AGENDA OF THE PLANNING AND ZONING COMMISSION MEETING
FOR THE CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

Monday, October 5, 2026

Commission Meeting: 5:30 PM
Hayden City Hall Council Chambers, 8930 N. Government Way, Hayden, ID 83835

CALL TO ORDER
ROLL CALL OF COUNCIL MEMBERS
PLEDGE OF ALLEGIANCE
ADDITIONS OR CORRECTIONS

1. **CALL FOR CONFLICTS OF INTEREST**
2. **CONSENT CALENDAR** ***All items on the consent calendar are Action Items***
   A. Approval of Planning & Zoning Commission Regular Meeting Minutes from August 31, 2026

Assistance for persons with disabilities will be provided, upon provision of verbal or written notice to city staff 24 hours in advance of the meeting. The phone number for City Hall is (208) 772-4411.

DRAFT
MINUTES OF THE PLANNING AND ZONING COMMISSION MEETING
FOR THE CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

Monday, August 31, 2026

Regular Meeting: 5:30 PM
Hayden City Hall Council Chambers, 8930 N. Government Way, Hayden, ID 83835

CALL TO ORDER
The meeting was called to order at 5:30 PM by Chair Shawn Taylor.

ROLL CALL OF COMMISSION MEMBERS
Present: Chris Morris, Shawn Taylor, and Ron Walters. Tony Grano and Vince Vargas were absent.

Staff Present: Donna Phillips, Community Development Director, and "Zack", City Attorney representative.

PLEDGE OF ALLEGIANCE
Commissioner Ron Walters led the pledge of allegiance.

ADDITIONS OR CORRECTIONS
N/A

1. **CALL FOR CONFLICTS OF INTEREST**
   None

2. **CONSENT CALENDAR** ***All items on the consent calendar are Action Items***
3. Approval of Planning & Zoning Commission Regular Meeting Minutes, 07-20-2026 and 08-03-2026.

Motion to approve the Consent Calendar as presented. This motion, made by Vice-Chair Morris and seconded by Commissioner Walters; Motion carried.

Tony Grano:	**Absent**
Shawn Taylor:	**Yes**
Chris Morris:	**Yes**
Vince Vargas:	**Absent**
Ron Walters:	**Yes**

WORKSHOP
A. Code Amendment Review – Title 12 Subdivisions – Repeal and Replace:

Director Donna Phillips started by asking the commissioners if they would like to move closer, or if they would like to stay seated where they are. The commissioners responded by saying they will remain seated where they are. She went on to ask if they had read the changes made to Title 12, to which they verbally confirmed yes, or shook their heads yes. She continued by saying that today is about answering any questions that they might have

and then asked how they would like to review the changes. It was decided to have Ms. Phillips pull up her presentation onto the screen and go through the “clean version” of the changes together as a group.

Director Phillips pulled up her presentation and began by stating that Title 12: Subdivisions is proposed to be a repeal and replace which was identified at the previous meeting. She stated that there were many changes that they wanted to make because it “had not been touched in a while, and staff wanted to clean it up.” She stated that the first section covers the general provisions that are established, and those did not change. The authority that gives the city the ability to do subdivisions comes out of Idaho State Statutes: Title 67, Chapter 65, and Title 50, Chapter 13. As well as Article 12 Section 2 of the Idaho Constitution.

Next, Ms. Phillips covered the “schedule of fees.” Stating that it is adopted by the City Council according to the Fee Schedule, and “that is what’s charged.” She then explained the building permit process for a subdivision vs. building one structure on one tract of land/piece of property and the difference between the two. She also mentioned that infrastructure for a subdivision cannot be built prior to Preliminary Subdivision Approval which needs to be issued first.

Violations to this title were also discussed, and what the city’s recourse to that would look like to ensure compliance.

Ms. Phillips mentioned that the Interpretation and Conflict section has not changed.

Next, Condition Based Exceptions were discussed and it was explained that the sections that were left blank referring to Title 11 will get filled in once Title 11 changes have been completed. City staff have been working on Title 12 and Title 11 changes together concurrently.

Development and Construction Agreements were mentioned next. Stating that these agreements have been put back into code, and that there still may be times when “agreements may be needed, but not as many.”

Director Phillips introduced “Zack” to the commission and said he is the stand in for City Attorney, Fonda Jovick who was not able to attend the meeting.

Ms. Phillips asked if the commissioners had any questions at this point in the presentation, to which Commissioner Walters asked about 12-1-8 (A) and if the “state” needs to be listed under where it says “terms of agreements shall be consistent with the city…” should it list the state as well? To which Attorney Representative, Zach explained that whether it is written in the ordinance directly or not, it needs to align with state law.

Ms. Phillips also clarified to Commissioner Walters that these items have been moved from an Agreement and put into code.

She mentioned the new part to code that was added for a Minor Agreement vs. a Major Agreement explaining the difference between the two. She went on to note that the survey section has remained the same and noted the adopted standards and the adopted grid.

Next, Director Phillips highlighted Chapter 2 which covered definitions and interpretations. She told the commissioners that if they have any suggestions or questions as they read through these changes, to bring them to her attention.

Chair Taylor asked if “sewerage” was a word, to which Ms. Phillips said it is.

Definitions in this chapter have been updated to match definitions from other code sections to make the definitions clear throughout code.

She continued to go through the list of definitions, and read them aloud to the commissioners, explaining each one where there had been changes made.

Boundary Line Adjustments were mentioned and explained that they used to be at the end of the Subdivision chapter of code but have since been moved to the front of the chapter instead. She explained that no tracts of land that have adjusted boundary lines without the

city's knowledge will be able to get a building permit issued. It must go through the required process of the city first.

Director Phillips went on to talk about noticing requirements and explained that city staff have been working on this part of code to ensure it is consistent, and that they are in Idaho State compliance as well. She explained the process of noticing, and the timelines that are required. Chair Taylor asked if it's defined by business day or calendar day? To which Director Phillips said it's calendar day. She went on to explain that a hearing examiner for a Minor Subdivision is who approves or denies the application, while a Major Subdivision goes through an approval process with the Planning & Zoning Commission and City Council. She mentioned the standards of approval for a subdivision and explained the Staff Analysis process in detail.

Ms. Phillips explained the process for a Major Subdivision, and a Minor Subdivision. She covered the Pre-Development Meeting process, the submittal process for a subdivision, the noticing process, the public hearings that take place and the process once those public hearings are completed. She explained Master Development Agreements, and Memorandum of Understandings and the differences between the two.

She also explained the final steps of a subdivision, after it receives approval. The building permit process, recording process, and warranty surety were also covered. It was noted that a single phased project is allowed two years to complete the project, and five years if it is a multiple phased project. She mentioned that there have been projects who have not signed their Master Development Agreement after their Preliminary Plat Approval, so their subdivision process has not started the two year or five year timeline yet. Vice-Chair Morris asked if those projects get reviewed annually to see what has been approved but not started. To which Ms. Phillips said yes, they review them all the time. Vice-Chair Morris then asked if the commission would have knowledge about the projects that were approved but have not moved forward. He gave an example of another application coming through that is within the vicinity or affecting the infrastructure. To which Ms. Phillips said that is something that the Engineering Department identifies in their analysis of projects as they come forward. Commissioner Walters asked if someone submitted something, and it has been hanging out there for 10 years, are they now subject to the new plan if city staff makes changes to the process. Ms. Phillips explained that in these cases where they have not signed their Master Development Agreement, their construction plans have not been reviewed yet. But it all gets reviewed once they sign their agreement, and the construction plan review begins.

Ms. Phillips went on to explain Homeowner Associations (HOA's), and how they are not required or managed by the city. Commissioner Walters asked when a new housing development is built, are they required to do an HOA? To which Ms. Phillips said no.

She went on to explain the Preliminary Plat process, and the steps for constructing the subdivision including infrastructure, landscaping, demolition permits, right of way encroachment permits, sewer connection permits, and the construction approval process. Different types of surety were highlighted: performance and warranty surety, and the release that occurs.

It was explained that the final inspections of the required subdivision improvements for conformance with the approved construction plans will not take place until a certification packet has been received and reviewed by the city from the developer. Once received, the city will perform their final inspections.

Ms. Phillips talked about Plats where she addressed final plat requirements, the differences between subdivision, condominiums, townhomes, and lot consolidations. She discussed in detail the overall requirements, the process for approval, the application process, and the different types of plats. Commissioner Walters clarified that a "townhome unit is on a single lot." To which Ms. Phillips confirmed.

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She finished her presentation of Title 12 changes by asking the commission if they had any questions or comments, to which Chair Taylor asked if they would be voting on the changes reflected at the next meeting. Ms. Phillips said they will be having another workshop in September to review the final revisions, and she told them to have their suggestions or questions ready when they come to that meeting.
Commissioner Walters clarified that Title 11 is *within* Hayden City code, and Ms. Phillips confirmed by explaining that Hayden City code has multiple titles and chapters within it, yes.

B. Code Amendment Review – Title 11 Zoning Regulations:

Director Donna Phillips started her presentation of the Title 11 changes by telling the Commission to review these changes, with the current code side-by-side as they review. She continued by saying all the changes are very close to being finished. She proceeded to show them where they could find the link to Hayden City Code on the City's website.
She explained the edits that have been made to the document which are shown on the margins in different colors depending on who made the edit or comment.
Ms. Phillps went on to explain that the definitions have been clarified in this Title to read more clear and help avoid confusion. She went through each of the sections of definitions with the commissioners, and covered Development Agreements from 11-1-3, and stated that they are specific to Title 11 and will remain, with no changes; or minor if any. 11-1-4 was discussed saying that they added language about the application process, and the certificate of title. She went on to cover 11-1-5, notice of violation / stop work, stating that language was added to the appeal process to make consistency across other chapters.
Ms. Phillips mentioned 11-1-7, new and unlisted use. Then she discussed 11-1-8, which talks about administrative exception requests and gave examples of parking exceptions.
Design standard requirements were also discussed. Lighting standards were mentioned stating that they already have a standard of approval in the lighting section of code, so the applicant would have to meet those standards of approval from that section, along with the standards of approval from the administrative exception section; meeting both of those standards of approval.
Next, Ms. Phillips discussed 11-1-9: appeal of the administrative decision (for zoning appeals), stating that language was added to clarify the process and procedures.
She called out 11-2-3 (A) which is the site area and building setback requirements table. She referenced the allowance to have ADU's in all single family residence areas in accordance with the new Idaho State Statute changes.
Density provisions were discussed, stating that "should densities be proposed that are in excess of those identified within the zone designation, and or within the various master plans, then additional studies shall be required to ensure that adequate services are available prior to development approval."
Home Occupations were mentioned. Clarifying that a Class A Home Occupation requires a Conditional Use Permit, while Class B does not.
Development Standards and requirements related to ADU's were pointed out during the presentation.
The short term rental code, manufactured home regulations, and ADU's were discussed further. Chair Taylor asked for clarification on where it states (in the ADU code) "shall not exceed 1,000 sq ft or 75% of the primary residence which ever is greater." He asked if a 4,000 sq ft house, could then have a 3,000 sq ft ADU? To which Ms. Phillips confirmed yes, and that is what Idaho State Statute required them to do. She went on to say that the applicant would still have to meet lot coverage and setback requirements in order to build the ADU of that size.

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Next, roadside stands were mentioned, and those requirements that have been put into code for safety concerns.11-2-7: Neighborhood Commercial Nodes were discussed and were mentioned to be in context with the Comprehensive Plan. Next, Ms. Phillips pointed out the additions that staff had made to incorporate food trucks into code per the commission's request. Starter Home Subdivision design standards were pointed out to the commission, noting that these were discussed at the last workshop as well.

Parks and Open Space Design Standards were highlighted, and General Standards of Development definitions were discussed to make it read clearer and have consistency across the code. Vice Chair, Morris asked when a permit is required for fences. To which, Shannon Drappo, Planner, said fences typically do not require a permit unless they are seven (7) feet high. The Landscaping Table was also highlighted, stating that it was removed from code, then placed back in. Lighting Standards were covered next, and the requirements for when a photometric plan is needed.

Parking requirements were highlighted and urged the commission to read the differences made to the code in that section.

Site Plan standards of approval, requirements, and resubmittals were discussed next; covering site improvements, frontage improvements, and right of way dedication. Ms. Phillips asked the commission if they were satisfied with these changes and asked for better direction. Commissioner Walters stated that he agrees with standardizing things, but what if there is a scenario or area in the city that is an exception to the rule?

Ms. Phillips asked if additional language is needed to clarify anything on page 82 (F). Where it points out the "exceptions." After reading that section, Commissioner Walters stated he agreed with that language and can support that.

Chair Taylor and Vice Chair Morris both mentioned frontage improvements and the dilemma about requiring certain applicants to build sidewalks / frontage improvements on their portion of the street when there may never be sidewalks fully built out in the rest of the neighborhood.

Next, signage was discussed and Ms. Phillips showed a photo of what Government Way used to look like and then showed a rendering of what it could potentially look like in the future.

Director Phillips turned the floor over to Shannon Drappo, Planner. Ms. Drappo started her portion of the presentation speaking about sign code. She covered "banner" signs, saying that they are not allowed on fences and they are considered a temporary sign, only allowed to be up for 90 days. She went on to explain that during windstorms, these banners have flown off into traffic and caused safety issues in the past. She mentioned that staff would like to create a system for banner signs, allowing them to keep the sign up for 90 days, having the sign secured correctly and safely. She mentioned an idea of giving out a sticker to the owner of the banner sign, which would be placed on the banner to show the date of expiration, and maybe it could be color coded as well. The commission liked the idea of the sticker system.

Ms. Drappo continued by discussing signage for development complexes. Stating that a Master Sign Plan is requested by the owner of the building, so that City staff can make sure when a new tenant comes into the building, they have design standards to abide by. She asked the Commissioners to think about if they would allow for signage on a wall that does not have road frontage. As of right now, it is not allowed unless the wall has road frontage, and staff have received requests from applicants to allow for this.

Vice Chair Morris asked for an example, to which Ms. Drappo said if a building has road frontage on Highway 95, and on Government Way (where they would be allowed to have a sign on each of those walls facing those two roads) and would like to have an extra sign on a wall that does *not* face the road, would the commission be okay with allowing that third sign?

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Ms. Drappo identified that the maximum square feet allowed for signage is up to 10% per wall. Chair Taylor stated that if they don't exceed the allotted 10%, then they should be allowed to have 1 additional sign. The commission discussed it further, and Ms. Drappo stated that maybe for the non-frontage facing wall they could allow for a sign up to 5% of that wall (instead of the regular 10% allotment). All commissioners agreed.

Commissioner Walters asked if there are requirements for what is displayed on a sign, to which Ms. Drappo clarified that the city cannot restrict what the sign says. When reviewing sign applications, she looks at the size, and other criteria, and the Building Department reviews how it is secured. She went on to mention vehicles (such as trucks or trailers) that have "signage" on them. She identified trucks or trailers around the city that are parked out on gravel lots, with signage on either side. Ms. Drappo stated that in her mind this is a "sign" her mind, and there are no standards for "mobile signs." Chair Taylor suggested that the city not allow for those types of signs within the city, and to make that clear within the code. Design standards were discussed and Ms. Drappo encouraged them to read through that and give any feedback regarding signage or lighting or anything that they think might look nice to have in Hayden.

Commissioner Walters asked how the public gets informed of these changes before they get a violation notice, and Ms. Drappo explained that the Hayden Newsletter goes out, and she identified that she had previously put information and regulations in there about temporary signage. She also gave the example of when the city has public hearings, which there will be one coming up for these code amendments, and the public will get notified that way as well. During their sign permit review, the applicant will also get notified of any changes that they need to make.

Director Phillips finished the presentation by discussing land use applications, stating that some additional standards related to comments received from the Planning and Zoning Commission and City Council were added. Ms. Phillips urged the commission to read through all of the changes, and any recommendations that they have, and to bring those to the next meeting on September 14th, 2026.

REPORTS

Ms. Phillips reported on the next meeting, stating that it will be on September 14th, when they will review the final changes and answer any final questions. She urged them to read all the current changes and come prepared to the next meeting. She asked Vice Chair Morris if he would like to give a report on the Impact Committee Meeting, to which he said they voted to approve the increase (of Impact Fees.)

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ADJOURNMENT
Chair Taylor adjourned meeting at 8:14 PM

Motion to adjourn meeting. This motion, made by Chair Taylor and seconded by Commissioner Walters; Motion carried.

Tony Grano:	**Absent**
Shawn Taylor:	**Yes**
Chris Morris:	**Yes**
Vince Vargas:	**Absent**
Ron Walters:	**Yes**

Respectfully submitted,

Sadie Roe, Clerk

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B. Approval of Planning & Zoning Commission Regular Meeting Minutes from September 14, 2026

Assistance for persons with disabilities will be provided, upon provision of verbal or written notice to city staff 24 hours in advance of the meeting. The phone number for City Hall is (208) 772-4411.

DRAFT
MINUTES OF THE PLANNING AND ZONING COMMISSION MEETING
FOR THE CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

Monday, September 14, 2026

Regular Meeting: 5:30 PM
Hayden City Hall Council Chambers, 8930 N. Government Way, Hayden, ID 83835

CALL TO ORDER
The meeting was called to order at 5:36 PM by Chair Shawn Taylor.

ROLL CALL OF COMMISSION MEMBERS
Present: Chris Morris, Shawn Taylor, Ron Walters, Vince Vargas and Tony Grano

Staff Present: Donna Phillips, Community Development Director, Fonda Jovick, City Attorney, Sadie Roe, Planning Assistant.

PLEDGE OF ALLEGIANCE
Commissioner Grano led the pledge of allegiance.

ADDITIONS OR CORRECTIONS
Minutes for 8-31-26 meeting are not ready for approval yet.

1. **CALL FOR CONFLICTS OF INTEREST**
   None

2. **CONSENT CALENDAR** ***All items on the consent calendar are Action Items***

2.A. Approval of Planning & Zoning Commission Regular Meeting Minutes from August 31, 2026

Note: The Minutes were not ready for approval. They will be added to the next meeting's Agenda for approval at that time.

3. WORKSHOP
3.A. Code Amendment Final Review - Title 11: Zoning Regulations

Donna Phillips, Community Development Director, started this workshop with a discussion of Title 11: Zoning Regulations Amendments. She directed the Commissioners to open Title 11 on their tablets so that they can better observe the changes to Title 11. She added that the difference between the changes to Title 11 and Title 12 is that 12 is a Repeal and Replace, meaning the entire Title section is being reworked. Title 11 is an Amendment, meaning only select portions of Title 11 will be changed. Title 11 has been reduced to 8 Chapters. She continued by stating that the red lines throughout the handout represent items that have been removed or changed. Fonda Jovick, City Attorney, asked what the color of the text represents in the Title 11 changes. Ms. Phillips responded that they are associated with the individual who produced the changes. Each color represents a different City Staff member who worked on the Title. The Title 11 changes skip some sections, because there were no changes to those sections. Ron Walters provided

important comments and questions related to the changes in both Title 11 and 12, which informed portions of the changes. The definitions will likely be given header sections to help with traversal of the code. These will be tied to the use case of the word being defined. These sections will be Zoning Definitions, Measurement Definitions, Building Definitions, and Miscellaneous Definitions. Ms. Phillips stated that the rest of the slides on her presentation of Title 11 changes are redundant to information provided in the last meeting.

She continued by providing a handout for the Northern Lakes Fire Protection District (NLFPD) Burning Rules, which outlines burning rules as dictated by NLFPD. Ms. Phillips had looked at other district's burn rules, which appeared to be synonymous with our burn rules. NLFPD outlined that burning of garbage is not allowed, while burning of organic plant material is allowed. She continued that the Mayor and City Council can set guidelines for when burning may be allowed. She continued that the NLFPD permit is only concerned with the period of time between May and October, and aside from that does not cover burn rules. Vice Chair, Chris Morris asked if a permit is still required outside of that timeframe. Ms. Phillips replied that it is not. That was the reason for including language in the Title changes to cover the gap in residential burn permits.

Ms. Phillips continued with a discussion of Sign Code. She discussed the purpose of the Sign Code, which includes: Protecting the rights of businesses and individuals to convey their messages through signs, the right of the public to be protected from the unrestricted proliferation of signs, further the goals of the City Comprehensive Plan, maintain and enhance the visual quality of the City, improve motorists and pedestrian safety by minimizing distractions, obstacles and visual clutter, protect and enhance economic viability, protect property values, protect views of natural landscape and the sky, avoid personal injury and property damage from unsafe signs, provide businesses with effective and efficient opportunities for identification by reducing competing demands for that visual attention, and ensure fair and consistent enforcement of sign code occurs. Commissioner Vince Vargas asked Ms. Phillips if she was able to communicate with the fire district if there was anything they wanted to change in the future. She replied that the only request received was that which was covered by the code amendments. Vice-Chair Morris asked if the city requires a Title Policy. Ms. Phillips pointed them to section 11-1-4, and that it was flagged by a reviewer to clarify which certificates the city is asking for. Ms. Jovick added that it doesn't have to be a full policy, simply a certificate. Ms. Phillips asked if the language should be changed in the Code Amendment. Ms. Jovick suggested the language be changed to: A vesting certificate from a title insurance company licensed under the state of Idaho. She clarifies that one could use a title certificate, but they can be cost prohibitive. Ms. Phillips requests Sadie Roe, Planning Assistant, to make a note of those changes in language. Ms. Phillips asked if anyone had any further questions. None were presented. She continued by stating that both Titles have the word regulation in the name of the associated Titles. Title 11 is Zoning Regulations, and Title 12 is Subdivision Regulation. City Staff are currently taking everything out of Title 12 and replacing it.

3.B Code Amendment Final Review - Title 12: Subdivisions - Repeal and Replace

Ms. Phillips continued her presentation with a discussion of Title 12 changes. She started with a discussion of the section: Interpretations and Conflict. This section dictates that when one is interpreting Title 12, the more restrictive interpretation, or the one which is most likely to protect the public's safety, health, and general wellbeing, shall be controlled.

Ms. Jovick asked if when the city produces a Staff Report, on any project, Staff would outline where they have chosen a more restrictive path if there is conflict. Ms. Phillips confirmed this. She continued that in the past, before “Imagine Hayden” in 2019 and 2020, long-range plans were developed independently of each other and rarely overlapped in intention and focus. These days, long range plans are created in reference to one another. Ms. Phillips stated that previously, a question had arisen as to the number of lots in the city which are above four acres in size. There are 173 lots currently within the city that meet those parameters. Five of which are agricultural lots, five of which are private areas such as roads and open space. 27 of those are from previously approved projects, 33 are Residential (R-1), Mixed-Residential, or Residential Suburban zoning. 9 of them are park areas, 11 are manufactured home parks, and 87 are zoned Commercial and Light Industrial areas. Of the 33 Residential underdeveloped lots, 19 are less than five, nine of them are between 5-10 acres. There is a 13-acre, 19-acre, 22-acre, two 40-acre (one being school district and the other is anticipated to be the next phase in a subdivision.) Vice Chair Chris Morris asked if there are nine that “fit the bill.” Ms. Phillips responds that there are 31. Chair Shawn Taylor stated that many cities in Idaho have put conditions on the lot size of starter home subdivisions, and that the parameters of these subdivisions will likely change as legislators make amendments to state ordinance. He continued by expressing a desire for State Legislators Jordan Redman and Ben Toews to come to the City’s workshop on the 29th to discuss these changes. Ms. Phillips replied that the Commissioners should be cautious, as that isn’t the only matter being discussed on that day. City Attorney, Fonda Jovick stated that having them at the workshop would not be productive, as the work needing to be done on the whole of the code would be lost in a workshop setting, but possibly beneficial in a hearing setting. Ms. Phillips asked if the Commissioners have any other questions for Staff. She added that one question Staff received was in combining certain definitions. She stated that most of the definitions in this Title are made separate, as their processes are different. Commissioner Walters replied that he felt the number of definitions could be daunting for a developer and thought that a more streamline definition section would be beneficial. Commissioner Vince Vargas additionally stated that the amount of code to work through might be intimidating to developers.

4. REPORTS

4.A. Community Development Director's Report

Director Phillips asked the Commissioners if they would prefer their staff review packets before or after their meeting on September 29, 2026. The Commissioners agreed to receive them after the meeting. Ms. Phillips asked if the city would have quorum on the at the next Planning & Zoning Commission public hearing which is scheduled for October 5, 2026. Quorum for that meeting was confirmed by the Commission. Ms. Phillips asked if there would be quorum for the meeting on October 9. The Commission confirmed that there would be.

5. ADJOURNMENT

Chair Taylor adjourned the meeting at 6:57 PM

Motion to adjourn meeting. This motion, made by Chair Taylor and seconded by Commissioner Walters; Motion carried.

Tony Grano:	**Yes**
Shawn Taylor:	**Yes**
Chris Morris:	**Yes**
Vince Vargas:	**Yes**
Ron Walters:	**Yes**

Respectfully submitted,

Cooper Broggel, Clerk

3. **PUBLIC HEARING (Public Testimony will be received for these items)**
   A. PZE-24-0013 Hazelnut Glen Subdivision *ACTION ITEM* - this public hearing is for a Major Subdivision consisting of 126 lots located directly North of West Prairie Avenue, and East of North Huetter Road.

Assistance for persons with disabilities will be provided, upon provision of verbal or written notice to city staff 24 hours in advance of the meeting. The phone number for City Hall is (208) 772-4411.

Memo

To: Chair Taylor and Members of the Planning and Zoning Commission

From: Donna Phillips, Community Development Director

Date: October 2, 2026

Agenda Item: PZE-24-0013 Hazelnut Glen Subdivision Preliminary Plat – Public Comments Received

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Agenda Item Location
Public Hearing

Recommended Action or Motion
The Planning and Zoning Commission should take the information provided as public comments into consideration during their analysis and deliberation of the proposed request.

Summary
During the review of the proposal, agency notices are requested concurrent with the staff review analysis. If received in a timely manner, they are included in the staff review. If, however, they are received after the staff review is posted and prior to the public hearing, those comments are included within this memo to the Commission/Council. Public comments received as a result of noticing and prior to the public hearing are summarized below in date order as they were received and all of the comments received identified in this memo are attached.

- Ruben Garcia, Cornerstone Baptist Church – In favor, "...I want to express to the council members may full support of this upcoming project."
- Du Puis Adams, A, Non-Resident – In favor, "...I believe Hazelnut Glen will compliment the area and blend in seamlessly with the existing subdivisions around it. I feel Hazelnut Glen will enhance our community with its thoughtful design and provide much needed housing options."
- Cunningham, W., Non-Resident – In favor. As a previous Hayden resident, she believes that growth needs to be planned and a clear need is for additional housing. She appreciates the work that gone into the proposal and opportunity for residents to provide input.
- Magnuson, John, Bluegrass Development, LLC – In favor. "This process has been underway for 17 years, since the initial annexation request. The project is part of a collaborative effort by multiple landowners to develop in a responsible manner that addresses the extension of City services, at no cost to the public, and future traffic considerations."

CORNERSTONE
BAPTIST CHURCH

3983 West Prairie Avenue
Hayden, Idaho 83835

Sept. 29, 2026

To City Council Members,

My name is Ruben Garcia and I am the pastor of Cornerstone Baptist Church, which is located at 3983 W. Prairie Ave. in the city of Hayden. The church sits on the east side, adjacent to the said property.

I have worked with Scott Krajack for the past couple of years in regard to the Hazelnut Glen project. I've really enjoyed the meetings that I've had with him. He has always been very helpful and informative and very professional as well.

So, for the record, I want to express to the council members my full support of this upcoming project.

Yours Sincerely,

Ruben Garcia

✝ Pastor Ruben Garcia 208 772 9190 cornerstone@ephesians220.org ephesians220.org

- Dahm, T & A – Opposed. Two e-mail responses regarding concerns included concerns related to inaccurate and misleading roadway information, overcrowded school systems, strain on the aquifer, traffic, collisions, and public safety risks, growth without infrastructure is not sustainable.
- Wilson, P, Non-Resident – Opposed, "The Prairie Street is already to busy. It will bring down the property values and take away our view."

Fiscal Impact

Not Applicable

Budget Funding Source / Transfer Request

Not Applicable

Attachment

Comments as received

Sadie Roe

From: noreply@revize.com
Sent: Tuesday, September 22, 2026 9:04 AM
To: Planning
Subject: Public Hearing Comments

first_name = Angela
last_name = DuPuis Adams
email = Jaa498@yahoo.com
phone = 208-651-9336
Residency-Status[] = Non-Hayden Resident
PZE-Number = PZE-24-0013
Vote = In Favor
issue = I have lived in Kootenai County since 1974 in Coeur d' Alene, Post Falls and Hayden and have seen a lot of growth in the past 52 years. What I think is most important with these new subdivisions is that they are done in a responsible manner that will enhance our community.
I believe Hazelnut Glen will complement the area and blend in seamlessly with the existing subdivisions around it. I feel Hazelnut Glen will enhance our community with its thoughtful design and provide much needed housing options.

preferred_contact = email
Client IP = 205.173.78.190

Sadie Roe

From: noreply@revize.com
Sent: Monday, September 21, 2026 2:59 PM
To: Planning
Subject: Public Hearing Comments

first_name = Winter
last_name = Cunningham
email = winter.spencer@gmail.com
phone = 2086914397
Residency-Status[] = Non-Hayden Resident
PZE-Number = PZE-24-0013
Vote = In Favor
issue = I'm writing in support of the proposed housing project Hazelnut Glen. I am technically not a current Hayden resident but I was not too long ago.

I understand that growth is coming to Hayden and the surrounding area, and I believe we need to plan for that growth thoughtfully. With more people choosing to live and work in our community, there is a clear need for additional housing. Providing new housing in appropriate locations is an important part of accommodating that growth.

We need housing for people who want to live in Hayden, and thoughtful development can help meet that demand while allowing the community to continue to grow.

I appreciate the work that has gone into the proposal and the opportunity for residents to provide input. I hope the project can move forward as it seems to have addressed the legitimate concerns about traffic, safety, and infrastructure.

For these reasons, I support the proposed housing project and believe it can be a positive addition to the community.

Thank you for considering my comments.

preferred_contact = email
Client IP = 205.173.78.190

Bluegrass Development LLC

208-667-0100 | fax 208-667-0500 | 1250 Northwood Center Court | Coeur d'Alene, ID 83816

October 1, 2026

Email to: planning@haydenid.gov

City of Hayden
8930 N. Government Way
Hayden, ID 83835

Re: Comment on Case No. PZE-24-0013 (Hazelnut Glen Subdivision)

Dear City of Hayden Planning and Zoning Commission Members:

Bluegrass Development, LLC is an Idaho limited liability company doing business in Kootenai County for nearly 25 years. The Company has developed many successful residential communities and neighborhoods in Kootenai County.

Bluegrass is familiar with the property that is the subject of the above-referenced application. Bluegrass is also familiar with the project proponent, OO Land Holding, LLC. The applicant is a qualified and responsible project proponent and a contributing member of our community.

More significantly, Bluegrass is familiar with the project as proposed by the applicant and whole-heartedly supports the same. Bluegrass has been working collaboratively with the City of Hayden with respect to the particular area of the City that includes the applicant's property. This process has been underway for 17 years, since the initial annexation request. The project is part of a collaborative effort by multiple landowners to develop in a responsible manner that addresses the extension of City services, at no cost to the public, and future traffic considerations. In light of the amount of time, commitment, resources, and collaboration that has gone into this area, including the applicant's property, Bluegrass believes all questions or concerns that might be legitimately raised have been adequately addressed. Again, this is the product of a 17 year process, which in and of itself is highly unusual.

Bluegrass asks that you favorably consider the application of OO Land Holding, LLC for the Hazelnut Glen Subdivision.

Thank you.

Sincerely,

John F. Magnuson

JFM/js
CITY OF HAYDEN.LTR.wpd

From: Tracee D
To: Planning
Subject: PZE-24-0013
Date: Saturday, September 26, 2026 7:58:43 AM

You don't often get email from traceesokolik86@gmail.com. Learn why this is important

Hello! To whom it may concern;
I am writing to express my strong opposition to the proposed Hazelnut Glen Subdivision (PZE-24-0013). After reviewing the materials provided and considering the current conditions in Hayden and Coeur d'Alene, I believe this development poses significant risks to public safety, infrastructure, and environmental stability. My concerns are outlined below.

1. Inaccurate and Misleading Roadway Information

The proposal references "Carrington Road" as an access point, yet **Carrington Road does not currently exist** in Hayden. The alignment shown in the developer's materials appears to run directly through private church property, which has not been approved or constructed. Presenting a non-existent road as a functional access route is misleading. If the primary access point is hypothetical, unbuilt, and dependent on future land acquisition, the subdivision cannot be evaluated safely or realistically.

2. Overcrowded School Systems

The schools designated to serve this subdivision are **already operating at or beyond capacity**. Adding nearly 200 additional homes—on top of multiple other approved developments—would further strain classrooms, staffing, transportation, and resources. The district has not shown it can absorb this level of growth without compromising educational quality and student safety. Furthermore, both the Lakeland and CDA school district levys are constantly not passed. If we don't have the funds to support our current school systems and needs how do you propose we do that with more homes?

3. Strain on the Aquifer

The Rathdrum Prairie Aquifer is already under increasing pressure. At the same time:

- A nearby development has approval for **3,000 homes**,
- Coeur d'Alene is proposing a **150-unit apartment complex**, and
- Multiple subdivisions are under review across the Prairie.

Adding another large subdivision compounds the demand on a water source that is essential, finite, and already showing signs of stress. Responsible growth requires protecting the aquifer—not accelerating depletion.

4. Traffic, Collisions, and Public Safety Risks

The proposed location is already a high-collision zone. Residents along Prairie Avenue have experienced vehicles crashing into their backyards. Serious accidents occur regularly at:

- Huetter & Hayden Ave
- Atlas & Prairie Ave
- Huetter & Prairie Ave
- Atlas & Hayden Ave

These intersections frequently experience backups, near-misses, and congestion. Introducing hundreds of additional daily vehicle trips will **increase collision risk**, emergency response times, and neighborhood danger. Before adding more homes, Hayden and Coeur d'Alene must prioritize **roadway improvements, traffic mitigation, and long-term infrastructure planning**.

5. Growth Without Infrastructure Is Not Sustainable

Both cities are experiencing rapid development without the necessary upgrades to roads, schools, water systems, and emergency services. Approving yet another subdivision—especially one dependent on unbuilt roads and located in a high-risk traffic corridor—would worsen existing problems and create new ones.

Conclusion

For these reasons, I respectfully request that the Hazelnut Glen Subdivision proposal be denied or postponed until:

- Accurate and feasible access routes are established,
- School capacity issues are addressed,
- Aquifer sustainability is prioritized, and
- Road infrastructure improvements are completed.

Responsible growth requires planning, transparency, and safety—not pushing forward developments that strain the community beyond its limits.

Thank you for your time,
Tracee & Andrew Dahm

From: noreply@revize.com
To: Planning
Subject: Public Hearing Comments
Date: Saturday, September 26, 2026 8:03:30 AM

---

first_name = Tracee
last_name = Tracee
email = traceesokolik86@gmail.com
phone = 7573538071
Residency-Status[] = Hayden Resident
PZE-Number = PZE-24-0013
Vote = Opposed
issue = Hello! To whom it may concern;
I am writing to express my strong opposition to the proposed Hazelnut Glen Subdivision (PZE-24-0013). After reviewing the materials provided and considering the current conditions in Hayden and Coeur d'Alene, I believe this development poses significant risks to public safety, infrastructure, and environmental stability. My concerns are outlined below.
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The district has not shown it can absorb this level of growth without compromising educational quality and student safety. Furthermore, both the Lakeland and CDA school district levys are constantly not passed. If we don't have the funds to support our current school systems and needs how do you propose we do that with more homes?

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Atlas & Prairie Ave

Huetter & Prairie Ave

Atlas & Hayden Ave

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School capacity issues are addressed,

Aquifer sustainability is prioritized, and

Road infrastructure improvements are completed.

Responsible growth requires planning, transparency, and safety—not pushing forward developments that strain the community beyond its limits.

Thank you for your time,
preferred_contact = email
Client IP = 135.131.227.5

Case No. PZE-24-0013, Hazelnut Glen Subdivision

Name: Paige Wilson E-mail: PAIGEWILSON4020@GMail.com

Address: 4255 Wirth Dr Cd'A Idaho 83815

Please check the appropriate box: ☐ In support of ☐ Neutral/Uncommitted ☒ Opposed

Comments: The Parie Stree is already to busy
It will bring down the property Values and
Take away our View

CITY OF HAYDEN IDAHO
8930 N Government Way Hayden, Idaho 83835

To: Chair Taylor and Members of the Planning and Zoning Commission
From: Donna Phillips, Community Development Director
Date: October 2, 2025

STAFF EXECUTIVE SUMMARY

Hazelnut Glen Subdivision (PZE-24-0013)

Project Description: The applicants are requesting approval for preliminary plat approval of a multi-phase major subdivision to include 126 Single Family Residential (R1) lots on one lot approximately 38.94 acres in size.

Location: The property is located north of West Prairie Avenue, west of North Carrington Street, and south of West Honeysuckle/Bean Avenue.

Legal Description: SE-SW Except Right-of-Way Section 21Township 51 North Range 04 West, BM, City of Hayden, Kootenai County, Idaho.

Applicant Representatives: Ray Kimball, Whipple Consulting

Owners: OO Landing Holding, LLC

Application Filed: March 19, 2024

Notice Provided:

PZC/CC
Agency: March 19, 2024; August 11, 2026
Adjacent Property Notice: September 18, 2026
Site Posting: September 18, 2026
Newspaper/Website/PSA: September 18, 2026

Hearing Date(s): PZC: October 5, 2026

Planning and Zoning Commission Packet:

Preliminary Plat Flow Chart and Standards of Approval and Staff Analysis as submitted. Public comments received as a result of noticing shall be attached to the Boardbook agenda item. {All items provided here through links shall be available in the project file.}

GENERAL REVIEW INFORMATION: The "Background & Summary of Request" will give the general overview of the project, what has occurred since the time of application, and general information related to the standards by which this subdivision request shall be held. The request for the subdivision is vested under the codes in effect at the time of the completed application.

Staff: See Staff Analysis pages 1-2.

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/cannot be constructed to function in a manner that promotes the public health, safety, and welfare.

HCC §12-3-4 (F) (2): Infrastructure can/cannot 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.

HCC §12-3-4 (F) (3): Infrastructure is/is not or will/will not 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/have not 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/have not 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.

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.

c) Provisions have/have not 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/have not been made for stormwater systems that satisfy the City and IDEQ requirements.
e) Provisions have/have not 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.

f) Provisions have/have not 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 park 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).

HCC §12-3-4 (F) (4): Provisions have/have not 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/have not been made for gas, power, telecommunications, mailboxes, and similar infrastructure.

HCC §12-3-4 (F) (6): Provisions have/have not 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.

HCC §12-3-4 (F) (7): The area proposed for subdivision is/is not 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

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.

