

029-6500. The legal description is described by meets and bounds within the South half of the Southwest Quarter of Section 29, Township 52 North, Range 4 West, Boise Meridian, as found within the Title Report submitted with the application.

Zoning: The property was annexed into the City per Ordinance 519 on January 11, 2011 zoned R-2S (Residential, single family, medium-density), R-3 (Residential, high density) and C-2 (Highway Commercial) and is subject to the Annexation Agreement recorded with the Kootenai County Recorder on February 1, 2011.

Comprehensive Plan Designation: The Future Land Use Map identifies the site as Transformational. Residential and Commercial uses are compatible with this designation.

PROJECT REVIEW

City planning and public works staff have reviewed the proposed subdivision and determined that it is supported by the City’s Comprehensive Plan and is consistent with Rathdrum City Code. The Applicant will be required to construct public infrastructure (roads, sidewalks, utility extensions, etc.) before development of individual lots within the subdivision. A Development Agreement pursuant to RCC 11-5-4-F is required to address frontage and right of way improvements, including but not limited to utilities, streets, street trees, stormwater, street lighting and other requirements both at the perimeter and interior to the development. Construction on the lots will be subject to individual building permits demonstrating compliance with zoning and development standards as found within Rathdrum City Code at the time of development.



Code Compliance Analysis

RCC 12-3-2 contains preliminary plat standards, including the materials required to be provided and what is to be shown on the maps, numbered A through S. Staff has reviewed the proposal and determined it is substantially in compliance with the requirements.

RCC 12-4-1, 12-4-2 and 12-4-3 contains street, block and lot standards for subdivisions. Staff has reviewed the proposal and determined it is substantially in compliance with the requirements.

REGULATORY COMPLIANCE

RCC 12-3-1-5 and 12-3-1-6 lay out the process which is followed for preliminary plat requirements and public hearing.

12-3-1-5, Plats and Plans, Requirements: The Applicant submitted an application on October 4, 2019 showing the general layout of roads, lots, blocks and other elements of the subdivision. A hearing before the Planning and Zoning Commission was scheduled not less than 20 days after determining the application was complete and consistent with RCC 12-3-2, Preliminary Plat Standards. A pre-construction meeting will be required with the public works department prior to construction of any infrastructure necessary for this plat.

12-3-1-5, Plats and Plans, Adequacy of Plats and Plans: Staff reviewed the application and determined that it was complete and substantially meets the standards set forth in this title.

12-3-1-5, Plats and Plans, Distribution of Plats and Plans: Staff provided a Notice of Public Hearing including a description of the proposal and invitation to provide comment to the following agencies on January 2, 2020: Lakeland School District, Northern Lakes Fire Department, Idaho Department of Environmental Quality, Panhandle Health District, Kootenai Metropolitan Planning Organization, Idaho Transportation Department, City of Rathdrum Police Department, City of Rathdrum Parks and Recreation Department and Avista. The Applicant also provided notice to several agencies.

Comments Received: Comments received are attached.

12-3-1-6, Public Hearing, Notice of Hearing:

At least fifteen (15) days prior to the hearing, notice of the time, place and a summary of the proposal shall be published in the official newspaper of the city.

Notice of the hearing, including time, place and summary of the proposal was posted in the Coeur d'Alene Press on December 24, 2019 in compliance with this section, and again on January 2, 2020 to correct a typographical error.

Notice by regular mail shall be provided at least ten (10) days prior to the hearing to record property owners of land situated within three hundred feet (300') of the external boundaries of the land being considered, and any additional area that may be substantially impacted by the proposal as determined by the administrator.

Notice by regular mail to all property owners of land situated within three hundred feet of the external boundaries of the proposal was provided on January 2, 2020 in compliance with this section.

Notice shall further be posted on the concerned property at least seven (7) days prior to the public hearing.

A Public Notice was posted on the property on January 2, 2020 in compliance with this section.

Notice was also posted as a courtesy on the City's web site and notice board outside of City Hall on January 2, 2020.

All notices included the date, time and place of the hearing as well as a summary of the proposal, and the description and location of the subject property.

The application has been processed in conformance with this Code.

Furthermore, prior to the date of the public hearing, the City issued this written staff report, integrating any public comments received regarding the application, and made available to the public a copy of the staff report for

review and inspection. A copy of the staff report was provided to the Applicant or the Applicant's designated representative and the Planning Commission prior to the hearing.

COMMISSION ACTION:

Following the public hearing, the Commission shall consider all relevant evidence and comments and determine whether to recommend that the Council approve or disapprove the preliminary plat or return the preliminary plat to the subdivider for modification. The Commission may only recommend contingencies to the Council on preliminary plats that are beyond their scope and power. In its review, the Commission shall determine if the proposed subdivision conforms to the general purpose of the Comprehensive Land Use Plan and whether the proposal includes appropriate provisions for streets, drainage, alleys and other public ways, open space, water supplies, sewage disposal, fire protection and other appropriate public and private improvements.

Potential Motions: The language set forth below is provided for guidance with no intent to suggest any specific action.

APPROVAL: I move to recommend to the City Council that the proposal be approved, finding that it is in accord with the City of Rathdrum Comprehensive Plan and Rathdrum City Code. I further move that the Planning and Zoning Administrator provide a written report to the Council as soon as possible and include the recommendation of this Commission and the facts that provide a basis for the decision.

ADDITIONAL CONDITIONS OF APPROVAL (Optional): I further move that the following additional conditions be met in accordance with Rathdrum City Code: _____

DENIAL: I move to recommend to the City Council that the proposal as presented be denied, finding that it is not in accord with Rathdrum City Code for the following reasons: _____

The Commission may also return the proposal to the applicant for modification or additional information to assist the Commission in determining compliance.

Staff Contact:

For more information regarding this application, the complete project file, including application materials and project history, is available for review at Rathdrum City Hall at 8047 W. Main Street, Rathdrum, Idaho, or by contacting Planning staff:

Cary Siess, City Planner / Planning and Zoning Administrator
City of Rathdrum Public Works Department, Planning Division
8047 W. Main Street, Rathdrum, Idaho 83858
Phone: 208-687-2700 x 117
Email: cary@rathdrum.org

Attached Exhibits:

Exhibit A – Project Narrative

Exhibit B (1 through 6) - Comments

Exhibit C (1 through 2) - Studies

Exhibit D - Preliminary Subdivision



Westwood Pines Subdivision

The site of the proposed annexation is located in the Southwest ¼ of Section 29, T52N, R4W near the intersection of Meyer Road and Highway 53. See below for a Vicinity Map.



Figure 1: Vicinity Map

The property consists of two vacant parcels, totaling approximately 50 acres. It is located immediately north and east of the Lions Club property and has frontage on both Highway 53 and on Meyer Road. The site is generally forested with new growth pines and is considered flat/rolling, with approximately 20 feet of relief across the 50 acre site. As such, there are no physical limitations that would prohibit land development as proposed. This property was annexed into the City of Rathdrum in 2011 with three zoning designations. The frontage along Highway 53 was designated C-2 and R-3, while the northern portion was zoned R-2S. (See below zoning map.) The purpose of this application is to segregate the three zones as well as to

subdivide the R-2S property in conformance with the requirements of that zone and the City's subdivision ordinance.

