Memo

To: Mayor Davis and Members of the City Council

From: Donna Phillips, Community Development Director

Date: November 20, 2026

Agenda Item: PZE-24-0013 Hazelnut Glen Phased Subdivision Preliminary Plat Written Decision

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Agenda Item Location
Consent

Recommended Action or Motion
The City Council should approve the Written Decision attached if it is an accurate account of the decision of the City Council with respect to the request identified above.

Functional Impact of Authorizing
Should the City Council approve the Written Decision, then the applicant may enter into a Master Development Agreement for the project and submit construction plans in accordance with the decision.

Functional Impact of Not Authorizing
Should the City Council not approve the Written Decision, then the Council shall direct staff accordingly as to the revisions requested to memorialize the decision of the Council approving the request.

Fiscal Impact
Not Applicable

Budget Funding Source / Transfer Request
Not Applicable

Attachment
PZE-24-0013, Hazelnut Glen Phased Subdivision Preliminary Plat Written Decision

WRITTEN DECISION

Preliminary Plat Request

PZE-24-0013 Hazelnut Glen Subdivision Preliminary Plat

The application of **Whipple Consulting, on behalf of the owner, OO Land Holding, LLC**, requesting approval for the Preliminary Plat of a 126-lot single family residential subdivision to be known as PZE-24-0013 Hazelnut Glen Subdivision and located north of West Prairie Avenue, west of North Carrington Street, and south of West Honeysuckle/Bean Avenue was recommended by the Planning and Zoning Commission to the City Council to **APPROVE** the request with Conditions.

City Council Motions on November 10, 2026: At the conclusion of the hearing, the City Council deliberated the proposal and Council President DePriest moved and Councilmember Roetter seconded the motion, to **APPROVE PZE-24-0013 Hazelnut Glen Phased Subdivision preliminary plat with Staff Recommended Conditions of approval**, finding the request **IS** in accord with the standards of Hayden City Code, based upon testimony received at the Planning and Zoning Commission hearing and the City Council public hearing and the record of the request.

FINDINGS:

12-3-4(F) Standards of Approval: The applicant has demonstrated that all existing and proposed infrastructures meets or can be constructed prior to final plat or within the approval duration identified in 12-3-4(G) from the date of City Council approval of the master development agreement which approves the preliminary plat to meet the following standards:

HCC §12-3-4 (F) (1): Infrastructure **can be** constructed to function in a manner that promotes the public health, safety, and welfare.

HCC §12-3-4 (F) (2): Infrastructure **can be** constructed and located in an orderly manner that accommodates ongoing maintenance needs when taking into consideration collocation of other infrastructure.

Staff: Standard #1 & #2 may be addressed throughout the remainder of the staff analysis and the applicant's narrative.

Council Public Hearing:

Applicant: Ray Kimball, Whipple Consulting, noted these conditions are met throughout the project analysis but noted here to include the following:

- Provides pathways and sidewalks for pedestrians,
- Streets will be constructed to meet traffic needs internally,

- Traffic signal improvements at Carrington Street and Prairie Avenue will help mitigate crash frequency and will improve traffic flow, and
- Downing Avenue and Prairie Avenue will be a ¾ movement intersection.

He went continued identifying that all constructed infrastructure will be located such that utility conflicts are avoided. Adequate space has been provided to do so as shown on the preliminary construction plans submitted with he subdivision application. Construction will begin on the south and will progress in an orderly manner as shown in the phasing plan. Construction will expand the City's transportation network in conformance with the adopted transportation plan.

Council President DePriest: Asked if the response from the KCSO was in the packet. Ms. Phillips brought up the staff analysis which provided the response from the KCSO (page 78).

HCC §12-3-4 (F) (3): Infrastructure **is or will be** in compliance with applicable city, state, and federal policies and regulations as follows:

Staff: The proposed project is on land which is tied to an annexation agreement with requirements related to time of construction of infrastructure. Those conditions related to construction can be found in the staff analysis beginning on page 3.

a) Provisions **have been** made for a water supply system that satisfies city, Idaho Department of Environmental Quality (IDEQ), and NLFPD requirements.

Applicant: See applicant's narrative on page 46 of the staff analysis.

Staff: Hayden Lake Irrigation District (HLID) provided a Conditional Will Serve Letter at the time of the application and updated on August 10, 2026. Idaho Department of Water Resources identified they did not have any concerns; however, their comments identified the water rights for the property should be updated (found on page 18). NLFPD provided comments as shown in Public Agency Comments beginning on page 18.

b) Provisions **have been** made for a public sewage system in accordance with the city and Hayden Area Regional Sewer Board's (HARSB) adopted sewer master plans, as amended, that satisfied city, HARSB, and IDEQ requirements and that the existing or proposed systems can accommodate the proposed sewer flows.

