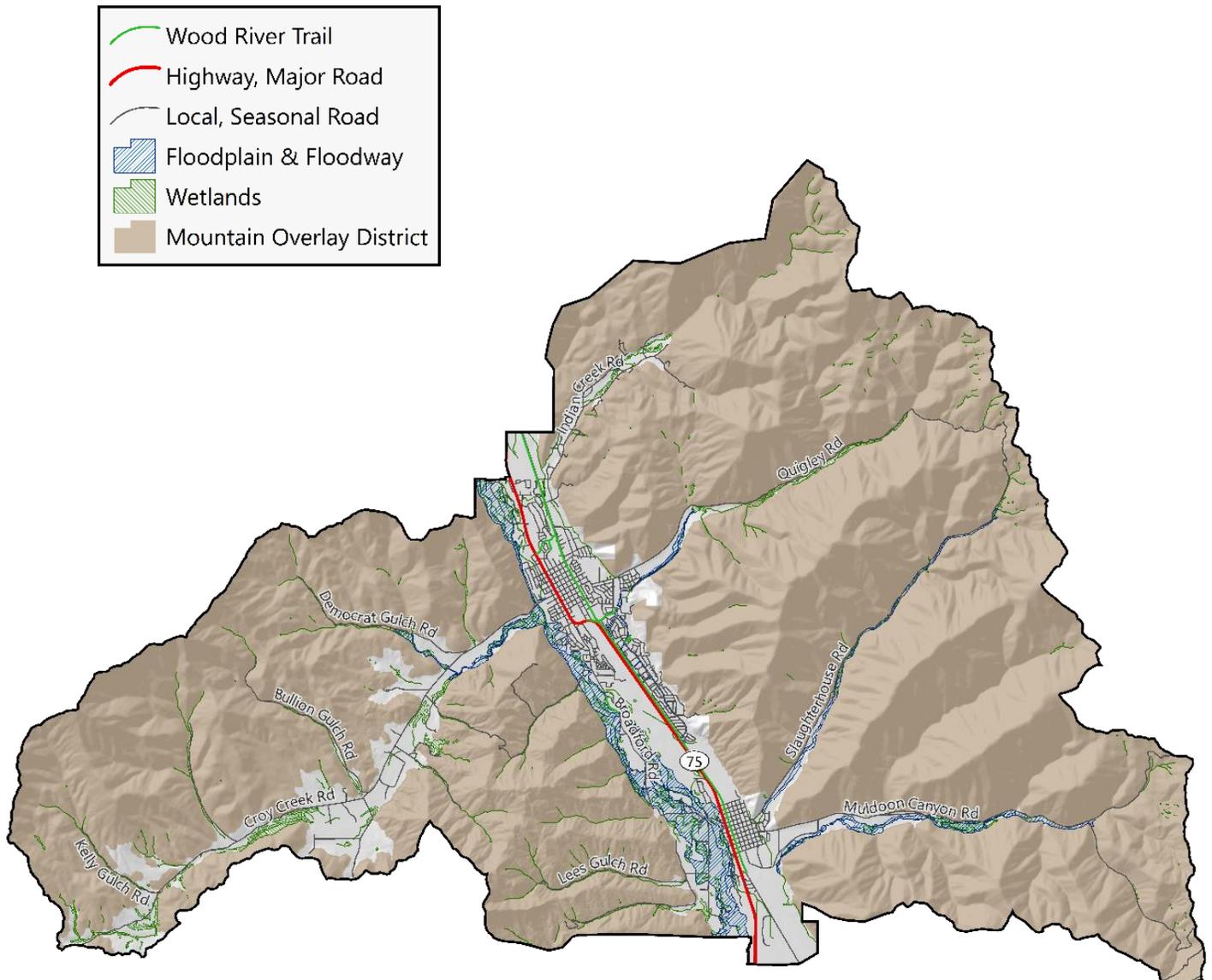


Photo - Blaine County

Most of the land in the subarea is within the Mountain Overlay District (MOD), which reduces the developable density to one unit per 160 acres or one unit per 40 acres, depending on proximity to the cities. Many acres of floodplain and wetlands exist along the Big Wood River and tributaries.

All private development within the MOD, floodplain and wetlands is regulated. These development constraints are shown on the Sensitive Lands map on this page.

