City of Rathdrum
Planning and Zoning Commission

REVISED Staff Report –Preliminary Long Plat

To:	**Rathdrum Planning and Zoning Commission**
From:	City of Rathdrum Planning and Zoning Administrator
Date of Report:	February 14, 2020
Subject:	**Westwood Pines Preliminary Long Plat (Major Subdivision)**
Date of Meeting:	February 19, 2020

PROJECT INFORMATION

Applicant / Owner: Viking Construction, Inc., 2605 W Hayden Avenue, Hayden, ID 83835 / Viking Construction, Inc., 19425 E Broadway Avenue, Spokane Valley, WA 99016

Applicant's Representative: Representing the applicant is Ray Kimball, Whipple Consulting Engineers, 21 S. Pines Road, Spokane Valley, WA 99206.

Request: The applicant is requesting approval of a preliminary long plat (major subdivision) consisting of 113 lots on approximately 50 acres of land.

The primary purpose of the plat is to create a residential neighborhood consisting of 110 residential lots within the Residential R-2S (low/medium density residential) zone district, ranging in size from 7,540 SF to 21,143 SF in area - with the average lot size being 8,995 SF. The required minimum lot size is 7,500 SF in this zone. The project is to be developed in phases, subject to market conditions, with public improvements anticipated to be started in spring of 2020.

The anticipated project phasing consists of:

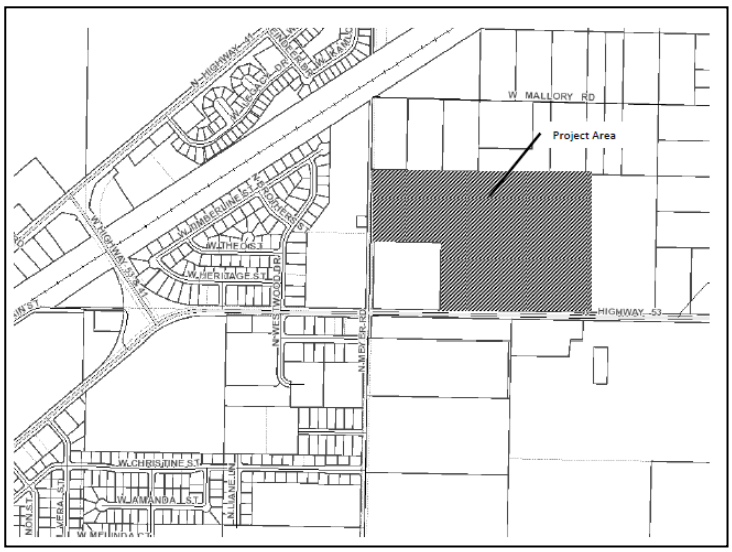
1. Westwood Pines original plat will consist of 50 residential lots, the commercial C-2 and multifamily residential R-3 lots, and well lot. Subdivision infrastructure is anticipated to be completed by November 2020 with the first home within the subdivision to be completed by July 2021(subject to permitting). The applicant anticipates build-out of 2.67 homes per month, or 32 homes per year.
2. Westwood Pines 1st Addition plat will consist of 32 residential lots. Fencing along the northern boundary of the phase will be provided as discussed herein.
3. Westwood Pines 2nd Addition plat will consist of the remaining 28 residential lots. Fencing along the northern boundary of the phase will be provided as discussed herein.

Also included in the proposed plat are two (2) lots to be created within the Commercial C-2 (highway/service commercial) zone district and one (1) lot located within the Residential R-3 (multifamily residential) zone districts of approximately 8.8 acres. Within the commercial zone one lot of approximately 11,025 SF is to be dedicated to the City of Rathdrum for the purpose of well placement, and the remaining approximately 10.8-acres is a commercial lot.-

There are no proposals to develop the R-3 and C-2 lots at this time. The proposed lot configuration is for the purpose of providing separation of zone districts as established during the annexation process by lot lines.

Further subdivision within the R-3 and C-2 districts may be possible in the future in compliance with City Code.

This plat will include dedication of right-of-way and improvements for extension of Meyer Road to the northern boundary of the subdivision and other street and sidewalks to serve the development (internal and secondary access from Highway 53) in accordance with City standards. Water, sewer, and other utilities will be extended to serve the development and stormwater will be collected in street-side swales. A new public lift station to be located within the northern portion of the R-3 zoned parcel, temporary sewer force main which will run east through the City Cemetery and connecting to an existing gravity main in Timberline Street, and permanent gravity sewer for future connection within proposed Cloverdale Street will be constructed prior to final Westwood Pines original plat.



A six-foot tall, sight obscuring fence is to be placed along the northern boundary of the subdivision to create separation from the properties to the north located within Kootenai County and zoned Rural.

Please note that phasing / platting is dependent on market conditions and plats may be combined.

Site Information / Location of Project: The proposed project is generally located at the northeasterly corner of the intersection of Meyer Road and Highway 53 to the north and west of the Lion's Club and baseball fields.

The property is currently vacant / undeveloped.

