

DATE: July 1, 2022
TO: Allison Kennedy (Blaine County Land Use and Building Services)
Blaine County Planning and Zoning Commissioners
FROM: Samantha Stahlnecker (Opal Engineering, PLLC)
SUBJECT: Quigley Ranch Subdivision- Responses to Commissioner Questions

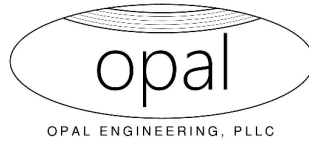
Allison,

Thank you for sharing Planning and Zoning Commission Chair Susan Giannettino's comments with me via email this week. We have prepared the below responses to her questions in red and look forward to our next public hearing on July 7th.

1. *Where in the annexation agreement or anywhere else does Hailey state their intent to pave Quigley? See the below highlighted section from the Annexation Agreement (pages 9 and 10) which requires improvement of Quigley Road to Hailey City Standards, which includes paving. Note that Hailey's input on paving is limited to paving the road portions located in Hailey, where we are required to meet their standards and then dedicate Quigley Road to the City.*

15. ACCESS TO QUIGLEY CANYON. Quigley Road throughout the Property shall continue to be open to the public on a year-round basis. The portion of Quigley Road within the Annexed Property shall be maintained in generally its present status by Quigley. Quigley hereby grants an easement for public use to the City and the public on Quigley Road

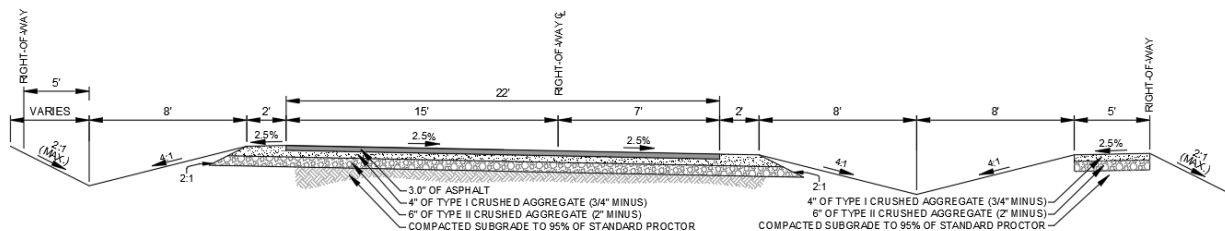
within the Annexed Property in its present location, for the existing width of the roadway including ditches. Quigley shall dedicate Quigley Road within the Annexed Property to the City upon its improvement to City Standards or upon a subdivision of a large block on either or both sides of the present road, whichever shall occur first. Such dedication may be phased as road improvements are completed. Maintenance of Quigley Road within the Annexed Property prior to its dedication to the City shall not include snow removal, and there shall be no winter vehicular access, except for snow mobile access. Quigley shall also maintain a parking area along Quigley Road at its present location for recreational users and shall add additional trailhead parking within Conservation Easement land upon final completion of the paved portion of Quigley Road. In addition, the public shall be granted public access to Quigley Peak and Antler Street, in the locations shown on attached Exhibit "B-2." The public access described in this Paragraph 15 shall be expressly provided in the Large Block Plat.

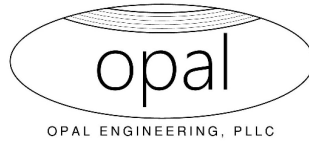


3. Also, since the County clearly is willing to consider 1 acre lots (and has, elsewhere in the County) I am unclear as why there would need to be lots as large as the six on the north side. There will be significant common and public area. What prevents clustering these, on the valley floor. So I want to understand why there must be the larger six lots? *The applicant is requesting waivers to the zoning standards, reducing the permitted 5-acre minimum lot size to what is shown. Neither the county nor the conservation easement have standards requiring all lots be minimized to specifically 1 acre. Alternative concept plans were explored wherein all lots were moved to the agricultural field; however, the result is that all 24 lots would access directly onto Quigley Road which MUST be relocated due to avalanche danger (per code section 9-22-3, no public roads are permitted in high hazard areas). The applicant felt like providing driveway access for 6 lots and three private streets on Quigley Road was less impactful to the public by creating open space between the pods. If the lots were to be located south of the relocated Quigley Road and given existing constraints (i.e. avalanche hazards defined by Blaine County and the limitation of access within the City limits) there would be no ability to facilitate wildlife corridors or Nordic trails in this area and would push Nordic trails further into the canyon.*

4. I need to know how the developer will ensure continued access to the groomed snowmobile trail by snowmobiles who are allowed to legally drive city streets to get to a trailhead. Moving the snowmobile trailhead further east might not work for wildlife and residents etc. in winter. *Providing winter parking east of the proposed lots on Quigley Road is the only way for snowmobiles to park and access the unpaved portion of Quigley Road. The current proposed parking location is compatible with proposed residential use. For recreators accessing Quigley Road via snowmobile, they would have to utilize the paved portion of Quigley Road like any other improved and maintained street in the city or county (riding on un-plowed portions of the right-of-way). The applicant/ HOA will not prohibit snowmobiles from accessing Quigley Road.*

5. I would like to see serious exploration of a five foot wide gravel path five feet from the new road (or even more beneficial for all, with the 6 smaller lots turn old Quigley Road into the 5 foot gravel path, summer and winter use). This appears viable for all 6 lots with possible exception of #1. That is, all six (or five) could be shrunk and fit south of existing Quigley Road. *The applicant has explored providing a separated 5' gravel path along the proposed Quigley Road. We would be happy to discuss this modification to the proposed road section with the P&Z. Per the County Engineer's comment dated 6-29-2022, a modified road section may be permissible for this project.*





6. *Not sure how we address design and improvement standards A.1.b. and others without some clarity on road maintenance. The applicant is proposing a road section consistent with Blaine County road standards and would be happy to discuss the maintenance options recommended by staff for Quigley Road with the P&Z and County Commissioners. The applicant is willing to provide snow removal services for Quigley Road within Blaine County as far east as the proposed parking area. We would be happy to answer any other questions Susan has on "other" standards. Please share additional questions regarding specific standards if available.*

Thank you and please let me know if you have any questions.

Sincerely,

Samantha Stahlnecker, P.E.
Opal Engineering, PLLC