Applicant: See applicant's narrative on page 46 of the staff analysis.

Staff: City of Hayden provided a Will Serve Letter dated March 22, 2024. The project site is wholly within the H-8 basin which has not been constructed at the time of this request. Per the Will Serve Letter provided, the city currently does not have the infrastructure available to serve the area. The sewer infrastructure within the H-8 basin must be constructed and accepted by the city prior to building permit issuance within the area of the proposed subdivision within the H-8 basin. The lift station collection/conveyance system for the basin shall be completed prior to any phase within this basin or in conjunction with the required subdivision improvements for the city to sewer this portion of the project site. Sewer infrastructure shall be constructed in accordance

with the 2020 Collection System Master Plan Update, State law, and all City sewer policies, standards and technical memos.

Public Agency Comment: HARSB: Ken Windram, Manager of HARSB provided three comments related to this project. The first response included a request for an odor easement; however, staff believe this was an error. The second comment did not have any concerns. The third comment identified the remaining estimated wastewater units available at the treatment plant. These can be found beginning on page 57.

Council Public Hearing:

Applicant: This proposed subdivision is in a previously unserved are of the City. Service of sewer to this part of the city has required the construction of a regional lift station that will pump directly to the treatment plant. He provided information regarding the formation of an LLC and reciprocal agreements amongst these adjoining landowners and working together to provide sewer infrastructure service to be able to develop. The lift station is proposed to go on school district property.

c) Provisions **have been** made for snow storage that satisfies the City Public Works Department as the design relates to snow storage and removal practices. If snow storage is proposed to be collocated with stormwater, it shall only be in roadside swale areas and not in regional detention basins unless approved administratively by the City Engineer who shall determine that the likelihood of flooding is minimal.

d) Provisions **have been** made for stormwater systems that satisfy the City and IDEQ requirements.

e) Provisions **have been** made for streets that are consistent with the adopted transportation plan, as amended, and the transportation element of the adopted comprehensive plan, as amended and that satisfies the City, ITD, adjacent jurisdictions, and local highway district requirements. Where cul-de-sacs are proposed, they are required to be approved administratively by the City Engineer who shall determine that they are limited to portions of developments in which street continuity is not foreseeable due to property configurations and/or that they are needed to address site-specific conditions. A cul-de-sac shall be limited to 400' in length measured from the edge of adjacent street right-of-way to the back of the cul-de-sac, unless an exception to this standard is allowed by the City Engineer.

Applicant: See applicant's narrative on page 46 of the staff analysis.

Staff: See staff analysis beginning on page 4. Additionally, the applicant has coordinated efforts with the property owner to the east, to allow for Carrington Street to align with Carrington Street to the south as requested by Post Falls Highway District and City of Coeur d'Alene.

Council Public Hearing:

Applicant: All streets meet the standards within the transportation master plan. There are no cul-de-sacs proposed. Area has been negotiated for aligning with Carrington to the south so as to ensure safety. The developer will construct a traffic signal at this location to improve the performance and safety of the intersection. Provisions have been made for extensions of streets to neighboring properties. As proposed, doing more and sooner in the project. He gave comparison examples of the adopted transportation plan and proposed street network. Mr. Kimball recognized that Scott Krajack, Project Manager, met with the church east of Carrington Street to negotiate an alignment of Carrington to the built leg of the street to the south within the City of Coeur d'Alene. This alignment was requested by all jurisdictions of this intersection: City of Coeur d'Alene (to the south), City of Hayden (project area), and Post Falls Highway District (Prairie Avenue).

Mayor Davis (Echoed by Councilmember Shafer): Asked if there were any improvements at Downing Lane and Prairie Avenue. Donna Phillips, Community Development Director, stated the intersection would be improved as part of the first phase of development.

Public Comment: Paul Hourlland, neutral, identified he resides on existing part of Cranston Avenue in Hayden [actually in County]. It doesn't look like the project will extend Cranston Avenue to Carrington Street, but it will stay a dead end.

f) Provisions **have been** made for parks and open space that are consistent with the adopted parks master plan, as amended, and that satisfies the city's requirement.

Applicant: See applicant's narrative on page 47 of the staff analysis.

Staff: No additional parks areas are identified or required as a part of this subdivision request. Park impact fees shall be collected at the time of building permit. Greenway extensions and linkages are required on Carrington Street and on Prairie Avenue (beginning on page 5 of the staff analysis).

