



CITY OF DONNELLY
P.O. Box 725
169 Halferty Street
Donnelly, ID 83615
Telephone (208) 325-8859

AGENDA SPECIAL CITY COUNCIL MEETING Monday, Feb. 9th, 2026, at 6pm Donnelly Community Center

CALL TO ORDER
ROLL CALL
PLEDGE OF ALLEGIENCE

PUBLIC HEARING (Action item) The City Council continued the public hearing from the January 26, 2026, meeting to Monday, February 9, 2026, to take additional testimony **SOLELY** relating to the possible need for a secondary access in addition to the Eld Lane at Highway 55 access.

Proposed Boulder Creek Planned Unit Development, File numbers 2026-AN-01, 2026-RZ-01 & 2026-CUP-01 –An annexation, rezone from R-4 (Residential) and MU (Multiple Use – Valley County designation) to R-8-DA (Residential with a development agreement) and RR-DA (Rural Residential with a development agreement) and a conditional use permit for a planned unit development retaining the existing residential dwelling and constructing a recreational cabin park consisting of fourteen cabins/casitas, constructing three short-term rentals/vacation rentals, constructing ninety-seven multi -family dwelling units (apartments) and constructing an outdoor commercial entertainment facility. The property is currently owned by Reuban Ortega, an individual, and Freedom Management Group, LLC, with managing member Joe Chritchfield. The applications are represented by Mike Williams with South Beck and Baird Architecture. The property is approximately 22.83-acres and is located on the south and east side of Eld Lane approximately 370 feet west of State Highway 55. **This public continued hearing is to take additional testimony SOLELY relating to the possible need for a secondary access in addition to the Eld Lane at Highway 55 access.**

BUSINESS AGENDA (Action Items):

AB 26-07 2026-DR-01 for a Design Review Approval Request - 392 N Main Street

- Two-story, 5,200 square foot mixed use building. The first floor is planned as an office (business and professional), with enclosed RV parking, and the second floor is planned as a residential dwelling.
- The property is located at 392 North Main Street approximately 250 feet north of Front Street.
- The application is represented by Nick Oelrich with CSHQA Architects, Bosie, Idaho.

AGENDA
SPECIAL CITY COUNCIL
MEETING
Monday, Feb. 9th, 2026, at 6pm
Donnelly Community Center

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ADJOURNMENT:

Any person needing special accommodation to participate in the above noticed meeting should contact the City Clerk's Office at Donnelly 208-325-8859, at least 24 hours in advance of the meeting date.

Office Closures: February 16, 2026, Presidents' Day

Upcoming Meeting Dates: February 23, 2026, City Council Meeting

Date: February 5, 2026

To: Donnelly City Council Members

From: Mark L Butler, Donnelly UDC Administrator

RE: Council continuance of the public hearing with public testimony restricted to the possible need for a secondary access for application File Numbers 2026-AN-1, 2026-RZ-1 & 2026-CUP-1

FOR COUNCIL CONSIDERATION:

➤ 2018 International Fire Code:

D106.1 Projects Having More Than 100 Dwelling Units

Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units shall have not fewer than one approved fire apparatus access road where all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

NOTE: *The apartments will be constructed with an automatic sprinkler system.*

➤ Average Daily Traffic (ADT) analysis for the proposed development:

Eld Lane is a planned collector.

For reference the Ada County Highway District Section 7207.3.1 states, Average Daily Traffic (ADT) on new and existing local streets should typically be less than 2,000.

Collector roads are allowed significantly more Average Daily Traffic, from 3000 ADT and higher depending on Traffic Impact Studies.

Estimated Average Daily Traffic (ADT) for development as conditioned = 766 ADT:

84 apartments and 14 casitas – 98 units at 6.65 average daily trips per unit = 652 ADT

Exiting home and three short term rentals – 4 units at 9.52 average daily trips per unit = 14 ADT

With the events area limited to 30 parking spaces, 60 trips per event plus event coordinators etc. = potential of 100 trips per event.

