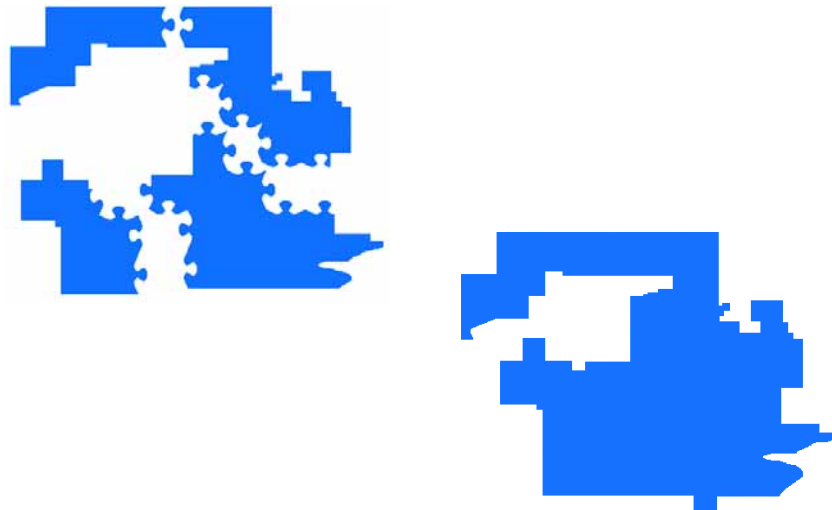




2008 COMPREHENSIVE PLAN UPDATE



Adopted February 26, 2008

CITY OF HAYDEN
2008
COMPREHENSIVE PLAN UPDATE



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SECTION I: HAYDEN'S COMPREHENSIVE PLAN

The primary function of the “Comprehensive Plan” is to define a general vision for the City of Hayden’s long-term future. It outlines what the community wants to look like in the next twenty or more years, and how it can get there. It is a legal document with goals and policies, a land use map and accompanying text adopted by the Hayden City Council to guide public and private development in the near and long-term future.

The Comprehensive Plan, hereafter referred to as the “Plan”, reflects the general goals of the community and sets forth policies to attain these goals, based on an analysis of current physical, economic, environmental and social conditions. The Plan is a projection of how present conditions can be improved upon through meeting goals, applying policies and following up on an action agenda reflecting specific methods for implementation.

The Plan provides a guideline to assure future land use decisions (subdivision reviews, rezoning considerations, potential annexations, etc.) reflect the recognized vision for the community, as identified in the Plan. Something to always remember, is that the Plan is:

1. Generalized: Provides general guidance and direction for City growth and development.
2. Comprehensive: Addresses all the elements or components felt to be important in affecting the physical, economic and social concerns of the City.
3. Long Range: Presents a long-term vision for the community.
4. Not Stagnant: Should evolve through time through review and updating.
5. Not a Zoning Ordinance: Goals, policies, and the projected land use map, as set forth in the Plan, serve as the basis for decision making in the development of future updates to the City’s Zoning Ordinance and Zoning Map.



I-A: GOALS, POLICIES AND SCOPE

Goals and policies are identified for each of the components that make up the community to best reflect a clear direction for long-term growth, development and capital investment for the City of Hayden.

- **Goals** are general expressions of the community’s hopes and aspirations concerning its future development.
- **Policies** are broad statements of intent to guide or direct action in order to achieve goals. They can prohibit, permit or require various actions.

These goals and policies, as set forth in Section III of the Plan, aim to preserve and build upon the city’s unique sense of community and the long-term vision for the community.

The Plan addresses all land within the local jurisdiction, including the area of impact, taking into consideration past and current conditions. The Plan addresses fourteen components or elements, as identified in Idaho Code 67-6508, setting forth goals describing desirable future situations. The various components or elements are listed below, with the section of the Plan in which they are addressed noted.

- | | |
|-----------------------------------|-------------------------------|
| 1. <u>Population</u> | Sections II-A and III-B |
| 2. <u>Land Use</u> | Sections II-B, III-B and IV-C |
| 3. <u>Natural Resources:</u> | Sections II-B and III-D |
| 4. <u>Hazardous Areas:</u> | Sections II-B and III-E |
| 5. <u>Public Services:</u> | Sections II-C and III-F |
| 6. <u>Transportation:</u> | Sections II-C and III-G |
| 7. <u>Housing</u> | Sections II-D and III-H |
| 8. <u>School Facilities</u> | Sections II-D and III-I |
| 9. <u>Recreation</u> | Sections II-D and III-J |
| 10. <u>Economic Development</u> | Sections II-D and III-K |
| 11. <u>Community Design</u> | Sections II-D and III-L |
| 12. <u>Special Areas or Sites</u> | Sections II-C and III-M |
| 13. <u>Implementation</u> | Section IV-B |
| 14. <u>Property Rights</u> | Section IV-C |





I-B: PROCESS

The Plan was developed through application of a four step planning process as set forth below and in Figure IB-1. Hayden's Planning and Zoning Commission held twenty-seven public workshops from July 2003 through November of 2004 to develop the Plan. In 2006, the plan was again updated and revised through a series of workshops held from July through December 2006, culminating in public hearings and ultimate adoption by City Council, in January, 2007.

PLANNING PROCESS

1. Identify Issues, Opportunities and Problems

- Define the scope of the updated Plan.
- Determine public participation process in development of the Plan.
- Develop a "Community Vision" statement.
- Clarify and address issues of top priority as identified by the general public and community officials in workshops. Maintain a list of the twelve issues found to be of top priority, the "Notable Dozen", revising and adding to the list through time to best reflect the community's priorities.
- Determine goals, policies and implementation techniques for each of the Notable Dozen issues.

2. Research and Analysis of Background Information

- Inventory existing conditions as they relate to the various elements of the Plan.
- Collect data and information directly related to issues as addressed.
- Analyze the information gathered, and further clarify as found appropriate.

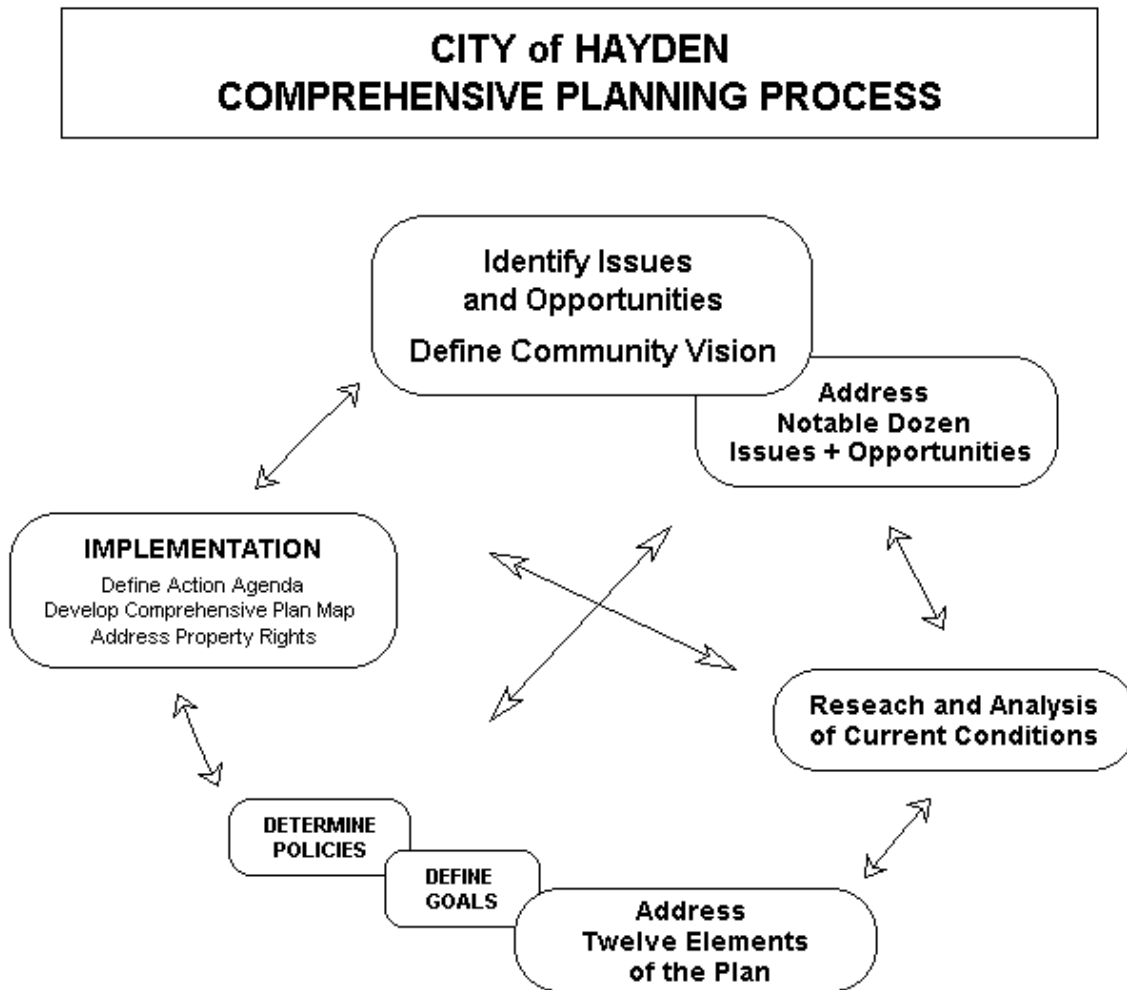
3. Address the Twelve Elements of the Plan

- Incorporate goals and policies as identified in addressing the Notable Dozen issues and opportunities.
- Determine goals and policies for each of the 12 elements of the Plan.
- Develop courses of action to achieve the goals and policies.

4. Implementation

- Draft a land use map identifying intended future land uses which reflect the community's vision, goals and policies as identified and set forth in the Plan.
- Develop an agenda for action to meet the goals of the Plan.
- Address the property rights element.

Figure IB-1



I-B-1: Public Participation

Public participation was integral to the development of the Plan. In an effort to ensure the involvement and inclusion of all community stakeholders in the crafting of this important plan, an extensive public participation process, dubbed *Hayden Vision Quest*, was incorporated. This public participation process included special community visioning workshops with the community as a whole and presentations and discussions with key community groups. Public workshops were held at key points in the planning process, and included workshops to develop a collective community vision, identify and discuss focal points of community concern, and goals and policies to be considered for inclusion in the Plan. All Planning & Zoning Commission Comprehensive Plan work

sessions were also open to the public. Public outreach efforts included radio, newspaper, web-based promotion and education, and direct mailings.

I-B-2: The “Notable Dozen plus 3”

Definition of the community’s identity and development of the Plan was facilitated through addressing key issues. Twelve issues and opportunities Hayden is currently facing, outlined as the “Notable Dozen”, were initially determined. The “Notable Dozen” issues were further defined and amended through time, with three additional issues added to best reflect those issues and opportunities of highest priority. In reviewing each of the issues, the following process was applied:

- Review of background information pertinent to the issue or opportunity,
- **Strengths, Weaknesses, Opportunities, Challenges (SWOC)** analysis of the issue or opportunity,
- Goals and policies to address the issue or opportunity were developed. These goals and policies were then incorporated in Section III under the appropriate component along with goals and policies from the 1995 Comprehensive Plan as reviewed and found to be currently viable, and
- Recommended actions to be taken to meet the goals were incorporated in Section IV-B: Implementation.

The “Notable Dozen plus 3” issues and opportunities considered were as outlined below.

- 1) Pattern/Density of Development:** Due to pressures from a growing population and the development community, the pattern, density and type of development is irregular and sporadic, though intense in some areas.
- 2) Highway 95 Barrier:** The east and west sides of town are divided, due to limited and unsafe access across Highway 95, resulting in two distinctive and separate sections of town with a lack of community cohesiveness.
- 3) Government Way Revitalization:** Development along Government Way has evolved without a well-defined pattern of use, activity and access. The construction of scheduled road improvements will address some of the issues, but the pattern and mix of development, and other issues, warrants further assessment and direction.
- 4) Non-Vehicular Traffic Safety:** Pedestrian and bicycle traffic safety is at risk, due to street design, high vehicular traffic levels and the Highway 95

corridor/barrier. Activity centers are not easily and safely accessible from the City's residential areas.

- 5) **Light Industrial Development:** Many developments and activities currently considered commercial are light industrial in nature, leading to a mix of activity in areas that may be better suited for a higher use. This mix of activity adversely affects local identity and the development and support of local infrastructure.
- 6) **Road Structure in Northeast Area:** Historically narrow roads in the older part of town afford a residential feel to the neighborhoods. This area is experiencing an increasing impact of traffic from residential areas to the east and northeast, affecting neighborhood safety.
- 7) **Airport Impact/Expansion:** Current and future activity and development in and around the County airport impacts the adjoining areas located in Hayden. Proposed land use and the development of infrastructure in these areas should be coordinated to minimize future impact of one upon the other.
- 8) **Collector/Arterial Roads:** Future land use plans should strongly consider the current and future priorities for upgrading capacities of the collector roads and arterials, which are already experiencing higher traffic levels than they might safely and conveniently handle.
- 9) **Low-Level Commercial Development:** A mixture of commercial activity, setbacks from streets and accessibility results in a lack of identity and community design in many of Hayden's commercial districts.
- 10) **Utility Service Availability:** There are pockets of development not currently serviced by sewer and/or other utility services. Ongoing pressure is occurring from the development community to obtain access to utility services in areas not adjacent to available service.
- 11) **Parks Facilities and Recreation Programs:** A variety of parks are developed, or are under construction. However, there is no clear plan coordinating future park development and recreational programs to service the residential community.
- 12) **Affordable Housing:** Much of the existing affordable housing is located in areas zoned for higher uses (commercial) and will be replaced through time. Current zoning ordinance requires manufactured homes and other lower cost housing to meet the same criteria as other residential development, raising the cost of development, resulting in less affordable housing. How might the city accommodate future affordable housing while not compromising the quality of development and keep in balance with the community's design goals?
- 13) **Solid Waste:** The proper processing of all solid waste generated within the community is the responsibility of Kootenai County, though the proper collection and delivery of solid waste to the County's solid waste system is the responsibility of the local community.

- 14) Water Quality and Availability:** Development and associated activities within the community of Hayden have the potential to negatively affect the Spokane-Rathdrum Aquifer, a sole source aquifer for the community and the region. The aquifer, though an abundant source of clean water for local communities, has limitations concerning future quality and available supply, due to ongoing growth and increased activity in the area.
- 15) Historic Preservation:** Historic sites throughout the City of Hayden contribute to the community's identity. These sites should be identified and preserved wherever possible to protect this valuable legacy.

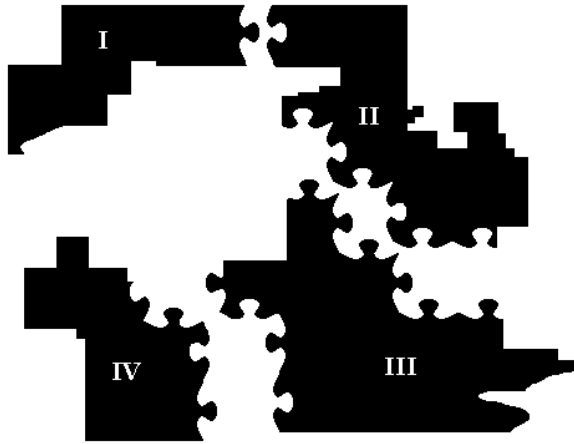


I-B-3: Putting the Pieces Together

This Plan should continue to act as a living document. It evolved and grew during the past year and a half with the community vision statement, background information, goals, policies, projected land use map and recommended implementation tools incorporated into the document. When the planning process was completed, the end product was the new Comprehensive Plan for the City of Hayden (The Plan).

Each section in the Plan covers one of the four steps in the planning process, as presented above. The sections are each represented by puzzle pieces, which when

put together represent the City of Hayden's area and bounds. The four main pieces representing the four sections of the Plan or steps in the planning process are as follows:



Section I: Introduction; Outlines the scope of the Plan and the planning process applied in developing the Plan.

Section II: Inventory of Existing Conditions; A collection of background information pertaining to each of the elements.

Section III: Goals and Policies; Presents goals and policies for each of the various elements of the Plan.

Section IV: Making It Work; Includes an agenda for action, the future land use map and the property rights component.

Each section's puzzle piece is further cut into more pieces, each of which represents sub-sections within each of the four sections. Through application of the planning process, the various pieces to the puzzle came together, with the puzzle and Plan for the City of Hayden coming together to form a completed product, the new Comprehensive Plan.





I-C: Vision Statement

The following “Vision Statement” has evolved through a series of public workshops, stakeholder and focus group meetings, and key informant interviews. This collective vision for the City of Hayden is intended to provide direction to the community and its leaders, as we grow and change, in order to preserve that which we value, enhance our quality of community life, and encourage and promote an environment which reflects our City’s unique character and sense of identity.

“Hayden’s Vision Statement”

“The City of Hayden seeks to balance growth, while preserving its small town character and semi-rural charm. We seek to preserve our natural resources, our scenic vistas, pockets of open space, and small agricultural uses in and around our city, while managing growth and encouraging a diversity of land use.

We seek to develop and revitalize Government Way as the community center. We envision a pedestrian-friendly, central business district with a village-like atmosphere, a vibrant center of community life with small shops, community gathering places, activities and events that draw people to the downtown.

We seek to preserve areas within our city with lower densities of residential development, while encouraging somewhat higher residential densities in and around our city’s core. We envision distinct neighborhoods, with connectivity between neighborhoods and with centers of community activity.

We seek to create vehicular and pedestrian accessibility across US 95, which currently divides our city. We envision bicycle and pedestrian connectivity throughout our city—between neighborhoods, schools, parks, and centers of commerce and community activity.

We envision developing public/private partnerships to promote economic development, in order to provide living-wage employment opportunities for our residents and expand our city’s tax base. We seek to encourage and promote light industrial development in and around the Coeur d’Alene Airport, and development of locally-owned commercial establishments in designated areas of the city.

In order to preserve our natural resources and our quality of life, we must balance all types of development, growth and expansion with infrastructure capabilities.

We value the efficiency and effectiveness of our public services, including City services, Northern Lakes Fire District, Kootenai County Sheriff’s Department, Kootenai County Library, Kootenai Medical Center, and North Idaho Community College. We need to continue to support, preserve, and enhance these services as may be necessary to keep pace with the needs of our growing population.

We seek to develop park facilities and recreational activities that will address the needs of our growing population and provide activities and recreational opportunities for all segments of our community—youth, adults, and senior citizens.”





It is this collective vision that has guided the development of the goals and policies defined in the foregoing document.





SECTION II: INVENTORY OF EXISTING CONDITIONS

A general inventory of current conditions and collection of information related to the various components of the comprehensive plan are presented in this section. A broad spectrum of information is presented, allowing the reader to gain a general understanding of Hayden's character and makeup to facilitate in the development of current and future updates to the City's Comprehensive Plan.

-  Section II-A: Hayden's history, growth and population characteristics.
-  Section II-B: Components of the natural environment.
-  Section II-C: Public services, transportation and other infrastructure.
-  Section II-D: Character of the developed community.



The City of Hayden is located in Kootenai County, Idaho some seven miles north of Lake Coeur d'Alene and five miles north of Interstate 90. The city extends west from Honeysuckle Beach, on the southwest shores of Hayden Lake, into the Rathdrum Prairie.

The cities of Coeur d'Alene and Dalton Gardens are located directly to the south, with the City of Hayden Lake located to the east. Unincorporated areas bound the city to the southwest, west, north and east.



II-A: HISTORY AND POPULATION

Hayden's history, growth and population characteristics are presented in this section.

Section A1: Brief history and historical timeline for the Hayden area.

Section A2: Establishment and growth of the City of Hayden's incorporated area.

Section A3: Past and current population trends.

Section A4: Population characteristics.



A1: History

The area west of Hayden Lake was originally settled by homesteaders in the late 1800's. By the early 1900's the area grew into a thriving community based on local agriculture and logging-related activities around Hayden Lake. In the early 1900's, summer resorts along the southwest side of the lake were developed, providing a robust recreational economy in the local area. An electric rail line serviced these resorts from 1906 through 1929, providing convenient and direct access to Spokane and Coeur d'Alene. These resorts were located on the southwest shores of Hayden Lake where the Hayden Country Club, the Clarke House and the Avondale golf course are now located.

By the early 1920's, fruit orchards were abundant in the area warranting the expansion of packing plants to process the crops. Dairy and poultry farms, cattle ranches and other agricultural endeavors were also in operation throughout the area. In the late 1920's many people moved to the area from the midwest and other areas, developing more agricultural land under the Homestead Act, while also working in the logging, lumbering and recreational industries centered around the lake.

The general area extending west from the summer resorts to just west of Government Way, between Miles and Honeysuckle Avenues, became known as "Hayden Village". In the 1950's some commercial development was located along Government Way servicing the local community and highway traffic traveling along State Highway 95, as located on Government Way at the time. The City of Hayden was incorporated in 1955, with its initial boundaries generally covering 440 acres of the area known as "Hayden Village" (see Figure IIA-2). Commercial development along Government Way continued to grow to take advantage of the visibility that the highway provided, and the growing community. Many of the original small farms located in the "Hayden Village" area continued to operate, with the balance divided into smaller parcels for residential use.

As commercial development along Government Way and the area's population grew, the capacity of Government Way to adequately service highway traffic became an issue. State Highway 95 was relocated to its current location to the west of Government Way in 1972. Commercial development has since developed along Highway 95 and along the major arterials to service the growing local community and area.

The original residential area of "Hayden Village" remains much the same, though many of the original large lots have been subdivided into smaller residential lots in the north and south areas of the original village. Major residential developments consisting of

smaller lots have occurred in the southeastern portion of what is now Hayden and to the west of Highway 95, in the southwestern part of Hayden's current city limits. The original estimated population for "Hayden Village" of 718 people in 1950 has grown to around 10,300 in 2003 due to the increasing geographic size of the City and ongoing residential development occurring through time (See Section A3: Population Growth).

Hayden's early history is outlined below in a dateline format.

**FIGURE IIA-1
HAYDEN AREA HISTORY DATELINE**

◊	Coeur d'Alene Indians initially inhabited the area around Hayden Lake. The area provided excellent hunting and fishing, and an abundant supply of huckleberries and bulbs. Good huckleberry picking still exists within a few miles from Hayden. (3)
1878	Fort Coeur d'Alene was built. Homesteaders began settling the area west of Hayden Lake. (1) Matt Heyden, John Hager and John Hickey, former soldiers, homesteaded in the Honeysuckle Beach area, near the present Hayden Lake Country Club and near what is now the Avondale Country Club, respectively. (1, 3) Matt Heyden developed an extensive farm and planted the first fruit orchard in the area. (2)
1878+	According to local folklore, Matt Heyden, John Hager and John Hickey, played a game of "seven up" to decide who would have the honor of providing the lake with an official name. Matt Heyden won the game, and the lake became known as "Heyden's Lake". (1,2) Through time the name evolved, with the name "Hayden Lake" first appearing on maps in 1883. (3)
1887	The first school in the area was built on the current site of the Hayden Lake Country Club. (3) This building was moved to the present school grounds at Hayden Avenue and Government Way before the building was completed. (1)
1890	Homesteaders had cleared land in the area and were growing legumes, wheat, oats and hay. Apple, pear, plum, prune and cherry trees were also planted, with fruit orchards eventually becoming very popular. (1)
Early 1900's	the area west of Hayden Lake grew into a thriving community based on agriculture, lumbering and recreation. Dairy operations became quite common, with some cattle and poultry ranches developed in the area. Lumbering and logging operations flourished around the lake, with mills located at Honeysuckle Beach, north of the Bozanta Tavern and at Toe Head Point. (1) Logging and mining interests around Hayden Lake were serviced by up to four steamboats in operation on the lake. (1, 3)
1902	Avondale Cottage, the first summer resort on the lake was opened. It was purchased, along with 145 acres, and developed into "one of the finest resorts in the Northwest" known as the Bozanta Tavern. (1)
1904	Monaghan's, the first store in the area, was located on the present site of Finucane's Lochhaven Farms north of Honeysuckle Avenue and Fourth Street. Other early stores were located on the corner of Hayden Avenue and Government Way and on Miles Avenue north of the Hayden Lake Country Club. (3)
1906	An electric rail line was constructed linking the Bozanta Tavern on Hayden Lake with the electric rail line running from Coeur d'Alene to Spokane. This spur line ran past Monaghan's store at Honeysuckle and Fourth. (3)

1907	A new two-story wooden schoolhouse was constructed at the current site of Hayden Elementary School at Hayden Avenue and Government Way and serviced the community until 1936, when the current school building was constructed. (1)
1907	D.C. Corbin planted several hundred acres of sugar beets in the area. The land was later sold as small irrigated tracts.
1908	The first Post Office was located at Porter's Point and moved to Monoghan's store on Honeysuckle Avenue where it operated until 1910. (3)
1914	The first packing plant was built in the area. (1)
1920's > 1930's	A wave of people moved into the area from the Midwest, homesteading the area, farming to prove up the land according to the Homestead Act and Timber and Stone Act, while working in the local logging and resort industry. (4)
1923	The area was covered with orchards and the local Growers Union constructed a larger packing plant to accommodate increased fruit production. (1)
1929	Electric rail service to the Hayden Lake area was discontinued. (2)
1947	The Hayden Country Club area was incorporated as the City of Hayden Lake (4)
1950	"Hayden Village", that area bordered by Government Way to the west and the country club to the east, had a population of 718 people. (3)
Early 1950's	Some commercial activity occurred along Government Way, then State Highway 95. These businesses serviced the highway traffic as well as the local community. Several restaurants, a drive-in restaurant, a few gas stations, a grocery store, a meat locker and several taverns and bars were scattered along Government Way, with the balance of the area adjacent to the highway occupied by large residential lots and agricultural acreage. (4)
1955	"Hayden Village" was incorporated, becoming the City of Hayden with an area of 440 acres. (3) The area was incorporated through action taken by Kootenai County in response to a petition submitted by the owner of Sargent's Restaurant. It is understood locally that the incentive to file the petition was to facilitate the procurement of a liquor license. (4)
1959	Post office was moved from the Bozanta Tavern site to City of Hayden (1)
1960	City of Hayden's population 901 (U.S. Census).
1960's	Commercial development continued to be developed along Government Way to take advantage of increasing traffic levels providing visibility and access.
1970	City of Hayden's population 1,285 (U.S. Census).
1972	Highway 95 relocated from Government Way to its current location.

History Dateline Sources:

- 1) Robert Singletary; "Kootenai Chronicles, a History of Kootenai County", CDA Press, 1994.
- 2) "Comprehensive Plan for the City of Hayden", 1995
- 3) Art Randall, "History of Hayden and Hayden Lake, Kootenai County Idaho", 2003
- 4) Hayden Historic Preservation Commission, Interviews, 2003

A2: Incorporated Area

When the City of Hayden was created in 1955, its incorporated area covered some 440 acres. The city annexed additional area through the years, providing city services to meet a growing demand for residential and commercial development in the adjoining areas. Today, the city encompasses some 8.144 square miles or 5,212 acres. The city's boundaries and growth in acreage at ten-year intervals are provided in Figures IIA-2 and IIA-3.


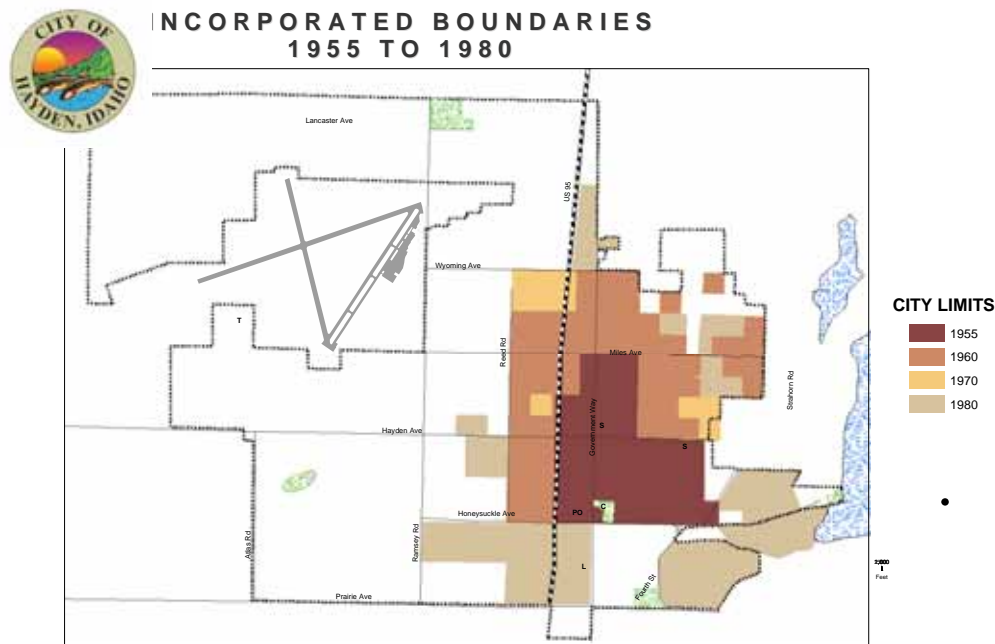
 **1955 to 1980:** In 1955, the City of Hayden initially covered that area between Honeysuckle Avenue and Miles Avenue, from the current location of Highway 95, east to Finucane Drive. Between 1955 and 1960, the city extended its boundaries to provide services to existing residential and commercial development, adding an additional 523 acres. By 1960 the City had extended its bounds west to Reed Road and north to Wyoming Avenue, with some northeast areas, adjacent to Strahorn Road, also added.

FIGURE IIA-2



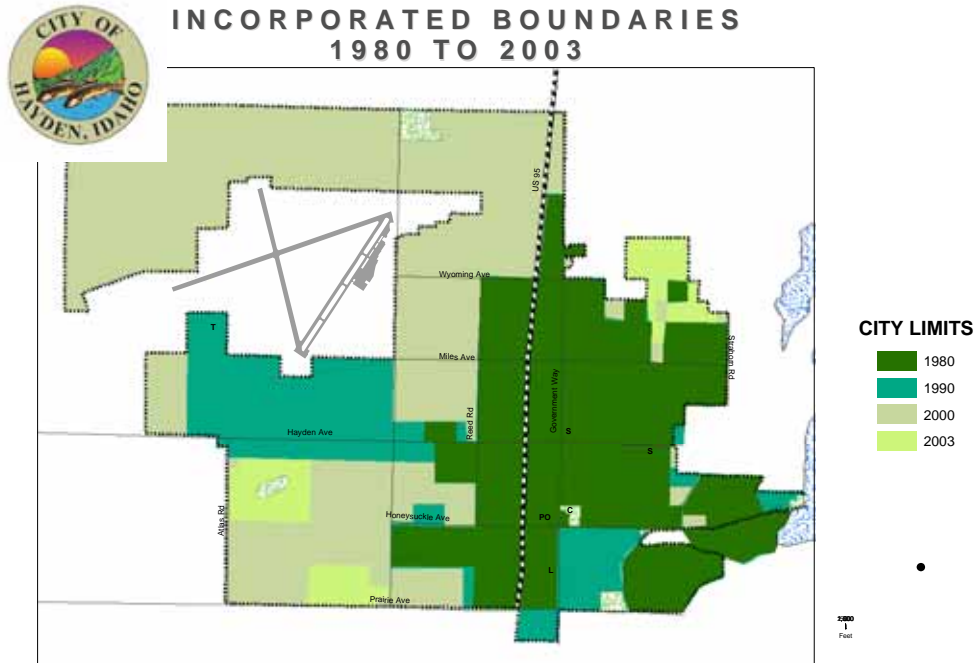
Year	Acres	Change	% Change
1955	440		
1960	963	+523 acres	118.9%
1970	1,124	+161 acres	16.7%
1980	1,790	+666 acres	59.3%

Between 1960 and 1970, additional areas to the northwest and east were annexed, with an area north of Hayden Avenue that had previously been encompassed by the City also added.