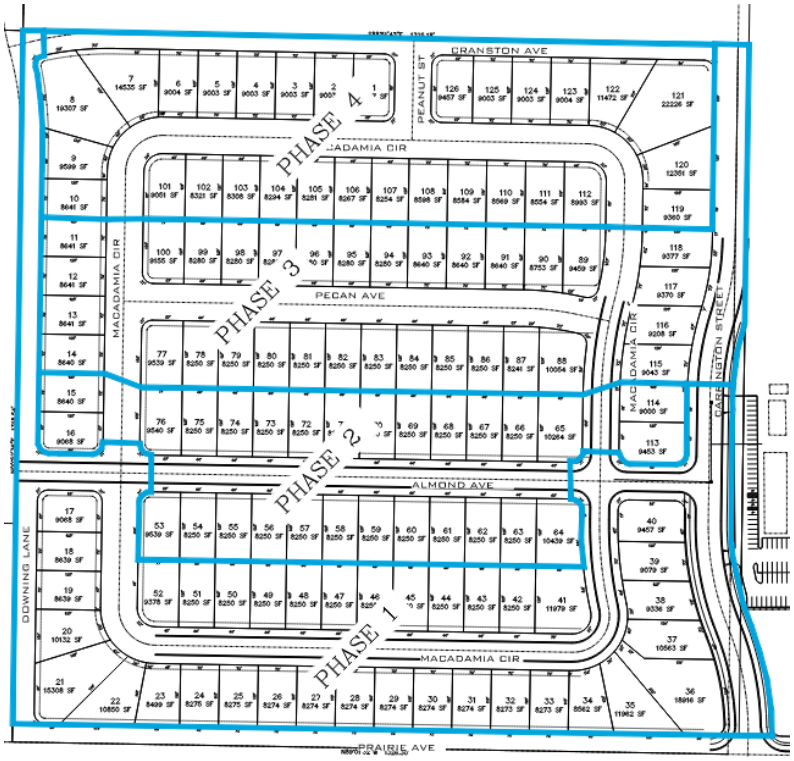
Staff Recommended Conditions of Approval (begins on page 19 of the staff analysis):

STAFF RECOMMENDED CONDITIONS OF APPROVAL

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 Circle – East Almond Avenue to West Almond Avenue from the phasing lines plus 3 sticks (60') of sewer main to the north at both ends	X			
3	Pecan Avenue – Eastern Macadamia Circle to Western Macadamia Circle			X	
4	Almond Avenue - Eastern Macadamia Circle to Western Macadamia Circle to the phasing line plus 3 sticks (60') of sewer main to the east and west		X		
5	Macadamia Circle – Eastern and Western legs between phasing lines plus 3 sticks (60') of sewer main to the north/south		X	X	
6	Almond Avenue - Downing Lane through Macadamia Circle plus 3 sticks (60') of sewer main to the east	X			
7	Carrington Street from Prairie Avenue through Almond Avenue north to phasing line plus 3 sticks (60') of sewer main to the north	X			
8	Almond Avenue – west of Macadamia Circle east through Carrington Street	X			
9	Macadamia Circle – northern portion from phasing lines east and west				X
10	Peanut Street – from Macadamia Circle through to Cranston Avenue				X
11	Cranston Avenue – from phasing line east through Carrington Street				X
12	Carrington Street – phasing line north of Almond Avenue to Cranston Avenue			X	

	Streets & Stormwater				
1	Downing Lane – Prairie Avenue through Cranston Avenue	X			
2	Macadamia Circle – East Almond Avenue to West Almond Avenue from the phasing lines	X			
3	Pecan Avenue – Eastern Macadamia Circle to Western Macadamia Circle			X	
4	Almond Avenue - Eastern Macadamia Circle to Western Macadamia Circle to the phasing line		X		
5	Macadamia Circle – Eastern and Western legs between phasing lines		X	X	
6	Almond Avenue - Downing Lane east through Macadamia Circle	X			
7	Carrington Street from Prairie Avenue through Almond Avenue north to phasing line plus 3 sticks (60') of sewer main to the north	X			
8	Almond Avenue – west of Macadamia Circle east through Carrington Street	X			
9	Macadamia Circle – northern portion from phasing lines east and west				X
10	Peanut Street – from Macadamia Circle through to Cranston Avenue				X
11	Cranston Avenue – from phasing line east of Downing Lane east through Carrington Street				X
12	Carrington Street – phasing line north of Almond Avenue to Cranston Avenue			X	
	Street Frontage Landscaping				
1	Prairie Avenue - greenway	X			
2	Carrington Street - greenway	X		X	
3	Cranston Avenue - west end at HOA owned property				X
4	Downing – 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 Avenue and Huetter Road	Retime signals & provide right turn lanes along Prairie Avenue	
Prairie Avenue and Carrington Street	Improve intersection to full signalized access intersection	Improve intersection to full signalized access intersection
Prairie Avenue and Atlas Road	Retime signals & provide right turn lanes along Prairie Avenue	
Prairie Avenue and Ramsey Road	Retime signals to match traffic demand. Provide an eastbound right turn lane and dual northbound left turn lanes along Prairie Avenue.	
Bean/Honeysuckle Avenue and Atlas Road	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.

Possible Motions of Planning and Zoning Commission:

- **Motion to Approve** – I move to recommend approval of the PZE-24-0013 Hazelnut Glen Phased Subdivision preliminary plat request with staff recommended conditions of approval, finding that it **IS** in accord with the standards of Hayden City Code, based upon testimony received at the Planning and Zoning Commission Public Hearing and the record of the request.

- **Motion to Continue** – I move to continue this hearing to {date specific} to address concerns related to _____.

- **Motion to Deny** – I move to recommend denial of the PZE-24-0013 Hazelnut Glen Phased Subdivision preliminary plat request, finding that it is **NOT** in accord with the standards of Hayden City Code, and, based upon testimony received at the Planning and Zoning Commission Public Hearing and the record of the request for the following reasons: _____.

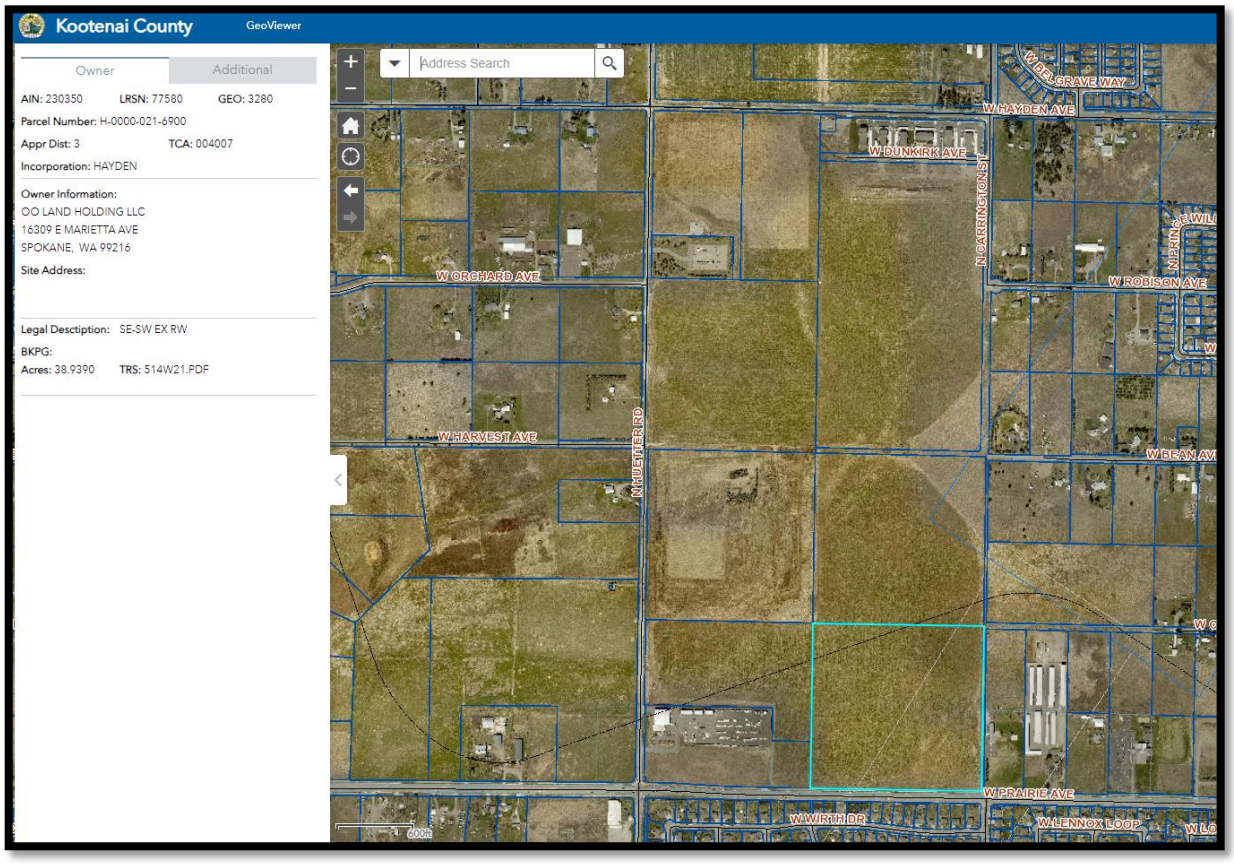
Hazelnut Glen Subdivision
Parcel No. H-0000-021-6900
OO Land Holdings, LLC
Case No. PZE-24-0013

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BACKGROUND & SUMMARY OF REQUEST

The City of Hayden annexed the property proposed for development in July of 2013 by Ordinance #523 and zoned Single-Family Residential (R1). The corresponding annexation agreement with the owner recorded as Instrument #2417653000, limited the future maximum residential density to 4.0 dwelling units per gross acre and provided direction related to other public infrastructure to include street dedication requirements, sewer and water connectivity, amongst other items.



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On March 28, 2024, Ray Kimball, Whipple Consulting, on behalf of OO Landing Holding, LLC, the owner, requested preliminary plat for a 126-lot Single-Family Residential (R-1) multi-phase subdivision to be known as Hazelnut Glen Subdivision. The property is located on one lot totaling 38.94 acres north of West Prairie Avenue, west of North Carrington Street, and south of West Honeysuckle/Bean Avenue.

LEGAL DESCRIPTION

A parcel of land being a portion of the Southwest Quarter of Section 21, Township 51 North, Range 4 West, Boise Meridian, Kootenai County, Idaho, and more particularly described as follows:

The Southeast Quarter of the Southwest Quarter in Section 21, Township 51 North, Range 4 West, Boise Meridian, Kootenai County, Idaho.

Excepting therefrom any portion lying within the Right-of-Way for Prairie Avenue and as described in a Warranty Deed to Post Falls Highway District, recorded as Instrument No. 1919136, records of Kootenai County, Idaho

ANALYSIS

The analysis is organized following the general standards 1 through 8 of the Hayden City Code §12-3-4, which can be found in their entirety in the Appendix. Those items of analysis, which are required of all subdivisions, shall be found in the Appendix and made a part of this staff analysis. Those items, which are more site specific, shall be identified in the analysis provided here.

1. **Infrastructure *can/cannot be* constructed to function in a manner that promotes public health, safety, and welfare.**

2. **Infrastructure *can/cannot be* constructed and located in an orderly manner that accommodates ongoing maintenance needs when taking into consideration collocation of other infrastructure.**

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

3. **Infrastructure *is/is not or will/will not be* in compliance with applicable city, state, and federal policies and regulations as follows:**
   a) **Provisions *have/have not* been made for a water supply system that satisfies city, Idaho Department of Environmental Quality (IDEQ) and Northern Lakes Fire Protection District requirements.**
   b) **Provisions *have/have not* 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.**
   c) **Provisions *have/have not* 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 co-located with storm water, 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/have not* been made for storm water systems that satisfy the city and IDEQ requirements.**

e) Provisions *have/have not* 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.
f) Provisions *have/have not* 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

Potable Water and Fire-flow:

The subject property is located within the Hayden Lake Irrigation District (HLID). The Developer has submitted a Will Serve letter from HLID, dated March 7, 2023, and updated on August 10, 2026, as required by Hayden City Code §12-3-4(A) (10). The Developer shall be required to provide all dedications and easements and construct appurtenances as may be required by the water district at the time of development.

The subject property is located within the Northern Lakes Fire Protection District (NLFPD). As a part of the subdivision construction, the property owner shall install fire hydrants and construct all infrastructures, which shall be designed and located as required by NLFPD and Hayden Lake Irrigation District. On April 1, 2024, and updated on August 12, 2026, NLFPD provided agency comments related to this project, which can be found in their entirety attached to this staff analysis. Fire hydrant relocation and design standards were included in this letter.

City Collection System:

Based on the 2020 Collection System Master Plan Update, the subject property is within the H-8 sewer basin. The requirements of the Will Serve letter (attached) regarding sewer within the H-8 basin shall be addressed during construction plan review.

Per the Will Serve Letter provided by Alan Soderling, Public Works Director, the city currently does not have the infrastructure available to serve the area. As the proposed subdivision development is not in conformance with the FLUM (Future Land Use Map), a sewer technical analysis has been completed to determine the correct sizing of the infrastructure to be constructed and the required invert elevation at the lift station. At the time of this staff analysis, the Engineer of Record provided a master design for this area for review, and the sewer analysis has been approved.

Per the Will Serve letter, 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. Additionally, per the applicant's narrative and memorandum of understanding with other nearby property owners (developers) within this basin (attached), the sewer lift station is proposed to be located north of this project site within property owned by Coeur

d'Alene School District. Upon preliminary plat approval and prior to execution of the Construction Improvement Agreement, the Developer shall obtain a construction easement with the Coeur d'Alene School District for construction of the H-8 Sewer Lift Station. The Developer shall also provide a deed of the H-8 Lift Station lot free of any encumbrances to be accepted by the City Council upon acceptance of the H-8 Lift Station infrastructure and public access roads necessary for access to the H-8 Lift Station which shall be a minimum of 16' wide gravel access to the lift station. The minimum sewer access easements shall conform with Table 4 in the adopted Sewer Policies. Upon completion of the roadway typical section within the subdivision, these roads shall be paved, and appropriate access shall be completed.

At the time of future development, the developer shall be required to construct all sewer infrastructures in conformance with the 2020 Collection System Master Plan Update, State law, and all City sewer policies, standards and technical memos. Per the City's adopted sewer policies, no cross-country sewer alignments shall be allowed. The City shall have an overall sewer layout (to include sizing and invert elevations at a minimum) prior to preliminary plat approval. Changes to configurations of sewer and/or streets may be required. The Developer shall be required to reflect all necessary sewer easements on the face of the final plat of the subdivision.

Alan Soderling, PE, City of Hayden Public Works Director, provided a Will Serve letter for City sewer on dated March 22, 2024, as required by Hayden City Code §12-3-4(A) (10).

HARSB Treatment Plant:

The subject property is located within the service area of the Hayden Area Regional Sewer Board (HARSB). Will serve letters are provided by the City of Hayden and not generally received from HARSB. Ken Windram, Manager of HARSB, requested an odor easement as part of agency comments.

Ability to Provide Sewer Service:

The City issues Will Serve letters that are non-binding generalized statements of the ability and desire to provide sewer service under current circumstances. A Will Serve letter is not a guarantee of service because the actual physical connection to utilities takes place under a separate authorization, generally with a building permit, which can be issued in the near or far future. Time may have passed and circumstances change; or perhaps something arises in detailed plan review that affects the ability to provide service, which is why the City cannot guarantee at this time that future capacity will be available and is only able to determine this at the time of authorization to physically connect to the utilities.

Addressing Requirements:

The Developer shall confirm the street name complies with 9-1-1 emergency addressing requirements as detailed in City Code §9-5 and are deemed acceptable by the City, with said street name to be reflected on the preliminary and final subdivision plats. Road names as proposed will remain if no duplication of road names in the County exist at the time of plat recordation.

Streets, Pedestrian Paths, and Right-of-Ways:

The annexation agreement (attached) on July 3, 2013, identified roadways within the 2007 Transportation Strategic Plan and the required dedications of right-of-way to meet the typical sections along these roadway corridors. The specific corridor identified in the annexation agreement was Carrington Lane (Carrington Street). The roadway dedications identified specific right-of-way

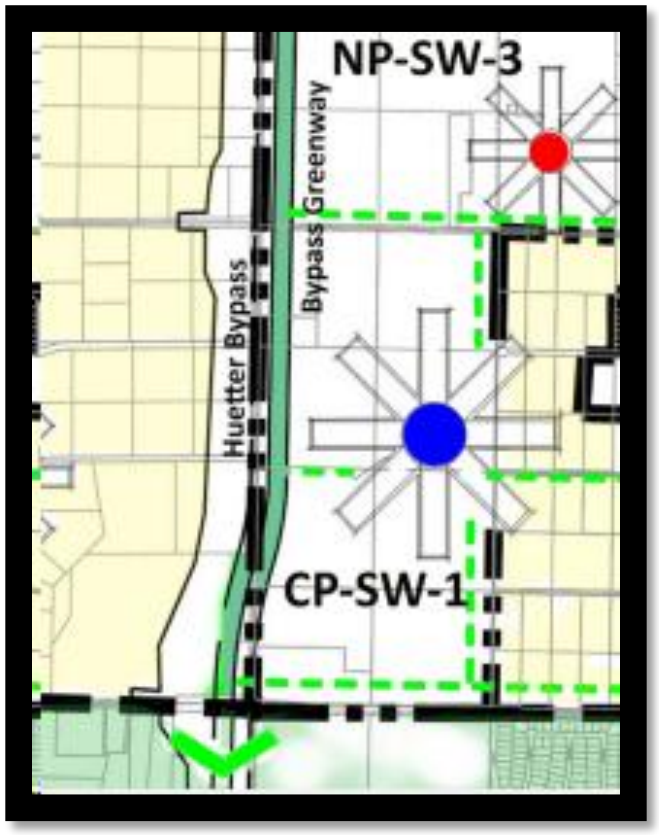
widths to be dedicated; however, section 7.3 states "The rights-of-way that are required as consideration of annexation are the minimum rights-of-way to be dedicated. Nothing herein is intended to over-ride or substitute for any City code or transportation plan requirements in effect at the time of development of the property as provided in Section 5.0 above." Additionally, Section 5.0 of the annexation agreement identifies the applicable standards to the annexed area are those in affect at the time development construction commences.

Required Street Construction:

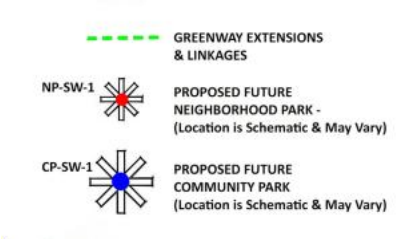
The proposed internal streets shall be contained within the boundaries of the subject lot, unless they are split on the project sites external boundary with the properties to the west and east according to the adopted transportation plan and any subsequently approved technical memorandums.

Downing Lane:

The backage road identified in the 2040 Transportation Plan, commonly known as Downing Lane, as shown on the preliminary plat of Hazelnut Glen Subdivision veers to the west around the Coeur d'Alene School District property. Downing Lane is a requirement of construction in accordance with the adopted Transportation Strategic Plan and as proposed within the subdivision Table 1 – Phasing Summary. Downing Lane shall be constructed to 40' face of curb to face of curb to include 10' swale, 5' sidewalk on the west side, 10' sidewalk on the east side for a right of way width of 77' overall. As proposed, the east ½ of Downing Lane plus 4' of pavement on the west side of centerline shall be required to be constructed as part of this subdivision. The minimum paved surface shall be 24' for two-way traffic. Downing Lane shall be designed from this project (Cranston Avenue) to the H-8 lift station (Honeysuckle Avenue), and that sewer design shall include street profile design in order to ensure sewer manholes can be installed to proper depth and location.



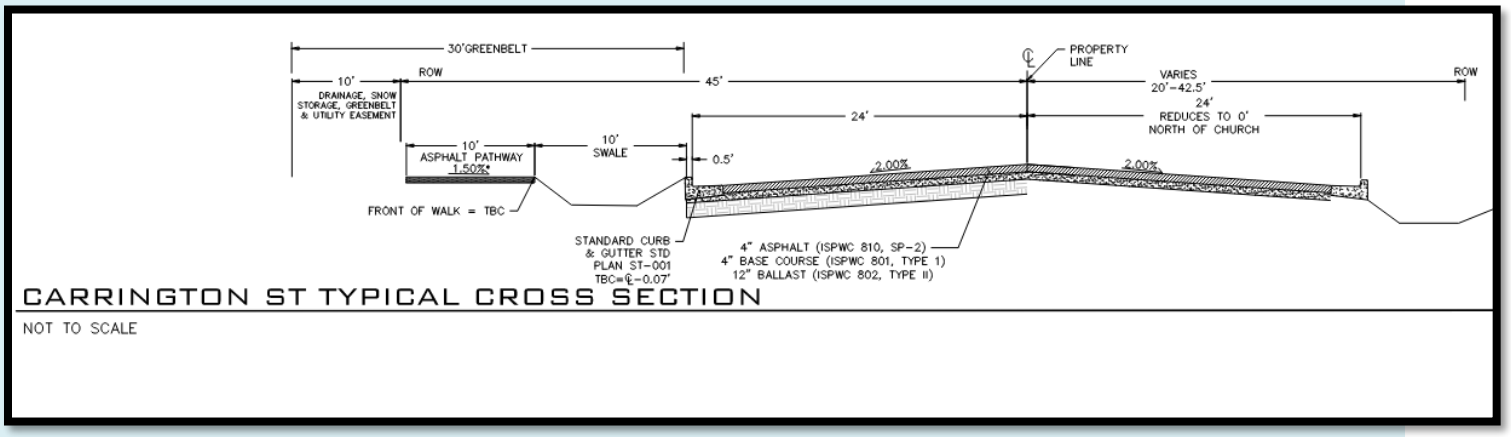
As a general comment related to street construction and utilities, Developer shall secure an easement and/or dedication of right-of-way from the adjacent property owner for the construction intersection at Downing Lane and Cranston Avenue with required snow storage, and other necessary utilities. Developer shall secure easements for water and sewer lines as needed for lift station construction and/or subdivision construction and shall identify any conflicts with other required infrastructure. Water easements, if in the future right-of-way, shall be terminated at the time of right-of-way dedication, to ensure the City's right-of-way is free and clear of all encumberances.



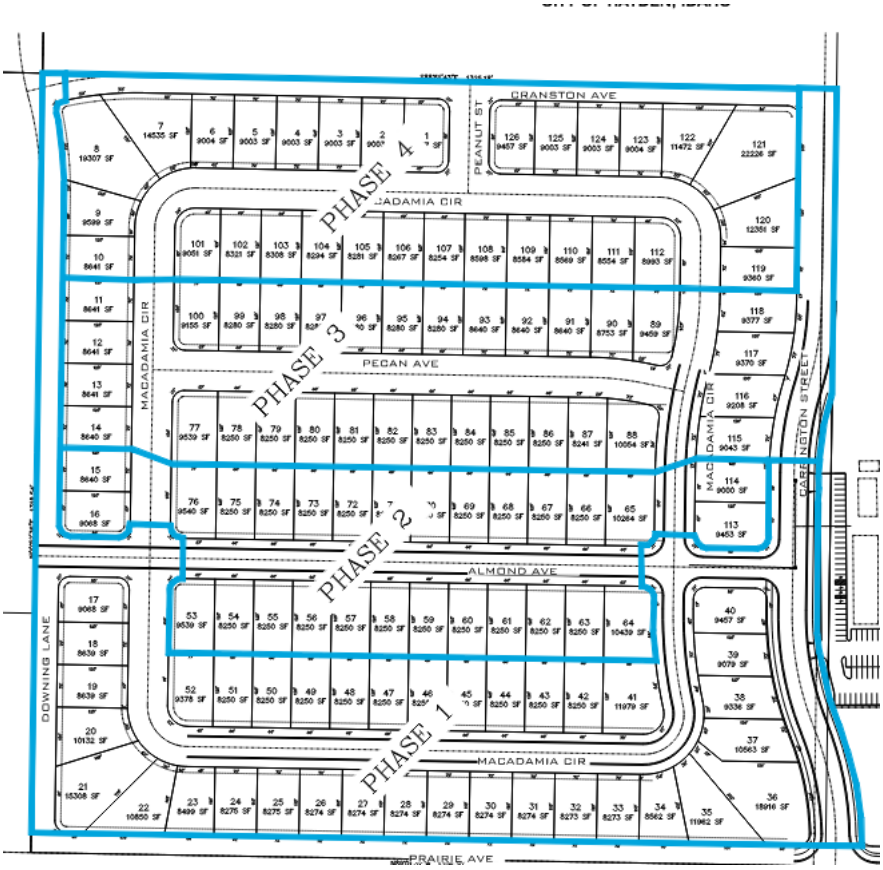
Carrington Street:

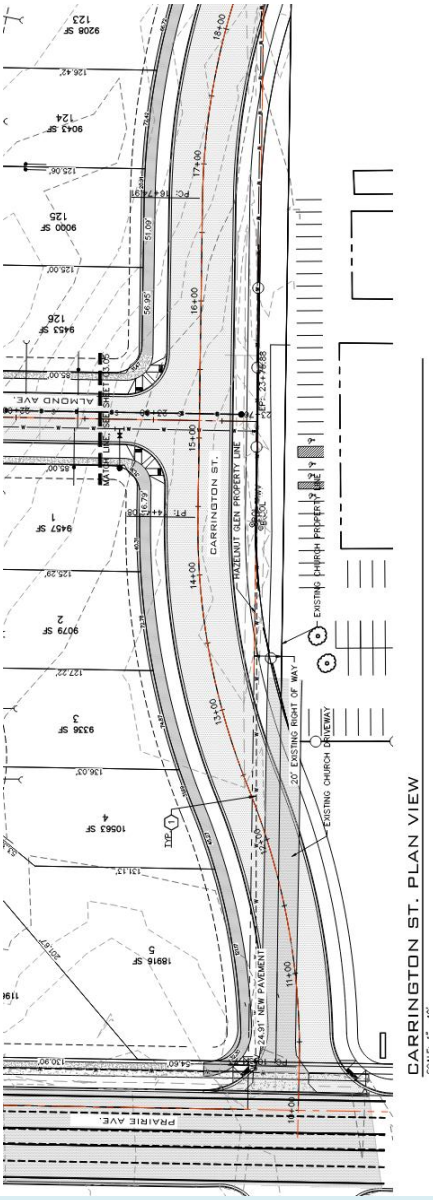
Carrington Street along the eastern boundary of the subject site shall be built to a C2 typical section and shall be constructed to a half width of 24' face of curb to road centerline (24' minimum paved width) to include pavement, curbs, 10' swales and Type IV landscaping, 10' path without consideration of greenway requirements is a minimum 45' half-width right of way. Greenway areas may overlap with required right-of-way typical sections, bike/pedestrian paths, and swale areas. Hayden City Code 12-6-1(B)(10) identifies the greenbelt tract as being a minimum of 30' wide measured from the back of curb, or if no curb, from the edge of pavement and meeting the standards of a Type III visual relief buffer in terms of deciduous versus evergreen ratios, tree spacing, and ground cover requirements.

The code goes on to identify the need to create a homeowner's association to maintain the property within this greenbelt tract area as non-buildable landscaped area. The owner proposes this greenbelt area to be located per the proposed typical section shown below.



As proposed above, the portion of the greenbelt not within the right-of-way would be located not within a separate tract, but would be located within an easement in the rear yards of the properties along North Carrington Street. Greenways (greenbelts) are intended to allow for some flexibility in the location of the pedestrian path and the landscaping that would not necessarily mirror/parallel the roadway. The applicant has identified the path can meander through this area and the HOA will maintain the areas. Conversely, the City Council may allow for an alternative to meet this requirement whereby, the applicant shall provide the greenway/greenbelt to be located within a tract to be owned by the HOA, the lots along North Carrington Road may be less than 8,250 square feet, and the rear yard setback shall be measured from the right-of-way line but in no case shall be less than 15 feet to the rear property line. A fence shall be provided between the property line of the residential lots and the greenway easement or common area owned by the HOA.





As proposed, Carrington Street veers to the east at the southern intersection to Prairie Avenue onto the adjacent property. Today, Hayden has no infrastructure within this area that is below an acceptable level of service. Per the TIA, the Developer's project would have the result of an intersection (here) below a level of service D without a signal. Per City of Hayden, Post Falls Highway District, and City of Couer d'Alene this roadway shall be centered on the roadway of Carrington Street to the south of Prairie Avenue, as shown in close up to the right. Additionally, the Kootenai Metropolitan Planning Organization (KMPO) identifies Prairie Avenue as a Critical Arterial Corridor with no new individual access points and minimal street intersections. The Prarie Avenue rights-of-way are within the Post Falls Highway District's juristiction.

North Carrington Street, as proposed, includes a portion of existing unimproved right-of-way in the jurisdiction of Post Falls Highway District. Post Falls Highway District has requested the City of Hayden to annex the existing road right-of-way that will become North Carrington Street. As can be seen from the aerial image on the next page, the existing right-of-way is being used almost exclusively as a driveway to the church site and as a part of the circulation area of the church's parking lot located

to the East of the Hazelnut Subdivision above. As can also be seen from the aerial imagery above and the plan view drawing to the right, the alignment of the future Carrington Roadway and that of the existing roadway to the south will cause the required alignment shift. Part of the delay in bringing this project forward for public hearing, was the Developer securing a construction easement that requires the area to be dedicated as right-of-way once construction is completed and accepted for this intersection improvement.



Should the road alignment be approved as proposed, then Staff suggests as a condition of approval to include at a minimum a signed acknowledgement of the impacts to utilize the existing (Post Falls Highway District) right-of-way by the impacted property owners (of AIN #203215 known to be the Cornerstone Baptist Church, Inc. at the time of this staff analysis) and/or an agreement mitigating the impacts of their existing uses of right-of-way and their future dedication of right-of-way and agreeing to that alignment. Upon preliminary plat approval and prior to execution of the Construction Improvement Agreement, the Developer shall obtain a construction easement with the Cornerstone Baptist Church for construction of the required right-of-way and utility easement in accordance with the typical section. The Developer shall also provide a deed of the required right-of-way and utility easement free of any encumbrances to be accepted by City Council upon acceptance of the right-of-way and easement.

Cranston Avenue:

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 for Cranston Avenue includes pavement (28' face of curb to face of curb), curbs, 10' swales, Type IV landscaping, a 10' path on the north side and 5' sidewalk on the south side. No parking shall be allowed on either side of the street. Therefore, the minimum right-of-way is 65 feet (30' south side and 35' north side of centerline). Additionally, see note under intersection improvement at Downing Lane identified above.

Internal Local Streets:

The Developer shall be required to construct the internal public street right-of-way and grant of easements to a local street typical section to a full right-of-way width as required subdivision

improvements. 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 and Type IV landscaping, 5' sidewalks for a right-of-way width of 68 feet. Although the proposed street design appears to be in general conformance with City standards, the roads shall intersect at right angles. Intersection curb radii and minimum horizontal curvature shall be reviewed at the time of construction plan review. Intersection spacing shall be 330' for collector streets and 250' for local streets in accordance with the 2040 Access Management Policy of the City. Individual lot approaches shall conform to ST-013.

The phasing plan shown on page 7 identifies phases (1-4) and the number of lots within that phase. In section 3.6 Multiple Points of Access Required of the 2040 Access Management Policy it identifies the following:

> Development shall be planned such that no more than 30 dwelling units are placed without multiple access points to multiple public roads. When property ownership constrains the construction of multiple access points, the development shall plan for the eventual connection to multiple access points.

Additionally, the City has adopted the International Fire Code (9-1-5) and subsequently also the secondary fire apparatus access under the IFC Appendix D, Section D107.

The NLFPD agency response identifies something similar in the following:

> The secondary access road shall be provided meeting the conditions of the Idaho Fire Code prior to the thirty-first dwelling unit being constructed. Per the e-mail from Tyler Drechsel, Division Chief of Fire Prevention, Fire Marshall of NLFPD on April 19, 2024, he states "yes the phasing plan provided to NLFD is compliant for the secondary ingress/egress with the future connectivity of Carrington even if only completed to a half width road."

Therefore, Phase 1 with 36 lots may be platted; however, as part of the Phase I (or the first platted phase of the subdivision) a secondary access road shall be constructed. The two access roads must be separated by a distance of not less than one-half the maximum overall diagonal dimension of the property served. The required access is a fire apparatus access road, not necessarily a full public street. A gated emergency-vehicle-only connection meeting the design standards of Appendix D (all-weather surface, adequate width, and load capacity, with an approved gate) may satisfy D107 if approved by the fire code official.

Phased subdivisions are not required to develop in accordance with the increased numbers, but each phase must show that it can meet the standards of approval. As proposed, the first phase of the subdivision meets this condition; however, if the phases of construction occur in some other sequence, then it may be determined that revisions are required, subdivision layout may be affected which may cause the preliminary plat to be amended through the public hearing process. All required street improvements shall be in accordance with current City Standard Drawings and ADA compliance, including the proposed multi-modal pathway, pedestrian ramps, sidewalks, stormwater facilities, etc. Intersection spacing shall be in accordance with adopted access policies.

Multi-Modal Connections:

The 2040 Transportation Strategic Plan and the 2040 Parks Plan both identify when multi-modal transportation connection is important. A future [high] school is proposed to be located immediately to the north of this project site, and a future park is proposed to be constructed in the area north of

the school site. In accordance with the adopted Parks Master Plan, a Greenway Park and Linkage shall be included in the areas of the multi-modal pathway along Prairie Avenue and Carrington Street The multi-modal pathway along Prairie Avenue has been constructed with the Prairie Avenue improvements to a 5' wide path; whereas, the City's standards for multi-modal pathways is 10' wide. These Greenway areas shall be in accordance with the parkland classification & development standards found in Appendix 11 of the adopted plan generally landscaped areas which are 50' to 200' wide, and may be reduced to 30' in accordance with Hayden City Code 12-3-4(B)(10). How this greenway is proposed to be constructed along West Prairie Avenue may be found in more detail under the design of Carrington Street found on page 6 above.

Neighborhood bike/ped linkages shall be provided within a 1.5 mile radius of the Community Park identifed in the Battleground Subdivision. These may coincide with the Greenway Park and Linkages identified above or they may be stand-alone along roadways or within the subdivision to meet this requirement. Therefore, connectivity to this park for pedestrians, cyclists, etc. from throughout the subdivision and to the existing multi-modal pathway along Prairie Avenue to the south, Hayden Avenue to the north, and to the subdivisions to the west and Huetter Road shall be required by both the 2040 Transportation Strategic Plan and the 2040 Parks Master Plan.

Landscaping:

Landscaping associated with the multi-modal Class I paths identified by the 2040 Transportation Strategic Plan or the Greenways identified by the 2040 Parks Plan 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). These required pathways shall be constructed along the same timeline as the roads to which they are adjacent no matter what phase they may appear on the proposed phasing plan.

Landscaping associated with any joint stormwater swales shall be a requirement of the construction plans for the phase(s), which the stormwater swales shall be constructed and required as a condition of acceptance of infrastructure of that phase(s).

No additional parkland beyond the greenways as identified above is required here; however, homes in this subdivision pay park and circulation impact fees at the time of building permit in accordance with the adopted fee schedule at the time of permit issuance.

4. **Provisions *have/have not* been made for erosion controls and geo-hazards stabilization both during construction and as needed for permanent controls to the satisfaction of the city.**

5. **Provisions *have/have not* been made for gas, power, telecommunications, mailboxes, and similar infrastructure.**

6. **Provisions *have/have not* 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.**

All parcels shall be accessed from the roads within the interior of the subdivision. No individual access shall be to Carrington Street, Cranston Avenue, Downing Lane, or Prairie Avenue.

The City prefers the mailbox location to be on the internal public street, but should the US Post Office require it to be located on a collector, then a pullout and associated easements shall be required. No mailboxes shall be allowed on Prairie Avenue.

7. **The area proposed for subdivision *is/is not* zoned for the proposed use and the use conforms to other requirements found in this code.**

Zoning:

Hayden City Code §11-2-2: The Single-Family Residential (R-1) Zone provides for the classic Hayden neighborhood where single family homes on smaller lots are permitted. Accessory dwelling units are permitted, but two-family dwellings are not.

The minimum, maximum, and average lot sizes as proposed are 8,250 sf (0.189 ac): 22,226 sf (0.510 ac); and 9,259 sf (0.212 ac) respectively. The annexation agreement allowed for a density of not greater than 4 dwelling units per acre or a maximum density of 156 dwelling units. The project proposes 126 dwellings for the project site or a density of 3.24 dwelling units per acre.

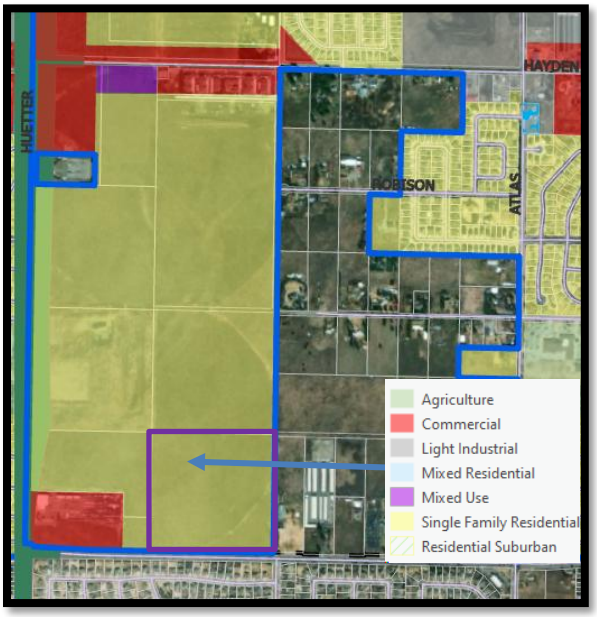
The table on the next page shows the minimum design requirements related to site development of the proposed lots based on the single-family residential (R1) zone. When looking at the table, the first number is for the principal structure and the second number is for the accessory structure (ie. in the R1 zone, the house has a side yard setback of 10'; whereas, the accessory structure has a side yard setback of 5').

	Single Family (R1)
Front Yard Setback	25'/35'
Side Yard Setback	10'/5'
Rear Yard Setback	25'/5'
Flanking Street Setback	15'
Maximum Height	35' /20' *
Maximum Lot Coverage	45%
Minimum Lot Size	8,250 square feet
Minimum Street Frontage	20'
ADU Allowed	Yes

*Accessory structure height may be increased if an ADU is within the structure. A setback of 1' vertically for every 2' horizontally must be applied to the structure over 20' up to the setback required of the principal use when adjacent to a Residential Use, and in no case may the height be more than that allowed by the principal use.

Surrounding Zoning Map and Comprehensive Plan Land Uses:

Zoning Map (shown to the right):
Properties to the north and west have a Single-Family Residential (R1) zone designation. Property to the east in unincorporated Kootenai County has an Agricultural zone designation. Property to the south within the City of Coeur d'Alene have a Residential R3 zone designation and the northeast corner of Prairie Avenue and Huetter Road has a Commercial (C) zone designation.



Surrounding Current Land Uses: The property to the north and west is vacant land, and property to the south within the City of Coeur d'Alene is single-family residential on smaller lots, and properties to the east are commercial in nature.

The southeast half of the project site is within the outer critical zone of the Coeur d'Alene Airport's runway protection zones. The remainder of the site is outside of these protection zones. Chapter 4 of the Comprehensive Plan addresses items related to the Coeur d'Alene Airport and regarding Land Use Considerations.

The Vision of the City of Hayden (2040 Comprehensive Plan) is as follows:

Hayden is a regionally connected city with a small-town feel, defined by responsible growth and planning. The City maintains strong systems that align with the values of its citizens, including top-tier K-12 schools, an efficient roadway system that manages traffic well, and plentiful open space. The City maintains a small-town feel by concentrating high-impact development at nodes and along corridors and preserving natural open space. The City also encourages a small-business culture to enhance and encourage a healthy, connected, family-friendly community.

GOALS: Goals are broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an ideal future state or condition related to the public health, safety, or general welfare toward which planning and implementation actions are directed. A goal is a general expression of community values and is somewhat abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement.

POLICIES: Policies are statements providing guidelines for current and future decision-making or position-taking. A policy indicates a clear commitment of the Hayden City Council. It is an extension of the plan's goals, reflecting topical nuance as well as an assessment of conditions and how the City will respond.

The Goals and Policies that could address this request are shown in the tables below, but the complete list may be found in the Appendix.

GOALS	
3	Maintain an attractive and balanced mix of land uses, densities, and housing types, ensuring the future character of the community; promote greater choices and opportunities.
4	The City of Hayden should encourage the development of land within the corporate limits of Hayden prior to annexation of adjacent areas.
5	Preserve, protect and strengthen the vitality and stability of existing neighborhoods.
8	Ensure all development can be serviced by existing public facilities or extended to adequately serve the development.
9	Ensure adequate park, recreation and open space are provided and maintained for the continued enjoyment of the community.
10	Adequately site essential public facilities and utilities without compromising surrounding neighborhood integrity and character, while contributing to the overall livelihood of the community; assure facility capacity aligns with projected growth and land use types.
13	Enhance bicycle and pedestrian connectivity and infrastructure in order to better serve residents and tourists while protecting its historical and cultural character and attracting new business.
15	Coordinate the timely development of efficient, effective and environmentally sound sewer, water and other utility infrastructure servicing the community, assuring costs of development are shared equitably and accommodate for ongoing growth of Hayden.
18	Honor Hayden's past while promoting a sense of place through quality public spaces, trails, neighborhoods, design, etc.
19	Enhance non-motorized connectivity and reduce the highways impact on the community.