Sensitive Lands



Buildout Analysis

To create this analysis, the GIS Department utilized zoning and other informational layers. The conservation easement in Quigley Canyon, granted upon the annexation of a portion of the canyon into the City of Hailey, extinguished 41 residential development rights within the County. A few other conservation easements also protect land in Croy Canyon and along the Big Wood River. Conservation easement, slope and flood constraints have been incorporated into the subarea’s buildout analysis, shown below:

Individual parcels with the greatest residential development potential include a large (158 acres), undeveloped property known as the Peregrine Ranch located between Buttercup Road and State Highway 75. This property is in the Hailey Area of City Impact, but is not contiguous to Hailey. The Flying Hat Ranch between Hailey and Bellevue also has great development potential, especially if annexed into one of the adjacent cities, although portions of it are with the Friedman Memorial Airport critical zones where development would be limited. Other large parcels exist west of Hailey out Croy Canyon, and south and east of Bellevue.

Hailey & Bellevue Canyons Study Parcels*				Slope Decrease Units	Floodplain Decrease Units	Conservation Easement Decrease Units	Buildout Potential Units	Existing Units	Remaining Potential Units
Zone	Acres	Divider	Units						
A-20	184	20	9	0	0	0	9	1	8
A-40	363	40	9	0	0	0	9	7	2
RR-40	8,919	40	223	118	0	2	103	4	99
R-10	372	10	37	22	0	0	15	4	11
R-10(UIB)	7,305	10	731	435	0	34	262	50	212
R-5	5,669	5	1134	51	0	28	1,055	336	719
R-2	131	2	65	0	0	0	65	29	36
R-1	419	1	419	0	8	0	410	104	306
R-.4	126	0.4	316	0	1	0	315	103	212
LI	10	0	0	0	0	0	0	1	0
Totals	23,499		2,943	626	9	64	2,243	639	1,605

* Does not include public lands.

Land Use Map

The proposed land use classification map includes Residential and Rural Remote, as shown on the attached map. This Plan also proposes a new land use classification in portions of this subarea within the Hailey and Bellevue ACI’s called Urban Transitional.

The Urban Transitional classification recognizes areas that are close to cities, may contain a mix of residential and non-residential uses (institutional, light industrial, recreational), and provide opportunities for growth -- whether in the County or in the city upon future annexation.

Land Use Map – ledger size map on following page

Issues and Opportunities

Community Input

A kickoff stakeholder meeting was held in July 2019 with eight residents of the subarea. This meeting helped to inform the discussion topics for the online survey and the community meeting. The online survey was launched on September 4, 2019, and remained open until December 31, 2019. The community meeting (open house format) was conducted on October 30, 2019, at the Mountain Humane community meeting room. Approximately 15 citizens participated – a mix of full-time, part-time and business owners.

The complete online survey results are found in the appendix. Only an 8% response rate was achieved, so survey results are instructive at best. The vast majority (84.5%) of the survey-takers are permanent residents in the subarea. Respondents said that they most valued the natural beauty, access to outdoor recreation, the rural/agricultural landscape, and the

relative affordability of most properties in the subarea as compared to the north valley. Changes in their neighborhood that respondents were most proud of included open space acquisition and conservation, access to public lands and recreation, moderate growth, and preservation of rural character. Changes that concerned them the most included increase motorized vehicle recreation, growth and increased traffic, and loss of access. Both the online survey results and input at the on-site meetings are reflected in the issues and opportunities listed below.

Land Use/Land Management

Land Development

Land development in this subarea includes lands within Hailey and Bellevue’s areas of City Impact¹; rural residential lands outside of the Areas of City Impact, and several nonresidential uses described below.



Shepherd and sheep - Rock Creek Road: Photo credit – Carol Waller

¹ Bellevue’s ACI is under review by the County as of Autumn 2020



Big Wood River and Riparian: Photo - Blaine County

Area of City Impact (ACI)

Most of the land use changes in this subarea will occur in the Areas of City Impact, as these areas are planned for future growth.

As of 2020, the cities of Bellevue and Hailey are in the process of negotiating Area of City Impact boundaries and agreements. Many of the issues related to the ACI negotiations include shared goals such as maintaining a visual separation between the cities, preserving riparian and floodplain areas associated with the Big Wood River, hillside preservation, and appropriate land uses within airport critical zones.