During the seventies, Hayden was in the process of planning some major changes in the sewer infrastructure and other services. Extensive areas to the south and east were annexed to facilitate the development of the City’s infrastructure and provide services for future growth in the area. Some areas to the west and north were also annexed by 1980. That area south of Honeysuckle Avenue from the lake to South Hayden Lake Road has since been de-annexed at the request of the owners.

1980 to 2003: From 1980 to 1990, the city annexed an area that extended just south of Hayden Avenue north to the airport and to the west of Atlas Road. This annexation accommodated projected growth demands and the incorporation of the sewer plant into the City’s boundaries. The city also annexed the area south of Honeysuckle Avenue between Government Way and Fourth Street and other smaller parcels to accommodate future development.

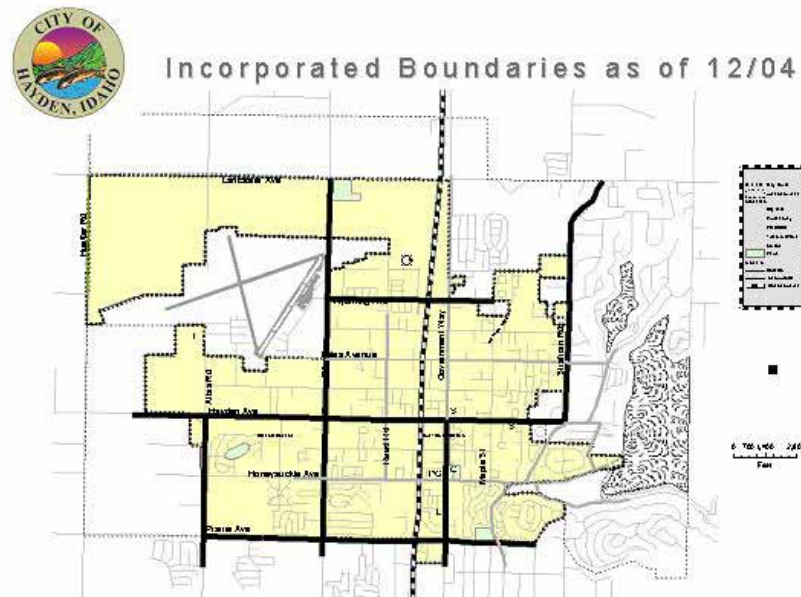
FIGURE IIA-3



Year	Acres	Change	% Change
1980	1,790		
1990	2,557	+767 acres	42.9%
2000	4,921	+2,364 acres	92.5%
2003	5,212	+291 acres	5.9%

In 1991, some 2,300 acres were annexed to the west in anticipation of development in the area and to facilitate the development of necessary infrastructure. The city has continued to annex area periodically, to best meet the needs of current and future growth. Through time, some annexed areas have subsequently been de-annexed, in response to petitions by local property owners.

FIGURE IIA-4



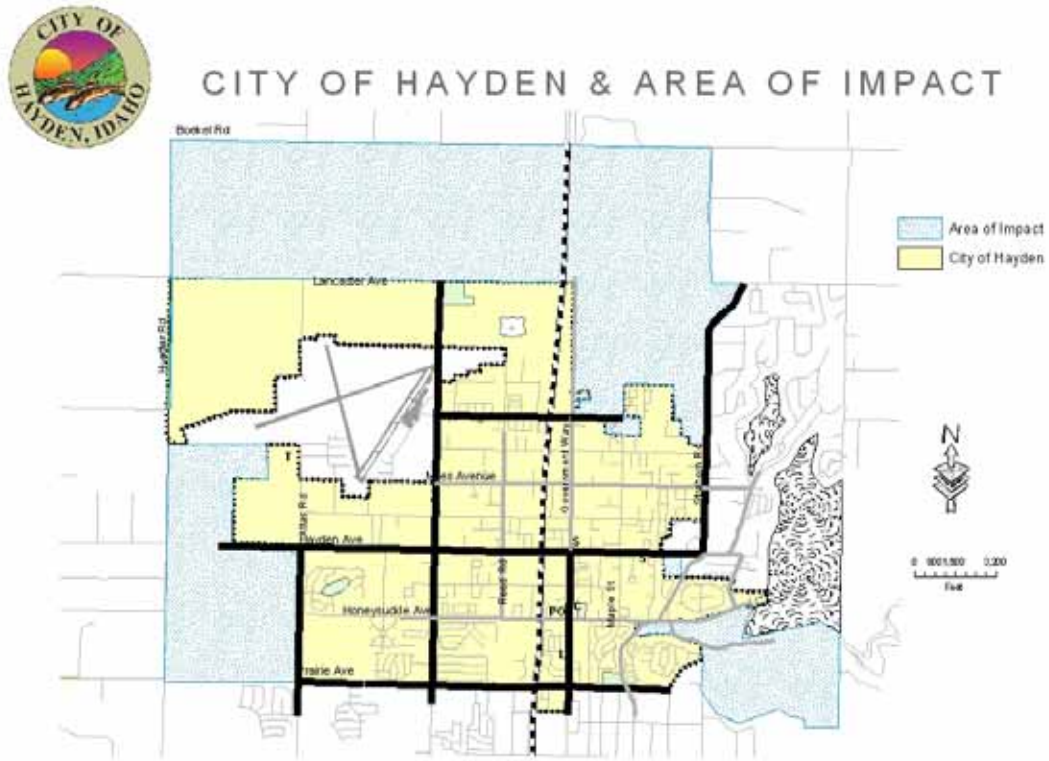
Area Of City Impact Future development and changes in land use activities in areas adjacent to the City will affect patterns of growth, services provided and the quality of life within the City of Hayden. Thus, it is important to keep abreast of and provide input concerning future development occurring in that area adjacent to the City. The establishment of an Area of City Impact (ACI) currently provides the City with a mechanism for review and comment concerning future development in the defined area. A multi-jurisdictional agreement to amend the ACI agreement is currently under consideration. The proposed agreement may accommodate more intense planning efforts in the Rathdrum Prairie area in the near future.

Areas of City Impact are those unincorporated areas adjacent to and surrounding the City that have the potential for future development that could affect the provision of public services or the quality of life in Hayden. The current impact area was defined and adopted to assist in future planning efforts of both the City and County, assuring that lines of communication between the City, County and residents of the area are facilitated in the decision making process concerning future development in the area.

Representation of those living in the ACI is provided through representation on the city's planning and zoning commission. Kootenai County notifies the City of pending changes

concerning the County's Comprehensive Plan and proposed changes in use of the land or zoning in the area of impact, allowing the City to provide input to the County prior to the hearing process concerning the changes.

FIGURE IIA-5

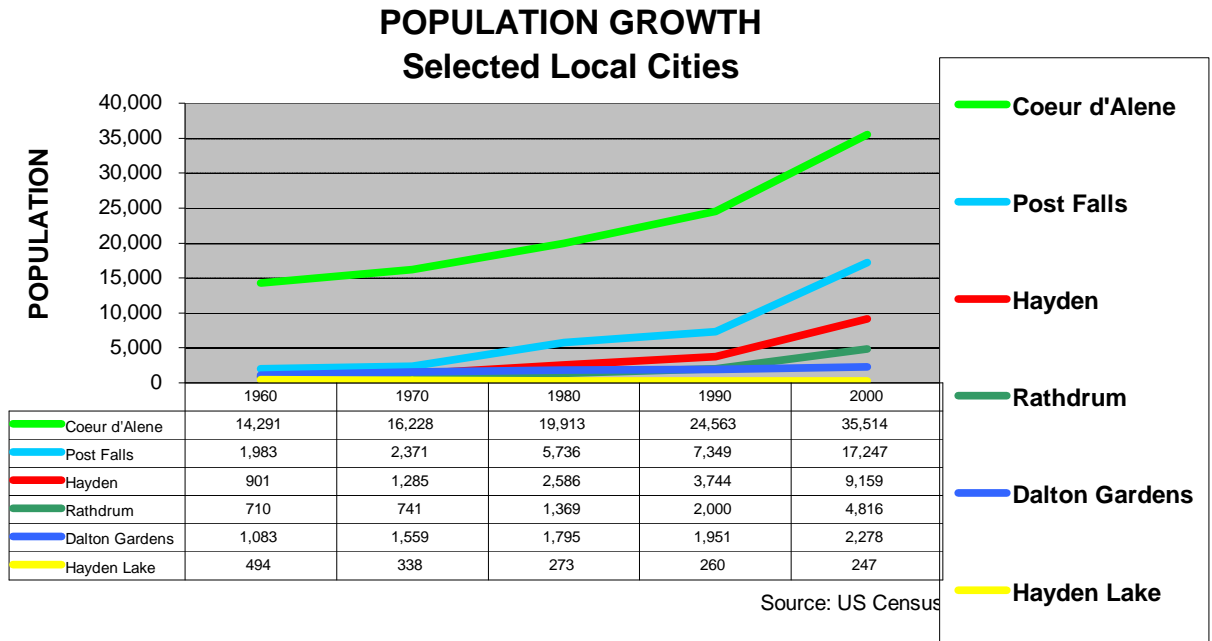


An ACI has been established under Idaho Code 67-6526 in the unincorporated area of Kootenai County, directly surrounding and adjoining Hayden. The area's bounds were developed and adopted in coordination with Kootenai County and other local communities potentially affected by the area.

A3: Population Growth

Through the recent past the Kootenai County area has experienced rapid growth. In the past decade Kootenai County's population experienced a 55.7 percent increase in population (69,795 in 1990, to 111,297 in 2000). The larger communities Of Rathdrum (140.8% increase) and Post Falls (134.7% increase) experienced the highest growth rates in the County. Hayden's population growth was a close third among the larger communities in the County; with 4,271 persons added to its population, or an 87.4 percent increase during the ten year period between 1990 and 2000. (U.S. Census 2000)

FIGURE IIA-6



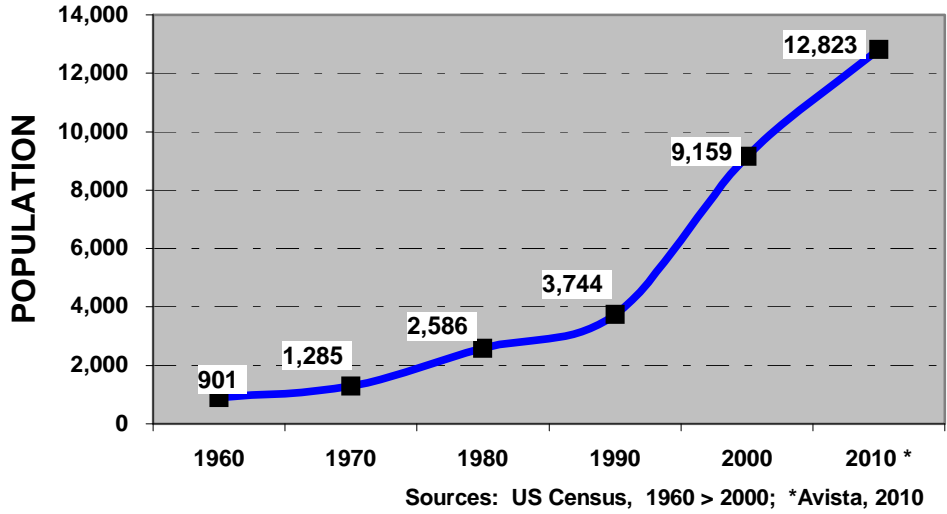
	% Change 1990>2000
Kootenai County	55.7%
Coeur d'Alene	40.5%
Post Falls	134.7%
Hayden	87.4%
Rathdrum	140.8%
Dalton Gardens	16.8%
Hayden Lake	46.2%

Prior to 1990, Hayden had grown relatively slowly (see Figure IIA-6). The increased level of growth since 1990 can be attributed to a combination of factors, including, but not limited to: expansion in area through annexation; the demand for new residential development; and, availability of local services and infrastructure to sustain new development.

Increased development in the community and growth of its population numbers will continue through time. The local area will continue to experience a demand for housing and supportive development and infrastructure, as more and more people desire to move into the area. Land is currently available for future development within the City and areas to the west are feeling some development pressure. The rate of growth and character of the community in the future is highly dependent on the future direction provided in current and future comprehensive plans.

FIGURE IIA-7

City of Hayden Population Growth



Year	Population	% Increase
1960	901	
1970	1,285	42.6%
1980	2,586	101.2%
1990	3,744	44.8%
2000	9,159	144.6%
*2010 projected	12,823	40.0%

Viable population growth projections for a community experiencing high growth rates such as Hayden is extremely difficult due to the many variables affecting growth. The economic health of the area, future annexation and the direction the City provides concerning future development are key elements determining future population levels within the City. The economic statistician for Avista projected a ten-year growth rate of 40 percent, based on his research and analysis of growth patterns in the area.

A4: Population Characteristics

Figures and data from the 2000 census reflecting the mobility, ancestry and race of the community's population, age profile, education levels and household makeup are presented below.

▣ Mobility

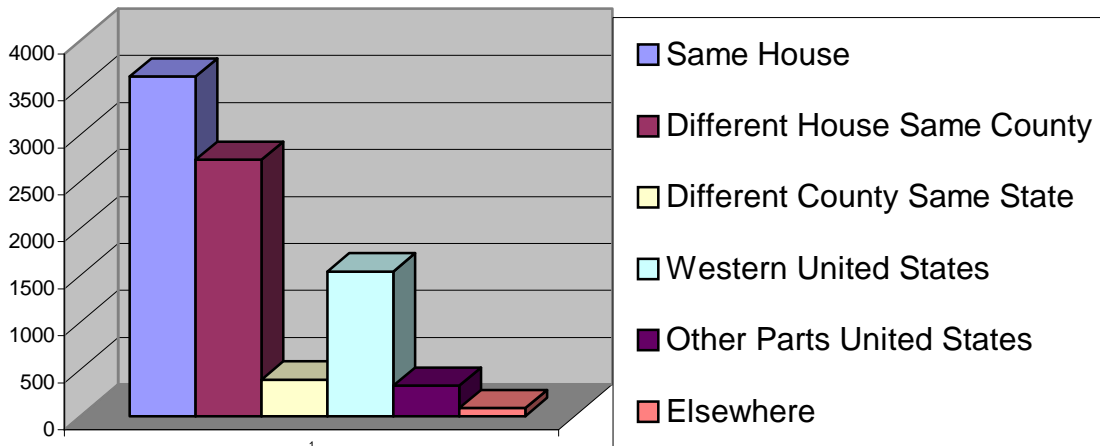
The general population in the United States has been highly mobile in the recent past, moving periodically into different homes within the same community, to other communities in the same area, and to other areas of the country. The median year the householder moved in, as reported in the 2000 census, were:

United States -	1991	Idaho -	1993
Kootenai County -	1994	City of Hayden -	1995

A greater percentage of Hayden's population than the national, state or county average has recently moved into their home in the recent past. The percentage of the population living in the same house five years prior to 2000, when the last census was taken are:

United States -	54.1 %	Idaho-	49.6%
Kootenai County -	46.8%	City of Hayden -	41.6%

FIGURE IIA-8 Place of Residence in 1995 (2000 Census)



Residence in 1995		
Same House	3,615	41.6%
Different House Same County	2,728	31.4%
Different County Same State	389	4.5%
Western United States	1,541	17.8%
Other Parts United States	322	3.7%
Elsewhere	85	1.0%

U.S. Census 2000

The high percentage of people recently moving into their homes is due to several contributing factors other than the general mobility trend of the nation as a whole. New housing has recently been developed, with 48.5 percent of the housing units in Hayden built between 1990 and 2000 (2000 Census). Some 31.4 percent of those living in a

different house previously lived in Kootenai County, including the City of Hayden, accounting for upward mobility and other reasons for moving within the area.

As the City grows, its population will continue to experience an increase in newcomers, with the local long-term population becoming more of a minority.

Ancestry/Race

The majority, or 95.7 percent, of the local populace were born in the United States, with 29 percent born in Idaho and 66 percent born in a different state. Only 2.9 percent of the population was born in a foreign country.

People of Germanic ancestry represent 36.8 percent of Hayden’s populace, with persons of Anglo-Saxon ancestry representing 33.1 percent of the total population. The only other groupings of over three percent were of French (5.2%) or Italian (3.6%) ancestry, or reported no foreign ancestry (U.S. or American at 6.7%).

FIGURE IIA-9: ANCESTRY

German	24.2%
English	17.3%
Irish	12.5%
US or American	6.7%
Norwegian	5.6%
French	5.2%
Swedish	3.9%
Italian	3.6%
Scottish	3.3%
Polish	3.1%
Other	14.6%

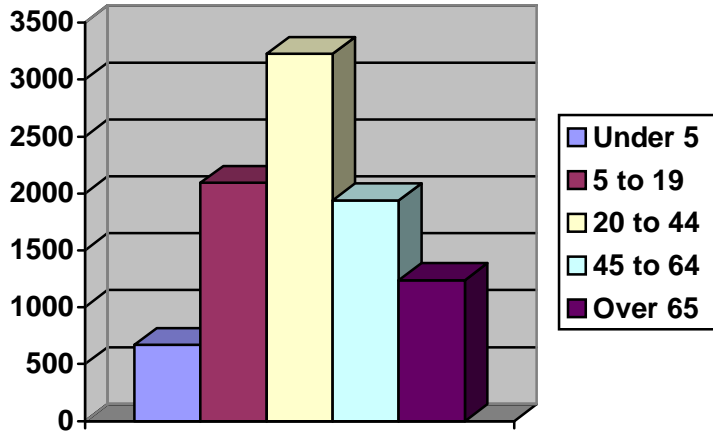
U.S. Census 2000

No significant minority populations are represented in the community, with 96.1 percent of Hayden’s population reporting as being of the white race in the 2000 census.

Age

The age of Hayden’s population is not too dissimilar to the state or nation. The average age of the population in Hayden is 36.19 years, whereas Idaho’s population has an average age of 34.77 years and the nation, 36.22 years.

FIGURE IIA-10 AGE OF POPULATION



Total Population		9,159	
Age Groups		Number	%
Under 5	669	7.3%	
5 to 19	2,092	22.8%	
20 to 44	3,223	35.2%	
45 to 64	1,939	21.2%	
Over 65	1,236	13.5%	

Median Age: 35.3 years; Average Age 36.2 years

(U.S. Census 2000)

Education

Hayden has a fairly well-educated populace, in comparison to the region, state and country. Hayden has a high percentage of high school graduates and persons with some college education. Some 19.4 percent of the population have attained a bachelors, graduate or professional degree, compared to 19.0 percent in Kootenai County, 21.6 percent in Idaho and 24.4 percent in the country.

FIGURE IIA-11: Educational Attainment

	Hayden	Kootenai County	Idaho	United States
High School Graduate	31.9%	30.3%	28.5%	28.6%
Some College or Associates Degree	36.3%	38.0%	34.6%	27.4%
Bachelors Degree	13.9%	13.0%	14.8%	15.5%
Graduate or Professional Degree	5.5%	6.0%	6.8%	8.9%

Household Makeup

Family households are those households where the members are related. Non-family households are those where the member of the households are unrelated.

FIGURE IIA-12: Household Composition

Average Household size	2.60
Average Family Size	3.04

	Total Households	3,501	100.0%
	Family Households	2,561	73.2%
	With own children under 18	1,291	36.9%
	Non Family Households	940	26.8%
	Householder Living Alone	755	21.6%

Households with Individuals under 18	1,370	39.1%
Households with Individuals over 65	859	24.5%





II-B: NATURAL ENVIRONMENT

The information provided in this section is drawn directly from the City of Hayden's 1995 Comprehensive Plan.



B1: Land Use: Natural Capability



1a: Topography

The topography of Hayden is characterized by mountain ranges to the northeast and southeast of the City, and flat prairie land to the west of the City. Elevations range from 2,380 feet at the crest of the steepest slope to 2,270 feet on the prairie land. The majority of Hayden is situated on relatively flat land, at an average elevation of 2,280 feet. Lockhaven Hills is the only portion of the City that is situated on a steep slope. This area is in residential use only. (Source: 1995 Hayden Comprehensive Plan)



1b: Geology

The soils in Hayden are predominately Garrison gravels deposited over clay and basalt. The subsurface of the Hayden area is predominantly composed of younger glacial deposits that have extended southwest from Pend Oreille Lake. The glacial deposits are underlain by Latah Formation and the Columbia River Group, which is characterized as flows of dense, dark tholeiitic basalt that usually runs from 50 to 150 feet thick. (Source: 1995 Hayden Comprehensive Plan)



1c: Groundwater

The Rathdrum/Spokane Aquifer, which covers 283 miles in Idaho, runs in a southwesterly direction from Pend Oreille Lake on the northeast, to Spokane, Washington on the southwest. An aquifer is similar to a vast underground River. A cross-section would show an aquifer to be a deep bedrock valley with an impervious clay layer (Latah formation) on the bottom that traps water. The clay is covered under hundreds of feet of coarse sand and gravel that fills most of the valley. The City of Hayden lies directly over the Rathdrum/Spokane Aquifer, and pumps its drinking and irrigation water from this source.

The Rathdrum/Spokane Aquifer provides drinking water for approximately 450,000 people in Northern Idaho and Eastern Washington. Even though the aquifer lies 150 to 400 feet below the surface, it is susceptible to damage and contamination as the coarse sand and gravel offer no protection from surface activities. Such activities include storm water run-off, dumping of paints, used motor oil, and other waste products into drywells. Since a drywell is essentially a hole in the ground that leads directly into the aquifer, wellhead protection is critical.

A significant threat to the aquifer is posed by underground storage tanks (UST). The Idaho Department of Health and Welfare, Division of Environmental

Quality (DEQ) has identified 19 USTs in Hayden, including seven at the Airport. Typically, the tanks contain petroleum products. DEQ will continue to monitor and regulate the tanks. Eventually the tanks will be removed and any contamination or pollution will be cleaned up.

Additional efforts to protect the aquifer from contamination have been undertaken by the Panhandle Health District (PHD) and the City of Hayden. They administer several aquifer protection programs including Stormwater Runoff, Sewage Management, and Critical Materials Programs. Also, PHD is working on the Critical Aquifer Recharge Areas (CARA) program to identify and protect the aquifer recharge areas from contamination. Towards this effort, PHD's tasks include the identification of potential contamination sources and the development of a Geographic Information System (GIS) data base. (Source: 1995 Hayden Comprehensive Plan)

1d: Soils

The soils of the Hayden area consist of very deep, well drained, Avonville fine gravelly silt loam. These soils are found at 0 to 7 percent slopes, and have developed in loess and volcanic ash mixed with glacial outwash material. Typically, this soil is found on glacial outwash plains and terraces at an elevation ranging from 2,200 to 2,400 feet. The majority of Hayden's agricultural area consists of this type of soil.

The rooting depth of fine gravelly silt loam is more than 60 inches. The water capacity is low, and the permeability is moderate. Runoff is slow and the hazard of erosion is minimal. While such droughty soil conditions limit crop production, proper irrigation management can increase plant growth. Overall, fine gravelly silt loam is mainly used for pasture, hay, small grain, and grass seed.

The presence of small stones and the rapid permeability of the substratum of this soil type present limitations for establishing sanitary facilities. Also, while the soil is suited for septic tank absorption fields, groundwater pollution is a hazard.

In scattered areas of Hayden there is the presence of Avonville fine gravelly silt loam on 7 to 20 percent slopes. This soil has limitations for cropland due to its slope and droughty soil conditions. In addition, Narcisse silt loam is prevalent in scattered areas of Hayden. This type of soil, which is found on slopes ranging from 0 to 5 percent, maintains very similar characteristics as the Avonville silt loam. (Source: 1995 Hayden Comprehensive Plan)

B2: Natural Resources

2a: Surface Water

The City of Hayden is located adjacent to Hayden Lake and maintains approximately a third of a mile of frontage on Honeysuckle Bay. The watersheds of Hayden Lake drain directly into the Rathdrum/Spokane Aquifer. In order to protect and preserve Hayden Lake, the State of Idaho has designated Hayden Lake as a Special Resource Water.

Although historically Hayden Lake was the direct source of Hayden's drinking water, the majority of drinking and irrigation water is now pumped from the Rathdrum/Spokane Aquifer through deep wells. (Source: 1995 Hayden Comprehensive Plan)

❁ 2b: Climate

Although the City of Hayden is located in the far northern United States, the influence of the Pacific Ocean and its westerly winds, together with the terrain of the surrounding region, result in more moderate climate. Temperatures based on 30 years of observation indicate that July is the hottest month with a maximum average of 86 degrees and January is the coolest month with a maximum average of 34.6 degrees.

Also based on 30 years of observation, normal precipitation for the Hayden area is approximately 17 inches annually with over a third of this occurring in November, December and January. Additionally, the area receives approximately 51 inches of snow fall annually and over half occurs in the months of December and January. (Source: 1995 Hayden Comprehensive Plan)

❁ 2c: Air Quality

The Idaho State Department of Health and Welfare, Division of Environmental Quality enforces the Federal Primary and Secondary Ambient Air Quality Standards. Primary standards define levels of air quality, with an adequate margin of safety, that are necessary to protect the public health. Secondary standards define levels of air quality that are necessary to protect the public welfare from any known, or anticipated, adverse effects of a pollutant. The six major air pollutants under these standards are sulfur dioxide, particulate matter, carbon monoxide, nitrogen dioxide, ozone, and lead.

The existing air quality in the Hayden area is for the most part in compliance with Federal standards. On occasion the County may exceed secondary standards for particulate matter. This is mostly a result of grass and slash burning, woodstove smoke, fugitive dust from traffic on unpaved roads, dust from agricultural areas, and dust resulting from construction.

The practice of field burning has long been a controversial issue in the region. On August 1, 1991, an agreement was signed by 16 groups, who had a stake in grass field burning that called for the eventual elimination of the practice. In the short term, restrictions such as a burning schedule were imposed but they are strictly voluntary. There was no specific long term schedule set for the elimination of this practice. (Source: 1995 Hayden Comprehensive Plan)

❁ 2d: Water Quality

It was only a short time ago that water for domestic purposes was pumped directly from Hayden Lake. Because of increased human activity in and around the lake, however, this resource has undergone degradation and the water quality is such that the lake is no longer considered a primary source for domestic water. In order to protect Hayden Lake from further degradation, the State legislature designated it as an "outstanding resource water." Under this classification, Hayden Lake requires protection from nonpoint source activities, such as crop production, construction, stormwater run-off, mining, recreation

and septic tank disposal that may lower water quality. (Source: 1995 Hayden Comprehensive Plan)

B3: Hazardous Areas

3a: Floods

According to the Federal Emergency Management Agency, no official flood plain zones exist within the City of Hayden or the Area of City Impact other than the Hayden Lake dike area. (Source: 1995 Hayden Comprehensive Plan)

3b: Earthquakes

Maps from the U.S. Geological Survey indicate that Hayden is situated on two faults: the Coeur d'Alene Fault and the Rathdrum Fault. The Coeur d'Alene Fault runs north to south through Hayden just west of U.S. Highway 95, and the Rathdrum Fault runs north to south, on the west side of the Airport. The potential threat from the nearest active faults are unknown, however, in the event of an earthquake the Hayden area is classified as having a high seismic shaking hazard. (Source: 1995 Hayden Comprehensive Plan)

3c: Slides

Potential slide areas have not been identified in the Hayden area. This information is important however, especially to any future development of the southeastern corner of Hayden where there are steep slopes and highly erodible soils. According to the U.S. Department of Agriculture Soil Survey, Mokins silt loam, and Tekoa gravelly silt loam are the soil types in the southeastern corner of Hayden. These soil types are both found on 35 to 65 percent slopes, and are characterized as having very rapid runoff. Furthermore, the hazard of erosion is very high for both soil types. (Source: 1995 Hayden Comprehensive Plan)

3d: Hazardous/Toxic Sites

There are no Environmental Protection Agency (EPA) Superfund or Resource Conservation Recovery Act (RCRA) sites identified in the City of Hayden or in its Area of City Impact. Generally, industrial areas are potential sites for hazardous or toxic materials. Additionally, gas stations, fuel distributors, and auto repair shops are potential sites since they most likely have above or underground storage tanks. (Source: 1995 Hayden Comprehensive Plan)

3e: Nuclear

The City of Hayden is approximately 170 miles northeast of the Hanford Nuclear Reservation and 40 miles east of the Fairchild Air Force Base, both in the State of Washington. An accident releasing toxic materials to the air at either of these facilities could impact Hayden although the risk of such an occurrence is slight. In addition to possible nuclear contamination from these distant facilities via the air, there exists the possibility of an accident involving nuclear waste or material that is frequently

transported along the Interstate 90 Freeway and along the Burlington Northern Railroad. While both of these transportation corridors are outside the city limits and the Area of Impact, there can be no doubt that an accident involving nuclear material or hazardous and toxic waste along either of these corridors could have a detrimental impact on the City of Hayden and the whole region. (Source: 1995 Hayden Comprehensive Plan)

3f: Emergency Preparedness

Kootenai County has a full-time director of Emergency Services with an office in the County Courthouse. Any large-scale disaster of the sort listed above or otherwise would be handled by that office. The County is currently prepared to respond to any emergency situation and is updating the plan with respect to preparedness in the event of an earthquake, which is a very real possibility. The City of Hayden could establish their own Disaster Plan if it so desired. Otherwise the County will continue to be responsible for such planning. (Source: 1995 Hayden Comprehensive Plan)





II-C: INFRASTRUCTURE

Background information covering infrastructure currently in place in Hayden is presented in this section.

Section C1: Public Services, Facilities and Utilities.

Section C2: Transportation.

Section C3: Coeur d'Alene Airport.

II-C-1: Public Services, Facilities and Utilities

This section covers various public and community services provided by the City, community organizations and utility districts. City services (1a), community services (1b), public schools (1c), parks and recreation (1d), police services (1e), fire protection (1f), power, phone and gas (1g), solid waste (1h), water service (1i) and sewer service (1j) are outlined in this section.

1a: City Services

The City of Hayden is administered by a City Council, with a Planning and Zoning Commission facilitating the land use review and approval process. City hall is located in the center of Hayden at 8930 North Government Way. The local streets, sewer system and parks are maintained by the city. A comprehensive plan, zoning ordinance and subdivision ordinance are maintained to direct growth patterns and maintain development standards. The City administers the issuance of building permits and inspections.

1b: Community Services

Several commissions as sponsored by the City of Hayden, the local chamber of commerce and the library district provide various public services aimed at enhancing the local community.

Urban Forestry Commission was formed several years ago to promote urban forestry practices throughout the City. The commission is sponsored by the City and has obtained grants and funding from the Urban Forestry Program, Kootenai County and other outside sources to support its efforts. The goals of the commission are:

- 1) Educate and inform a variety of publics and all citizens of Hayden about the values of trees, proper tree care, the Hayden Community Forestry Program and the Hayden Community Forestry Ordinance.
- 2) To pursue grants for parks, tree planting, infrastructure and tree-related design and to provide to City Staff a budget request capable of supporting the Community Forestry Program within the fiduciary bounds of other cities of comparable size.