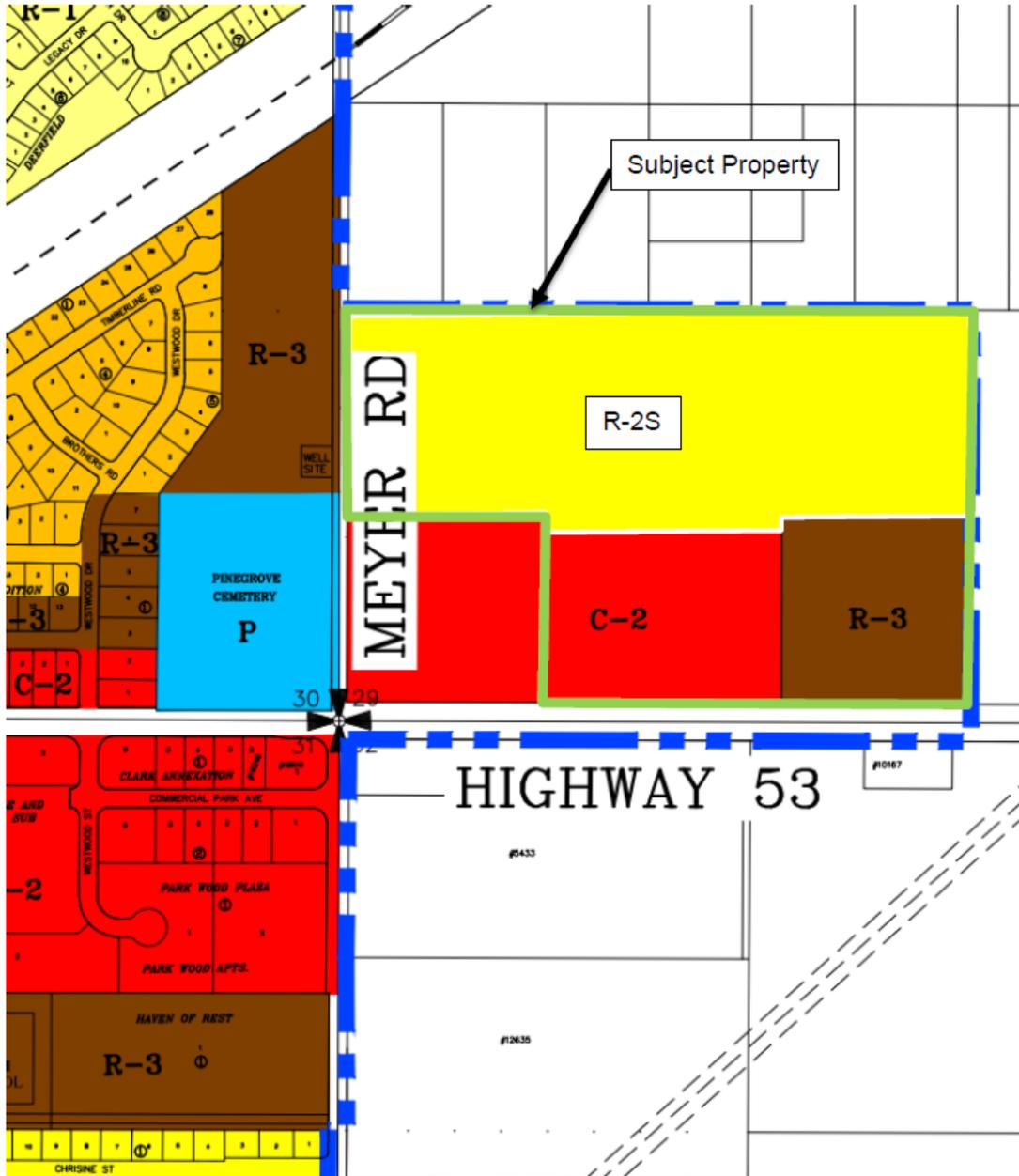


Figure 2: Current Zoning Map

As shown in the above two maps, the adjacent zoning is County Rural to the north, east, and south. There is also some County Agricultural zone to the south across the highway. To the west is R-3 zoning of the City's property, C-2 zoning of the Lions Club property, and P zoning for the Pinegrove Cemetery.

Subdivision:

As shown on the attached subdivision plan, the proposed subdivision will result in 110 single family residential lots, one commercial (C-2) lot located to the west of Cloverdale Street, and one R-3 lot located to the east of Cloverdale Street. The lots range in size from a minimum of 7,540 sf to a maximum of 21,143 sf with the average size in the neighborhood of 8,995 sf. All lots exceed the minimum requirements of the zone in which they are located. It is anticipated that the subdivision will be constructed in three phases as shown on the subdivision plan drawings. The first phase will include 41 single family lots as well as segregating the C-2 and the R-3 zoned parcels. Phase two will include the 34 single family lots on Astoria Loop. Phase three will consist of the 35 single family lots on Pelican Loop.

Meyer Road will be improved from Highway 53 north to the northern boundary of the project. South of Highway 53, Meyer Road is considered a Collector, but north of the Highway, it functions as a local street due to the fact that it is cut off by the railroad. It's also important to note that the width of Meyer road near the Highway is limited by several factors, the most notable of which is the existence of the unmarked Chinese railroad worker graves on the east side of the right of way on and adjacent to the Lions club property. As such, we propose that Meyer road be limited to 36' curb to curb width, which allows for three 12' lanes (Northbound Through, Southbound Left, Southbound Through/Right) and that the alignment crowd to the west so as to minimize the potential to disturb any of the unmarked graves. As Meyer extends north past the end of the southbound left turn pocket, we propose to construct the east half of Meyer plus the western part needed to provide safe travel to and across the frontage of the subject property.

The internal streets will be built to the City's local street standard and are designed such that they provide a great neighborhood feel while still promoting proper circulation and connectivity. The extension of Dayton Avenue to the east will provide important connectivity to the adjacent undeveloped parcel and will allow for them to develop in the future should the land owners decide to do so. Cloverdale will function as the secondary access to the property, thus meeting the requirements of the Fire Code for access. Whereas Meyer is expected to serve as the primary residential access to this subdivision, Cloverdale will serve as the primary access for both the C-2 and the R-3 zoned parcels. The approach onto Highway 53 at Cloverdale will be subject to the ITD permitting process, which may limit access to right in/right out or may require highway widening to allow for turn pockets. ITD has requested that a traffic study be completed for the proposed intersection so as to ensure that the new intersection does not cause unmitigated operational or safety issues for the traveling public. This traffic

study would be expected to be a condition of approval for the subdivision. The intersection of Meyer Road and Highway 53 is scheduled for signalization in the very near future, the design and construction of which will greatly improve the function of that intersection.