The Kootenai County Assessors Tax Parcel Numbers are R-0000-029-6200 and R-0000-029-6500. The legal description is 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, low/medium-density), R-3 (residential, high density (multi-family)) and C-2 (highway/service commercial) and is subject to the Annexation Agreement recorded with the Kootenai County Recorder on February 1, 2011 (attached hereto in Exhibit G).

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

PROJECT REVIEW

Staff reviewed the submitted materials for the project, comments received from other agencies with jurisdiction and the public, and the record from the Annexation request and hearings from 2011 along with other pertinent information and provides the following:

Code and Comprehensive Plan Compliance Analysis:

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 11-12 and 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. Analysis of the applicable sections of the Comprehensive Plan and Rathdrum City Code (RCC) which must be met by the project proponent in order for an application for long plat to be approved are attached hereto within Exhibits E and F.

Public Hearing / Public Comments:

The Planning and Zoning Commission held a public hearing for this proposal on January 15, 2020 (see process information within Exhibit E, §12-3-1-6 attached hereto). Minutes from the hearing are attached within Exhibit H.

During the hearing City staff presented a brief report regarding the proposal, followed by the applicant's testimony and public testimony. The following public testimony was received:

1. Jim Dugan, 6302 W Mallory Road, Rathdrum, ID 83858
   Mr. Dugan lives just north of the project and is concerned about his livestock and questioned whether or not the developer will install a fence between the project and rural property to the north. He also commented that he uses Meyer Road for his main access and is concerned about the extra traffic this subdivision will generate.
2. John Leitzke, 5943 W Highway 53, Rathdrum, ID 83858
   Mr. Leitzke would like to see fencing installed and questioned just where the sewer lift station was going to be installed since he lives directly east of this subdivision.
3. Sally Williams, 5922 W Mallory Road, Rathdrum, ID 83858
   Mrs. Williams stated that she also lives just north of this project and would like to see a fence installed.
4. Richard Williams, 5922 W Mallory Road, Rathdrum, ID 83858
   Mr. Williams lives just north of this proposed subdivision and is concerned about the survey being done for this project and how will affect his property and is worried about the safety of his horses.

The applicant's representative, Ray Kimball of Whipple Consulting Engineers, Inc., provided rebuttal stating that fencing has not been discussed by the developer, but they feel that most homeowners would put up their own fencing. Also, the developer has an agreement with the Lion's Club to provide their small RV park along Meyer Road with sewer stubs for each RV.

Staff clarified that any agreement with the Lion's Club by Viking is a private agreement to which the City is not a party and that RVs shall not be connected to the City's sewer system without City approval.

During deliberations the Commission requested more information from the applicant in relation to traffic at the intersection of State Highway 53 and Meyer Road and fencing and therefor continued deliberations to the next regular Planning and Zoning Commission meeting to be held on February 19, 2020.

Staff Comments and Recommendations:

Following continuation of the hearing, staff performed a review of the archived audio recording of the City Council hearing for the annexation of the property held on October 12, 2010. The following pertinent information in relation to the Commission's request for more information was found within the recording:

1. At approximately minute 22:00 Mr. Scott Krajack, representative for Viking, begins his public testimony and states on the record that all of the concerns which came up during the previous

hearings for the proposal had been addressed – including the Lion's Club property being included in the annexation, the interim and permanent sewer infrastructure being installed up front so that the interim infrastructure could be removed once not needed, and the relationship with the neighbors to the north. He stated that he personally met with all of the adjoining property owners to the north and had walked the property with several of them and "at this point we have agreed to do some sort of sight obscuring fencing along that property line. My intention was to bring back the actual nature of that fence at the development which of course we have to come back to you for. So it has an agreement on, you know, how high, what type, things like that at that time. We also have agreed or, or I've I've agreed, to provide a buffer on our north property line, um, so that, so that this fencing would actually stay away from the property line."… "At this point our intent is a minimum of a three foot buffer. It might be more. Once we actually get to development we'll do a boundary line survey so at that point we'll come back with the relationship between existing fences and property line. It might even be more than three feet if we had encroachments and things like that. The plan was to bring that all back at development."

2. At approximately minute 27:00 City Planner, Chris Rife, read into the record all of the recommended conditions of approval which were in the staff report. These included the 6 staff recommended conditions (a through f below) and the two P&Z recommended conditions (g and h below) as follows:

    a. Meyer Road Right of Way: Forty (40) foot of right-of-way east from the centerline of Meyer Road adjacent to the subject property be dedicated to the City and included in the annexation. Also annex twenty five foot of the existing County right-of way west from the centerline of Meyer Road.

    b. Highway 53 Access: Vehicular access from Highway 53 shall be limited to no more than two points of access to service future residential and commercial development in the subject property Such access shall meet the standards, goals and policies of the Transportation Plan and as approved by the Idaho Transportation Department and the City. Corridor management is essential no matter what land use might be approved.

    c. Sewer Service: Any proposed interim sewer plan shall be reviewed and approved by the City engineer and subsequently adopted by City Council as an amendment to the City's Sewer Master Plan, if a provisional sewer arrangement is allowed. Any consideration of a provisional sewer arrangement would also need to assess how ultimate sewer plans would be funded and implemented.