- 3) Provide the City of Hayden with a Community Forest Management Plan that identifies areas of concern within the Community Forest Program. This management plan will outline five, ten and fifteen years into the future all the goals and objectives for the program, as well as, implemental strategies for achieving them.
- 4) Provide protection for Hayden's community forest by maintaining the ordinance, actively participating in local regulations affecting the forest, forming a network of cities throughout the state, and staying aware and participating to the extent practicable in forest related regulation on a state and national level.

The City Council has adopted ordinances establishing the commission and setting policy towards ownership, authority, care of and control of trees on city property. The commission is in the process of taking an inventory and analysis concerning existing tree sizes, species, location, grassy infiltration compatibility, and wildlife compatibility, etc. The Commission has completed a Community Forest Management Manual. The manual provides a detailed guide to landscaping and tree preservation and is designed to assist developers in creating future development that not only preserves the City's existing trees, but also includes new landscapes that will adequately offset the negative environmental impacts of inevitable urbanization.

Historical Preservation Commission: A five-member commission is in the process of collecting historical information and artifacts concerning past activities and events in the Hayden area. The goal of the commission is to preserve the information and materials collected, placing them in a local museum. The commission is sponsored by the City of Hayden and meets every third Wednesday of the month at Hayden City Hall.

Parks and Recreation Commission: The City of Hayden formed a five member Parks and Recreation Commission in August of 2003. The commission will act in an advisory capacity to the Mayor and City Council recommending rules and regulations for the proper conduct of park use and recreation program operation in and for the city. The Commission, upon the request of the mayor and council, will conduct a needs assessment and make recommendations regarding future park and recreation program needs for the community. The Commission may also solicit the donation of funds and/or property for parks and recreation purposes.

Chamber of Commerce: The local Chamber of Commerce represents the business communities of Hayden and Hayden Lake. The local office located on west Hayden Avenue is a business resource and visitor information center. The Chamber office is open Monday through Friday. The Mission of the Chamber is to "serve and promote the greater Hayden/Hayden Lake business community." The goals of the Chamber are to promote the prosperity of the local business community, the continued growth and welfare of the local community, and the ongoing respect for human rights as embraced by a community committed to a diverse and vibrant human family in all matters of business, faith, race and fellowship.

Library Services: The Hayden library located at 8385 N. Government Way is the main branch of The Kootenai County Free Library District (KCFLD). Hayden's first library was located in a storefront. The current library building was built in 1978 and is

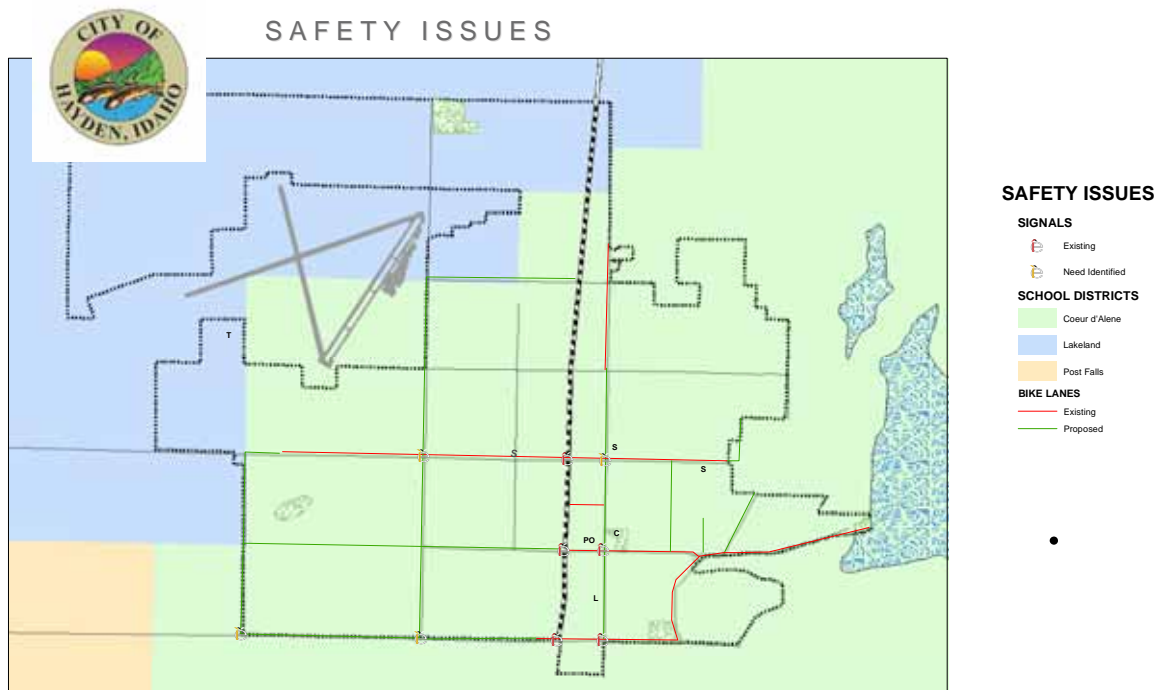
the largest of the five branch libraries with a floor area of some 12,000 square feet. The library is open seven days a week.

1c: Public Schools

The Coeur d'Alene School District services the majority of students attending public schools in Hayden, with Lakeland School District providing service to residents in the northern and western parts of the community (see Figure IIC-1 below).

Two elementary schools are currently located in Hayden. Hayden Lake Elementary (approx. 350 students) is located on the northeast corner of Hayden Avenue and Government Way and Hayden Meadows (approx. 570 students) is located south of Hayden Avenue just west of Finucane Drive. Bus service is provided for those students residing to the west of Highway 95 and/or over one and a half miles away from the school attended. A new elementary school (Atlas) is to be constructed with a capacity of 550 students to the east of Atlas Road and north of prairie Avenue. All students currently attending Hayden Elementary will attend this new school when completed.

FIGURE IIC-1: PUBLIC SCHOOLS



The majority of those children in Hayden also attend Canfield and Woodland Middle Schools, and Coeur d'Alene High School to the south of Hayden. Some students in the southwestern part of Hayden attend Lake City High School to the south. The balance of public school students residing in Hayden attend Lakeland District schools located in Rathdrum.

1d: Parks and Recreation

The City does not currently have a Parks and Recreation Department but has recently formed a Parks and Recreation Commission to explore options concerning park development and improvement, expansion of recreational activities and administration of current and future parks and recreational services.

The City maintains six parks located on a total of 57.5 acres (See Figure 1). These parks offer a variety of recreational opportunities for the community, ranging from boating and swimming to soccer and baseball. City Park, Honeysuckle Beach, Finucane and Triangle Park are fully developed, Croffoot Park is operational with development ongoing and Broadmoore Park has yet to be developed. A synopsis of facilities and activities currently available at each of the individual parks is given below.

FIGURE IIC-2: CITY PARKS



Summary of Park Facilities

Hayden City Park: Established in 1960. Part of area originally granted by the Village of Hayden for a fire station, city hall, community center and park.

- 6.4 acres adjacent to City Hall
- Fully developed.
- Facilities: Picnicking, Horseshoes, Gazebo, Tot Lot, Bandstand, Basketball Courts, Green Space.
- Activities: Hayden Days (July), Wednesday Night Concerts, Hayden Business Fair.
- Futures: Room to add more park facilities and activity centers.

Honeysuckle Beach: Established 1992. Procured and developed with supporting grant funds and donations. Dock and boat ramp maintenance costs are shared with the County.

- A little over two acres (2.12) on the shores of Hayden Lake at east end of Honeysuckle Road.
- Fully developed.
- Facilities: Enclosed Swim Area, Fishing Stands, Boat Launch, Concession Stand, Sandy Beach, Volley ball Courts, Benches, Picnic Tables, Handicap Accessible Boardwalk, Parking.
- Activities: Swimming, Boating, Picnicking, Fishing, Sunbathing and other water oriented activities.
- Futures: Pressure on use of parking area creating some problems. Potential acquirement of adjacent properties to relieve pressure under consideration by the City.

Finucane Park: Established in 1990. Donated to the City by the Finucane family.

- Ten acres located at the northwest corner of Prairie Avenue and Fourth Street.
- Fully developed.
- Facilities: Ball fields, Concession Stands, Gazebo, Tot Lot, Green Space.
- Activities: Gatherings, Ball Games, Picnicking and Socializing.
- Futures: Continued maintenance and enhancement.

Croffoot Park: Land recently acquired by the City. Initially was a private park (Diamond Park) with several baseball fields.

- Twenty-five acres, located south of Lancaster Road a mile west of Highway 95.
- Currently being developed.
- Facilities: Three Little League Baseball Fields, one full-size men's soccer/rugby field, one full-size women's soccer field, two youth soccer fields (overlying the outfields of two baseball fields), and parking.
- Activities: Ball games, playground and tot lot, horseshoes.
- Futures: In Phase II, the City will develop two additional softball fields and 2 soccer fields as well as two basketball courts, two grass volleyball courts, horseshoe pits, playground equipment, a tot lot, and additional parking. Phase II is expected to be constructed in 2004-2005. Additional future developments

beyond Phase II include possible lighting for the ball fields, an additional softball field, and a concession stand/field house with sewerer restroom facilities.

Triangle Right of Way:

- No acreage. Located in right of way along Honeysuckle Avenue at Fourth Street.
- Fully developed.
- Facilities: Park Bench, Landscaping
- Activities: Pause to rest and reflect.
- Futures: Continued maintenance and enhancement.

Broadmoore Park: Currently open ground dedicated by the developers of the Broadmoore Subdivision for a future park.

- Ten acres located in Broadmoore Subdivision
- Currently undeveloped.
- Facilities: None
- Activities: Open field play.
- Futures: Initial plans are to develop a City-maintained playground with equipment to be donated by the developer of the subdivision. Multiple species of trees will be planted with funds acquired through the County.

1e: Police Services

The City of Hayden currently contracts with Kootenai County for police services. Kootenai County Sheriff staff provides regular patrol services throughout the community, enforcing City ordinance and other applicable state and federal laws. The Sheriff's Office maintains a community station at Hayden City Hall.

1f: Fire Protection

The Hayden Lake Fire Protection District has provided fire protection for the Hayden community since the 1960's. The District consolidated with Northern Lakes Fire District in the year 2000. The current fire district services Rathdrum, Hayden, Hayden Lake and rural areas as far north as Ohio Match Road. The fire station servicing the Hayden community is located at 125 West Hayden Avenue. The Post Falls Fire Protection District services areas west of Atlas Road that are located within the area of city impact.

1g: Electrical Power, Natural Gas and Telephone

Kootenai Electrical Cooperative (KEC) and Avista provide electrical power service in the Hayden area. KEC serves the areas to the north, west and south of the airport. Avista services the airport and the balance of the Hayden community west of Ramsey Road.

Avista provides natural gas service in some areas of the community, with the gas transported through transmission lines maintained by Northwest Gas Transmission.

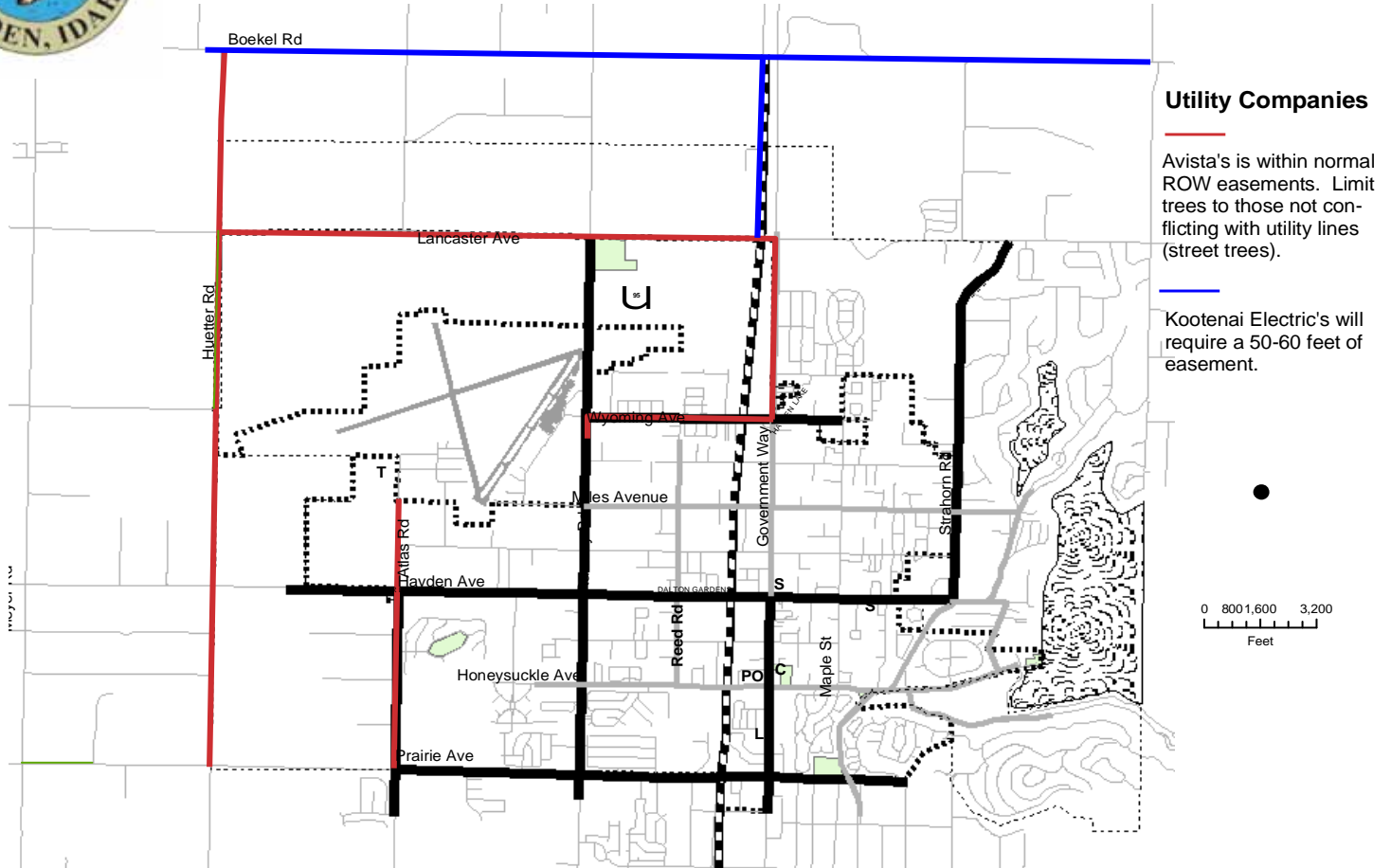
Verizon provides telephone service throughout the community.

Needs of the utilities should be considered in the planning of future roads and other infrastructure. Figure IIc-3 outlines future utility corridors as provided by Avista and Kootenai Electric.

FIGURE IIC-3 FUTURE UTILITY CORRIDORS



FUTURE UTILITY CORRIDORS



1h: Solid Waste

The City of Hayden does not currently have a contract with any individual service provider for the collection of commercial and residential solid waste generated in the City. Collection is provided by a number of private firms on request of the resident or commercial enterprise.

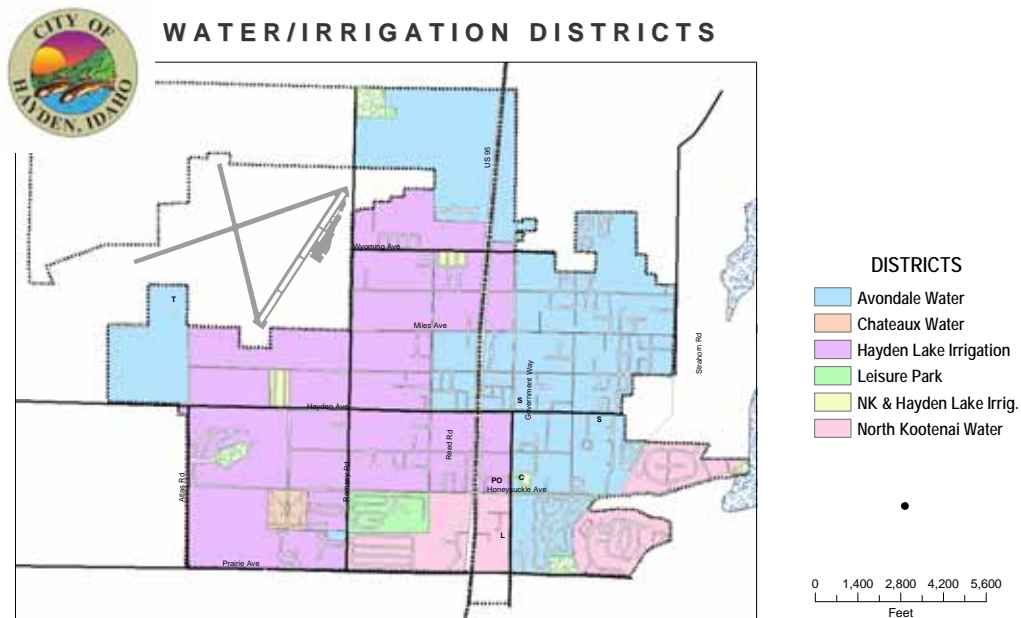
Kootenai County maintains a landfill at Fighting Creek to dispose of solid waste generated in the County. The County processes solid waste through a transfer station located on Ramsey Road north of Interstate 90 in Coeur d'Alene. The County also currently maintains a rural collection facility north of Hayden, in the Garwood area.

Recycling bins for the collection of some recyclable materials are located at the schools. Recyclables, reusable materials, hazardous materials and other separated components of the waste stream are processed at the Ramsey Transfer Station. Kootenai County is currently discussing the implementation of other recycling programs to provide more recycling opportunities in the community with the City of Hayden.

1i: Water Service

The City of Hayden does not operate or maintain a public water system. Potable and irrigation water is provided by several public and private organizations. Avondale Irrigation District provides water in the eastern part of the community and some areas in the north and west. The Hayden Lake Irrigation District services the majority of the area west of Government Way.

FIGURE IIC-4



North Kootenai Water services some areas in the southern part of Hayden. Homeowner's Associations and other private entities provide the balance of water service to specific subdivisions or areas of the City.

The provision of water service is not necessarily mandatory, thus private wells continue to service various residential lots and commercial businesses scattered throughout the community. Water lines are placed in easements and maintained by the water service provider. Billing for water service is directly through the service provider, though the City of Hayden acts as a clearinghouse, directing calls related to water service issues.

Expansion and improvements of the various water systems is development driven. The City of Hayden coordinates with water service providers to arrange necessary easements and schedule improvements with the City's road improvement and maintenance schedule, as best possible.

1j: Sewer Service

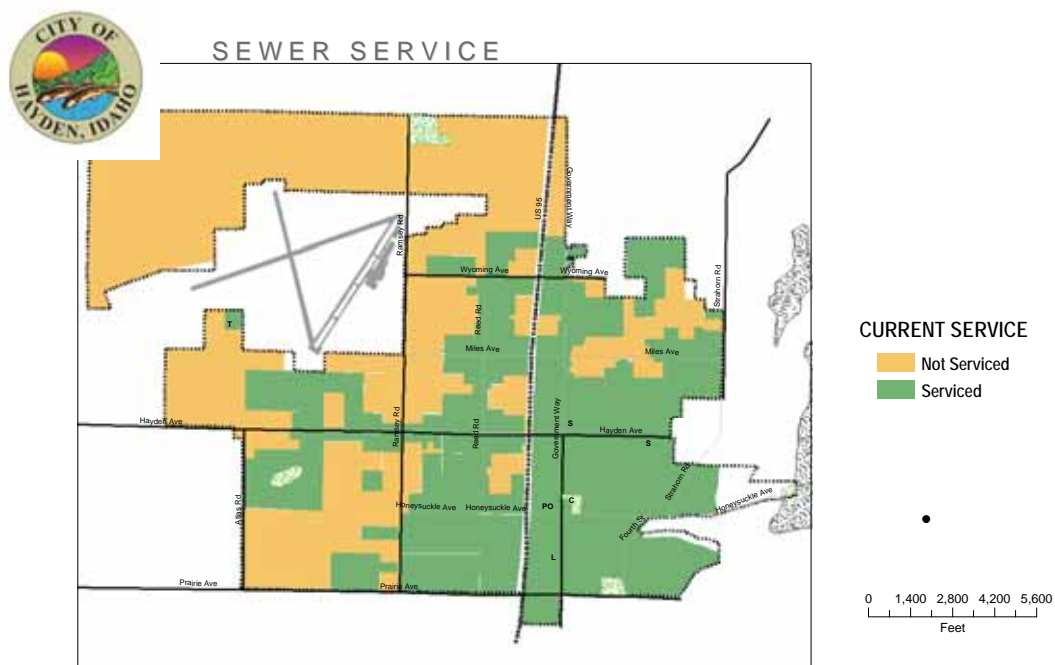
The Hayden Area Regional Sewer Board (HARSB) maintains sewer service in the area through a joint powers agreement between Kootenai County for the airport area, the City of Hayden and the Hayden Lake Recreational Water and Sewer District (Sewer District). The cost of maintaining the sewer system is shared proportionally by the three members of HARSB based on Equivalent Residences (ER's) serviced within each entity's boundaries. Staff employed by the HARSB, maintain the sewer lines, pumping stations and treatment plant.

The sewerage generated from Hayden, the Sewer District and the Coeur d'Alene Airport is pumped to a treatment facility located on Atlas Road south of the airport. Effluent from the treatment plant is spray irrigated during the summer months and pumped to the Spokane River during the fall and winter months. There is currently room for expansion of the treatment facility to meet the requirements of growth in the area for the short term.

Pumping stations and lines located in the City are owned by the City of Hayden, with lines and stations located in the airport area owned by the County and those in the sewer district owned by the Sewer District. The level of sewer infrastructure transporting waste varies in quality and capacity dependent on several variables, including density of development and initial construction methods. Lines and pump stations located in Hayden are used to transport sewerage to the treatment plant from the Sewer District.

Most developed areas within the City of Hayden and the majority of residences are currently serviced with sewer, though many areas of the City are still serviced through individual septic systems. In 1990, the City of Hayden and the Panhandle Health District entered into an agreement to prevent potential contamination of the aquifer from effluent as generated from individual septic systems. Under the agreement, Hayden residences may continue operation of their septic systems until such time sewer lines are extended to service the area, residences shall then be required to connect to the sewer system, abandoning use of their drainfield system.

FIGURE IIC-5

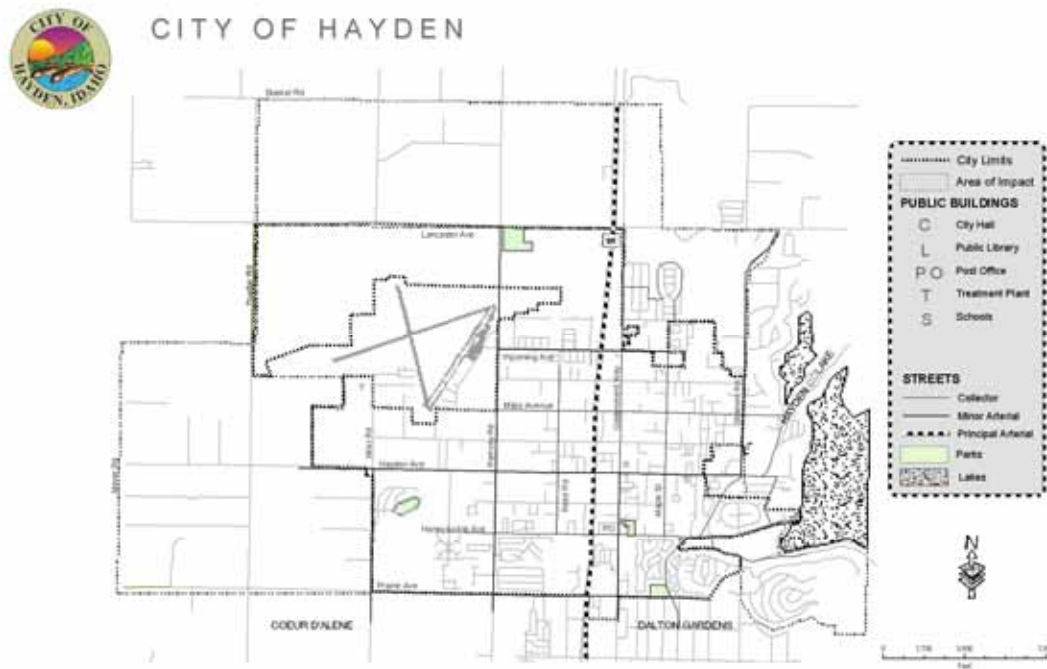


II-C-2: Transportation Network

The condition and efficiency of the transportation network servicing the city has significant impact on the health and vitality of the local economy and the community as a whole. Growth within the City of Hayden, as well as the region, is placing increasing demands on the local road network and its ability to service the current population in a safe and convenient manner. The high cost of improving roadways, and limited right of way widths in some areas of the city, are some challenges currently facing the City in scheduling desired improvements to the existing road network.

The existing road structure (2a), traffic volumes (2b), non-vehicular traffic (2c), public transportation (2d), air service (2e), planning efforts (2f) and planned improvements (2g) are outlined in this section.

FIGURE IIC-6 EXISTING FUNCTIONAL CLASSIFICATION FOR ROAD NETWORK



2a: Road Structure

The transportation network servicing the community ranges from local streets servicing quiet residential neighborhoods to State highway 95, a major traffic corridor. All roads in Hayden’s transportation system are assigned one of four classifications in coordination with the Kootenai County Area Transportation Team (KCATT), based on current and projected use, and road usage in adjacent areas. The four classifications consist of local roads, collectors, minor arterials and principle arterials.

Local Streets provide access to properties adjacent to the roadway and direct this local traffic to higher volume roadways (collectors and arterials). Optimum road widths for local streets are 30 to 40 feet, dependent on the locale, placed in a 60-foot right of way. The majority of the roadways in Hayden service residential neighborhoods and are classified as local streets.

Collector Streets gather residential traffic from local streets and directs it at operating speeds of up to 30 miles per hour to arterial streets. Optimum road width for collector streets is forty feet curb to curb, placed in an eighty foot right of way, with storm water treatment facilities (generally grassy swales) and five to eight foot sidewalks located on each side of the street within the right-of way, and an additional ten-foot utility easement. Roads with an existing functional classifications as collectors include: Miles

Avenue; Maple Street north of Hayden Avenue; Strahorn Road south of Hayden Avenue; Fourth Street; Honeysuckle Avenue; and, Reed Road south of Lacey Avenue.

- **Miles Avenue** draws traffic from local roads servicing residential neighborhoods in the northeast part of town on both sides of Highway 95 and directs it east or west, to and from Ramsey Road, Highway 95, Government Way and Strahorn Road. Current daily traffic counts on Miles Avenue were 1,310 AADT west of Highway 95 and 2,479 AADT east of Highway 95.
- **Maple Street** was classified as a collector in the past but was reclassified to a local road in November 2003, due to lack of available right of way and neighborhood characteristics.
- **Strahorn Road** collects traffic from the northeast part of town, as well as residential areas outside the city, and directs it north and south to the north-west arterials of Hayden and Prairie Avenue. Strahorn Road north of Hayden Avenue is classified a minor arterial to handle traffic collected from the area north and east of Hayden.
- **Fourth Street** collects traffic in the adjoining residential areas and directs it north and south to Hayden and Honeysuckle Avenues.
- **Honeysuckle Avenue** collects traffic from residential areas located on both sides of Highway 95 , as well as Honeysuckle Beach, and directs it east and west to Government Way, Highway 95 and Ramsey Road. Current daily traffic counts on Honeysuckle Avenue, west of Finucane Park were 7,482 AADT.
- **Reed Road** collects traffic from residential areas located on the west side of Highway 95 and directs it north and south to Wyoming, Miles, Hayden and Honeysuckle Avenues.

Minor Arterials are roadways that connect local and collector roads with principle arterials. Their primary function is to move traffic through an area, but they also provide access for traffic originating at, or destined for, locations along the minor arterial itself. The desired road structure for minor arterials is five lanes, sixty-four feet wide curb to curb, with sidewalks separated from the roadway by a grassy swale, all placed in an one hundred foot right of way.

North-south roads with an existing functional classification as minor arterials include Atlas Road, Ramsey Road, Government Way from Prairie Avenue to Hayden Avenue and Strahorn Road north of Dakota Avenue. East-west roads with an existing classification as minor arterials include Wyoming Avenue between Ramsey and Maple Street, Hayden Avenue and Prairie Avenue.

- **Atlas Road** services traffic collected in the eastern part of Hayden.
- **Ramsey Road** services traffic collected in the eastern part of Hayden. Ramsey Road is currently experiencing growing pains, as traffic levels approach the roadway's capability to handle traffic at acceptable levels.
- **Government Way** services a local commercial corridor, as well as traffic from residential neighborhoods to the east. (Daily traffic counts on Government Way in 2001 were as high as 11,591 AADT)
- **Strahorn Road** services traffic generated north and east of Hayden, as well as residential areas in the northeast part of Hayden.

- **Wyoming Avenue** services the airport and residential areas in the northern part of Hayden. Current daily traffic counts on Wyoming Avenue at Reed Road were 2,022 AADT.
- **Hayden Avenue** services traffic generated from commercial activity located along the roadway, residential traffic from the east part of town, traffic from Strahorn to the north and traffic accessing Highway 41 between Rathdrum and Post Falls. Current daily traffic counts on Hayden Avenue between Highway 95 and Government Way were 10,280 AADT.
- **Prairie Avenue** services traffic generated from commercial activity located along the roadway, residential traffic, traffic from Fourth Street and traffic accessing Highway 41 between Rathdrum and Post Falls. Current daily traffic counts on Prairie Avenue east of Government Way were 8,745 AADT.

Principal Arterials are roads that service higher traffic volumes in the area. US Highway 95 is the only road classified as a principal arterial in Hayden. The highway is the primary north-south highway in the State of Idaho. In the Coeur d'Alene/Hayden area, the highway has evolved into a regional commercial corridor, servicing high levels of both local and regional traffic. The highway runs north from Coeur d'Alene through Hayden and on to Canada, bisecting the community into two distinct areas on the east and west sides of the highway. Recent daily traffic counts on Highway 95 at Prairie Avenue were as high as 25,000 AADT. Levels of service (LOS) are currently poor where Highway 95 intersects Hayden and Prairie Avenues with LOS at E or F. (US 95 Coeur d'Alene Corridor Study)

2a-1: Road Structure Issues

In the 1980's, all roads were paved and the current transportation network is well maintained by the City of Hayden, but several challenges face the City in future development and improvement of the infrastructure. These issues include limited right of ways, traffic generated northwest of Hayden providing high traffic counts on residential streets, Government Way revitalization and Highway 95.

Right of way width: Many of Hayden's older streets, especially those in the older areas of the community, have limited right of way widths, with 30 to 40 foot widths not uncommon. These right of ways restrict the option of on-street parking, future roadway widening, pedestrian and bicycle pathway design, and the servicing of underground utilities.

Traffic generated north and east of Hayden is filtering through the residential streets in northeast Hayden. This increased traffic can affect safety and residential character of some neighborhoods. Strahorn Road north of Prairie Avenue and Prairie Avenue are classified as arterials to service this traffic, yet outside traffic is utilizing the local streets to gain access to the west and south as is evidenced by the high traffic flows on Lacey Avenue at Maple Street (1300 AADT). Lancaster Road provides limited access for traffic generated northwest of town due to the high flow of traffic on Highway 95 at the uncontrolled intersection with Lancaster Road.