An existing 12" diameter water main is located within Meyer Road and will serve as the water source for this subdivision. Gravity sewer is not available due to the fact that the property lies within an undeveloped sewer basin. As such, gravity sewer will be constructed to a new public lift station which will be constructed at the low point of the property. That lift station will pump to an existing manhole located in the cul-de-sac of Timberline Street. Stormwater will be collected in street side swales for treatment and discharge into drywells. Dry utilities are also located on the property adjacent to both Highway 53 and Meyer, and they are available to serve any future development on site.

Conclusion:

The proposed subdivision is supported by the comprehensive plan and the proposed subdivision meets the requirements of the City's subdivision ordinance; therefore, we are requesting approval of the subdivision of the property as presented.



IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

(208) 772-1200
itd.idaho.gov

September 12, 2019

Whipple Consulting Engineers
Attn: Ray Kimball
21 S. Pines Road
Spokane Valley, WA 99206

Re: **Westwood Pines- Prelim Plat**

Dear Mr. Kimball:

Upon review of the submitted Preliminary Plat for the Westwood Pines Subdivision, the Department will require a Traffic Impact Study pursuant to Idaho Administrative Code IDAPA 39.03.42. This is to ensure that the additional access will not cause operational or safety problems for the traveling public. A Traffic Impact Study shall include a comprehensive analysis of the anticipated transportation network conditions with and without an applicant's proposed new or modified access, including an analysis of mitigation measures. The applicant will be required to submit and complete a permit application for an approach to State Highway 53 as indicated in the preliminary plat.

If you have any further questions concerning this request, feel free to contact our Permit Coordinator Stacy Simkins at 208-772-1297.

Sincerely,

A handwritten signature in blue ink that reads "Nathan Herbst".

Nathan Herbst, P.E.
Traffic Engineer



State of Idaho
Department of
Environmental Quality

2110 Ironwood Parkway • Coeur d'Alene, ID 83814 • (208) 769-1422
www.deq.idaho.gov

Brad Little, Governor
John H. Tippetts, Director

DEQ Response to Request for Environmental Comment

Date:	September 10, 2019
Agency Requesting Comments:	Viking Construction/Whipple Consulting Engineers
Date Request Received:	8/27/2019
Applicant/Description:	Westwood Pines proposed 110 lot single family residential subdivision application. This subdivision will also result in two remainder lots which have an existing zoning of C-2 and R-3 respectively.

Thank you for the opportunity to respond to your request for comment. While the Idaho Department of Environmental Quality (DEQ) does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at <https://www.deq.idaho.gov/assistance-resources/environmental-guide-for-local-govts/>

DEQ has not completed a thorough review of the documents provided, therefore, the following general comments should be applied as appropriate to the specific project:

1. Air Quality

- The City should consider requiring reasonable controls on fugitive dust emitting activity during all phases of the project (including but not limited to; roadway construction, vehicle traffic on unpaved roads, land clearing activity, topsoil management, vegetation management, infrastructure installation). All reasonable precautions shall be taken to prevent particulate matter (dust) from becoming airborne, as required in IDAPA 58.01.01.651.

If open burning of land clearing debris is incorporated into the land clearing phase, smoke management practices to protect air quality as described in IDAPA 20.02.01.071.03 and IDAPA 58.01.01.614 must be implemented by the applicant. Local fire protection permits may also be required. The City should consider requiring smoke management actions be developed if open burning occurs during the land clearing phase.

The City should consider requiring a project plan that commits the developer to the proper disposal of demolition and construction debris. Open burning of demolition or construction debris is not an allowable form of open burning as defined by IDAPA 58.01.01.600. Demolition and construction debris must be treated in accordance with solid waste regulations.

- IDAPA 58.01.01.201 requires an owner or operator of a facility to obtain an air quality permit to construct prior to the commencement of construction or modification of any facility that will be a source of air pollution in quantities above established levels. DEQ asks that cities and counties require a proposed facility to contact DEQ for an applicability determination on their proposal to ensure they remain in compliance with the rules.

For questions, contact the DEQ Air Quality Permitting Hotline at 1-877-573-7648.

2. Wastewater

- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- If connecting to an existing wastewater utility, DEQ recommends verifying that there is adequate capacity to serve this project prior to approval. Please contact the sewer provider for a will-serve letter stating the provider's capacity to serve the project, willingness to serve this project, and a declining balance of available connections.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.

For questions, contact Matt Plaisted, DEQ Water Quality Engineering Manager, at (208)769-1422.

3. Drinking Water

- DEQ recommends using an existing drinking water system whenever possible or construction of a new drinking water system. Please contact DEQ to discuss this project and to explore options to best serve the future residents of this development and provide for protection of ground water resources.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval. All projects for construction or modification of public drinking water systems require preconstruction approval.
- If any private wells will be included in the proposed project, DEQ recommends at a minimum testing the private well for total coliform bacteria, nitrate, and nitrite prior to use and retested

annually thereafter.

For questions, contact Matt Plaisted, DEQ Water Quality Engineering Manager, at (208) 769-1422.

4. Surface Water

- If the proposed project will involve de-watering of ground water during excavation and discharge back into surface water, a short-term activity exemption (STAE) from DEQ is required, including a description of the water treatment from this process to prevent excessive sediment and turbidity from entering surface water.
- Please contact DEQ to determine whether this project will require an Idaho Pollution Discharge Elimination System (IPDES) Permit for a discharge to state waters. If this project disturbs more than one acre, a stormwater permit from EPA may be required. Other construction general permits issued by EPA may be applicable as well.
- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Northern Regional Office, at 7600 N. Mineral Drive, Suite 100, Coeur d'Alene, or call 208-762-2800 for more information. Information is also available on the IDWR website at: <http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Coeur d'Alene Field Office, at 1910 Northwest Blvd, Suite 210, Coeur d'Alene, ID 83814, or call 208-433-4474 for more information regarding permits.

For other questions about surface water quality, contact Tom Herron, DEQ Surface Water Manager, at (208) 769-1422.

5. Solid/Hazardous Waste And Ground Water Contamination

- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.

- **Solid Waste.** The disposal of all solid waste must comply with Idaho's Solid Waste Management Rules (IDAPA58.01.06). No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards, Rules and Regulations for Hazardous Waste, and Rules and Regulations for the Prevention of Air Pollution.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852).

Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

- **Ground Water Contamination.** DEQ requests that all activities comply with Idaho's Ground Water Quality Rules (IDAPA 58.01.11), which states that "No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method."
- **Underground Storage Tanks.** DEQ requests that the installation of all underground storage tanks and piping along with any required testing and owner/operator training comply with Idaho's Rules Regulating Underground Storage Tank Systems (IDAPA 58.01.07)

For questions, contact Gary Stevens, Waste & Remediation Manager, at (208) 769-1422.