Council Public Hearing:

Applicant: Mr. Kimball provided a diagram of the location of the greenbelts as proposed along Carrington Lane and Prairie Avenue, and photos as examples of the built environment, to meet both the Parks Master Plan and the Transportation Non-motorized system plan.

Council President DePriest: Asked if the subdivision would have an HOA. Ms. Philips confirmed that it would have an HOA and the HOA would be responsible for maintenance of the greenway areas.

HCC §12-3-4 (F) (4): Provisions **have been** made for erosion controls and geo-hazards stabilization both during construction and as needed for permanent controls to the satisfaction of the city.

HCC §12-3-4 (F) (5): Provisions **have been** made for gas, power, telecommunications, mailboxes, and similar infrastructure.

HCC §12-3-4 (F) (6): Provisions **have been** made for driveway locations that take into consideration the width and location of the driveway in relation to the location of snow storage, utility boxes, crosswalks, adjacent roads, mailboxes and the like.

Applicant: See applicant's narrative on page 47 of the staff analysis.

Staff: See Staff Analysis page 10.

Council Public Hearing:

Applicant: Mr. Kimball identified that all access to the lots will be from the internal streets and no access would be provided to Prairie Avenue, Carrington Street, Downing Lane, and Cranston Avenue.

HCC §12-3-4 (F) (7): The area proposed for subdivision **is** zoned for the proposed use and the use conforms to other requirements found in this code.

Applicant: See applicant's narrative on page 48.

Staff: See Staff Analysis beginning on page 11. As the purpose of the subdivision and zoning ordinance is made in accordance with the comprehensive plan, the analysis includes much of the comprehensive plan as adopted at the time of application submittal (2024). This analysis begins on page 6 of the staff analysis. Additionally, as always, the full Goals and Policies may be found in the Appendix beginning on page 35.

Council Public Hearing:

Applicant: All lots meet the design standards for size, lot frontage, residential density of 3.24 dwelling units/acre which is less than the 4.0 dwelling units/acre as allowed in the annexation agreement.

HCC §12-3-4 (F) (8): The developer has made adequate plans to ensure that the community will bear no more than its fair share of costs to provide services by paying fees, furnishing land, or providing other mitigation measures for off-site impacts to streets, parks, and other public facilities within the community. It is the expectation that in most cases, off-site improvements will be dealt with through the agreements.

Staff: Infrastructure as required by the additional reports/studies related to sewer and transportation were identified in the staff analysis and in the recommended conditions of approval. The timing of this required infrastructure is also identified in the conditions of approval.

Council Public Hearing:

Applicant: Provisions have been made such that all infrastructure required to serve this project will be provided by the developer and that any off-site impacts will be mitigated through impact fees as is typical in the City of Hayden. A traffic signal will be constructed by the Developer at Carrington Street and Prairie Avenue to mitigate traffic impact at that location. Additionally,

traffic impact fees collected at the time of building permit will cover any remaining traffic impacts. Park impacts are mitigated by park impact fees.

Applicant: Elizabeth Tellesen, Winston & Cache, Attorney of the Applicant provided a recap of the H-8 lift station property owners coming together as a private entity building infrastructure that will become public infrastructure. She gave credit to the OO Land Development team to put that together, which is above the norm. The school's intent will be to dedicate the property where the lift station is located, but it will afford the school which did not previously have access to utilities the ability to connect to sewer. Ms. Tellesen identified the work that had occurred between the applicant and the church to the east of the future Carrington Street in ensuring the road alignment. The church is happy to have some additional beautification on their site and ensuring a safer intersection at Carrington St and Prairie Avenue.

Councilmember Roetter asked clarifying question regarding the privately constructed H-8 sewer lift station and pressure lines ownership at the conclusion of construction. Ms. Tellesen stated the intent is for it to be dedicated as public infrastructure to the City. It will be public and not privately owned. Additionally, he noted the request identified the applicant will construct the intersection improvements and pay impact fees at the time of building permit. He questioned whether there were then any restrictions on how those impact fees collected could be spent. Fonda Jovick, City Attorney, stated that there would be no restrictions as a result of this development.

Council President DePriest: As of this request, no request for impact fees has been made. Council President DePriest asked if there were going to be any requests for reimbursement, should this project be approved? Hypotheticals being what they are, Ms. Tellesen stated the applicant is agreeing to the conditions of approval which indicate impact fees would be paid and the intersection at Carrington and Prairie would be constructed with the first phase. She doesn't see a scenario when the request would occur, unless there was a request to amend the conditions of approval. Ms. Jovick reiterated the conditions of approval that if they made a request, it would be because of a change to conditions which would come back before council.