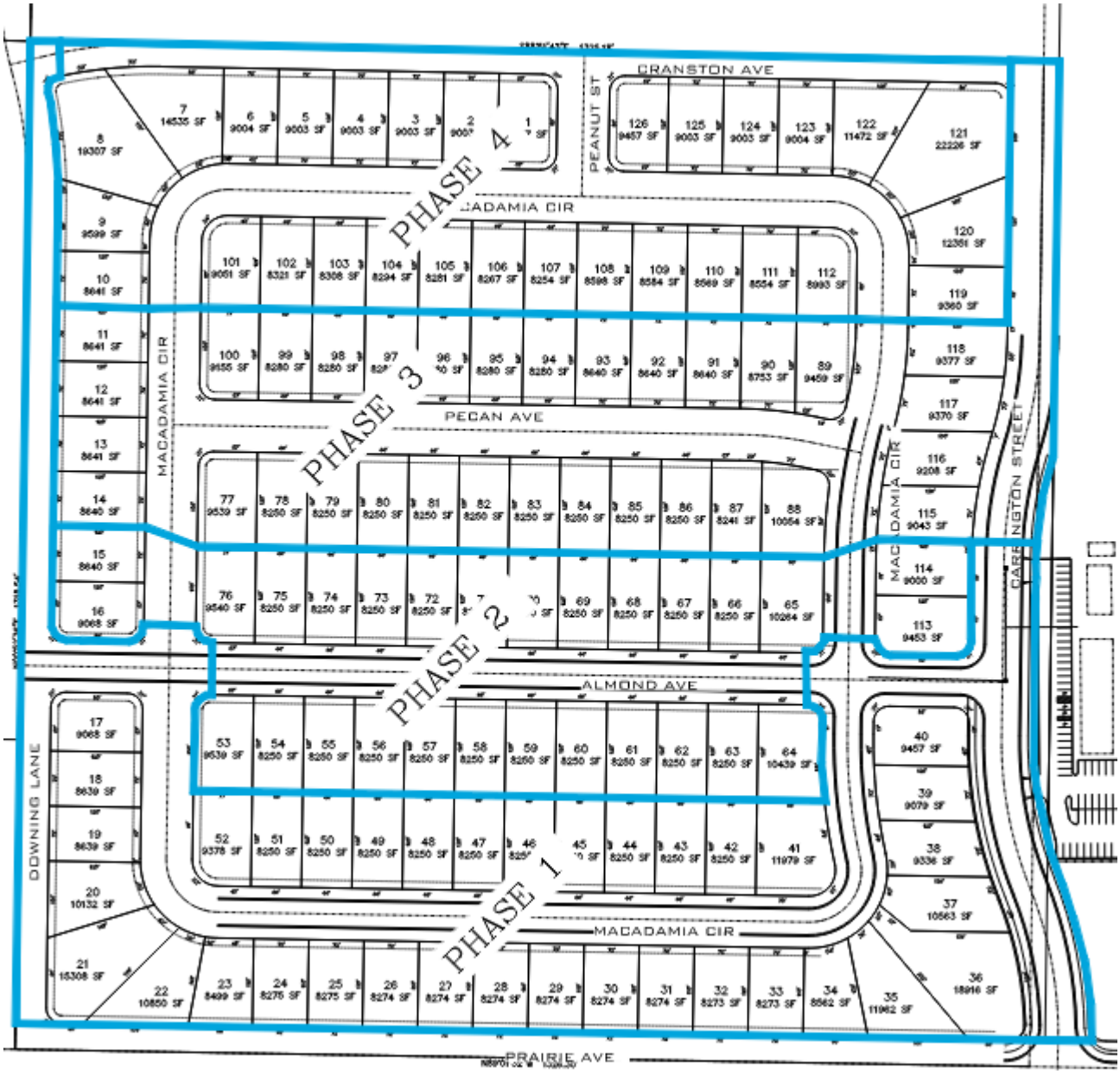
POLICIES	
1	The city should judiciously evaluate the opportunity to provide sewer, water and other services within the corporate limits and planned future extension of services in areas of impact.
2	Development should be compatible with the land use chapter of the Comprehensive Plan and fiscally responsible in supplying adequate transportation, utilities and parks to newly developed areas.
4	The city should evaluate community-wide impacts from development; identifying their needs for public facilities, utilities, services, circulation, and housing, and the effects on city resources.
6	City infrastructure improvement projects should aim to improve all above and below ground facilities (paths, connectivity, pedestrian/bike amenities) and utilities (sewer and water).
7	Ensure adequate park, recreation and open spaces are provided for and maintained for the continued enjoyment of the community.
8	Improve pedestrian, bicycle and vehicular safety along city streets.
10	Encourage and support recreational activities (passive and active uses) catered to senior citizens, retirees, families, teens and youth populations.
13	Growth should be accompanied by the development of infrastructure, public services, utilities and preservation of open space and recreational facilities within the cities means.

14	Coordinate and support local water and irrigation districts in efforts to balance growth with available water supplies and infrastructure.
16	Ensure levels of public services, facilities, and utilities are adequate to satisfy the community's needs now and as new development occurs.
18	Minimize financial and operational impacts resulting from road improvement projects and maintenance.
22	Ensure multi-modal transportation compatibility and connectivity between agencies and jurisdictions through regional coordination.
23	Ensure land use and zoning compatibility related to development (density and type) occurring in close proximity to Coeur d'Alene Airport.

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.**

All on-site and off-site improvements shall be required of the Developer to include motorized and non-motorized improvements in accordance with the master plans and studies, extension of the infrastructure per the adopted City codes, standards, and plans, mitigating off-site improvements within the Post Falls Highway District as required, and mitigation with Coeur d'Alene School District regarding impacts to the school system within the District.

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

12	Carrington Street – phasing line north of Almond Avenue to Cranston Avenue			**X**	
	Street Frontage Landscaping				
1	Prairie Avenue - greenway	**X**			
2	Carrington Street - greenway	**X**		**X**	
3	Cranston Avenue - west end at HOA owned property				**X**
4	Downing – 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**			

ADDITIONAL INFORMATION

Notice and Comments

In response to the request for comments, 25 agencies were noticed in March of 2024 with the responses identified below. The following comments were received at the time of the staff analysis.

Agency Comments:

1. On March 29, 2024, the Hayden Area Regional Sewer Board (HARSB) responded with the following comments related to construction of the sewer force main in Carrington Street. "All sewage force main plans and material specifications must be approved by HARSB before the project begins. It should also be noted that the force main construction must be inspected by a 3rd party per HARSB Board and paid for by the developer."
    a. On March 29, 2024, HARSB responded asked for specific language added to the final plat regarding an odor easement. {*Staff believes the location of this subdivision does not necessitate an odor easement to be required.*}
    b. On August 11, 2026, HARSB updated their response to "...has no Comment on the PZE-24-0013, Hazelnut Glen Major Subdivision".
    c. On August 20, 2026, HARSB provided additional comments to their previous comment received on August 11, 2026. This comment is regarding remaining estimated wastewater units available at the treatment facility.
2. On March 21, 2024, The Post Falls Highway District (PFHD) responded with questions and requested additional information prior to completing their review.
3. On March 22, 2024, the Kootenai County Sheriff's Office (KCSO) responded with "has reviewed this request of change and does not see any immediate impact that would prevent it from being

approved, however, we would like to make you aware of the future impact this would have on public safety for the City of Hayden. The facts presented below will hopefully encourage your planning department and City Council to properly assess the current and future needs for public safety and impact that increased housing densities will have on law enforcement response. …"

   a. On August 12, 2026, the KCSO updated their response to "…totally opposed due to the impact this would have on public safety for the proposed area. Though there are not major concerns with the design, the impact of this and future developments need to be assessed for the added impact they will have on public safety services rendered by Kootenai County."

4. On March 22, 2024, the Panhandle Health District (PHD) responded with requirements at the time of final plat.

   a. On August 17, 2026, the PHD updated their comments in identifying a complete subdivision application the Health District is required.

5. On March 27, 2024, the Northern Lakes Fire Protection District (NLFPD) responded with comments related to fire hydrant location and design standards, secondary road access and number of dwelling units, and general building and fire sprinkler direction.

   a. On August 12, 2026, the NLFPD updated their response comments to include impacts to response times, location and types of fire hydrants, road locations, secondary access roads, and when fire sprinkler systems may be required.

6. On March 29, 2024, the Idaho Department of Fish and Game (IDFG) responded, "does not have any comments to submit for this proposal".

   a. On August 11, 2026, the IDFG provided the same comments as received previously.

7. On April 1, 2024, the Coeur d'Alene Airport requested an avigation easement and identified the location of the project to the approach and departure corridor and possible aircraft noise.

   a. On August 11, 2026, the CDA Airport updated their request to include the avigation easement as it falls within the noise overlay for the airport.

8. On April 1, 2024, the Idaho Department of Environmental Quality (IDEQ) provided comments "DEQ appreciates the planning work that has been completed to ensure that water and sewer system capacity needs are met in order to provide safe drinking water and safe wastewater conveyance for the proposed project and surrounding area of the community. Engineering plans and specifications for water and sewer main upgrades and extensions associated with this project will require review and approval by DEQ or a qualified licensed professional engineer (QLPE) in accordance with Idaho Code 39-118. If the QLPE process is utilized, the approved plans and specifications must be submitted to DEQ prior to beginning construction." Additionally, contacts for the various divisions in DEQ were provided. {*While state code allows for QLPE, City standards do not*.}

9. On April 2, 2024, the Idaho Department of Water Resources (IDWR) identified at least one water right associated with this project site. The owner was encouraged to update the ownership of relevant water rights. The letter went on to note the HLID shall provide water to the subdivision.

   a. On August 13, 2026, the IDWR updated their comments related to water rights associated with the property and the process to transfer or abandon the water rights as necessary.

10. On November 8, 2024, the City of Coeur d'Alene responded with requested requirements for the intersection of Carrington Street & Prairie Avenue (a signal) and the request for Downing Lane

with Prairie Avenue to be a right-in-right out with a raised median. They emphasized that Prairie Avenue is a Critical Arterial Corridor, and the existing proposed off-set intersection would not meet safety standards. {*As a response to this identified concern, the proposal today includes the shift to the east to align the intersection and to place a signal in this location.*}

11. On April 8, 2026, Laura Winters, Ruen Yeager & Associates, on behalf of Post Falls Highway District (PFHD) provided a response to clarify questions related to right-of-way within their jurisdiction.
12. On August 11, 2026, Ziply Fiber identified that they plan to serve the subdivision with fiber service.
13. On August 11, 2026, Hayden Lake Irrigation District (HLID) provided comments identifying they will provide water service to the project and "...we have no objections or concerns for the subdivision".
14. On August 12, 2026, the Idaho Department of Lands (IDL) provided a comment that the project was outside of IDL's Navigable Waters jurisdiction.
15. On August 12, 2026, Kootenai Electric Cooperative (KEC) identified they had no comment regarding this proposed project.

Public Comments: There were no public comments received at the time of completion of the staff analysis.

STAFF RECOMMENDED CONDITIONS OF APPROVAL

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) shall be mapde a part of these conditions and is referenced throughout the conditions of approval.

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 Avenue and Huetter Road	Retime signals & provide right turn lanes along Prairie Avenue	
Prairie Avenue and Carrington Street	Improve intersection to full signalized access intersection	Improve intersection to full signalized access intersection
Prairie Avenue and Atlas Road	Retime signals & provide right turn lanes along Prairie Avenue	
Prairie Avenue and Ramsey Road	Retime signals to match traffic demand. Provide an eastbound right turn lane and dual northbound left turn lanes along Prairie Avenue.	
Bean/Honeysuckle Avenue and Atlas Road	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.

Appendix

APPENDIX
SUBDIVISION (MAJOR)

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STANDARDS FOR SUBDIVISION APPROVAL

Idaho State Law

1. As per Idaho Code § 67-6513 Each governing board shall provide, by ordinance adopted, amended, or repealed in accordance with the notice and hearing procedures provided under section 67-6509, Idaho Code, for standards and for the processing of applications for subdivision permits under sections 50-1301 through 50-1329, Idaho Code. Each such ordinance may provide for mitigation of the effects of subdivision development on the ability of political subdivisions of the state, including school districts, to deliver services without compromising quality of service delivery to current residents or imposing substantial additional costs upon current residents to accommodate the proposed subdivision. Fees established for purposes of mitigating the financial impacts of development must comply with the provisions of chapter 82, title 67, Idaho Code. Denial of a subdivision permit or approval of a subdivision permit with conditions unacceptable to the landowner may be subject to the regulatory taking analysis provided for by section 67-8003, Idaho Code, consistent with the requirements established thereby.

Hayden City Code

12-3-4 (F) Standards for Approval: The applicant has demonstrated that all existing and proposed infrastructures meets or can be constructed prior to the 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 approved the preliminary plat to meet the following standards.

1. Infrastructure can be constructed to function in a manner that promotes the public health, safety, and welfare.

2. Infrastructure can be constructed and located in an orderly manner that accommodates ongoing maintenance needs when taking into consideration collocation of other infrastructure.

3. Infrastructure is or will be in compliance with applicable city, state, and federal policies and regulations as follows:
    a) Provisions have been made for a water supply system that satisfies city, Idaho Department of Environmental Quality (IDEQ) and Northern Lakes Fire Protection District requirements.

    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.

    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 co-located 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.

    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.

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.

5. Provisions have been made for gas, power, telecommunications, mailboxes, and similar infrastructure.

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.

7. The area proposed for subdivision is zoned for the proposed use and the use conforms to other requirements found in this code.

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.

12-3-4: PROCEDURES

A. Subdivision Plan Standards: Every subdivision plan shall consist of one or more maps, prepared by an engineer or surveyor licensed in the State of Idaho and drawn to a scale that is reasonable and legible with written data which considered together, they shall fully and clearly disclose the following information:

1. The name of the proposed subdivision;
2. The legal description of the land contained within the subdivision;
3. The names, mailing addresses, telephone numbers, fax numbers and e-mail addresses of the applicant and all persons, firms and corporations holding interests in said land;
4. Proof of ownership and consent from all property owners and lienholders granting authorization to subdivide the property and the name and contact information of the authorized agent;
5. A list, prepared by a title company licensed to do business in the State of Idaho, of the names and mailing addresses of all property owners whose property is within or adjacent to the area bounded by lines three hundred feet (300') from the external boundary of the entire proposal area. Such list shall be provided on self-adhesive labels in the number of copies necessary for the hearing(s) scheduled. Said list shall be accompanied by a date stamped tax map prepared by Kootenai County;
6. The name, a mailing address, telephone number, fax number, and e-mail address of the Idaho licensed engineer that prepared the plan;
7. The location of the boundary lines of the proposed subdivision in relation to section, quarter section and quarter-quarter section lines and any adjacent corporate boundaries of the City which are part of the legal description of the property;
8. The boundaries and dimensions of all blocks and lots within the proposed subdivision together with the numbers proposed to be assigned each block and lot. A lot utilized for open space, placement of utility infrastructure such as a lift station, and the like shall be titled a "tract";
9. A data table showing the number of lots, the smallest, largest and average lot area within the proposal site, the total acreage of the entire proposal area, and the density in lots per acre;
10. A statement of proposed provisions for irrigation/domestic water supplies and sewage disposal in the form of a will serve letter from the applicable purveyor, and the Idaho Department of Environmental Quality approved facility plan, if applicable;

11. A sketch map of the general vicinity in which the land proposed for subdivision lies prepared at a scale of not more than four hundred feet (400') to the inch. The vicinity map shall show all adjacent lots and shall show how the streets and alleys in the proposed subdivision connect with existing and proposed streets and alleys in neighboring subdivisions and unplatted property;

12. Any existing or proposed easements and right-of-way dedications, easements to be labeled with the name of the recipient and purpose of the easement;

13. All existing and proposed streets. Show plan, profile and cross sections along with street names (existing and proposed);

14. All adjacent streets. Show existing right-of-way width, and the location of centerline, swales, curbs and sidewalks, and trees;

15. Show location of existing structures such as septic tanks, drainfields, underground storage, wells, houses and outbuildings with notes to indicate if they will remain or be removed along with setbacks from proposed lot lines and streets. Additionally, show the location of any natural features such as wooded areas, streams, drainageways, flood hazard areas identified on the flood insurance rate map, rock outcroppings, or other sensitive, hazardous, or difficult to develop areas;

16. Location, dimensions and area of all tracts of land to be set aside for parks, open space, or other public use or for the use of property owners in the proposed subdivision. Include information on park amenities and uses demonstrating compliance with the City's park plan, annexation agreements, development agreements and the like;

17. Provide a graphic and narrative depicting and explaining development phases, or stages, if the project will be done over several years;

18. Provide preliminary construction plans (typically 50 - 70 percent design unless otherwise approved by the City Engineer) for the subdivision demonstrating constructability and functionality which shall include:

a. Proposed utility infrastructure plan indicating locations, sizes and approximate centerline grades;

b. General grading plan showing existing and proposed topography, identifying areas of cut and fill of over two feet (2') along with and existing and proposed all surface water flow patterns. Conceptual stormwater management plans for all proposed subdivision infrastructure shall be provided;

c. Pedestrian and bicycle circulation plans;

d. A general right-of-way landscape plan;

e. Proposed mailbox locations;

f. Traffic studies;

g. Snow storage and removal plan;

h. Geotechnical or similar study, if required by the City Engineer.

19. For projects which may result in potential negative impacts from the proposed development, additional studies to evaluate the impacts and identify potential mitigation measures may be required as part of the project review process. Such studies may include, but not be limited to, the following:

a. Additional transportation impact analysis shall be required for all development as identified in the currently adopted Traffic Impact Analysis policies.

(1) The requirement may be waived by the City Engineer after his/her review of the City's traffic model and a determination that the analysis is not likely to result in the need for mitigation.

(2) The applicant shall be responsible for all costs associated with a transportation impact analysis and potential mitigation as defined in the study.

b. Additional infrastructure plans and feasibility analyses may be required for submittal to the City for sewer collection and pretreatment infrastructure as required by the City's currently adopted Master Sewer Plan.

c. Additional infrastructure plans and feasibility analyses may be required for submittal to the City for stormwater collection infrastructure in accordance with the City standards and Idaho Department of Environmental Quality standards.

d. Additional geotechnical and/or environmental studies may be required to be completed by the applicant for submittal as part of the project review process, in circumstances where:

(1) Construction activities and/or processes will require blasting or construction activities and processes will result in excessive production of noise, smoke, fumes, odors, hazardous materials, emissions or discharges during construction;

(2) The proposed project is located in an area where sensitive or hazardous conditions are present (this may include, but is not limited to, certain soil conditions, shallow bedrock, seasonal high water table, wetlands, surface water bodies, or slopes in excess of 15%), where said conditions create the need for special precautions during site construction; or

(3) The project contains a documented and unmitigated environmental hazard, including, but not limited to, underground storage tanks, illegal dump sites, contaminated soils, or other such "brown field" conditions as may be documented.

B. Agency And Public Notice: Once the City staff has reviewed the application and the staff has determined that the application is complete and that sufficient information regarding the proposal can be provided, notice will be provided to involved public agencies, as identified by the City. This notice shall allow fourteen (14) days for agency comment and the results of the agency comment shall accompany and be incorporated in summary in the staff report. At least fifteen (15) days prior to the public hearing notice of the public hearing, shall be published in the official newspaper of the City and shall be provided by mail to those property owners owning land within three hundred feet (300') of the external boundaries of the land being considered along with any additional properties that may be substantially impacted by the proposed subdivision, said determination of substantial impact is to be made by the Planning and Zoning Commission. When notice is required to two hundred (200) or more property owners, extraordinary notice may be given as provided by State law. Notice will also be provided, posted and maintained in accordance with the standards of section 11-12-4 of this Code. The applicant shall bear all costs of publication, mailing of the notices, and posting on the property. The assessors' maps and the title company search will be current within the sixty (60) days prior to issuing notice to the public agencies. If the information is more than sixty (60) days old at the time the notice is issued, the applicant shall provide current information.

C. Planning and Zoning Commission Public Hearing: At, or prior to, the public hearing, the City staff (Planning, Engineering, and other staff as required) shall provide a Staff Review for the Planning and Zoning Commission. This staff review shall address the request based on the standards of approval and City Code, adopted facility plans, including but not limited to transportation, sewer and parks, policies and standards, and provide staff recommended conditions of approval to ensure compliance with the City's requirements.

D. Planning And Zoning Commission Recommendation: After the Planning and Zoning Commission has reviewed the subdivision plan at the public hearing, the commission shall forward a written recommendation to the City Council. The commission shall recommend approval, approval with conditions, or disapproval of the subdivision as soon as practicable. The

City staff shall provide the written recommendation of the commission to the developer and shall advise the developer that the subdivision will be placed on the agenda of the City Council at the earliest practicable date, only upon the developer's written request.

E. City Council Decision: Upon receipt of a written request that the subdivision be placed on the Council agenda, the subdivision request will be placed on the next available Council agenda. The City Council, upon receipt of recommendations from the Planning and Zoning Commission, and after opportunity to review the file and minutes from the public hearing, shall act upon the request. The City Council may approve, approve with conditions, or disapprove the subdivision. City staff will notify the developer in writing of the decision of the City Council. Should the Planning and Zoning Commission recommend a substantive change to the preliminary subdivision plan involving a significant change, including, but not limited to, substantial changes in layout, density, or points of access, a public hearing may be required before the City Council, with proposed revisions as recommended by the commission subject to agency and public notice requirements for a public hearing, as detailed in subsection B of this section.

Should the applicant wish to contest the recommendations of the Planning and Zoning Commission, the applicant may provide a written statement of their objections regarding the Planning Commission recommendations for inclusion in the City Council deliberations on the subdivision request. Such written statements must be received at least five (5) days prior to the scheduled City Council meeting.

F. Standards for Planning and Zoning Commission or City Council 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:

1. Infrastructure can be constructed to function in a manner that promotes the public health, safety, and welfare.

2. Infrastructure can be constructed and located in an orderly manner that accommodates ongoing maintenance needs when taking into consideration collocation of other infrastructure.

3. Infrastructure is or will be in compliance with applicable City, State, and Federal policies and regulations as follows:

a. Provisions have been made for a water supply system that satisfies City, Idaho Department of Environmental Quality (IDEQ) and Northern Lakes Fire District requirements.

b. Provisions have been made for a public sewage system in accordance with the City and Hayden Area Regional Sewer Boards (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.

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 co-located 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 four hundred feet (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.

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.

4. Provisions have been made for erosion controls and geohazards stabilization both during construction and as needed for permanent controls to the satisfaction of the City.

5. Provisions have been made for gas, power, telecommunications, mailboxes, and similar infrastructure.

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.

7. The area proposed for subdivision is zoned for the proposed use and the use conforms to other requirements found in this Code.

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.

G. Approval Duration: Failure to file the final plat application within two (2) years after the date of City Council approval of the master development agreement which approved the preliminary plat shall cause all approvals of said subdivision plan to be null and void, unless an extension of one year has been applied for by the developer and approved by the City Council, except as provided for in subsection I3 of this section. After the two (2) years have elapsed, the developer may apply for and receive additional extensions for good cause of time if actual work has been commenced and is continuing on the installation of the improvements up to a maximum of five (5) years, after which the preliminary plat approval shall be null and void and reapplication for a new preliminary plat application shall be required.

H. Changes, Alterations Or Deletions:

1. Upon issuance of agency and/or public hearing notices, and prior to approval of the preliminary subdivision plan by the City Council, any alterations of the plan must be reviewed by the Community and Economic Development Director or his/her designee to determine if the alterations are considered substantive. If the amendment is major or involves a substantial or significant change to the plan, said changes may be subject to agency and public notice requirements as detailed in subsection B of this section.

2. After approval of the subdivision plan and before approval of a final subdivision plat, the City Engineer may, in writing, approve minor changes of the plan. If an amendment is major or involves a substantial change in the conditions of approval, the same procedures for a public hearing for subdivision plan approval must be followed to address the requested amendment. The public hearing on the proposed amendment shall be limited to the proposed amendment, and the commission shall make a decision to recommend approval, approval with conditions, or denial. The recommendation will be brought forward for City Council decision as an addendum to the development agreement.

I. Phasing Of Subdivisions:

1. Subdivisions may be phased, to be developed in portions periodically according to a proposed schedule, so long as each phase contains all of the necessary improvements to function as a subdivision without the completion of any of the other phases. The developer shall indicate plans for phasing at the time of application. The plans shall show proposed phasing boundaries, proposed interim or temporary solutions to sanitary sewer systems and to the handling of traffic on local streets within the subdivision and shall be accompanied by a narrative description of assurance of completion of permanent system improvements.

2. A phasing plan shall coordinate required infrastructure systems, dedications, off site improvements, open space/parks, landscaping, private utilities, or other elements of a subdivision. The plan may indicate times of triggering mechanisms for improvements.

3. Approval duration for phased subdivision: The application for the first plat in a phased subdivision shall be made in accordance with section 12-3-3 of this chapter and the final plat application for the final phase of a phased subdivision shall be submitted no later than five (5) years after the date of City Council approval of the master development agreement which approved the entire subdivision in concept unless extensions of one year have been applied for by the developer and approved by the City Council or if some other time frame has been agreed to in the master development agreement.

INFRASTRUCTURE COMPLIANCE WITH APPLICABLE CITY, STATE, AND FEDERAL POLICIES AND REGULATIONS

POTABLE WATER AND FIRE-FLOW

Will serve letters are required by Hayden City Code §12-3-4(A) (10). The City does not participate in the QLPE (Qualified Licensed Professional Engineer) review of the construction plans for subdivisions as it relates to water and/or sewer. Therefore, the City relies on the Idaho Department of Environmental Quality (IDEQ) for their interpretation of the adequacy of the Will Serve letter to meet the requirements of the Idaho Code section 67-6526 in order to have the sanitary restriction lifted and to determine if the water and sewer infrastructure construction will meet Idaho Code Requirements. If IDEQ does not lift the sanitary restriction, building permits cannot be issued by the City.

The Developer shall be required to provide all dedications and easements and construct appurtenances as may be required by the water district at the time of development.

The Developer shall be required to provide detail on the location, size and design of all water system improvements, including water lines, stubs, meters, and fire department connections and hydrants as part of the construction drawing for required subdivision improvements.

SEWER - CITY AND HARSB

The sewer system consists of both a collection system consisting of gravity lines, force mains and lift stations (owned and operated by the City of Hayden) and wastewater treatment facility and regional force mains (owned and operated by the Hayden Area Regional Sewer Board – HARSB). Hayden City Code §12-3-4(F) (3) (b), as a standard of approval, requires that "provisions have been made for a public sewage system in accordance with the City and Hayden Area Regional

Sewer Board (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". Additionally, to meet this requirement a will serve letter from the utility provider confirming that the provider has the current availability, capacity, authority and willingness to service the proposal with the requested service must be provided as part of the application submittal.

At the time of future development, the developer shall be required to construct all sewer infrastructures in conformance with the City of Hayden 2020 Collection System Master Plan Update, State law, and all City sewer policies, standards and technical memos. All sewer manholes shall be placed on the centerline or within public roadways unless approved by the City.

Revisions to the conceptual plans may be required by the City Engineer as part of the construction plan approval for the subdivision. The Developer shall be required to reflect all necessary sewer easements on the face of the final plat of the subdivision

Ability to Provide Sewer Service

The City issues Will Serve letters that are non-binding generalized statements of their agency's ability and desire to provide sewer service under current circumstances. A Will Serve letter is not a guarantee of service because the actual physical connection to utilities takes place under a separate authorization, generally with a building permit, which can be issued in the near or far future. As such, time may have passed and circumstances change; or perhaps something arises in detailed plan review that affects the ability to provide service, which is why the City cannot guarantee at this time that future capacity will be available and is only able to determine this at the time of authorization to physically connect to the utilities.

STORMWATER

City Code Title 8 prohibits the acceleration, concentration, and/or conveyance of runoff, stormwater or other surface waters beyond the project boundaries. The stormwater management plan for the proposed development shall be designed in conformance with the above referenced City Code, with adopted road typical sections and their related design standards, and in conformance with the annexation agreement.

Stormwater easements shall be reflected on the face of the plat. No fences shall be placed within joint stormwater easement areas. Routine maintenance of joint stormwater areas on private property shall be the responsibility of the individual lot owner. Structural or functional maintenance of joint stormwater areas shall be the responsibility of a Home Owner's Association.

STREETS, PEDESTRIAN PATHS, AND RIGHT-OF-WAYS

Transportation Impact Study:
Hayden City Code §12-3-4(A) (18) identifies the possible need for a traffic study as part of the application submittals for a subdivision.

Addressing Requirements:
The Developer shall confirm street names comply with 9-1-1 emergency addressing requirements as detailed in City Code §9-5 and are deemed acceptable by the City, with said street name to be reflected on the preliminary and final subdivision plats.

Street Requirements:
Plan and Profile scales shall be not more than 1" = 50' Horizontal and 1" = 5' Vertical on an 11" x 17" drawing (or sheet of paper).

All required street improvements shall be in accordance with current City Standard Drawings, including pedestrian ramps, sidewalks, stormwater facilities, etc.

Street Lighting:
The Developer shall be required to provide street lighting construction plans along all internal streets and at intersections with external streets, as part of the construction drawings, meeting the design standards identified in Hayden City Code 11-4-5, to be installed as required subdivision improvements. The determination of adequate light coverage and the requirement of an additional light at both internal and external intersections shall be made by the City Engineer at the time of construction plan review.

Signage:
Break-away type street signs, including stop signs, speed limit signs, and other signs as may be required, shall conform with MUTCD standards, and shall be installed by the developer, with signs identified, and locations shown on construction plans to be approved by the City Engineer.

Landscaping:
Detailed landscaping plans, conforming to the requirements of City Code, with proposed landscaping along street frontages and proposed swales, shall be submitted for the entire development with construction plans for required subdivision improvements, for review and approval by the City.

Specifically, the developer shall be required to provide a minimum of a "Type IV" landscape buffer along all street frontage. With regard to swales and required landscaping along street frontages adjacent to the internal streets, the swale shall be constructed and seeded with an approved seed mix prior to final plat approval and the Type IV landscaping shall be a requirement of the building permit.

The finish construction of the swale and street frontage landscaping shall include installation of swale turf grass and drainage infrastructure, approaches, street trees, and irrigation systems, and shall be the responsibility of the property owner (or their representative) and shall be installed as a required condition of approval for a residential building permit. The work within the right-of-way shall only be authorized through an approved right-of-way encroachment permit and shall be guaranteed by the permittee in accordance with Hayden City Code §7-2-19.

EROSION CONTROLS AND GEO-HAZARD STABILIZATION

The site topography is relatively flat; however, erosion control measures shall be identified on the construction plans.

GAS, POWER, TELECOMMUNICATIONS, MAILBOXES

Dry utilities, including electric, gas, cable, and communication utilities shall be installed underground within the development, in accordance with City Code Title 12.

The Developer shall identify mailbox locations that have been approved by the Hayden Postmaster for project site, and provide an approval by the postmaster at the time of construction plan submittal. Mailbox locations shall be allowed only on an internal street. Prior to construction plan approval, the Developer shall work with the US Post Office to address any required turnouts, if determined necessary by the City Engineer, and shall be included in the construction plans. If easements are needed, these shall be required to be shown on the final plat.

DRIVEWAY LOCATIONS

The final location of all driveway locations shall be subject to the review and approval of the City and in accordance to the standard detail of ST-013. Particular attention will be paid to those lots at intersections to avoid conflict with required traffic flow; and to those driveway locations, which may be in conflict with existing and proposed infrastructures. All lots shall be accessed from an internal street.

COMPREHENSIVE PLAN GOALS and POLICIES

The Vision of the City of Hayden is as follows:

> *Hayden is a regionally connected City with a small-town feel, defined by responsible growth and planning. The City maintains strong systems that align with the values of its citizens, including top-tier K-12 schools, an efficient roadway system that manages traffic well, and plentiful open space. The City maintains a small-town feel by concentrating high-impact development at nodes and along corridors and preserving natural open space. The City also encourages a small-business culture to enhance and encourage a healthy, connected, family-friendly community.*

GOALS: Broad Statements indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an ideal future state or condition related to the public health, safety, or general welfare toward which planning, and implementation actions are directed. A goal is a general expression of community values and is somewhat abstract in nature. Consequently a goal is generally not quanitifiable, time dependent, or suggestive of specific actions for its achievement.

POLICIES: Statements providing guidelines for current and future decision-making or position-taking. A policy indicates a clear commitment of the Hayden City Council. It is an extension of the plan's goals, reflecting topical nuance as well as an assessment of conditions and how the City will respond.

Table columns show how the goals, policies, and actions interrelate. In many cases, a single goal serves the needs of multiple planning topics. This has been summarized by abbreviations of the main topics of Hayden's Comprehensive Plan as outlined Table 2-1.

Table 2-1 Elements of the Comprehensive Plan identified in the Goals and Policies	
Abbreviation	**Chapter Listing**
LU	Land Use – Chapter 4
NR	Natural Resources – Chapter 6
HA	Hazardous Areas – Chapter 6
PR	Parks and Recreation – Chapter 9
T	Transportation – Chapter 7
PF	Public Facilities – Chapter 10
U	Utilities & Infrastructure – Chapter 10
H	Housing – Chapter 5
CD	Community Design – Chapter 11
I	Implementation – Chapter 2 & Appendix
ED	Economic Development – Chapter 8
CBD	Central Business District – Chapter 4, 8 & 11

The Goals and Policies of the Comprehensive Plan are attached here in their entirety.

Table 2-2: Goals

Element	No.	Goal	Policy Reference	Action Reference
LU, NR, HA, PR, T, PF, U, H, CD, I, ED, CBD	1	The City of Hayden will promote and actively participate in intergovernmental coordination efforts at the regional and at the local level.	2, 16, 18, 21, 22, 23	5, 7, 9, 10, 13, 14, 15, 18, 19, 20, 21, 23, 24, 26, 29
LU, I, CD	2	The Comprehensive Plan is a living document and serves as a guide for development; components of the Comprehensive Plan are updated as necessary to reflect the community's vision.	2, 4	1, 2, 4, 5, 7, 9, 10, 19, 22, 25, 28, 29
H, LU, T, PF, NR, PR	3	Maintain an attractive and balanced mix of land uses, densities, and housing types, ensuring the future character of the community; promote greater choices and opportunities.	4, 7, 11, 12, 17	1, 3, 4, 12, 13, 24, 25, 27
PF, T, U, LU, NR, H	4	The City of Hayden should encourage the development of land within the corporate limits of Hayden prior to annexation of adjacent areas.	1, 2, 4, 5, 9, 13, 14, 16	3,10, 14, 18, 23
H, CD, I, LU	5	Preserve, protect and strengthen the vitality and stability of existing neighborhoods.	3, 7, 8, 11, 12, 15, 19, 24	3, 4, 5, 12, 15, 16, 24, 27
LU, H, T, CD, CBD	6	Promote an identity-rich downtown core that offers a mix of uses.	2, 8, 11, 12, 17, 22, 24	3, 4, 12, 13, 14, 15, 24, 25, 26, 29
ED, PF, LU, U, T, CBD, H	7	Provide a balance of commercial uses in designated areas throughout the community centered around established transportation corridors, while protecting the character of adjacent land uses.	2, 8, 11, 12, 17, 22, 23	1, 9, 11, 12, 13, 14, 25
LU, T, U, H, PF	8	Ensure all development can be serviced by existing public facilities or extended to adequately serve the development.	1, 2, 4, 5, 7, 9, 13, 14, 16	4, 10, 18, 19, 20, 21, 23
LU, PR, PF, CD, T	9	Ensure adequate park, recreation and open space are provided -and maintained for the continued enjoyment of the community.	2, 3, 7, 9, 10, 13, 19, 20, 24	3, 15, 16, 17, 27
LU, PF, PR, CD, I, NR, ED	10	Adequately site essential public facilities and utilities without compromising surrounding neighborhood integrity and character, while contributing to the overall livelihood of the community; assure facility capacity aligns with projected growth and land use types.	1, 2, 4, 6, 13	4, 16, 17, 18, 19, 20, 21
LU, NR, PF, PR, H, CD, I	11	Emphasize the enhancements and maintenance of existing parks while creatively seeking ways to acquire and develop future recreational facilities that meet a variety of community recreational interests.	3, 7, 9, 10, 19, 20, 21	3, 6, 15, 16, 17, 24, 26, 27, 29
LU, U, T, PR, H, CD	12	Establish a balance between jobs and housing to attract new employment and living opportunities.	11, 12, 17, 23	1, 3, 4, 12, 13, 14

Element	No.	Goal	Policy Reference	Action Reference
LU, U, T, H, CD, CBD	13	Enhance bicycle and pedestrian connectivity and infrastructure in order to better serve residents and tourists while protecting its historical and cultural character and attracting new business.	2, 6, 7, 8, 10, 12, 17, 21, 24	9, 11, 12, 14, 15, 26, 27
LU, NR, PR, I	14	Protect, preserve and be stewards of our environment's natural areas and resources which enhance the quality of life in the City.	3, 7, 10, 20, 21	5, 6, 7, 8, 10, 15, 16, 17, 22, 23, 27, 28, 29
LU, T, PR, NR, P, SFT, LU, NR, A, U, XP, R, SA, H, CD, I AF	15	Coordinate the timely development of efficient, effective and environmentally sound sewer, water and other utility infrastructure servicing the community, assuring costs of development are shared equitably and accommodate for ongoing growth of Hayden.	1, 4, 7, 13, 14, 16, 18	6, 8, 9, 10, 18, 19, 20, 22
PR, LU, H, CD, I	16	Ensure that ordinances and policies do not violate private property rights, adversely impact property values or create unnecessary limitations on land use.	2, 12, 15, 23	1, 2, 3, 4, 10, 23, 24
PR, LU, H, CD, I, CBD	17	Promote and encourage the development and rehabilitation of quality housing through a variety of housing options and densities.	2, 11, 12, 17	1, 3, 4, 24, 25
H, LU, T, PR, ED, CBD	18	Honor Hayden's past while promoting a sense of place through quality public spaces, trails, neighborhoods, design etc.	2, 8, 11, 12, 17, 23, 24	1, 2, 3, 4, 6, 15, 17, 23, 24, 25, 26, 27, 28, 29
I, CD, LU, T	19	Enhance non-motorized connectivity and reduce the highways impact on the community.	2, 4, 8, 18, 22	9, 11, 26

Table 2-3: Policies

Element	No.	Policy	Goal Reference	Action Reference
U, T, PR, PF, I, ED	1	The City should judiciously evaluate the opportunity to provide sewer, water and other services within the corporate limits and planned future extension of services in areas of impact.	4, 8, 10, 15	4, 5, 10, 19, 20, 21, 22, 23
LU, U, T, PR, PF, H, CD, I, ED	2	Development should be compatible with the land use chapter of the Comprehensive Plan and fiscally responsible in supplying adequate transportation, utilities and parks to newly developed areas.	1, 2, 4, 6, 7, 8, 9, 10, 13, 16, 17, 18, 19	1, 2, 3, 4, 5, 9, 10, 12, 18, 19, 20, 23
LU, NR	3	Land use decisions should consider the preservation and enhancement of natural resources.	5, 9, 11, 14	5, 6, 7, 8, 10, 17, 22, 23, 28
LU, NR, U, T, H, CD, I	4	The city should evaluate community-wide impacts from development; identifying their needs for public facilities, utilities, services, circulation, and housing, and the effects on city resources.	2, 3, 4, 8, 10, 15, 19	3, 4, 6, 18, 20, 21, 22
LU, U, T, PF	5	Areas proposed for annexation are to be considered only if they are contiguous to the city limits and adequate infrastructure can be provided to service the development.	4, 8	6, 10
U, T, CD, I, ED	6	City infrastructure improvement projects should aim to improve all above and below ground facilities (paths, connectivity, pedestrian/bike amenities) and utilities (sewer and water).	10, 13	3, 4, 6, 9, 10, 11, 16, 18, 22, 26
NR, R, I	7	Ensure adequate park, recreation and open spaces are provided for and maintained for the continued enjoyment of the community.	3, 5, 8, 9, 11, 13, 14, 15	6, 10, 15, 27
LU, T, PR, ED	8	Improve pedestrian, bicycle and vehicular safety along city streets.	5, 6, 7, 13, 18, 19	4, 9, 11, 15, 16, 20, 25, 26
LU, NR, U, T, PR, H, CD, I	9	Regularly evaluate and update impact fees for support of transportation systems and parks and require developer participation (land donations and mitigation).	4, 8, 9, 11	4, 6, 9, 10, 16, 27, 28
PR, NR, PF	10	Encourage and support recreational activities (passive and active uses) catered to senior citizens, retirees, families, teens and youth populations.	9, 11, 13, 14	4, 6, 15, 16, 20
LU, T, CD, CBD, ED	11	Promote nodes of development and density in the downtown and strategically along transportation corridors.	3, 5, 6, 7, 12, 17, 18	1, 3, 4, 5, 9, 11, 12, 13, 14, 25, 26, 29
LU, T, CD, H, CBD, ED	12	Encourage rezoning and zoning text amendments to support the creation of strategic nodes, higher density development and transition zones between residential and industrial uses.	3, 5, 6, 7, 12, 13, 16, 17, 18	1, 3, 5, 9, 11, 12, 13, 14, 25, 27, 28

Element	No.	Policy	Goal Reference	Action Reference
LU, NR, U, T, PR, H, CD, I, ED	13	Growth should be accompanied by the development of infrastructure, public services, utilities and preservation of open space and recreational facilities within the cities means.	4, 8, 9, 10, 15	4, 5, 8, 9, 10, 11, 18, 20
LU, NR, PF, U, I	14	Coordinate and support local water and irrigation districts in efforts to balance growth with available water supplies and infrastructure.	4, 8, 15	10
NR, HA, I	15	Protect lives and property from environmental and man-made risks and hazards.	5, 16	5, 6, 7, 8, 22, 28
LU, U, T, I	16	Ensure levels of public services, facilities, and utilities are adequate to satisfy the community's needs now and as new development occurs.	1, 4, 8, 15	2, 7, 9, 10, 11, 18, 20
LU, I, ED	17	Encourage small-scale retail activity, restaurants and other service business, as well as attract a live, work, play lifestyle through a mixture of commercial and residential uses.	3, 6, 7, 12, 13, 17, 18	1, 3, 4, 9, 11, 12, 13, 14, 24, 25, 26, 29
T, I	18	Minimize financial and operational impacts resulting from road improvement projects and maintenance.	1, 15, 19	4, 9, 10
PR, NR, I	19	Ensure park and recreation facilities are easily visible and can be found with minimal effort.	5, 9, 11	15, 26
PR, NR, I	20	Encourage revenue-producing parks and recreation development opportunities.	9, 11, 14	10, 15, 16, 17, 24
PR, NR, I	21	Coordinate with all other parks and recreation providers in the region to provide a full spectrum of parks and recreation opportunities.	1, 11, 13, 14	15, 16, 17, 27
T	22	Ensure multi-modal transportation compatibility and connectivity between agencies and jurisdictions through regional coordination.	1, 6, 7, 19	4, 9, 11, 13, 20, 25, 28
LU, I	23	Ensure land use and zoning compatibility related to development (density and type) occurring in close proximity to Coeur d'Alene Airport.	17, 12, 16, 18	1, 2, 5, 13
CBD, T I, CD, PR, PF, ED	24	Explore the location and feasibility of a community center or core development in downtown Hayden.	5, 6, 9, 13, 18	4, 12, 16, 25

Applicant’s Materials

WCE

Whipple Consulting Engineers, Inc.