6. Additional Notes

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. The Panhandle Health District regulates all ASTs over the Rathdrum Prairie aquifer. EPA regulates ASTs at all other areas. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at 769-1422-, or visit the DEQ website (<http://www.deq.idaho.gov/waste-mgmt-remediation/storage-tanks.aspx>) for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal

Page 5 of 4

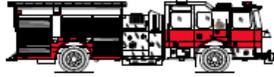
facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208)769-1422.

Dan Redline, Regional Administrator, Coeur d'Alene

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

September 10, 2019

City of Rathdrum Planning & Zoning
 8047 W. Main Street
 Rathdrum, ID 83858

Attn: Cary Siess,

The Northern Lakes Fire Protection District has reviewed the preliminary subdivision request Westwood Pines, 112 single-family residential lots, located at Meyer Rd and Highway 53 in Rathdrum.

The Fire District approves of the preliminary subdivision with the following requirements.

- **Final subdivision drawings shall be submitted to Northern Lakes Fire prior to start of construction.**
- Roadways shall be reviewed by Fire District prior to start of construction. Roads with fire hydrants shall be no less than twenty-six (26) feet wide.
- Fire flows shall meet the requirements of the 2015 Idaho Fire Code. Dwellings smaller than 3,600 sq. ft. require a fire flow of 1,000 gpm for a duration of 1 hour. Dwellings larger than 3,600 sq. ft. require higher fire flows depending on the square footage. Refer to the 2015 Idaho Fire Code Appendix B, Section B105 and table B105.1.
- Proposed locations of fire hydrants shall be shown on final site plan, these locations shall be approved by Fire District prior to start of construction. Fire hydrants shall be spaced with a separation of no more than 500 feet.
 - **There shall be fire hydrants installed at entrances to subdivision and also internally within the subdivision.**
 - **Fire hydrants shall be operational before the start of construction to any dwellings.**
 - **Fire hydrants shall be outfitted with 5" Storz adapter with cover and hydrant marking flags.**
- Address numbers shall be provided and visible from access road fronting the property.
- **Prior to final subdivision approval and start of construction the subdivision approval fee of \$47.00/hr. minimum of one hour and \$30.00 per dwelling unit shall be paid to the Fire District.**
- 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.
- 2015 Idaho Fire Code requirements shall apply when building permits are applied for. Additional requirements may apply depending on size and type of occupancy constructed.

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

125 West Hayden Avenue • Hayden Lake, Idaho 83835

Thank you,

Tyler Drechsel

Tyler Drechsel
Fire Marshal

125 West Hayden Avenue • Hayden Lake, Idaho 83835

4

From: [David Callahan](#)
To: [Allyson Andrade](#)
Cc: [Ray Kimball](#); [Save](#); mari@rathdrum.org
Subject: RE: Notice of Application
Date: Thursday, August 29, 2019 3:11:58 PM
Attachments: [image001.gif](#)

We have no comments or concerns.

David Callahan, AICP
Director

Kootenai County
Community Development

451 N Government Way • P.O. Box 9000
Coeur d'Alene, Idaho 83816-9000

Phone: 208 446 1082 • Email: dcallahan@kcgov.us
Mobile: 208 660 3029

From: Allyson Andrade <aandrade@whipplece.com>
Sent: Tuesday, August 27, 2019 3:27 PM
Cc: Ray Kimball <rkimball@whipplece.com>; Save <save@whipplece.com>; mari@rathdrum.org
Subject: Notice of Application

Dear agency representative,

As required by the City of Rathdrum's subdivision process, on behalf of Viking Construction, we are soliciting comments for the attached proposed 110 lot single family residential subdivision application. Please note that this subdivision will also result in two remainder lots which have an existing zoning of C-2 and R-3 respectively.

Please reply by September 10th to info@whipplece.com with any comments.

Best Regards,

Ray Kimball, P.E.
Whipple Consulting Engineers

5

From: [Allyson Andrade](#)
To: [Ray Kimball](#)
Cc: [Save](#)
Subject: FW: Notice of Application
Date: Tuesday, September 3, 2019 9:40:12 AM
Attachments: [image002.gif](#)
[image003.gif](#)
[image005.jpg](#)
[image006.png](#)

Ray,

Please see the below.

Thanks,

Allyson Andrade
Marketing Communications Coordinator
[Whipple Consulting Engineers, Inc.](#)
Phone: 509.893.2617 | Fax: 509.926.0227

Email Signature 2



From: Craner, Angela - Rathdrum, ID <Angela.Craner@usps.gov>
Sent: Tuesday, September 03, 2019 8:43 AM
To: Allyson Andrade <aandrade@whipplece.com>
Subject: RE: Notice of Application

Thank you –

Please let me know when we could get together to go over where the CBU units will be placed.
Thank you

Angela Craner
Postmaster (Acting)
Rathdrum Post Office
13867 W. Highway 53
Rathdrum, Idaho 83858

(208) 687-1281

1260 Coordinator MPOO Area 6

Postmaster

Valleyfod Post Office

12809 S. Madison Rd

Valleyford, Wa 99036

(509) 922-3881

From: Allyson Andrade [<mailto:aandrade@whipplece.com>]

Sent: Tuesday, August 27, 2019 3:27 PM

Cc: Ray Kimball <rkimball@whipplece.com>; Save <save@whipplece.com>; mari@rathdrum.org

Subject: [EXTERNAL] Notice of Application

Dear agency representative,

As required by the City of Rathdrum's subdivision process, on behalf of Viking Construction, we are soliciting comments for the attached proposed 110 lot single family residential subdivision application. Please note that this subdivision will also result in two remainder lots which have an existing zoning of C-2 and R-3 respectively.

Please reply by September 10th to info@whipplece.com with any comments.

Best Regards,

Ray Kimball, P.E.

Whipple Consulting Engineers

PUBLIC WORKS DEPARTMENT
8047 W. Main Street
Rathdrum, ID 83858
P 208.687.2700
F 208.687.1377

Memo

To: File
From: Kevin Jump
CC:
Date: December 10, 2019
Re: Westwood Pines – force main alignment

As part of the concept planning for the Westwood Pines residential development (NE corner of SH53 & Meyer Road), there was discussion about the construction of a temporary sanitary sewer lift station (on-site) with a sewer force main that would be extended under SH53 and connect to the City's sewer collection system on Commercial Park Drive.

As the project is advancing to engineering design, the developer is seeking to revise the sewer force main alignment so that it runs through the City's Pine Grove Cemetery property and connect at the Timberline Street cul-de-sac.

Pine Grove Cemetery - Agreement

The Pine Grove Cemetery is owned and operated by the City of Rathdrum. 9.47 acres of the Pine Grove Cemetery property is subject to the terms of an agreement with Gordon Sylte. From a review of the agreement, there are financial terms for the sale of burial sites as well as plat restrictions which both cover burial sites/plots and the use of the property exclusively as a public cemetery.

There are vehicular access aisles within the platted Pine Grove Cemetery.