Government Way served as State Highway 95 in the past and commercial development initially occurred along the highway to service the local community and highway traffic. Through time, more commercial development occurred along the old highway and traffic increased to the point where the state found it appropriate to relocate the highway to its current location to the west. The level of service along Government Way has deteriorated through time, as more commercial development occurred and no major improvements have been made to the roadway. Plans for improvement are in the works as discussed in Section 2g.

Highway 95, running north and south through the center of Hayden, adds to the challenge of maintaining convenient access. The highway provides high visibility for commercial development located along the highway corridor and access for local residents to other destinations within the region, yet creates a barrier, limiting safe and convenient access to and from the east and west parts of the community. Increased traffic along the highway corridor and in the adjoining area has necessitated the signalization of several intersections in Hayden, minimizing the free flow of traffic from all directions.

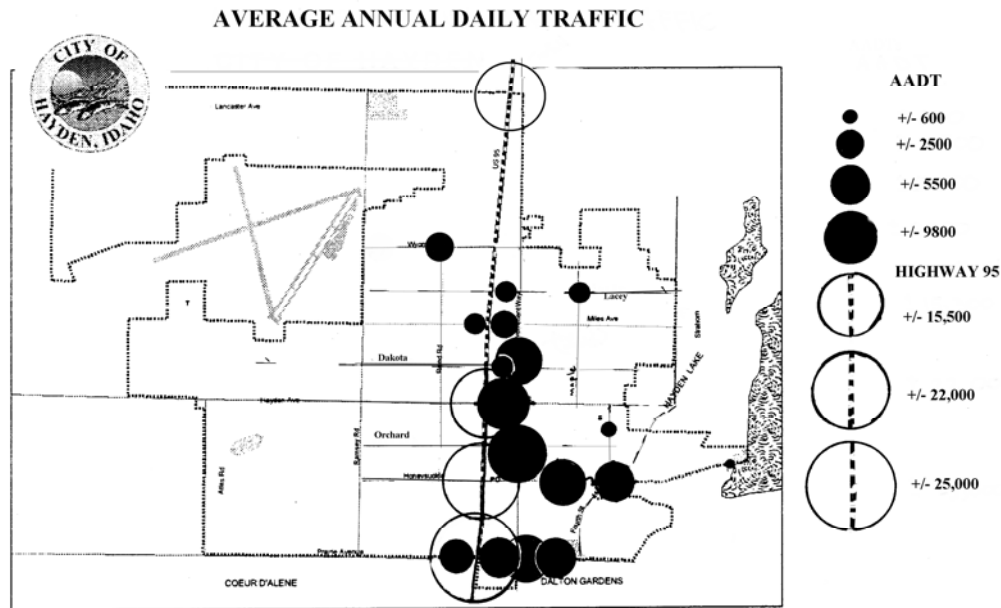
The US 95 Coeur d'Alene Corridor Study found that:

- 1) "US 95 services a variety of users, the majority of which are either 'local' or at least 'regional' where one or both of the trip ends are within the US 95 corridor study area" and,
- 2) "non-local, or non-stop external trips are only about 5 to 8 percent of the traffic on US 95", and
- 3) "similar travel patterns are found on SH-41 and SH-53 east of Rathdrum".

These findings indicate that when and if a new highway is constructed to the west, traffic levels along Highway 95, as currently located, will not decrease significantly, but will continue to increase through time as growth occurs in the region.

2b: Traffic Volumes

FIGURE IIC-7



Traffic volumes, as displayed in the bubble map above and related chart, reveal some patterns in Hayden's traffic:

- Traffic on Highway 95 decreases as you travel north.
- Gov't Way services a high level of traffic as far north as Dakota Ave.
- Traffic from the northeast is apparently elevating traffic flows on Lacey.
- Traffic generated east and northeast of Hayden apparently elevates counts at Honeysuckle and east Prairie Avenues.
- Hayden Avenue east of Highway 95 to Gov't Way serves as a major traffic corridor.

Sources:

(Coeur d'Alene Corridor Study, 2003; Government Way Revitalization Proposal, 2003; City of Hayden, 2003)

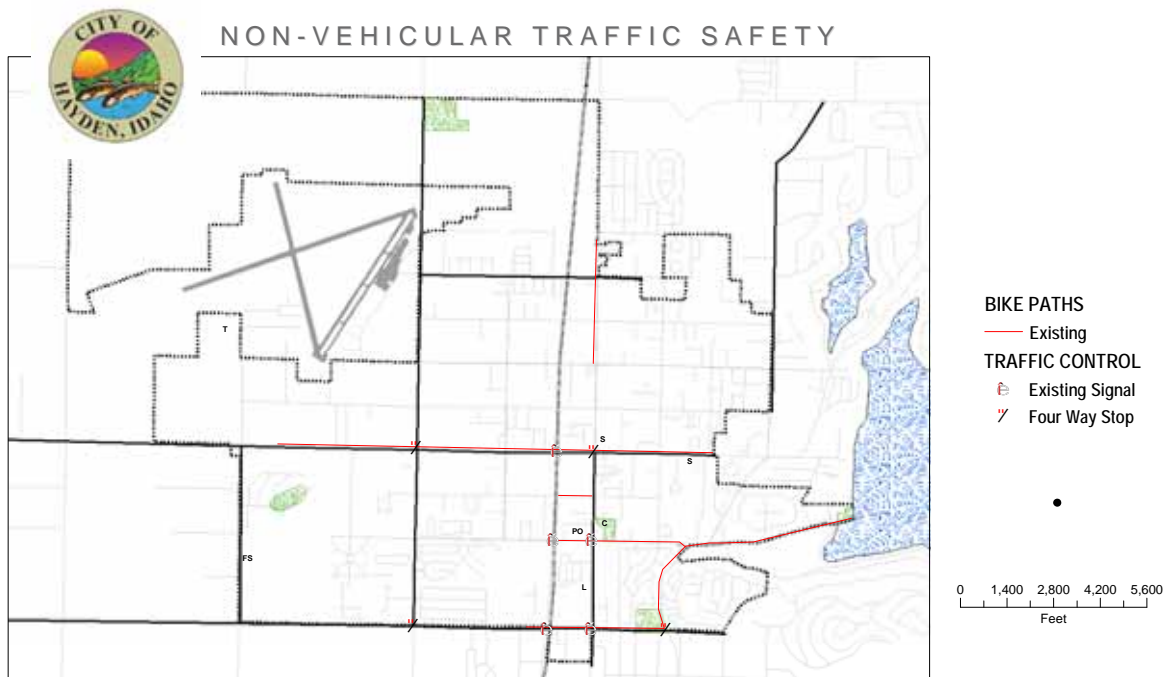
Location	AADT
Honeysuckle west of Beach	394
Finucane Dr.	987
Lacey between Gov't Way and Hwy 95	1,165
Lacey @ Maple	1,300
Miles, west of Highway 95	1,310
Dakota between Gov't Way and Hwy 95	1,400
Wyoming @ Reed	2,022
Miles, east of Highway 95	2,479
Prairie west of Hwy 95	4,282
Honeysuckle west of Strahorn	5,868
Prairie between Gov't Way and Hwy 95	5,372
Prairie @ Finucane Park	6,439
Honeysuckle west of Park	7,482
Gov't Way between Hayden + Miles	8,410
Prairie East of Government Way	8,745
Hayden Ave between Gov't Way + Hwy 95	10,280
Gov't Way between Honeysuckle + Hayden	11,591
Highway 95 @ Lancaster	17,000
Highway 95 @ Hayden Ave	19,000
Highway 95 @ Honeysuckle	22,500
Highway 95 @ Prairie	25,000

2c: Non-Vehicular Traffic

Currently there is no formalized plan for a system and structure of pathways that might provide convenient non-vehicular access for pedestrians and bicyclists throughout the community. There are few sidewalks or other pathways located along the commercial corridors, in the older residential areas, or in the city as a whole. Since 1995, residential subdivisions have installed sidewalks, curbs and gutters as part of the City's development requirements. These sidewalks service local neighborhoods, with minimal or no linkage to other existing pathway systems.

Bike paths have been constructed along some of the minor arterials and additional pathways are proposed along these roadways to provide some linkage (See Figure IIC-6). The current bike paths are located along the edge of the roadway, with minimal demarcation separating them from the roadway servicing local traffic.

FIGURE IIC-8: PATHWAYS



A bike path runs parallel to, separate from, and on the east of Highway 95. This eight-foot wide path runs from Appleway Avenue in Coeur d'Alene, through Hayden and on north to Garwood. This well traveled path is maintained by the Idaho Department of Transportation.

Future plans for the development of a bicycle pathway system throughout the community is in the process of development. Figure IVA -6 in Section IV of the Plan delineates the proposed pathway system.

2d: Public Transportation

There is currently no daily bus service providing curbside service in the area. The Kootenai Area Transportation System (KATS) provides curb-to-curb service in the Hayden and Coeur d'Alene area on an on call basis. North Idaho Community Express (NICE) provides inter-city service between Coeur d'Alene and Sandpoint. Direct on call shuttle service to the Spokane Airport directly from the Hayden area is provided by Moose Express. Greyhound offers regional service out of Coeur d'Alene. Grizzly Transportation provides excursion and other services for the northern Idaho, eastern Washington and Pacific Northwest region.

2e: Air

International passenger and freight service is provided at Spokane International Airport, some 40 miles west of Hayden. Locally, commuter and freight service is available at the Coeur d'Alene Airport located in the west central part of Hayden. The airport is located in an unincorporated area of Kootenai County and is owned and operated by the County. Airport service, infrastructure and potential expansion greatly influences current and future development in Hayden. The airport's impact on current and future land use within the city, influence on economic development, and airport expansion plans are discussed in Section II-C-3.

2f: Planning Efforts

Serious transportation planning has occurred in the past and is currently ongoing. The City of Hayden has been, and currently is, highly involved in these planning endeavors.

Kootenai County Area Transportation Team (KCATT): Responsible for coordination of information and is the coordinating body for transportation planning in the Kootenai County area. KCATT also acts as a clearinghouse to obtain outside funding for transportation projects and improvements. Kootenai County, the cities of Hayden, Coeur d'Alene, Post Falls and Rathdrum; the East Side, Worley, Post Falls, and Lakes highway districts; and the Idaho Transportation Department all participate in KCATT.

The Kootenai Area Transportation Plan (1997- 2017) was completed in August 1998. The twenty year plan, collected existing and future land use data and capsulated it into a computer traffic model (Tmodel2) to assist in forecasting future traffic requirements.

Hayden Transportation Plan: Welch, Comer and Associates completed a transportation plan in January of 1999 for the City of Hayden. The plan evaluated the existing transportation system, identified existing deficiencies and provided a capital improvement plan based on projected needs and the goals as set forth in the 1995 Comprehensive Plan. The capital improvement plan has been updated on an ongoing basis by city staff in consultation with Ruen Yeager Engineering staff. This capital improvement plan provides a foundation to base any current and future development impact fees to support financing improvements to the transportation network.

US 95 Coeur d'Alene Corridor Study: The Idaho Department of Transportation sponsored a study concerning current and projected traffic flows appurtenant to the

Highway 95 corridor from Mica Creek, north to Ohio Match Road. Alternative solutions were generated and after public discussion concerning these alternatives, recommendations for future solutions were presented. Key findings of the study, as they might affect the City of Hayden's future Comprehensive Plan, were as follows:

Short-Term Projects

- “Coordinating with the City of Coeur d’Alene, City of Hayden and Kootenai County to maintain a half-mile signal spacing policy along US 95 between I-90 and SH-53 (to maximize the corridor’s traffic capacity)”.
- “Coordinating with the City of Coeur d’Alene, City of Hayden and Kootenai County to preserve and protect public right-of-ways along Huetter Road between I-90 and SH-53”.
- “Widening local arterial and collector streets crossing US 95 within the corridor (north of I-90), including Dalton Avenue, Hanley Avenue, Prairie Avenue, Hayden Avenue and Lancaster Road”.

Long-Term Projects

- “Construction of a 55 mph, North-South mobility corridor between I-90 and SH-53, either on the existing alignment or along a new alternate route”.

Metropolitan Planning Organization (MPO): Formed in 2002 after the area was designated a “Metropolitan Statistical Area” as a result of the 2000 Census. This organization acts as a clearinghouse for funding proposals requesting State or Federal funds. Those entities previously involved in KCATT also have a level of representation and involvement with MPO.

2g: Improvements

Minimum levels of service (LOS) for roadways making up the local transportation network, as adopted by the Hayden City Council in 1997, are “C” during non-peak hours and “D” during peak hours. Level “C” is suitable for urban design standards, has a stable flow with speeds and higher volumes somewhat controlling maneuverability. Level “D” approaches an unstable flow with tolerable operating speeds that are considerably affected by operating conditions resulting in drivers having little freedom to maneuver under these conditions. These adopted service standards are not necessarily the desired levels of service, but levels that will be tolerated. (Hayden Transportation Plan, 1999)

Current improvements to local roadways are attempting to address traffic burdens where levels of service are found to be unacceptable through the widening of roadways and signalization, as funding becomes available. Improvement projects along areas of Ramsey Road, Hayden Avenue and Government Way are currently of top priority.

Government Way between Honeysuckle Avenue and Miles Avenue was initially the central business and transportation core of Hayden. The roadway currently provides but one lane of traffic in either direction, with no curbs, gutters or sidewalks. On-street parking is unavailable along most of this commercial corridor. Local businesses provide

off-street parking with minimal separation between the edge of the roadway and parking areas, resulting in a lack of definition for safety and aesthetics. The level of service along this section of Government Way has deteriorated through time, with motorists experiencing substantial delays during peak hours.

The City of Hayden has proposed to widen the roadway to a three-lane section with additional turn lanes at major intersections. Curbs, gutters, improved signalization and the purchase of right of way to facilitate necessary road improvements and stormwater systems were also proposed. This proposal has been accepted by the State for funding in the future. Construction is expected to begin in 2006.

The City is currently exploring design options to be incorporated in a final design plan for submittal to the State. Lighting, walkways, landscaping, streetscape design and other design options will be considered and incorporated into the final plan.

II-C-3: Coeur d'Alene Airport

The Coeur d'Alene Airport is located on approximately 1,130 unincorporated acres north of Miles Avenue and west of Ramsey Road. The City of Hayden abuts that area of unincorporated land on which the airport is located to the north, east and south. The location of the airport in such close proximity to the City of Hayden impacts land use activity within the City due to noise and air space issues. Conversely, land use activities in Hayden's incorporated areas adjacent to the airport will affect current and future operations and potential expansion of the airport.

History

In 1941, the Coeur d'Alene Chamber of Commerce promoted the purchase of 720 acres of land for an airport. The Army Corp of Engineers initiated construction of the airport in 1942 to accommodate military aircraft and serve as a military training base during World War II. Kootenai County acquired the airport in 1946, changing its use from military to civilian use. The County currently owns and operates the airport.

Infrastructure and facilities were added through the years to provide up-to-date air service, as well as accommodate the development of commercial services and light industrial activity in the southeastern area of the airport. The commercial and light-industrial development that developed at the airport through the years is not all oriented around the aviation industry, with non-aviation oriented activity occurring to take advantage of the industrial park and infrastructure provided by the airport. Public service oriented activities are also located at the airport, including: Kootenai County Parks and Waterways; Noxious Weed Control; Search and Rescue; Panhandle Area Council; and, the Lakes Highway District.

In 1995, new areas of operations, taxiway expansion and other improvements were completed in the southwestern part of the airport to better serve the largest runway. Through these improvements the airport was able to provide over forty additional access

lots with all infrastructure available for commercial aviation businesses or corporate activities. In 2002, taxi-lanes were extended to provide another twenty-eight access lots.

✈️ Current Services

The airport is classified as a short-haul commercial service airport in the National Plan of Integrated Airport Systems, with the potential to provide commercial airline service to destinations within a five hundred mile radius. The airport currently provides service for commercial shipping, charter flights, flight instruction, aircraft rental and general aviation users. The majority of airport-related activity at the airport currently consists of general aviation users.

Two runways currently service air traffic at the airport. Both accommodate multi-directional traffic patterns and are asphalt/grooved and in good condition. The main runway 05-23, located in the northwestern portion of the airport, is 7,400 feet long, 140

Figure IIC- 9: Coeur d'Alene Airport: Aerial View From Northwest



(Photo courtesy of Big Country Helicopters)

feet wide and runs in a SW to NE pattern. Runway 01-19, located to the southeast of the main runway, is 5,400 feet long, 75 feet wide and runs in a SSW to NNE pattern. The two runways converge at the northeast end of each runway.

✚ Future Expansion

Empire Airlines is in the process of developing facilities for relocation of their corporate offices, maintenance operations and related services to the Coeur d'Alene Airport in 2004. Kootenai County will construct a 45,000 square foot maintenance hanger and 12,000 square foot corporate office for Empire Airlines north of the main runway 05-23. The airport plans to construct a north taxiway and other improvements in 2004, to service the new facility and to provide areas for new hangers and businesses. Empire Airlines will add up to sixty airplane maintenance positions locally, retain the corporate staff currently located at Empire's Coeur d'Alene offices and provide potential economic ripple effects. (Coeur d'Alene Press) The planned development of this infrastructure in the north area of the airport will potentially draw more commercial and light industrial development, impacting the future character and potential land use in the area west of Ramsey Road and south of Lancaster Road.

✚ Impact of Airport

The airport influences the future development of Hayden's infrastructure and land use activities due to the traffic patterns necessary to service the airport area, noise and air space issues, and the economic development potentials that are provided at the airport.

Traffic Impact: Direct access to the airport is not currently well defined. Historically Wyoming Avenue provided access from the east. Directional signage is currently located on Highway 95 at Wyoming Avenue, though this non-signalized intersection is fairly hazardous, due to the lack of traffic control measures and high traffic levels along Highway 95. Hayden Avenue currently provides more controlled access to the airport off of Highway 95, taking Ramsey Road north off of Hayden Avenue to access the east side of the airport. Airport facilities recently developed on the west side of the airstrips are accessed through Airport Avenue, east off of Huetter Road.

New facilities are currently being developed for Empire Airlines and other potential commercial and light industrial activity to the north of the airport's main runway 05-23. These facilities and other developments that might occur in the immediate area will be accessed through the development of a northern extension of Atlas Road, connecting the north part of the airport to Lancaster Road west of Ramsey Road. Lakes Highway District plans to construct necessary improvements along Lancaster Road from Highway 95 to accommodate projected traffic demands for the future facilities.

Airport Influence Zone: Aircraft flight patterns and noise generated during takeoffs and landings directly affect the quality of living in areas adjacent to the airport and in some outlying areas. The protection of air space necessary to provide air services at the airport need be considered to assure public safety in relation to aircraft flying overhead and potential inappropriate landings in developed areas. The noise generated by aircraft directly affects the quality of living of residents in the adjacent community on a daily basis.

The threshold level of noise exposure identified by the FAA and accepted by other federal agencies as the level at which persons are considered to be impacted by aircraft noise is 65 Day Night Average Noise Level (DNL). Concerns about noise generated from airport

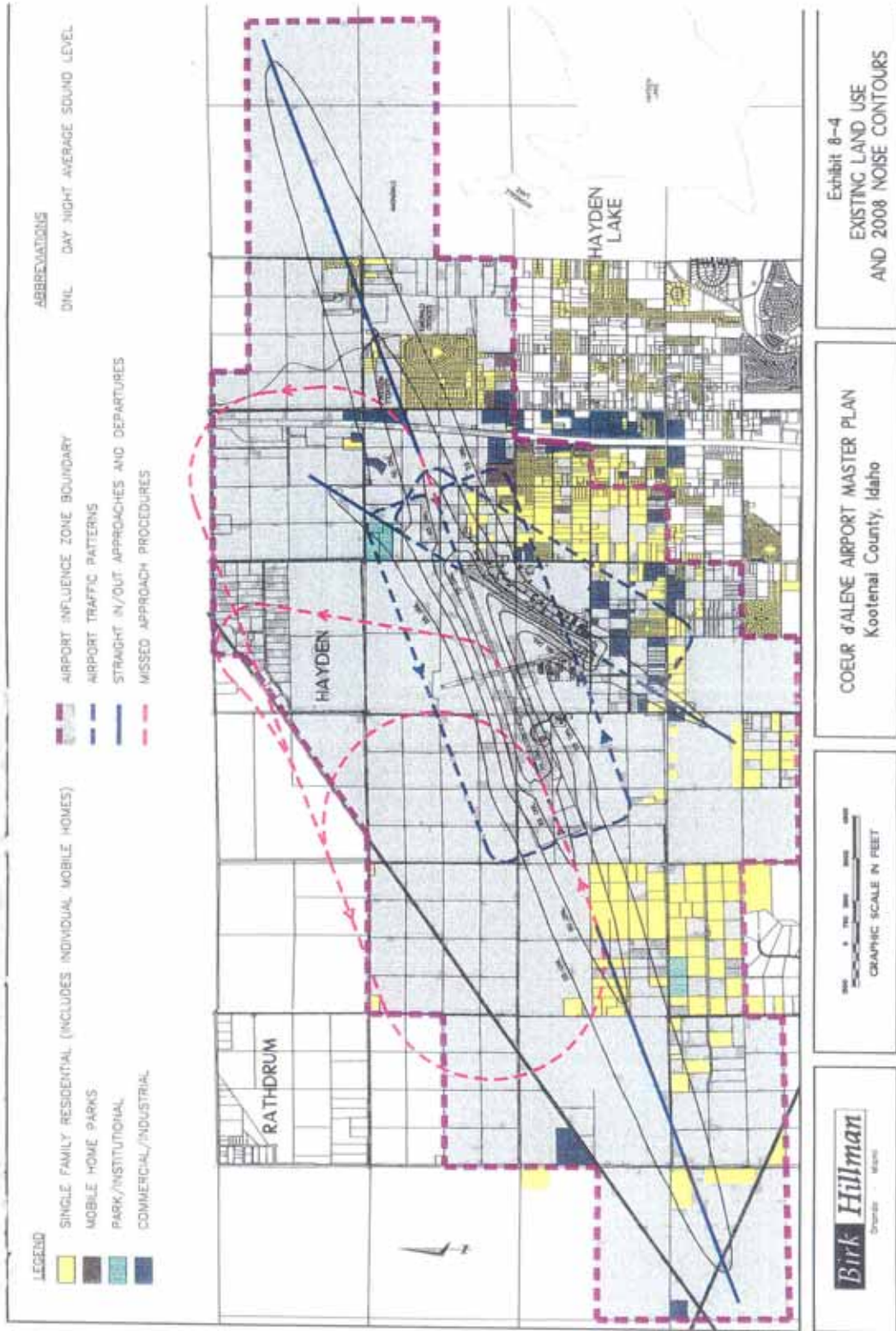
activity have been discussed locally in the past. The City of Hayden found that noise generated from aircraft should be considered in areas with noise levels as low as 55 DNL when planning future development. It was also found that potential development in areas located under standard flight patterns, though beyond the noise threshold of 55 DNL, should take into consideration the affect aircraft might have in the area.

The Coeur d'Alene Airport master plan update for the year 2000 determined and designated noise contours for 55 DNL levels and higher at intervals of 5 DNL's, based on airport activities for the years 2000 and 2008. Figure IIC-8 on the following page shows the airport influence bounds, air approaches and DNL contours as projected for the year 2008 (Coeur d'Alene Airport Master Plan Update, 2000).

All community and land use activities are found to be compatible in areas with noise levels less than 65 DBL, according to Federal standards (Coeur d'Alene Airport, Master Plan Update, 2000). Residential activities, lodging establishments and schools are the most susceptible land use activities, followed by hospitals, churches and auditoriums. Some mitigation measures can be taken in the development of both residential and non-residential activities to minimize the impact of noise generated by the airport.

Economic Development The airport has infrastructure in place and is developing additional infrastructure to support future commercial and light industrial activity. The activity located around the airport need not necessarily be oriented to the air industry, providing an opportunity for a diversified and balanced commercial and light industrial economic core for the area and community.

FIGURE IIC-8 Airport Impact Zones



Source: Coeur d'Alene Airport, Master Plan Update, 2000 (Page 16)

✦ Land Use Issues

The airport master plan update addressed potential impacts the airport has on surrounding areas. Section 8 of the master plan update provides an overview of the potential issues associated with airports and aircraft operations and their influence on adjacent land uses. This section also provides an indication of possible management approaches that could be implemented to ensure that both the airport and the residents in the vicinity of the airport are provided with reasonable protection.

Land Use Concerns: The text below is drawn directly from the Coeur d'Alene Airport, Master Plan Update, 2000.

“While existing and future land uses in the airport vicinity are relatively compatible with the federal land use compatibility criteria, it is apparent from input received at three public workshops and at planning advisory committee meetings that representatives of the City of Hayden are concerned about aircraft noise in areas well beyond the 65 DNL threshold recommended by the Federal Aviation Administration, Environmental Protection Agency, and the Department of Housing and Urban Development. Recognizing the community's concerns it was deemed important to consider reasonable land use management actions beyond the 65 DNL contour to avoid the creation of future land use issues in areas around COE (Coeur d'Alene Airport). These land use management measures will be utilized in conjunction with reasonable aircraft noise abatement actions that would also aid in addressing concerns beyond the limits of the 65 DNL. Given the extent of developable land in areas around COE, the ability to enhance the compatibility of development or at a minimum ensure that persons moving into the area are provided with ample disclosure of potential airport related activity is viewed as a proactive and responsible step that should be implemented as an element of any development proposal or city/county development review process. Based on a review of existing land uses, growth trends in the area and proposed enhancements to public facilities, a set of issues have been identified relating to land uses in the airport influence area. These issues, which are major considerations in defining land use management measures in the airport vicinity, are listed below and depicted on Exhibit 8-5:

- 1.) Existing, and ongoing in-fill or large-lot residential development located west of the airport along both the north and south sides of Hayden Avenue, west of Huetter Road in the vicinity of the extended centerline of Runway 05-23. The area experiences significant approach and departure traffic activity to and from the primary runway.
- 2.) Proposed Elementary and Middle Schools situated east/northeast of the airport in the vicinity of Lancaster Avenue and Strahorn Road near the extended centerline of Runway 05-23.
- 3.) Potential incursion of non-compatible land uses in the area west of Government Way, south of Lancaster Avenue, north of Wyoming Avenue, and east of the airport. The area is designated primarily for compatible land uses, however, there have been attempts to develop residential uses in areas subject to significant aircraft activity operating in the final stages of approach or initial stages of departure.

4.) Expansion of higher density residential subdivision developments occurring to the south of the airport and the potential for this development to encroach on areas experiencing significant flight activity associated with Runway 01-19.

5.) Potential noise impacts associated with ground movement operations and routine flight preparations as well as that which may be associated with the existing and future activities of the Aerostar Aircraft Corporation on residential areas situated to the immediate east of Ramsey Road, north of Hayden Avenue.

6.) Future development pressure on presently agricultural/undeveloped property situated north of the airport boundary in proximity to the downwind patterns to the primary runway and potential training traffic patterns.

7.) Development of scattered residential use on large tracts and parcels in outlying portions of the Airport Influence Area.

8.) Existing residential subdivision development in proximity to high activity aircraft flight corridors.”





II-D: DEVELOPED COMMUNITY

Background information concerning the current developed community of Hayden is presented in this section.

Section D-1: Existing Land Use Pattern

Section D-2: Housing

Section D-3: Economy and Income



D-1: Existing Land Use Pattern

Current land uses in the community can be broken down into five general types of use: residential; commercial; light industrial; agricultural; and, public services. The Coeur d'Alene Airport, though not located within the incorporated limits of the City, impacts activity within the City and should be considered in any analysis of current land use patterns in the community (see Section IIC-3).

D-1a: Residential

The City of Hayden is primarily a residential community. The older established residential neighborhoods are generally located in the northeastern area, east of Government Way and in that area west of Highway 95 and north of Hayden Avenue. Newer residential neighborhoods have been developed in the southern area of the City to the east of Government Way and to the west of Highway 95, between Hayden Avenue and Prairie Avenue.

The majority of multi-family residential uses are located mainly in areas where commercial development occurs along Government Way and Hayden Avenue. Duplex housing is scattered in areas otherwise occupied by single-family dwellings.

D-1b: Commercial

Small retail businesses, service oriented businesses, and professional offices constitute the majority of commercial activity in the City. These activities are primarily located along Government Way, the Highway 95 corridor and Hayden Avenue to the west of Highway 95. There is also a shopping center located north of Prairie Avenue between Highway 95 and Government Way.

D-1c: Light Industrial

Light industrial activity is primarily made up of light manufacturing, processing and distribution services. These light-industrial activities are primarily located to the west of the airport. Light industrial activity is also located along Government Way north of Hayden Avenue and along Hayden Avenue, west of Highway 95. Some light industrial

activity can also be found in other areas of the City in the proximity of the Highway 95 corridor.

D-1d: Agricultural

Agricultural activity occurs in the northern and western part of Hayden, west of Highway 95, where grasses, hay, seed crops and cereal crops are produced. This agricultural area located in northwest Hayden is not highly viable, productive agricultural land due to the character of the soil and the necessity for irrigation (Source: Hayden Comprehensive Plan, 1995).

D-1e: Public Services

Public service activities include parks, schools, churches, community clubs, government services, utilities, fire protection, libraries and other activities aimed at publicly serving the community. Buildings and infrastructure necessary to support these services are located throughout the community. (See Section II C1)

D-1f: Available Land

As of July of 2003, nineteen hundred and nine (1,909) acres were potentially available for development within the City of Hayden, constituting forty-one percent (41%) of Hayden’s total acreage (Source: Kootenai County Assessor, 2003). The table in Figure II D- 1 outlines the amount of acreage and number of lots that have been developed, by type of use, as determined by the Kootenai County Assessor as of July of 2003.

FIGURE IID-1: Land Use by Acreage

City Of Hayden Land Use as Currently Developed		
Category of Use	Acreage	% of Developed Land
Agricultural	41.4	1.5%
Commercial	487.2	17.0%
Light Industrial	837.0	29.3%
Residential	1,493.5	52.2%
Single Family	714.9	25.0%
Multi-Family	178.8	6.3%
Agricultural/Suburban	337.7	11.8%
Planned Unit Development	221.3	7.7%
Mobile Home Park	40.8	1.4%

	Acreage	% of All Land
DEVELOPED LAND	2,859.1	59.97%
UNDEVELOPED LAND	1,908.1	40.03%
TOTAL CITY AREA	4,767.2	100.00%

Source: Kootenai County Assessor; July 2003

D-1g: Current land Use Maps

An overview of developed land in the community, by type of use, is presented in Figures II D-1 through Figure II D-4 on the next four pages. Use of these maps greatly facilitates an understanding of the pattern of current land use in the City of Hayden.

Information as classified and provided by the Kootenai County Assessors office in July of 2003 was incorporated on the maps indicating developed lots, by type of use. The maps individually cover the northwest, northeast, southeast and southwest quadrants of the City, respectively, as divided by Highway 95 and Hayden Avenue. These classifications include multi-family residential, single-family residential, commercial, public-facilities and general-purpose buildings. The type of current use is indicated on improved lots only.

FIGURE IID-2 City-NW map designating location of existing structures by use (in-built).