NOTE: *At the hearing on January 26, 2026, one of the project representatives stated that the casitas will be used for work force housing until the apartments are built. This could add about 50 ADT.*

➤ The access to the Chalet RV park on the east side of Highway 55 is only about 30-feet south of Eld Lane, possibly requiring turning conflict barriers by the Idaho Transportation Department, to be determined with the Traffic Impact Analysis.

The attached correspondence relating to the possible need for a secondary access has been received prior to this report:

February 2, 2026, email from Jerry Holenbeck, Donnelly Rural Fire District Fire Marshall confirming that, "The current site master plan addresses IFC 2018 fire department access requirements to Eld Lane."

February 2, 2026, email from Rex Frasier and Evelyn Adams, 204 Eld Lane, providing written testimony in alignment with the subject matter of the public hearing, "The public hearing to discuss the possible need for a secondary access".

February 3, 2026, another email from Evelyn Adams, 204 Eld Lane providing more written testimony in alignment with the subject matter of the public hearing, "The public hearing to discuss the possible need for a secondary access".

February 4, 2026, letter from Susan Dorris, 163 Eld Lane, providing written testimony in alignment with the subject matter of the public hearing, "The public hearing to discuss the possible need for a secondary access".

February 5, 2026, email from Blake and Monica Miller- Owners/Operators of Chalet Family Campground, providing written testimony in alignment with the subject matter of the public hearing, "The public hearing to discuss the possible need for a secondary access".

IF COUNCIL DECIDES TO APPROVE THE APPLICATIONS STAFF RECOMMENDS THE FOLLOWING (Redline version showing proposed changes from initial staff report and for additional clarity, **I have highlighted the recommended minimum Eld Lane and Eld Lane/Highway 55 intersection improvements in bold text**):

STAFF RECOMMENDATION FOR THE ANNEXATION/REZONE/DEVELOPMENT AGREEMENT:

ARTICLE IV
CONDITIONS ON DEVELOPMENT

- 4.1 The Owner acknowledges that there is insufficient municipal water capacity for any building permits to be issued and that it is unknown as to when sufficient capacity will be available.
- 4.2 The maximum gross density for the Property shall be 3.9 dwelling units per (One existing home, 84 multi-family units and 3 short-term rental or vacation rentals equating to **88 dwelling units on 22.83 acres**). In accordance with Donnelly City Code, the units within the Recreational Cabin Park shall not be considered dwelling units for density calculations.

To reduce the density to 88 dwelling units, the two multifamily buildings within the center area where the clubhouse and open space are located shall be removed. That area shall be designed with common-area amenities to be reviewed and approved with the design review application for the site.

- 4.3 This Development Agreement shall vest the right of Owner to develop the Property subject to the conditions and limitations set forth in this Development Agreement. This Development Agreement shall not preclude the application of any law that is specifically mandated and required by changes in state or federal laws or regulations. In the event such law prevents or precludes compliance with one or more provisions of this Development Agreement, Owner and Donnelly shall meet and confer to determine how provisions of this Development Agreement would need to be modified or suspended in order to comply with the law while still allowing the project to proceed substantially in accordance with this Agreement. Owner shall prepare and process the necessary amendment or amendments to this Development Agreement reasonably required in order to complete the development of the Property in accordance with this Agreement.