Hazelnut Glen
Subdivision Narrative

The proposed Hazelnut Glen Subdivision is located in the Southwest ¼ of section 21, T51N, R4W B.M. approximately 2/3 mile west of Atlas Road on the north side of Prairie Avenue. The property consists of a relatively flat, 40-acre agricultural parcel with a church located to the East. To west is agricultural land and to the north is the agricultural land owned by the Coeur d'Alene School District. (See Figure 1 for site vicinity map)

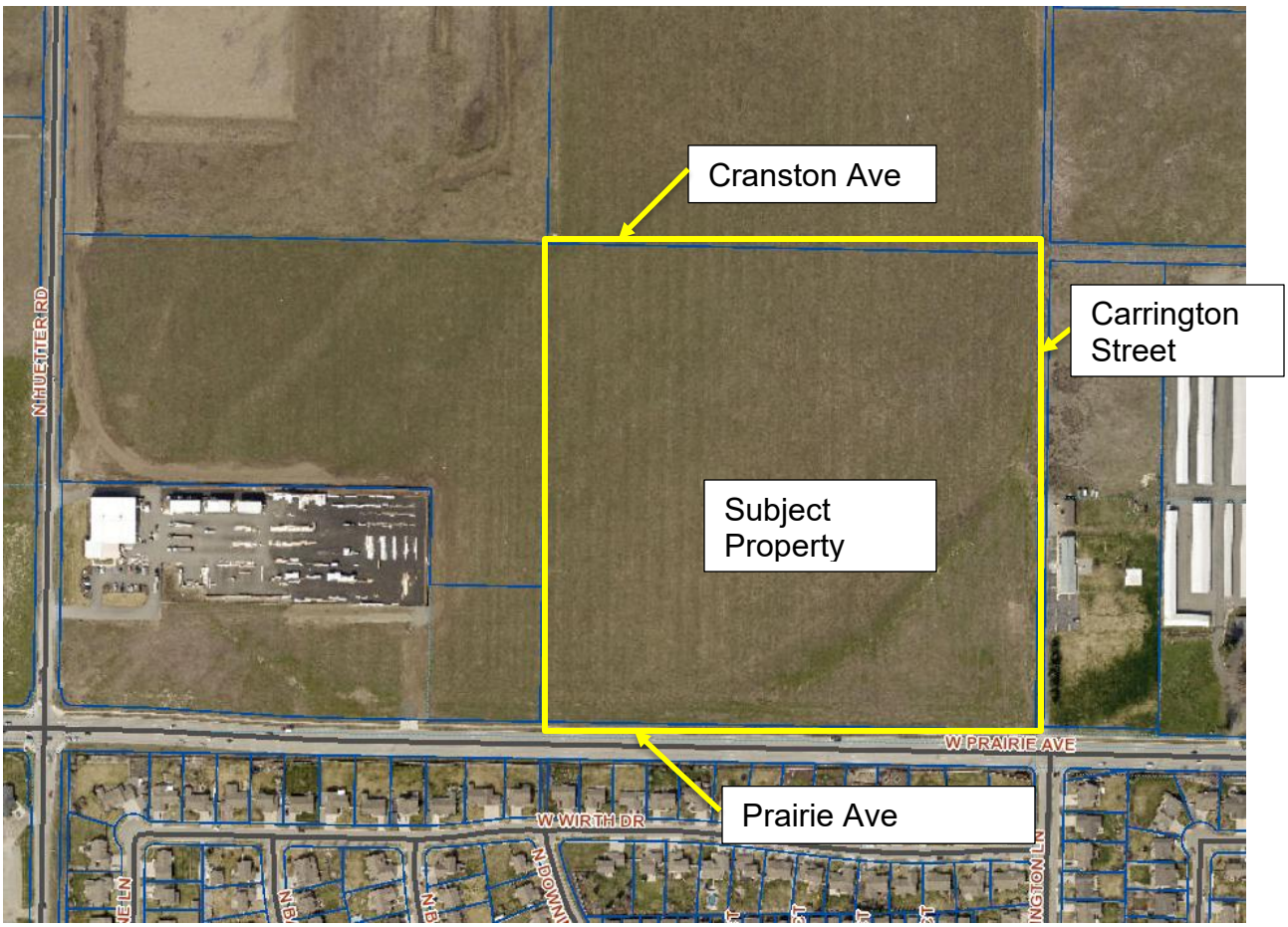


Figure 1: Site Vicinity Map

The proposed Hazelnut Glen subdivision is a primarily residential subdivision that consists of 126 single family residential lots.

City Code Analysis:

Section 12-3-4 of the City's municipal code sets the standards of approval for subdivisions. Those standards are as follows (in italics) and are met by this proposal as described below.

A. Subdivision Plan Standards: Every subdivision plan shall consist of one or more maps, prepared by an engineer or surveyor licensed in the state of Idaho and drawn to a scale that is reasonable and legible with written data which considered together, they shall fully and clearly disclose the following information:

1. The name of the proposed subdivision;

Response: The name of the Subdivision is shown on the title of the preliminary plat map

2. The legal description of the land contained within the subdivision;

Response: The legal description is shown on the face of the preliminary plat map and included within the title reports furnished in the submittal package.

3. The names, mailing addresses, telephone numbers, fax numbers and e-mail addresses of the applicant and all persons, firms and corporations holding interests in said land;

Response: This information is shown on the face of the preliminary plat map and included in the application documents.

4. Proof of ownership and consent from all property owners and lienholders granting authorization to subdivide the property and the name and contact information of the authorized agent;

Response: Current title policies with current deeds are included in the application documents.

5. A list, prepared by a title company licensed to do business in the state of Idaho, of the names and mailing addresses of all property owners whose property is within or adjacent to the area bounded by lines three hundred feet (300') from the external boundary of the entire proposal area. Such list shall be provided on self-adhesive labels in the number of copies necessary for the hearing(s) scheduled. Said list shall be accompanied by a date stamped tax map prepared by Kootenai County;

Response: The required mailing list is included in the application documents.

6. The name, a mailing address, telephone number, fax number, and e-mail address of the Idaho licensed engineer that prepared the plan;

Response: This information is shown on the face of the preliminary plat map and included in the application documents.

7. The location of the boundary lines of the proposed subdivision in relation to section, quarter section and quarter-quarter section lines and any adjacent corporate boundaries of the city which are part of the legal description of the property;

Response: This information is shown on the face of the preliminary plat map.

8. The boundaries and dimensions of all blocks and lots within the proposed subdivision together with the numbers proposed to be assigned each block and lot;

Response: This information is shown on the face of the preliminary plat map.

9. A data table showing the number of lots, the smallest, largest and average lot area within the proposal site, the total acreage of the entire proposal area, and the density in lots per acre;

Response: This information is shown on the face of the preliminary plat map.

10. A statement of proposed provisions for irrigation/domestic water supplies and sewage disposal. This shall be accompanied by will-serve letters (dated within 30 days of the application submittal date from the purveyor) and the Idaho department of environmental quality approved facility plan, if applicable;

Response: This information is shown on the face of the preliminary plat map. A water will-serve letter is included in the application documents. The City's will serve letter will be included as part of the staff report. An IDEQ approved facility plan is not required.

11. A sketch map of the general vicinity in which the land proposed for subdivision lies prepared at a scale of not more than four hundred feet (400') to the inch. The vicinity map shall show all adjacent lots and shall show how the streets and alleys in the proposed subdivision connect with existing and proposed streets and alleys in neighboring subdivisions and unplatted property;

Response: An 8.5"x11" vicinity map with the required information is included in the application documents. A more general vicinity map is shown on the face of the preliminary plat map.

12. Any existing or proposed easements and right of way dedications, easements to be labeled with the name of the recipient and purpose of the easement;

Response: This information is shown on the face of the preliminary plat map.

13. All existing and proposed streets. Show plan, profile and cross sections along with street names (existing and proposed);

Response: This information is shown within the preliminary construction drawings included in the application documents.

14. All adjacent streets. Show existing right of way width, and the location of centerline, swales, curbs and sidewalks, and trees;

Response: This information is shown within the preliminary construction drawings included in the application documents.

15. Show location of existing structures such as septic tanks, drainfields, underground storage, wells, houses and outbuildings with notes to indicate if they will remain or be removed along with setbacks from proposed lot lines and streets. Additionally, show the location of any natural features such as wooded areas, streams, drainageways, flood hazard areas identified on the flood insurance rate map, rock outcroppings, or other sensitive, hazardous, or difficult to develop areas;

Response: There are no known features of this kind on the site.

16. Location, dimensions and area of all parcels of land to be set aside for parks, open space, or other public use or for the use of property owners in the proposed subdivision. Include information on park amenities and uses demonstrating compliance with the city's park plan, annexation agreements, development agreements and the like;

Response: There are no parklands to be dedicated as part of this subdivision. Park Impact Fees will be paid at the time of building permit.

17. Provide a graphic and narrative depicting and explaining development phases, or stages, if the project will be done over several years;

Response: This subdivision will be developed in four phases. The first phase is located primarily along Prairie Avenue and will provide a second route out of the subdivision by constructing Carrington Street from Almond Ave to Prairie Ave. Subsequent phases will be constructed from south to north as shown on the phasing map provided in the application documents. Estimated construction timing is dependent on residential absorption, but generally the applicant expects to complete a single phase each year after initial construction begins.

18. Provide preliminary construction plans (typically 50 - 70 percent design) for the subdivision demonstrating constructability and functionality which shall include:

a. Proposed utility infrastructure plan indicating locations, sizes and approximate centerline grades;

Response: This information is shown within the preliminary construction drawings.

b. General grading plan showing existing and proposed topography, identifying areas of cut and fill of over two feet (2') along with and existing and proposed all surface water flow patterns. Conceptual stormwater management plans for all proposed subdivision infrastructure shall be provided;

Response: This information is shown within the preliminary construction drawings. There are minimal areas of cuts or fills over 2’. Those areas are shown on the profile sheet. Stormwater will be treated in street side swales and disposed of in drywells per City code and standards.

c. Pedestrian and bicycle circulation plans;

Response: There is a proposed 10’ wide multi-use trail along Carrington and Downing in conformance with the City’s transportation master plan. The existing 5’ sidewalk on Prairie Ave

will be widened by an additional 5' to achieve the 10' width required by the transportation master plan. All other streets will have 5' sidewalks on both sides per City standards.

d. A general right-of-way landscape plan;

Response: The typical right of way landscape plan will consist of tree lined streets and sidewalks separated from the street by grassy landscape planter strips. All street trees and plantings will conform to the City street tree ordinance.

e. Proposed mailbox locations;

Response: Mailboxes will be clustered, and the locations of those clusters will be coordinated with the USPS.

f. Traffic studies;

Response: A trip generation letter/traffic impact analysis has been provided at the request of City staff for a concurrency review for this application. Additionally, the construction and expansion of Cranston (1/2 width), Downing (1/2 width), and Carrington Streets (1/2 width) will provide critical transportation infrastructure, the cost of which along with the payment of traffic impact fees as required by City code will offset the impacts to the City's transportation infrastructure. It is assumed that the City will utilize the in-depth analysis provided in the Traffic Impact Analysis to modify the City's transportation master plan and Capital Improvement Plan so as to capture and mitigate any identified future transportation infrastructure needs. As such, there is no unmitigated traffic impact from this development.

g. Snow storage and removal plan;

Response: No special snow storage is proposed. The street design is such that it promotes efficient plow routes and avoids dead end streets. Knuckles have been eliminated from the design to make for more efficient plowing.

h. Geotechnical or similar study, if required by the city engineer.

Response: A geotechnical study was not required. Soils on site include valley gravels overlain by approximately 18" of topsoil.

H. Standards For Planning And Zoning Commission Or City Council Approval: The applicant has demonstrated to the satisfaction of the city engineer that all existing and proposed infrastructures meets or can be modified to meet the following standards:

1. Infrastructure as constructed will function in a manner that promotes the public health, safety, and welfare.

Response: The infrastructure, as proposed, will provide for an orderly and consistent extension of municipal facilities. As required by the City's sewer master plan, this property will be served by the H-8 lift station. That lift station is shown on the conceptual sewer plan included in the submittal documents and is anticipated to be constructed concurrent with or prior to the construction of the first phase of this subdivision. The construction will be funded by a consortium of landowners in the area working in cooperation to provide the land and construction necessary to complete the improvements. This is a significant investment in infrastructure and was done as part of a larger master planning effort which envisioned the development of the proposed Hazelnut Glen Subdivision. As such, the sewer infrastructure required to provide service to the subdivision is extensive and regional in nature and will serve adjacent properties within the basin. Additionally, construction of sidewalks and pathways will promote safe pedestrian routes in and around this neighborhood.

2. Infrastructure can be constructed and located in an orderly manner that accommodates ongoing maintenance needs when taking into consideration collocation of other infrastructure.

Response: Infrastructure, as proposed, will be constructed to current City standards, which accommodates maintenance needs for both City and other infrastructure commonly associated with subdivision development.

3. Infrastructure is in compliance with applicable city, state, and federal policies and regulations as follows:

a. Provisions have been made for a water supply system that satisfies city, Idaho department of environmental quality (IDEQ) and Northern Lakes fire district requirements.

Response: Water will be provided by Hayden Lake Irrigation District as provided for in the HLID annexation agreement and in accordance with IDEQ standards. Fire hydrants are provided at 500' intervals in accordance with the IFC and Northern Lakes Fire District standards.

b. Provisions have been made for a public sewage system in accordance with the city and Hayden area regional sewer boards (HARSB) adopted sewer master plans, as amended, that satisfied city, HARSB, and IDEQ requirements and that the existing systems can accommodate the proposed sewer flows.

Response: Sewer for this subdivision will flow to the H-8 regional lift station in accordance with the currently adopted sewer master plan(as revised). Upon completion of the H-8 lift station, the entirety of the H-8 sewer basin will have the lift station and force main infrastructure necessary for sewer service.

c. Provisions have been made for stormwater systems that satisfy the city and IDEQ requirements.

Response: Stormwater will be treated in regional and streetside swales and disposed of in drywells in accordance with current City and IDEQ standards.

d. 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.

Response: The sections proposed for both the internal streets, Carrington Street, Cranston Avenue, and Downing Lane are consistent with the City's transportation master plan. Carrington Street and Cranston Avenue are Collectors and will be built to full/half width per the adopted standards. Prairie Avenue is an Arterial and will not require any additional improvements. It should be noted that the southern part of future Carrington Street swings to the east so as to align with Carrington Street in the subdivision to the south. This complies with the City and Highway District standards for intersection design, but in the short term this will result in a slightly offset intersection alignment. Once the church property to the east annexes into the City, the right of way dedication associated with that annexation will correct the offset. Downing is the City's ¼ mile backage road which is identified in the City's transportation master plan as a higher order local street and will have a 40' width.

All other internal streets will be built per the City's local street standard with parking on both sides (36 feet wide) within a 68' right of way. This encourages slow driving speeds through the residential neighborhoods while still providing adequate emergency access.

e. 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.

Response: No parks will be dedicated as part of this subdivision. Impact to the City's park infrastructure will be mitigated by collection of park impact fees in accordance with the City's code.

4. Provisions have been made for erosion controls and geohazards stabilization both during construction and as needed for permanent controls to the satisfaction of the city.

Response: An erosion control plan will be included in the construction plans for the project. Erosion control measures may include stabilized construction entrances, silt fence, fugitive dust control, street sweeping, inlet protection, and designated concrete wash out areas.

5. Provisions have been made for gas, power, telecommunications, and similar infrastructure.

Response: Utility easements are shown on the preliminary plat drawings. Power will be provided by either Avista or KEC. Gas will be provided by Avista. Communications are provided by Comcast or by one or more fiber optic providers in the area. Upon approval of the subdivision, the owner will enter into service agreements with those companies to provide service to each lot.

6. The area proposed for subdivision is zoned for the proposed use and the use conforms to other requirements found in this code.

Response: The lots and proposed uses in the proposed subdivision meet the requirements of the Residential Zoning.

7. *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 offsite impacts to streets, parks, and other public facilities within the community. It is the expectation that in most cases, offsite improvements will be dealt with through the agreements.*

Response: As identified in the pre-application meeting, no off-site improvements are required and other impacts will be addressed through the City's impact fee structure as each home is built. It's also important to note that the consortium of landowners responsible for constructing the lift station will provide sewer service, water service, and vehicular access to the Coeur d'Alene School District's property, which both enhances the District's property value and ultimately saves taxpayer dollars by providing infrastructure to the District at no cost.

Conclusion:

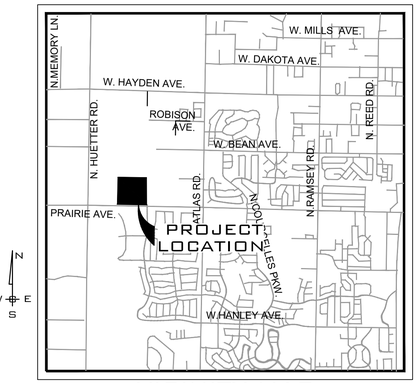
As stated above, the proposed subdivision meets all the requirements set forth by the City's subdivision ordinance. The approval of the subdivision will provide for orderly development within the City's current boundaries, the result of which will be the establishment of a quality neighborhood, increases in property values, and harmonious expansion of the City of Hayden. Because of this, we respectfully request approval of the proposed subdivision.

HAZELNUT GLEN SUBDIVISION

SE 1/4 OF THE SW 1/4 SEC. 21 T. 51N., R. 04 W. B.M.

CITY OF HAYDEN, IDAHO

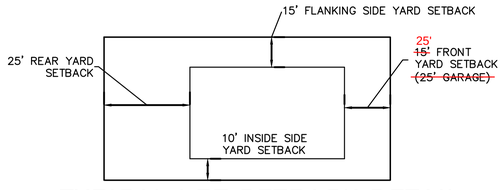




VICINITY MAP

N
W E
S

GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1 inch = 80 ft.



TYPICAL LOT SETBACK DETAIL

NOT TO SCALE

PLAT LEGAL DESCRIPTION

THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 51 NORTH, RANGE 4 WEST, BOISE MERIDIAN, CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

EXCEPT THE EXISTING PRAIRIE AVENUE RIGHT OF WAY.

CONTAINING 38.94 ACRES, MORE OR LESS.

SITE DATA TABLE

PARCEL# H-0000-021-6900	ZONING – R-1 RESIDENTIAL
TOTAL NUMBER OF LOTS = 126 RESIDENTIAL	ALLOWED DENSITY PER ANNEXATION AGREEMENT – 4.0 UNITS PER ACRE
TOTAL AREA – 38.93 ACRES	ALLOWED RESIDENTIAL UNIT COUNTER PER ANNEXATION AGREEMENT – 156
RESIDENTIAL LOT AREA: 25.89 ACRES	RESIDENTIAL DENSITY – 3.24 UNITS PER ACRE
RESIDENTIAL LOT AREA – VARIES 8,250 SF – 22,226 SF	TOTAL RESIDENTIAL UNIT COUNT– 126
AVERAGE RESIDENTIAL LOT AREA – 9,156 SF	DOMESTIC WATER – HAYDEN LAKE IRRIGATION DISTRICT
RESIDENTIAL LOT FRONTAGE – VARIES 25' MIN – 77' MAX	SANITARY SEWER DISPOSAL – CITY OF HAYDEN
RIGHT OF WAY AREA – 13.04 ACRES	FIRE DEPARTMENT – NORTHERN LAKES FIRE DISTRICT

ENGINEERING
WHIPPLE CONSULTING ENGINEERS
21 S. PINES
SPOKANE VALLEY, WA 99206
PHONE: 509-893-2617
CONTACT: RAY KIMBALL, P.E.
RKIMBALL@WHIPPLECE.COM

OWNER
OO LAND HOLDINGS, LLC
16309 E MARIETTA AVE
SPOKANE VALLEY, WA
PHONE: 509-241-3555
CONTACT: SCOTT KRAJACK

WATER PURVEYOR
HAYDEN LAKE IRRIG. DIST.
2160 W. DAKOTA AVE.
HAYDEN, IDAHO 83835
PHONE: 1-208-772-2612
CONTACT: BRANDEN ROSE

SEWER COLLECTION
CITY OF HAYDEN
8930 N GOVERNMENT WAY
HAYDEN, IDAHO 83835
PHONE: 1-209-772-4411
CONTACT: ALAN SODERLING

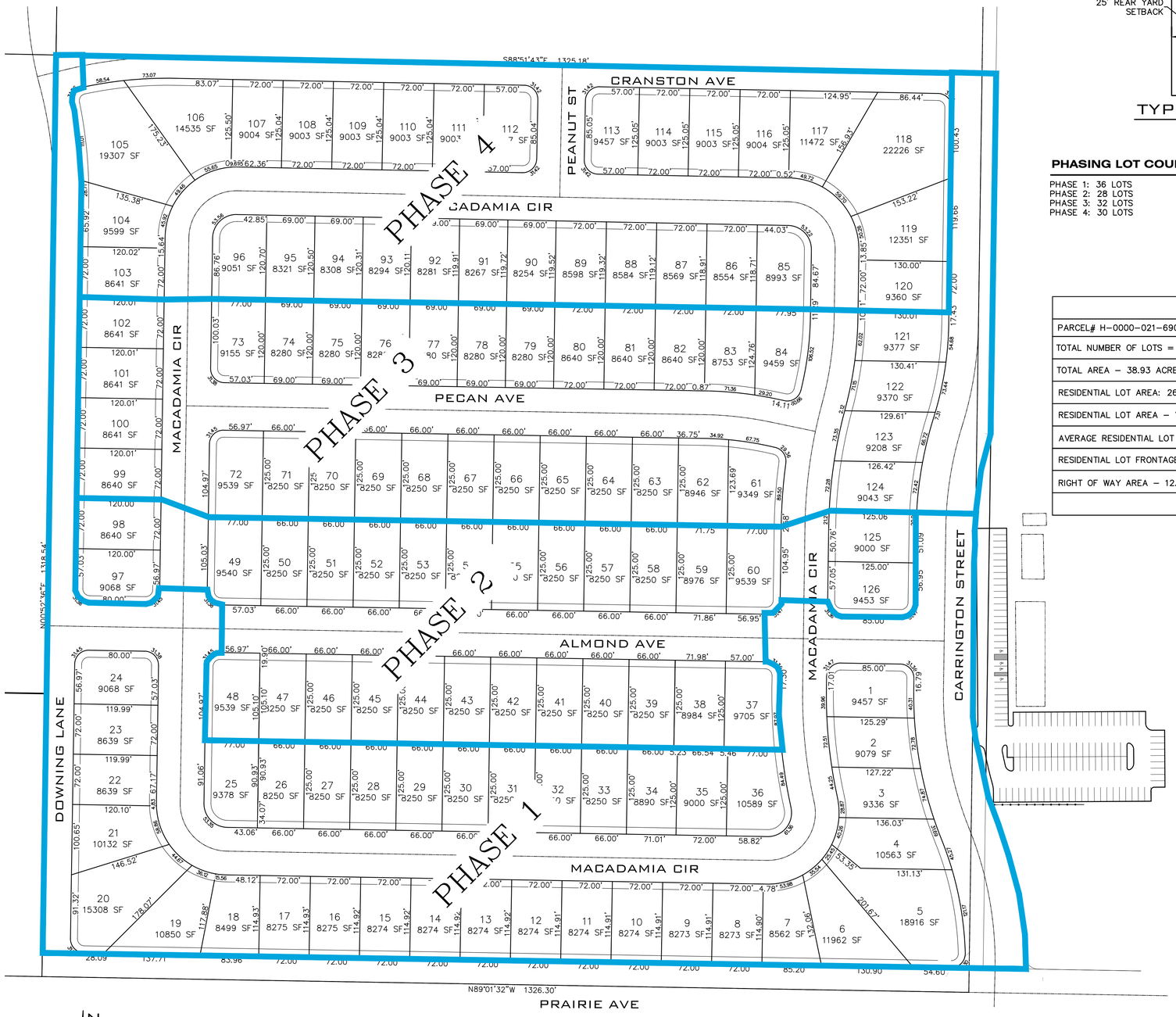
SEWER TREATMENT
HAYDEN AREA REG. SEWER BOA
10789 N. ATLAS RD
HAYDEN, IDAHO 83835
PHONE: 1-209-772-0672
CONTACT: KEN WINDRAM

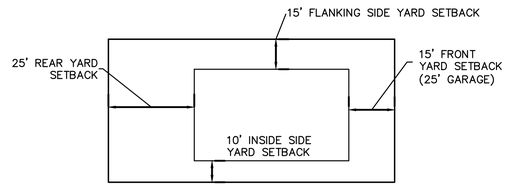
SCALE:	PROJ #: 20-2596	X CIVIL	WCE WHIPPLE CONSULTING ENGINEERS 21 S. PINES ROAD SPOKANE VALLEY, WA 99206 PH: 509-893-2617 FAX: 509-926-0227
HORIZONTAL: 1"=80'	DATE: 2/25/23	STRUCTURAL	**HAZELNUT GLEN SUBDIVISION** **HAYDEN AVE & CARRINGTON ST HAYDEN, IDAHO**
VERTICAL: N/A	DRAWN: RDK	SURVEYING	SHEET 1 OF 2
	REVIEWED: RDK	TRAFFIC	JOB NUMBER 20-2596
		PLANNING	
		LANDSCAPE	
		OTHER	

HAZELNUT GLEN SUBDIVISION

SE 1/4 OF THE SW 1/4 SEC. 21 T. 51N., R. 04 W. B.M.

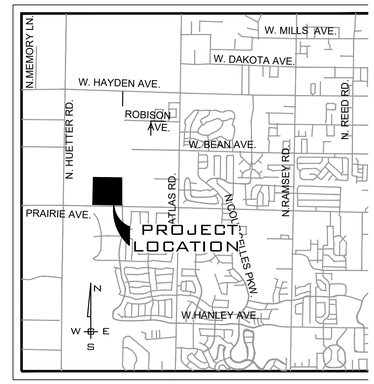
CITY OF HAYDEN, IDAHO





TYPICAL LOT SETBACK DETAIL

NOT TO SCALE



VICINITY MAP

PHASING LOT COUNT

PHASE 1: 36 LOTS
PHASE 2: 28 LOTS
PHASE 3: 32 LOTS
PHASE 4: 30 LOTS

PLAT LEGAL DESCRIPTION

THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 51 NORTH, RANGE 4 WEST, BOISE MERIDIAN, CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

EXCEPT THE EXISTING PRAIRIE AVENUE RIGHT OF WAY.

CONTAINING 38.94 ACRES, MORE OR LESS.

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RESIDENTIAL LOT FRONTAGE – VARIES 24' MIN – 77' MAX	SANITARY SEWER DISPOSAL – CITY OF HAYDEN
RIGHT OF WAY AREA – 12.15 ACRES	FIRE DEPARTMENT – NORTHERN LAKES FIRE DISTRICT

OWNER
OO LAND HOLDINGS, LLC
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SCALE:	**PROJ #:** 20-2596	X CIVIL	WCE WHIPPLE CONSULTING ENGINEERS 21 S. PINES ROAD SPOKANE VALLEY, WA 99206 PH: 509-893-2617 FAX. 509-926-0227	**HAZELNUT GLEN SUBDIVISION** **HAYDEN AVE & CARRINGTON ST HAYDEN, IDAHO**	**SHEET 2 OF 2**
HORIZONTAL: 1"=80'	**DATE:** 2/25/23	STRUCTURAL			JOB NUMBER **20-2596**
VERTICAL: N/A	**DRAWN:** RDK	SURVEYING			
	REVIEWED: RDK	TRAFFIC			
		PLANNING			
		LANDSCAPE			
		OTHER			

SW $\frac{1}{4}$, SEC.21, T.51N., R.4 W., B.M.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

HAZELNUT GLEN SUBDIVISION

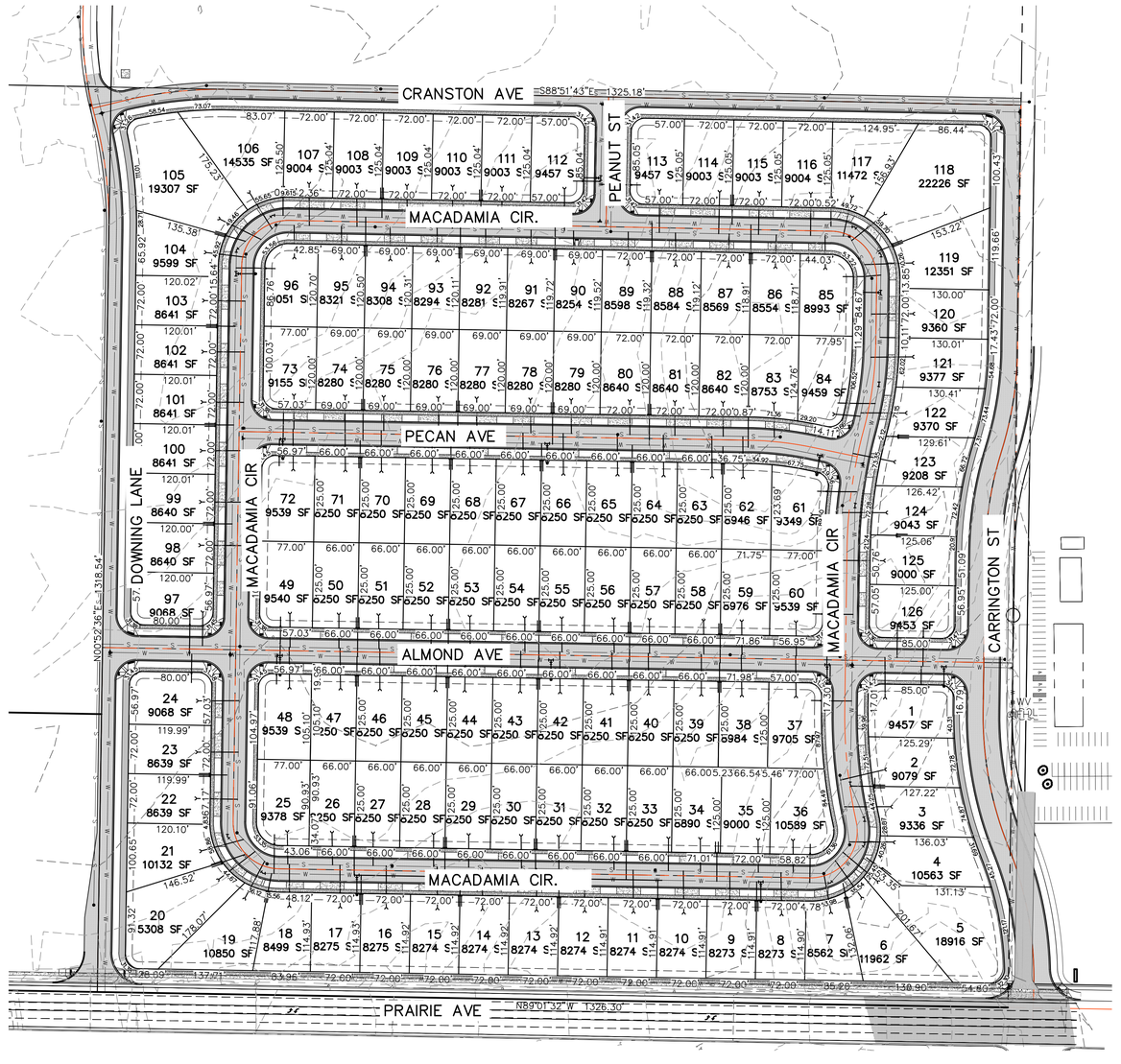
50% DESIGN SUBMITTAL

SW 1/4, SEC.21, T. 51N., R.4W., B.M.

HAYDEN, ID

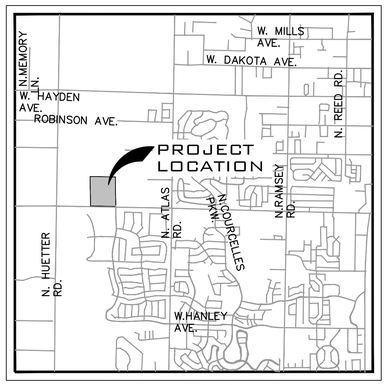
LEGEND

EXISTING	DESCRIPTION	PROPOSED
	ROADWAY CENTER LINE	
	RIGHT OF WAY LINE	
	PROPERTY LINE	
	EASEMENT LINE	
	FENCE	
	CURB	
	PAVEMENT	
	GRAVEL	
	CONCRETE	
	BUILDINGS & STRUCTURES	
	MONUMENT	
	SEWER	
	SANITARY SEWER	
	MANHOLE	
	CLEANOUT	
	SEWER SERVICE	
	WATER	
	WATER LINE	
	VALVE	
	FIRE HYDRANT	
	SERVICE	
	WATER METER	
	BLOWOFF	
	AIR VACUUM RELIEF STATION	
	DRAINAGE	
	DRAINAGE LINE	
	MANHOLE	
	DRYWELL	
	CATCH BASIN	
	DITCH	
	GAS	
	GAS LINE	
	VALVE	
	METER	
	TELE-POWER	
	BURIED TELEPHONE	
	POWER OR TELEPHONE POLE	
	BURIED POWER	
	TRANSFORMER PAD	
	TELEPHONE RISER	
	TELEPHONE VAULT	
	OVERHEAD POWER	
	GUY ANCHOR	
	POWER VAULT	
	LIGHT POLE	



SITE PLAN

SCALE: 1"=100'



VICINITY MAP

SHEET INDEX

C0.0	COVER SHEET
C0.1	WCE GENERAL NOTES
C0.2	TYPICAL CROSS SECTIONS
C3.0	MACADAMIA CIR. PLAN & PROFILE
C3.01	MACADAMIA CIR. PLAN & PROFILE
C3.02	MACADAMIA CIR. PLAN & PROFILE
C3.03	MACADAMIA CIR. PLAN & PROFILE
C3.04	ALMOND AVE. PLAN & PROFILE
C3.05	ALMOND AVE. PLAN & PROFILE CONT.
C3.06	PECAN AVE. PLAN & PROFILE
C3.07	PECAN AVE. PLAN & PROFILE CONT.
C3.08	DOWNING LN. PLAN & PROFILE
C3.09	DOWNING LN. PLAN & PROFILE CONT.
C3.10	CRANSTON AVE. PLAN & PROFILE
C3.11	CRANSTON AVE. PLAN & PROFILE CONT.
C3.12	CARRINGTON ST. PLAN & PROFILE
C3.13	CARRINGTON ST. PLAN & PROFILE CONT.
C3.14	PEANUT ST. PLAN & PROFILE

N
W E
S

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: 1" =100'
VERTICAL: N/A

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

WCE
WHIPPLE CONSULTING ENGINEERS
21 SOUTH PINES ROAD
SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

HAZELNUT GLEN SUBDIVISION
COVER SHEET
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET C0.0

JOB NUMBER 20-2596

P:\WCE_WORK\2020 WCE PROJECTS\2020-2596 WKND - FARR PROPERTY\DWG\2596-C0.X-COVER.DWG PLOT DATE:12/23/25

SW ¼, SEC.21, T.51N., R.4 W., B.M.

WCE GENERAL NOTES

1. ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION OF SITE IMPROVEMENTS SHALL MEET OR EXCEED SITE WORK STANDARDS AND THE STANDARDS AND SPECIFICATIONS SET FORTH IN THE CITY OF HAYDEN REGULATIONS AND APPLICABLE STATE AND FEDERAL REGULATIONS. WHERE THERE IS CONFLICT BETWEEN THESE PLANS AND THE SPECIFICATIONS, OR ANY APPLICABLE STANDARDS, THE HIGHER QUALITY STANDARD SHALL APPLY. ALL WORK WITHIN PUBLIC R.O.W. OR EASEMENTS SHALL BE INSPECTED AND APPROVED BY THE CITY OF HAYDEN INSPECTOR. INSPECTION SERVICES AND CONSTRUCTION CERTIFICATION TO BE PROVIDED BY DESIGNEE OF PROJECT SPONSOR/OWNER.

2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES, AS SHOWN ON THESE PLANS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY PERTINENT LOCATIONS AND ELEVATIONS, ESPECIALLY AT THE CONNECTION POINTS AND AT POTENTIAL UTILITY CONFLICTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES THAT CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM ALL APPLICABLE AGENCIES. THE CONTRACTOR SHALL NOTIFY THE CITY OF HAYDEN INSPECTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY EARTH DISTURBING ACTIVITY OR CONSTRUCTION ON ANY AND ALL PUBLIC IMPROVEMENTS.

4. THE CONTRACTOR SHALL COORDINATE AND COOPERATE WITH THE CITY OF HAYDEN AND ALL UTILITY COMPANIES WITH REGARD TO RELOCATIONS OR ADJUSTMENTS OF EXISTING UTILITIES DURING CONSTRUCTION, TO ASSURE THAT THE WORK IS ACCOMPLISHED IN A TIMELY FASHION, AND WITH A MINIMUM DISRUPTION OF SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL PARTIES AFFECTED BY ANY DISRUPTION OF ANY UTILITY SERVICE.