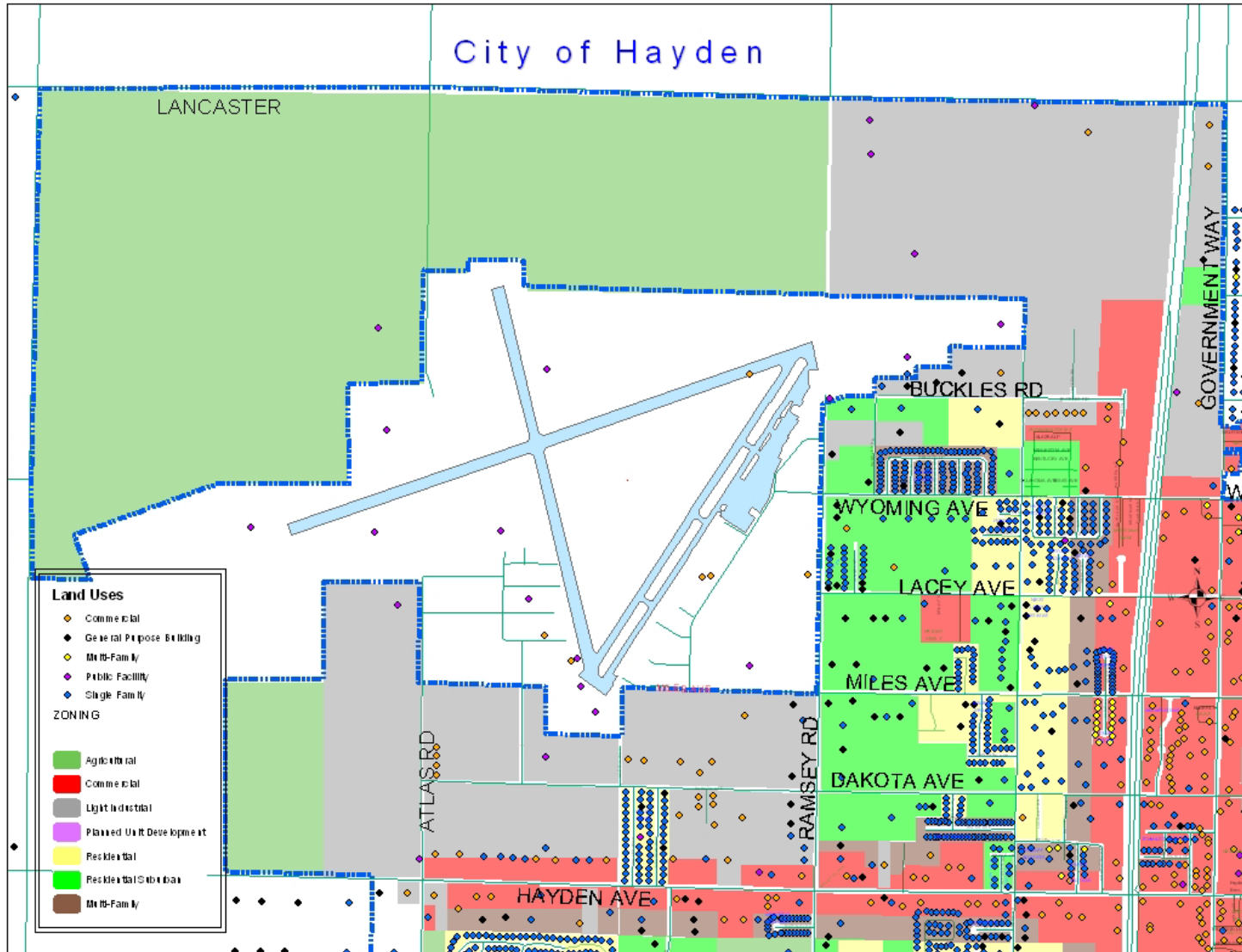


FIGURE IID-3 NE map designating location of existing structures by use (in-built).

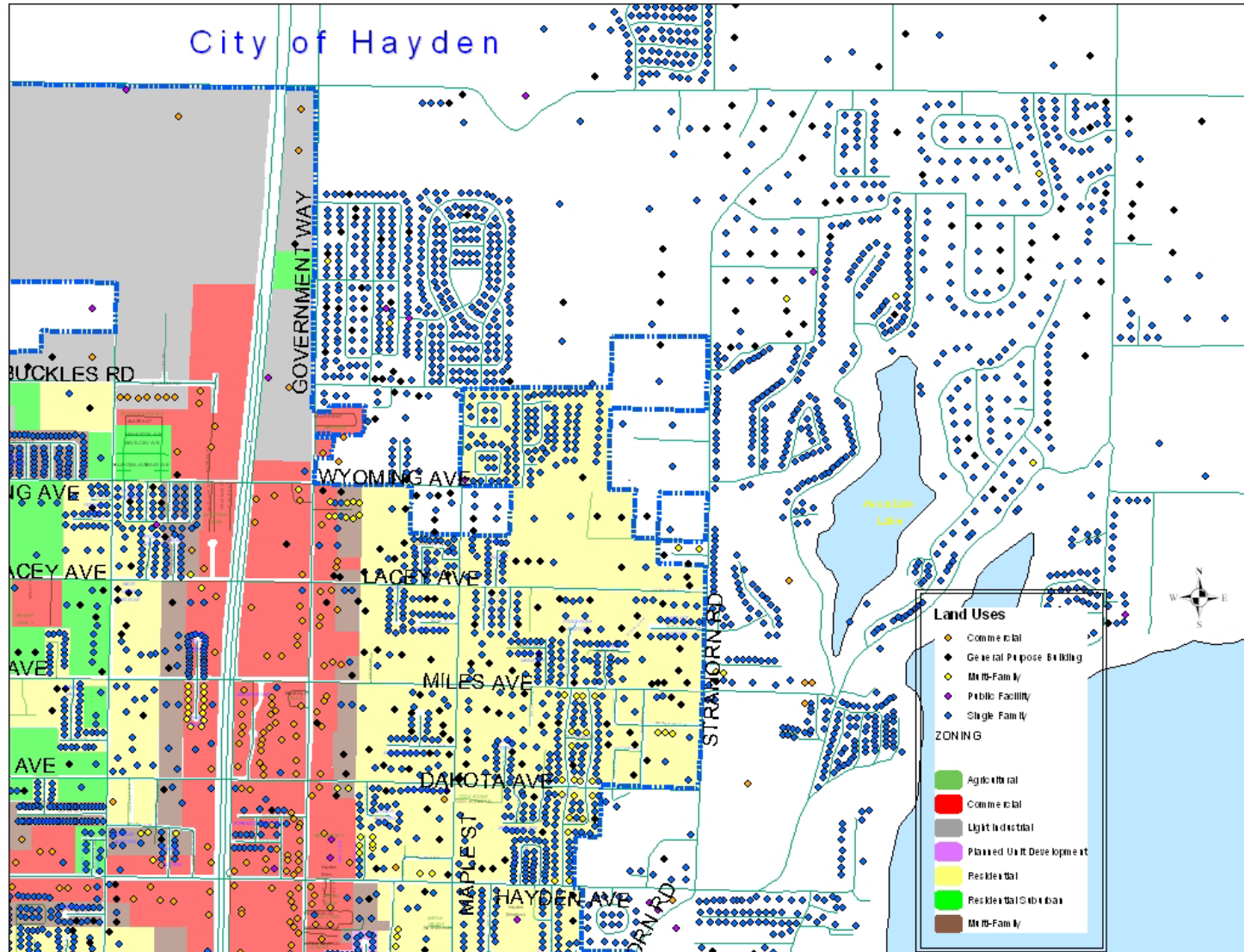


FIGURE IID-4 SW map designating location of existing structures by use (in-built).

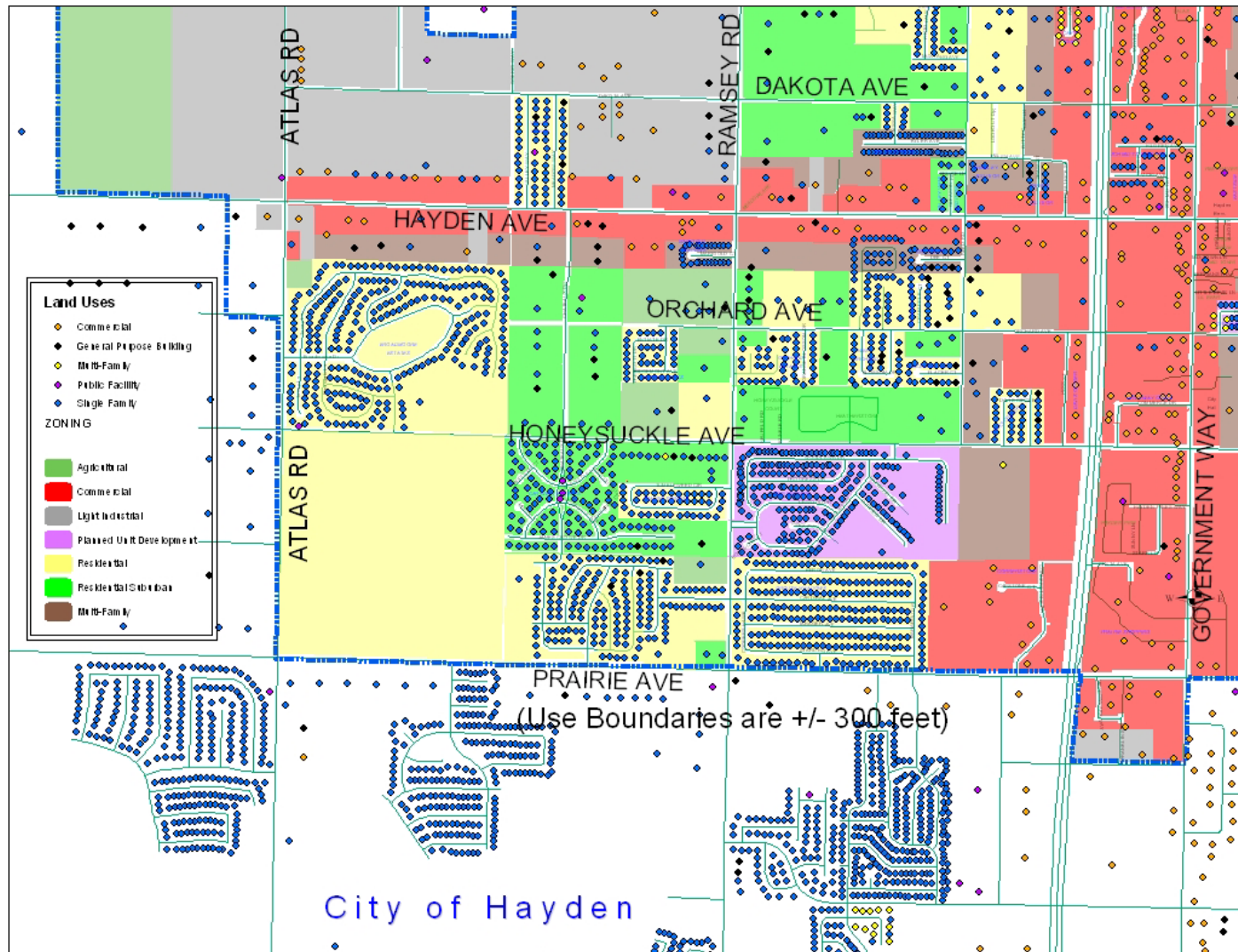
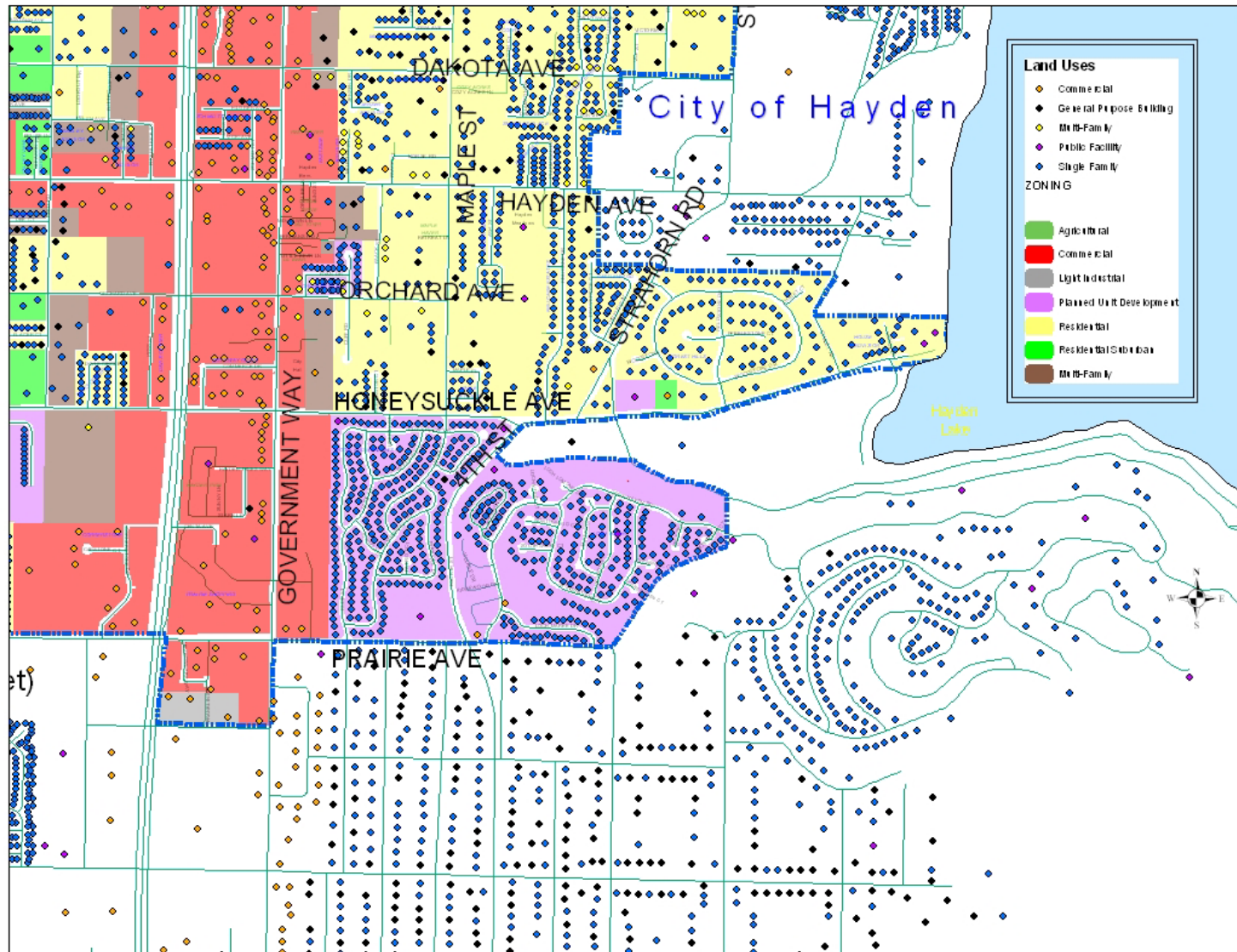


FIGURE IID-5 SE map designating location of existing structures by use (in-built)

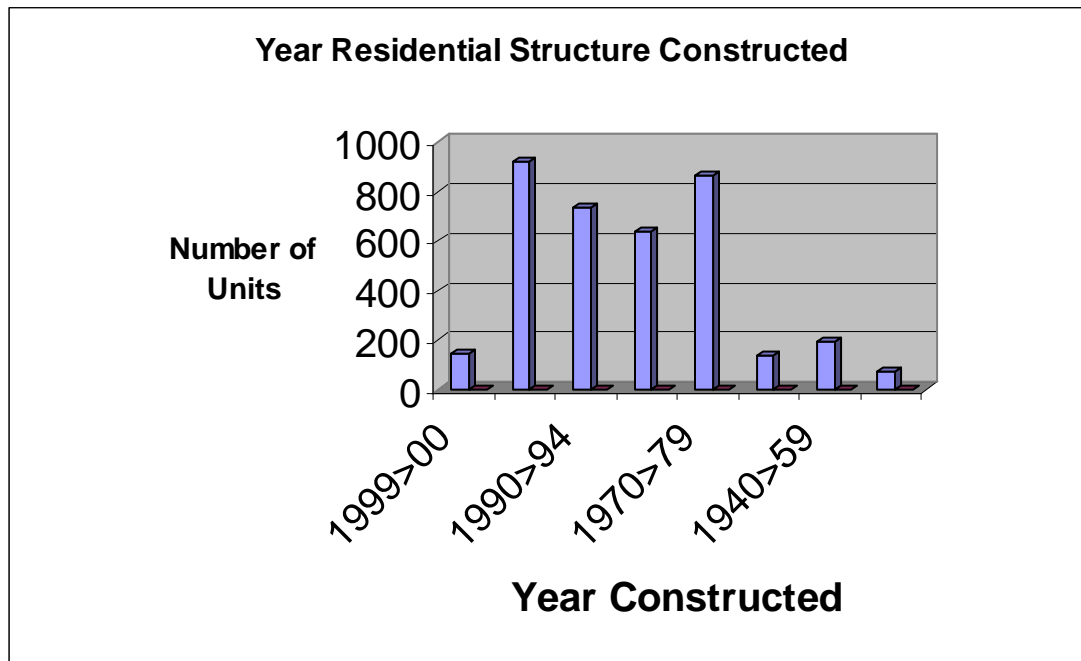


D-2: Housing

This section provides information concerning the character of housing in Hayden as follows: D2-a: Residential Construction, D2-b: Ownership/Occupancy and D2-c: Housing Values.

D2-a: Residential Construction

FIGURE IID-6



Year Built	Number	Percentage
1999-3/2000	149	4.02%
1995-1998	919	24.80%
1990-1994	731	19.73%
1980-1989	638	17.22%
1970-1979	860	23.21%
1960-1969	140	3.78%
1940-1959	193	5.21%
1939 or earlier	75	2.02%
Total Housing Units	3705	100.00%

Source: U.S. Census Bureau, 2000 Census

FIGURE IID-7: Recent Subdivisions

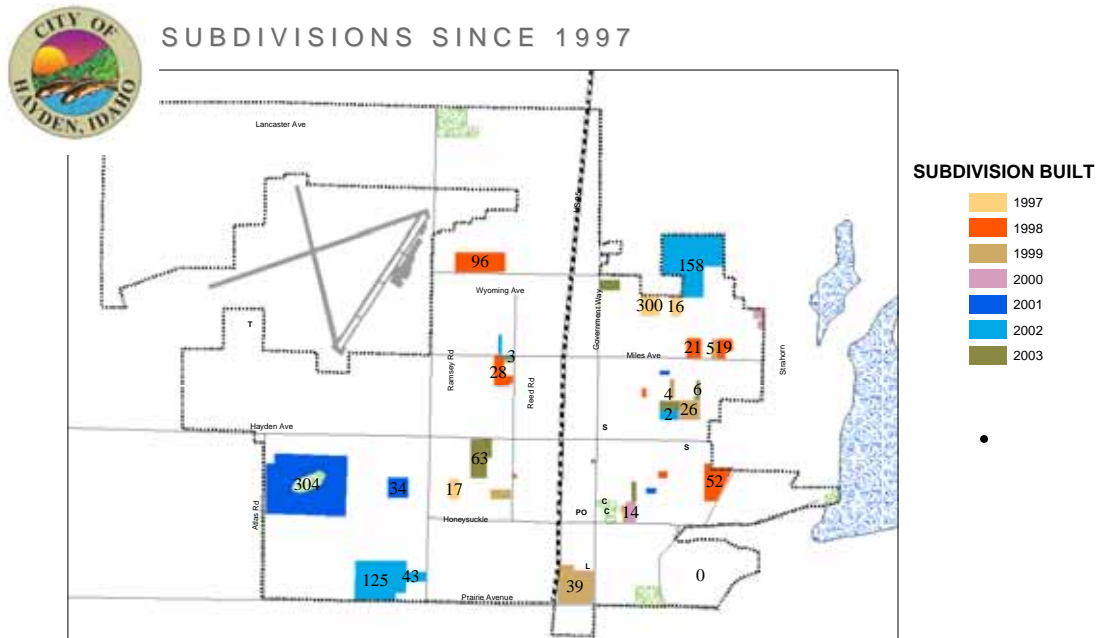


FIGURE IID-8: Number of Units per Residential Structure

Units in Structure	Number of Units	Percent of Total
1 unit, detached	2543	68.6%
1 unit attached	150	4.0%
2 units	119	3.2%
3-4 units	122	3.3%
5-9 units	120	3.2%
10-19 units	22	0.6%
20+ unit	49	1.3%
Mobile Home	580	15.7%
Total Housing Units	3705	100.0%

Source: U.S. Census Bureau, 2000 Census

📌 D2-b: Ownership/Occupancy

FIGURE IID-9: Housing Occupancy

Housing Occupancy	Number	Percentage
Occupied Housing Units	3501	94.3%
Vacant Housing Units	213	5.7%
Total Housing Units	3714	100.0%

Source: U.S. Census Bureau, 2000 Census

FIGURE IID-10: Housing Ownership

Housing Tenure	Number	Percentage
Owner Occupied	2800	75.57%
Renter Occupied	701	18.92%
Total Occupied Housing Units	3501	100.00%

Source: U.S. Census Bureau, 2000 Census

📌 D2-c- Housing Values

Estimates on the cost of construction are provided in Figure IID-10 for the total number of residential units constructed from 1996 through 2002 in the City of Hayden. Figures IID-11 through IID-14 provide information concerning current housing values.

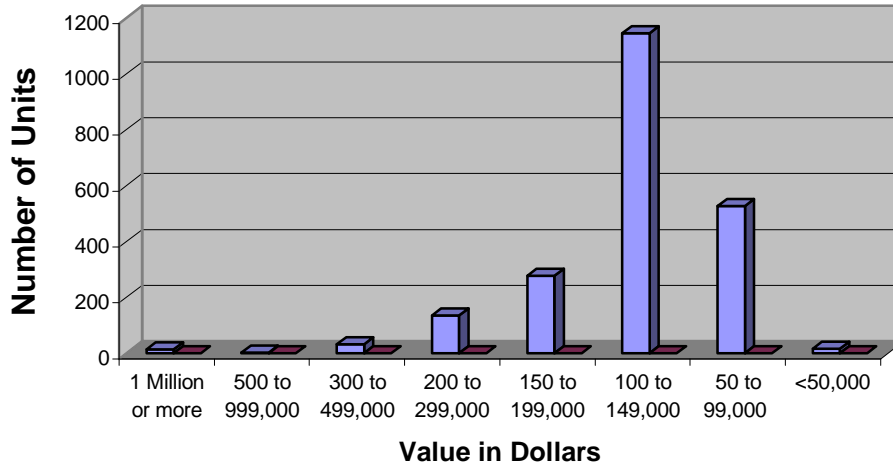
FIGURE IID-11: Construction Cost

Year	Total # of Units	Total Estimated Construction Cost	Avg. Cost Per Unit
1996	161	\$14,534,318	\$90,275.27
1997	150	\$14,531,416	\$96,876.11
1998	178	\$17,112,289	\$96,136.46
1999	163	\$16,614,719	\$101,930.79
2000	122	\$15,239,123	\$124,910.84
2001	183	\$17,128,625	\$93,599.04
2002	198	\$22,075,304	\$111,491.43
All Years	1155	\$117,235,794	\$101,502.85

Based on building permits issued through the City of Hayden

FIGURE IID-12

Owner Occupied Housing Values



Value in Dollars

Owner Occupied Units

1 Million or more	14	0.6%
500 to 999,000	4	0.2%
300 to 499,000	33	1.5%
200 to 299,000	136	6.3%
150 to 199,000	278	12.9%
100 to 149,000	1147	53.2%
50 to 99,000	527	24.5%
<50,000	16	0.7%

Source: U.S. Census Bureau, 2000 Census

FIGURE IID-13: Housing Mortgage Cost

Mortgage Status and Selected Monthly Owner Costs

Households With a Mortgage	1783	100.0%
Less than \$300	25	1.4%
\$300 to \$499	43	2.4%
\$500 to \$699	238	13.3%
\$700 to \$999	793	44.5%
\$1,000 to \$1,499	549	30.8%
\$1,500 to \$1,999	106	5.9%
\$2,000 or more	29	1.6%

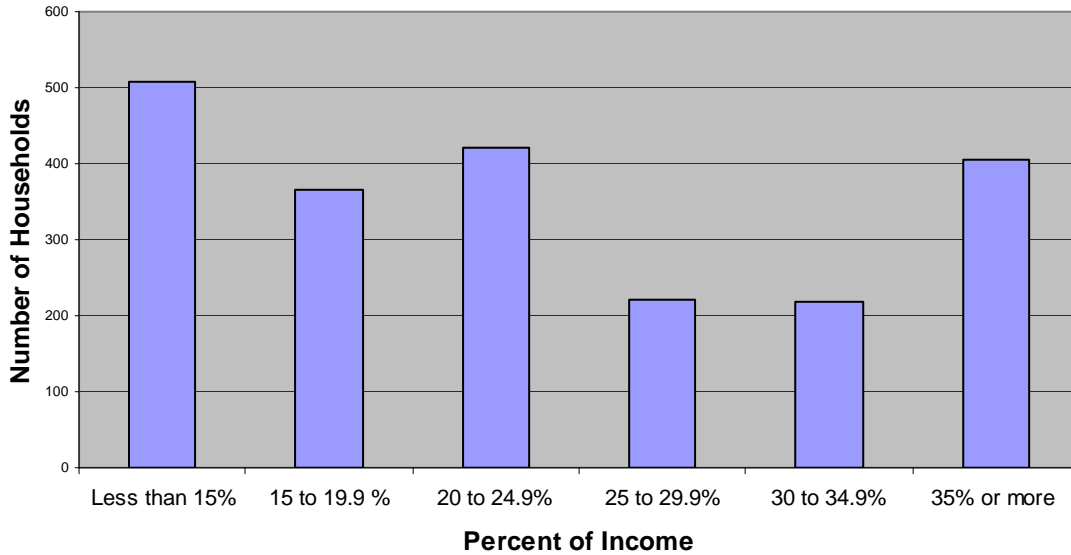
Median Payment for Households with a Mortgage

City of Hayden	\$925
Kootenai County	\$948
Idaho	\$561

Source: U.S. Census Bureau, 2000 Census

FIGURE II-D-14

Owner Cost as Percentage of Household Income



Selected Monthly Owner Costs as Percentage of Household Income in 1999

	# of Households	Percent of Total
Less than 15%	509	23.60%
15 to 19.9 %	367	17.00%
20 to 24.9%	420	19.50%
25 to 29.9%	221	10.30%
30 to 34.9%	218	10.10%
35% or more	405	18.80%
not computed	15	0.70%
TOTALS	2155	100.00%

Source: U.S. Census Bureau, 2000 Census

FIGURE IID-15: Rent as Percentage of Income

Gross Rent as a Percentage of Household Income in 1999

	# of Households	Percent of Total
Less than 15%	84	12.1%
15 to 19.9 %	50	7.2%
20 to 24.9%	107	15.4%
25 to 29.9%	84	12.1%
30 to 34.9%	102	14.7%
35% or more	223	32.2%
not computed	43	6.2%
TOTALS	693	100.0%

Source: U.S. Census Bureau, 2000 Census

1 D-3: Economy/Income

The community of Hayden's economic focus has historically been that of serving local residents, with services also provided to those passing through on Highway 95. Thus, its main economic base has been made up of businesses in the service industry such as restaurants, banks, retail services, service stations and other service providers, followed closely by the wholesale industry. (Source: Hayden's 1995 Comprehensive Plan)

Light industrial activities have increased in the recent past in those areas around and to the east of the airport. Agricultural products have also been produced through time in the area, though the level of production has been greatly reduced from past levels with the development of more homes in the area.

The City of Hayden has been designated a Gem Community by the Idaho Department of Commerce. "Gem Communities" form active community improvement organizations in concert with local government and business leaders and use long-term and short-term plans to guide the community's future. As a Gem Community, the City of Hayden has analyzed its community amenities, services and infrastructure. The city uses economic and community development strategies to enhance the quality of life for local citizens and to support existing, expanding and new businesses. There is also an active local Chamber of Commerce, see Section IIC-1b, page 2.

1 D3-a: Bedroom Community

The City of Hayden may be viewed as a "bedroom" community with a large portion of local residents traveling outside the community to their workplace, especially in the Coeur d'Alene and Spokane areas, to take advantage of the more diversified economic base and higher wages offered. (Source: Hayden's 1995 Comprehensive Plan)

FIGURE IID-16: Travel Time to Work

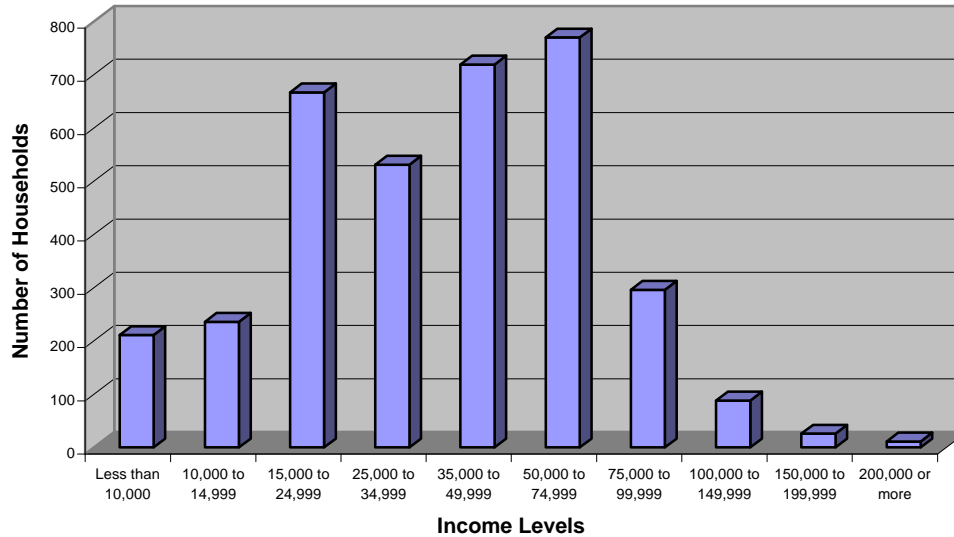
COMMUTE TO WORK		
Workers 16 yrs and over	4248	100.0%
Car, truck or van		
Drove alone	3576	84.2%
Carpooled	368	8.7%
Public Transportation	0	0.0%
Walked	81	1.9%
Other Means	28	0.7%
Worked at Home	195	4.6%

Mean Travel Time to Work 18.6 min
 Source: U.S. Census Bureau, 2000 Census

D3-b: Household Income

Household income information is provided in Figure IID-17 and Figure IID-18 below.

FIGURE IID-17 Household Income 1999



Household Income	# Households	% of Total
Less than \$10,000	211	5.9%
\$10,000 to \$14,999	236	6.6%
\$15,000 to \$24,999	667	18.8%
\$25,000 to \$34,999	531	14.9%
\$35,000 to \$49,999	719	20.2%
\$50,000 to \$74,999	770	21.7%
\$75,000 to \$99,999	296	8.3%
\$100,000 to \$149,999	88	2.5%
\$150,000 to \$199,999	26	0.7%
\$200,000 or more	11	0.3%

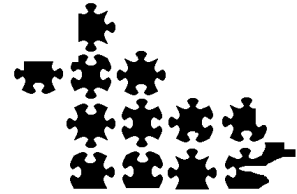
Source: U.S. Census Bureau, 2000 Census

FIGURE IID-18: Average Household Incomes

	Median Household Income	Per Capita Income
City of Hayden	\$37,097	\$16,837
Kootenai County	\$37,754	\$18,430
Idaho	\$37,572	\$17,841
United States	\$41,994	\$21,587

Source: U.S. Census Bureau, 2000 Census











SECTION III: GOALS AND POLICIES

Goals and policies addressing each of the elements recommended in Idaho Code and other elements were developed through a series of public workshops. Currently pertinent goals and policies in the 1995 plan were retained and combined with goals and policies developed through analysis of the Notable 12 + 3 issues. The source of each goal and its pertinent policies is noted. This final adopted set of goals and policies addresses current local issues and opportunities and reflects the current vision for the community.