- 4.4 The Owner shall submit such ancillary applications, as may be required in order to complete development of the Project which may include floodplain development permit review, design review, and/or any conditional use permits and any other applicable applications as may be required by Donnelly City Code.
- 4.5 The Concept Plan dated December 26, 2025 (**Exhibit D**) represents Owner's concept for completion of the project. As the Concept Plan evolves, the city understands and agrees that certain changes in that concept may occur. If the Unified Development Code Administrator determines that any such change(s) requires additional public comment through a public hearing process, due to potential impacts on surrounding property or the community, a public hearing shall be held on any proposed change(s) in the Concept Plan, with notice provided as may be required by the City.
- 4.6 To mitigate noise between floors and units, for residential buildings comprising more than one dwelling unit, first floors shall be insulated from second floors, second floors shall be insulated from third floors, and so forth, and common walls between units shall be insulated. The insulation method shall be reviewed and approved by the Donnelly Unified Development Code Administrator prior to issuance of building permits.
- 4.7 Along with the submittal for the design review application for the apartments, the Owner shall submit a "Public Safety and Security Plan" to be reviewed and approved by the City. At a minimum, the plan shall include the following requirements:
 - a. A location for a 24-hour on-site manager with contact information.
 - b. Street addresses shall be clearly visible from the street or internal drive isle (at least 3 inches high and reflective at night).
 - c. Buildings shall be designed, and landscaping maintained, so that apartment exterior doors, or apartment entry areas, are visible from the street or internal drive isles.
 - d. Outdoor lighting control mechanisms shall be activated by a photocell or seasonally adjusted timer, required to uniformly illuminate parking areas and pedestrian walkways, and those areas shall be kept unobscured. and all inoperable fixtures shall be repaired within 48 hours.
 - e. The clubhouse and any pools, playgrounds, picnic areas, and similar public amenity areas, shall be visible from streets or internal drive isles.
 - f. Electronic surveillance shall be required in common areas such as, but not limited to, hallways, stairways, trash enclosures, amenity areas and parking areas.
 - g. A business license shall be required for the management of the apartments. The business license shall be renewed yearly, and yearly renewal fee paid as determined by the city.
- 4.8 Prior to the submittal of a design review application for the first phase of development, the Owner shall conduct a traffic impact assessment (TIA) by a professional engineer that identifies the traffic impacts for the intersection of Eld Lane and Highway 55 and recommend mitigation measures. The TIA shall identify any safety issues regarding the intersection.

Mitigation measures for **Highway 55 at Eld Lane shall include, at a minimum, the construction of a southbound deceleration lane and the potential extension of the northbound center turn, subject to ITD approval.** Additionally, the north bound sight visibility may need to be mitigated dependent upon the review and requirements of ITD and the city.

Mitigation measures for Eld Lane at Highway 55 shall include, at a minimum, **regrading and reconstruction of the gravel road a minimum of 100-feet west of the west edge of Highway 55 to provide as a 24-foot wide minimum gravel road approaching the intersection with no more than a 2 percent slope.**

Mitigation measures shall also include pedestrian improvements at the intersection which shall, at a minimum, include pedestrian activated rectangular rapid flashing beacons, crosswalks and pathway connections, subject to ITD approval.

The City and the Idaho Transportation Department (ITD) will both conduct a review and approval of the TIA. The Owner shall be required to construct any other required Highway 55/Eld Lane improvements prior to the issuance of the first certificate of occupancy for phase one.

- 4.9 The traffic impact assessment (TIA) shall also identify the traffic impacts to the intersection of W. Roseberry Road with State Highway 55. The Owner shall be required to either construct improvements for the intersection or contribute to the City, or ITD, a proportional share of the cost of any roadway or intersection improvements, including the installation of a traffic signal to be identified in the TIA. The estimated daily, pm peak and am peak trips to be generated by the development shall be determined by recommendation of the traffic engineer to be approved by the Donnelly Unified Development Code Administrator and ITD.
- 4.10 Prior to submitting the first design review application, the Owner shall submit public roadway and utility construction plans for review by the city engineer.
- 4.11 Prior to the submittal of the first design review application, the Owner shall provide a public pathway easement, with construction details, to be approved by the city council, south of Boulder Creek extending the full length of the property from east to west. The pathway shall be constructed and approved by the city prior to the issuance of the first occupancy permit for the development.
- 4.12 A temporary connection of the planned Residential Cabin Park, consisting of 14 cabins, to the existing onsite well, until the Owner can connect to the municipal water system, is approved subject to Idaho Department of Water Resources (IDWR), Southwest District Health Department (SWDH), and Donnelly Rural Fire Protection District (DRFPD) approvals. The Owner acknowledges that there is insufficient capacity for any other building permits to be issued and may obtain additional building permits when the city engineer has determined that the water capacity is sufficient for additional building permits to be issued.

Upon central water, with sufficient capacity as determined by the city engineer, becoming available to the Property, the Owner shall connect to the City of Donnelly's municipal water system, at the Owner's sole expense, prior to issuance of any building permits for the apartments or short term rental units, and the well shall be abandoned or, if approved by IDWR, may be utilized for landscaping purposes.