5. THE CONTRACTOR SHALL HAVE ONE (1) SIGNED COPY OF THE APPROVED PLANS, ONE (1) COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND ONE (1) COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB ON-SITE AT ALL TIMES.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO: EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.

7. IF, DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED BY THE CONTRACTOR, HIS SUBCONTRACTORS, OR OTHER AFFECTED PARTIES WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY.

8. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARD, UNLESS SPECIFICALLY STATED OTHERWISE.

9. FOR WORK AFFECTING PUBLIC ROADWAYS OR IF REQUIRED BY THE CITY OF HAYDEN, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL AND PHASING PLAN IN ACCORDANCE WITH M.U.T.C.D. FOR APPROVAL. PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN OR AFFECTING THE RIGHT-OF-WAY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL TRAFFIC CONTROL DEVICES AS MAY BE REQUIRED BY SAID PLANS. PRIOR TO INSTALLATION.
A PRECONSTRUCTION CONFERENCE SHALL BE HELD WITH THE CITY OF HAYDEN.

10. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY FOR THE COMPLETION OF THE INTENDED IMPROVEMENTS SHOWN ON THESE DRAWINGS OR DESIGNATED TO BE PROVIDED, INSTALLED, CONSTRUCTED, REMOVED OR RELOCATED UNLESS SPECIFICALLY NOTED OTHERWISE.

11. PER AGENCY STANDARDS THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADWAYS FREE AND CLEAR OF ALL CONSTRUCTION DEBRIS AND DIRT TRACKED FROM THE SITE.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING RECORD INFORMATION ON A SET OF RECORD DRAWINGS KEPT AT THE CONSTRUCTION SITE AND AVAILABLE TO THE CITY OF HAYDEN INSPECTOR AT ALL TIMES.

13. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. FOR ADDITIONAL INFORMATION CONTACT THE ENGINEER FOR CLARIFICATION AND NOTE ON THE RECORD DRAWINGS.

14. ALL EROSION AND SEDIMENT CONTROL (E.S.C.) MEASURES SHALL BE INSTALLED AT THE LIMITS OF CONSTRUCTION PRIOR TO GROUND DISTURBING ACTIVITY. ALL E.S.C. MEASURES SHALL BE MAINTAINED IN GOOD REPAIR BY THE CONTRACTOR UNTIL SUCH TIME AS THE ENTIRE DISTURBED AREAS ARE STABILIZED WITH HARD SURFACE OR LANDSCAPING.

15. THE CONTRACTOR SHALL SEQUENCE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO MINIMIZE POTENTIAL UTILITY CONFLICTS. IN GENERAL, STORM SEWER AND SANITARY SEWER SHOULD BE CONSTRUCTED PRIOR TO INSTALLATION OF WATER LINES AND DRY UTILITIES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL UTILITY RELOCATIONS CONSISTENT WITH THE CONTRACTORS SCHEDULE FOR THIS PROJECT, WHETHER SHOWN OR NOT SHOWN, AS IT RELATES TO THE CONSTRUCTION ACTIVITIES CONTEMPLATED IN THESE PLANS.

16. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY IS SUBJECT TO THE JURISDICTION OF THE CITY OF HAYDEN ENGINEERING DEPARTMENT STANDARD DETAILS AND SPECIFICATIONS.

17. ALL CONSTRUCTION OPERATIONS, INCLUDING THE WARMING UP, REPAIR, ARRIVAL, DEPARTURE OR RUNNING OF TRUCKS, EARTH MOVING EQUIPMENT, CONSTRUCTION EQUIPMENT AND ANY OTHER ASSOCIATED EQUIPMENT SHALL GENERALLY BE LIMITED TO THE TIME PERIOD APPROVED BY THE CITY OF HAYDEN.

18. BASED ON REQUIREMENTS FROM CITY OF HAYDEN, THE ENGINEER OR HIS DESIGNEE SHALL PERFORM MATERIALS TESTING AND QUALITY CONTROL ON THE PROJECT AND SHALL SUBMIT COPIES OF DAILY REPORTS, TEST REPORTS, PROJECT CERTIFICATION AND RECORD DRAWINGS TO CITY OF HAYDEN ENGINEER.

19. NO REVISIONS SHALL BE MADE TO THESE PLANS WITHOUT APPROVAL OF THE CITY OF HAYDEN ENGINEERS AND NOTIFICATION OF THE ENGINEER OF RECORD.

20. ON-SITE GRADING SHALL BE IN ACCORDANCE WITH THE APPROVED GRADING PLAN AND E.S.C. PLAN. ANY IMPORT OR EXPORT OF MATERIAL SHALL BE FROM A PREAPPROVED SOURCE/DESTINATION AND COORDINATED WITH THE CITY OF HAYDEN DEPARTMENT OF BUILDING AND PLANNING AT 208-209-2022. GRADING ON THIS SITE OR ANY OTHER SITE MUST COMPLY WITH ALL DEVELOPMENT REGULATIONS INCLUDING, BUT NOT LIMITED TO , GRADING PERMITS, S.E.P.A. REVIEW, TIMBER HARVEST PERMITS, CRITICAL AREAS, FLOOD PLAINS, DESIGNATED DRAINAGE WAYS, ETC.

21. THE CONTRACTOR IS CAUTIONED THAT IT IS THE UNDERSTANDING OF THE OWNER AND THE ENGINEER THAT SHOULD A CONFLICT OR DISCREPANCY IN THESE PLANS, SPECIFICATIONS, GENERAL NOTES OR PLANS ET.AL. DETERMINED TO BE PART OF THE OVERALL PROJECT, INCLUDING BUT NOT LIMITED TO THE ARCHITECTURAL PLANS, MECHANICAL PLANS, ELECTRICAL PLANS, LANDSCAPE PLANS, GENERAL SPECIAL PROVISIONS, ETC., THAT WITHOUT WRITTEN CLARIFICATION FROM THE ENGINEER, OWNER OR OTHER PROFESSIONAL, DURING THE BIDDING PROCESS, THAT IN ALL INSTANCES THE CONTRACTOR WILL BE REQUIRED TO BID THE HIGHER STANDARD. FAILURE TO DO SO MAY RESULT IN THE HIGHER STANDARD BEING REQUIRED BY THE OWNER, ENGINEER OR OTHER PROFESSIONAL WITH NO CHANGE IN VALUE TO THE CONTRACT VIA CHANGE ORDER OR OTHER MECHANISM.

22. CONSTRUCTION OF EVERY DRYWELL, INCLUDING FABRIC AND DRAINROCK, SHALL BE OBSERVED BY THE ON-SITE INSPECTOR TO CONFIRM THAT IT MEETS THE DESIGN DETAILS AND SPECIFICATIONS. DRYWELLS NOT OBSERVED SHALL HAVE THEIR PERFORMANCE VERIFIED BY A FULL-SCALE DRYWELL TEST.

23. DURING CONSTRUCTION THE CONTRACTOR IS RESPONSIBLE TO COORDINATE ANY AND ALL INCONSISTENCIES BETWEEN THESE PLANS AND CONSTRUCTION STAKING. CONTRACTOR ASSUMES RESPONSIBILITY TO CONSTRUCT TO THESE PLANS IN LIEU OF FIELD STAKING. SHOULD INCONSISTENCIES BE APPARENT THE CONTRACTOR SHALL CONTACT THE ENGINEER, OWNER, AND SURVEYOR TO RECTIFY THE DISCREPANCY PRIOR TO CONSTRUCTION EFFORT BEING APPLIED.

24. FAIR HOUSING ACT – SAFE HARBORS FOR COMPLIANCE

WHIPPLE CONSULTING ENGINEERS, INC. FOR THE PROJECT CONTAINED WITHIN THESE PLANS HAS USED THE FOLLOWING SAFE HARBOR FOR ADA ACCESSIBILITY FOR THOSE ISSUES CONSIDERED SITE DEVELOPMENT ISSUES.

ICC/ANSI A117.1 (2003), ALONG WITH THE FAIR HOUSING ACT, HUD'S FAIR HOUSING ACT REGULATIONS, AND GUIDELINES.

25. ALL FIRE LINES MUST BE INSTALLED BY AN APPROVED LEVEL 'U' CONTRACTOR OR A LEVEL 3 FIRE PROTECTION CONTRACTOR.

26. CONTRACTOR IS NOTIFIED THAT SOME OR ALL OF THE PAVEMENT CUTS TO INSTALL DRY UTILITIES, SEWER, WATER, STORM OR OTHER TIE-INS SHALL BE COORDINATED WITH THE CITY OF HAYDEN AS SPECIFIC PAVEMENT CUT POLICIES MAY BE IN EFFECT THAT ARE NOT NOTED ON THE PLANS.

WCE GRADING NOTES

1. CONTOURS AND / OR ELEVATIONS SHOWN ARE FOR FINISHED PAVING, SIDEWALK, SLAB, OR GROUND. ADJUSTMENT TO SUBGRADE IS THE CONTRACTOR'S RESPONSIBILITY.

2. ALL DISTURBED AREAS THAT ARE SUBSURFACE OR ARE NOT DESIGNATED AS LANDSCAPE AREAS ARE TO BE SEEDED, FERTILIZED, AND WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

3. IF DURING THE OVERLOT GRADING PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE AN UNIDENTIFIED SITUATION IS PRESENT, THE SOILS ENGINEER SHALL BE CONTACTED FOR RECOMMENDATIONS.

4. UNLESS OTHERWISE SHOWN, NO PROPOSED SLOPE SHALL EXCEED THREE (3) HORIZONTAL TO ONE (1) VERTICAL. ALL SLOPED AREAS MUST BE PROTECTED FROM EROSION.

5. IF STRIPPED MATERIALS CONSISTING OF VEGETATION AND ORGANIC MATERIALS ARE STOCKPILED ON THE SITE, TOPSOIL MAY BE PLACED TO A HEIGHT OF FIVE FEET. SILT FENCE SHALL BE PLACED AROUND THE BASE OF THE STOCKPILE AND THE STOCKPILE SHALL BE SEEDED WITH NATIVE SEED MIX IMMEDIATELY AFTER STRIPPING OPERATIONS ARE COMPLETE.

6. SPOT ELEVATIONS SHALL TAKE PRECEDENCE OVER CONTOURS AND SLOPES SHOWN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF SPOT ELEVATIONS THAT DO NOT APPEAR TO BE CONSISTENT WITH THE CONTOURS AND SLOPES. SPOT ELEVATIONS AND SPECIFIC PROFILE DESIGN SHALL BE USED FOR SETTING ELEVATIONS OF CURB, GUTTER, AND UTILITIES.

7. BENCHMARK VERIFICATION: CONTRACTOR SHALL USE BENCHMARKS AND DATUMS SHOWN HEREON TO SET PROJECT BENCH MARK'S, BY RUNNING A LEVEL LOOP BETWEEN AT LEAST TWO BENCHMARKS, AND SHALL PROVIDE SURVEY NOTES OF SUCH TO PROJECT ENGINEER PRIOR TO COMMENCING CONSTRUCTION.

8. ALL UTILITIES (MANHOLES, VALVE COVERS, CLEANOUTS, VAULTS, BOXES, ETC.) SHALL BE ADJUSTED TO FINAL GRADE PRIOR TO THE FINAL LIFT OF ASPHALT.

9. GRADES WITHIN ASPHALT PARKING AREAS SHALL BE CONSTRUCTED TO WITHIN 0.10 FEET OF THE DESIGN GRADE. HOWEVER, THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE IN ALL PAVEMENT AREAS AND ALONG ALL CURBS. ALL CURBS SHALL BE BUILT IN ACCORDANCE TO THE PLAN. CURBS OR PAVEMENT AREAS WHICH DO NOT PROVIDE PROPER DRAINAGE MUST BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

10. SPOT ELEVATIONS REPRESENT FLOW LINE OR TOP OF ASPHALT UNLESS OTHERWISE NOTED.

11. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING HIS OWN ESTIMATE OF EARTHWORK QUANTITIES.

12. WHERE NEW CURB AND GUTTER IS BEING CONSTRUCTED ADJACENT TO EXISTING ASPHALT OR CONCRETE PAVEMENT, THE FOLLOWING SHALL APPLY: PRIOR TO PLACEMENT OF ANY CONCRETE THE CONTRACTOR SHALL HAVE A LICENSED SURVEYOR VERIFY THE GRADE AND CROSS SLOPE OF THE CURB AND GUTTER FORMS. THE CONTRACTOR SHALL SUBMIT THE SLOPES AND GRADES TO THE ENGINEER FOR APPROVAL PRIOR TO PLACEMENT OF CONCRETE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY SECTION WHICH DOES NOT CONFORM TO THE DESIGN OR TYPICAL CROSS SECTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CURB AND GUTTER POURS WITHOUT THE APPROVAL OF THE ENGINEER.

13. THE EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL BUILDING PLANS AND SPECIFICATIONS.

14. PRE CAST STRUCTURES MAY BE USED AT CONTRACTORS OPTION.

15. EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND REPAIRED AS NEEDED, AND EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.

16. EXISTING GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT INTERVALS.

17. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.

18. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.

19. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.

20. TOPOGRAPHIC INFORMATION TAKEN FROM A TOPOGRAPHIC SURVEY PROVIDED BY THE OWNER . IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS. WITHOUT EXCEPTION, HE SHALL HAVE MADE, AT HIS EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.

21. ALL SUBSURFACE AREA DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. (CONTRACTOR SHALL PLACE SOD OR HYDROSEED DISTURBED AREAS IN ACCORDANCE WITH CITY/COUNTY SPECIFICATIONS AND MAINTAINED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.) HYDROSEED WITH TACKIFIER OVER A CORDUROY SLOPE MAY BE ACCEPTABLE, THE SITE GEOTECHNICAL ENGINEER MUST BE CONSULTED.

22. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND SITE SHALL BE CONSTRUCTED TO SAME.

23. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL UTILITIES AND NOTIFYING THE APPROPRIATE UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION.

24. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

25. ENGINEER SHALL BE NOTIFIED WHEN 'CURBING STRING LINE' HAS BEEN SET, PRIOR TO CURBING BEING INSTALLED.

26. ALL DRYWELLS TO BE INSTALLED TO HAVE (1') ONE FOOT OF VERTICAL ADJUSTMENT.

27. ENGINEERING OR THE OWNER'S INSPECTION REPRESENTATIVE SHALL BE ON SITE, AND SHALL COLLECT TRUCK TICKETS FOR DRYWELL ROCK, AND SOIL.

28. ALL PIPE SHALL BE INSTALLED WITH EITHER A SAND COLLAR, KOR-N-SEAL OR APPROVED EQUIVALENT.

WCE STORM DRAINAGE NOTES

1. SEE STREET PLAN AND PROFILE SHEETS FOR DRYWELL AND CATCH BASIN TYPES AND LOCATIONS.

2. SWALE/PONDS SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF THESE DRAWINGS INCLUDING GRADING, SOD, AND DRYWELL INSTALLATION. ALL SWALES/PONDS WITH IN TRACTS SHALL INCLUDE AN IRRIGATION SYSTEM, ALL IRRIGATION SHALL CONFORM TO CITY OF SPOKANE SWALE/POND IRRIGATION SYSTEM GUIDELINES.

3. ALL SWALES/PONDS SHOWN SHALL BE ROUGH GRADED PRIOR TO PAVING OF ADJACENT ROADWAY.

4. CONTRACTOR SHALL PROVIDE *MUNICIPALITY* WITH AS-BUILT IRRIGATION PLANS UPON COMPLETION OF ALL SWALE/POND CONSTRUCTION.

5. INSTALL "AMOCO" #4545 FILTER FABRIC (OR APPROVED EQUAL) BETWEEN THE NATIVE SOIL AND WASHED DRAIN ROCK, FOR ALL DRYWELLS. SEE *MUNICIPALITY* STANDARD PLAN B-102C FOR INSTALLATION LOCATIONS.

6. ALL SWALES/PONDS WITHIN THE RIGHT-OF-WAY, IN THE AREA ASSOCIATED WITH THIS PROJECT, SHALL BE COMPLETED DURING THE CONSTRUCTION OF THE ROADWAY. THE CONTRACTOR SHALL PERFORM THE SWALE/POND GRADE WORK, INSTALL THE IRRIGATION SYSTEM, AND PLACE THE SOD WITHIN THE SWALES/PONDS FOLLOWING THE ROAD PAVING WORK.

7. THE CONTRACTOR SHALL MAKE AN EFFORT TO PROTECT ALL DRAINAGE STRUCTURES FROM BEING CONTAMINATED WITH SILT BY INSTALLING FILTER FABRIC UNDER THE LID FOR AT LEAST 6 WEEKS, OR UNTIL THE ESTABLISHMENT OF GRASS AND/OR OTHER SITE CONSTRUCTION WORK HAS ENDED. IN THE EVENT THAT SILT OR OTHER DELETERIOUS MATERIAL IS ALLOWED TO ENTER THE DRYWELL OR CATCH BASIN THE CONTRACTOR WILL BE REQUIRED TO CLEAN THE DRYWELL OR CATCH BASIN OUT TO THE SATISFACTION OF THE CERTIFYING ENGINEER,

8. ALL LANDSCAPE AREAS (INCLUDING SWALES/PONDS) ARE TO BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED BY OR UNDER THE DIRECTION OF THE LANDSCAPE CONTRACTOR. THE IRRIGATION SYSTEM SHALL COMPLY WITH ALL LOCAL CODES AND ORDINANCES (90 DAY GUARANTEE). AN APPROVED BACKFLOW DEVICE SHALL BE INSTALLED TO PREVENT WATER FOR GOING BACK INTO THE WATER SUPPLY.

9. THE FLOOR OF ALL GRASSED PERCOLATION AREAS (GPA) (SWALES/PONDS) INCLUDES THE LEVEL PORTION OF THE FLOOR OF THE SWALES, AND THE SIDE SLOPES OF THE SWALE UP TO THE GPA OVERFLOW ELEVATION OR TOP OF DRYWELL. THE SOIL LOCATED IN THE FLOOR OF THE THE GPA SWALE SHALL BE A MEDIUM TO WELL-DRAINING MATERIAL, WITH A MINIMUM INFILTRATION RATE OF 0.5 INCHES PER HOUR. THE GEOTECHNICAL ENGINEER SHALL PROVIDE A WRITTEN STATEMENT WHICH VERIFIES THAT ALL GPA SWALES CONFORM TO THIS REQUIREMENT. THIS WRITTEN STATEMENT SHALL BE SUBMITTED TO THE SPOKANE COUNTY ENGINEER'S OFFICE PRIOR TO INSTALLING FINISHED LANDSCAPING/SOD AND PRIOR TO FINAL ACCEPTANCE. THE SWALE FLOOR MATERIAL SHALL BE INSTALLED TO A NATIVE SOIL STRATUM WHICH ALSO MEETS OR EXCEEDS THIS MINIMUM PERCOLATION RATE OF 0.5 INCHES PER HOUR, OR AS APPROVED BY SITE GEOTECHNICAL ENGINEER.

10. WHEN TWO OR MORE CURB INLETS ARE USED, SET POND BOTTOM WITH RESPECT TO THE LOWEST CURB INLET GUTTER FLOWLINE ELEVATION.

11. THE TOP 12" OF SOIL FOR ALL SWALE/POND BOTTOMS SHALL CONSIST OF THOROUGHLY BLENDED MIX OF 50% COMPOST WITH 50% NATIVE SOILS, OR AS APPROVED BY SITE GEOTECHNICAL ENGINEER.

12. PER THE S.R.S.M. ALL SWALES/PONDS SHALL HAVE 12" OF TREATMENT SOIL WITH AN INFILTRATION RATE OF 0.5 INCHES/HOUR AND AVERAGE CATION EXCHANGE CAPACITY OF AT LEAST 15 MILLIQUIVELENTS/100 GRAMS OR AT LEAST 2% OF ORGANIC MATER BY WEIGHT. SEE TABLE 6-1, PG. 6-16 OF THE SPOKANE REGIONAL STORMWATER MANUAL, OR AS APPROVED BY SITE GEOTECHNICAL ENGINEER.

13. WARNING: THE USE OF SILTY LOAM IS PROHIBITED AS SWALE/PONDS BOTTOM MATERIAL.

14. ALL DRYWELLS TO HAVE 1' ONE VERTICAL FOOT OF ADJUSTMENT

15. THE ENGINEER SHALL BE ON SITE, AND SHALL COLLECT TRUCK TICKETS FOR THE DRYWELL ROCK AND SOIL.

SLEEVING: PROVIDE SLEEVING AS REQUIRED UNDER SIDEWALKS, PATHS, CURBING, PAVING, ETC. AS NEEDED FOR IRRIGATION ACCESS. ALL SLEEVING TO BE 4" PVC WITH AT LEAST 12" OF COVER (1) FOOT BELOW FINISH GRADE. THE OWNER/GENERAL CONTRACTOR IS RESPONSIBLE FOR INSTALLING SLEEVING BEFORE CURBING, SIDEWALKS, PAVING, ETC. IS INSTALLED. PATCH ASPHALT AS NEEDED.

LAWN AREAS: LAWN AREAS ARE TO BE IRRIGATED WITH TORO POP-UP HEADS OR EQUIVALENT. (TEST SYSTEM BEFORE BACKFILLING).

ADJUSTMENT: AFTER INSTALLATION, ADJUST VALVES, HEADS, EMITTERS, ETC. TO PROVIDE UNIFORM COVERAGE AND TO MINIMIZE OVER SPRAY ON WALLS, FENCES, WALKS, DRIVES, ETC.

WATER POWER SUPPLY: THE OWNER/GENERAL CONTRACTOR IS TO SUPPLY WATER TAPS FOR HOOK-UP AND SUPPLY POWER FOR CONTROLLER.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

HAYDEN LAKE IRRIGATION DISTRICT

REQUIREMENTS FOR WATERLINE CONSTRUCTION

Before Construction Begins

1. IDEQ approval is required prior to any construction.

2. All work shall conform to ISPWC (latest edition) and Hayden Lake Irrigation District (HLID) standards, in case of conflict HLID standards shall prevail.

3. All plans must be submitted to HLID for review and approval by HLID and / or district engineer. The cost for reviews shall be invoiced to and paid by the owner/developer.

4. Water main sizing and locations shall be determined by HLID and District engineer. Valves shall be installed at all intersecting points (i.e: all sides of tee's, etc) and where required by HLID.

5. If any aspects of the plans change; i.e. phasing, relocation of mains, services, etc., revised plans must be approved by HLID before continuing.

6. HLID must have these standards signed and returned, and contractor must have an HLID approved (stamped) set of plans on site before water system construction begins.

7. Developer is responsible to verify depth and location of existing mains. Wherever existing mains are to remain in service, adjustments to depth may be required to properly connect to proposed improvements.

8. Within the scope of the project the following shall be properly replaced, relocated and/or removed at the developers' expense: Any existing asbestos cement (AC) pipe shall be removed (if possible) and replaced; any existing meter services or service lines shall be relocated, replaced and reconnected. *See item # 31 below.*

9. Any contractor working on the District water infrastructure must hold a valid current Idaho Public Works License and provide the District with a copy of license along with insurance certificate indemnifying HLID.

Materials: **ALL MATERIALS SHALL BE DOMESTIC, UNUSED, NEW AND IN GOOD OR BETTER CONDITION**

10. Water mains shall be: AWWA C-900 or C-905 DR-18 PVC, fittings and valves shall be ductile iron; conforming to American Water Works standards AWWA C153 (compact fittings), AWWA C504 (butterfly valves) and AWWA C509 (gate valves), valves shall be epoxy coated. All fittings shall be ANSI/NSF 61 approved.

11. Valves 3" to 12" shall be resilient seat gate valves (RSGV) with a 2" operating nut opening counter clock wise (CCW) and a correctly sized BoxLok installed under the operating nut.

12. Valves greater than 12" shall be butterfly valves with a 2" operating nut opening CCW and a correctly sized BoxLok installed under the operating nut.

13. All valve boxes shall be Tyler Union foundry or District approved equal.

14. Fire hydrant locations shall be approved by HLID and the fire department. Fire hydrants shall have a Storz adaptor, USA Bluebook HydrantLok and RoDon Hydra-Finder locating device installed. *See standard detail for fire hydrants*

15. All service lateral locations shall be determined by HLID and constructed of 250 PSI high density polyethylene (HDPE). Curb stops shall have a 12" PVC valve stack installed with slip cap. Commercial services must have a Tyler Union foundry top valve box with lid. Commercial services shall be 2" minimum to downstream side of meter. *See standard detail for commercial and residential services*

16. All HLID approved meter sets shall be provided by the owner/developer and located as per HLID with a meter spacer installed. Depth of spacer to be 16" under lid for residential and commercial installations. *See standard detail for residential and commercial services*

17. All commercial buildings, and other deemed necessary by HLID, shall have an approved reduced pressure zone backflow prevention assembly (RP) installed after the meter service and before any unprotected connections.

Construction **SCHEDULE WITH HLID AT LEAST 2 WORKING DAYS BEFORE EXCAVATION**

18. All water mains, services, fittings and appurtenances shall be installed to manufactures specifications in a clean professional manner. Contractor shall maintain a clean pipe interior.

19. Contractor shall not bury pipe, fittings, services and service lines without HLID inspection. All construction of water mains and services shall be inspected by HLID **prior** to bury. HLID requires 2 working days' notice before inspections.

20. All mains and services shall be bedded in sand or pea gravel or GSB with a minimum of 4" bedding all around and 12" over the top. Top of pipe shall be 60" bury depth unless specified by HLID. Water mains shall be laid to a flat datum rather then follow ground contour wherever possible.

21. All mains shall be laid with the manufactures pipe specifications placed towards the top (between 11 and 1 o-clock) of the trench. **Contractor shall maintain a clean pipe interior.**

22. All bell and spigot water main shall be assembled to the pipeline side of the insertion (stab) line **and no further**. Slip joints made by 'bottoming out' the pipe shall be removed and new pipe re-laid at contractor's expense.

23. All installation shall be straight, true and plumb.

24. If chlorine tablets (Calcium Hypochlorite) are used they shall be applied to the inside top of the mains with an NSF 61 approved contact adhesive. Clear PVC glue (no primer) is recommended. Tablets shall meet AWWA B300 and contain no trichloroisocyanuric acid (TriChlor) nor be intended for swimming pool use.

25. Locating wire shall be #10 solid copper and properly joined with HLID approved watertight splice. It shall be attached to the mains along the top center using tape, valves, fire hydrants and meter sets as directed by HLID.

26. Fire hydrants shall be placed 1.5 feet +/- street side of sidewalk, or appropriately located back from the road edge as directed by HLID. Dead end fire hydrants shall have a dry well, swale or other suitable flushing point within 40'.

27. Blow offs shall be either Kupferle Foundry 4" Mainguard model # 7600, or fabricated to HLID specifications, capable of 3 feet per second velocity, with 48" bury and installed on all dead-end mains not terminated with a fire hydrant.

28. Sampling stations shall be installed at the discretion of HLID and will be Kupferle Foundry Eclipse model No. 88.

29. Water mains shall be chlorinated, flushed to zero total chlorine, and have two consecutive laboratory test results 48 hours apart absent of total coliform bacteria ***before*** the line is pressure tested. Passing bacteria sampling does not constitute acceptance. ***See attached Flushing Sampling and Pressure Test Proceedure instructions***

30. Pressure test of 150 PSI for a minimum duration of two hours with HLID personnel inspecting all procedures (***see attached instructions)***. A 48-hour notice from contractor to District prior to beginning is required. **Only HLID personnel will operate valves supplying water to the project.** Passing pressure test does not constitute acceptance.

31. Existing services that require relocation and reconnection shall be completed at the developers' expense. Relocation and reconnection shall be made at the direction of HLID and in accordance with current HLID standards. *See item # 8 above.*

32. Final inspection shall be at the request of developer or contractor. Completion of all items noted, to District standards, must be made prior to acceptance, delivery of water and beginning of warranty period.

33. Owner/developer shall deed all water lines and appurtenances to HLID after inspection and acceptance by HLID. Warranty of workmanship and materials shall be provided for a minimum of one year after time of acceptance by HLID.

34. Easements shall be provided to HLID for all water mains or service laterals up to the downstream side of the meter, when not placed in the public right of way. Easements must be recorded with the county in accordance with HLID requirements.

35. A complete set of accurate as-built plans (record drawings), street address list for each lot generated and project costs must be provided to HLID for acceptance ***before*** building permits are signed.

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: N/A
VERTICAL: N/A

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

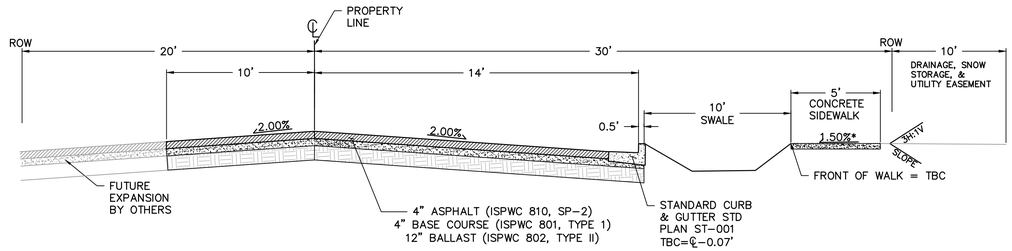
WCE
WHIPPLE CONSULTING ENGINEERS
21 SOUTH PINES ROAD
SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

HAZELNUT GLEN SUBDIVISION
WCE GENERAL NOTES
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET C0.1
JOB NUMBER 20-2596

C:\WCE_WORK\2020 WCE PROJECTS\2020-2596 HKNG - FAIR PROPERTY\DWG\2596-CO-COVERSHEET.DWG PLOT DATE: 12/23/25

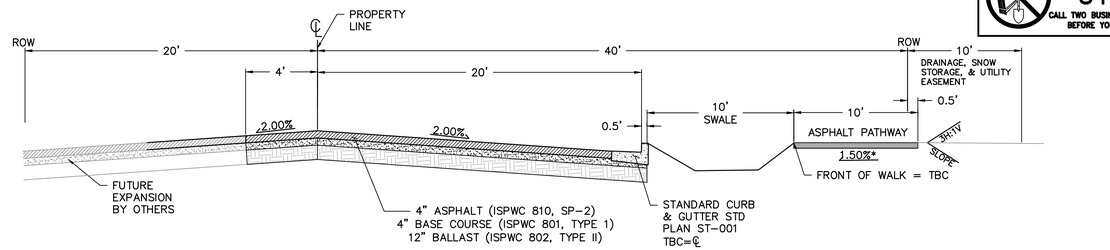
UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG



CRANSTON AVE TYPICAL CROSS SECTION

NOT TO SCALE

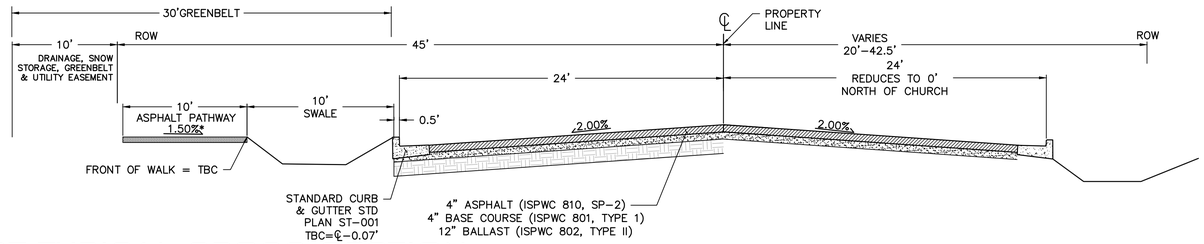
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DOWNING LANE TYPICAL CROSS SECTION

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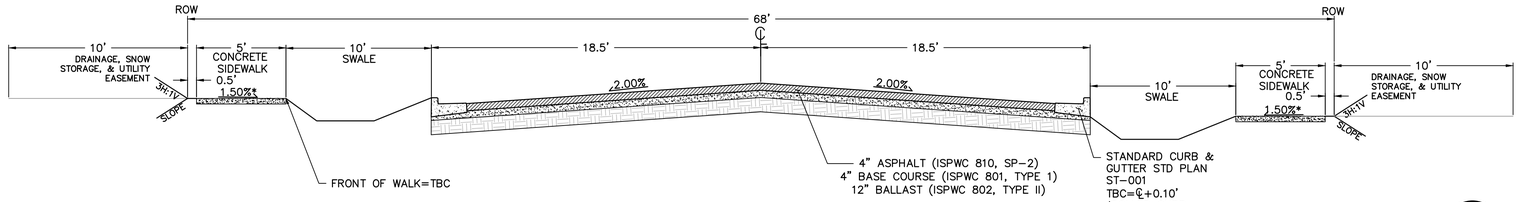
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CARRINGTON ST TYPICAL CROSS SECTION

NOT TO SCALE

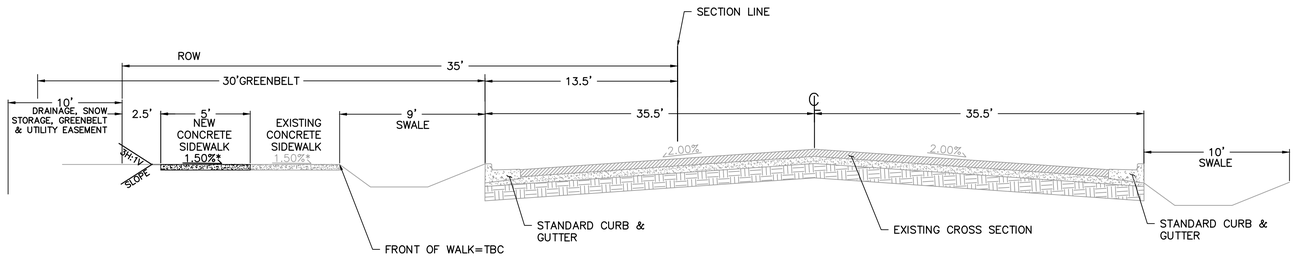
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LOCAL STREET TYPICAL CROSS SECTION

NOT TO SCALE

D



EXISTING PRAIRIE AVENUE CROSS SECTION

NOT TO SCALE

E

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: N/A
VERTICAL: N/A

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

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WHIPPLE CONSULTING ENGINEERS
21 SOUTH PINES ROAD
SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

HAZELNUT GLEN SUBDIVISION
TYPICAL CROSS SECTIONS
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

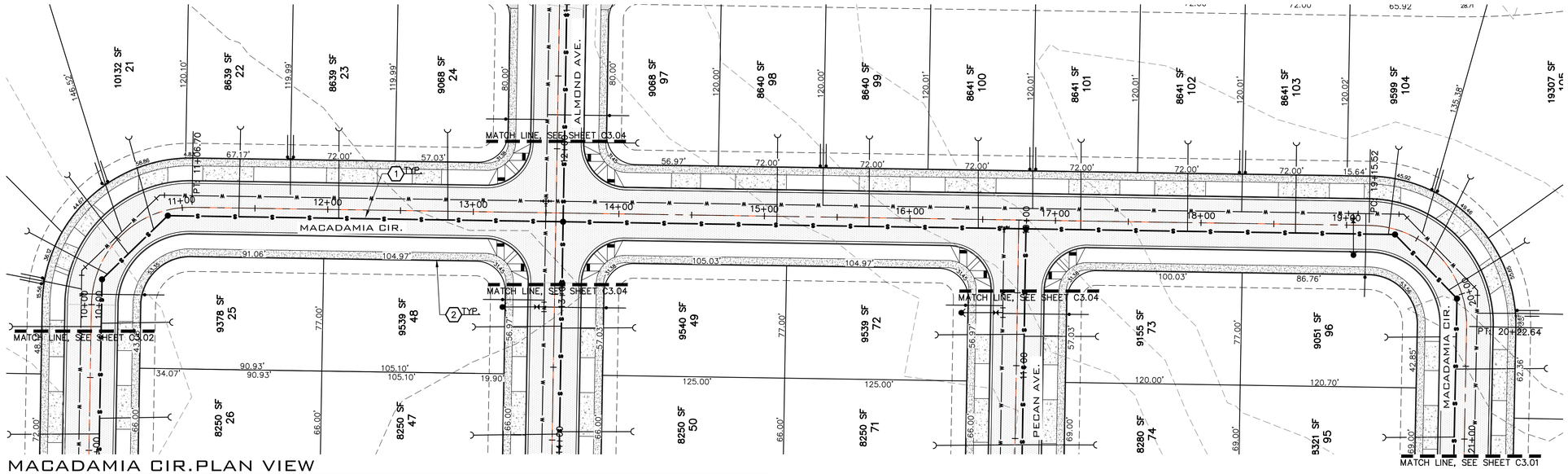
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JOB NUMBER 20-2596

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SW $\frac{1}{4}$, SEC.21, T.51N., R.4 W., B.M.

UNDERGROUND SERVICE ALERT
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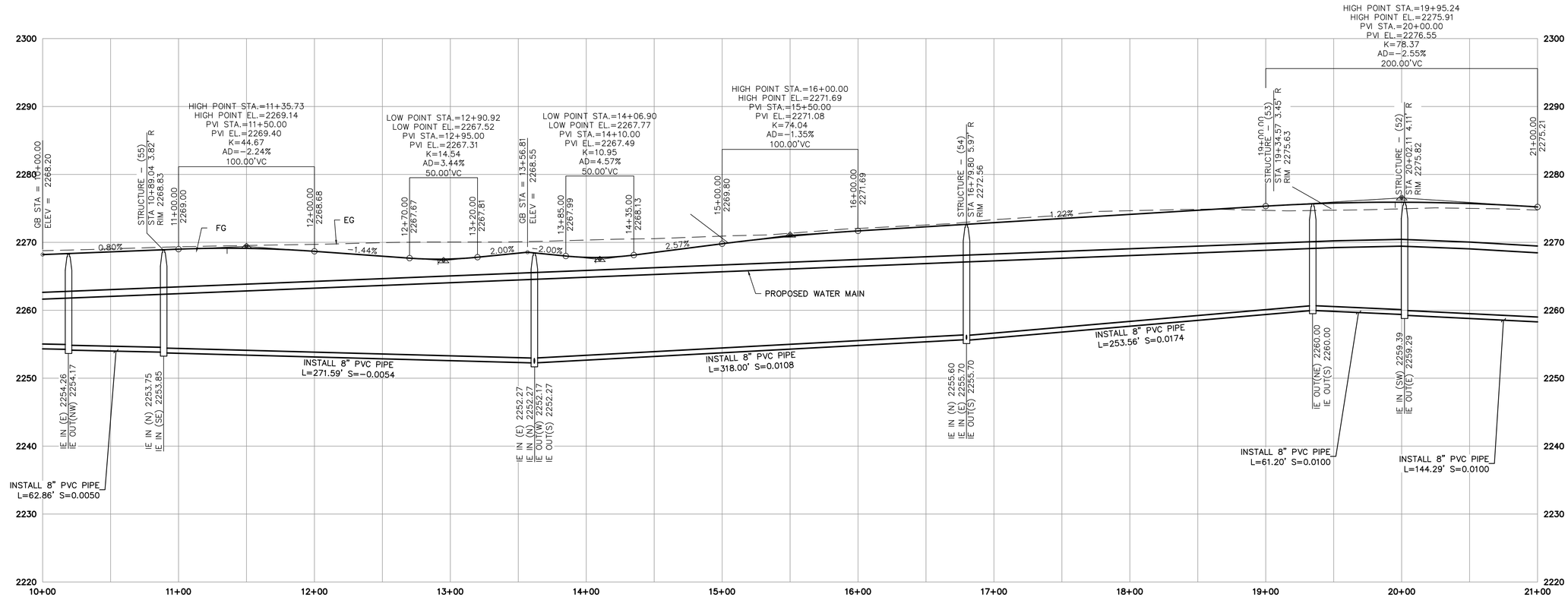


MACADAMIA CIR.PLAN VIEW

SCALE: 1"= 40'

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.