Councilmember Roetter: Asked about the security of the funds to build the H-8 basin infrastructure? Ms. Tellesen identified that the developers have been working toward this end for 3-years, they have worked through construction plans, those plans have been approved for construction, each developer's contribution is specific to their agreement, and the agreement has mechanisms to continue on should a developer drop out.

Staff: Ms. Phillips provided a summary of Table 2 of the approved Transportation Impact Analysis, where the analysis identified mitigation for the project and the applicant requested and staff recommended mitigation of the one project to construct the signal at Prairie and Carrington.

Council President DePriest: Asked why only one versus all from the TIA identified mitigation. Dulci Kau, City Engineer, identified that Post Falls Highway District is the jurisdiction who owns Prairie Avenue. Their comments did not address any of these concerns, and an additional

condition noted in these recommended conditions identified the applicant must meet the requirements of Post Falls Highway District. Ms. Kau identified the order of magnitude between the two intersections within the City of Hayden, and the developer's willingness to fully construct one and the other being at relatively low cost for a 4-way stop. Council President DePriest went on regarding his concern about right-of-way acquisition for turn lanes. Ms. Kau identified that would be up to Post Falls Highway District. The required mitigation measures are up to the City policies to evaluate these areas, but ultimately this isn't a city road to mandate the requirements upon. Ms. Jovick identified the City can't make requirements (even if they are identified in an analysis) within another jurisdiction.

Councilmember Shafer: Verified that Downing Street will connect to Prairie Avenue. Ms. Kau confirmed that a ¾ turning movement would occur at this location. A left-in, right-in, right-out with a median making that movement from Prairie Avenue.

Councilmember Shafer: Asked what substantially complete means with respect to Condition #6. Ms. Phillips identified the lift station and the components of it would be required to be fully functional; however, as an example, the landscaping of the site may not be complete. Councilmember Shafer asked if this was typical language. Ms. Phillips confirmed that it was standard language used in the Master Development Agreement. With respect to the IDWR comments and the water rights on the site. Ms. Kau identified there was an existing well on-site and IDWR is identifying the need to migrate those rights (or abandon them) to the water purveyor.

Mayor Davis: Asked if all our normal standards for public works facilities would be required even though the lift station and associated components were being constructed by private development. Ms. Kau identified the design was completed by a firm off of the City's roster because the lift will become a regional public lift station. The development LLC will construct the infrastructure with oversight from both HARSB and the City. Mayor Davis also identified that in the past we have preferred to have the developer contribute and the City would construct the intersection improvements. Will that be the case here? Ms. Kau identified that when there are public dollars involved the city takes the lead. The developer will construct the improvements in this project.

Rebuttal: Mr. Kimball identified that at Downing Lane and Prairie Avenue, the left turn into the project site from Prairie Avenue would be a protected turn lane. He also identified the turning movement should get better with the signal at Carrington Street and Prairie Avenue. The sheriff's letter regarding safety, and with the signal the public safety will be improved. With respect to the water rights, the well north of the project has fed this site and those water rights will be transferred. Cranston Avenue will not be extended as part of this project and remain a dead end. Mr. Kimball gave a summary of the mitigation items identified in the Transportation Impact Analysis and the rationale for why to construct the signal at Carrington Avenue and Prairie Avenue.

Rebuttal:

Mayor Davis: What is your timeline for completion? Mr. Kimball stated that the signal is hoped to go in next year.

Council President DePriest: When is your expected build-out? Mr. Kimball stated the intent was a phase a year. Council President DePriest asked about concerns related to the number of hook ups and the other number of projects which have been approved. What happens if in your phasing if there aren't any more hookups? Ms. Jovick stepped in and identified that if Mr. Kimball chose to answer this question, then we would have to re-open the public hearing for others to provide comments.

Councilmember Shafer: Regarding your offer to build out the entire signal. Is that based on a dollar amount or a completion of the construction of the signal. Mr. Kimball identified the applicant will build the signal as a condition of approval. Lisa Ailport, City Administrator, identified the condition doesn't contemplate cost only completion.

Councilmember Erickson: Confirmed the signal would be constructed in the first phase of construction. He commented that it is very exciting to know that this light is going to go in and help traffic flow and improve safety.

Scott Krajack: Had many conversations with the sheriff's department between 2024 and 2026, and the whole reason for the letter being against was due to some agreement that is not in place with the City. The subdivision has not changed in size or number of lots since 2024.

Mayor Davis: Asked if the City had any obligations to purchase land. Staff confirmed that the city was not obligated to purchase any property. He asked when the park in the Battleground subdivision was anticipated for construction. Ms. Phillips identified that she did not have an estimated timeline for construction of any previously approved preliminary plat. Mayor Davis asked where the nearest existing recreational facility is located. Ms. Kau identified that would be south of Prairie Avenue in Coeur d'Alene.