    d. Frontage and Street Improvements: Standard frontage improvements shall be designed and constructed when future subdivision and/or commercial site development processes are undertaken. The owner of the subject property north of Lions Park shall be responsible for right-of-way improvements along Meyer road from the northerly extent of the subject property to Highway 53, assuring appropriate roadway and walkway improvements are completed. No discontinuous improvements will be accepted.

    e. Public Transit: Off highway bus stop areas shall be provided when the subject property is developed to assure future accessibility by public transit and school buses. Such areas shall be designed to provide safe and convenient staffing areas for riders so as not to conflict with vehicular and pedestrian traffic.

    f. Well Lot: A well lot and necessary easements and right-of-ways in the Viking property will be dedicated to the City, if found appropriate, during the development review and platting process.

g. A buffer to the north along the property line include a fence that is not see-through or chain link, but some sort of vinyl and some sort of appropriate landscape boundary on the Viking side of the fence that will be approved by City staff, and

h. If City staff for any reason recommends a traffic study, Viking would then perform and provide such.

3. At approximately 49:30 Mr. Scott Krajack begins his rebuttal of public comment during which he states (at approximately minute 52:00) "we did offer, if it's required by City staff, we will be willing to pay for a traffic impact analysis."

4. At approximately minute 55:30 Councilor Laws expresses her willingness to consider approval of the annexation in part based on the developer meeting with the property owners and working with them.

5. At approximately minute 1:05:30 Councilor Worthen makes a motion to approve the annexation. Approval by the Council included consideration of the staff report and evidence presented at the hearing.

After discussion of these findings with the applicant, staff agreed to accept a level of service analysis as well as projected timing of their construction in relation to the Highway 53 / Meyer Road intersection improvements in lieu of the full traffic impact analysis at this time. This was supported by the City Engineer / Public Works Director. The applicant submitted a Level of Service Analysis Memo by Whipple Consulting Engineers, Inc. dated February 7, 2020. Based on the analysis it is anticipated that the level of service for the existing intersection will not be degraded until build-out of over 60 residential lots. The City has initiated a project for improvements at the intersection, to be paid for by Traffic Impact Fees as incorporated in the City's Capital Facilities Plan, which is anticipated to be completed by mid-2022. Please see the Memo by City Engineer, Kevin Jump, attached within Exhibit B-7. Staff has included recommended conditions of approval to address project timing and traffic impacts, including the Idaho Transportation Department's (ITD) requirement to perform a traffic impact analysis prior to connection of any new access points to Highway 53.

The applicant also submitted a revised plan showing a six-foot high sight obscuring fence on the north property line "to be installed south of the property line so as to ensure that the owner to the north has the ability to construct a second livestock fence if needed." Staff has also recommended a condition of approval to address the applicant's previous commitment to provide a three-foot buffer.

Staff recommends that the following conditions of approval be included in any decision to recommend approval of the proposal:

1. Issuance of building permitting within the subdivision, inclusive of all zone districts, will be limited to 60 dwelling units until capital improvements are completed for the SH53-Meyer Road intersection.

2. Any non-residential development within the subdivision, inclusive of all zone districts, will require a new, updated traffic LOS analysis and conformance with City requirements derived therefrom, as applicable.

3. A Traffic Impact Analysis shall be completed per the requirements of Idaho Transportation Department (ITD) prior to connection of Cloverdale Street access to SH53. Such Traffic Impact Analysis shall be submitted to the City as well as any response and/or requirements from ITD. The developer shall be responsible for providing any improvements identified as required by ITD.

4. The developer shall donate (at no cost to the City of Rathdrum and/or ITD), all necessary public right-of-way and easements on the north-side of SH53 and east-side of Meyer Road adjacent to the proposal which may be required to provide traffic improvements for the development.

5. The developer shall re-construct Meyer Road, from SH53 to the property's northwest boundary. The improvements for Meyer Road shall be in accordance with the City's collector street typical roadway standards, as approved by the City Engineer / Public Works Director.

6. The new, temporary sewer force main alignment shall be contained within noted / platted vehicle access aisles where it crosses the City's cemetery property. The new, permanent sewer force main alignment shall be contained within the Cloverdale Street public right-of-way. Both the temporary and permanent sewer force main alignments shall be constructed as part of this project. The Cloverdale Street force main alignment shall terminate on the south side of SH53.

7. The developer shall be responsible for constructing a 16-foot wide vehicle access aisle, consisting of 2-inch asphalt pavement over 4-inches of ¾-inch crushed stone and prepared subbase, in accordance with City requirements, within the east-west alignment of the sewer force main within the cemetery property.

8. The developer shall be responsible for constructing an all-weather access roadway along the west property line of the cemetery property within the sewer force main alignment.