Sewer Force Main Alignment

It is Rathdrum City Staff's recommendation that the sanitary sewer force main can be extended through the Pine Grove Cemetery with the following conditions:

r:\public works\app review-plats+site plans\long plats\westwood pines\memo kj-file sewer force main - 12.10.19.docx

- The sewer force main alignment is required to be contained with the noted/platted vehicle access aisles.
- An all-weather access roadway is required along the west property line of the Pine Grove Cemetery – pertains only to the sewer force main alignment.
- A 16-foot wide asphalt access aisle is required for the east-to-west sewer force main alignment. The asphalt aisle shall be 2" of asphalt pavement over 4" of $\frac{3}{4}$ " crushed stone. The asphalt pavement, crushed stone subbase and underlying subgrade is required to be prepared in accordance with Rathdrum's asphalt pavement construction requirements for public roadways.



Whipple Consulting Engineers, Inc.

April 18, 2019

W.O. No. 2019-2290

City of Rathdrum
8047 Main Street Unit 1
Rathdrum, ID 83858

Attn: Kevin Jump, P.E.

Re: **Westwood Village Subdivision**
Highway 53 & Meyer Road, Rathdrum
Trip Generation & Distribution Letter

Dear Mr. Jump,

This Trip Generation and Distribution Letter (TGDL) is for the proposed Westwood Village Subdivision. This letter will establish the anticipated trip generation and distribution for the development as shown on Figure 2, Preliminary Site Plan. This report will follow the standards for traffic letters as required by the Institute of Transportation Engineers, City of Rathdrum and the Idaho Transportation Department.

PROJECT DESCRIPTION

The project proposes to develop 50.00 ac +/- into a 110-lot single family residential development. The property is located on the east side of Meyer Road approximately 700 feet north of the intersection of Highway 53 and Meyer Road. The property is currently undeveloped with trees, field grass and weeds. The project proposes to access Meyer Road with a proposed east/west street. The project proposes to access Highway 53 with a proposed north/south street located 1,600 feet east of the intersection of Highway 53 and Meyer Road. The project does not have frontage on Highway 53. Within the development there are two proposed loop roads that connect to the proposed east/west street that connects to Meyer Road. The proposed east/west road is proposed to extend east from Meyer Road to the east boundary of the project for a possible future connection. Please see Figure 2, Preliminary Site Plan.

VICINITY / SITE PLAN

The site is currently listed in the City of Rathdrum Comprehensive Plan and zoned as R-2S, R-3 and C-2. The subject properties are located on a portion of the SW $\frac{1}{4}$ of Section 29, T. 52 N., R. 04 W., B.M., within the City of Rathdrum, Idaho. The parcel numbers for the subject properties are R-0000-029-6200 and R-0000-029-6500. The surrounding areas to the west and southwest are a mix of residential, public and commercial land uses. The areas to the north, south and east are mostly rural land uses.

21 South Pines Rd. • Spokane Valley, WA 99206 | PO Box 1566 • Veradale, WA 99037
Phone 509-893-2617 • Fax 509-926-0227 • WhippleCE.com • Info@WhippleCE.com
Civil, Structural, Traffic, Survey, Landscape Architecture and Entitlements

TRIP GENERATION AND DISTRIBUTION

Trip Types

The proposed use is a single family residential development; ITE has developed data regarding various trip types that all developments experience. These are found in several places, however, for this analysis the *Trip Generation Manual 10th Edition* as well as the *Trip Generation Handbook* were used to develop the criteria for this analysis.

Generally, all existing and proposed developments will be made up of one or more of the following four trip types: new (destination) trips, pass-by trips, diverted trips, and shared (internal trips). In order to better understand the trip types available for land access a description of each specific trip type follows.

New (Destination) Trips - These types of trips occur only to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

Pass-by Trips - These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects and are trips of convenience. These trips, however, have an ultimate destination other than the project in question. They should be viewed as customers who stop in on their way home from work. An example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue on home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly adjacent to their path. Pass-by trips are most always associated with commercial/retail types of development along major roadways. Therefore, for this project pass-by trips will not be considered.

Diverted (Linked) Trips - These trips occur when a vehicle takes a different route than normal to access a specific facility. Diverted trips are similar to pass-by trips, but diverted trips occur from roadways which do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, no diverted trips are anticipated.

Shared Trips - These are trips which occur on the site where a vehicle/consumer will stop at more than one place on the site. For example, someone destined for a certain shop at a commercial site may stop at a bank just before or after they visit the shop that they went to the site to visit. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial developments. Since the project has only one land use and no cross-access driveways with other land uses, no shared trips were considered.

Trip Generation Characteristics for the Proposed Project

As noted earlier, trip generation rates for the AM and PM peak hours are determined by the use of the *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE). The purpose of the *Trip Generation Manual* is to compile and quantify empirical data into trip generation rates for specific land uses within the US, UK and Canada.

For the proposed 110-unit single family residential development, Land Use Code (LUC) #210 Single Family Detached Housing was used to establish the number of potential trips generated by the apartment units. The trip generation rates and the anticipated number of AM & PM peak hour trips for the proposed project are shown on Table 1.

Table 1-Trip Generation Rates for LUC # 210 – Single Family Detached Housing

Dwelling Units	AM Peak Hour Trips			PM Peak Hour Trips		
	Vol. @ 0.74/ Unit	Directional Distribution		Vol. @ 0.99/ Unit	Directional Distribution	
		25% In	75% Out		63% In	37% Out
110	82	21	61	109	69	40
Average Daily Trip Ends (ADT)						
Dwelling Units	Rate	ADT				
110	9.44	1,039				

As shown in Table 1, the proposed development is anticipated to generate 82 trips in the AM peak hour with 21 trips entering the site and 61 trips exiting the site. In the PM peak hour, the proposed project is anticipated to generate 109 trips with 69 trips entering the site and 40 trips exiting the site. The proposed project is anticipated to generate 1,039 average daily trips to/from the project.

TRIP DISTRIBUTION

As shown on the site plan, the site will be accessed by Meyer Road and Highway 53 (please see Figure 2 Site Plan). It is anticipated that the residents of the site will generally use the following roadways:

Meyer Road is generally a north/south, two-way, 2-lane collector that extends north from 16th Avenue through Poleline Avenue, Prairie Avenue, Hayden Avenue, Wyoming Avenue, Lancaster Road, and Boekel Road before terminating just after Highway 53. Meyer Road serves commercial, residential and rural land uses. The posted speed limit on Meyer Road in the project area is 35 MPH.

Highway 53 is generally an east/west, two-way, 2-lane highway. Trent Avenue in Washington turns into Highway 53 when it reaches the Idaho border. Highway 53 then extends east through Prairie Avenue, Pleasant View Road, McGuire Road and Greensferry Road before jetting south

Westwood Village
Trip Generation & Distribution Letter
April 18, 2019
Page 4 of 4

in Rathdrum and continuing east through Meyer Road to U.S. Highway 95. Highway 53 primarily serves residential, commercial and rural land uses. The posted speed limit on Highway 53 in the project area is 35 MPH west of Meyer Road and 55 MPH east of Meyer Road.