Deliberations:

Councilmember Shafer: Addressed the public comments received and identified there are always those opposed; however, the city also must allow a property owner to develop in accordance to their rights under the code. Given all of the infrastructure the developer proposes to build with this project that is anticipated to benefit to the public, also needs to be considered.

Councilmember Erickson: Echo Councilmember Shafer's sentiment. The project meets the standards of approval and land should be approved.

Council President DePriest: identified that the City is bound by the local land use act and Idaho state statutes. The property was annexed in at 4 dwelling units per acre and this is less than that. The project is being developed in accordance with its zone designation. He recognized the public

comments in opposition. The city is required to follow its statutes, and they are following those standards of approval in the request.

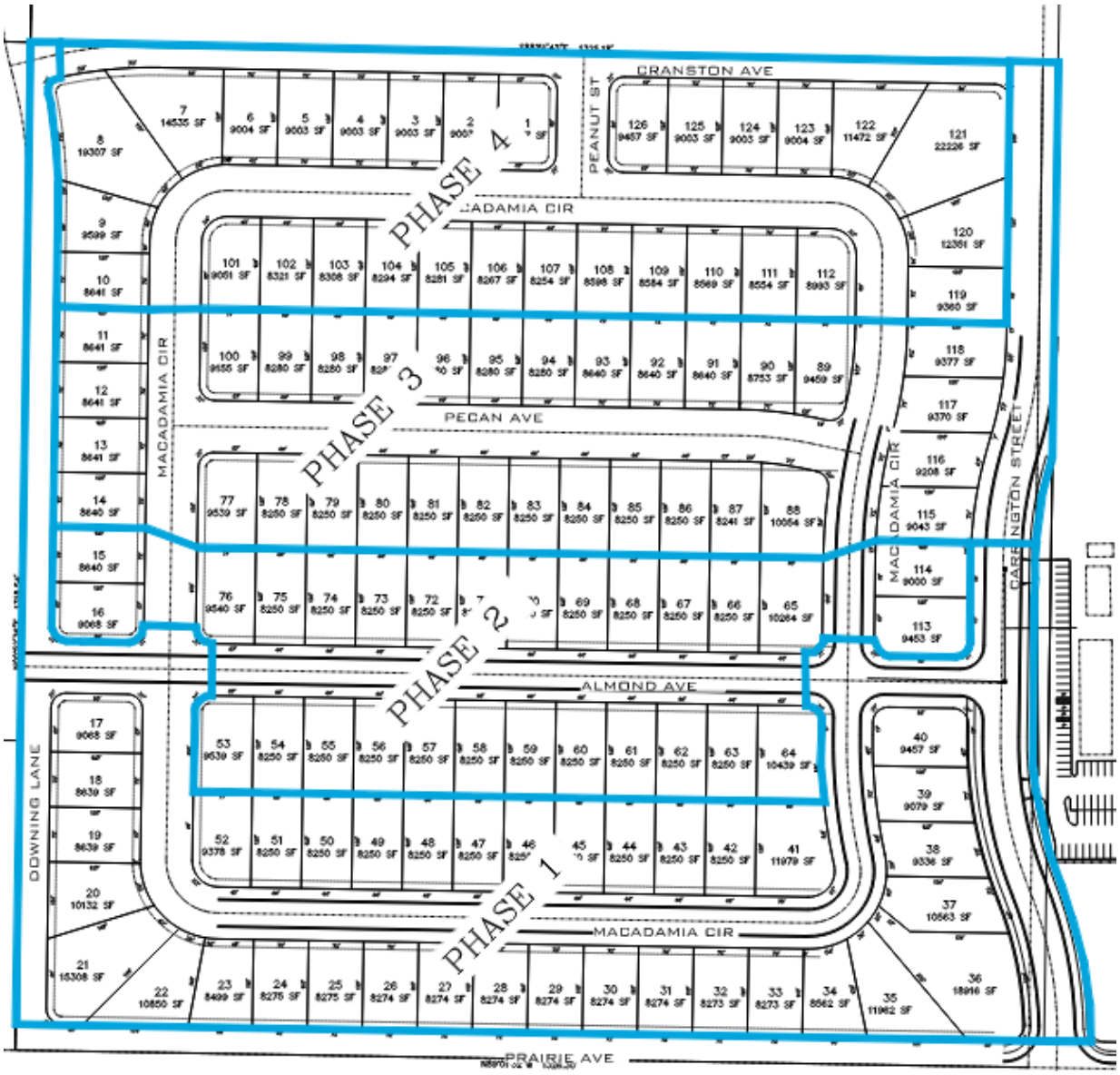
Councilmember Roetter: It is unusual for a developer to come in and say we will pay for that completely. He is appreciative of that. The city recognizes an increase in traffic, and according to the sheriff's letter more crime, but the project is in conformance with the standards of approval as identified by the Planning and Zoning Commission's recommendation. He is in favor.