9. The developer shall construct a temporary sanitary sewer lift station with the Westwood Pines development, at the developer's sole expense. The City shall provide for the required wet well volume and technical specifications for: the lift station components, including electrical controls, bypass pumping capabilities, emergency power requirement, odor control equipment, telemetry, wet well access capabilities, spray-liner requirements for the wet well, site layout of the lift station and wet well liquid level sensor devices. Further, the City will provide direction for the sewer piping depth (invert elevation) and pipe sizing upstream of the temporary sewage lift station. Lastly, this temporary sewer lift station shall be integrated in the City's SCADA monitoring system. The temporary lift station shall be placed within an easement as specified by the City Engineer / Public Works Director and shall be owned and operated by the City of Rathdrum upon acceptance by the City Council.

10. The developer shall construct a 12-inch diameter water main in both the Dayton Avenue public right-of-way alignment (entirety of alignment) and Cloverdale Street. The Cloverdale Street 12-inch water main shall terminate on the south side of SH53.

11. Construction of the temporary sewer force main to serve the development will bring the public sewer within 200-feet of the Lion's Club property which will require such property to connect to the public system and abandon their private system within one year of City acceptance of the temporary force main. The developer shall be required to provide a lateral stub to service the Lion's property and is strongly encouraged to coordinate with the Lion's Club regarding timing and payment of their connection to the City's system, including capitalization fees. In no case shall connections for the RV park be allowed without written authorization of the Director. Pre-treatment or other provisions may be required.

12. The developer shall enter into a Development Agreement with the City which specifies property and term, project regulation and policies, conditions of approval (including improvements to be constructed, roadway drainage swales, landscaping / street trees, irrigation water service lines to roadway drainage swales and landscaped areas, maintenance of common area landscaping, fencing and roadway drainage swales, irrigation system casings, walkways and stormwater, street lights, streets, construction access, street closure, phasing, erosion sediment control plan, dedication of right of way, dedication of easements and sewer), improvement construction standards and procedures, performance guarantee, owner's warranty, and other City requirements as approved by the City Council.

13. The developer shall install a six-foot tall solid (wood or vinyl, with no gaps between slats) fence three-feet south of the northern boundary of the subdivision.
14. The developer shall comply with the rules and requirements of any agency with jurisdiction over the project, including those agencies which provided comment for this proposal, and all applicable laws, rules and regulations governing the project, whether specified herein or not.

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

APPROVAL WITH RECOMMENDED CONDITIONS OF APPROVAL (Optional): I move to recommend to the City Council that the proposal be approved with the recommended Conditions of Approval as found within the staff report dated February 13, 2020, finding that it is in accord with the City of Rathdrum Comprehensive Plan and Rathdrum City Code as conditioned. 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:_____

APPROVAL WITH NO CONDITIONS: 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.

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 as follows:_____(cite code section and provide conclusion of non-compliance)___

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 - Agency Comments

1. Idaho Transportation Department (ITD)
2. Idaho Department of Environmental Quality (DEQ)

3. Northern Lakes Fire Protection District
4. Kootenai County Community Development
5. United States Postal Service
6. Rathdrum City Engineer / Public Works Director 12/10/19 – Sewer Force Main Alignment
7. Rathdrum City Engineer / Public Works Director 2/12/20 – Traffic LOS Analysis

Exhibit C - Studies and Information

1. Whipple Consulting Engineers, Inc., Westwood Village Subdivision Highway 53 & Meyer Road, Rathdrum Trip Generation and Distribution Letter, April 18, 2019
2. Aquila Geosciences, Inc., Ground Penetrating Radar Survey at the Rathdrum Lion's Club Property at Rathdrum, Idaho, September 7, 1999
3. Whipple Consulting Engineers, Inc., LOS Analysis Memorandum, February 7, 2020
4. Scott Krajack, Viking Builders, LLC Land Development Director, House Construction Pace Email, February 7, 2020

Exhibit D - Preliminary Subdivision and Utilities Maps

1. Preliminary Plat – revised 1.30.20
2. Utility Plan 10.4.19
3. 12.12.19 Streets & Drainage Maps

Exhibit E - Rathdrum City Code Compliance Analysis Matrix

Exhibit F - Rathdrum Comprehensive Plan Analysis Matrix

Exhibit G – Annexation Agreement 2011

Exhibit H – Planning and Zoning Commission Meeting Minutes January 15, 2020, DRAFT