- 4.13 The planned Residential Cabin Park, consisting of 14 cabins, may be constructed prior to the abutting improvements of Eld Lane, however, **the required Highway 55/Eld Lane intersection improvements shall be constructed prior to the issuance of the first certificate of occupancy for the Residential Cabin Park if it is developed as the first phase. No other ~~building-occupancy~~ permits shall be issued until the entire Eld Lane frontage is constructed with curb, gutter and pavement measuring a minimum of forty-four feet (44') from the back of curb to back of curb, with a minimum six foot (6') wide planter strip and five foot (5') wide sidewalk abutting the Property. Since development is only occurring on one side of Eld Lane the pavement section shall be a minimum of twenty-eight feet (28') wide and shall be crowned at the ultimate centerline with no curb or gutter required on the non-developing side.**
- 4.14 **Eld Lane is a collector street with sixty-eight feet (68') of right-of-way required (Thirty-four feet from centerline). Prior to submittal of the first design review application, the Owner shall dedicate, to the city, property south and east of the centerline to provide for thirty-four feet (34') of right-of-way.**
- 4.15 Prior to submitting the first design review application, the Owner shall submit a wetland study of the property for review and approval by the city.
- 4.16 A revised concept plan, based upon the conditions herein related to site layout, shall be provided to the City for review and approval by the Administrator, prior to the first design review application being submitted.
- 4.17 The Owner acknowledges the requirements within City of Donnelly Ordinance 174 "Water Supply" and will comply with these requirements.
- 4.18 No lot split or lot line adjustment shall be recorded until the public roadway and utility construction plans have been reviewed and approved by the city and the lot split is determined by the Unified Development Code Administrator to be in compliance with the conditions herein.
- 4.19 Development of the Property, as conditioned by this Development Agreement, shall be completed by December 31, 2032. For any portion of the Property not completed, as conditioned by this Development Agreement, the city shall stop issuing building permits for new construction unless an amendment to this

Development Agreement is approved by the City through the public hearing process specified within Donnelly City Code.

- 4.20 A 30-foot wide ingress/egress easement shall be required for the roadway into Area 4 from Eld Lane and the roadway to the short term rental/vacation rental units.
- 4.21 A 24 foot wide emergency access shall be provided between the apartment site, Area 3, connecting to the hammer head at the short term rental/vacation units in Area 2.
- 4.22 Parking shall be prohibited on Eld Lane, **except that, if in the future the city council determines that parking should be allowed on Eld Lane, the council may pass a resolution allowing parking as they deem appropriate and an amendment to this condition of this development agreement shall not be required.**
- 4.23 Prior to any occupancy permits being issued for the multi-family units Eld Lane, from the east edge of the subject property to Highway 55 shall be reconstructed to a minimum width of 24-feet (Two travel lanes), with a compacted base including road mix gravel and a minimum five foot wide compacted crushed cinder or gravel pedestrian pathway within the right-of-way. Reconstruction plans and specific pathway location shall be reviewed by the UDC administrator and city engineer.**

STAFF RECOMMENDATION FOR THE CONDITIONAL USE PERMIT:

Based upon the information provided to staff to date, staff recommends the following conditions to be placed on the Conditional Use Permit:

SITE SPECIFIC CONDITIONS OF APPROVAL FOR THE CONDITIONAL USE PERMIT:

1. Comply with the conditions of the Development Agreement.
2. Comply with the City of Donnelly Unified Development Code.
3. Remove the pathway on the east side of the short-term rentals and either remove the pathway south of 163 Eld Lane or relocate it closer to Boulder Creek, subject to city approval.

NOTE FOR COUNCIL - If the council wants to deny any entertainment just change condition number 4 to say, "A commercial entertainment facility is prohibited." If they want to permit limited live entertainment events the following is recommended.