Goals are the long term, general aims of the community. They are general statements describing the condition that the community wishes to attain.

Policies are broad statements of intent to guide or direct action in order to achieve goals. They can prohibit, permit or require various actions.

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III-A: Planning/Administration

 **GOAL 1:** Encourage full citizen participation in public decision-making. (2.15 Government)

POLICIES:


1. The best interests of the whole should be carefully considered and weighed against the special interests of a small group.
2. An effective system to assure continued participation by individuals and groups in planning and decision-making should be maintained.
3. Citizen input should be considered in decision-making.

 **GOAL 2:** Promote regional awareness and cooperation with other public entities and agencies. (2.15 Government)

POLICIES:

1. The regional interest should be given full consideration when conflicts arise between jurisdictions.
2. The City of Hayden should work closely with neighboring cities, Kootenai County, and local special districts so that regional goals are achieved and local goals coordinated.

3. The City of Hayden should work closely with neighboring jurisdictions to coordinate land use decision-making along common boundaries and the area of city impact.

 **GOAL 3:** Develop and maintain a comprehensive plan and planning process that is adaptable to changing conditions. (2.15 Government)

POLICIES:

1. Land use decisions should conform to the adopted comprehensive plan.
2. The Comprehensive Plan for Hayden should be continually reviewed and updated as changing circumstances necessitate.
3. City officials should have a working knowledge of the comprehensive plan and planning process.
4. When considering Subdivisions and Planned Unit Developments (PUDs) within the context of compatibility with the Comprehensive Plan, flexibility should be exercised judiciously, specifically on sites with unique features such as topography, dimension, and visual impact, in order to preserve and enhance existing natural resources and to achieve an aesthetic and desirable environment.



 **III- B: Population**

 **GOAL 1:** Achieve a moderate and stable rate of long-range population growth with orderly development. (2.1 Population)





III- C: Land Use



GOAL 1: The physical development of the City of Hayden should be accomplished in an orderly fashion by judicious land use decisions. (2.10 Land Use)

POLICIES:

1. The Comprehensive Plan should serve as a guide for development.
2. The Comprehensive Plan should be maintained as a living document, and land use regulations should be monitored continually and updated as necessary to reflect the current community vision.
3. Input from citizens shall be encouraged at every level of land use decision- making.
4. The protection and enhancement of the general public safety, health, and welfare should be tantamount to all other factors guiding land use decisions.
5. The City should ensure that all new development is compatible with the land use plan.
6. The City should evaluate the community-wide impact of each significant development as determined by the City, on the need for public facilities and services, the circulation and housing impacts from the project, and the effects on the City's identified resources.
7. Land use decisions should consider the preservation and enhancement of natural resources.



GOAL 2: The City of Hayden should encourage the development of land within the corporate limits of Hayden prior to annexation of adjacent areas. (2.10 Land Use)

POLICIES:

1. The City should judiciously evaluate the opportunity to provide sewer, water and other services within the corporate limits and the planned future extension of these services outside the existing corporate limits of the City of Hayden. (See F1: Sewer and Water Services, Goal 2)
2. Areas proposed for annexation are to be considered only if they are contiguous to the corporate limits.
3. Areas to be annexed into the City should have a land use plan and proposed zoning designation prior to annexation.



GOAL 3: Provide a variety of development densities and types in various areas of the City, while preserving the traditional small town feel. (Notable #1: Pattern/Density of Development, Goal 1)

POLICIES:

1. Designate areas through zoning to allow for a variety of residential densities ranging from larger lots to higher densities. For each density designation, provide a range of densities to maximize flexibility, with mid-range densities allowed only when certain triggers have been met, and higher-range densities only allowed as an incentive to encourage implementation of desired design features.
2. Specifically, residential density ranges are defined as follows:
 - **Low Density:** Average density of 1 to 4 dwelling units per acre
 - **Medium Density:** Average density of 4 to 7 dwelling units per acre
 - **High Density:** Average density of 7 to 12 dwelling units per acre

For residential areas north of Lancaster Road, in order to achieve average densities of greater than 2 units to the acre, a controlled access must be installed at the intersection of Lancaster Road & US 95, or an equivalent transportation system mitigation must be implemented.

For all residential areas, in order to achieve average densities of greater than 2 units per acre, the developer **MUST** demonstrate the adequacy of the transportation system to handle the cumulative traffic impacts with such a density of development.

Mid-range to higher-range densities of development as identified in each category listed above will only be allowed in appropriate areas when balanced with:

- Dedicated public space, common areas, and park facilities, with connected green space between developments;
- Quality of development, design features and architectural styles;
- Clustered development, mixed use concepts, provision of affordable housing and/or a variety of housing types; and,
- Adequacy of transportation network, with an emphasis on connectivity and walk-ability.

3. Manage planned growth through updating and enforcement of subdivision and zoning ordinance, and zoning map.



GOAL 4: Promote and encourage a well-defined mix of uses along the downtown corridor to enhance the Government Way corridor and its future identity as the downtown “Main Street” business district. Encourage small-scale retail activity, restaurants and other service business, as well as residential uses on upper floors of multistoried buildings in the district. (Notable #3: Government Way Revitalization, Goal 3)

POLICIES:

1. Identify preferred land use options for the Government Way corridor in conjunction with development of design standards for the corridor as identified in Section III-L: Government Way Revitalization, Goal 1.

2. Promote the development of vacant property and the redevelopment of existing uses with new business activity and other land uses appropriate to the future design of Government Way corridor as identified in Section III-L: Government Way Revitalization, Goal 1.
3. Direct future development of the Government Way corridor through coordination with the local business community, provision of economic incentives and development and enforcement of ordinance requirements including, but not limited to, future zoning.




GOAL 5: Provide a balance of commercial uses in designated areas throughout the community centered around established transportation corridors, while protecting the character of adjacent activities. (Notable # 9: Low Level Commercial Development, Goal 1)

POLICIES:


1. Direct commercial development in a well-defined pattern of use in identified commercial corridors and specific areas of the community. Five specific areas and/or types of commercial activity and their general characteristics have been initially identified;
 - a) **Government Way Corridor** (Central Business District): Activities that are pedestrian friendly and do not require large parking areas. A well defined mix of uses, including small scale retail activity, restaurants, professional services and other activities that enhance the future identity of the corridor as the downtown “Main Street” business district. Promote a mixture of activities, including residential uses on upper floors of multi-storied buildings in the district and community activity centers. (See goals and policies in Section III L-1; Government Way Revitalization)
 - b) **General Commercial:** Retail and service oriented activities that are primarily accessed by vehicle. Any manufacturing and processing activity shall be directly related to onsite retail and professional services.
 - c) **Low Impact Commercial and Low Impact Light Industrial:** Commercial and light industrial activity with minimal impact aesthetically due to noise, odor and visual character. Commercial and light industrial activities that are customer oriented and do not require large parking areas or large service areas. Types of allowed activities include, but are not limited to, service oriented businesses, retail and low impact light industrial manufacturing.
 - d) **Highway 95 Corridor:** Commercial activities dependent on high visibility and oriented to servicing traffic along Highway 95, as well as the community. Retail and service oriented activities that are primarily accessed by vehicle and that may require a moderate amount of parking and service areas and have an acceptable impact on local roads. Reference Section III G: Transportation, Goals 1 and 2 and Section III L: Community Design, Goal 3, when considering future commercial development along the corridor.
 - e) **Small Commercial Service Centers** (Overlay Districts): Neighborhood oriented business located in small designated pockets in residential areas as allowed through conditional use permit. Commercial activities include retail and professional service businesses designed to provide local service to residential areas.

2. Further identify allowed activities in each of the areas designated for commercial development and other areas during the process of amending the zoning ordinance.
3. Develop general design standards for the various commercial corridors and areas, addressing buffering from adjacent areas, aesthetics, vehicular access, parking, set backs and height restrictions.
4. Amend the zoning map and zoning ordinance through time to reflect current and future goals and policies concerning designated areas for commercial development and appurtenant design standards.
5. Provide necessary infrastructure to service current and potential commercial development in a timely and efficient manner.

 **GOAL 6:** Promote the development of commercial activity in designated commercial corridors and the transition of activity in areas where commercial activity is a non-conforming use. (Notable # 9: Low Level Commercial Development, Goal 2)

POLICIES:

1. Direct the pattern of commercial development promoting the development of available land within the city through flexible and adaptable zoning ordinance.
2. Explore and adopt administrative regulations and opportunities to promote transition of activity in areas where non-conforming uses have occurred.

 **GOAL 7:** Consider the impact of land use decisions on the transportation system. (2.6 Transportation) (See Section G: Transportation)


POLICIES:

1. New development should be reviewed to determine its effect on existing streets and natural resources.
2. The City should assess the cost of impact on the local transportation system by new residential and business development.
3. City approval for new development, both residential and business, should occur only after sufficient planning for rights-of-way, improvements and access have been evaluated accommodating the increase in traffic volume.
4. Plans for proposed subdivisions and other large projects, as determined by the city, should include traffic impact studies to determine the compatibility and conformance with existing and proposed transportation systems. The studies should consider all existing and proposed contribution to the transportation.
5. Developers should be required to provide adequate off-street parking in areas where on-street parking could create safety hazards and circulation disruption.

- Careful consideration of the use of traffic controls and regulations should be made to assure the safety of all motorists, bicyclists, and pedestrians.




III- D: Natural Resources

 **GOAL 1:** Preserve, enhance and develop the quality of the land, air, water and natural environment in the City of Hayden. (2.4 Environmental Quality)


POLICIES:

- Plans for proposed subdivisions and other large sites should include provisions to protect the natural drainage system and incorporate drainage facilities as appropriate or necessary. Where the natural system is not adequate, supplemental drainage facilities should be required.
- The City should work cooperatively with the Idaho Department of Health and the Idaho Department of Environmental Quality to amend, supplement and enforce standards for air quality, noise, and odors, as found appropriate.
- The City should develop standards for the establishment of buffers between noise-generating and odor-generating uses and adjacent uses.
- In order to protect groundwater quality, the City, should base residential development and density decisions on the availability of adequate water supply and sewage treatment capacity.

 **GOAL 2:** Promote the consideration of environmental impacts associated with development projects during the permit review process. (2.3 Natural Resources)

POLICY:


- Proposed development (residential, commercial, industrial or governmental) should be evaluated for potential environmental impacts in accordance with City policy and mitigation measures should be implemented, as feasible and appropriate.

 **GOAL 3:** Ensure a balanced environment where physical development may occur with minimal adverse effect to the natural amenities of the area. (2.3 Natural Resources, Goal 1)

POLICIES:


1. The City should identify natural amenities including, but not limited to, open space, scenic vistas, air quality, surface and ground water quality, existing native landscaping and ambient noise levels. Procedures and standards should be adopted for designation, enhancement and maintenance to protect the integrity of such natural amenities, as identified through time.
2. For all proposed developments, the City should require developers to conserve natural amenities, i.e. streams, wooded areas, scenic vistas and corridors, and incorporate these natural features into the development plan as open spaces and/ or buffer areas.
3. The surface and groundwater quality of the City should not be degraded.
4. The City should require a landscape plan for projects removing a substantial amount of earth and adopt standards, which will minimize damage by earth-moving equipment.

III- D-1: Aquifer

 **GOAL 1:** Protect the existing high quality of the Rathdrum Prairie Aquifer groundwater from contamination and deterioration to the maximum extent possible. (2.4 Environmental Quality)


POLICIES:

1. Protect environmentally sensitive areas such as flood zones, saturated recharge areas, and Zone I wellhead protection areas through zoning regulations.
2. Planning for growth should be accompanied by the development of infrastructure, public services, utilities and preservation of open space and recreational facilities.
3. Planning for the provision of municipal sewer services should be completed prior to conversion of land currently zoned for agricultural use to other urban uses.
4. Stormwater should be disposed of in a manner consistent with sound management practices.
5. Encourage the reduction of the total volume of sewage disposed into the aquifer by subsurface sewage disposal systems.
6. Non-domestic wastewater should be disposed of in municipal wastewater treatment plants with appropriate pretreatment.
7. All projects potentially affecting the aquifer shall adhere to all Federal, State and local aquifer protection policies and standards.
8. Promote the education of residents, businesses, and local government on the need to preserve the water quality of the Rathdrum Prairie Aquifer.
9. Develop and implement a funding mechanism for the preservation of open space for the purposes of aquifer protection.
10. Prioritize the extension of sewer services to areas currently served by onsite septic disposal systems within the City.

 **GOAL 2:** Minimize negative impact on the aquifer from current and future activities within the community, especially in areas that are currently in open space or under agricultural use. (Notable #14: Water Quality and Availability, Goal 1)

POLICIES:


1. Fully consider the short and long term impacts of potential activity on the aquifer in all decision-making processes concerning future development within the current city bounds and areas of city impact.
2. Strictly enforce the current storm water management ordinance and explore amendment to the ordinance to better protect the aquifer.

 **GOAL 3:** Preserve areas that are currently in their natural state, under agricultural use or in open space where feasible, to enhance the protection of the aquifer. (Notable #14: Water Quality and Availability, Goal 2)

POLICY:

1. Explore transfer development rights, conservation easements, subdivision and PUD ordinances and other tools to promote open space preservation.

III- D-2: Water

 **GOAL 1:** Promote water conservation in all activities throughout the community. (Notable #14: Water Quality and Availability, Goal 4)

POLICIES:

1. Explore the incorporation of water conservation policies in local land use ordinances and building codes, in coordination with local water and irrigation districts.
2. Publicly promote water conservation practices and methods.

 **GOAL 2:** Assure the local level of development and growth is in balance with available water rights, supplies and sources. (Notable #14: Water Quality and Availability, Goal 5)

POLICIES:

1. Coordinate and support local water and irrigation districts in efforts to balance growth with available water supplies and infrastructure.
2. Support water purveyors in obtaining future water rights and the transfer of existing water rights from private ownership to water and irrigation districts, where appropriate.





III-E: Hazardous Areas



GOAL 1: To protect lives and property from unacceptable risks resulting from natural and man-made hazards. (2.5 Hazards)

POLICIES:

1. The City should cooperate with the Panhandle Health District to identify all hazardous areas in the City and the Area of City Impact.
2. The City should coordinate with the County and local emergency service providers in educating the community on the emergency response plan which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications.
3. Residential, commercial or industrial structures and activities should not be developed or occur in slide or hazard areas unless adverse impacts can be mitigated.
4. Continue to enforce guidelines and ordinances to mitigate erosion, landslides, and other hazards that may result from land development.



III- F: Public Services



GOAL 1: Encourage essential public services in the most cost effective manner. (2.8 Public Services and Utilities)




GOAL 2: Promote the provision of utilities sufficient to protect the public health and welfare. (2.8 Public Services and Utilities)


POLICIES:

1. Encourage land development patterns that permit the most economical extension of sewer lines.
2. The siting of public facilities should be designed so as to minimize adverse effects on residential areas and environmental features.

3. Base residential development and density decisions on the availability of adequate water supply. Adequate pressure, quantity, and quality of water supplies should be required for domestic uses and for fire protection.
4. To avoid conflicts, coordination of power transmission lines with other utility corridors (pipelines, etc.) and transportation rights-of-way should be encouraged.
5. Energy conservation should be encouraged in the City of Hayden.
6. The City should ensure adequate street lighting in residential and commercial areas.
7. For new developments, the City should require developers to contribute to the upgrading of the off-site impacts on utilities.

 **GOAL 3:** Coordinate with service providers to assure necessary and appropriate urban services are provided to accommodate projected types and densities of growth and development. (Notable #1: Pattern/Density of Development, Goal 2)

III-F-1: Sewer and Water Service

 **GOAL 1:** Protect the aquifer and natural environment through the provision of necessary sewer and water services throughout the community in an environmentally sound manner. (Notable #10: Utility Service Availability, Goal 1)

POLICIES:

1. Coordinate with various entities providing service to assure the provision of efficient and effective sewer and water service in a timely manner.
2. Minimize the processing of waste through use of local septic systems.
3. Minimize sprawl through the promotion of development where utility and road services are in place and available.
4. Coordinate phasing the development of future necessary services when and where changes in projected land uses occur.
5. Support local service providers in maintaining necessary water rights to provide efficient water service throughout the community.
6. Support the sewer district in exploring and developing alternative methods of sewerage disposal as might be necessary to meet future demand.
7. Research and obtain alternative funding sources to support planning efforts and infrastructure development and maintenance costs.

❄️ GOAL 2: Coordinate the timely development of efficient, effective and environmentally sound sewer and water and other utility infrastructure servicing the community, assuring costs of development are shared equitably. (Notable #10: Utility Service Availability, Goal 2)

POLICIES:

1. Update the local capital improvement plan periodically, incorporating plans for the improvement and development of sewer and water infrastructure necessary to support projected growth, where appropriate. Address the balancing of infrastructure development with projected demand in future capital improvement plans.
2. Coordinate with the various entities providing sewer and water service in the planning and development of infrastructure. Plan and coordinate timely development of infrastructure supporting sewer and water service.
3. Coordinate the installation of underground utilities when road improvements and construction occurs. Install necessary infrastructure when roads are improved or constructed whenever possible.
4. Insure the design and specifications of underground utility infrastructures are capable of servicing projected capacities when installed.
5. Improve water flows through looping of water lines to provide effective fire flows.
6. Address requests for the provision of sewer and water service to adjacent areas through communication with other local entities in coordination with local service providers.
7. Coordinate with and support regional long range planning efforts concerning future utility infrastructure requirements and plans.
8. Explore alternative funding sources and mechanisms to support the construction and maintenance of infrastructure necessary to support current and future development. Consider, promote and adopt alternative funding mechanisms addressing the equitable sharing of costs incurred to develop and maintain infrastructure for current and future users.

❄️ GOAL 3: Promote the expansion and use of the municipal sewer system to provide service for all sewerage generated within the community. (Notable #14: Water Quality and Availability, Goal 3)

POLICY:

1. Explore, develop and implement strategies to provide sewer service to as many as possible, minimizing the use of septic systems in the processing of locally generated sewerage.



III-F-2: Solid Waste



GOAL 1: Provide practical and economical solid waste services to protect the health, and welfare of citizens, the community appearance, and the environment. (2.8 Public Services and Utilities)

POLICIES:

1. Encourage conservation of resources through recycling and education programs.
2. Develop programs such as a special clean-up and white goods, Christmas tree and waste tire collection to encourage residents to maintain their property.
3. Develop and enforce ordinances to require better maintenance of property to prevent the accumulation of litter, noxious weeds, and other eyesores.



GOAL 2: Encourage the appropriate and environmentally sound processing of one hundred percent of the solid waste stream generated in the community. (Notable #13: Solid Waste, Goal 1)

POLICIES:


1. Coordinate with Kootenai County in the development, operation and promotion of solid waste collection and management programs and services.
2. Encourage user convenience in solid waste services provided by the private and public sector.
3. Promote public education programs concerning the proper disposal, processing and recycling of solid waste.
4. Support local recycling programs and efforts.
5. Assure local collection and transfer sites for the disposal of bulky and excess solid waste continue to be available.




GOAL 3: Explore universal collection options to assure all members of the community receive convenient and equitable service. (Notable #13: Solid Waste, Goal 2)

POLICY

1. Explore options for the provision of collection services, including franchising or contracting collection services and development and implementation of a mandatory collection ordinance.

 **GOAL 4:** Explore the development and implementation of solid waste administration fees and billing mechanisms to support local solid waste programs, and cover maintenance costs due to impact of solid waste collection services on the local infrastructure. (Notable #13: Solid Waste, Goal 3)

III-F-3: Emergency Services

 **GOAL 1:** Support adequate and effective police, fire and emergency medical services to all residents and landowners in the City. (2.8 Public Services and Utilities)

POLICIES:

1. Coordinate with fire protection officials to assure that new development is designed so fire protection can be effectively provided.
2. All new development shall be designed so that hazards are minimized and law enforcement and protection can be effectively provided.
3. All proposed development shall be reviewed for adequate emergency vehicle access and circulation, and adequate water supply and pressure for fire protection.





III- G: Transportation



GOAL 1: Provide an efficient transportation system in the City of Hayden. (2.6 Transportation)

POLICIES:

1. All components of the City transportation system should be coordinated with neighboring jurisdictions and with county, state, and federal programs.
2. The City should discourage private streets that serve developments, particularly residential areas, except where warranted by site limitations.



GOAL 2: Provide for safe and efficient vehicular movement on streets. (2.6 Transportation)

POLICY:

1. Develop a truck route map for distribution to the local business and agricultural communities, incorporate appropriate weight limit and truck route signage throughout the City and develop ordinances, as necessary.




GOAL 3: Enhance intersections where local east-west arterials and collectors cross Highway 95 to assure safe and user friendly pedestrian and vehicular access to, from and across Highway 95. (Notable #2: Highway 95 Barrier, Goal 1) (See Section L: Community Design, Goal 3 and Section L2: Pedestrian/Bicycle Pathways, Goals 2, 3 and 4)

POLICIES:

1. Explore, select and implement traffic control options to address local traffic requirements at individual intersections. Options to be considered at individual intersections, in the context of existing development, present and future traffic volumes, future land uses, topography, etc., may include:
 - a) Improved traffic control measures directing traffic through intersections.
 - b) Enhanced signage identifying major intersections along Highway 95.
 - c) Improved signalization to provide efficient and safe traffic flows.
 - d) On and off ramp approaches to and from Highway 95 accessing the local arterial system.
 - e) Added signalization at select intersections north of Hayden Avenue.
 - f) Lowering Highway 95 to facilitate traffic control and minimize traffic noise.
 - g) Development of frontage roads along Highway 95 between major intersections providing access to Highway 95 and the local arterial road network.
2. Address the widening of east-west arterials and arterials in areas adjacent to Highway 95.

3. Explore and select options facilitating non-vehicular traffic access across Highway 95, including, but not limited to:
 - a) Pedestrian ramps over or under Highway 95 at key intersections.
 - b) Improved signage at intersections directing non-vehicular traffic.
 - c) Aesthetic lighting options to enhance visibility and safety.
 - d) Public information concerning available non-vehicular traffic options to promote awareness.
 - e) Improvements to pedestrian controlled signals at key intersections.
4. Develop and implement traffic control projects demonstrating potentially viable options.
5. Coordinate with the State of Idaho, Idaho Transportation Department, Kootenai County Metropolitan Planning Organization, KCATT and other agencies and local communities in the planning, development and funding of future short-term and long-term projects.
6. Develop a comprehensive capital improvement plan incorporating selected transportation options, as selected, to meet the goal.
7. Work with the State legislature to increase awareness of local transportation needs and garner financial support to implement selected solutions.
8. Explore funding options to support development of future transportation options, including, but not limited to:
 - a) State and federal funding sources.
 - b) Local improvement districts.
 - c) Development Impact Fees.
 - d) Urban Renewal Districts.
 - e) Other financial options tied to local community development.

 **GOAL 4:** Improve and maintain the local collector and arterial road system in coordination with Highway 95 traffic requirements, providing efficient and safe access to the local community and those visiting the community. (Notable #2: Highway 95 Barrier, Goal 2)

POLICIES:

1. Evaluate options for the development and/or improvement of a north-south arterial west of Highway 95, taking into consideration present and future right-of-way, engineering constraints including those created by the Coeur d'Alene Airport, present and future land use, cost of development, and access to major east-west arterials, as defined in Goal 1.
2. Address the widening of east-west collectors and arterials in areas adjacent to Highway 95.
3. Develop a comprehensive capital improvement plan incorporating selected transportation options as selected to meet the goal.

4. Coordinate with the State of Idaho, Idaho Transportation Department, Kootenai County Metropolitan Planning Organization, KCATT, and other agencies and local communities in the planning, development and funding of future short-term and long-term projects.
5. Work with the State legislature to increase awareness of local transportation needs and garner financial support to implement selected solutions.
6. Explore funding options to support development of future transportation options, including but not limited to:
 - a) State and federal funding sources.
 - b) Local improvement districts.
 - c) Development Impact Fees.
 - d) Urban Renewal Districts.
 - e) Other financial options tied to local community development



GOAL 5: Assure a safe and user-friendly environment along the Government Way corridor for all pedestrian, bicycle and vehicular traffic. (Notable #3: Government Way Revitalization, Goal 4) (See Section L1: Government Way Revitalization, Goals 2 and 3, and Section L2: Pedestrian/Bicycle Pathways, Goals 2, 3 and 4)

POLICIES:

1. Minimize vehicular access points along the Government Way corridor to facilitate safety by:
 - a) Coordinating with the business community to create off-street public and private parking areas and maximization of the number of parking areas shared by several businesses, and
 - b) Encouraging shared access to parking areas servicing several individual businesses, and
 - c) Providing economic incentives for development of parking areas that minimize the number of necessary access points from Government Way and that meet the criteria of the design standards as developed under Goal 1, Section III-L: Government Way Revitalization.

2. Improve traffic control measures to enhance the level of service for vehicular traffic along the Government Way corridor through signage and signalization.
3. Assess and incorporate design options for alternative arterials and collector roads in the local road network to minimize unnecessary traffic in the Government Way corridor.
4. Provide clear identification to the Government Way corridor as pedestrian friendly environment through public information and signage.
5. Provide clear identification to the Government Way corridor as an area to be shared with bicycle traffic through public information and signage.
6. Encourage and promote the development of pedestrian and bicycle friendly amenities, including benches and bicycle racks, to encourage non-vehicular use of the Government Way corridor.
7. Develop an aesthetic overhead lighting network to enhance visibility and safety throughout the corridor and in accord with design standards as developed under Goal One.
8. Preserve, enhance and develop natural landscaping (see Goal 9. page 22)



GOAL 6: Minimize impact of traffic passing through residential areas of the city to assure safe neighborhoods and preserve the residential character of the community. (Notable #8: Collector/Arterial Roads, Goal 1)

POLICIES:

1. Coordinate planning activities concerning traffic patterns, road improvements and maintenance with Highway Districts, adjacent Cities, Kootenai County and KCATT.
2. Explore area of impact and annexation options to improve planning, development and servicing of arterials not currently located within City boundaries that affect traffic patterns within the City.
3. Evaluate and implement alternative traffic control measures to direct traffic to appropriate routes and promote safety.
4. Amend zoning and subdivision ordinances to address the impact of future development on the existing road network, infrastructure, traffic patterns and character of residential neighborhoods in the vicinity.
5. Promote public awareness of designated arterials, recommended traffic patterns and safety issues.



GOAL 7: Develop a Strategic Transportation Plan for the City, to update the functional classification of roads within the system, as may be appropriate based upon present and future

traffic patterns and volumes, and to define and prioritize improvements to existing collectors and minor arterials, and identify future streets to provide connectivity and service in areas of “infill” development. (Notable #8: Collector/Arterial Roads, Goal 2)

POLICIES:

1. Incorporate existing patterns of traffic and road improvements into future transportation plan.
2. Do not allow private roads where location and configuration negatively affect the transportation network’s traffic flow pattern.
3. Coordinate planning efforts with Kootenai County concerning the local transportation network accessing the airport. Address the selection of designated routes, necessary improvements to best direct traffic flows to and from the airport, and funding.
4. Strengthen coordination efforts in the planning of the transportation network with other local and regional entities. (KCATT and KMPO included)
5. Amend zoning and subdivision ordinances to address the impact of future development on the existing road network.



GOAL 8: Minimize financial and operational impacts resulting from road improvement projects and maintenance. (Notable #8: Collector/Arterial Roads, Goal 3)

POLICIES:

1. Develop and maintain a transportation capital improvement plan specifically designed to meet the City of Hayden’s needs in coordination with other local capital improvement plans addressing other infrastructure needs of the community.
2. Coordinate construction and improvements of other infrastructure, including, but not limited to, non-vehicular pathways, sewer, water and other utilities, with road improvement projects.
3. Amend applicable fee structures to address the financial impact of road improvements needed to support future development.
4. Coordinate future funding of the transportation system directly with adjacent communities and local entities, where appropriate.
5. Explore financial and procurement options for the acquisition of necessary right of way and road improvements.
6. Explore alternative funding sources to support improvement and development of road infrastructure with other local and regional entities.



GOAL 9: Preserve and enhance existing natural landscapes and the aesthetic characteristics of the community along existing and proposed travel corridors in maintaining and improving the transportation network. (Notable #8: Collector/Arterial Roads, Goal 4) (See Section L1: Government Way Revitalization, Goals 2 and 3)

POLICIES:

1. Explore alternative road and street designs to enhance and preserve natural and aesthetic characteristics of the community.
2. Install underground utilities, wherever possible, to minimize overhead clutter.
3. Provide aesthetic lighting, wherever possible, to promote visibility and safe travel-ways, while enhancing the aesthetic character of the community.
4. Preserve and enhance natural landscaping along existing and proposed travel corridors.




GOAL 10: Support adequate, low-cost public transportation services for the residents of the City. (2.6 Transportation)

POLICIES:

1. Continue to cooperate with KMPO to evaluate demand and identify funding sources to support adequate, low-cost, fixed route and other public transportation services for the residents of the City.
2. Support implementation of a fixed route public transportation system where economically feasible, as necessary and appropriate.



III-H: Housing

 **GOAL 1:** Maintain and/ or improve the quality of housing and residential development. (2.2 Housing)


POLICIES:

1. Housing policies should be developed to assure that the upgrading and rehabilitation of homes is encouraged rather than discouraged.
2. Assure safe and long lasting housing construction by utilizing building, zoning, and housing regulations.
3. Cooperate with and encourage private sector entities to provide adequate housing.

 **GOAL 2:** Encourage well planned residential development. (2.2 Housing) (See Section C: Land Use, Goal 3)


POLICIES:

1. Developers should be encouraged to maximize the variety of attractive neighborhood settings in terms of price range, amenities, natural settings, and proximity to other areas of activity.
2. Adequate public access should be provided to all lots.
3. Streets should be designed and constructed in compliance with applicable adopted standards.
4. The City should develop and enforce standards regarding the provision of adequate water supply for domestic and fire code emergency uses, and for other utilities such as power, gas, telephone, street lights.
5. Sewage disposal should be provided in accordance with the standards of the adopted City sewer policy and in accordance with policies of this Comprehensive Plan.
6. Residential areas should be buffered from adjacent non-residential uses.
7. For all new development, the City should require developers to provide funding for extension, and/ or expansion of municipal services and facilities.
8. Land use regulations, zoning and subdivision ordinances, should be updated and revised to assure responsible, well-planned development in accord with the comprehensive plan.

 **GOAL 3:** Provide an adequate supply of land and appropriate land use designations that will meet the needs of a broad range of household incomes. (2.2 Housing) (See Section C: Land Use, Goal 3)

POLICIES:

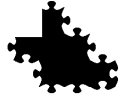
1. Densities and uses should conform to the intent of this Comprehensive Plan.
2. In planning and zoning decisions, the City should protect the continuity and inherent character of existing neighborhoods.
3. When multi-family units are built adjacent to, or mixed with single-family uses, consideration should be given to density and design of the more intensive use.
4. Standards for manufactured housing should be adopted to assure the safety of the residents and the amenities of the area.
5. Develop policies and mechanisms for the transition of existing non-conforming mobile homes and manufactured home parks, assuring the safety and residential amenities of the area.