Exhibit E

Rathdrum City Code Analysis Matrix

Code	Consistent	Discussion
Rathdrum City Code (RCC) Title 12, Subdivision		
RCC 12 Chapter 1, Definitions contains definitions to be used in review of the application.	Yes	Such definitions were utilized in review of the proposal.
RCC 12 Chapter 2, Short Plats contains requirements and standards for short plats. The Chapter is generally not applicable to this application with the exception of 12-2-2, Exemptions.	NA	The proposal is not exempt.
RCC 12 Chapter 3, Long Plats contains requirements and standards for long plats.	Yes and NA	This chapter is provided by section below.
12-3-1, Preliminary Plat	"	
• **§12-3-1-1, Applicability**	Yes	The division is for the purpose of building development for more than five (5) lots.
• **§12-3-1-2, Exemptions**	NA	The proposal is not exempt as found in RCC 12-2-2.
• **§12-3-1-3, Preapplication Procedure**	Yes	After submission of the application on October 4, 2019 a preapplication meeting was held with the applicant and City staff on October 30, 2019.
• **§12-3-1-4, Application Fees**	Yes	The applicant submitted the required application, checklist, title report and fees.
• **§12-3-1-5, Plats and Plans** **A. Requirements** **B. Adequacy of Plats and Plans** **C. Distribution of Plats and Plans**	Yes	A. 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, in compliance with this section. A pre-construction meeting will be required with the public works department prior to construction of any infrastructure necessary for this plat. B. Staff reviewed the application materials and provided comments and/or red lined plans to the applicant on October 17, 2019 and October 30, 2019 during the preapplication meeting. The applicant resubmitted plans on November 7, 2019. Staff again reviewed the materials and issued a comment letter and/or red lined plans on December 11, 2019. The applicant resubmitted plans on December 12, 2019. Staff determined that plans were complete and substantially met the standards set forth in this title. Staff provided a Notice of Public Hearing including a description of the proposal and invitation to provide

Code	Consistent	Discussion
		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 agencies prior to application submittal. <u>Comments Received:</u> Comments received are attached in Exhibit B. Idaho Transportation Department (ITD) Idaho Department of Environmental Quality (DEQ) Northern Lakes Fire Protection District Kootenai County Community Development United States Postal Service Rathdrum City Engineer / Public Works Director 12/10/19 – Sewer Force Main Alignment Rathdrum City Engineer / Public Works Director 2/12/20 – Traffic LOS Analysis
• **§12-3-1-6, Public Hearing** **A. Notice of Hearing** **B. Continuance of Hearing**	Yes	A. 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 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. A Public Notice was posted on the property on January 2, 2020 in compliance with this section. Notice was also posted 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. Furthermore, prior to the date of the public hearing, the City issued a written staff report dated January 10, 2020, 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. Staff also provided letters to those members of the public

Code	Consistent	Discussion
		who attended the hearing and requested information regarding continuance on February 11, 2020 as a courtesy – see below. B. A public hearing was held before the Rathdrum Planning and Zoning Commission on January 15, 2020. The Commission took public testimony as found herein. During deliberations the Commission requested more information from the applicant in relation to traffic and fencing and continued deliberations to the next regular meeting to be held on February 19, 2020.
• **§12-3-1-7, Commission Action**	Unknown	Following the public hearing (at the next regular meeting on February 19, 2020), 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.
• **§12-3-1-8, Council Action**	Unknown	The Council shall review the application following receiving the Commission's report and other relevant evidence and take action to approve, reject, or return the plat to the commission for modification.
• **§12-3-1-9, Expiration of Approval**	NA	This section is not applicable until approval of the application.
12-3-2, Preliminary Plat Standards	Yes	The application contains the standards as numbered A through S of this section.
12-3-3, Final Plat	NA	Not applicable at this time.
12-3-4, Final Plat Standards	NA	Not applicable at this time.
RCC 12, Chapter 4, Design and Improvement Standards contains street, block and lot standards for subdivisions, and construction plan specifications and standards.	Yes	Streets, blocks and lots have been determined to be compliant or in keeping with existing approved subdivisions and development. Construction plans and specifications will be reviewed for compliance at the time of submittal of such in the future (following preliminary plat approval).
RCC 12, Chapter 5, Municipal Land Donation involves municipal land donation.	NA	The City has adopted impact fees which are applicable to the project and preempt this chapter.
RCC 12, Chapter 6, Variances	NA	No request for variance has been requested.

Code	Consistent	Discussion
deals with Variances for this Title.		
RCC 12, Chapter 7, Violations and Enforcement deals with Violations of this Title.	NA	No violations have been found.
RCC 12, Chapter 8, Amendments deals with Amendments to this Title	NA	Not applicable to the application.
RCC Title 7, Public Ways and Property		
RCC 7, Chapter 1, Public Works Projects, Performance Bonds deals with requirements for anyone engaging in municipal construction projects such as water and sewer main extension	Yes As Conditioned	Construction of infrastructure to be dedicated to the public will be required to conform with the requirements of this chapter, including licensing and bonding. The City Council shall approve any infrastructure prior to acceptance.
RCC 7, Chapter 7, Right of Way Encroachment deals with requirements for working in City right of way	Yes As Conditioned	The developer will be required to obtain permitting from the City and provide any required sureties prior to work within right-of-way for this development.
RCC Title 8, Water and Sewer		
RCC 8, Chapter 1, Water System deals with metering and fees for users of the municipal water system	Yes As Conditioned	The development of lots within the subdivision will be subject to the requirements of this chapter.
RCC 8, Chapter 2, Cross-Connection Control deals with protecting public health by controlling actual or potential cross-connections and contamination of the public water system.	Yes As Conditioned	The development of lots within the subdivision will be subject to the requirements of this chapter.
RCC 8, Chapter 3, Wastewater Collection and Disposal deals with the regulation of wastewater disposal, construction, ownership, connections, line extension policies, permitting, user charges, fees, easements, etc.	Yes, As Conditioned	Connection to the City's municipal sewer system is required. The developer is responsible to provide services necessary to serve the subdivision and dedicate infrastructure to the public upon acceptance by the City Council. Construction of infrastructure to be dedicated will be required to conform with the requirements of this chapter and shall be reviewed at the time of construction plan submittal.
RCC 8, Chapter 4, Wastewater Discharge Restrictions defines prohibited wastes to the municipal sewer system, including but not limited to RV waste.	Yes As Conditioned	Typical domestic waste is not generally applicable to this chapter, however, restriction of septic waste, including from RVs is. As conditioned the project will be compliant.