Staff Recommended Conditions of Approval (begins on page 19 of the staff analysis):

General Conditions of Approval:

1. The Developer shall be required to reflect all necessary permanent dedications and/or easements (to include but not be limited to avigation, odor, sewer, stormwater, water, utilities, etc.) on the face of the final plat of the subdivision and to record as a separate document all necessary temporary easements and to identify to whom the dedication and/or easement is to be granted and for what purpose.
2. All permits from outside agencies (ie. PHD, IDEQ, PFHD, HLID, City of Coeur d'Alene, and NLFPD) shall be obtained prior to construction of any future development or building permit issuance.
3. This approval shall run with the land for the term approved herein regardless of whether the property ownership, applicant and/or design professionals noted herein remain the same, whether collectively or indivudally.
4. Any lot or tract to be owned by the property/homeowner's association shall be transferred by deed at the time of final plat free of any liens or encumbrances. These deeds shall be submitted concurrently with the final plat application.
5. The project is a phased subdivision. Certain required infrastructure improvements within the subddivision are requirements of the subdivision as a whole, and some are requirements of each sub-phase of the subdivision. A phasing plan and Table 1-Phasing Summary (pages 14-17 of the Staff Analysis & shown below) shall be made a part of these conditions and is referenced throughout the conditions of approval

DEVELOPER PROPOSED PHASING PLAN



Transportation Impact Analysis:

A traffic impact analysis (PZE-24-0094) has been completed in accordance with the City of Hayden adopted policies and ordinances. Those intersection improvements identified in the Table 1 – Phasing Summary Recommended by Staff are provided in the Transportation Impact Analysis as required mitigations.

Table 1- Phasing Summary

	Project Activity	**PHASES**			
		1	**2**	**3**	**4**
	Sewer Collector				
1	Downing Lane – Prairie Avenue through Cranston Avenue	**X**			
2	Macadamia Cir – East Almond Ave to West Almond Ave from the phasing lines plus 3 sticks (60') of sewer main to the north at both ends	**X**			
3	Pecan Ave – Eastern Macadamia Circle to Western Macadamia Circle			**X**	
4	Almond Ave - Eastern Macadamia Cir to Western Macadamia Cir to the phasing line plus 3 sticks (60') of sewer main to the east and west		**X**		
5	Macadamia Cir – Eastern and Western legs between phasing lines plus 3 sticks (60') of sewer main to the north/south		**X**	**X**	
6	Almond Ave - Downing Lane through Macadamia Cir plus 3 sticks (60') of sewer main to the east	**X**			
7	Carrington St from Prairie Ave through Almond Ave north to phasing line plus 3 sticks (60') of sewer main to the north	**X**			
8	Almond Ave – west of Macadamia Cir east through Carrington St	**X**			
9	Macadamia Cir – northern portion from phasing lines east and west				**X**
10	Peanut St – from Macadamia Cir through to Cranston Ave				**X**
11	Cranston Ave – from phasing line east through Carrington St				**X**
12	Carrington St – phasing line north of Almond Ave to Cranston Ave			**X**	
	Streets & Stormwater				
1	Downing Lane – Prairie Ave through Cranston Ave	**X**			
2	Macadamia Cir – East Almond Ave to West Almond Ave from the phasing lines	**X**			
3	Pecan Ave – Eastern Macadamia Cir to Western Macadamia Cir			**X**	
4	Almond Ave - Eastern Macadamia Cir to Western Macadamia Cir to the phasing line		**X**		

	Project Activity	PHASES			
		1	2	3	4
5	Macadamia Cir – Eastern and Western legs between phasing lines		**X**	**X**	
6	Almond Ave - Downing Lane east through Macadamia Cir	**X**			
7	Carrington St from Prairie Ave through Almond Ave north to phasing line plus 3 sticks (60') of sewer main to the north	**X**			
8	Almond Ave – west of Macadamia Cir east through Carrington St	**X**			
9	Macadamia Cir – northern portion from phasing lines east and west				**X**
10	Peanut St – from Macadamia Cir through to Cranston Ave				**X**
11	Cranston Ave – from phasing line east of Downing Lane east through Carrington St				**X**
12	Carrington St – phasing line north of Almond Ave to Cranston Ave			**X**	
	Street Frontage Landscaping				
1	Prairie Ave - greenway	**X**			
2	Carrington St - greenway	**X**		**X**	
3	Cranston Ave - west end at HOA owned property				**X**
4	Downing Lane – north end at HOA owned property	**X**			
	Intersections				
1	Downing Lane and Prairie Avenue	**X**			
2	Carrington Street and Prairie Avenue	**X**			
3	Downing Lane and Cranston Avenue	**X**			**X**
4	Carrington Street and Cranston Avenue			**X**	
	Off-Site Transportation Improvements & Mitigations				
1	Signalize Prairie Avenue and Carrington Street	**X**			