 **GOAL 4:** Accommodate the enhancement of current housing and development of future housing to assure housing is available in an affordable manner for all members of the community. (Notable #12: Affordable Housing, Goal 1) (See Section C: Land Use, Goal 3)

POLICIES:

1. Explore, develop and promote a variety of options and solutions to best assure the provision of future affordable housing throughout the community. Some options to explore include:
 - Enhancement and rehabilitation of currently available housing.
 - Flexible zoning that allows for a balance of smaller lots and assimilation of affordable housing in future housing developments.
 - Allowance and promotion of mixed-uses in various zones. Some options to explore include apartments in commercial areas and apartments adjacent to and/or mixed lightly with single family residential.
 - Incorporation of development incentives in the zoning and other administrative ordinance.
 - Promotion of community partnerships in the development of affordable housing.
 - Alternative funding sources.
 - Education and promotion of funding sources available to private and not-for-profit developers for the development of affordable housing.
 - Encouragement of housing improvement and development programs by non-profit social organizations.
2. Consider the following in the exploration, development and implementation of any option addressing the goal:

- Definition of the local need for affordable housing and what is affordable locally.
- Incentives for long-term maintenance of all housing.
- Aesthetics of developed housing maintained in balance with the community's character.
- Future housing kept in balance with other development and activity in the area.
- Promotion of owner-occupied affordable housing.



III-I: School Facilities

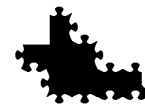


GOAL 1: The City and the school district should jointly implement a long-range school site acquisition program based on cooperation with the city, the district, and the land developers. (2.16 Education Element)


POLICIES:

1. The city will coordinate and assist the school district to acquire school sites as shown on the plan at such time as development occurs within the designated school service areas.
2. The city and the district will review the plan on a yearly basis and reestablish and prioritize building needs based on current and future growth.

3. The City should cooperate and coordinate public functions, wherever possible, to assist school districts in their mission of public education.



III-J: Recreation


 **GOAL 1:** Develop and implement a long term strategic parks and recreation plan based on input from, and communication with the community, to meet the needs of all segments of the population of the City of Hayden. (Notable #11: Parks Facilities and Recreation Programs, Goal 1)

PARK AND RECREATION CONCEPTS: Consider and incorporate the following concepts in any future planning and development of park facilities and recreation programs:

- Development of adequate parking adjacent to park facilities to accommodate demand during high activity periods.
- Interconnectivity of parks with residential areas and other activity centers within the community through a network of bike and pedestrian paths.
- Development of a variety of park facilities to locally service all areas of the community.
- Involvement of senior members of the community in the development of, and participation in, recreational activities and programs designed to meet their needs.
- Development of a community center, interrelating activities in the center with other park programs.
- Provision of recreation programs to service all elements of the community.
- Incorporation of aesthetic features in existing and future parks. Integrate historic, social and cultural themes in various parks in the park system.
- Create small aesthetic “pocket parks” in various areas of the community.
- Dedicate green space throughout various parts of community to enhance pathways, and provide connectivity and open space for future generations.
- Develop and maintain a community wide park environment, while promoting a sense of community ownership.


POLICIES:

1. Complete a comprehensive needs assessment for parks and recreational facilities in the City of Hayden, identifying and prioritizing needs for the types and locations of various recreational facilities, including but not limited to:
 - a. Undeveloped City park lands including Broadmore Park, and property adjacent to Hayden Elementary School;
 - b. Indoor Pool Facilities;
 - c. Skateboard Park;
 - d. Bicycle and Pedestrian Paths;
 - e. Tennis Courts;
 - f. Other recreational facilities as may be identified; and,
 - g. Infrastructure improvements in support of existing facilities, including but not limited to:
 - 1) Additional parking at Honeysuckle Beach;
 - 2) A traffic light at the intersection of U.S. 95 and Lancaster Road;
 - 3) Pedestrian/bicycle ramps over and under U.S. 95 at key intersections to neighborhoods and recreational facilities on the eastern and western sides of the City.
 - 4) Other infrastructure improvements as may be identified to support recreational facilities.
2. Complete a comprehensive needs assessment for recreational activities and programs, identifying and prioritizing activities and programs addressing all age groups and populations within the City, including but not limited to:
 - a. Community-based youth and adults sports programs including baseball, softball, football, soccer, swimming, etc.,
 - b. Adult and youth fitness programs, recreational activities, and classes;
 - c. Inter-generational recreational programming; and,
 - d. Other recreational activities and programs as may be identified.
3. Identify strategies for the development and or expansion of recreational facilities, including possible locations and/or sites, cost of development, financing strategies and potential partners to aid in the development, implementation and financing of facilities identified.
4. Identify strategies for the development and implementation of recreational programs, including possible sites, staffing and funding requirements, financing strategies and potential partners to aid in the development, implementation and maintenance of programs identified.
5. Incorporate and build upon private and regional recreational resources in planning efforts, where feasible and appropriate. Regional resources to be considered include Rathdrum Prairie open space, surrounding mountains, national forest, area lakes and rivers, and regional pedestrian/bicycle and equestrian trails, etc.
6. Coordinate planning and implementation efforts with other municipalities, and local and regional recreational interest groups to avoid duplication of services and maximize the recreational opportunities available to the residents of the City.

 **GOAL 2:** Promote the development of City Parks & Recreation Programs as identified in the strategic plan, and as needed to keep pace with the needs of a growing population with changing demographics. (Notable #11: Parks Facilities and Recreation Programs, Goal 2)

POLICIES:

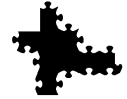
1. Promote and encourage the development of public/private and inter-municipal partnerships, where feasible, in the implementation, operation, and funding of recreational programs and activities serving the residents of the City of Hayden.
2. Coordinate with other Cities and regional park and recreation programs in the development of future parks and recreation programs within the community.
3. Create and maintain a Parks and Recreation Department within the City of Hayden to coordinate the future development and maintenance of current and future parks and recreation programs.
4. Maintain sufficient staffing to assure acceptable levels of maintenance and support of park facilities and recreation programs are maintained.
5. Explore funding options for the implementation, operation, and maintenance of parks and recreation programs, including, but not limited to:
 - a. State and federal funding sources;
 - b. Private endowments, donations, grants and funding opportunities;
 - c. Creation of a recreation district;
 - d. User fees, and other alternative revenue sources; and,
 - e. Other financial options tied to local community development.

 **GOAL 3:** Explore and implement alternative methods of acquiring property and resources for the purpose of providing park facilities and recreational programs to service existing and future community needs. (Notable #11: Parks Facilities and Recreation Programs, Goal 3)


AQUISITION CONCEPTS: Explore the following concepts in the future planning and development of park facilities and programs and other City planning efforts, as applicable:

1. Dedication of land and/or resources for park development by land owners when Planned Unit Developments and subdivisions are platted.
2. Development of privately owned and maintained parks with public access easements within subdivisions and planned unit developments, through zoning incentives and development requirements to be addressed as part of subdivision approval process.
3. Dedication of right of way and/or easements for use as bicycle and pedestrian pathways to interlink park system as requirement in platting process.
4. Explore funding options to support development of future City parks and recreational facilities, including, but not limited to:

- a. State and federal funding sources;
 - b. Endowment funding;
 - c. Local contributions of land dedicated for future parks to be named for the contributor;
 - d. Private grants and funding opportunities;
 - e. Development Impact Fees;
 - f. Other financial options tied to local community development.
5. Develop and implement a Capital Improvement Plan for Parks & Recreation Facilities, identifying the cost, the year planned for development, and funding source(s).




III-K: Economic Development

 **GOAL 1:** Encourage the development of business and industry to create jobs for City residents and tax revenues for the City. (2.9 Economic Development)

POLICIES:

1. Promote the expansion, retention and diversity of the City's economic base, focusing development efforts on clean, non-polluting industry.
2. Encourage new development and economic activity which would further utilize the City's current and future labor force.
3. Encourage non-polluting and diversified industries to expand the City's present employment base.
4. Encourage and support the development and implementation of work force skill enhancement programs.

 **GOAL 2:** Develop and maintain a comprehensive economic development plan at the local and regional levels. (Notable #5: Light Industrial Development, Goal 1)

POLICIES:

1. Support and coordinate with regional entities in the development and promotion of regional economic development plans.
2. Encourage, support and promote a public /private partnership in economic development planning, activities and promotion.
3. Develop and maintain a local inventory of existing and potential industrial/commercial sites and existing infrastructure supporting potential light industrial development.

4. Promote the availability of development sites, land, infrastructure and services for prospective light industrial development locally and regionally in coordination with regional entities (PAC, Jobs Plus). Initially promote potential development in areas where established light industrial development and infrastructure exists.
5. Maintain open lines of communication with the community during the development of future plans.
6. Research and obtain alternative funding sources to support planning efforts.

🏡 GOAL 3: Amend and maintain zoning ordinances, the zoning map and administrative procedures to ensure the community's goals and policies for light industrial development are met in consort with economic development plans. (Notable #5: Light Industrial Development, Goal 2)

POLICIES:

1. Develop design standards for light industrial development and activity. Include standards to assure impact from light industrial activity on adjacent areas is minimized through zoning, buffering mechanisms or other means.
2. Develop definitions for types of activities and uses allowed, disallowed and allowed under conditional approval in various industrial zones.
3. Administer zoning ordinance in a user-friendly manner. Provide information early to the community and those affected by potential changes in ordinance. Maintain ongoing communication with the community concerning amendments, administration and enforcement of ordinances and administrative procedures.
4. Explore and adopt alternative mechanisms addressing the phasing out and/or accommodation of light industrial activity currently located in inappropriate areas of the community.

🏡 GOAL 4: Develop and maintain infrastructure development plans and capital improvement programming to provide necessary infrastructure in support of industrial development. Balance infrastructure development with projected demand for light industrial activity in future capital improvement plans. (Notable #5: Light Industrial Development, Goal 3)


POLICIES:

1. Amend the Transportation Plan to address future road networks and structures to support light industrial development in designated areas, as set forth on the future land use map.
2. Update the local capital improvement plan periodically. Incorporate plans for the improvement and development of infrastructure necessary to support projected light industrial development.

3. Promote the development of light industrial uses in areas where supporting infrastructure exists.
4. Provide necessary infrastructure for the development of light industrial uses in a timely and equitable manner.
5. Amend the Transportation Plan to address future road networks and structures to support light industrial development in designated areas, as set forth on the future land use map.
6. Construct roads servicing light industrial areas at specifications that will support projected traffic and loads. Coordinate with service providers to schedule the placement of underground utilities in a timely manner when roads are constructed or improved.
7. Coordinate with the Idaho Department of Transportation in planning and development of signalized intersections and access requirements or restrictions along Highway 95. Integrate light industrial access requirements in any future transportation planning on the local and regional levels
8. Coordinate with Kootenai County and the airport in planning, development and promotion of infrastructure necessary for light industrial activity around the airport.
9. Explore alternative funding sources and mechanisms to support the construction and maintenance of infrastructure necessary to support light industrial activity. Consider and adopt alternative funding mechanisms to address equitable sharing of costs to develop infrastructure by initial and future users.




III-L: Community Design

 **GOAL 1:** Develop tools for dedication and preservation of open space in mix with future residential development. (Notable #1: Pattern/Density of Development, Goal 3)

POLICIES:

1. Develop strategies for future funding mechanisms and resources to acquire and maintain open space.
2. Develop and adopt standards for required provision of open space and/or common open space in larger subdivisions.

 **GOAL 2:** Promote public awareness for the importance of trees to the City and encourage preservation and future development of the tree canopy throughout the community. (2.3 Natural Resources, Goal 2)


POLICIES:

1. Maintain a Tree Preservation/Landscape Ordinance.
2. Promote alternative designs in future developments that consider and address preservation and/or replacement of existing treescapes.
3. Provide for the care and maintenance of existing and future trees.

🏰 GOAL 3: Enhance the Highway 95 corridor to promote an aesthetic and safe passage through the City, while providing clear identification of the City's boundaries and direction to local destinations and points of interest. (Notable #2: Highway 95 Barrier, Goal 3) (See Section G: Transportation, Goal 3)


POLICIES:

1. Address signage along Highway 95 to minimize distractions, promote safety and enhance community aesthetics in coordination with the Idaho Transportation Department.
2. Provide signage and other clear identification of access points to airport and other local destinations.
3. Explore options to provide clear and aesthetic identification at entry points to the City, and gateway signage to the central business district area along Government Way.

 **GOAL 4:** Encourage the maximizing of handicapped accessibility, including but not limited to handicapped accessible housing, parking, recreational facilities, and pedestrian facilities.




III-L-1: Government Way Revitalization

 **GOAL 1:** Promote and encourage community-oriented uses and activities, and joint promotions and events in the Government Way Corridor to enhance the corridor and its future identity as the downtown “Main Street”, serving as the community’s center of activity. (Notable #3: Government Way Revitalization, Goal 1)

POLICIES:

1. Develop a “Strategic Downtown Revitalization Plan”, focusing on redevelopment and revitalization strategies for the Government Way Corridor to enhance its identity as the City’s “Main Street”.
2. Seek to enhance and promote the development of community meeting places and community activities centered in the Government Way corridor.
3. Seek alternative funding sources, and evaluate and implement alternative financing mechanisms, as appropriate, for business development and/or redevelopment, aesthetic improvements, landscaping, façade and building renovations, and coordinated events and promotions.
4. Promote and encourage the development of a public/private partnership to facilitate, guide, and promote revitalization activities in the Government Way corridor.

 **GOAL 2:** Develop design standards to enhance aesthetics and promote downtown identity along the Government Way corridor. (Notable #3: Government Way Revitalization, Goal 2) (See Section G: Transportation, Goals 5 and 9)

Some design parameters to consider, as identified by P+Z Commission:

- a) Clear definition of space to enhance downtown identity.

- b) Allow building heights of 2 to 3 stories, if tiered back from street to keep in scale with street, sidewalks and existing commercial development.
- c) Minimize setbacks from sidewalk to enhance downtown identity, especially in relation to walking environment.
- d) Provide aesthetic lighting to enhance visibility and safety.
- e) Place all utilities underground wherever possible.
- f) Develop design standards for signage to minimize clutter.
- g) Develop design standards for buildings to provide continuity.
- h) Specifically address design standards and development standards at various focal points along the Government Way corridor, with anchors at the library, city hall and especially at the intersection of Hayden Avenue and Government Way.
- i) Assess and determine landscaping and streetscape design options.
- j) Accommodate bicycle traffic in design of streets and sidewalks, where feasible.
- k) Incorporate storm water systems in areas apart from street and sidewalk structure, wherever possible.

POLICIES:

1. Provide information to the public and the business community concerning proposed revitalization project improvements, as soon as practicable.
2. Promote ongoing communication with the public and the local business community in the process of developing design standards.
3. Develop “gateway” entrances and signage to the Government Way commercial district to promote and enhance Government Way’s “main street” identity.
4. Promote and encourage the incorporation of aesthetic enhancements, including street trees, plantings, landscaping, benches and façade improvements in public and private development projects.

🏰 GOAL 3: Develop and maintain infrastructure along the Government Way corridor that maximizes the opportunity for streetscape design and other design standards as developed under Goal 1 above. (Notable #3: Government Way Revitalization, Goal 5) (See Section G: Transportation, Goals 5 and 9)

POLICIES:

1. Utilize vacant space outside the immediate traffic corridor as much as possible to service storm water systems, public parking and shared parking, and other infrastructure necessary to service and maintain the Government Way corridor.
2. Incorporate current and future infrastructure underground, wherever possible.



III-L-2: Pedestrian/Bicycle Pathways



GOAL 1: Promote pedestrian and bicycle travel as alternatives to automobile use. (2.6 Transportation)

POLICIES:

1. The City should establish and maintain an internal pathway system that links parks, the central commercial district, and public open spaces using street rights-of-way.
2. The City should provide bicycle routes paralleling the major arterial routes for long distance bicycle travel.
3. Bicycle routes should be considered whenever any major repair, alteration or construction of roads are undertaken.
4. The City should require new residential developments incorporate pedestrian and bicycle paths or routes when there are nearby schools, parks, other open spaces, or other destinations for such travel. Such paths or routes should be designed so that schools and parks are accessible to area residents. Pedestrian/bicycle over- or under-crossings may be provided when necessary to cross arterial roads or expressways.



GOAL 2: Develop a coordinated system of non-vehicular pathways to inter-connect schools, parks, community facilities, commercial areas and residential neighborhoods throughout the City and to provide interconnectivity of the City's pedestrian and bicycle pathways to regional pathways. (Notable # 4: Non-Vehicular Traffic Safety, Goal 1) (See Section G: Transportation, Goals 3, 4 and 5)

NON- VEHICULAR PATHWAY Definition: Designated travel-way for pedestrian, bicycle and other modes of travel (skateboards, roller-skates, etc.) not utilizing a motorized vehicle, that may or may not be paved, demarcated or otherwise improved.

POLICIES:

1. Develop a comprehensive plan designating a future network of non-vehicular pathways. Include design options for various parts of the designated network, addressing projected traffic levels, right of way limitations and other constraints or opportunities.
2. Provide safe access across Highway 95 at strategic points, providing convenient pedestrian and bicycle access between the east and west parts of town.
3. Acquire necessary right of ways, as feasible, for future non-vehicular pathway systems as identified in current and future plans.
4. Explore alternative non-vehicular pathway designs to accommodate their development and maintenance along current roadways with narrow right of ways.

5. Continue to require new developments to provide necessary right of ways for future non-vehicular pathway.
6. Require developers to construct sidewalks in all new developments.
7. Require developers to incorporate bicycle paths through all new residential developments of more than six parcels and in commercial or light industrial properties in non-vehicular pathway corridors as designated under Policy 1 and where infrastructure improvements are required.
8. Incorporate sidewalks or pedestrian pathways in all public road infrastructure improvement projects and bicycle paths in public road infrastructure improvement projects in non-vehicular pathway corridors as designated under Policy 1 and where feasible.
9. Incorporate pathways through open areas, where appropriate, in the future planning, design and development of the non-vehicular pathway system.
10. Explore alternative funding sources for the development of the future non-vehicular pathway system.
11. Promote public awareness of future non-vehicular pathway system needs to facilitate participation in the planning process and acquisition of necessary funds.

🔧 GOAL 3: Enhance the visibility and awareness of current and future pedestrian, bicycle and other non-vehicular pathways to assure the safety of those utilizing the pathways. (Notable # 4: Non-Vehicular Traffic Safety, Goal 2) (See Section G: Transportation, Goals 3, 4 and 5)

POLICIES:

1. Promote public awareness of current and future planning and development efforts concerning Hayden’s non-vehicular pathway system.
2. Incorporate signage, demarcation, street lighting, bicycle staging areas and other design options in the development and maintenance of current and future non-vehicular pathways, assuring visibility and awareness of such pathways by drivers of motorized vehicles in the area.
3. Promote public information concerning traffic and pedestrian safety.
4. Explore alternative funding sources to support development of infrastructure enhancing safety and visibility, and public information programs promoting awareness of the non-vehicular pathway system.

🔧 GOAL 4: Strengthen coordination with other local and regional entities in the planning and development of the future non-vehicular pathway system. (Notable # 4: Non-Vehicular Traffic Safety, Goal 3) (See Section G: Transportation, Goals 3, 4 and 5)

POLICIES:

1. Maximize coordination with other Cities, the County and other applicable regional agencies in the planning, development and maintenance of the non-vehicular pathway system.
2. Planning and development of City non-vehicular pathways should incorporate interconnectivity with present and future planned regional non-vehicular pathways, where feasible.

Explore alternative funding sources to support coordinated planning efforts with other local and regional entities toward the development of the future non-vehicular pathway system.



III-M: Special Areas or Sites



III-M-1: AIRPORT



GOAL 1: Strengthen lines of communication and coordination of efforts with Kootenai County in areas of mutual concern and opportunity regarding the Coeur d'Alene Airport. (Notable # 7: Airport Impact/Expansion, Goal 1)

POLICIES:

1. Coordinate with Kootenai County and the Coeur d'Alene Airport in future land use, transportation, infrastructure and other planning efforts concerning areas affected by airport activity.
2. Collaborate with Kootenai County and the Coeur d'Alene Airport in future development and promotion of potential economic development opportunities and public relations efforts.
3. Explore sharing of costs for development and maintenance of infrastructure benefiting both the Coeur d'Alene Airport and the City of Hayden.
4. Seriously explore the potential for annexing the airport area, considering mutual advantages and disadvantages of such annexation in coordination with Kootenai County and the Coeur d'Alene Airport.



GOAL 2: Provide balanced direction for future land use activity in areas of the City directly adjacent to the airport and in those areas potentially affected by or affecting airport

activity, minimizing potential conflicts between future development and airport activity. (Notable # 7: Airport Impact/Expansion, Goal 2)

POLICIES:

1. Develop short and long-term land use plans for areas affected by airport activity in coordination with Kootenai County, the Cities of Post Falls and Rathdrum, the Coeur d'Alene Airport and other entities.
2. Investigate alternative mitigation measures addressing potential impacts from airport activity allowing for flexibility of land use activities. Allow for as broad a variety of potential land uses as possible through adoption of construction and development guidelines addressing potential impacts from airport activity.
3. Explore alternative measures to minimize current and future non-conforming uses due to impacts from airport activity.
4. Explore the development of policy addressing disclosure of impacts the airport may have on properties due to airport activity and associated easements.
5. Consider the economic and environmental impacts of potential changes in current agricultural use. Explore alternative policies and measures to mitigate economic and environmental concerns.



GOAL 3: Provide well-defined, effective and efficient access to all areas of the airport. (Notable # 7: Airport Impact/Expansion, Goal 3)

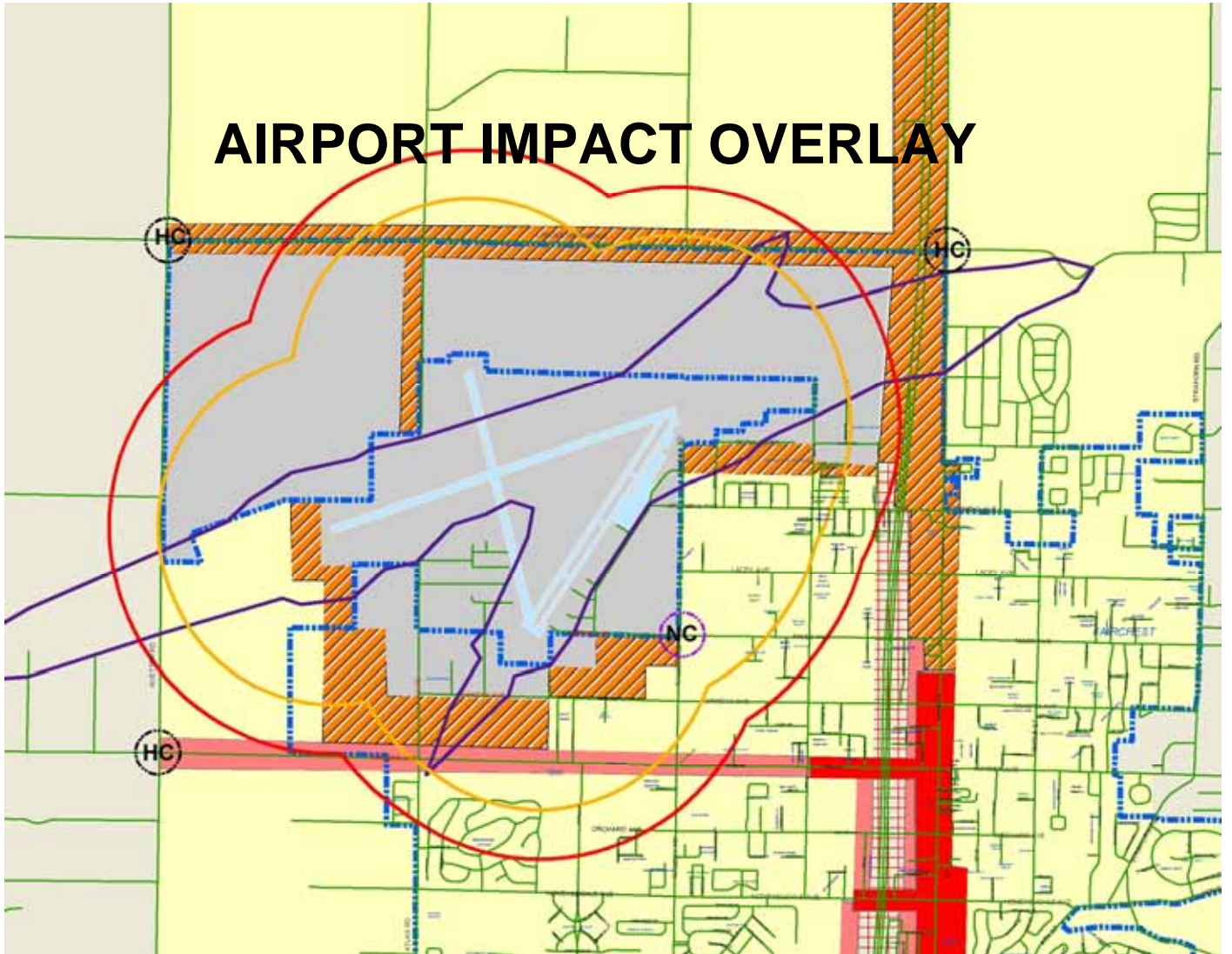
POLICY:

1. Incorporate transportation requirements of current and future airport activity and adjacent development in the City's ongoing transportation and capital improvement plans.



GOAL 4: Identify an "Airport Impact Area" overlay, where additional mitigation requirements may be incorporated into building and zoning standards to address impacts associated with proximity to the airport. Mitigations may include, but not be limited to additional height restrictions; noise mitigation building construction standards for new residential and institutional building construction, as may be permitted through zoning; and, designation of avigation easements at the time of subdivision. The identified "Airport Impact Area" is based upon proximity to the airport, without regard to elevation. It should be noted that other areas may be identified outside the impact area that, in fact, have similar impacts, as based upon elevation and location under the approach and departure flight paths. In such instances, additional mitigations, as identified above, may also be determined to be warranted.

AIRPORT IMPACT OVERLAY



Noise Impact ———
Residential Height Impact ———
Commercial Height Impact ———



III-M-2: HISTORIC PRESERVATION



GOAL 1: To site and develop a City Museum, with consideration given to location on Government Way. (Notable #15: Historic Preservation, Goal 1)



GOAL 2: To complete an historic sites inventory, for adoption by City Council, to guide historic preservation activities in the City of Hayden in the future. Possible sites for consideration in that inventory may include, but are not limited to:

- Airport
- Dike Road
- Hayden Lake School
- Honeysuckle Beach
- Judkins House – Old Kindred Café
- Lacey Home
- Miles House – Northwest of Miles and Maple
- Mountain View School – Behind Hayden Lake Elementary (Library)
- Richfield Station – Southeast corner of Government Way and Hayden Avenue
- Serdahl Garage
- Sims-Finucane (House and Barn)*
- Strahorn House – North of Miles (white with green trim)
- Historic trees on public and/or private land

(Notable #15: Historic Preservation, Goal 2)



GOAL 3: Work cooperatively with adjacent municipalities to inventory and preserve regional historic sites and resources, which may include, but not be limited to:

Sites Outside the City Already on the Register

- Finch Caretaker
- Country Club
- Clark House
- East Hayden School

Sites Within Hayden Lake City Limits

- Crosby House (Rosauers)
- Harrison House – Berven Bay

Sites Located within the Unincorporated Area of the County

- Crosby House – English Point Road
- Dennison House
- Manning House – Strahorn and Lancaster (NE corner)
- Steele House – Lancaster
- Victor Nelson – Hayden Lake Road (South side)

Sites Outside of the Local Areas of Impact

Day Mansion

(Notable #15: Historic Preservation, Goal 3)



GOAL 4: Explore funding options for the acquisition and/or preservation of sites identified on the Historic Sites inventory, as well as other restoration projects and preservation programs, and historic education activities. Funding sources to be considered may include, but not limited to: (Notable #15: Historic Preservation, Goal 4)

1. State and federal funding sources;
2. Private endowments, donations, grants and funding opportunities;
3. User fees, and other alternative revenue sources; and,
4. Other financial options tied to local community development.





SECTION IV: MAKING IT WORK



IV-A: Comprehensive Plan Map







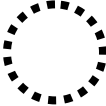

The Plan's maps are the most visible components of the Plan, yet are not any more important in guiding future development and preservation than the Plan's goals and policies, as set forth in Section III. Maps delineating a proposed general pattern of land use activity (Future Land Use Map) and residential densities (Future Residential Densities) were developed reflecting the communities' vision statement and goals and policies as presented in the Plan. These maps provide a general guide for future land use decisions, outlining a general pattern of desired development.

Maps delineating the future transportation system (Figures IVA-4a and IVA-4b) , future bicycle paths (Figures IVA-5), and Huetter Road Corridor right-of-way preservation requirements (Figure IVA-6) provide direction to future infrastructure and development planning for the City, and serve to establish a basis for future capital improvement planning, right-of-way designations, and infrastructure improvements. These maps reflect the Transportation Goals and Policies identified in Section III of this document. The future transportation map and future bicycle and pedestrian system, were approved by City Council as part the City's Strategic Transportation Plan adopted in September of 2007. The Huetter Road Corridor right-of-way preservation plan was adopted by Kootenai Metropolitan Planning Organization (KMPO) in August of 2007, and approved for inclusion as part of the Transportation Plan by City Council in September of 2007.

The maps, in consort with the Plan's goals and policies, shall be considered in making decisions concerning future land use ordinances, amendment of the current zoning ordinance and map, requested zones changes and other land use issues. The boundaries delineating types of uses are not finite but outline a general area for designated activities. Boundary lines for types of use are generally within three hundred feet (300) feet of delineating the proposed area. This generality shall be taken into consideration when determining future zoning and land use decisions in areas adjacent to any boundary, as set forth on the maps.

The "Future Land Use Map" and the "Future Residential Density Map" are found on the following pages. Commercial uses are specifically addressed in Goal 5, Section III, and residential densities are specifically addressed in Goal 3, Section III.

FIGURE IVA-1 LAND USE MAP LEGEND

-  **Central Business District:** Activities that are pedestrian-friendly and require minimal parking areas. A well defined mix of uses, including small scale retail activity, restaurants, professional services and other activities that enhance the future identity of the corridor as the downtown “Main Street” business district. Promote a mixture of activities, including residential uses on upper floors of multi-storied buildings in the district and community activity centers.
-  **General Commercial:** Retail and service oriented activities that are primarily accessed by vehicle and may require larger parking and/or service areas than that required in the Central Business District. Any manufacturing and processing activity shall be directly related to onsite retail and professional services
-  **Highway Commercial:** Commercial activities dependent on high visibility and oriented to servicing traffic along Highway 95, as well as the community. Retail and service oriented activities that are primarily accessed by vehicle and that may require a moderate amount of parking and service areas and have an acceptable impact on local roads.
-  **Light Industrial:** Manufacturing and wholesale businesses. Activities include manufacturing, processing, fabrication, assemblage, warehousing, freight-handling and similar operations.
-  **Low-Impact Commercial/Light Industrial:** Commercial and light industrial activity with minimal aesthetic impact from noise, odor and visual character. Commercial and light industrial activities that are customer-oriented and do not require large parking areas or large service areas. Types of allowed activities include, but are not limited to, service-oriented businesses, retail and low-impact light industrial manufacturing.
-  **Neighborhood Commercial Overlay District:** Neighborhood-oriented business located in small pockets at the intersection of arterial & collector streets within residential neighborhoods, as may be allowed through special use permit. Commercial activities include retail and professional service businesses designed to provide local service to residential areas, with limited hours of operation, signage, building dimensions, and parking, as may be appropriate for a residential neighborhood.
-  **Highway Commercial Overlay District:** Commercial activities dependent on high visibility and oriented to servicing traffic, located at designated intersections with planned interchanges, to be allowed by special permit only after the construction of the interchange proposed for said intersection.
-  **Residential:** Areas where a variety of residential types and densities are allowed, ranging from larger lots to higher densities, as based upon the Residential Densities Map.