Code	Consistent	Discussion
RCC Title 9, Building Regulations		
RCC 9, Chapter 1, Building Codes defines adopted international codes, and contains requirements for building permitting and fees	Yes As Conditioned	Building on individual lots will be subject to review under the applicable international codes and permitting by the City at the time of development (following final plat approval).
RCC 9, Chapter 2, Mechanical Code and Fuel Gas Installers defines adopted international codes, and contains requirements for permitting and fees	Yes As Conditioned	Building on individual lots will be subject to review under the applicable international codes and permitting by the City at the time of development (following final plat approval).
RCC 9, Chapter 4, Development Impact Fee the purpose of this chapter is to prescribe the procedure whereby developers of land shall pay an impact fee for the purpose of providing the public facilities and system improvements needed to serve future residents and users of such development, ensure adequate facilities are provided to serve new growth, ensure those who benefit from the growth and development pay their proportionate share of new public facilities needed to serve the growth and development, collect and expend development impact fees and ensure capital improvements (which are approved and listed in the City's Capital Improvement Plan) are fully funded by the fees. The chapter deals with calculating fees, collection, etc.	Yes As Conditioned	Development impact fees are paid and collected at the time of building permitting and calculated based on the use. The capital improvements to be financed by the impact fee are those listed in the City's adopted Capital Improvement Plan This chapter shall not affect, in any manner, the permissible use of property, density of development, design and improvement standards and requirements, or any other aspect of the development of land or provision of capital improvements subject to the zoning and subdivision regulations or other regulations of the city, which shall be operative and remain in full force and effect without limitation with respect to all such development.
RCC Title 11, Zoning		
RCC 11, Chapter 4, Zoning Districts defines zoning districts and boundaries as found within the adopted City Zoning Map and Future Land Use Map	Yes	The zoning districts within the subdivision were established by amendment of the City Zoning Map by the City Council at the time of annexation of the property. The proposed development follows the adopted boundaries within the approved R-2S, R-3 and C-2 districts.
RCC 11, Chapter 4, Zoning, Article A-2-1, R-2S Residential District provides for	Yes	The proposed lot configuration within the R-2S zone district provides for establishment of a single-family neighborhood with sufficient area to provide for minimum lot sizes, setbacks

Code	Consistent	Discussion
establishment of single family neighborhood development subject to the established lot area, density, setback and other provisions of the chapter.		and appropriately sized building envelopes when such standards are applied at the time of building development.
RCC 11, Chapter 4, Zoning, Article A-4, R-3 Residential District provides for residential environments at a higher density than other residential districts, commonly known as the Multifamily Zone District, allowing apartments, townhouses, condos, schools, churches and other uses subject to the established lot area, density, setback and other provisions of the chapter.	Yes As Conditioned	There is currently no proposal for development of the established R-3 zone within the development, only segregation of the zoning from adjacent zone districts as established at the time of annexation of the property by the City Council. The adopted standards will be applied at the time of development of the lot, allowing up to approximately 252 residential units or other permitted or conditional uses in the future, subject to permitting.
RCC 11, Chapter 4, Zoning, Article B-3, C-2 Highway / Service Commercial provides area for highway and service related businesses on or near main arterials as defined within the permitted and conditionally permitted uses, subject to the established density, setback and other provisions of the chapter.	Yes As Conditioned	There is currently no proposal for development of the established C-2 zone within the development, only segregation of the zoning from adjacent zone districts as established at the time of annexation of the property by the City Council. The adopted standards will be applied at the time of development of the lot in the future, subject to permitting.
RCC 11, Chapter 5, General Provisions and Performance Standards, Section 1, General Standards provides for required right-of-way / frontage improvements required at the time of land development, including driveway approaches, sidewalks, fencing, stormwater management, and other provisions.	Yes As Conditioned	The proposal has been reviewed and determined to provide adequate lot frontages to accommodate driveways, including separation between approaches, areas for stormwater retention, sidewalks and other frontage improvements. As conditioned, the developer will be required to enter into a Development Agreement, as approved by the City Council, which will specify project regulation and policies, conditions of approval (including improvements to be constructed, roadway drainage swales, landscaping / street trees, irrigation water service lines to roadway drainage swales and landscaped areas, maintenance of common area landscaping, fencing and roadway drainage swales, irrigation system casings, walkways and stormwater, street lights, streets, construction access, street closure, phasing, erosion sediment control plan, dedication of right of way, dedication of easements and sewer), improvement construction standards and procedures, performance guarantee, owner's warranty, and other City requirements in conformance with this chapter. Construction plans and specifications will be reviewed for compliance at the