Most of the land within the area between Bellevue and Hailey is in single ownership. As of 2020, there is an active application to annex all of that property into the city of Bellevue. (TO BE REVISED UPON FINAL DECISION BY BOARD.)

Citizens have suggested that development within Areas of City Impact be planned for transit connections, and that these areas be planned for a mix of smaller denser units, particularly on large undeveloped properties such as Peregrine Ranch, the Rinker Ranch south of Bellevue and Eccles Ranch between Hailey and Bellevue.

Within the Hailey Area of City Impact, citizens have noted that Democrat Gulch presents unique opportunities for development, as the 600-acre property features a natural hot springs and a 600 gpm well.

Development of the land along Buttercup Road, especially the nearly 90 acres of Idaho Department of Lands, has the potential to change the character of this primarily residential and agricultural area.

Residential Lands outside Areas of City Impact

The most populated canyons outside of Hailey's Area of City Impact are Indian Creek and Croy Canyon. Indian Creek Ranches is essentially subdivided to its maximum number of units, and it is unlikely to change significantly other than new homes being constructed on already platted lots. In Croy Canyon, rural residential development is ongoing with multiple parcels available for future subdivision, as well as a large number of vacant lots in newer subdivisions. Citizens have suggested that this canyon and other rural canyons in the subarea remain at lower densities, and that higher densities be planned close to and within the cities of Hailey and Bellevue.

Nonresidential Uses

Friedman Memorial Airport

Friedman Memorial Airport and surrounding lands are covered in detail in Chapter 1A, Public Airport Facilities. While all of the airport facilities are located on land within the City of Hailey, in 2019 the Airport Authority acquired 65 acres to the west and south of the airport within the unincorporated County for runway protection. As of 2020, the Airport Authority plans to purchase an additional 385 acres, subject to completion of environmental analysis, to further protect runway approach and departure areas. A small portion of land adjacent to the general aviation facility could be utilized for hangars and aircraft parking. The property includes a historic ranch house roughly half a mile south of the runway that may be eligible for designation on the National Register for Historic Places.

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Hundreds of acres surrounding the airport, including land in the County, lie within airport overlay zones. One of the main threats to the viability of airports today is the encroachment of incompatible land uses. Updates to comprehensive plans and airport vicinity zoning is being undertaken by all of the adjacent and impacted jurisdictions - Bellevue, Hailey and Blaine County.

Industrial Uses

Two parcels on three contiguous acres adjacent to Hailey City limits just north of McKercher Boulevard contain nonconforming uses. One is a propane tank storage site operated by a private entity (2 acres) and one is a building contractor's storage yard (1 acre). These were identified by citizens as eyesores in a visible location along Highway 75. Both are within the R-4 zoning district and could present appropriate non-commercial redevelopment opportunities.

The 30-acre Light Industrial area adjacent to the north of Hailey is surrounded by residential subdivisions. Incompatibility issues occasionally arise and opportunities for expansion of the district's boundaries appear very limited.

Mining Claims

This subarea once contained some of the most active mining activity in Blaine County. Several active mining claims exist in this subarea, including a large cluster of patents west of Hailey off of Bullion Gulch Road. Several claims also exist west of Bellevue and extending over the ridge into Croesus Creek. Extractive industries are not supported by the goals of this Plan, and development on these hillside claims is restricted due to lack of fire apparatus roads and other limitations.

Recreation

Recreational Use in Canyons

The side canyons to the east and west of Bellevue and Hailey are highly valued for multiple recreational uses. Some key trails in side canyons - most notably Carbonate Mountain - are on private land, and are allowed to continue based on landowner consent.² BLM lands in particular are easily reached and heavily used by recreationists. As of 2020, the BLM is conducting environmental review and public comment on the Wood River Recreation and Access Plan. This plan, if approved, will add up to 80 miles of recreational trails (primarily hiking, biking and equestrian) on BLM lands around Hailey and Bellevue. Trail construction is anticipated to begin in 2021.