4. ~~The Commercial Entertainment Facility property use~~ **Live entertainment events** shall comply with the following:
 - a. Shall comply with Donnelly City Code.
 - b. A design review application shall be provided for Area 4 as shown on the concept plan, which is a part of the development agreement.
 - c. Shall be limited to the area east of Boulder Creek, except that a temporary event area may be permitted on the west side of Boulder Creek until such time as the area on the east side is developed.
 - d. Events are restricted to Thursday through Sunday and Holidays, unless a waiver is granted by the city council.
 - e. Events are restricted to between the hours of 10:00 AM to 10:00 PM, unless a waiver is granted by the city council.
 - f. Amplified sound shall be prohibited between the hours of 10 PM and 10 AM unless a waiver is granted by the city council.
 - g. Illumination for events must be terminated within one hour after the event's conclusion.
 - h. As a part of the design review application the Owner shall submit a detailed traffic control schedule and designated parking plan to prevent overflow traffic and parking into residential streets, subject to review and approval by the City Council.

- i. As a part of the design review application the owner shall submit a detailed plan specifying sanitation (portable restrooms), fire watch personnel, trash/recycling and emergency access.
- j. A parking area with thirty spaces shall be provided to be reviewed and approved with the design review application. The parking area will not be required to be paved but shall be constructed with a compacted base with gravel, or other material providing for a hard surface.
- k. Parking shall only be permitted within the parking lot and shall be prohibited anywhere else on the commercial entertainment facility property except for non-patron or staff vehicles such as delivery vehicles, and event set up vehicles.
- l. If food trucks are planned, they shall only be permitted to be parked in an area to be shown as a part of the design review application contingent upon design review application approval.
- m. A "Public Safety and Security Plan" shall be provided to the city for review and approval of the Unified Development Code Administrator.

NOTE: In the event a Standard Condition of Approval conflicts with a Site Specific Condition of Approval contained herein the Site Specific Condition of Approval shall control.

STANDARD CONDITIONS OF APPROVAL:

1. The Owner shall comply with all provision of the city of Donnelly Unified Development Code.
2. The Owner shall comply with all requirements of the Idaho Transportation Department including, but not limited to, approval of the drainage system, curbs, gutters, streets, and sidewalks.
3. No ditch, pipe, canal, drain, or other structure for irrigation water or irrigation wastewater owned by an organized irrigation district, canal company, ditch association, drainage district, drainage entity, or other irrigation entity, shall be obstructed, routed, covered or changed in any way unless such obstruction, rerouting, covering or changing has first been approved in writing by the entity. A Registered Engineer shall certify that any ditch rerouting, piping, covering or otherwise changing of the existing irrigation or waste ditch (1) has been made in such a manner that the flow of water will not be impeded or increased beyond carrying capacity of the downstream ditch; (2) will not otherwise injure any person or persons using or interested in such ditch or their property; and (3) has satisfied the Idaho Standards for Public Works Construction. A copy of such written approval and certification shall be filed with the construction drawing and submitted to the City Engineer.
4. Encroachments including, but not limited to, landscaping, fencing, lighting, and/or pathways shall not be located within any easement or right-of-way for any ditch, pipe, canal, drain, or other structure used for irrigation water or irrigation wastewater without the express written approval of the organized irrigation district, canal company, ditch association, drainage district, drainage entity or other irrigation entity associated with such ditch, pipe, drainage, canal or other structure. The Owner shall submit a copy of the written approval from the irrigation entity, drainage district, or drainage entity.
5. An approval letter from the Donnelly Rural Fire Protection District shall be submitted to the City.

~~6. Covenants, homeowner's association by laws, or other similar deed restrictions acceptable to the Donnelly City Attorney, which provide for the use, control and mutual maintenance of all common areas, storage facilities, recreational facilities, streetlights or open spaces, shall be reviewed and approved by the Donnelly City Attorney.~~

~~Appropriate documentation describing decision making procedures relating to the maintenance of structures, grounds and parking areas shall be reviewed and approved by the Donnelly City Attorney.~~

~~7. Should the homeowner's association be responsible for the operation and maintenance of any storm drainage facilities outside of the public rights of way, the covenants and restrictions, homeowner's association by laws, or other similar deed restrictions acceptable to the Donnelly City Attorney shall be reviewed and approved by the Donnelly City Attorney.~~

RENUMBER AS FOLLOWS

6. Conservation and recreation easements (if applicable) shall be approved by the staff and the City Engineer prior to issuance of a building permit or Certificate of Occupancy (whichever occurs first).