Code	Consistent	Discussion
		time of submittal of such in the future.
RCC 11. Chapter 5, General Provisions and Performance Standards, Section 2, Residential Standards provides standards for landscaping, driveways and parking, garages, accessory buildings and other provisions for residential development.	Yes As Conditioned	Plans and specifications will be reviewed for compliance at the time of submittal of individual lot development in the future.
RCC 11. Chapter 5, General Provisions and Performance Standards, Section 3, Commercial, Industrial, Multi-Family and Institutional Standards provides standards for landscaping, parking, loading, lighting, trash areas, material storage and other provisions for development.	Yes As Conditioned	Plans and specifications will be reviewed for compliance at the time of submittal of individual lot development in the future.
RCC 11, Chapter 5, General Provisions and Performance Standards, Section 4, Site Plan Review provides standards to ensure commercial, industrial, multi-family and institutional development are in compliance with zoning and other City Code requirements and/or policy as well as other regulations.	Yes As Conditioned	Plans and specifications will be reviewed for compliance at the time of submittal of individual lot development in the future.
RCC 11, Chapter 12, Development / Annexation Agreements provides for the opportunity for the City to require an agreement, the form of which is required by the Zoning Administrator.	Yes As Conditioned	Staff has reviewed the Annexation Agreement for the property and determined that the proposal is in keeping with the terms and conditions therein. As conditioned, the developer shall enter into a Development Agreement with the City, as approved by the City Council to address specific project regulation and policies, conditions of approval (including improvements to be constructed, roadway drainage swales, landscaping / street trees, irrigation water service lines to roadway drainage swales and landscaped areas, maintenance of common area landscaping, fencing and roadway drainage swales, irrigation system casings, walkways and stormwater, street lights, streets, construction access, street closure, phasing, erosion sediment control plan, dedication of right of way, dedication of easements and sewer), improvement construction standards and procedures, performance guarantee, owner's warranty, and other City requirements in conformance with

Code	Consistent	Discussion
		City Code and policy.
RCC 11, Chapter 16, Signs provides for sign standards and requirements.	Yes As Conditioned	Plans and specifications will be reviewed for compliance at the time of submittal of individual lot development in the future.

Exhibit F

Comprehensive Plan Analysis Matrix

Goal/Policy	Consistent	Discussion
II A. Population		
II A. Population, Goal 1: Address changing growth trends and capacities to work toward a moderate and stable rate of long-range population growth with orderly development.	Yes	The proposal addresses long-range population growth within a subdivision development which is consistent with other approved development in Rathdrum.
II A. Population, Goal 2: Guide future development to maintain and enhance the quality of life of the population living within and directly adjacent to the community.	Yes As Conditioned	The proposal can address quality of life of the property owners located to the north, adjacent to Rathdrum, with inclusion of the recommended conditions of approval.
II B. Land Use		
II B. Land Use, Goal 1: A balance of land use guidelines will be applied to preserve and enhance the following values: • **Rural character and small-town feel** • **Access to open space** • **Provision of day-to-day commercial needs** • **Well maintained and inter-connected local circulation systems** • **Economically rational development of desirable land uses** • **Historic sites** • **Capacity for citizens to live, work and play inside the community** • **Public safety** • **Quality of the local natural environment** • **Preservation of a clean and abundant aquifer** • **Efficient use of valuable infrastructure.**	Yes As Conditioned	The proposal is consistent with other development within Rathdrum. A portion of the proposal includes segregation of the commercially zoned property from the residentially zoned property and will provide capacity for provision of day to day commercial needs. The proposed subdivision will provide inter-connectivity with existing streets and provide capacity for citizens to live in the community.
II B. Land Use, Goal 1, Policy A: *Actively engage citizens in planning and zoning activities to ensure desirable land use practices are applied and sustained.*	Yes As Conditioned	The City provided public notice of the proposal as required by law and encouraged citizens to engage in the subdivision process. No comments in opposition of the proposed subdivision itself were received. As conditioned, fencing and buffering which is desirable to the public will be required.
II B. Land Use, Goal 1, Policy E: *Apply land use regulations in a manner respecting overall property values while addressing other specified community values.*	Yes As Conditioned	As conditioned, fencing and buffering which is desirable to the public will be required.
II E. Public Services		
II E. Public Services, Goal 1, Policy A: *Coordinate with service providers and public safety entities to assure necessary and appropriate*	Yes	Service providers and public safety entities were provided an opportunity to comment on the proposal as required. Such providers can