Bike safety has been noted as an issue along Croy Creek Road. Bike traffic has steadily increased as trail development out this Canyon has been added. The Blaine County Bicycle/Pedestrian Master Plan calls for short-term roadway re-striping and a long-term plan for a separated, paved path from the Bullion Bridge to key trailheads. An easement exists along the road from the bridge to Mountain Humane (approximately .6 mile) to accomplish a portion of this goal, although additional easements are needed to connect to key trailheads. Much of the land along Croy Creek Road in this area is managed by the Wood River Land Trust for conservation purposes.

To the west of Hailey, Lambs Gulch and Democrat Gulch trails were closed to the public in 2013 after the Beaver Creek Fire and never re-opened for public access. Democrat Gulch Road, which is a county road for a distance of nearly 2.5 miles, remains open to motorized and non-motorized access, but the side trails across public property are closed. As such, citizens have noted its importance of recreational access in any future development of the Democrat Gulch ranch.

² The access to the Quigley hillsides is permitted via a conservation easement



Colorado Gulch Bridge: Photo - Blaine County

During spring flooding in 2017, the Colorado Gulch Bridge across the Big Wood River was severely damaged and subsequently removed by the County. The bridge had provided vehicular as well as non-motorized access across the river to Colorado Gulch, a popular hiking, biking and hunting area. Colorado Gulch can be accessed from Croy Creek Road, but only seasonally. The property surrounding the bridge is owned by the Wood River Land Trust. As of 2020, the WRLT and the County are exploring options for a replacement bridge.

Lees Gulch, Townsend Gulch, Slaughterhouse Canyon and Seamans (Muldoon) Canyon offer opportunities for recreation though without formalized trailheads. The Martin Canyon Shooting Area operates on BLM land in Martin Canyon off Muldoon Canyon Road.

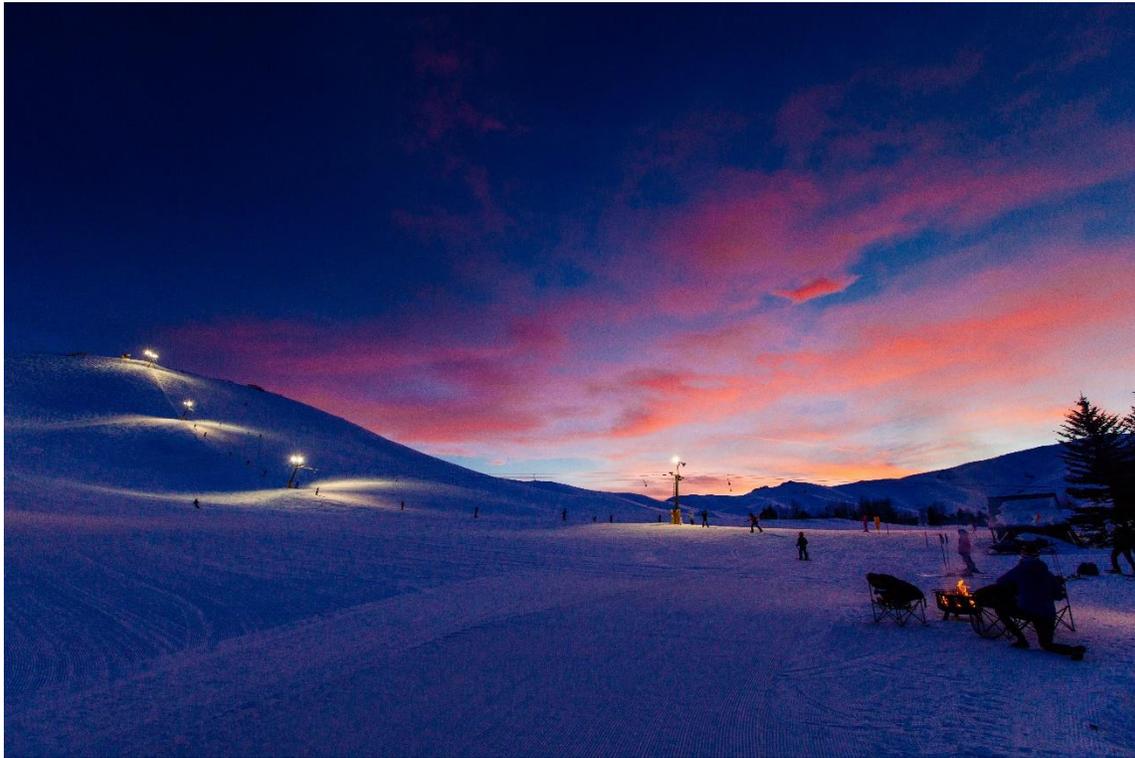
Parking in some of the recreational trailhead areas needs to be expanded, including the mouth of Democrat Gulch, and Lees/Townsend Gulches.