Considering many factors such as the surrounding transportation facilities, typical commuting patterns, and existing development in the area, traffic for the proposed development is anticipated as follows: 50% of the trips are anticipated to go to/from the east via Highway 53, 20% of the trips are anticipated to go to/from the south via Meyer Road and 30% of trips are anticipated to go to/from the west via Highway 53.

CONCLUSIONS AND RECOMMENDATIONS

It is anticipated that the proposed project will generate 82 trips in the AM peak hour and 109 trips in the PM peak hour trips. Based upon the number of anticipated trips, and the distribution of those trips on a state highway, we believe that the proposed project will have a minimal impact on the transportation system. Therefore, we recommend that the project complete frontage improvements on Meyer Road and be allowed to move forward without further traffic analysis.

Should you have any questions related to this document please do not hesitate to call at (509) 893-2617.

Sincerely,
WHIPPLE CONSULTING ENGINEERS, INC.



Todd R. Whipple
4/18/19

Todd R Whipple, P.E.

TRW/tae

encl. Appendix (Vicinity Map, Preliminary Site Plan, Trip Dist %)

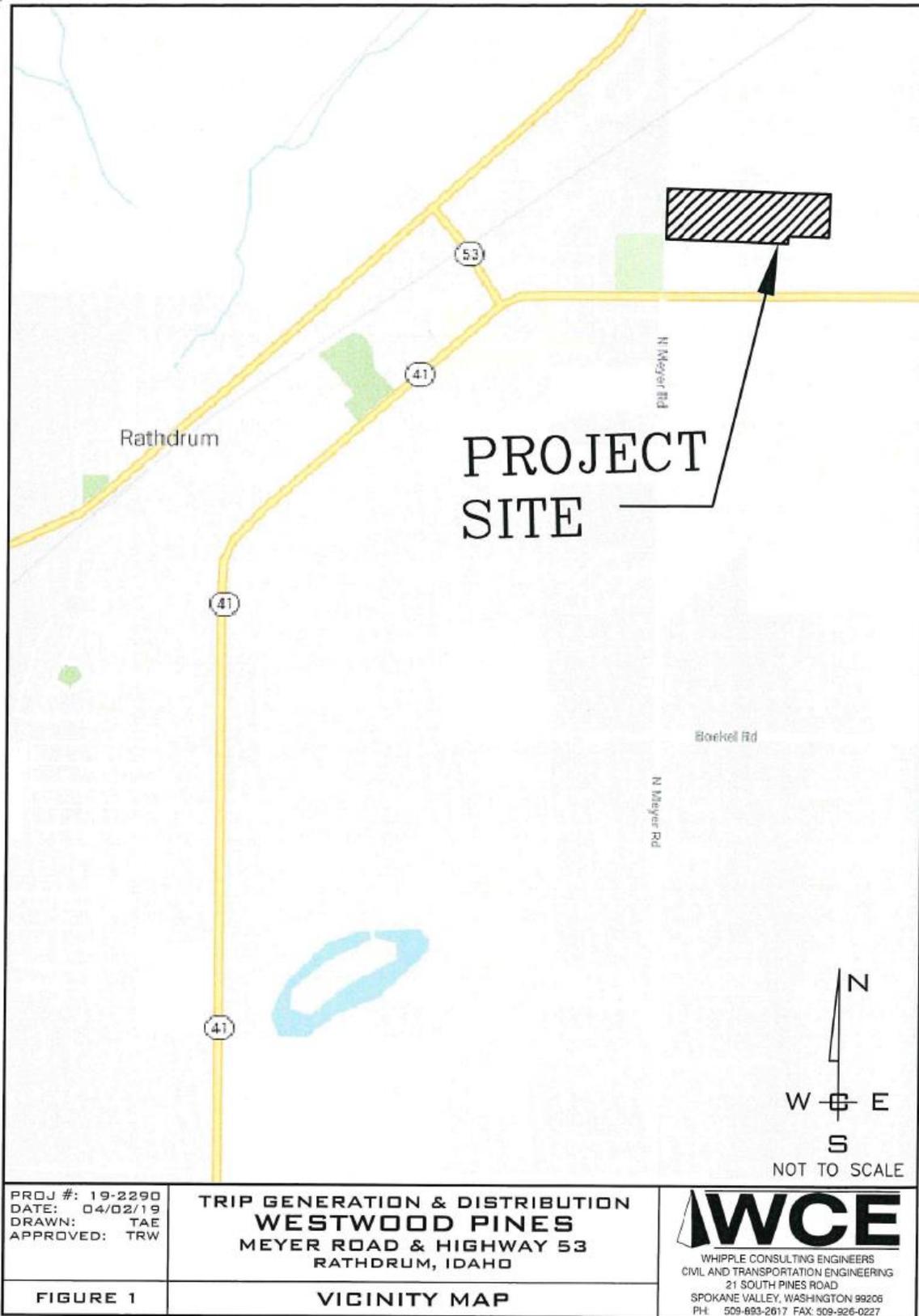
cc: Sponsor
File

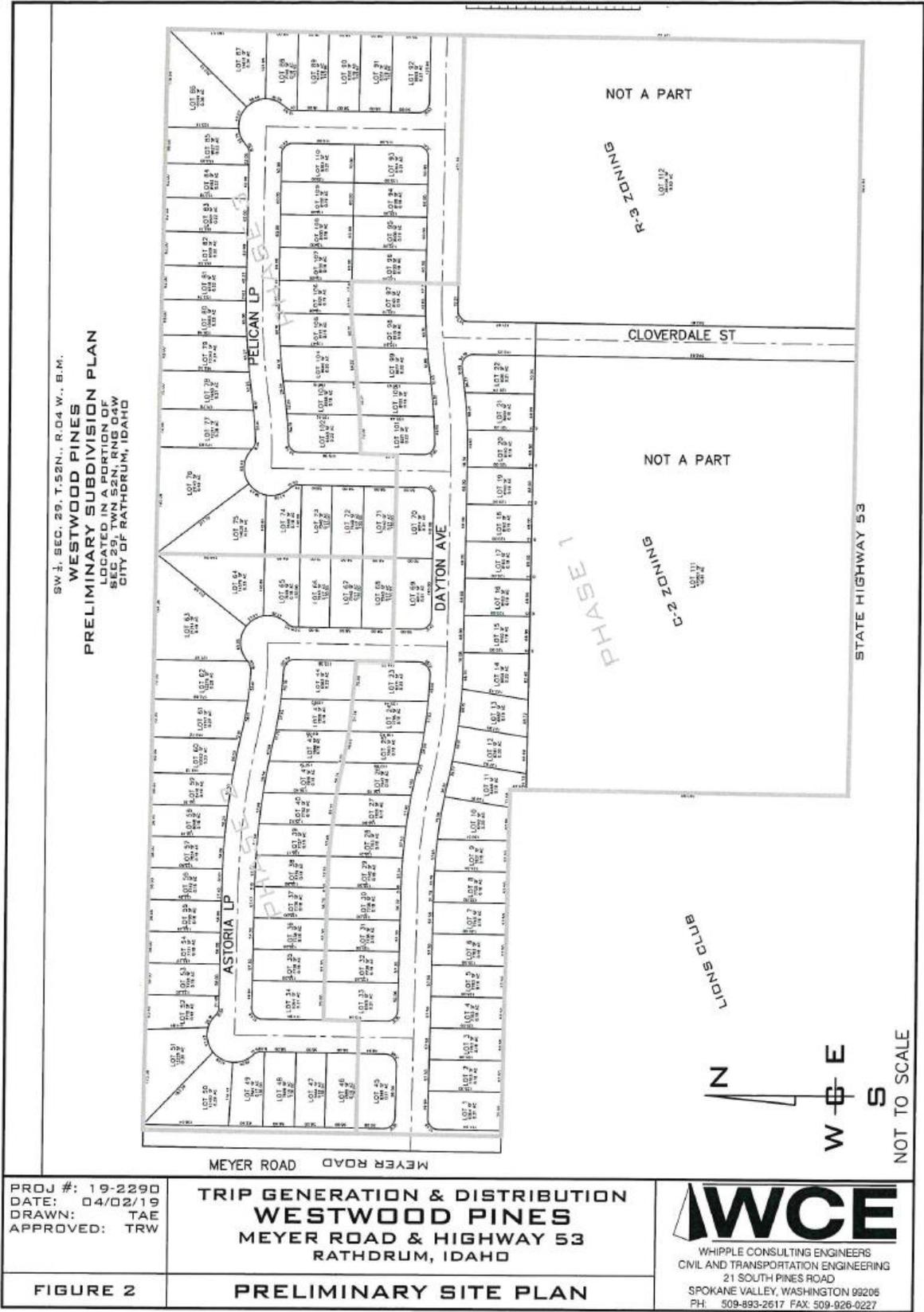
APPENDIX

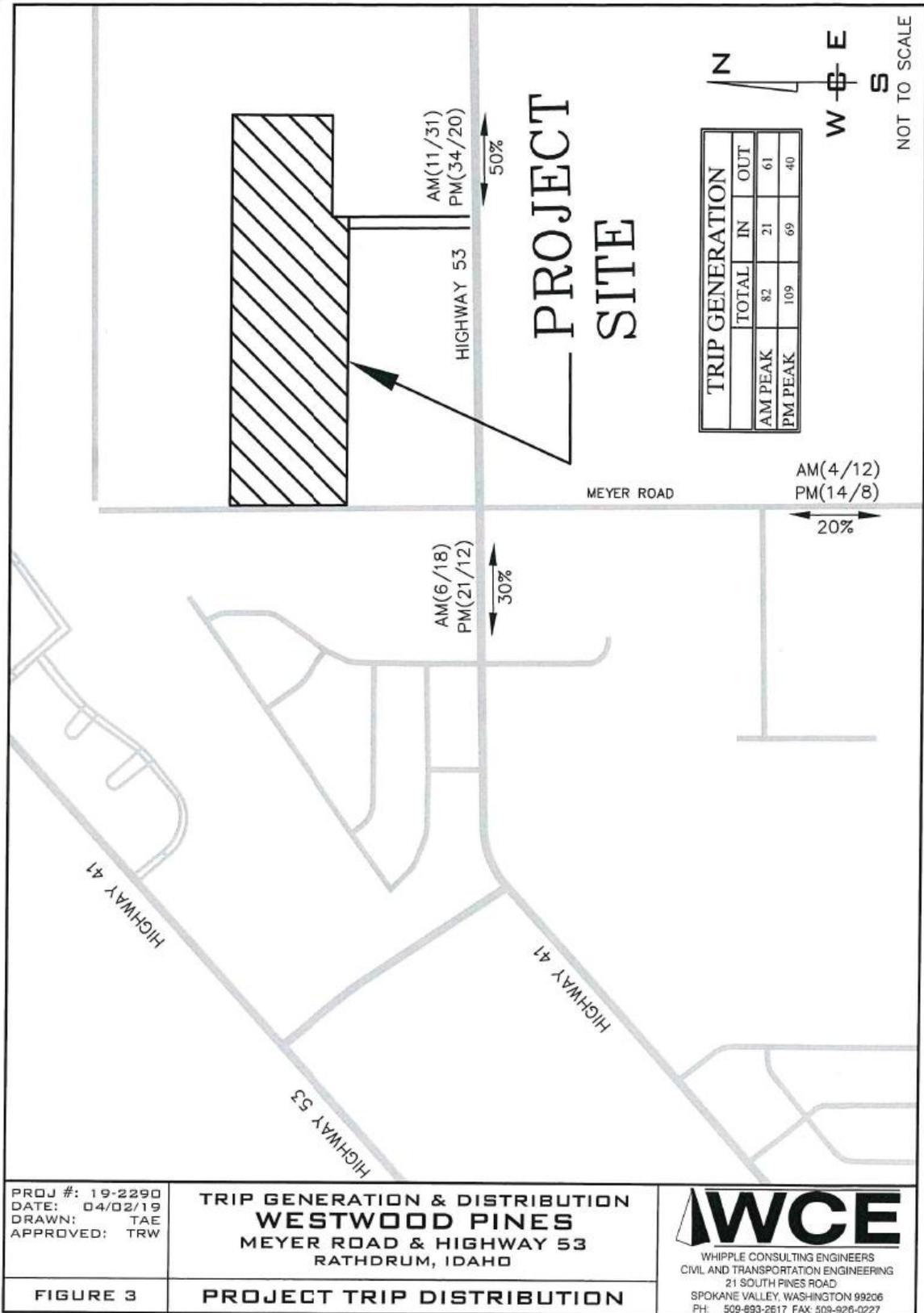
1. Vicinity Map

2. Site Plan

3. Trip Distribution by Percentage







PROJ #: 19-2290
 DATE: 04/02/19
 DRAWN: TAE
 APPROVED: TRW

TRIP GENERATION & DISTRIBUTION
WESTWOOD PINES
 MEYER ROAD & HIGHWAY 53
 RATHDRUM, IDAHO

WCE
 WHIPPLE CONSULTING ENGINEERS
 CIVIL AND TRANSPORTATION ENGINEERING
 21 SOUTH PINES ROAD
 SPOKANE VALLEY, WASHINGTON 99206
 PH: 509-893-2617 FAX: 509-926-0227

FIGURE 3

PROJECT TRIP DISTRIBUTION



AQUILA GEOSCIENCES, INC.

P.O. Box 544
Poflatch, Idaho 83855
(208) 875-1175

September 7, 1999

Mr. Bob McComb
4560 McGuire Rd.
Post Falls, Idaho 83854

SUBJECT: Transmittal of Report of on Ground Penetrating Radar Survey at the Rathdrum Lion's Club Property at Rathdrum, Idaho.

Dear Bob:

Here is the report on the GPR survey we did for you at Rathdrum, Idaho, on August 23. I've enclosed one copy of the report. If you need more with colored prints of the radar records, you would be better off getting copies of the enclosed report than having us print another one.