6. H-8 sewer basin infrastructure shall be constructed in conformance with the Sewer Will Serve requirements, Hayden City Code, policies, and standards prior to approval of infrastructure of the 1st final plat of the subdivision. No building permits shall be issued until the H-8 sewer basin gravity mains, lift station and pressure lines are substantially

complete and are entirely operational. The pressure lines shall be accepted by the Hayden Area Regional Sewer Board (HARSB) and the lift station and gravity lines shall be accepted by the City of Hayden.

7. Prior to construction, the Developer shall obtain a construction easement with Coeur d'Alene School District for construction of the H-8 Sewer Lift Station. The Developer shall provide a deed of the H-8 Lift Station lot free of any encumbrances to be accepted by City Council upon acceptance of the H-8 Lift Station infrastructure and public access roads necessary for access to the H-8 Lift Station. This Lift Station lot site shall be located outside of any proposed right-of-way.

Access Conditions of Approval:

8. Downing Lane & Honeysuckle/Bean Avenue Intersection – access to Lift Station Lot, snow storage, easements & dedication shall consist of a gravel road over main and easements and any ROW dedication at approval and final plat.
9. If 30 dwelling units are achieved, prior to subsequent phasing and/or surrounding development constructing the secndary access point, Develooper shall construct a permenant roadway in accordance with City Standards, prior to the platted phases being eligible for the the 31st building permit.
10. All lots shall be accessed from the internal roads of the subdivision. No lot shall have any form (primary, secondary, for accessory buildings, etc.) of direct individual access onto Carrington Street, Downing Lane, Prairie Avenue, or Cranston Avenue. The final location of all driveway locations shall be subject to the review and approval of the City. Particular attention will be paid to location of utility pedestals in relation to driveway and snow storage needs and to those lots at intersections to avoid conflict with the required traffic flow.
11. Developer shall provide Roadway Agreement with Post Falls Highway District that memorializes any proposed, and/or requried improvements and access points along Prairie Avenue.

Construction Plan Requirements:

12. The construction plan submittal shall include those requirements as identified in Hayden City Code Title 12 and more specifically as follows:
    a. Carrington Street along the eastern boundary of the subject site shall be built to a C2 typical section and shall be constructed to a half width of 24' face of curb to road centerline (24' minimum paved width) to include pavement, curbs, 10' swales to include Type IV landscaping, 10' path minimum 45' half-width right of way.
    b. Cranston Avenue on the north side of the subject site shall be built to the typical section and shall be constructed to a minimum 24' width with 2' shoulder on the north side or construction to full width including curb. The full typical section includes pavement (28' face of curb to face of curb), curbs, 10' swales to include Type IV landscaping, and 10' path on the north side and 5' sidewalk on the south

side. No parking shall be allowed on the north side of the street. Therefore, the minimum right-of-way is 65 feet.

c. Downing Lane shall be constructed to 40' face of curb to face of curb to include 10' swale, 5' sidwalk on the west side, 10' sidewalk on the east side for a right of way width of 77' overall. The minimum paved surface is 24' for two-way traffic, and the remaining east side construction in accordance to the typical section shall be constructed.

d. The Developer shall be required to construct the internal streets to a local street section per ST-111 and ST-111A. As proposed the Internal road typical section shall be 36 feet face of curb to face of curb to allow for parking on both sides of the road, 10' swales to include Type IV landscaping, 5' sidewalks for a right-of-way width of 68 feet.

e. No Parking shall be allowed on Cranston Avenue nor on Downing Street adjacent to the Coeur d'Alene School District property.

f. Transportation Impact Analysis:

The project either causes the degredation of level of service below an acceptable level or has a significant impact, as defined in the City's Transportation Analsyis Process, Requirements and Guidelines, for the intersections in Table 2. Table 2 also indicates the mitigation measure required for the project. As a part of the applicant's proposal to be soley responsible to the signalization at the Prairie Avenue and Carrington Street, forgoing the other mitigation areas identified, the applicant has identified that they will not request reimbursement or any other credit for the impact fees collected on generated lots.