The Indian Creek Ranches subdivision provides for access to BLM lands to the north and east. Indian Creek Road continues east and connects with dirt roads extending out from Quigley Canyon and Ohio Gulch. Dakota Road is used by motorized vehicles for access to BLM land to north. East Gulch Road also accesses BLM land but its steepness discourages motorized traffic. Indian Creek homeowners generally favor non-motorized over motorized access into the BLM lands.

Broadford Road, a back route between Hailey and Bellevue, is a popular bicycle route, valued for its shady, rural scenery and flat terrain. A short section of separated bike path exists in the northern section from approximately Colorado Gulch Road south to the Big Wood River Bridge. The City of Hailey has plans to extend this separated path to the north within Hailey City limits up to Maple Street. Citizens have noted the difficulty for walkers and bikers alike along Broadford Road due to the lack of bicycle/pedestrian facilities and rough chip seal surface. The Blaine County Community Bicycle and Pedestrian Master Plan calls for improved roadway surface on shoulders and striped bicycle shoulders, with a long-term goal of extending the separated pathway.



Biking along Broadford Road: Photo credit – Carol Waller



Sunset/Night Skiing - Photo Courtesy of Rotarun

Rotarun

The Executive Director of the Nonprofit Rotarun Board states the long-term financial viability of a small “family-style” ski area as the biggest challenge. The organization needs support and commitment from public and private organizations to continue to offer south valley skiing to families and to children who would otherwise not have access to the sport. The change in operations to a model based on user groups has improved the chances for long-term success.

Wood River Trail

The multi-use pathway runs parallel for the length of Buttercup Road in the northern part of this subarea. It extends through the cities of Hailey and Bellevue. Between the cities, it runs just east of the old railroad bed on the east side of Highway 75. Its southern terminus is in the city of Bellevue at Gannett Road.

Camping

Camping proximate to Hailey is a frequent request of visitors of The Chamber of Hailey and Wood River Valley³. Teams traveling to the valley for sporting events such as baseball have long desired simple camping facilities near Hailey. The ideal location would be within a 10-15 minute drive of Hailey or

Bellevue, capable of accommodating both tent and RV sites, and include restroom facilities. Aware of this need, this question was asked of subarea citizens as part of the online survey. The following table identifies pros and cons of sites noted by citizens and staff:

Hailey-Bellevue Canyons Campsite Location Options

Location	Pros	Cons
Croy Canyon, such as the BMX Trailhead parcel owned by Blaine County/BLM	<ul style="list-style-type: none"> • Proximate to Hailey • Publicly owned • Good road access 	<ul style="list-style-type: none"> • Somewhat close to existing residences • Lack of existing vegetation-barren
Kelly Canyon Gulch	<ul style="list-style-type: none"> • Vegetated; nice creek system 	<ul style="list-style-type: none"> • Approx. 25-minute drive to Hailey • Approach via private land • Road improvements needed
Quigley	<ul style="list-style-type: none"> • Could tie with Quigley recreational opportunities 	<ul style="list-style-type: none"> • Land not identified • Public land is far from Hailey • Likely requires modification of conservation easement
Lions Park	<ul style="list-style-type: none"> • Very close to Hailey and Lions Park ballfield • Good vegetative cover • Publicly owned 	<ul style="list-style-type: none"> • Neighborhood opposition voiced during development of the Hailey Greenway Master Plan • Rehabilitation of old dump site may be needed
Eccles property, west of Airport Critical Zone near the Big Wood River and/or South of the airport	<ul style="list-style-type: none"> • Close location between both towns • Large land area 	<ul style="list-style-type: none"> • May be contraindicated with airport planning best practices • Located under flight path
Lees or Townsend Gulch	<ul style="list-style-type: none"> • Publicly owned 	<ul style="list-style-type: none"> • Relatively far from Bellevue and Hailey • Limited dispersed sites with little ability for expansion; very limited in Townsend Gulch • Neighborhood opposition

Additionally, the BLM is planning for a small amount of dispersed camping in the Wood River Recreation and Access Plan, which is under review as of 2020. If

approved, dispersed camping could be developed out Kelly Gulch.