MACADAMIA CIR. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

N W S E

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: 1" =40'
VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

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WHIPPLE CONSULTING ENGINEERS
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SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

HAZELNUT GLEN SUBDIVISION
MACADAMIA CIR. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

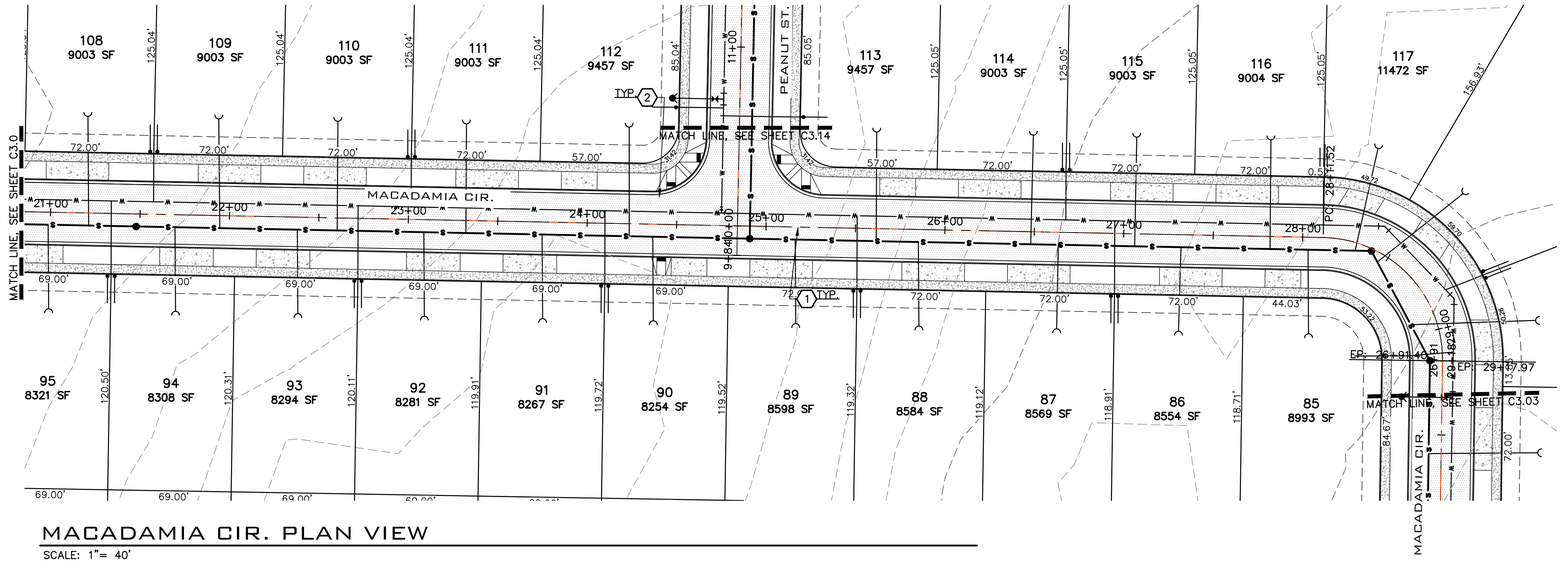
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JOB NUMBER 20-2596

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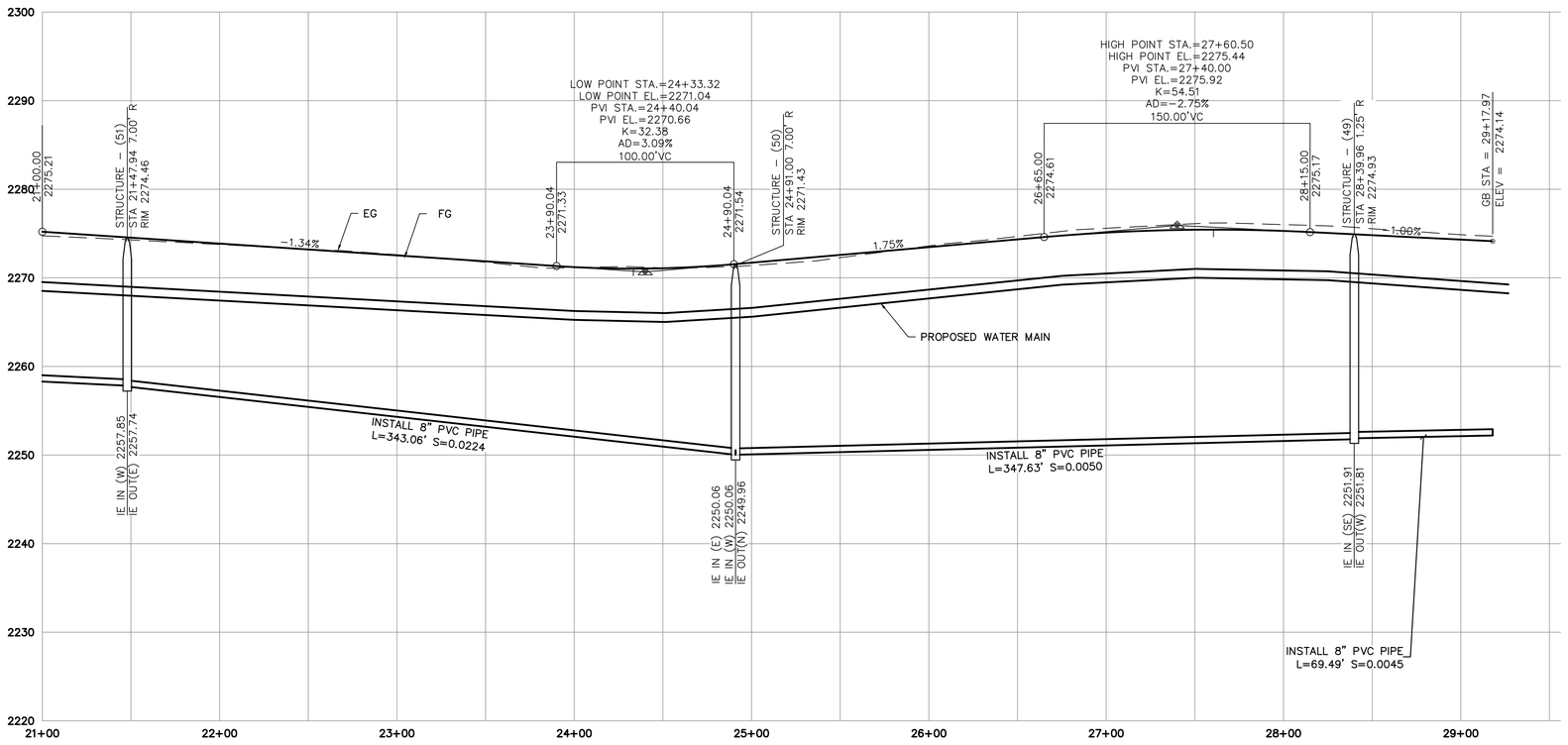
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ONE-CALL NUMBER
811
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MACADAMIA CIR. PLAN VIEW

SCALE: 1"= 40'



MACADAMIA CIR. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

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NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: 1" =40'
VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

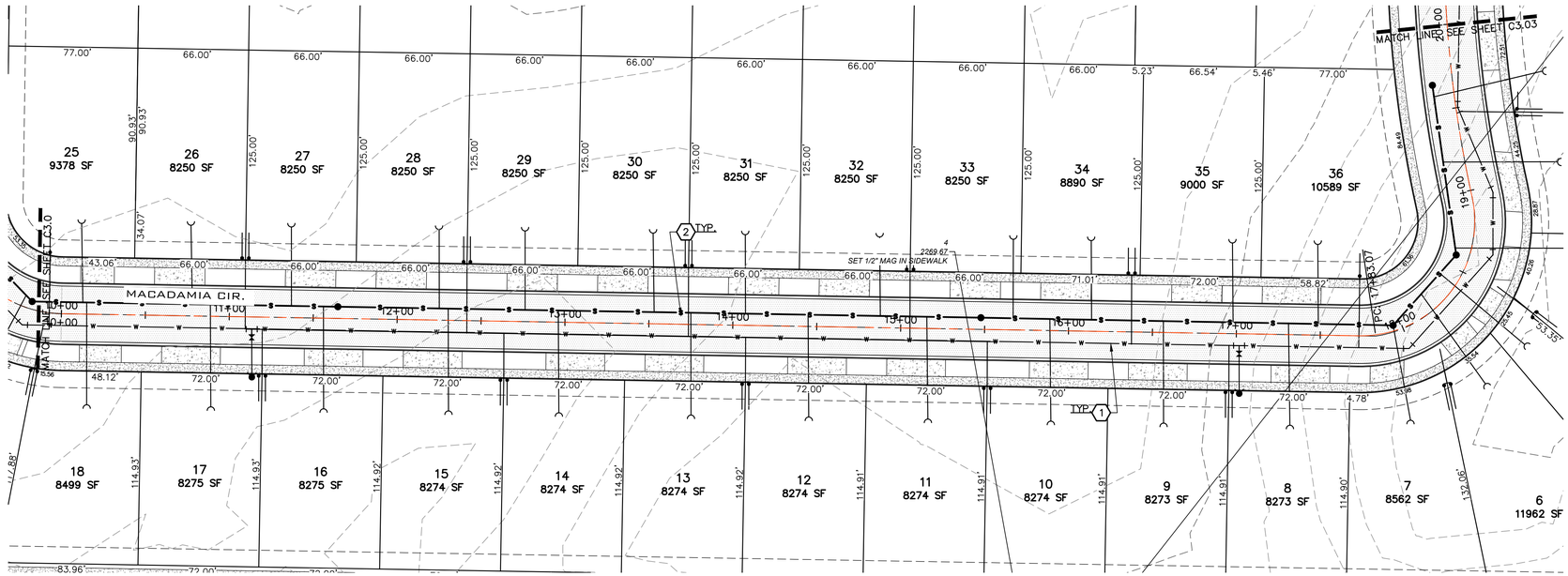
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HAZELNUT GLEN SUBDIVISION
MACADAMIA CIR. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET C3.01
JOB NUMBER 20-2596

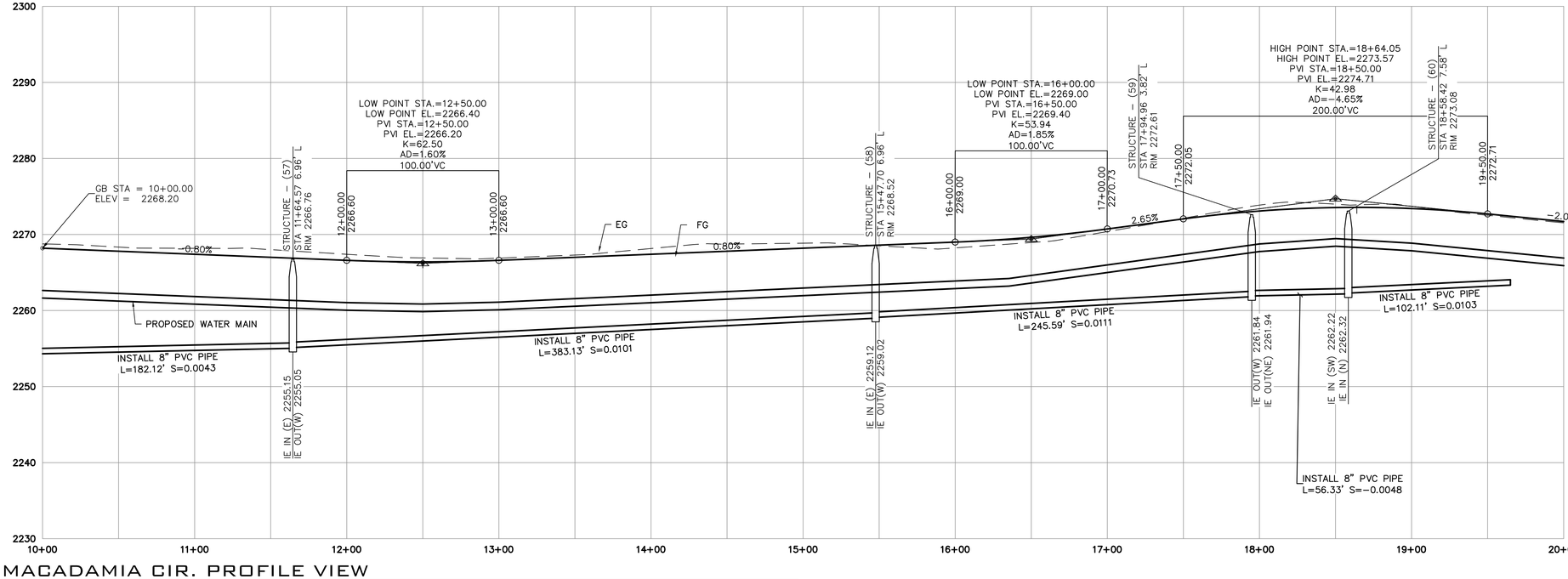
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SW $\frac{1}{4}$, SEC.21, T.51N., R.4 W., B.M.



MACADAMIA CIR. PLAN VIEW

SCALE: 1"= 40'



MACADAMIA CIR. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

CONSTRUCTION NOTES

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2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.

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GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

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UNDERGROUND SERVICE ALERT
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CALL TWO BUSINESS DAYS BEFORE YOU DIG

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: 1" =40'
VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
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LANDSCAPE
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WHIPPLE CONSULTING ENGINEERS
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SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

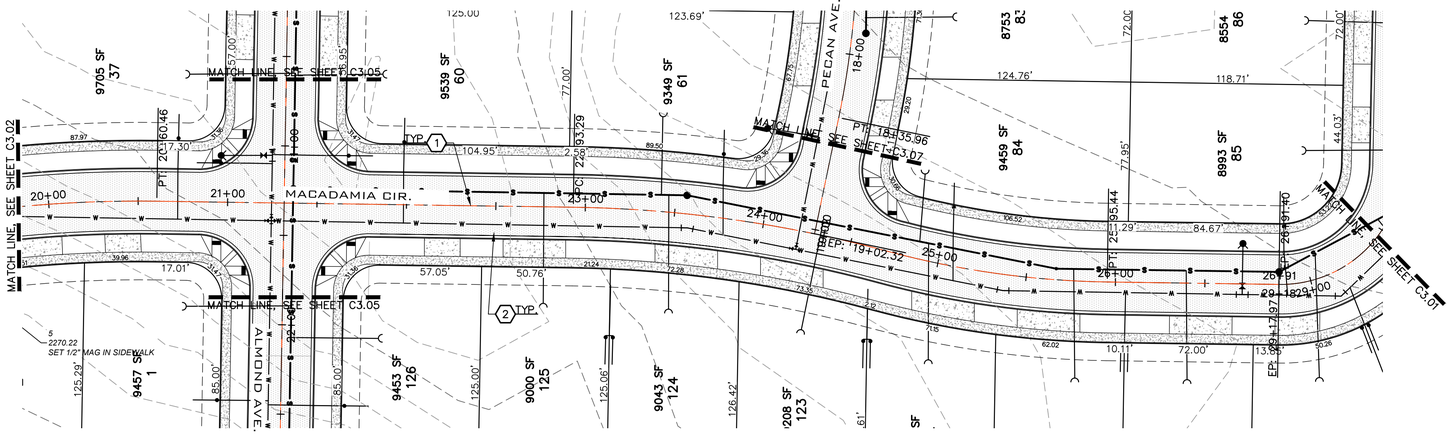
HAZELNUT GLEN SUBDIVISION
MACADAMIA CIR. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET C3.02
JOB NUMBER 20-2596

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SW $\frac{1}{4}$, SEC.21, T.51N., R.4 W., B.M.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
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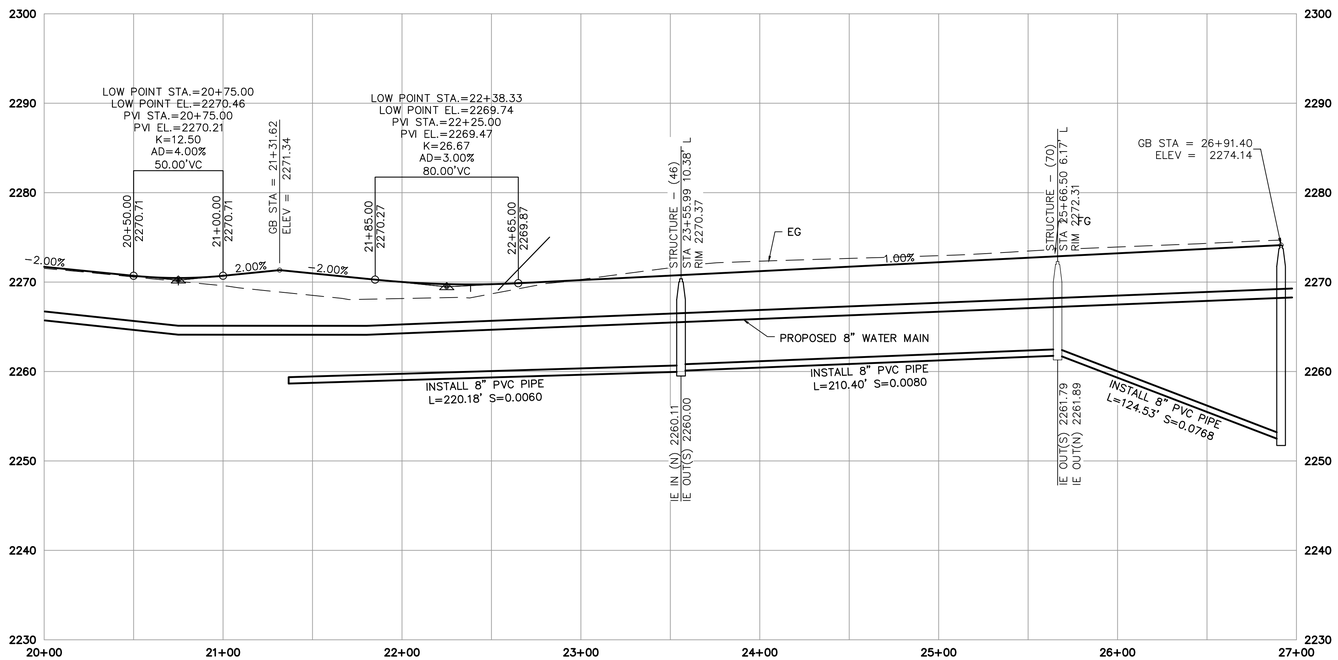


MACADAMIA CIR. PLAN VIEW

SCALE: 1"= 40'

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.



MACADAMIA CIR. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

N W S E

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: 1" =40'
VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

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21 SOUTH PINES ROAD
SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

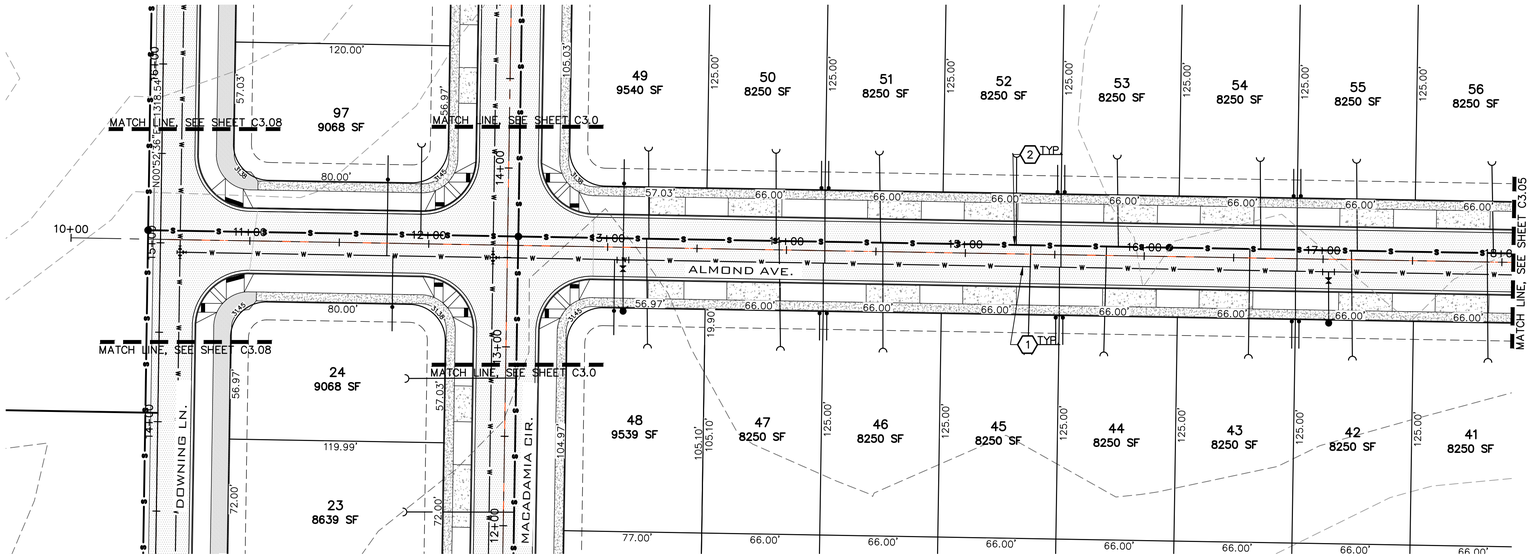
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MACADAMIA CIR. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET C3.03

JOB NUMBER 20-2596

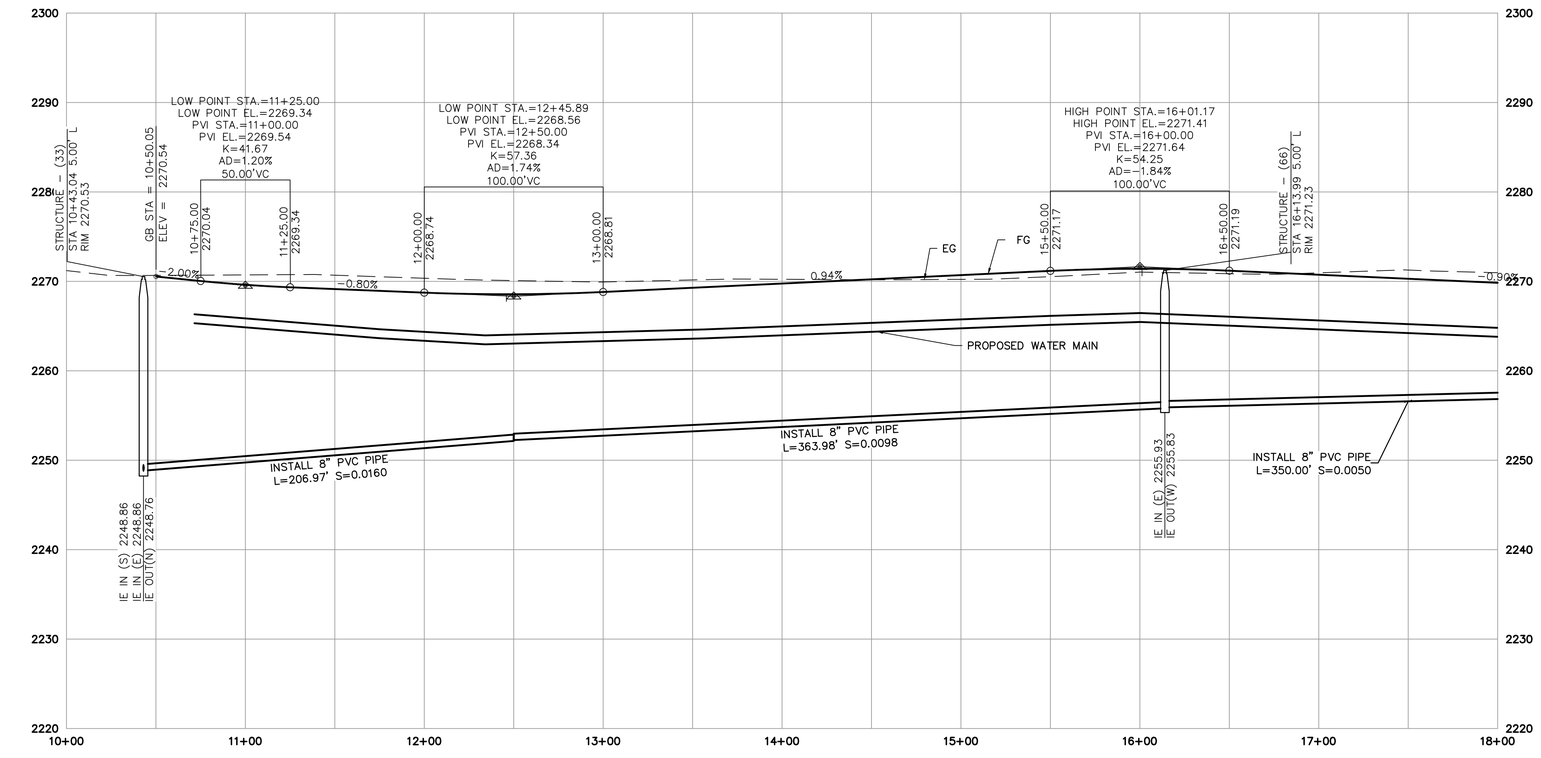
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SW $\frac{1}{4}$, SEC.21, T.51N., R.4 W., B.M.



ALMOND AVE. PLAN VIEW

SCALE: 1"= 40'



ALMOND AVE. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

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UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: 1" =40'
VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

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SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

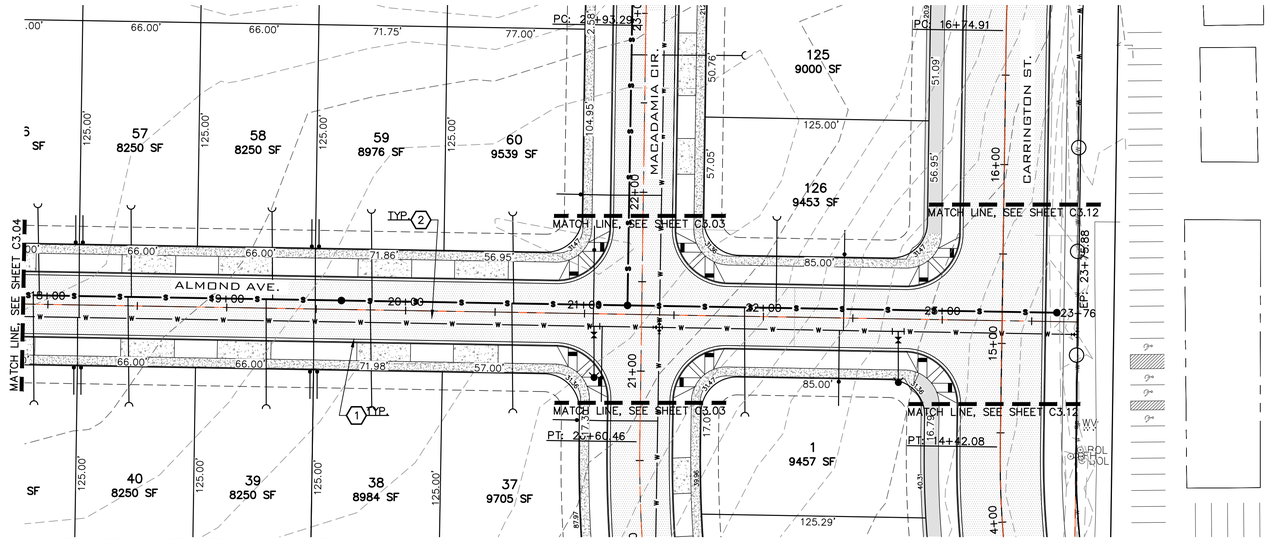
HAZELNUT GLEN SUBDIVISION
ALMOND AVE. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET
C3.04

JOB NUMBER
20-2596

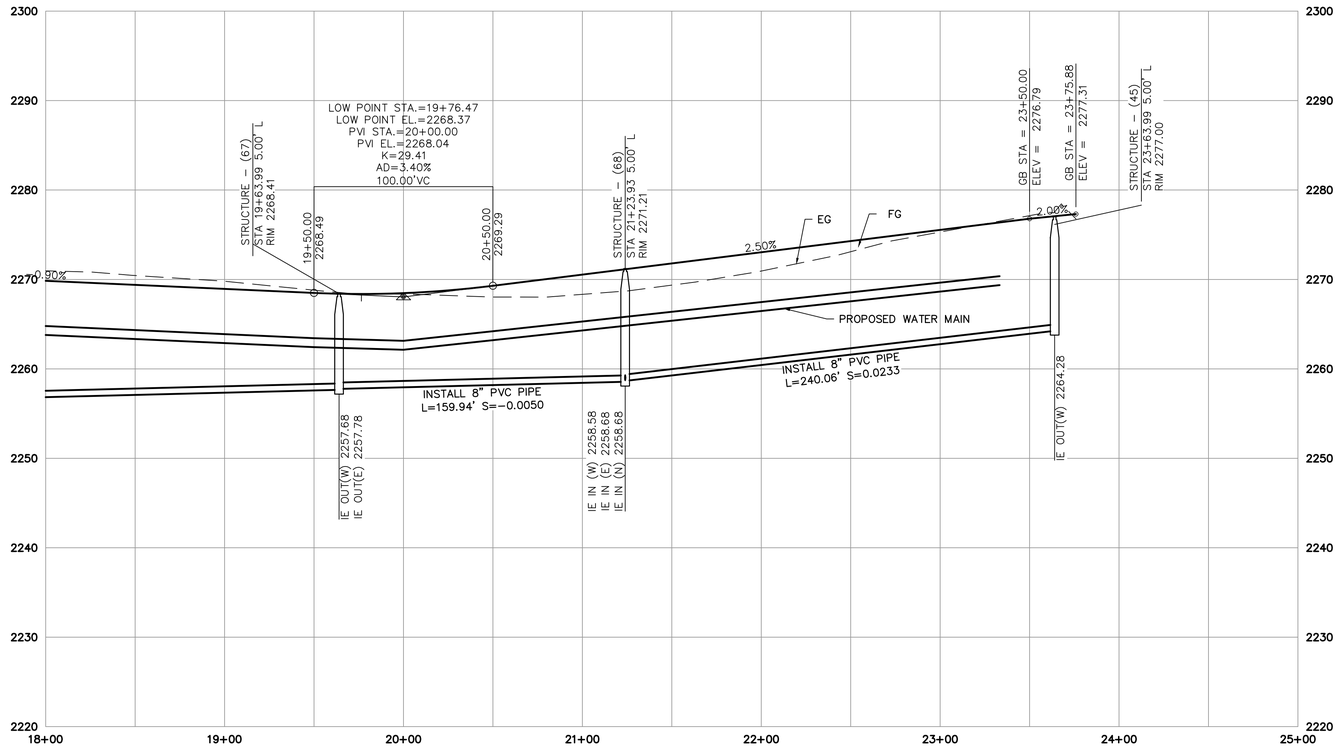
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SW $\frac{1}{4}$, SEC.21, T.51N., R.4 W., B.M.



ALMOND AVE. PLAN VIEW

SCALE: 1"= 40'



ALMOND AVE. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

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NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:
HORIZONTAL: 1" =40'
VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

X CIVIL
STRUCTURAL
SURVEYING
TRAFFIC
PLANNING
LANDSCAPE
OTHER

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SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

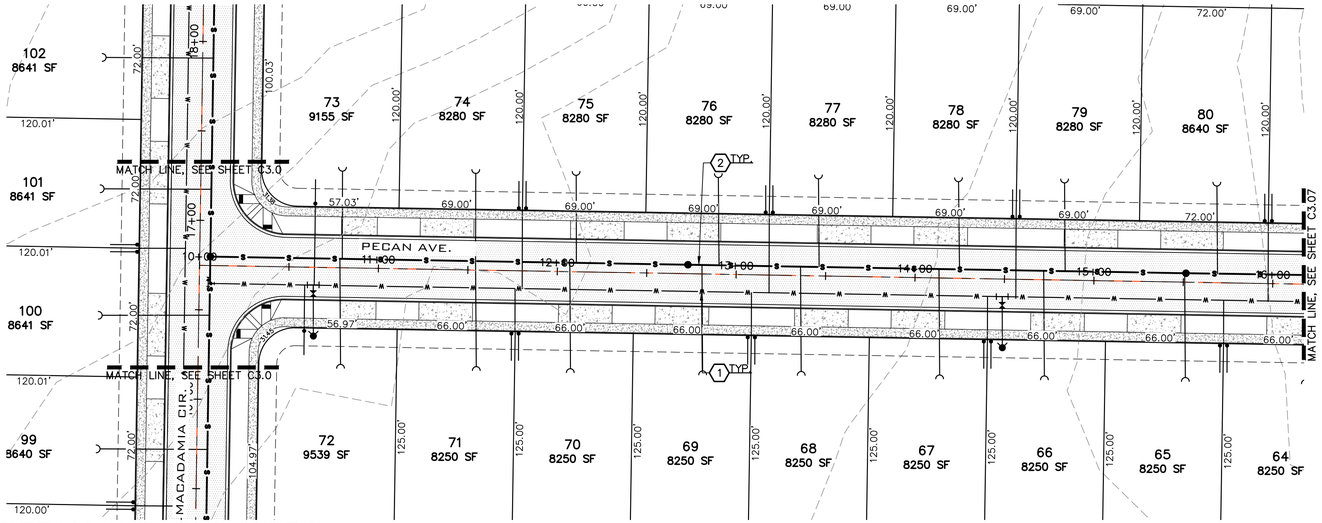
HAZELNUT GLEN SUBDIVISION
ALMOND AVE. P&P CONT.
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET C3.05

JOB NUMBER 20-2596

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UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
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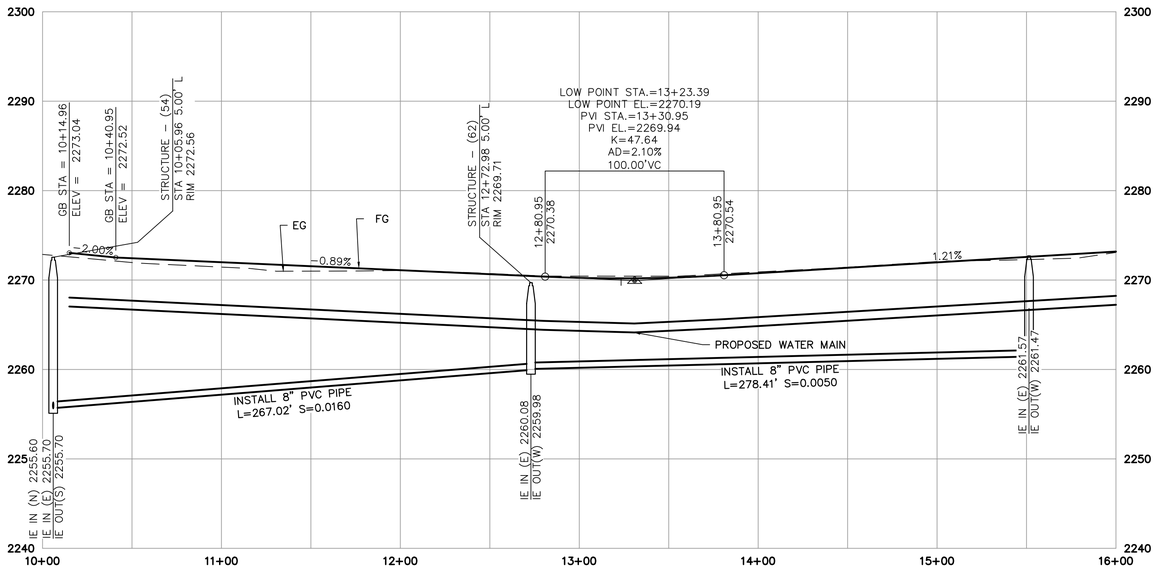


PECAN AVE. PLAN VIEW

SCALE: 1"= 40'

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.



PECAN AVE. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

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NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:	
HORIZONTAL:	1" =40'
VERTICAL:	1"=10'

PROJ #:	20-2596
DATE:	06/25/25
DRAWN:	JPP
REVIEWED:	

X	CIVIL
	STRUCTURAL
	SURVEYING
	TRAFFIC
	PLANNING
	LANDSCAPE
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21 SOUTH PINES ROAD
SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

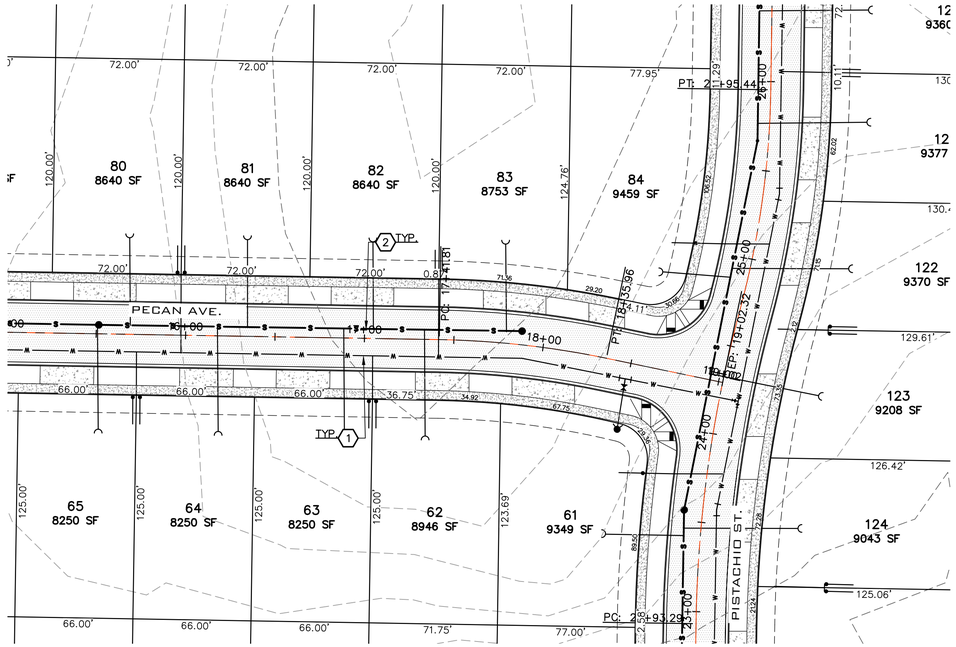
HAZELNUT GLEN SUBDIVISION
PECAN AVE. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET
C3.06

JOB NUMBER
20-2596

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UNDERGROUND SERVICE ALERT
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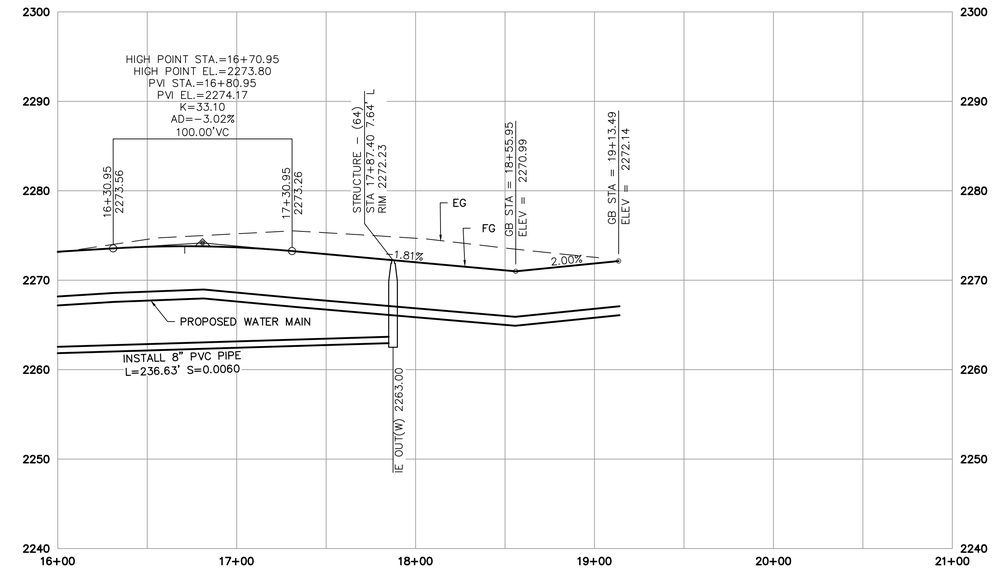


PECAN AVE. PLAN VIEW

SCALE: 1"= 40'

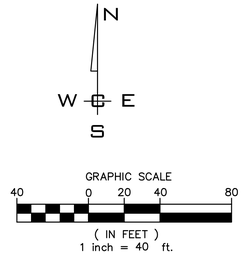
CONSTRUCTION NOTES

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2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.