We will maintain a copy of the radar records in digital form for at least two years. Actually we'll probably keep them until we retire, since we never seem to throw old job stuff away.

I've stamped the report, figuring it may be beneficial for you if I do. Please do not hesitate to call, write, or email me if you have questions or need more information.

Margaret and I hope this is adequate for your needs.

Sincerely,

Kent R. Johnson, Ph.D., P.G.
Geologist/Geophysicist



AQUILA GEOSCIENCES, INC.

P.O. Box 544
Potlatch, Idaho 83855
(208) 875-1175

September 3, 1999

Rathdrum Lions Club
c/o Bob McComb
4560 McGuire Rd.
Post Falls, Idaho 83854

Record of a Ground Penetrating Radar (GPR) Survey conducted at the Rathdrum Lions' Club site in or adjacent to the City of Rathdrum, Idaho

Aquila Geosciences acquired and interpreted Ground Penetrating Radar (GPR) records at a site owned by the Rathdrum Lions' Club that either is in or is adjacent to the City of Rathdrum on August 23, 1999. The purpose of the survey was to attempt to locate unmarked graves attributed to be those of Chinese railway workers from the late 1800's.

Data Acquisition

The GPR data were acquired using a Geophysical Survey Systems, Inc. (GSSI) SIR System-2000 GPR unit equipped with a 400 MHZ. antenna. The data were stored in "RADAN[®]" format on the GPR unit's internal hard drive. The data were downloaded to a microcomputer for printing and archived to a Zip[™] Drive for storage.

The first set of lines (files 42-45) were acquired in the existing cemetery across the gravel road from the Lions Club property. These were used for calibrating the main survey. The rest of the radar lines (files 46 and 50-63) were acquired at the main survey site on the Lions Club property. There are no files 47, 48, and 49.

Acquisition parameters that were common for all lines were:

Samples/Scan 512

Bits/Sample 8

Scans/Second 32

Range: 100 nsec

Vert IIR LP Filter 1000 MHZ (Vertical Infinite Impulse Response Low Pass Filter)

Aquila Geosciences, Inc.

1

Rathdrum Lions Club Project

Vert IIR HP Filter 30 MHZ (Vertical Infinite Impulse Response High Pass Filter)
Horz IIR Stack 2 (Horizontal Smoothing Infinite Impulse Response Stack)
Gain Points: 5

There were five gain points per scan for all records, however the gains varied between the cemetery and the Lions Club property as follows:

- Files 42-45 all had the same gain settings.
- Files 46-63 all had the same gain settings.

We also adjusted the Range of the recording in an attempt to determine what might be the optimum Range for detecting anomalies resulting from graves.

- File 42 was recorded with a Range of 100 nanoseconds.
- Files 43 and 44 were recorded with a Range of 60 nanoseconds.
- Files 45-63 were recorded with a Range of 70 nanoseconds.

(Note again that there are no files 47, 48, and 49.)

Files 42 and 43 were acquired over a grave with a marker dating it as 1886. We have not included a print of File 42 because, other than indicating that the recording Range was too great, it is not particularly informative. On the print of File 43 the grave is marked by the second of the three vertical white dashed lines at the top of the record. The entire area of this line had been disturbed, possibly by other, unmarked, graves. However, the dark colors between two thirds and three quarters of the way down to the bottom of the record probably represent the remains.

Files 44 and 45 were recorded over another grave with no date on the marker. This was thought to be a newer grave. Both graves are marked by a disturbance of the natural layering. This disturbance is not just a disruption of the reflections, such as seen on either side of the grave (which may be partially due to minor surface topography), but also a reduction in amplitude.

Files 46, and 50-63 were acquired at the area in question at the Lions Club property. Traverse lines were laid out oriented approximately North-South, based on the assumptions that graves would be oriented East-West. Figure 1 is a sketch map that shows the locations of the lines. Each line is approximately 116 feet long, and there are 5 feet between the lines. The first page of the print of each line is the file header, which gives the acquisition parameters. The next two pages are the actual print of the radar record. North (approximately) is to the left in all of the prints of the radar records. The short dashed lines at intervals across the tops of the radar records are ten (10) feet apart. Note that the radar unit scans the ground

at a constant rate of 32 scans per second. The number of scans collected depends on how fast the person pulling the antenna walks, and it is difficult to walk at an absolutely constant rate. Each record begins and ends with a series of horizontal, parallel reflections. These represent periods of time during which the antenna was stationary. The vertical scale is as indicated in the file header. Due to a problem with the software we could not print out a vertical scale. Please remember that the vertical scale for all of the prints is in two-way-travel time, not in depth. This is because we did not have any way to accurately calibrate the velocity of radar waves in the subsurface at this site. That is necessary to make valid depth calculations from the radar data.

Interpretation

Anomalies are marked by a red arrow on the prints of the radar records and these anomalies are also located on the map in Figure 1. Several of the anomalies can be traced to shallow objects, mostly tree roots or stumps (R/S in Figure 1). The interpretation of most of the anomalies is subjective, based on examination of the radar records and comparison with those recorded in the cemetery. Anomalies labeled ??? were thought unlikely, or least likely, to be burials. Those labeled ●? were interpreted to probably not be burials. Those labeled POS? (in a box) were considered to be possible burial sites, based on a similarity with the record over known graves in the cemetery.

The interpretation of the records in terms of burial sites is complicated by the observation that burials made at this site were probably not in coffins, but the remains were simply wrapped in cloth. We expect this to produce a different radar signature than a burial in a coffin, which is what we expect the ones in the cemetery to be.

Another consideration in the interpretation is that grave diggers might be more inclined to dig where there were fewer tree roots. This *may* have been the case in the southern part of the site, where most of the “possible burial” anomalies are located. We had the impression there had been fewer trees in this area. This could make the two “possibles” in the northwest part of the site seem less likely. However, we caution that the anomaly patterns are not really diagnostic enough to reach a firm conclusion.

Summary

The GPR survey at the Rathdrum Lions Club property in or adjacent to the City of Rathdrum, Idaho, was successful. Data of reasonable quality were acquired. Some

of the radar anomalies seen on the records could represent unmarked graves.

The results of this survey are intended for use in project planning and management. The geophysical surveys we do are intended to guide direct sampling, not replace it. Surveys are designed based on information known about the survey area prior to conducting the survey. All interpretations are opinions based on inferences from electrical measurements and the accuracy or correctness of such interpretations cannot be guaranteed.

Acknowledgments

We would like to express our sincerest thanks to Bob Laverdure, Norm Hiesturman, Cheryl Hiesturman, Bob McComb, and John Hieturman for their willing and able assistance during the survey. They made our job much easier and the work much more enjoyable.

Please feel free to call should you have any questions.

Sincerely,



Kent R. Johnson, Ph.D., P.G.
Geologist/Geophysicist



Rathdrum Lions Club Ground Penetrating Radar Survey Rathdrum, Idaho August 23, 1999 Base Map

Figure 1