7. The Owner shall obtain approval of the development relative to its effects on wetlands or other natural waterways (if applicable) from the Corps of Engineers, Idaho Department of Water Resources and any other agency with jurisdiction.
8. The Americans with Disabilities Act, Uniform Building Code, Donnelly City Code, Donnelly Comprehensive Plan, and all applicable County, State and Federal Codes and Regulations, shall be complied with. All design and construction shall be in accordance with all applicable City of Donnelly Codes unless specifically approved by the City Council.
9. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require submittal of an application for modification and approval of said application prior to commencing any change. Any change by the Owner to the planned use of the property, which is the subject of said application shall require the Owner to comply with all rules, regulations, ordinances, plans, and any other regulatory and legal restrictions in force at the time the Owner (or its successors in interest) submits the application to the City of Donnelly for a change to the planned use of the subject property.
10. The City's actions on the application do not grant the Owner any appropriation of water or interference with existing water rights. The Owner indemnifies and holds the City harmless for any and all water rights claims in any way associated with this application.
11. The Owner shall take care to locate, and protect from damage, existing utilities, pipelines and 4imilar structures. Documentation indicating that "Digline" has performed an inspection of the site shall be submitted prior to the issuance of any building permits for the site.
12. The Owner shall provide a construction site dust control mitigation plan to be reviewed and approved by staff prior to the issuance of a "Notice to Proceed with Construction" letter.
13. If applicable, verification and assurance of compliance with any Federal Aviation Administration requirements shall be provided to the City.



Mark Butler <markleebutler@gmail.com>

Fw: Boulder Creek development fire department access

1 message

Mike Williams <mikewilliams@sbbgo.com>
To: Mark Butler <markleebutler@gmail.com>

Mon, Feb 2, 2026 at 12:12 PM

From: Scott Hublou <scott@hublou.com>
Sent: Monday, February 2, 2026 11:55 AM
To: Mike Williams <mikewilliams@sbbgo.com>; Joe Critchfield <joe@arrowheadpark.com>; Reuben Ortega <Reuben@ortega.llc>; Tim Orr <thorr13517@gmail.com>; John Roters <roters@sbbgo.com>
Subject: Fwd: Boulder Creek development fire department access

How can we get this to Mark?

----- Forwarded message -----

From: **Jerry Holenbeck** <firemarshal@donnellyfire.net>
Date: Mon, Feb 2, 2026 at 11:47 AM
Subject: Boulder Creek development fire department access
To: scott@hublou.com <scott@hublou.com>
Cc: Juan Bonilla <juan.bonilla@donnellyfire.net>

Scott and Doug,

As per our conversation this morning, I reviewed your preliminary site master plan with Fire Chief Bonilla, and we both agree. The current site master plan addresses IFC 2018 fire department access requirements to Eld Lane.

If you have any questions, feel free to give my office a call.

Thank you.

Jerry Holenbeck
Donnelly Fire Department
Fire Marshal
(208) 849-2438

Feb. 9, 2026
Donnelly City Council
Development proposal on Eld Lane

City of Donnelly 2020 Transportation Master plan 7.1 notes road surfaces in the City of Donnelly are gravel, maintained and graded annually with dust control with the exception of Main Street and Roseberry which are paved. Eld Lane is the same gravel road as most of Donnelly. 24 foot wide with two feet on either side for snow melt and water runoff. The benefit Jokingly, is that it's prone to potholes most the year. The renters west of our house (trailer park on Eld Ln) respect the potholes and slow down to the posted 15mph speed limit. I highly doubt the future renters on the proposed development will abide the 15mph speed limit paved or not.