PECAN AVE. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'



NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
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SCALE:	
HORIZONTAL:	1" =40'
VERTICAL:	1"=10'
PROJ #:	20-2596
DATE:	06/25/25
DRAWN:	MTR
REVIEWED:	

X CIVIL
STRUCTURAL
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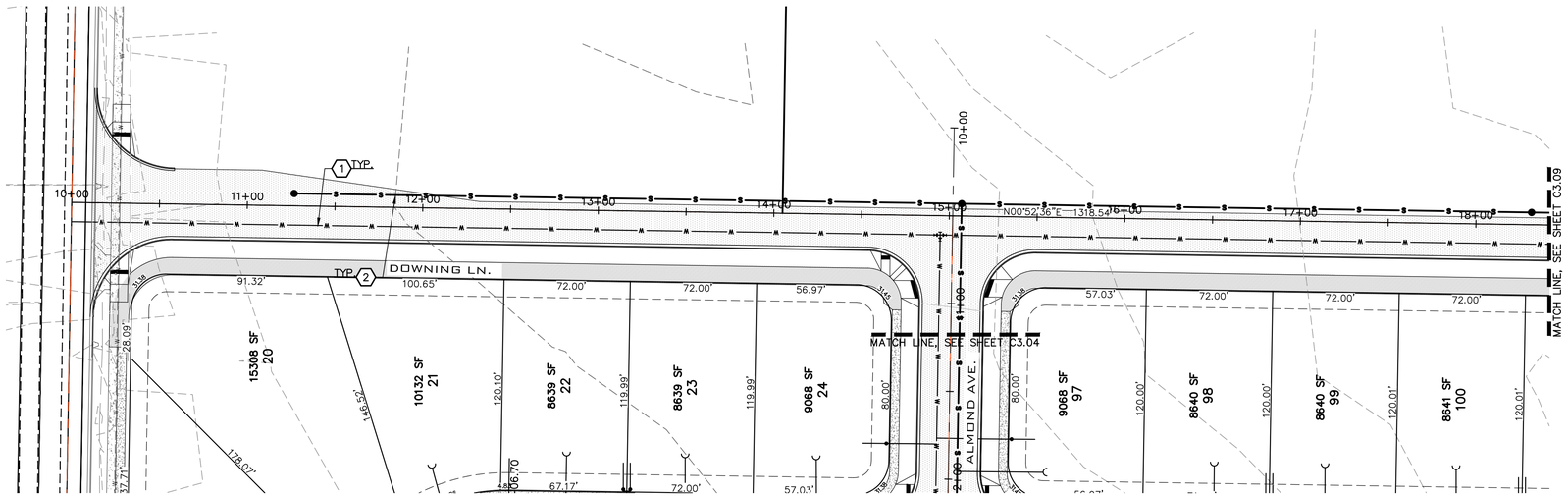
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PECAN AVE. P&P CONT.
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

SHEET
C3.07

JOB NUMBER
20-2596

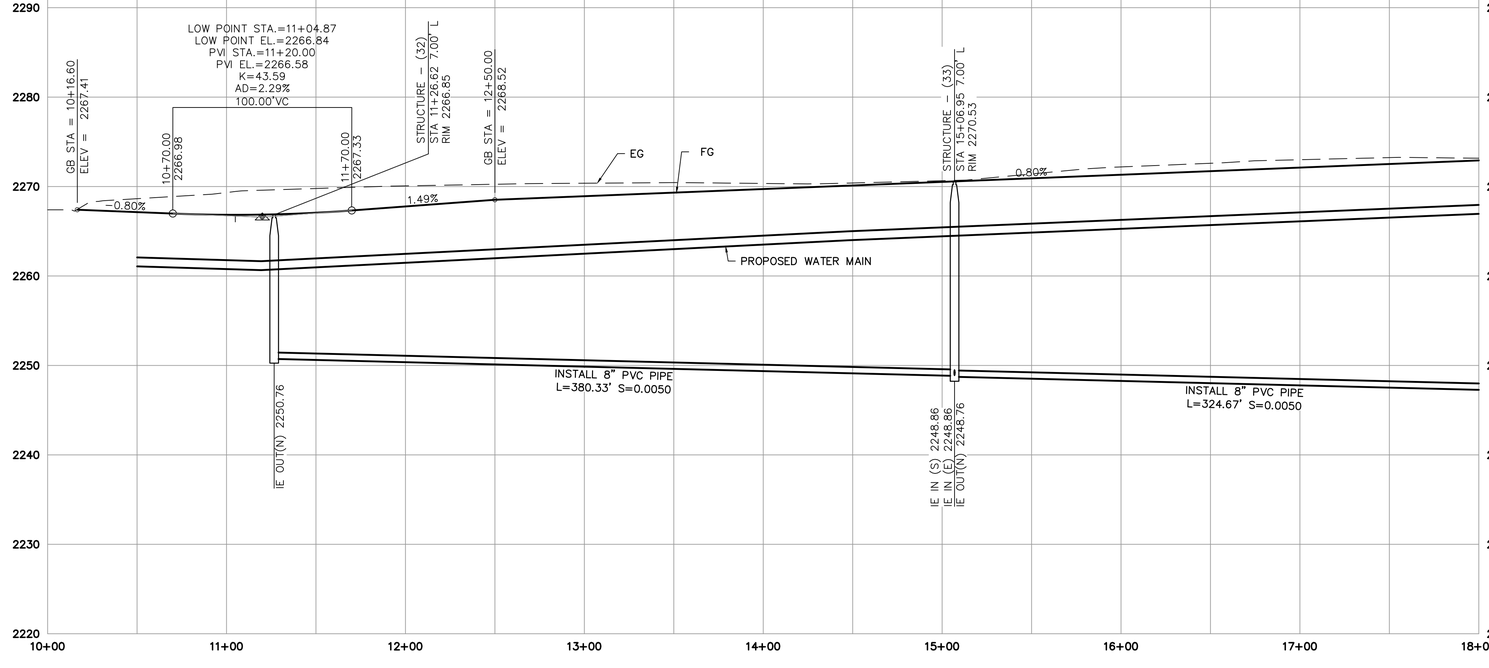
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UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG



DOWNING LN. PLAN VIEW

SCALE: 1"= 40'

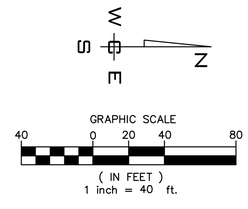


DOWNING LN. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.



NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
A	3/23/23	RDK	ORIGINAL PREPARATION

SCALE:	
HORIZONTAL:	1" =40'
VERTICAL:	1"=10'
PROJ #:	20-2596
DATE:	06/25/25
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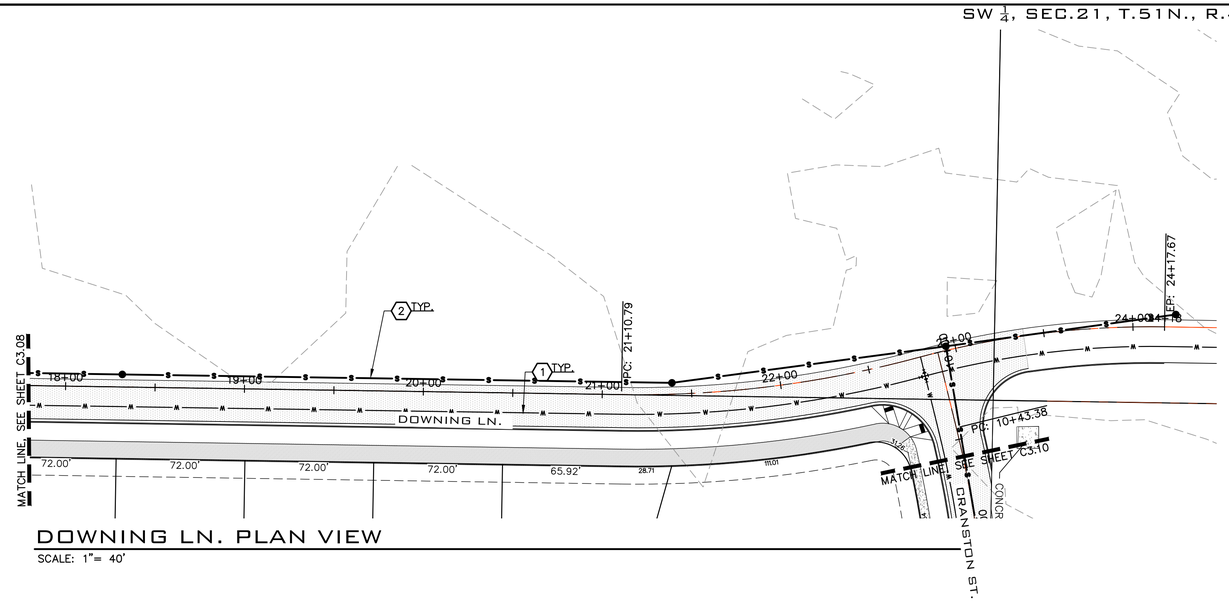
WCE
WHIPPLE CONSULTING ENGINEERS
21 SOUTH PINES ROAD
SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

HAZELNUT GLEN SUBDIVISION
DOWNING LN. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

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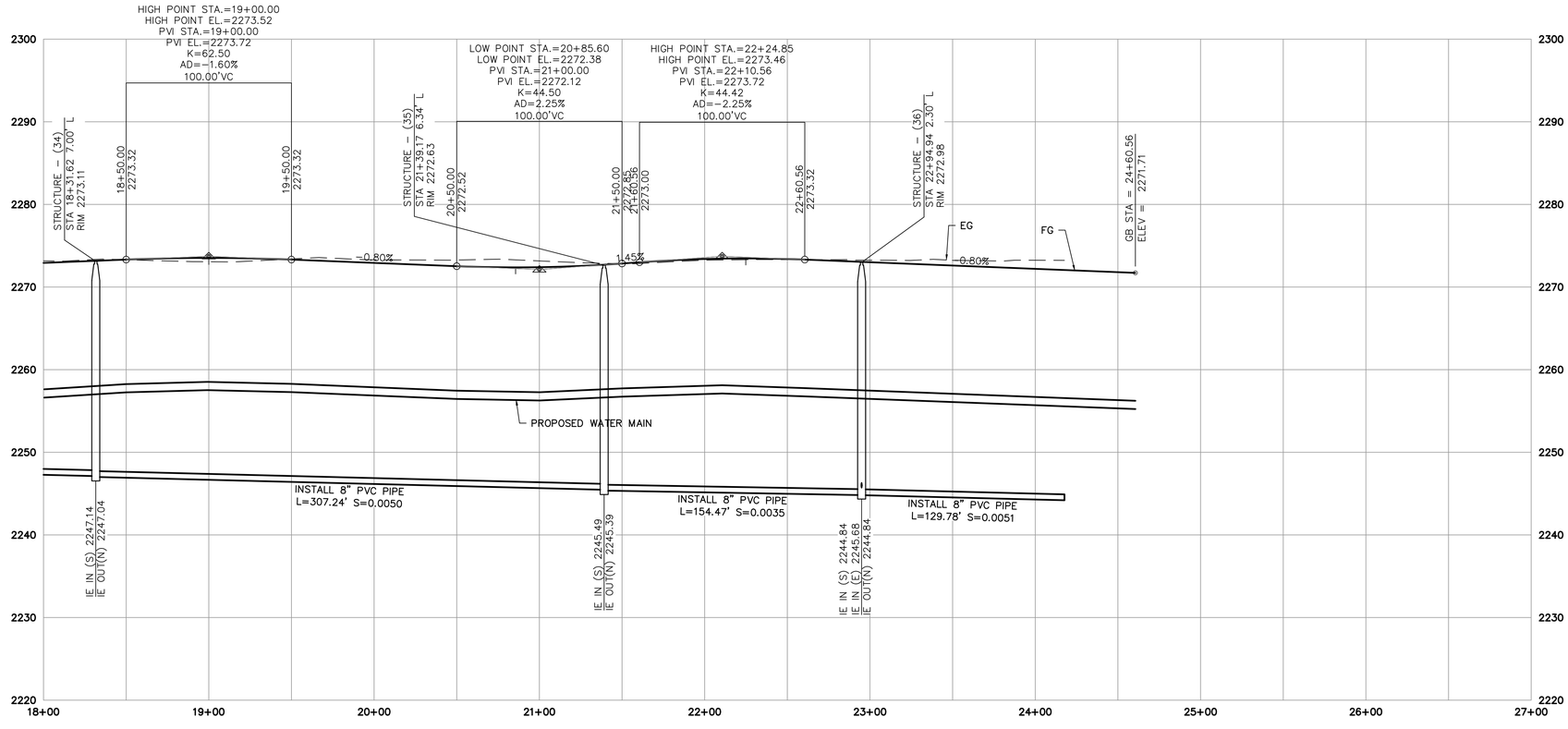


DOWNING LN. PLAN VIEW

SCALE: 1"= 40'

CONSTRUCTION NOTES

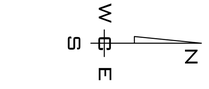
1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.



DOWNING LN. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92



GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

UNDERGROUND SERVICE ALERT
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NO.	DATE	BY	REVISIONS
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SCALE:
HORIZONTAL: 1" =40'
VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
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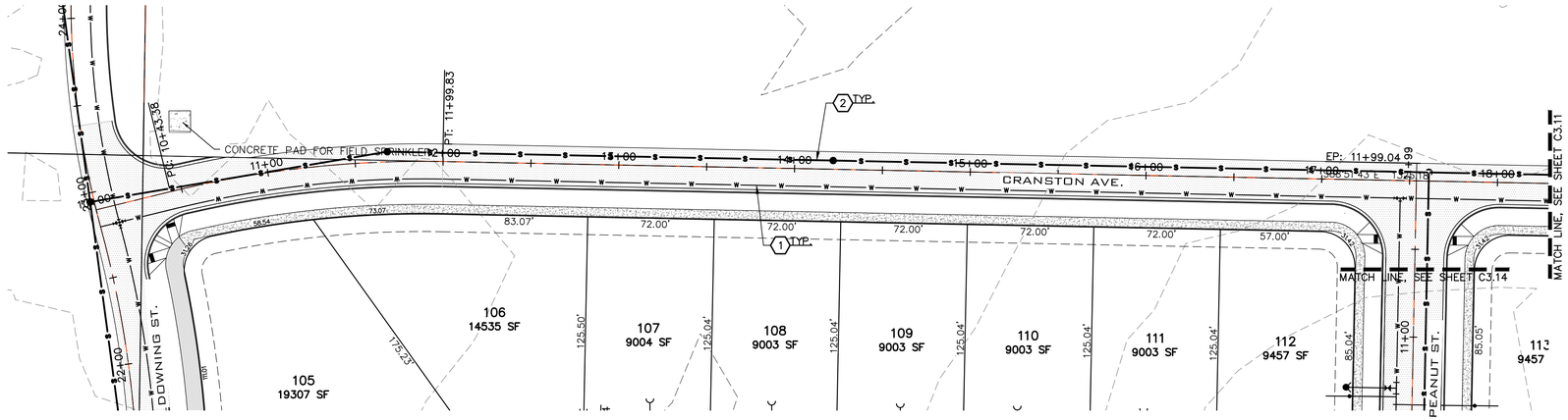
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PH: 509-893-2617 FAX: 509-926-0227

HAZELNUT GLEN SUBDIVISION
DOWNING LN. CONT. P&P
PRAIRIE AVE & CARRINGTON ST
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JOB NUMBER 20-2596

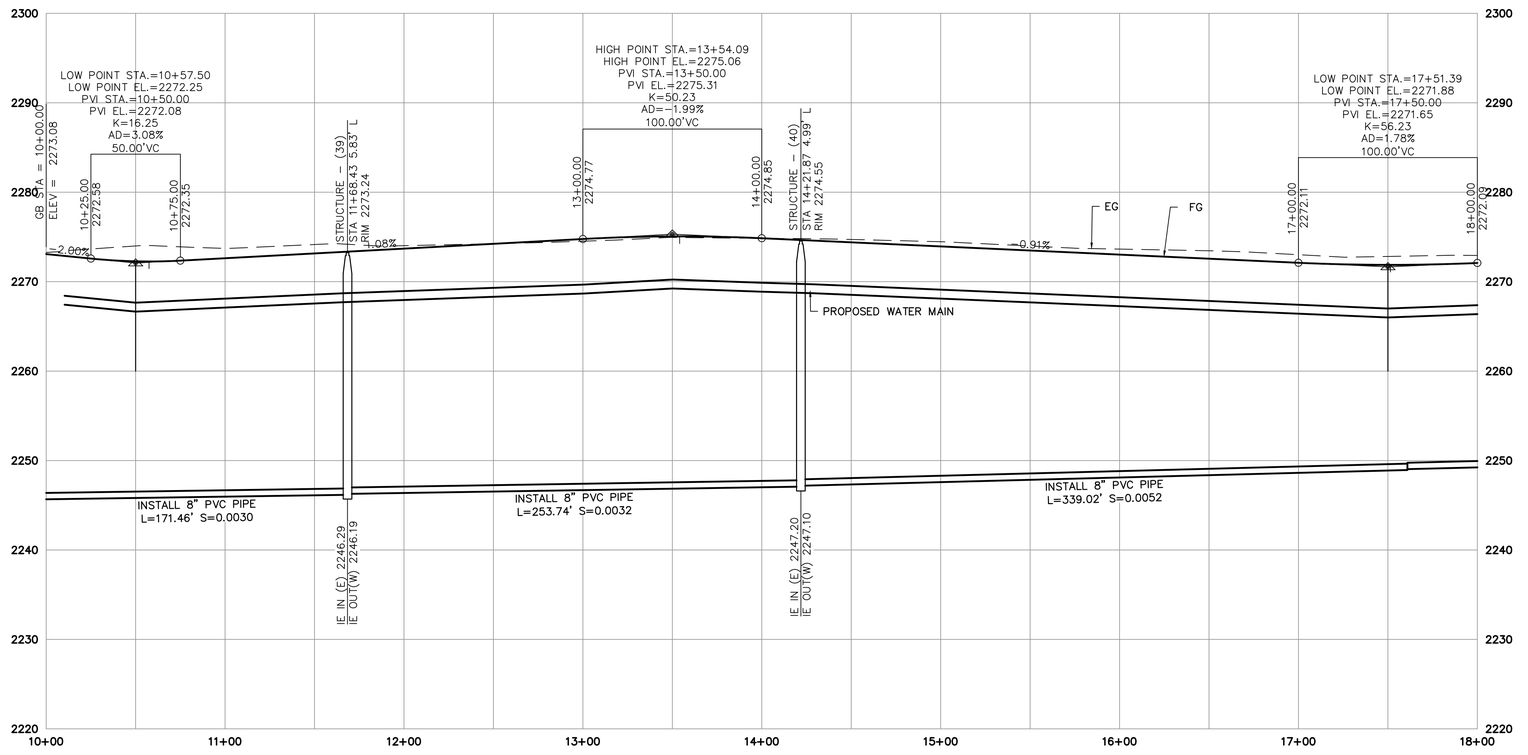
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UNDERGROUND SERVICE ALERT
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CRANSTON AVE. PLAN VIEW

SCALE: 1"= 40'



CRANSTON AVE. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

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REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
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SCALE:
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VERTICAL: 1"=10'

PROJ #: 20-2596
DATE: 06/25/25
DRAWN: MTR
REVIEWED:

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HAZELNUT GLEN SUBDIVISION
CRANSTON AVE. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

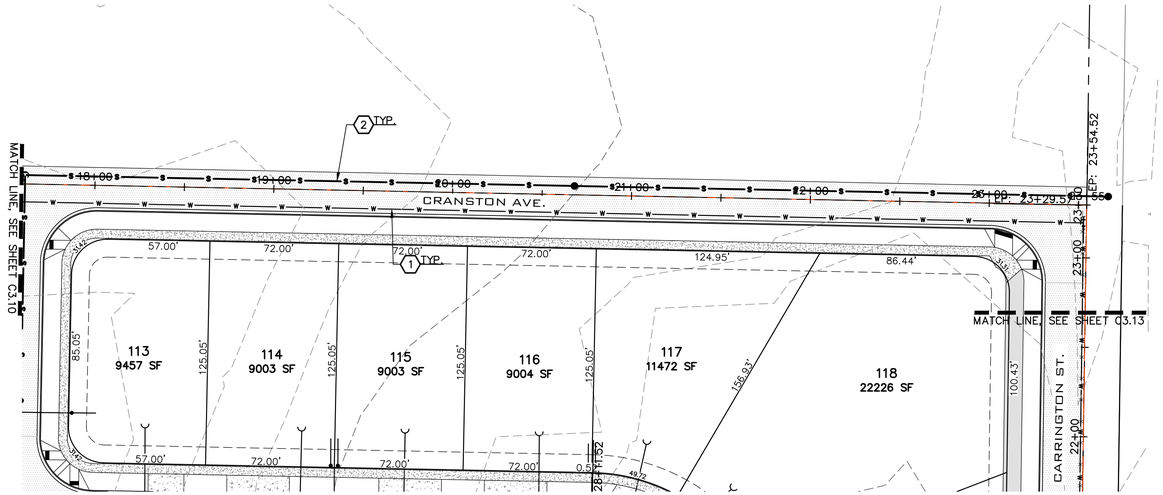
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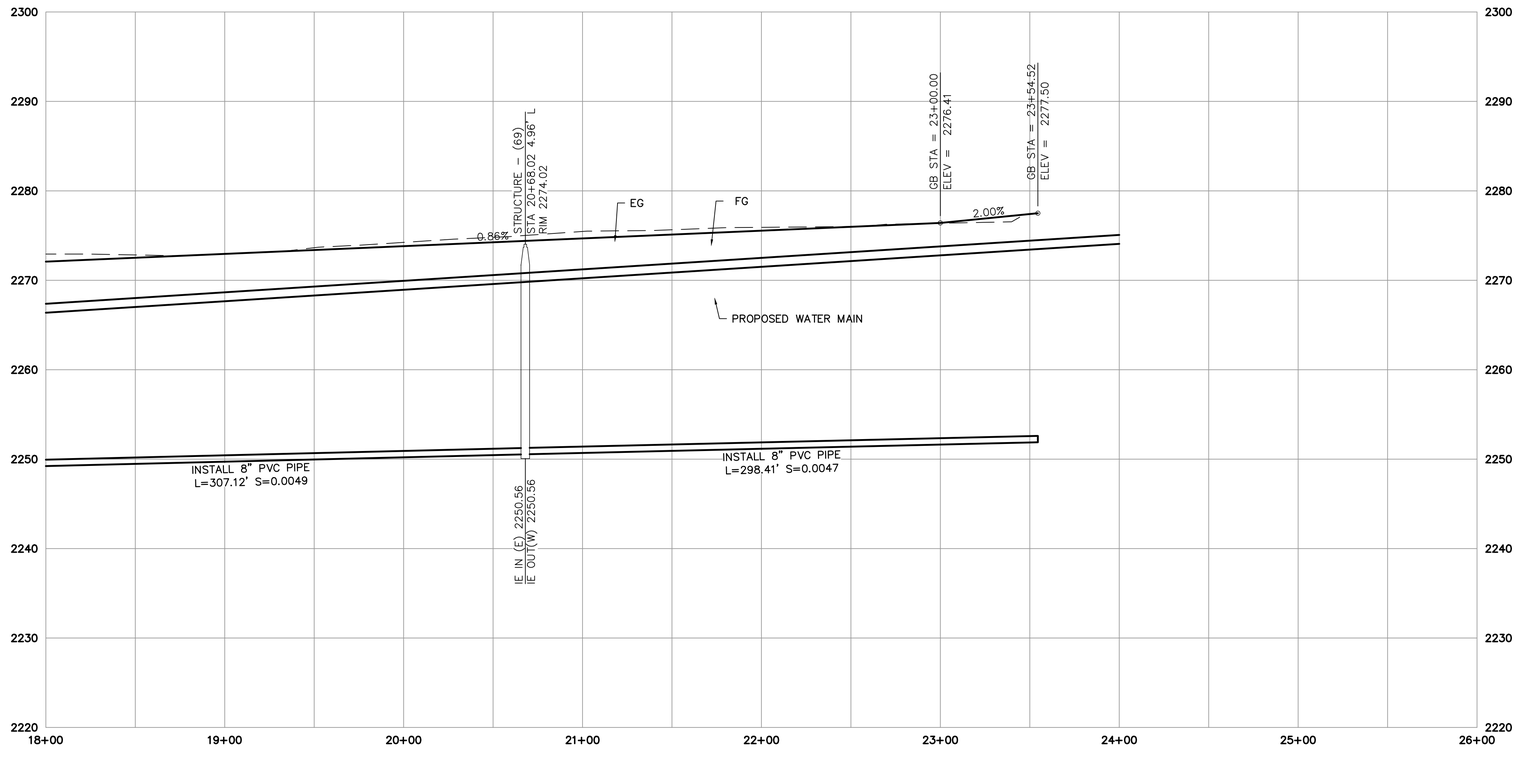
SW $\frac{1}{4}$, SEC.21, T.51N., R.4 W., B.M.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
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CRANSTON AVE. PLAN VIEW

SCALE: 1"= 40'



CRANSTON AVE. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.

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GRAPHIC SCALE
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1 inch = 40 ft.

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HORIZONTAL:	1" =40'
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PROJ #:	20-2596
DATE:	06/25/25
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- [ ] SURVEYING
- [ ] TRAFFIC
- [ ] PLANNING
- [ ] LANDSCAPE
- [ ] OTHER

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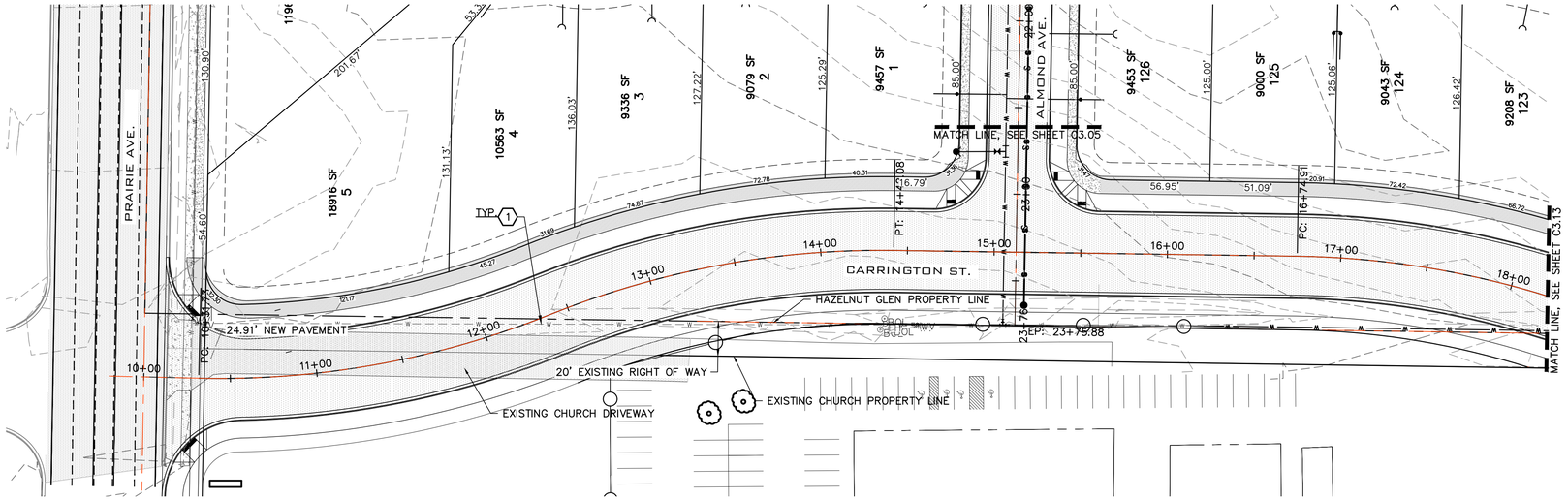
HAZELNUT GLEN SUBDIVISION
CRANSTON AVE. P&P CONT.
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

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JOB NUMBER
20-2596

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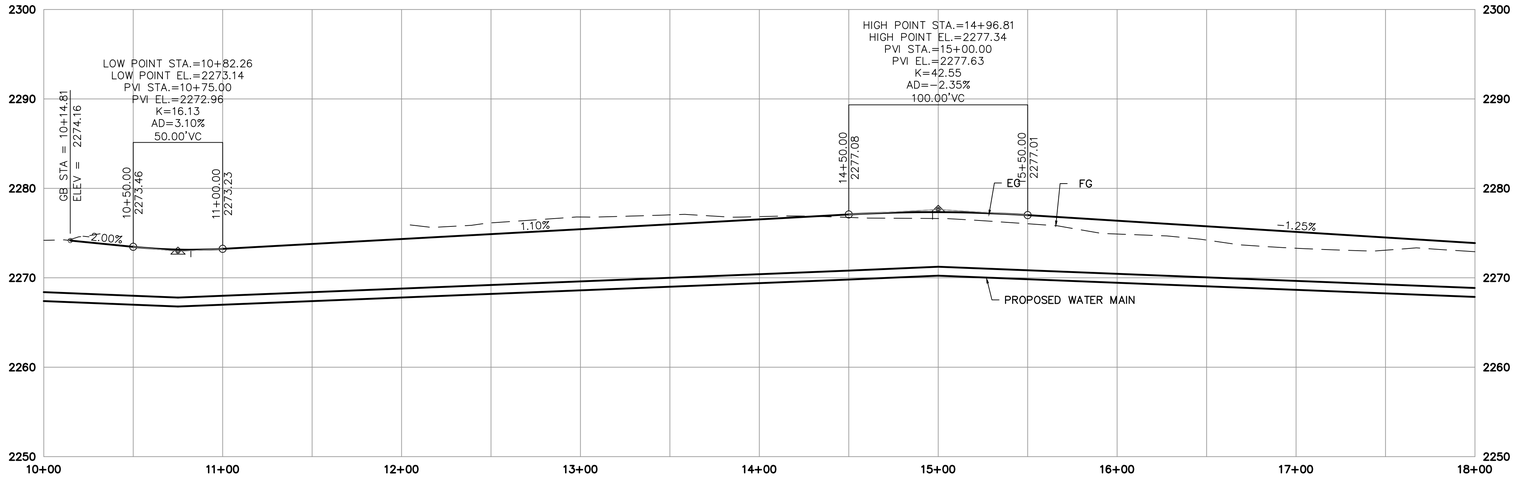


CARRINGTON ST. PLAN VIEW

SCALE: 1"= 40'

CONSTRUCTION NOTES

1. PROVIDE & INSTALL 8" PVC (C-900) WATER MAIN PER HAYDEN LAKE IRRIGATION DISTRICT STANDARDS AND SPECIFICATIONS.
2. PROVIDE & INSTALL 8" PVC (SDR-35) SEWER MAIN PER CITY OF HAYDEN STANDARDS AND SPECIFICATIONS.



CARRINGTON ST. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

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SCALE:	
HORIZONTAL:	1" =40'
VERTICAL:	1"=10'
PROJ #:	20-2596
DATE:	06/25/25
DRAWN:	MTR
REVIEWED:	

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HAZELNUT GLEN SUBDIVISION
CARRINGTON ST. P&P
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

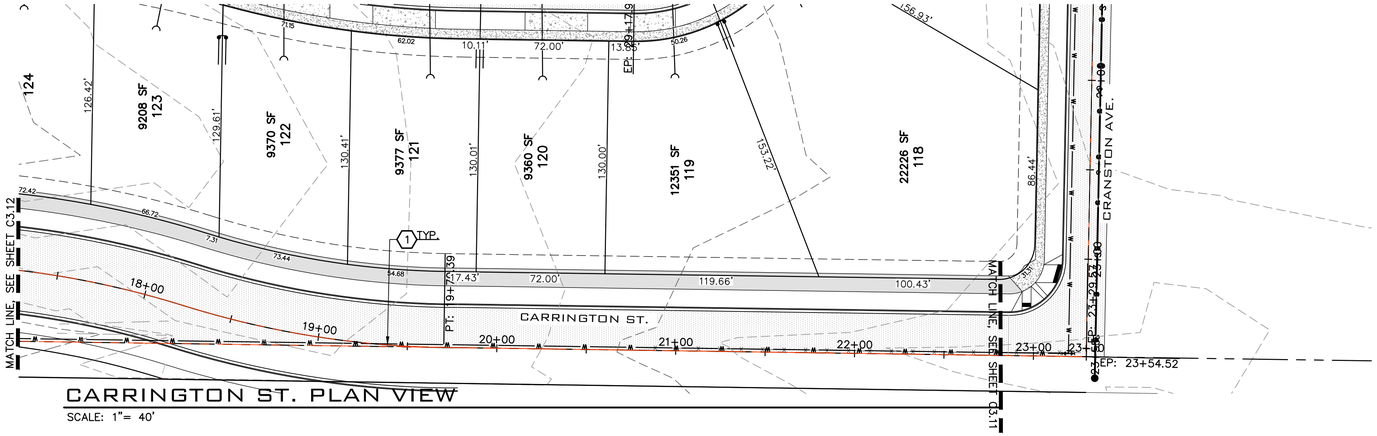
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JOB NUMBER 20-2596

UNDERGROUND SERVICE ALERT
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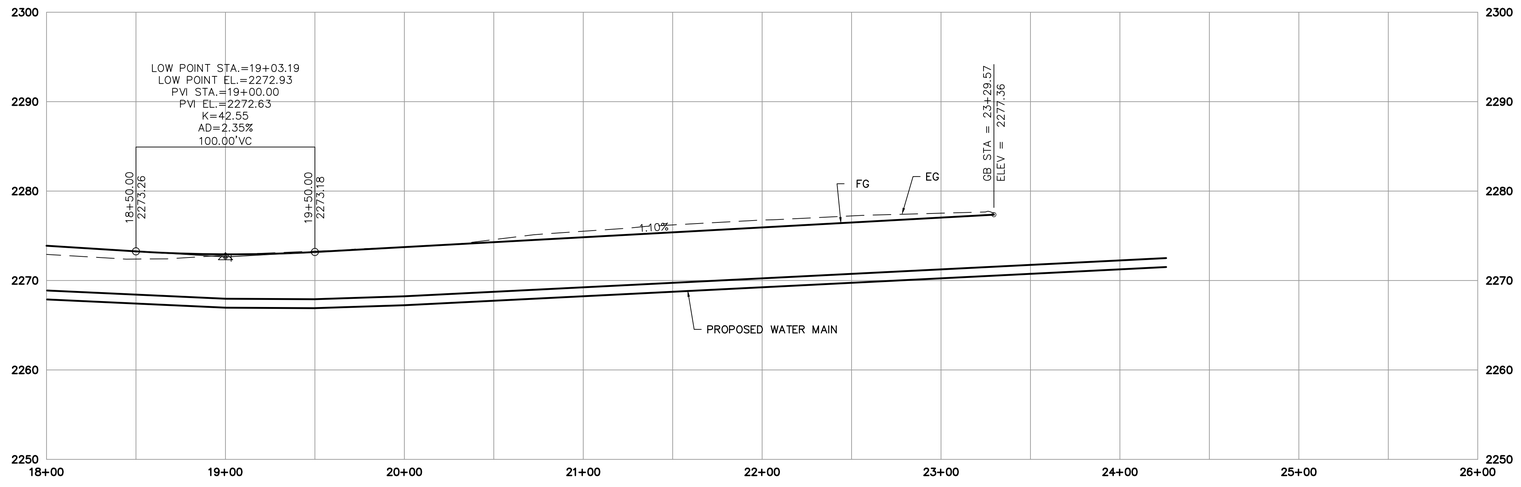


CARRINGTON ST. PLAN VIEW

SCALE: 1"= 40'

CONSTRUCTION NOTES

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CARRINGTON ST. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'

NGVD-29
REBAR W/YPC PLS 4346
INT. ATLAS RD. AND ROBISON AVE.
ELEVATION= 2295.92

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
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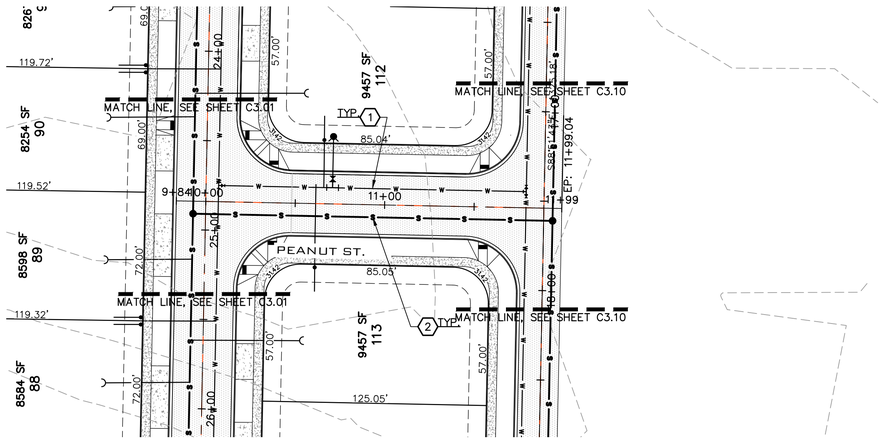
HAZELNUT GLEN SUBDIVISION
CARRINGTON ST. P&P CONT.
PRAIRIE AVE & CARRINGTON ST
HAYDEN, ID

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JOB NUMBER 20-2596

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UNDERGROUND SERVICE ALERT
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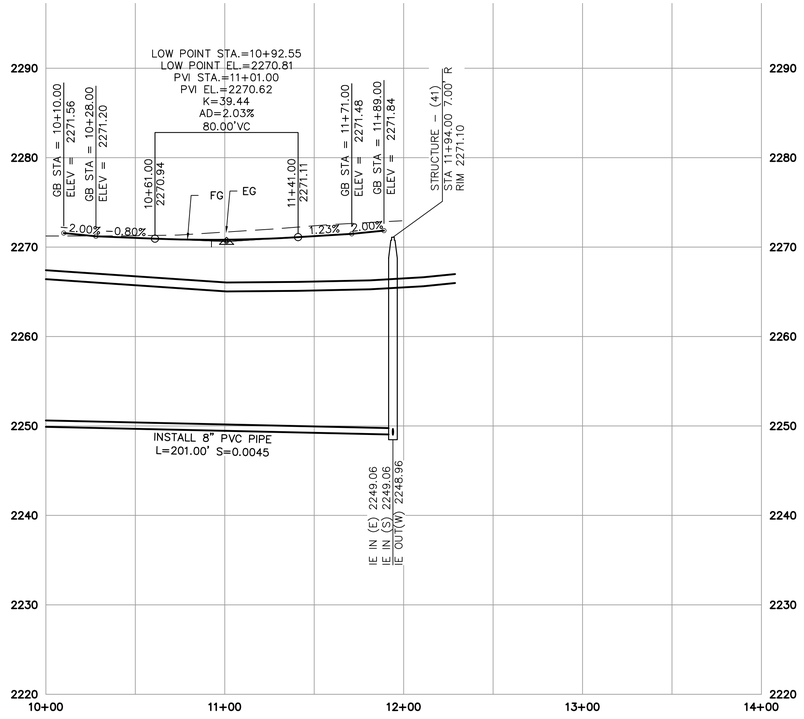


PEANUT ST. PLAN VIEW

SCALE: 1"= 40'

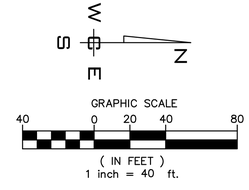
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PEANUT ST. PROFILE VIEW

HORIZONTAL: 1"= 40'
VERTICAL: 1"=10'



NGVD-29
REBAR W/YPC PLS 4346
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ELEVATION= 2295.92

NO.	DATE	BY	REVISIONS
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SCALE:
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PLANNING
LANDSCAPE
OTHER

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SPOKANE VALLEY, WA 99206
PH: 509-893-2617 FAX: 509-926-0227

HAZELNUT GLEN SUBDIVISION
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PRAIRIE AVE & CARRINGTON ST
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Public Agency Comments

Deborah Shaver

From: Ken Windram <ken@harsb.org>
Sent: Friday, March 29, 2024 11:50 AM
To: Planning
Subject: RE: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision
Attachments: PXE-24-0013 Hazelnut Glen Major Subdivision property odor easement letter March 28 2024.pdf

Categories: DEBORAH

Hello City of Hayden Planning Department,

Attached is the Hayden Area Regional Sewer Board's comment to the PZE-24-0013, Hazelnut Glen Subdivision.