³ Per Mike McKenna, Executive Director

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Natural Environment

Wildlife

Southern facing slopes provide extensive deer and elk winter range. A dangerous elk and deer migration corridor across Highway 75 north of Hailey in the Peregrine Ranch area (and extending into the Mid Valley subarea) results in many auto accidents every year. A reduced night-time speed limit was enacted in 2013 in an attempt to reduce the frequency and severity of collisions. Ample valley-floor winter grazing and unauthorized elk feeding may have resulted in habituated elk herds in this area.

Wildlife migration corridors also exist within, across and between the side canyons. As recreational uses increase, wildlife conflicts become more common and are more of a concern. Recreational development in these canyons should seek to minimize these conflicts as much as possible, and new trails should be planned to respect wildlife needs.

Wildfire Issues

Wildfire has been and continues to be a significant risk in this subarea due to the proximity of many neighborhoods to timber, sagebrush and grasslands. The 2013 Beaver Creek Fire burned over 6800 acres out Croy Canyon north of the road, and a smaller fire in 2014 burned 727 acres south of the road. Croy Creek /Camp Creek Road over Richardson Summit provides an alternate route out of Croy Canyon in a fire emergency. Other residentially occupied canyons have more limited alternative routes.

Wildfires close to cities is clearly of great concern. The Beaver Creek Fire burned down to the Big Wood River at Hailey's western boundary north of Croy Creek Road. In 2002, over 1045 acres burned on a hillside directly adjacent to Woodside Subdivision.



Elk: Photo credit - Alan D. Wilson



Democrat Gulch: Photo credit – Carol Waller

Desired Outcomes

Policy Statements:

- H/BC-1 Work with the cities of Bellevue and Hailey to incorporate shared Comprehensive Plan values into Area of City Impact Agreements or other mutual planning documents, including:
- Visual separation between cities
 - Limited commercial uses outside commercial cores
 - No hillside development
 - Toe of the Hill trail connection
 - Wood River Trail protection
 - Scenic Highway
 - Airport vicinity issues
 - Floodplain and riparian
 - Wellhead protection.
- H/BC-2 In concert with Desired Outcomes of Chapter 1A- Airport, minimize land use conflicts in the Airport Critical Zone by planning for appropriate land uses in these zones.
- H/BC-3 Ensure no expansion of nonconforming uses on the parcels immediately north of Hailey. Encourage redevelopment of these parcels as conforming residential or transitional uses.

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- H/BC-4 Seek opportunities for input into development and leases of Idaho Department of Land properties on Buttercup Road. Recognize the high visibility of IDL lands and potential uses in this subarea.
- H/BC-5 Maintain recreational access to side canyons, including provision of parking where possible.
- H/BC-6 Support the BLM Wood River Valley Recreation and Access Plan, including the development of new trails, trailheads, signage, parking and camping.
- H/BC-7 Balance wildlife and recreational needs and concerns, including, where appropriate, seasonal closures for winter wildlife.
- H/BC-8 In collaboration with project partners such as Wood River Land Trust, Blaine County Recreation District, the City of Hailey and Mountain Humane, implement the Blaine County Bicycle Pedestrian Master Plan goals for this subarea including:
 - a. Development of a separated bike/pedestrian path along Croy Creek Road, including securing additional easements west of Mountain Humane. Begin with a short-term goal of restriping the roadway for improved bicycle/pedestrian safety.
 - b. Along Broadford Road, connect missing pathway links, including supporting the City of Hailey in the development of a separated path within Hailey City limits, which would connect the existing path in unincorporated Blaine County up to Maple Street. South of the existing missing pathway links improve roadway surface on shoulders and stripe bicycle shoulders, with a long-term goal of extending the separated pathway for the entirety of Broadford Road.
- H/BC-9 Plan for the reconstruction of the Colorado Gulch Bridge as a key recreational link in this subarea, including identifying funds for the project.
- H/BC-10 Work with the Rotarun Board in their implementation of the Master Development Plan.
- H/BC-11 Explore campground opportunities in this subarea, in particular on County-owned land at the BMX Trailhead. Explore partnerships with the BLM and other organizations to increase proximate camping opportunities.