Goal/Policy	Consistent	Discussion
urban services are provided to accommodate projected types and densities of growth and development.		accommodate the proposal as found within the comment letters provided or by lack of comment.
II E.-1 Public Safety, Goal 1, Policy E: *Continue to coordinate with fire protection officials to ensure that new development is designed so fire protection can be effectively provided.*	Yes	Northern Lakes Fire Protection District was given an opportunity to provide comment on the proposal and provided response that fire protection can be provided.
II E.-1 Public Safety, Goal 1, Policy F: *Require new development to provide sufficient emergency vehicular access for emergency equipment and adequate water supply and pressure for the purposes of fire protection.*	Yes	The proposed subdivision will be required to meet these provisions prior to recordation of plat or building permitting.
II E.-1 Public Safety, Goal 1, Policy G: *Require development be designed and constructed to address the minimization of hazards and the enhancement of the effective provision of law enforcement and protection.*	Yes As Conditioned	As conditioned, fencing and buffering to address possible hazards to the north (livestock) will be required.
II E.-2 Sewer and Water		
II E.-2 Water and Sewer, Goal 1, Policy A: *Require all existing and proposed facilities within the city limits be connected to and serviced by, the municipal sewer system.*	Yes	Connection to the City sewer system is required.
II E.-2 Water and Sewer, Goal 1, Policy B: *Promote development in areas with municipal sewer and water systems in place.*	Yes	Municipal sewer and water lines are located adjacent to the proposal and can be extended by the developer to provide service for the proposal.
II F. Transportation		
II F. Transportation, Goal 1, Policy A: *Promote standards that create functional connections to the regional highway system and convenient internal circulation.*	Yes As Conditioned	The proposal includes provision of convenient internal circulation. As conditioned, functional connection to Highway 53 will be implemented.
II F. Transportation, Goal 1, Policy D: *Incorporate lighting, sidewalks and connections to enhance neighborhoods, pedestrian and bike pathways, public safety, etc.*	Yes	The proposal includes the provision of lighting and sidewalks.
II F. Transportation, Goal 2, Policy H: *Explore alternative road and street designs to enhance and preserve natural and aesthetic characteristics of the community.*	Yes	The City Engineer has approved an alternate street design for Meyer Road to accommodate narrower right of way for protection of the City Cemetery and possible cultural site.
II G. Housing		
II G. Housing, Goal 1: Apply four primary principles, 1) Sense of Community, 2) Variety, 3) Affordability and 4) Integration, in the	Yes	The proposal includes lighting and sidewalks to encourage walking and cycling and will provide increased housing stock which helps

Goal/Policy	Consistent	Discussion
enhancement and maintenance of existing residential areas and the design of new housing developments. **A) Sense of Community: Promote a sense of community by encouraging walking and cycling, good lighting and safe havens for children while providing ready access to shared green space and parks. Housing will be connected to commercial areas and civic centers by well-organized street and pathway systems, potentially including public transportation, all making it easy for people to meet and interact with each other. Neighborhoods should not be completely walled off from each other.** **B) Variety: Provide a broad mix of housing choices for a mix of people with differing economic means, ages and lifestyles. Types of housing may include, but are not limited to, apartments, townhouses, multi-family units, manufactured homes and small, as well as large, lot single family residences.** **C) Affordability: Ensure affordable housing is available for the local household and family, encouraging the creation of a wide range of housing, including that which is affordable to the community's average and lower income worker and family.** **D) Integration: Provide a mix of appropriate housing choices in neighborhoods suitable for seniors as well as youth, young families starting out, as well as established single-family residences. Neighborhoods should be welcoming, inviting, safe and available in every sense. Seniors should not be segregated from youth. Young families starting out should not be segregated in apartment complexes from single family residential neighborhoods.**		keep the market affordable.
II G. Housing, Goal 2, Policy C: *Enforce buffering requirements for non-residential activities developed adjacent to residential areas.*	Yes As Conditioned	As conditioned, fencing and buffering along the northern property boundary will separate the residential subdivision from Agriculturally zoned property.
II G. Housing, Goal 2, Policy F: *Protect the continuity and inherent character of existing neighborhoods in planning and zoning decisions.*	Yes As Conditioned	As conditioned, fencing and buffering will help preserve the character of the properties to the north of the development.
II G. Housing, Goal 5: Accommodate the enhancement of current housing and the	Yes	Increased housing stock helps keep the market

Goal/Policy	Consistent	Discussion
development of future housing to ensure housing is available in an affordable manner for all members of the community.		affordable.
II K.-1 Small Town Atmosphere		
II K.-1 Community Design, Small Town Atmosphere, Goal 1, Policy A: *Implement community development tools and land use regulations to advance the community's sense of place and small town character.*	Yes	The development standards as found within Rathdrum City Code, which was developed in light of the Comprehensive Plan, have been utilized in review of the project.
II K.-1 Community Design, Small Town Atmosphere, Goal 1, Policy C: *Consider building height and bulk standards for individual districts to minimize impacts on views from public spaces*	Yes	Building height and bulk standards will be applied at the time of lot development in conformance with Code.
II K.-1 Community Design, Small Town Atmosphere, Goal 1, Policy D: *Encourage preservation, protection and enhancement of historic properties in respect of city heritage.*	Yes	The proposal incorporates a modified road section in order to protect historic burial sites.
II K.-2 Community Design, Balanced Development		
II K.-2 Community Design, Balanced Development, Goal 2, Policy D: *Encourage residential development within commercial nodes.*	Yes	The proposed residential development is within an existing commercial node adjacent to Highway 53.