HARSB is asking for an odor easement be placed on the PZE-24-0013, Hazelnut Glen Subdivision properties.

Please let me know when the public hearing is scheduled.

Thanks
Ken Windram
208-772-0672

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From: City of Hayden Building Department <CD_notifications@cityofhaydenid.us>
Sent: Tuesday, March 19, 2024 3:00 PM
To: Ken Windram <ken@harsb.org>
Subject: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

Good Afternoon,

Please see the attached Agency Notice for the above-referenced subdivision. Please submit your comments by April 2, 2024 to planning@cityofhaydenid.us. Should you not have comments regarding the project, an email stating so would be greatly appreciated.

If you have any questions, please do not hesitate to contact us at 208-209-2022 or planning@cityofhaydenid.us.

Thank you for your time.

Have a great day,

Shannon Drappo

HAYDEN AREA REGIONAL SEWER BOARD

Protecting the Aquifer Since '88

10789 N. Atlas Road • Hayden, Idaho 83835 • Fax (208) 772-3863

Ken Windram, Administrator
Phone (208) 772-0672

March 29, 2024

City of Hayden
8930 North Government Way
Hayden, Idaho 83835

Re: Comments to PZE-24-0013 on Hazelnut Glen Major Subdivision by Whipple Consulting, on behalf of the owner, OO Land Holding, LLC

This letter is to provide information and a request with respect to the City of Hayden Planning Department notice PZE-24-0013 Hazelnut Glen Major Subdivision. The Hayden Area Regional Sewer Board (HARSB) Treatment Facility provides critical services for the City of Hayden and the other communities that utilize HARSB's pollution control services. The residential and commercial development in the City of Hayden has benefited because of the HARSB Treatment Facility and its services. If the Treatment Facility were not available, the Hayden area development would be subject to Panhandle Health's one (1) residence per 5-acre rule for sewage on-site septic tank disposal.

The one fact that is part of the HARSB Treatment Facility is that human waste is received at the Facility for treatment and some aspects of the treatment process can have an odor. The HARSB Facility has equipment to control the odors, but no odor control system is perfect. Up to now, this has not been a major issue because there are no residences and few businesses within one half mile of the Facility. Any odor leaving the facility will take time to disperse to a low level. With new businesses being built closer to the Treatment Facility, the dispersal distance effect will be reduced. The sewer rate payers in Lochaven, Woodland Apartments, Leisure Park, Maple Grove, Strawberry Fields, Hayden Lake, and elsewhere within the city of Hayden and Hayden Lake Sewer District services boundaries should not have to pay to have additional pollution control equipment installed just because a business chooses to move next to the existing Treatment Facility, knowing of the Facilities existence prior to moving there.

The Preliminary Planned Unit Development will be approximately 127.53 acres in size. This property is adjacent to and within 3,500 feet from the HARSB Treatment Facility. HARSB is requesting an odor easement be attached to any lots as part of the property development. The current and future landowner(s) needs to be aware of the potential for Treatment Facility odors reaching their property. That is one of the long-term costs of moving so close to the community's human waste Treatment Facility.

HAYDEN AREA REGIONAL SEWER BOARD

Therefore, HARSB is requesting that an odor easement be recorded over the entire Hayden Sky Preliminary Planned Unit Development encompassed by this property prior to / and after any zoning change with the following wording:

> *"The owner hereby grants to the Hayden Area Regional Sewer Board a permanent, non-exclusive easement and right of way over and above this property for fumes, odors, air pollution, adverse impacts or other conditions or nuisances which may emanate from or be caused by their Wastewater Treatment Plant and associated land application area."*

We understand that some of the properties may become lease/rental properties. We request that any lease/rental agreement include the following wording:

> *"The tenant hereby acknowledges to the Hayden Area Regional Sewer Board has a permanent, non-exclusive easement and right of way over and above this property for fumes, odors, air pollution, adverse impacts or other conditions or nuisances which may emanate from or be caused by their Wastewater Treatment Plant and associated land application area."*

We are making this request to benefit the HARSB Treatment Facility and the HARSB sewer rate payers.

Sincerely,

Ken Windram

Ken Windram
Administrator

Sadie Roe

From: Ken <kwind@Harsb.org>
Sent: Tuesday, August 11, 2026 4:06 PM
To: Planning
Cc: Steph Oliver
Subject: PZE-24-0013, Hazelnut Glen Major Subdivision

Hello City of Hayden Planning Department,

The Hayden Area Regional Sewer Board has no Comment on the PZE-24-0013, Hazelnut Glen Major Subdivision.

Thanks
Ken Windram
Hayden Area Regional Sewer Board
208-772-0672

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From:	Ken
To:	Planning
Subject:	PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26
Date:	Thursday, August 20, 2026 12:55:42 PM
Attachments:	HARSB WU Estimated Time Frame (Capacity).pdf

Hello City of Hayden Planning Department.

We would like to add additional comments pertaining to PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat.

While we continue to have no objection to the Hazelnut Glen Major Subdivision Preliminary Plat,
We would like to provide the attached additional information.

Thanks
Ken Windram
Hayden Area Regional Sewer Board
208-772-0672

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HAYDEN AREA REGIONAL SEWER BOARD

Protecting the Aquifer Since '88

10789 N. Atlas Road • Hayden, Idaho 83835 • Phone (208) 772-0672• Fax (208) 772-3863 Ken Windram, Administrator

August 14, 2026

Subject: Remaining Estimated Wastewater Unit (WU) Time Frame

To: HARSB Joint Powers Entities: City of Hayden, Hayden Lake Sewer District, Kootenai County

At the regular July HARSB board meeting, significant discussion occurred surrounding the anticipated remaining capacity of the HARSB plant and an estimated timeline for exhaustion of that capacity. Inquiry was made of HARSB staff to provide input/opinion on said timeline. Since that date, HARSB staff has had an adequate opportunity to review historic assignments in an attempt to better estimate projections for the HARSB Board. This letter contains those anticipated Equivalent Residential (ER)/ Wastewater Unit (WU) allocation projections for budgetary and infrastructure decisions regarding HARSB Treatment Facilities.

As of August 5, 2026, HARSB had 1821.30 WU's remaining, which equates to 303.55 ERs. In reviewing allocation data from the previous five years, HARSB has allocated an average of 207.73 ERs per year. During the previous ten years, HARSB has allocated an average of 197.2 ERs per year.

Using the more liberal 10-year average, the HARSB treatment facility can anticipate running out of WU's/ER's available to be allocated in about 19 months, with exhaustion of capacity occurring at or around March 2028. Using the more conservative 5-year average, exhaustion of capacity will take about 17 months, occurring at or around January 2028. These scenarios assume that the current allocation rates and WURT table remain the same, no further studies are conducted or adopted which produces a different capacity rating, and no treatment plant upgrades occur which could expand capacity.

The HARSB Office has begun receiving an increase in inquiries from property developers asking if there is sewer treatment capacity available for new connections? Staff response has always been, "Wastwater connections are available and assisgned on a first-come, first-serve basis." However, recent developer inquiries seem to be pushing further into the realm of demands regarding timelines for plant upgrades and future capacity expectations. Such questions indicate there may be demand for more than the 303 Equivalent Residential that are currently in inventory. Should the HARSB Board desire Staff respond with a different public-facing response, the HARSB Board will need to provide guidance on how it desires Staff to respond to inquiries regarding future capacity expansion and its plans for ensuring continued availability of connections.

Sincerely,

Ken Windram, Administrator
Stephanie Oliver, Office Manager

March 21, 2024

City of Hayden
Building Department

Re: Hazelnut Glen – (PZE-24-0013) Major Subdivision Review
Project No.: P240202

At your request, we have reviewed the Hazelnut Glen Major Subdivision (PZE-24-0013) located on Prairie Avenue approximately 1300-feet east of Huetter Road. The proposed subdivision is in the City of Hayden jurisdiction, but affects adjacent roads that are within the Post Falls Highway District jurisdiction. The plat proposes to subdivide an existing 38.939-acre parcel into 126 lots, all between 8,000 to 14,000 square feet. The plat was prepared by Ray Kimball, P.E. of Whipple Consulting for OO Land Holding, LLC. Access to the proposed major subdivision would be through two approaches from Prairie Avenue.

We have reviewed the narrative provided, but require the following documents (referenced in the narrative) in order to provide a complete review:

- Preliminary Plat
- Vicinity Map
- Phasing Map
- Preliminary Construction Drawings
- Landscape Plan
- Trip Generation Letter

Thank you for including Post Falls Highway District in your planning efforts; should you have any questions, please contact us at 208.765.3717

Respectfully,
Michael Lenz

Director of Highways
Post Falls Highway District

SHERIFF
KOOTENAI COUNTY

SHERIFF **ROBERT B. NORRIS** UNDERSHERIFF **BRETT A. NELSON**

To: Hayden Planning/Building Department

From: Captain Andrew Deak, Operations Support Commander

Date: March 22, 2024

Re: PZE-24-0013, Hazelnut Glen Subdivision

The Sheriff's Office has reviewed this request of change and does not see any immediate impact that would prevent it from being approved, however, we would like to make you aware of the future impact this would have on public safety for the City of Hayden. The facts presented below will hopefully encourage your planning department and City Council to properly assess the current and future needs for public safety and impact that increased housing densities will have on law enforcement response.

Currently the Sheriff's Office can provide the City of Hayden a Law Enforcement ration of .57 Deputies (10) per 1000 residents (17,383). This ratio is far below that of the other policing agencies around Kootenai County. The city of Coeur d'Alene currently has a ratio of 1.74 Officers per 1000 residents, the City of Post Falls has a ratio of 1.26 Officers per 1000 residents, the City of Rathdrum has a ratio of 1.58 Officers per 1000 residents and the City of Spirit Lake has 2.7 Officers per 1000 residents.

This ratio also does not cover the additional resources that need to be committed to public safety when making changes that will inevitably increase the population of the City of Hayden. In 2021 the 911 center fielded 10,816 calls for service for the City of Hayden. Increasing the population will cause an increase in the number of calls into the 911 center and will increase needs for staffing to handle the additional calls.

Additionally, an increase in population will also inevitably cause an increase in crime and the number of criminals that will need to be housed at the Kootenai County Detention Facility. The current Kootenai County ratio of inmates to population is .0024 per 1000 residents. Currently the cost to house an inmate at our jail is $112 (2023) per day.

Also, a final area to consider is the increased congestion with traffic from the development proposed and the surrounding surface streets that will have to handle this additional traffic flow, which could further burden a rapid law enforcement response. As you are aware, there are limitations to the response public safety can offer and we rely on our community development partners to be proactive in planning and properly assessing current and future growth needs.

Thank you for soliciting the input of your community partners.

5500 N. Government Way • P.O. Box 9000 • Coeur d'Alene, Idaho 83816-9000
Sheriff Phone: 208-446-1300 • Fax: 208-446-1307 • Jail Phone: 208-446-1400 • Fax: 208-446-1407
Website: www.kcsheriff.com • E-mail: kcso@kcgov.us

SHERIFF
KOOTENAI COUNTY

SHERIFF **ROBERT B. NORRIS** UNDERSHERIFF **BRETT A. NELSON**

To: City of Hayden Community Development

From: Captain S. Maxwell, Kootenai County Sheriff's Office

Date: August 12, 2026

Re: PZE-24-0013 Hazelnut Glen Subdivision – Request for Agency review and comment

The Sheriff's Office has reviewed PZE-24-0013 and associated files and would like to make you aware that we are totally opposed due to the impact this would have on public safety for the proposed area. Though there are not major concerns with the design, the impact of this and future developments need to be assessed for the added impact they will have on public safety services rendered by Kootenai County.

Currently the Sheriff's Office can provide Law Enforcement ration of 1.03 Deputies per 1000 residents (2023 Census Data). This ratio is far below that of the other policing agencies around Kootenai County. The city of Coeur d'Alene currently has a ratio of 2.66 Officers per 1000 residents, the City of Post Falls has a ratio of 1.27 Officers per 1000 residents, and the City of Rathdrum has a ratio of 1.54 Officers per 1000 residents. This ratio also does not cover the additional emergency dispatching and administrative resources that need to be committed to public safety when making changes that will inevitably increase the population and of the proposed area.

Additionally, an increase in population will also inevitably cause an increase in crime and the number of criminals that will need to be housed at the Kootenai County Detention Facility. The Kootenai County Jail has a maximum capacity of 361 inmates based on our current staffing levels. The jail's physical maximum capacity is 451 inmates. The Kootenai County Jail failed past jail inspection due to overcrowding. The current daily average is 500 inmates.

At our current incarceration rate, using a household average of 4 people per living unit, we would need 1 jail bed for every 125 homes in Kootenai County. Current cost to build a jail bed is approximately 80,000.00 dollars. This computes to approximately 640.00 dollars per living unit. The yearly on-going costs of security, food, laundry, medical, mental health is approximately 44,000.00 dollars per inmate. Currently the cost to house an inmate is $123 per day.

Also, a final area to consider is the increased congestion with traffic from the development proposed and the surrounding surface streets that will have to handle this additional traffic flow. This additional traffic consideration could negatively affect law enforcement response times. As you are aware, there are limitations to the response public safety can offer and we rely on our community development partners to be proactive in planning and properly assessing current and future growth needs. It is the recommendation of the Sheriff's Office that the City of Hayden and the Kootenai County Board of Commissioners properly assess the cost of the new development to the county and the infrastructure requirements for proper public safety.

Thank You,
Captain Scott Maxwell

Sheriff's Office & Jail
5500 N. Government Way
Coeur d'Alene, Idaho 83815

Mailing Address
P.O. Box 9000
Coeur d'Alene, Idaho 83816

Sheriff's Office North Campus
2451 W. Dakota Ave
Hayden, Idaho 83835

Sheriff Phone: 208-446-1300 • Fax: 208-446-1307 • Jail Phone: 208-446-1400 • Fax: 208-446-1407
Website: www.kcsheriff.com • E-mail: kcso@kcgov.us

Deborah Shaver

From: Corey Koerner <ckoerner@phd1.idaho.gov>
Sent: Friday, March 22, 2024 11:33 AM
To: Planning
Subject: PZE-24-0013, Hazelnut Glen

Categories: Deborah

Hello,

In regards to PZE-24-0013, Hazelnut Glen, PHD has the following comments:

PHD will require a complete subdivision application submitted to the health district and all fees paid.

Thank you.

Corey Koerner, REHS
Registered Environmental Health Specialist
Panhandle Health District 1
8500 N. Atlas Road
Hayden, ID 83835
O: (208) 415-5215
C: (208) 819-0411
Ckoerner@phd1.idaho.gov

Sadie Roe

From: Corey Koerner <ckoerner@phd1.idaho.gov>
Sent: Monday, August 17, 2026 7:37 AM
To: Sadie Roe
Subject: Re: PZE-24-0013 Hazelnut Glen major subdivision --agency comment--please re-send

Hello,

In regards to PZE-24-0013 - Hazelnut Glen major subdivision; PHD has the following comments:

The applicant must submit a complete subdivision application to the Health District and pay all fees.

Thank you.

Corey Koerner, REHS
Registered Environmental Health Specialist
Panhandle Health District 1
8500 N. Atlas Road
Hayden, ID 83835
O: (208) 415-5215
C: (208) 819-0411
Ckoerner@phd1.idaho.gov

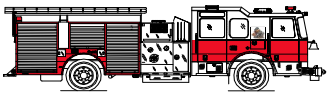
From: Sadie Roe <sroe@haydenid.gov>
Sent: Friday, August 14, 2026 11:51 AM
To: Corey Koerner <ckoerner@phd1.idaho.gov>
Subject: PZE-24-0013 Hazelnut Glen major subdivision --agency comment--please re-send

Hi there,
Looks like our system lost some emails yesterday that was attempted to be sent to us. Could you please send me your agency comment for: PZE-24-0013 Hazelnut Glen major subdivision again?
Thank you! 😊

Sadie Roe
Planning Assistant
City of Hayden
t: (208) 209-2024

Northern Lakes Fire Protection District

Proudly serving the areas of and surrounding Hayden and Rathdrum



Hayden Area (208) 772-5711 • Fax: (208) 772-3044
Rathdrum Area (208) 687-1815 •Fax (208) 687-2088
www.northernlakesfire.com

March 27, 2024

City of Hayden
8930 N. Government Way
Hayden, ID 83835

Attn: Shannon Drappo, Assistant Planner,

The Northern Lakes Fire Protection District has reviewed the subdivision plans for Hazelnut Glen Major Subdivision, a 126-lot residential subdivision. This is located near Huetter Road and Prairie Avenue. Parcel Number H-0000-021-6900.

The Fire District approves of the subdivision plan with the following requirements. the owner/applicant shall be aware that each new occupancy constructed will add to the impact on the Fire District and can reduce the response time to citizens and visitors within the boundaries of the Fire District.

This subdivision is only approved if all conditions of the current edition of the Idaho Fire Code are met.

- Locations of fire hydrants shown on site plan are approved with the exception of the following hydrants.
    - **Relocate the hydrant at the intersection of Cashew and Peanut to the intersection of Cranston and Peanut and the hydrant at the intersection of Almond and Macadamia to the intersection of Almond and Downing**.
        - 5" Storz adapters with covers and hydrant marking flags shall be installed on the new fire hydrants.
        - Hydrants shall be operational prior to start of construction of dwellings.
        - Fire flows shall meet the requirements of the Idaho Fire Code.
- Newly created roads shown on the site plan are approved as submitted.
- The secondary access road shall be provided meeting the conditions of the Idaho Fire Code prior to the thirty-first dwelling unit being constructed.
    - Secondary fire apparatus access road shall meet the conditions of Appendix D 107.1, exception 2 and D 107.2 of the Idaho Fire Code.
        - Developments of one- or two- family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
            - The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official.*
        - Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
- If any type of construction occurs other than 1 and 2 family dwellings homes will be reviewed for the need for fire sprinkler systems, this may require larger water line sizing.

If you have any questions, please call 208-772-5711.

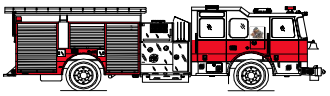
Thank you,

Tyler Drechsel

Tyler Drechsel
Fire Marshal

Northern Lakes Fire Protection District

Proudly serving the areas of and surrounding Hayden and Rathdrum



Hayden Area (208) 772-5711 • Fax: (208) 772-3044
Rathdrum Area (208) 687-1815 •Fax (208) 687-2088
www.northernlakesfire.com

August 12, 2026

City of Hayden
8930 N. Government Way
Hayden, ID 83835

Attn: Sadie Roe, Planning Assistant,

RE: Updated preliminary plat approval

The Northern Lakes Fire Protection District has reviewed the subdivision plans for Hazelnut Glen Major Subdivision, a 126-lot residential subdivision. This is located near Huetter Road and Prairie Avenue. Parcel Number H-0000-021-6900.

The Fire District approves of the subdivision plan with the following requirements. the owner/applicant shall be aware that each new occupancy constructed will add to the impact on the Fire District and can reduce the response time to citizens and visitors within the boundaries of the Fire District.

This subdivision is only approved if all conditions of the current edition of the Idaho Fire Code are met.

- Locations of fire hydrants shown on site plan are approved with the exception of the following hydrants.
  - **Relocate the hydrant at the intersection of Cashew and Peanut to the intersection of Cranston and Peanut and the hydrant at the intersection of Almond and Macadamia to the intersection of Almond and Downing**.
    - 5" Storz adapters with covers and hydrant marking flags shall be installed on the new fire hydrants.
    - Hydrants shall be operational prior to start of construction of dwellings.
    - Fire flows shall meet the requirements of the Idaho Fire Code.
- Newly created roads shown on the site plan are approved as submitted.
- The secondary access road shall be provided meeting the conditions of the Idaho Fire Code prior to the thirty-first dwelling unit being constructed.
  - Secondary fire apparatus access road shall meet the conditions of Appendix D 107.1, exception 2 and D 107.2 of the Idaho Fire Code.
    - Developments of one- or two- family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
      - The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official.*
    - Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
- If any type of construction occurs other than 1 and 2 family dwellings homes will be reviewed for the need for fire sprinkler systems, this may require larger water line sizing.

If you have any questions, please call 208-772-5711.

Thank you,

Tyler Drechsel

Tyler Drechsel
Fire Marshal

Deborah Shaver

From: Horsmon,Merritt <merritt.horsmon@idfg.idaho.gov>
Sent: Friday, March 29, 2024 12:48 PM
To: Planning
Subject: RE: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

Categories: DEBORAH

Hi Shannon,
The Idaho Department of Fish and Game does not have any comments to submit for this proposal.

Thank you for the opportunity to review and comment.

Have a nice weekend,

Merritt Horsmon
Regional Technical Assistance Manager
Panhandle Region
2885 W. Kathleen Ave.
Coeur d'Alene, ID 83815
208.769.1414 office
208.251.4509 mobile
merritt.horsmon@idfg.idaho.gov

From: City of Hayden Building Department <CD_notifications@cityofhaydenid.us>
Sent: Tuesday, March 19, 2024 3:02 PM
To: Horsmon,Merritt <merritt.horsmon@idfg.idaho.gov>
Subject: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good Afternoon,

Please see the attached Agency Notice for the above-referenced subdivision. Please submit your comments by April 2, 2024 to planning@cityofhaydenid.us. Should you not have comments regarding the project, an email stating so would be greatly appreciated.

Sadie Roe

From: Horsmon,Merritt <merritt.horsmon@idfg.idaho.gov>
Sent: Wednesday, August 19, 2026 4:19 PM
To: Planning
Subject: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

The Idaho Department of Fish and Game does not have any comments to submit for this proposal.

Thank you for the opportunity to review and comment.

Merritt Horsmon

Regional Technical Assistance Manager
Panhandle Region
2885 W. Kathleen Ave.
Coeur d'Alene, ID 83815
208.769.1414 office
208.251.4509 mobile
merritt.horsmon@idfg.idaho.gov

Deborah Shaver

From: Kim Stevenson <kstevenson@kcgov.us>
Sent: Monday, April 01, 2024 10:41 AM
To: Planning
Subject: FW: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

Categories: DEBORAH

Should have cc'd this email also, sorry!
Kim

From: Kim Stevenson
Sent: Monday, April 1, 2024 10:09 AM
To: 'City of Hayden Building Department' <CD_notifications@cityofhaydenid.us>
Cc: Gaston Patterson <gpatterson@kcgov.us>
Subject: RE: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

Good Morning,
The Coeur d'Alene Airport requests an avigation easement on the subdivision.
The subdivision is located directly under an approach and departure corridor for the Airport. Frequent flights and aircraft noise should be expected.

Kind Regards, Kim

COEUR D'ALENE AIRPORT
Kim Stevenson
Compliance Administrator
Coeur d'Alene Airport
208-446-1861

From: City of Hayden Building Department <CD_notifications@cityofhaydenid.us>
Sent: Tuesday, March 19, 2024 3:00 PM
To: kcair <kcair@kcgov.us>
Subject: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

Good Afternoon,

Please see the attached Agency Notice for the above-referenced subdivision. Please submit your comments by April 2, 2024 to planning@cityofhaydenid.us. Should you not have comments regarding the project, an email stating so would be greatly appreciated.

If you have any questions, please do not hesitate to contact us at 208-209-2022 or planning@cityofhaydenid.us.

Thank you for your time.

Sadie Roe

From: Kim Stevenson <kstevenson@kcgov.us>
Sent: Tuesday, August 18, 2026 12:58 PM
To: Planning
Subject: FW: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26
Attachments: PZE-24-0013 - Hazelnut Glen Agency Letter Updated_SR_08-11-26.pdf

Good Afternoon,
The Coeur d'Alene Airport requests an avigation easement cover the entire parcel as it falls within the noise overlay for the airport.
Please contact me with any questions.
Kind Regards, Kim

COEUR D'ALENE AIRPORT
Kim Stevenson
Compliance Administrator
10375 N Sensor Ave
Hayden, ID 83835
(208) 446-1861

From: CITY OF HAYDEN - Community Development <noreply@bsacloud.com>
Sent: Tuesday, August 11, 2026 3:45 PM
To: Kim Stevenson <kstevenson@kcgov.us>
Subject: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

Good afternoon,

Attached you will find a narrative, aerial imagery, current zone map, and preliminary plat for a major subdivision: Hazelnut Glen. A request for agency comments was sent out on March 19, 2024 and as a result along with the staff analysis, a Transportation Impact Analysis (TIA) was completed. The project is now moving forward, and we are requesting your comments back by August 25th to ensure inclusion in the Staff Analysis, and to ensure a thorough and informed evaluation of the proposed project. Comments can be sent to us via email to: Planning@haydenid.gov

If you have no comments, please advise us accordingly.

Thank you!

Sincerely,

Sadie Roe

Planning Assistant

From: Kristie May <Kristie.May@deq.idaho.gov>
Sent: Monday, April 1, 2024 3:14 PM
To: CD_notifications@cityofhaydenid.us
Subject: RE: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for the opportunity to comment on the application materials for the Hazelnut Glen Subdivision PZE-24-0013. DEQ appreciates the planning work that has been completed to ensure that water and sewer system capacity needs are met in order to provide safe drinking water and safe wastewater conveyance for the proposed project and surrounding area of the community. Engineering plans and specifications for water and sewer main upgrades and extensions associated with this project will require review and approval by DEQ or a qualified licensed professional engineer (QLPE) in accordance with Idaho Code 39-118. If the QLPE process is utilized, the approved plans and specifications must be submitted to DEQ prior to beginning construction.

If you have any questions about the comments this project has received please contact:

- Katy Baker-Casile for engineering and wastewater.
- Anna Moody for drinking water.
- Shawn Sweetapple for air quality.
- Kevin Aardahl for remediation or RCRA.
- Robert Steed for surface water and setback requirements.

Thank you-

Idaho Department of Environmental Quality
2110 Ironwood Parkway, Coeur d'Alene, Idaho 83814
Office Line: 208.769.1422
www.deq.idaho.gov

Our mission: To protect human health and the quality of Idaho's air, land, and water.

From: City of Hayden Building Department <CD_notifications@cityofhaydenid.us>
Sent: Tuesday, March 19, 2024 3:00 PM
To: Kristie May <Kristie.May@deq.idaho.gov>
Subject: Agency Notice - PZE-24-0013, Hazelnut Glen Subdivision

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

IDAHO DEPARTMENT OF
WATER RESOURCES

Northern Region • 7600 N Mineral Drive, Suite 100 • Coeur D'Alene, ID 83815-7763
Phone: 208-762-2800 • Fax: 208-762-2819 • Email: northerninfo@idwr.idaho.gov • Web: idwr.idaho.gov

Governor Brad Little

Director Mathew Weaver

April 2, 2024

City of Hayden Idaho
8930 N Government Way
Hayden, ID 83835

Dear Ms. Drappo,

Our office was recently informed of the proposed Hazelnut Glen Major Subdivision (PZE-24-0013). The parcel in question is located in the southwest quarter of section 21, TWP 51N, RNG 04W, in Kootenai County. The landowner is identified as OO Land Holding, LLC. It is our understanding that 126 homes are planned to be built on this parcel.

The Department identified at least one water right associated with this parcel (water right 95-9186). The current parcel owner is encouraged to submit a Notice of Change in Water Right Ownership to update ownership of relevant water rights. The proposal indicates that Hayden Lake Irrigation District will provide water to the subdivision. IDWR would encourage the irrigation district to update its service area appropriately. Should any additional water rights be needed for the project, the owner will need to work with our staff.

Please feel free to contact our office if you have any concerns or questions.

Sincerely,

Michelle Richman

Michelle Richman,
Northern Region Manager
Idaho Department of Water Resources

Sadie Roe

From: Richman, Michelle <Michelle.Richman@idwr.idaho.gov>
Sent: Thursday, August 13, 2026 3:24 PM
To: Planning
Subject: FW: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26
Attachments: PZE-24-0013 - Hazelnut Glen Agency Letter Updated_SR_08-11-26.pdf

Hello,

IDWR research shows one decreed water right is associated with the property: 95-9186 in the name of ROBERT CECIL FARR & TERESA ANN HOLLADAY FARR REVOCABLE TRUST for irrigation of 39 acres. Please convey to the current water right holders that the water right should be transferred for the new use or abandoned, or there may be another option. The water right holders can work with our office to accomplish a change to the water right.

Thank you for the opportunity to comment.

Michelle

From: CITY OF HAYDEN - Community Development <noreply@bsacloud.com>
Sent: Tuesday, August 11, 2026 3:45 PM
To: Richman, Michelle <Michelle.Richman@idwr.idaho.gov>
Subject: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good afternoon,

Attached you will find a narrative, aerial imagery, current zone map, and preliminary plat for a major subdivision: Hazelnut Glen. A request for agency comments was sent out on March 19, 2024 and as a result along with the staff analysis, a Transportation Impact Analysis (TIA) was completed. The project is now moving forward, and we are requesting your comments back by August 25th to ensure inclusion in the Staff Analysis, and to ensure a thorough and informed evaluation of the proposed project. Comments can be sent to us via email to: Planning@haydenid.gov

If you have no comments, please advise us accordingly.

Thank you!

Sincerely,

From:	BOSLEY, CHRIS
To:	Rob Wright; Donna Phillips; Shannon Drappo
Cc:	PATTERSON, HILARY
Subject:	Hazelnut Glen Subdivision Comments - Coeur d"Alene
Date:	Friday, November 8, 2024 2:08:06 PM

Rob,

We had the opportunity to review the proposed Hazelnut Glen Subdivision proposed to abut Prairie Avenue in the City of Hayden. The preliminary plat we reviewed depicted two streets, Downing Lane and Carrington Street, intersecting Prairie Avenue. The Kootenai Metropolitan Planning Organization has identified Prairie Avenue as a Critical Arterial Corridor, which must follow the requirements of the Critical Arterial Corridor Policy. As such, developing properties are required to use existing roads for access unless a new access road is created on ½ mile spacing. The proposed Downing Lane does not meet the ½ mile spacing requirement, measured from the nearest arterial, Huetter Road. If this access is to be created, it should be right-in/right-out to minimize safety concerns. A raised median, such as that installed at Prairie Avenue's intersection with Vantage Drive/Moselle Drive, should be constructed as turn restrictions constructed only at the approach in other nearby areas have not shown to adequately eliminate left turns. Carrington Street, on the other hand, is conveniently located near the ½ mile spacing from Huetter Road and Atlas Road, making it an ideal candidate for access according to the Critical Arterial Corridor Policy. However, if this access point is created, it must align with Carrington Lane to the south for future signalization. The City of Coeur d'Alene anticipates a traffic signal at this location to handle the traffic volumes entering and exiting Prairie Avenue, especially as the properties north of Prairie Avenue develop. A Carrington Street access positioned at the east edge of parcel H-0000-021-6900 would create an undesirable offset between the two streets. This raises safety concerns with left turning traffic and cross traffic. It is understood that the developer does not own the parcel to the east, but for the sake of regional mobility and safety of the traveling public, a solution must be found to align Carrington Street with Carrington Lane.

Thanks,

Chris Bosley, PE |City Engineer |**City of Coeur d'Alene**
cbosley@cdaid.org | T 208-769-2216 | F 208-769-2284

From:	Ray Kimball
To:	Donna Phillips
Cc:	Scott Krajack
Subject:	FW: Downing/Prairie Ave
Date:	Friday, August 21, 2026 1:25:44 PM
Attachments:	image001.png

Donna,

Below is the last correspondence from the Highway District.

Best Regards,

Ray

From: Laura Winter <lwinter@ruenyeager.com>
Sent: Wednesday, April 8, 2026 1:08 PM
To: Ray Kimball <rkimball@whipplece.com>; Michael Lenz <mlenz@postfallshd.com>
Cc: Craig MacPhee <craig@civtrans.com>; Scott Krajack <scott@rynbuilt.com>
Subject: RE: Downing/Prairie Ave

NOTE: This Message is from outside our organization,
Use caution before clicking on links or opening attachments !

Hi Ray,
Please see our answers below in red:

- Will Eastbound left turns be allowed at Dowing/Prairie? Yes
- Will Southbound left turns be allowed at Downing/Prairie? No
- Does PFHD control the operation of the traffic signals on Prairie? at Atlas Rd, Huetter Rd and Meyer Rd.
- Are the existing signals on Prairie part of a coordinated signal timing system? No
- Assuming that the developer installs the traffic signal at Carrington/Prairie, does PFHD follow any particular standards for the signal design? ITD Standards

Regards,
Laura

Laura Winter, P.E.
Ruen-Yeager & Associates, Inc.
3201 North Huetter Road, Suite 102 | Coeur d'Alene, Idaho 83814
Office: 208.292.0820 ext.119
lwinter@ruenyeager.com • ruenyeager.com
Engineers | Planners | Surveyors

From: Ray Kimball <rkimball@whipplece.com>
Sent: Thursday, April 2, 2026 9:06 AM
To: Michael Lenz <mlenz@postfallshd.com>
Cc: Craig MacPhee <craig@civtrans.com>; Scott Krajack <scott@rynbuilt.com>; Laura Winter <lwinter@ruenyeager.com>
Subject: RE: Downing/Prairie Ave

Hi Michael,

Just following up on this looking for a response.

Thanks!

Ray

From: Ray Kimball
Sent: Friday, March 27, 2026 9:09 AM
To: Michael Lenz <mlenz@postfallshd.com>
Cc: Craig MacPhee <craig@civtrans.com>; Scott Krajack <scott@rynbuilt.com>; 'lwinter@ruenyeager.com' <lwinter@ruenyeager.com>
Subject: Downing/Prairie Ave

Hi Michael,

The City of Hayden is asking us for a few items relating to the Hazelnut Glen Subdivision as it relates to Prairie Avenue and the Highway District's infrastructure (see attached comment letter from the City of Hayden). They are as follows:

- Will Eastbound left turns be allowed at Dowing/Prairie?
- Will Southbound left turns be allowed at Downing/Prairie?
- Does PFHD control the operation of the traffic signals on Prairie?
- Are the existing signals on Prairie part of a coordinated signal timing system?
- Assuming that the developer installs the traffic signal at Carrington/Prairie, does PFHD follow any particular standards for the signal design?

Thanks for your help!

Best Regards,

Sadie Roe

From: Helmick II, Ron <ronald.helmickii@ziply.com>
Sent: Tuesday, August 11, 2026 4:13 PM
To: Planning; DL-ID EWA SFU MDU Engineering; Buckmaster, Stephen; Teo, Kevin
Subject: Fw: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26
Attachments: PZE-24-0013 - Hazelnut Glen Agency Letter Updated_SR_08-11-26.pdf

Sadie,

Ziply Fiber plans on serving this subdivision with fiber service. At the moment comments regarding the development would be that Ziply Fiber is not currently showing any facilities on the north side of Prairie Ave in front of the property to impact the project. We would like to be invited to any pre-construction meetings with the city and developer well before construction starts. My engineer for the Hayden market is Stephen Buckmaster and should be included with myself for future meetings and notifications.

For any future developments, please make sure to copy our distribution email ID-EWA.SFU.MDU.Engineering@ziply.com to ensure we are involved in all new development projects and correspondence.

Thanks

Ronald L. Helmick II
Manager OSP Engineering / ID & E. WA
Ziply Fiber
Ronald.helmickii@ziply.com
208-664-7126 Ofc#
208-659-2281 Cell#

Ziply Fiber Mission " To elevate the connected lives of our communities every day"

ID-EWA.AQM.Engineering@ziply.com - Please send any emails pertaining to AQM or CXP issues or requests to this team. This involves any Commercial & Residential SIFT Ticket requests, GF/BF Project RFS requests, and Address Updates/Corrections for fiber service locations.

ID-EWA.CIAC.Engineering@ziply.com – Please send any emails pertaining to billable relocation requests or project updates.

ID-EWA.RDMV.Engineering@ziply.com – Please send any design plans and/or emails pertaining to all Road Move Projects for the State, City or County.

ID-EWA.SFU.MDU.Engineering@ziply.com – Please send any design plans and/or emails pertaining to all new or existing subdivisions, multi-dwelling or multi-tenant complexes. This will help to ensure Ziply is aware all new developments to make pre-con meetings and meet Joint Use Trench & First Occupancy timelines.

Zone5.Engineering@ziply.com – Engineering issues related to BAU work in Zone 5 (Idaho & Eastern Washington markets). This email goes to all engineers in Zone 5 to allow for prompt response to issues.

From: CITY OF HAYDEN - Community Development <noreply@bsacloud.com>
Sent: Tuesday, August 11, 2026 15:45
To: Helmick II, Ron <ronald.helmickii@ziply.com>
Subject: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Good afternoon,

Attached you will find a narrative, aerial imagery, current zone map, and preliminary plat for a major subdivision: Hazelnut Glen. A request for agency comments was sent out on March 19, 2024 and as a result along with the staff analysis, a Transportation Impact Analysis (TIA) was completed. The project is now moving forward, and we are requesting your comments back by August 25th to ensure inclusion in the Staff Analysis, and to ensure a thorough and informed evaluation of the proposed project. Comments can be sent to us via email to: Planning@haydenid.gov

If you have no comments, please advise us accordingly.

Thank you!

Sincerely,

Sadie Roe

Planning Assistant

Sadie Roe

From: Branden Rose <branden@haydenirrigation.com>
Sent: Tuesday, August 11, 2026 5:06 PM
To: Planning
Cc: Donna Phillips
Subject: PZE-24-0013

Good evening,

Hayden Lake Irrigation District has agreed to provide water service to the Hazelnut Glen Subdivision. The property was annexed into the district as of September 2024. We have no objections or concerns for the subdivision.

Thank you,
Branden Rose

Branden Rose
Hayden Lake Irrigation District
District Administrator
208-772-2612 Office
208-518-8175 Cell

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. This communication, and any response to it, may constitute a public record.

Sadie Roe

From: Mike Ahmer <mahmer@idl.idaho.gov>
Sent: Wednesday, August 12, 2026 8:12 AM
To: Planning
Subject: RE: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

You don't often get email from mahmer@idl.idaho.gov. Learn why this is important

Project appears to be well outside of IDL's Navigable Waters jurisdiction.

Thank you,

Mike Ahmer
Resource Supervisor – Navigable Waters
Idaho Department of Lands
3258 Industrial Loop, Coeur d'Alene, ID 83815
Office: (208) 769-1577
Email: mahmer@idl.idaho.gov
https://www.idl.idaho.gov

From: CITY OF HAYDEN - Community Development <noreply@bsacloud.com>
Sent: Tuesday, August 11, 2026 3:45 PM
To: Mike Ahmer <mahmer@idl.idaho.gov>
Subject: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good afternoon,

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If you have no comments, please advise us accordingly.

Sadie Roe

From: Jessie Holderman <jholderman@kec.com>
Sent: Wednesday, August 12, 2026 11:15 AM
To: Planning
Subject: FW: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

Good afternoon,

KEC has no comment regarding this proposed project.

Thank You,

Jessie Holderman | Field Engineering Manager

Kootenai Electric Cooperative | 9014 W. Lancaster Road | Rathdrum, ID 83858
TEL 208-292-3232 | **WEB** kec.com | **OFFICE HOURS** Monday - Thursday 6:00 a.m. - 4:30 p.m.
Kootenai Electric COOPERATIVE

From: CITY OF HAYDEN - Community Development <noreply@bsacloud.com>
Sent: Tuesday, August 11, 2026 3:45 PM
To: Jessie Holderman <jholderman@kec.com>
Subject: PZE-24-0013 Hazelnut Glen Major Subdivision Preliminary Plat - Agency Letter - 08-11-26

EXTERNAL EMAIL - This email was sent by a person from outside your organization. Exercise caution when clicking links or opening attachments.

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Good afternoon,

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If you have no comments, please advise us accordingly.

Thank you!

Sincerely,

4. **REPORTS**
   A. Community Development Director's Report
5. **ADJOURNMENT**

Assistance for persons with disabilities will be provided, upon provision of verbal or written notice to city staff 24 hours in advance of the meeting. The phone number for City Hall is (208) 772-4411.