PLEASE NOTE: The boundaries delineating types of uses are not finite but outline a general area for designated activities. Boundary lines for types of use are generally within three hundred feet (300) feet of delineating the proposed area.

FIGURE IVA-2: FUTURE LAND USE MAP

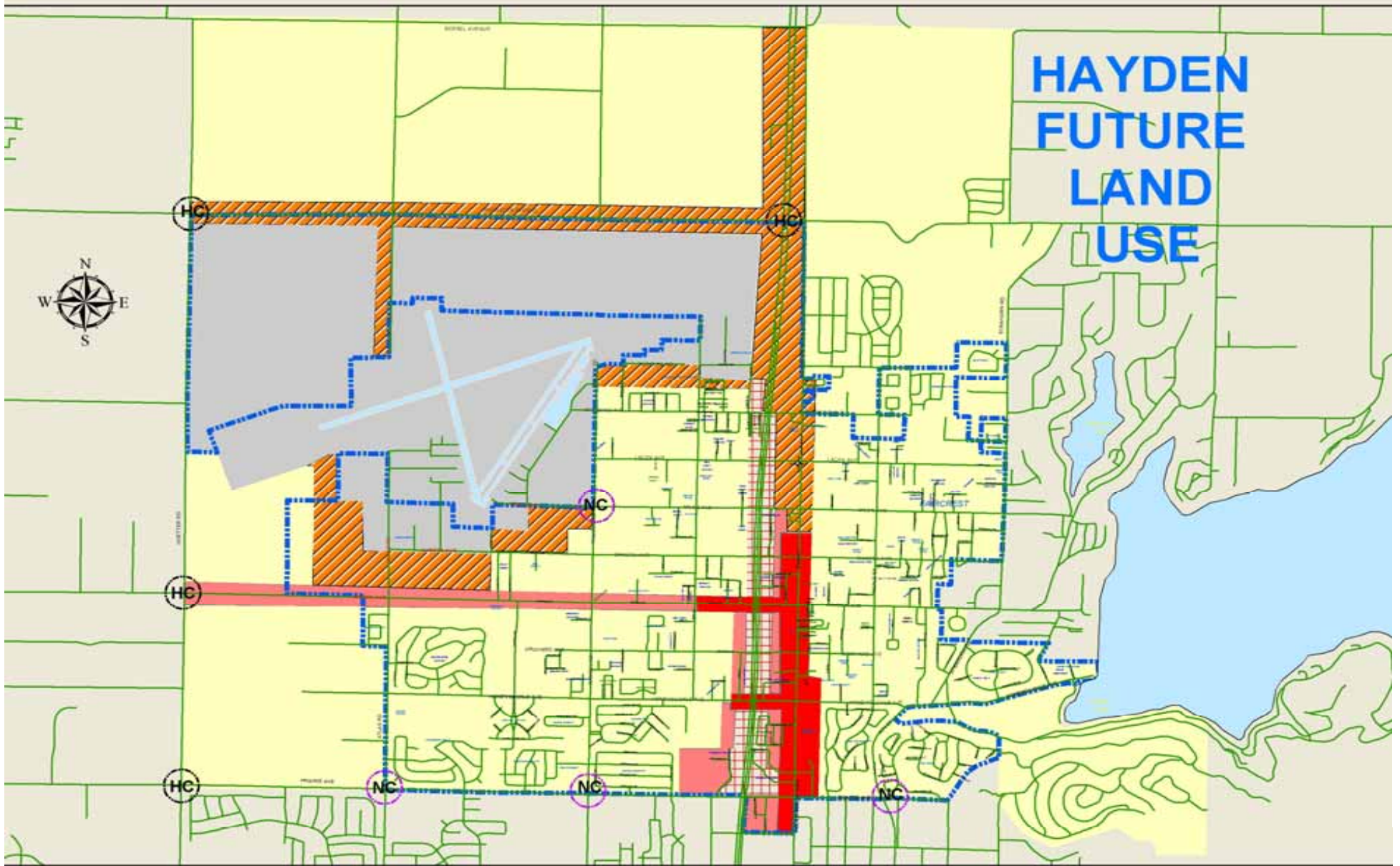


FIGURE IVA-3: LEGEND RESIDENTIAL DENSITIES MAP



Low Density: Average density of 1 to 4 dwelling units per acre ^{1,2}



Medium Density: Average density of 4 to 7 dwelling units per acre ²



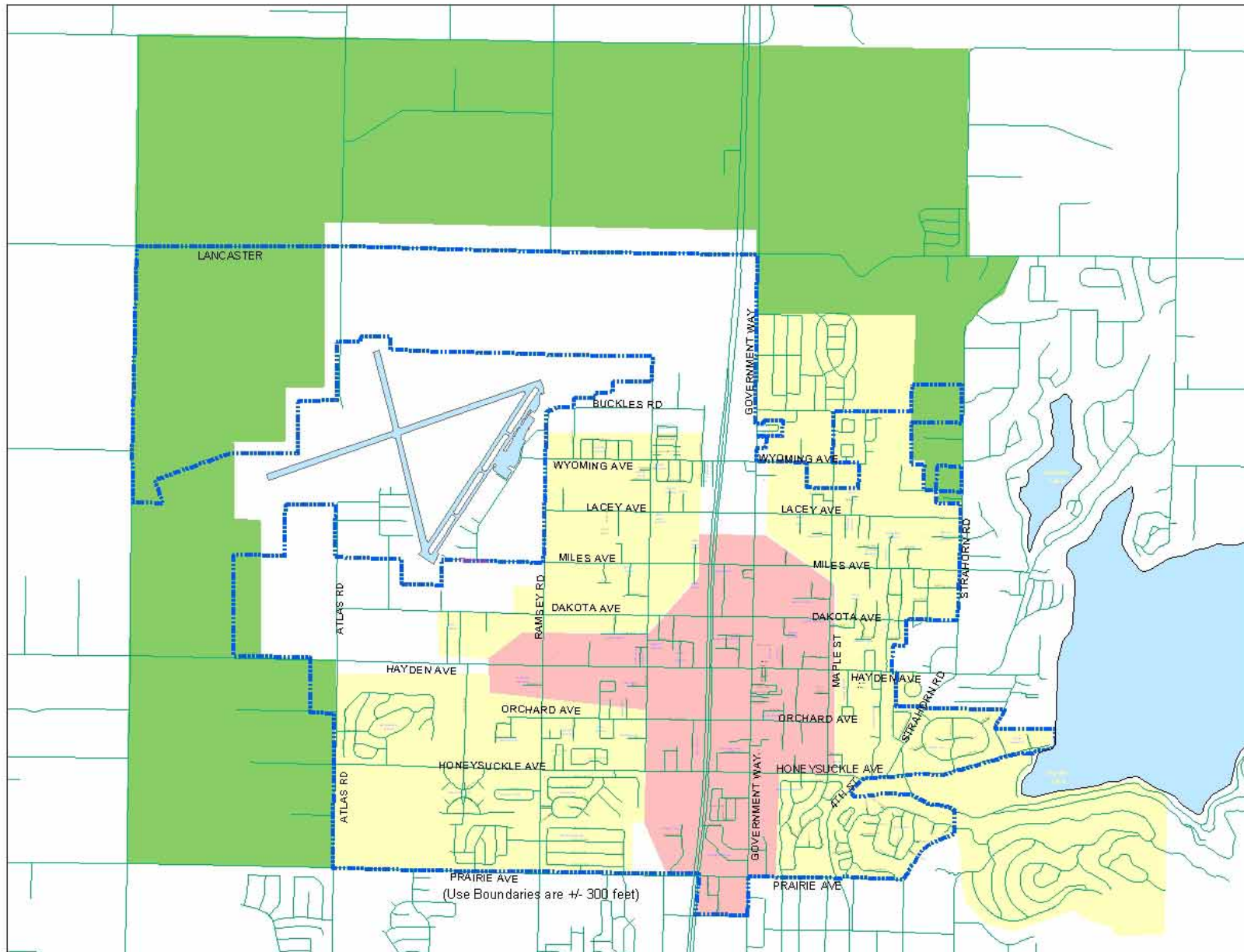
High Density: Average density of 7 to 12 dwelling units per acre ²

Note 1: North of Lancaster, for average densities of greater than 2 units to the acre, a controlled access **MUST** be installed at the intersection of Lancaster Road & US 95, or an equivalent transportation system mitigation must be implemented. In all other areas, for average densities of greater than 2 units per acre, the developer **MUST** demonstrate the adequacy of the transportation system to handle the cumulative traffic impacts with such a density of development.

Note 2: Mid-range to higher-range densities of development as identified in each category listed above will only be allowed in appropriate areas when balanced with:

- Dedicated public space, common areas, and park facilities, with connected green space between developments;
- Quality of development, design features and architectural styles;
- Clustered development, mixed use concepts, provision of affordable housing and/or a variety of housing types; and,
- Adequacy of transportation network, with an emphasis on connectivity and walk-ability.

FIGURE IVA-3 FUTURE RESIDENTIAL DENSITY MAP



City
of
Hayden



Future
Residential
Densities

Figure IVA-4a: Future Transportation System – Functional Classification

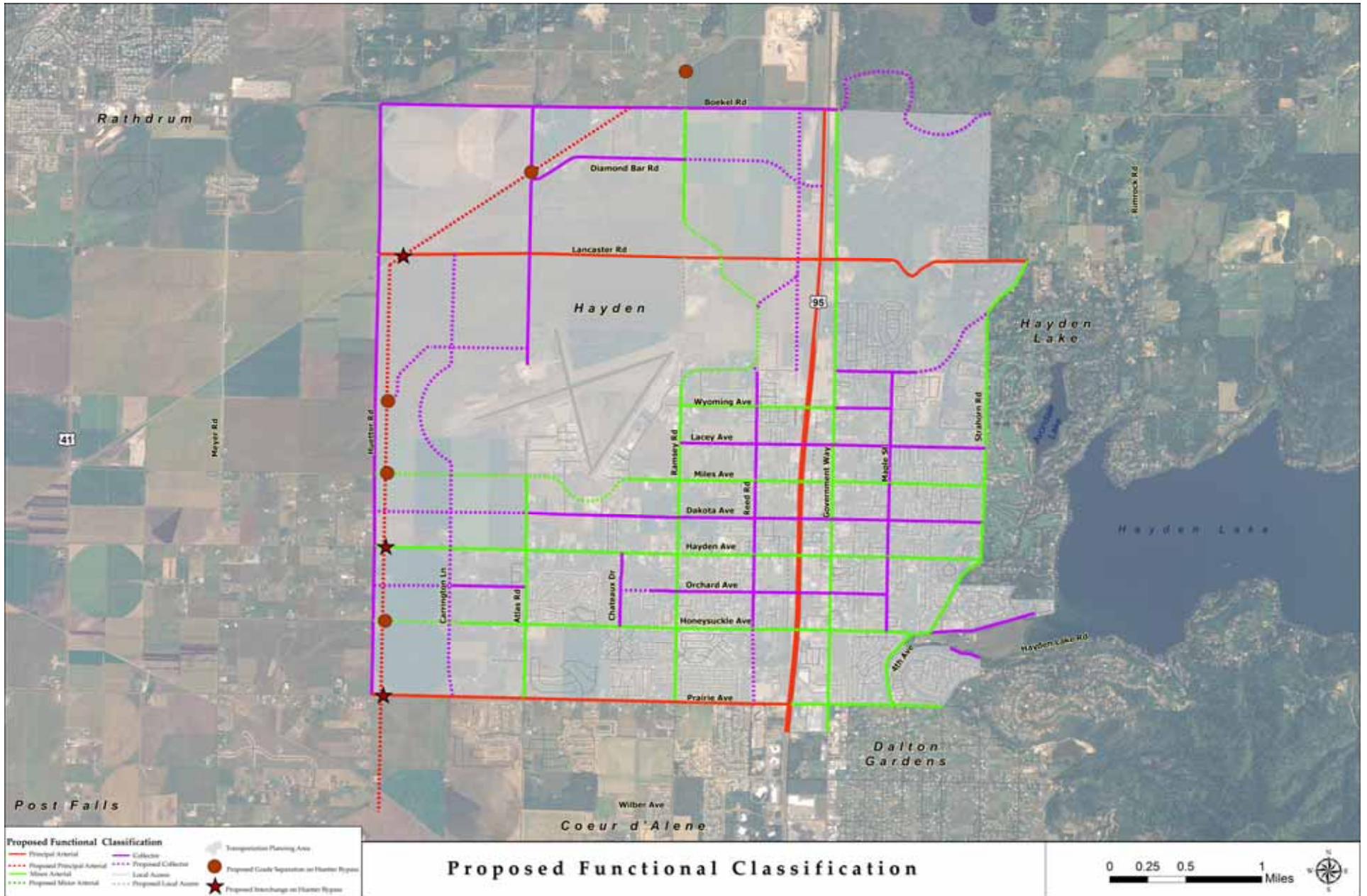


Figure IVA-4b: Future Transportation System – Typical Sections

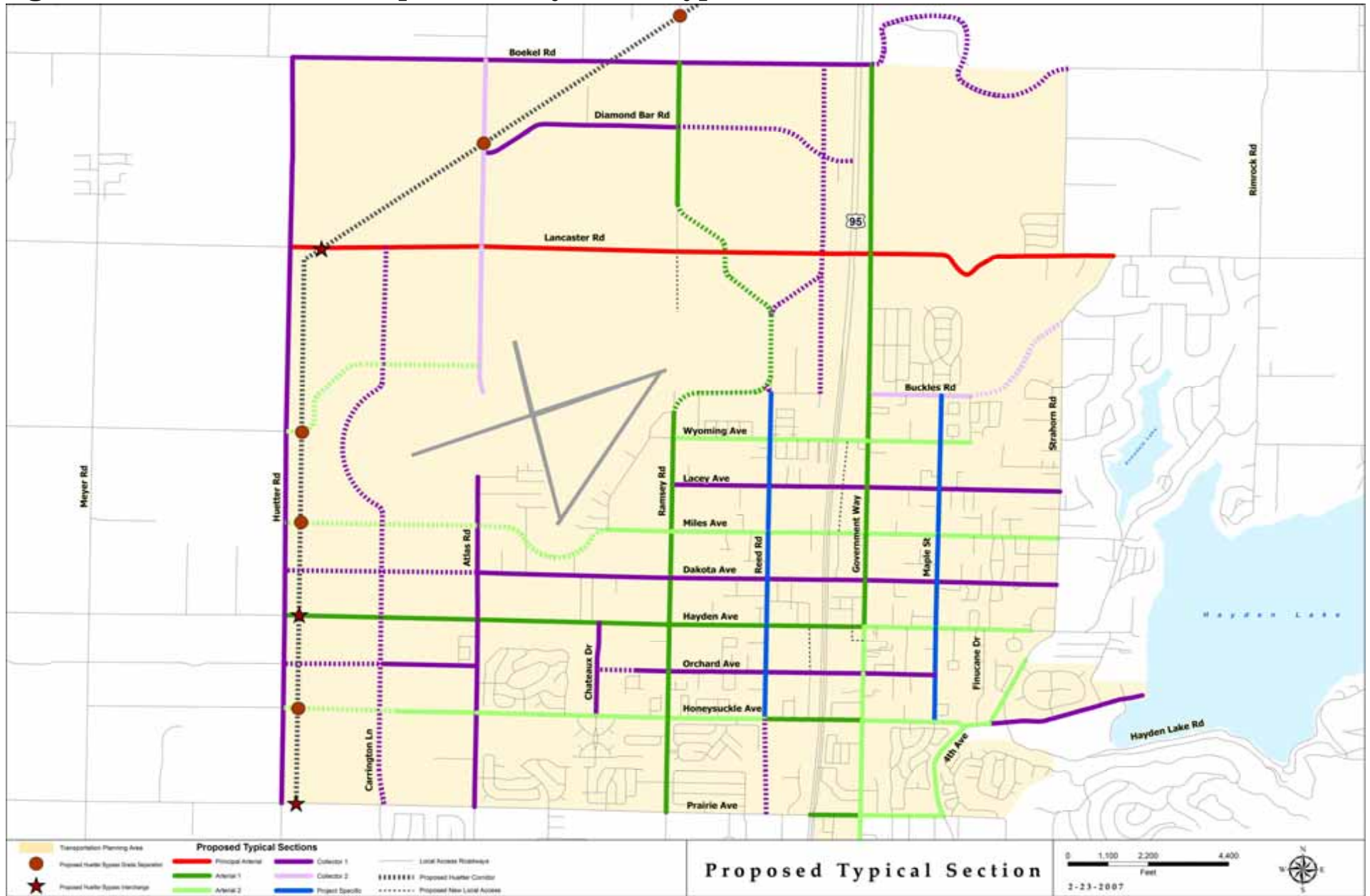


Figure IVA-5: Future Bicycle Path Network

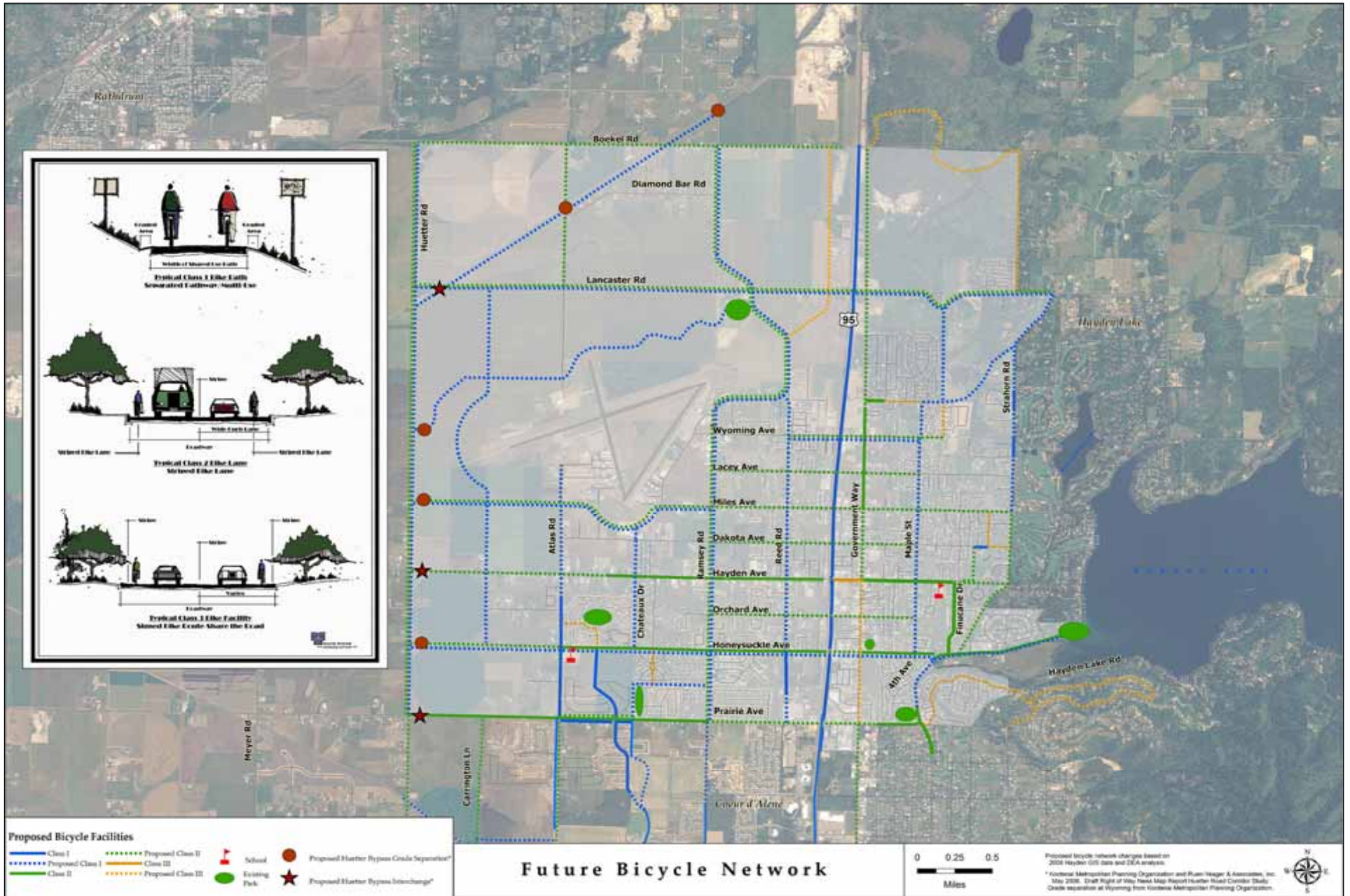
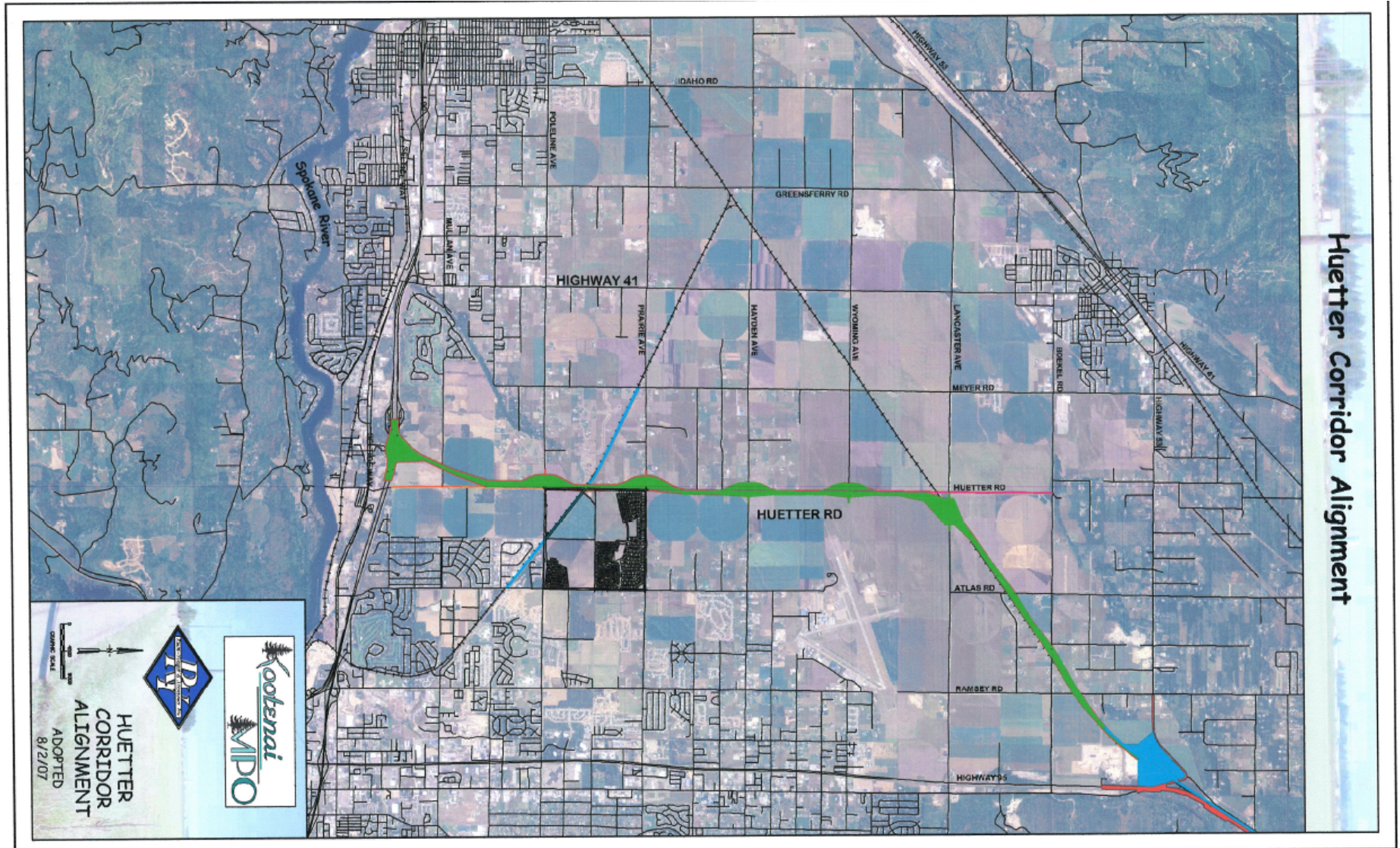


Figure IVA-6: Huetter Road Corridor Right-of-Way Preservation Requirements



 **IV-B: Implementation**

An agenda for action aimed at working toward meeting the community vision and goals of the Plan is outlined below. The policies identified under the various goals also provide direction to meet the goals of the plan.

Ordinance Updates

The City of Hayden will need to update its ordinances, including its zoning ordinance and zoning map, subdivision ordinance, annexation ordinance, and other miscellaneous ordinances, in order to reflect land use, residential densities, community design, natural resources, and other relevant goals and policies, as set forth in this document. The City has established a target date of December, 2007, for completion of a comprehensive update to its ordinances. Once revisions are complete, the City ordinances should continue to be reviewed, updated, and maintained on an on-going basis. Revisions, updates and additions should occur as may be necessary to address changing circumstances and conditions, and in order to address new issues as they may arise in the future. In addition, the City will need to review and update its standards and policies on an on-going basis, as necessary and appropriate, based upon ordinance revisions, changing conditions, and new issues.

Strategic Planning

While the Comprehensive Plan, through its goals and policies, serves to define “where we want to go” as a community, a strategic plan “maps out the route” by which we will “get there”. A strategic plan identifies the specific tasks necessary to address the identified goals and policies, who will undertake them, the associated costs and potential sources of funding, and when they will be accomplished. In order to implement the vision set forth in this document, additional strategic planning needs to be done. The goals and policies defined previously in this document reflect the need for the following strategic plans:

- A Strategic Transportation Plan (for street improvements & bicycle paths)
- An Infrastructure Plan (addressing sewer & water infrastructure)
- A Parks & Recreation Plan
- An Economic Development Plan

The City is in the process of completing the strategic transportation plan, which is anticipated to be adopted by early spring, 2007, for incorporation into the Impact Fee Update (discussed below). The Sewer Master Plan Update (a component of the Infrastructure Plan) is anticipated to be completed and adopted by February of 2007. And while the City is currently working to implement targeted Parks & Recreation facility projects, the Strategic Plan for Parks & Recreation should be completed by late spring of 2007, in order to provide full consideration of Parks & Recreation needs within the capital planning process described below.

. While the Downtown Revitalization Plan identified in the Community Design Section of this document (Section III-L1) was completed prior to the adoption of this document, additional

strategic planning, to be undertaken by the organizational structure defined in that Plan, will need to continue for full implementation to occur.

Capital Improvement Planning

A Capital Improvement Plan is a particular type of strategic plan that specifically identifies a financial strategy for projects requiring capital investment on the part of the City. With a myriad of important projects competing for limited funds, a capital improvement plan allows the City to identify capital projects necessary to implement the goals and policies contained herein, prioritize them, identify funding streams and financing strategies, as well as to provide a schedule to include the timing for securing funds, acquisition, completion of design work, and actual construction activities to occur. Such a plan allows the City to allocate funds in accordance with its identified priorities, secure outside financing as may be appropriate, and budget according to the cost and timing of future projects, as well as providing a work plan for City staff in the implementation of the identified priority projects.

The Capital Improvement Plan should include identified transportation improvement projects, parks & recreation facility acquisition and improvements, sewer & water infrastructure projects, facilities projects (both acquisition and renovation projects), planning in support of these projects, and other capital projects as may be identified by City Council.

In addition to the bi-annual updates, upon completion and adoption of detailed strategic plans related to transportation, infrastructure, and parks and recreation, the specific goals, policies, and planning maps identified in those plans should be incorporated into this document through amendment.

Capital improvement plans are generally scheduled on a five-, seven- or even ten-year cycle, but they require annual updates, as part of or prior to setting of the City's annual operating budget. Many communities identify a threshold dollar amount (anywhere up to \$25,000, depending on the size of the community and its budget), for capital project inclusion in its capital improvement program (projects below the threshold dollar value would otherwise be included in the regular operating budget). The City should target completion of its first Capital Improvement Plan for inclusion in the fiscal year 2005-2006 budget.

In addition to the Capital Improvement Plan, the City needs to update its Impact Fee Study, and amend its impact fees accordingly, as based upon this document and the strategic transportation plan (as identified above). The City currently has an impact fee ordinance, with fees based upon an Impact Fee Study updated in March of 2006. State Law requires an update of the impact fee study every five years. The City should target an amendment to the most recent impact fee study, to be completed in the summer of 2007, as based the transportation plan, and parks and recreation plan currently being completed.

Through strategic and capital planning, the City should also explore the implementation of alternative financing strategies for capital projects. In addition to funding opportunities through grants, the City may wish to pursue tax increment financing through creation of a redevelopment district for projects within the central business, the creation of a Parks & Recreation District for parks and recreation facility projects, general obligation bond financing for certain projects offering City-wide benefits (such as transportation system improvements), local improvements districts (where the benefits accrue to a defined target area), and other alternative financing mechanisms as may be identified through the planning process and by City Council.

Comprehensive Plan


In order to be a truly effective, long-range document, the Comprehensive Plan should be reviewed, benchmarked, and updated as necessary and appropriate on an on-going basis. It is recommended that such a review and benchmarking of this document be completed bi-annually from date of adoption.

IV-C: Property Rights

Governmental respect for private property rights is a key component of any effective community planning effort. The City of Hayden recognizes that its commonly held goals can be achieved only when proper respect is shown for private property rights that are protected by both the 5th and the 14th amendments to the U.S. Constitution and Article I, Sections 1 and 13 of the Idaho Constitution. Toward that end, the city through its comprehensive plan, and ordinances adopted pursuant thereto, hereby acknowledges the essential role that private property interests play in the City's economy. At the same time, the City recognizes that no land exists solely unto itself, depending in substantial degree upon public facilities and its relationship to other privately held lands for value and utility.

The City believes that policy choices should be made in order to maximize the options available to private property owners while protecting the public interest in clean air and water and avoidance of nuisance factors that diminish the quality of life. Accordingly, land use regulations will be applied in ways that respect public needs, that endeavor to minimize conflicts with nearby land uses and to protect the private property rights of other landowners. Inherently, any such practice requires weighing the interests of all private property owners along with the public interest.

In recent years the Idaho Legislature has adopted statutory amendments that trigger the responsibility of local governments to perform regulatory takings analyses whenever any action affects private property rights when a property owner requests such an analysis. It is a policy of the City to follow the legislative enactments in this regard and to conform to the most recent standards approved by the legislature. The administrator of the city's ordinances should endeavor in all respects to comply with statutory requirements and to continue to inform residents about their rights thereunder as required by statute.

 **GOAL 1:** To ensure that ordinances and policies do not violate private property rights, adversely impact property values or create unnecessary technical limitations on land use

POLICIES:

1. To draft and apply ordinances recognizing that private property ownership is a basic constitutional right, worthy of protection and vigilant oversight.

2. To comply with state law regarding regulatory takings.
3. To administer ordinances including provisions such as variances or special exceptions to allow reasonable use of private lands consistent with maintenance of public health, safety and general welfare.