Table 2 – TIA Summary

Intersection	**TIA Identified Mitigation**	**Applicant Requested & Staff Recommended Mitigation**
Prairie Ave and Huetter Rd	Retime signals & provide right turn lanes along Prairie Avenue	
Prairie Ave and Carrington St	Improve intersection to full signalized access intersection	Improve intersection to full signalized access intersection
Prairie Ave and Atlas Rd	Retime signals & provide right turn lanes along Prairie Avenue	
Prairie Ave and Ramsey Rd	Retime signals to match traffic demand. Provide an eastbound right turn lane and dual northbound left turn lanes along Prairie Avenue.	
Bean/Honeysuckle Aven and Atlas Rd	Convert Intersection to an all-way stop control.	

g. The site topography is relatively flat; however, erosion control measures shall be identified.

h. The Developer shall use the City of Hayden Sanitary Sewer system to serve future development in accordance with the adopted Sewer Master Plan.

i. A letter (e-mail) from the US Postal Service with respect to mailbox locations shall be provided, with the intent to place the mailboxes within the subdivision on the internal street and not on the the collectors of Carrington Street, Downing Lane, Prairie Avenue, and Cranston Avenue.

j. Joint swales that may be proposed with the project are to be in a tract to be owned by the homeowner's association. The construction plans should note the requirements in Hayden City Code §11-4-4(J).

13. Landscape Plans: Detailed landscaping plans conforming to the requirements of City Code, shall be submitted for the entire development with construction plans for required subdivision improvements for review and approval by the City. All distrurbed areas shall be stabilized with dryland grass or other approved BMP.

    a. Individual Lots: The landscape plans shall include a dryland grass mix that shall be applied until individual lots are constructed and the hydro-seeding, installation of the irrigation system and required landscaping are completed.

    b. Street Frontage: Along all street frontages shall be included within the landscaping plan submittal, with actual street tree placement to be completed at the time of building permit for all lots, with the exception of landscaping required with the Greenway tracts and/or multi-modal pathways.

    c. Greenway: Shall be constructed and required as a condition of acceptance of infrastructure of that phase(s) in accordance with the design standards of the adopted Park Master Plan at the time of construction.

    d. Multi-modal Class I pathway: Shall be a requirement of the construction plans for the phase(s) which the path shall be constructed and required as a condition of acceptance of infrastructure of that phase(s) in accordance with the design standards of the adopted Transportation Plan and/or Park Master Plan at the time of construction.

    e. Irrigation and maintenance of swales and landscape buffers along the north side of Prairie Avenue, the west side of Carrignton Street, the south side of Cranston Avenue, and the east side of Downing Lane shall be the responsibility of the homeowners association (HOA).

Requirements requested by other Agencies:

14. The Developer shall comply with the requirements from the Northern Lakes Fire Protection District letter of August 12, 2026.

15. The Developer shall comply with the requirements from Post Falls Highway District.

16. The Developer shall record an avigation easement requested by the Coeur d'Alene Airport and shall be referenced on all final plats of the subdivision.
17. The Developer shall record a 20' wide water line easement to the HLID for installation and maintenance of underground water lines in conformance with the approved construction plans, where the water line runs "cross country". The CCRs shall address the design standards of landscaping to be reflective of the request to not plant shrubbery, trees, bushes or borders within 10' of meter vaults and fire hydrants.

With this decision, there are a number of conditions with specific components. The specificity does not preclude the City from exercising its right to require compliance, or demonstrate compliance, with any condition at any time, as well as any other applicable requirements whether or not specifically articulated herein.

Approval of the subdivision application shall not constitute a variance or approval for deviation from said Code, standards, and policies.

Any applicant or affected person seeking judicial review of compliance with the provisions of Idaho code Section §67-6535 and Hayden City Code §1-1-6 must first seek reconsideration of the final decision from the Hayden City Council within fourteen (14) days. Such written requests must identify specific deficiencies in the decision for which reconsideration is sought as identified in Hayden City Code §1-1-6(A)(1.a-f.).

The applicant has the right to request a regulatory taking analysis pursuant to Idaho Code Section §67-8003. Any affected person aggrieved by a final decision concerning matters identified in Idaho Code section §67-6521(1a.) may, within twenty-eight (28) days after all remedies have been exhausted under local ordinances seek judicial review under the procedures provided by Chapter 52, Title 67, Idaho Code.

FINDINGS and CONCLUSIONS on the _____ day of November 2026.

CITY OF HAYDEN, IDAHO

By: _____

Alan Davis, Mayor

ATTEST:

_____

Abbi Sanchez, Clerk