It is my request to you, our City Council members, to deny this application until a viable Comprehensive Transportation plan with IDT, Valley County and the City of Donnelly address the additional 829 daily trips on Eld Lane. Eld Lane, a local road connecting to a principal arterial (SH-55) that contributes an average volume of 5,344 passenger cars and commercial vehicles daily, not to mention, one block north of Eld Lane is the intersection of Roseberry and SH-55. Roseberry traffic volume, as stated in the Transportation study noted a volume of 1955 vehicles merger to and from SH-55.

In my public statement on 1/26/26, I stated there are five access points to Main Street from the residential area of 95-100 housing units: FW Gestrin, Roseberry, Jordan, Front St. and Everett. With the additional traffic volume, this proposed development would bring to Eld Lane, should require an additional local connector route to W. Roseberry to diverting traffic flow from Eld Lane and SH-55. The intersection of Eld Lane and SH-55 currently has a south bound blind spot. To see approaching traffic a driver coming from Eld needs to encroach on the roadway. Additional vehicles will definitely create a hazardous situation especially during winter times when the road is snow covered and traction is minimal for pulling out of Eld Lane on to the highway. Also, the approach from Eld to the highway is not wide enough for two larger vehicles to pass.

Due to the high volume of cars and trucks on SH-55 (Main St.) the W. Roseberry, in the summer months, it's not unusual for traffic to back up 12+ vehicles. The addition traffic on Eld Ln will potentially create a similar situation with vehicle backups and a potentially hazardous situation. Across the roadway from Eld Lane is the Chalet RV Park which has a high occupancy during the summer months. With motor homes, fifth wheels and travel trailers pulling in and out from the high-volume SH-55 adds to a potential hazardous situation.

Furthermore, the average speed traveled going North and South on SH-55 is 47 MPH or greater even though the posted speed limit is 25 MPH. I see this as a potential safety hazard for the children that will be crossing the highway to get to school.

Finally, a secondary access is necessary per Fire Code (adopted in Idaho), "A common threshold of 30 homes require a second access." In some areas of Idaho, "subdivision with 11 of ore lots require 40-foot-wide streets. As noted in the City of Donnelly Comprehensive Plan (Transportation 8.1), "The City of Donnelly must balance the economic benefits of transportation routes with the health and safety of its community."

From: evadams29 <evadams29@aol.com>
Sent: Tuesday, February 3, 2026 9:38 AM
To: Lori Clemens <lclemens@cityofdonnelly.org>
Cc: Evadams29@aol.com; Rex Frazier <rexhowardfrazier@gmail.com>
Subject: Eld Lane as it relates to proposed project

City of Donnelly,

This project, if approved, will have a detrimental impact on Eld Lane with respect to it causing deterioration of the gravel road. It already has an unbelievable amount of pot holes most of the year that makes it difficult to navigate the road. There are approximately 20 homes (40 cars) plus a slew of honey dipper trucks using Eld Lane currently. The road cannot handle what we have now. Also, the intersection of Eld and 55 is unsafe due to the heavy traffic going North and South. It is difficult to pull out because no one obeys the speed limit there. The average speed is 47mph, almost double what is posted! There is also a safety issue for the kids that will have to cross a busy highway to get to school. I don't see a way to solve this problem unless they build a foot bridge or a tunnel. This is a huge safety issue!

This project will more than quadruple the amount of cars just counting the long term rental units. We are talking about 194 more cars not including the recreational cabins and the amphitheater! That could add, potentially, more than 100 additional cars! So, quadruple might be a low estimate! More like a 635% increase!

If this project goes forward (which I cannot see how it would be allowed), the entire road needs to be paved. Not just a portion of the south side of the road as they have agreed to. What does half a road paved even look like? I don't think I've ever seen that before! It seems ridiculous!

Another entrance is needed, but where? Out to Roseberry? That doesn't seem feasible since Roseberry is heavily traveled as well (2000 cars per day) and the exit/entrance would be too close to the intersect of Roseberry and 55.

This project will increase the density of the area way more than the infrastructure can handle and I don't see a way to remedy that. I ask that you deny this project based on insufficient infrastructure! DO NOT annex the county property to the city! DO NOT increase the density from R-4 to R-8.

Thank you in advance,
Evelyn Adams
204 Eld Lane