

2040 COMPREHENSIVE PLAN



IMAGINE HAYDEN

It's just a dream unless there's a plan.

November 2020

2040

COMPREHENSIVE PLAN

Prepared by:



November 2020

Draft Date: November 19, 2020



IMAGINE HAYDEN

It's just a dream unless there's a plan.

Table of Contents

Chapter 1 Introduction & Vision	1
Plan Purpose and Scope.....	1
Overview	1
Plan Elements.....	2
Process	3
Outreach	3
Vision Statement.....	5
Chapter 2 Policy Framework	6
Goals, Policies and Actions Framework	6
Chapter 3 Demographics.....	12
Historic Population Trends.....	12
Population Forecast	13
Other Demographics	14
Age	14
Gender	15
Race and Ethnicity.....	15
Education	15
Occupation	16
Income	16
Demographic Findings	17
Chapter 4 Land Use	18
Introduction	18
Future Land Use Types.....	18
Neighborhoods and Overlay Zones.....	19
Neighborhood Nodes.....	19
Central Business District Overlay	20
Coeur d’Alene Airport	20
Airport Influence on Land Use	20
Findings in the Coeur d’Alene Airport Master Plan (2019).....	21
Future Land Use Analysis	22
Available Land	22

Land Use Considerations.....	23
Property Rights	24
Chapter 5 Housing.....	25
Occupancy.....	25
Unit Type.....	25
Household Characteristics	26
Housing Age	27
Housing Type.....	28
Ownership/Occupancy.....	28
Affordable Housing	29
Housing Summary	29
Chapter 6 Living and Natural Environment.....	31
Hayden’s Natural Landscape.....	31
Topography	31
Geology	31
Soils	31
Hayden’s Natural Resources	32
Groundwater.....	32
Surface Water	32
Hayden’s Livability	33
Climate	33
Air Quality	33
Water Quality.....	33
Hazardous Areas	34
Wildfire	34
Floods.....	34
Steep Slopes	34
Hazardous/Toxic Sites	34
Emergency Preparedness	35
Chapter 7 Transportation.....	36
Road Classifications.....	36
Roadway System Issues	38
Non-motorized Facilities.....	38
Pedestrian Facilities	38
Bicycle Facilities	39

Public Transportation.....	39
Air.....	39
Planning Efforts.....	40
2040 Transportation Strategic Plan	40
Capital Improvement Program (CIP).....	40
Kootenai Metropolitan Planning Organization (KMPO) Plans	40
Huetter Bypass.....	41
Transportation Summary.....	41
Chapter 8 Economic Development	42
Overview	42
Occupations	43
Industry.....	44
Inflow/Outflow of employees.....	45
Work Commute.....	46
Economic Development Agencies.....	46
Chamber of Commerce	46
Hayden Urban Renewal Agency (HURA).....	46
Coeur d’Alene Area Economic Development Corporation (CdAEDC).....	46
Panhandle Area Council (PAC)	47
Idaho Small Business Development Center (Idaho SBDC)	47
North Idaho College Venture Network (NIC Venture Network)	47
Economic Development Opportunities	47
Central Business District (Downtown)	47
Node Development.....	47
Trail Connections	48
Small Business Environment.....	48
Live, Work, and Play Environment.....	48
Industrial Development	48
Economic Development Summary:.....	48
Chapter 9 Parks & Recreation	50
Classifications.....	50
Level of Service	50
Park Inventory.....	50
Broadmoore Park (Type: Neighborhood Park)	51
McIntire Family Park (Type: Community/Special Use Park)	51

Croffoot Park (Type: Sports Complex)	51
Finucane Park (Type: Community Park).....	52
Honeysuckle Beach (Type: Special Use Park).....	52
Stoddard Park (Type: Neighborhood Park).....	52
Pocket Parks	52
Future Plans	53
New Parks	53
Existing Parks	53
Park Summary	53
Chapter 10 Local Services.....	54
City Services	54
Commissions	54
Other City Services.....	55
Infrastructure and Utilities.....	56
Electrical Power, Natural Gas and Telephone.....	56
Solid Waste	56
Water Service.....	56
Sewer Service.....	57
Chapter 11 Community Design	58
Design Standards	58
Architectural Design Review Central Business District Overlay.....	58
Subdivision Standards.....	59
Enriching the Community Experience.....	59
Public Art.....	59
Historic Preservation.....	60
Wayfinding	60
Landscape Design.....	61

Chapter 1 | Introduction & Vision

Plan Purpose and Scope

Overview

The primary function of the Comprehensive Plan is to define a general vision and roadmap for the City of Hayden. It outlines what the community wants to look like in the next twenty years, and how it can get there.



A view of Hayden Lake from Honeysuckle Beach on a winter day.

The Comprehensive Plan considers previous and existing conditions, trends, compatibility of land use, goals and policies, and a desirable future situation for each planning component. The plan is periodically updated and reviewed. The scope of the plan includes all land within the city limits, the Area of City Impact (ACI), and Hayden’s portion of the Shared Tier west of Huetter Road. The plan compiles and summarizes information such as data, maps, and reports that will guide the city toward its vision and help achieve its goals.

The Comprehensive Plan, hereafter referred to as the “Plan”, outlines the 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 applying policies and following up on an action agenda will shape the community.

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. The Plan is:

- **Generalized:** Provides general guidance and direction for City growth and development.
- **Comprehensive:** Addresses all the elements or components felt to be important in affecting the physical, economic and social concerns of the City.
- **Long Range:** Presents a long-term vision for the community.
- **Not Stagnant:** Should evolve through time through review and updating.
- **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.

Idaho Code 67-6508 identifies seventeen different components of comprehensive planning that cities are required to cover, unless the city has specific reasons to not cover one of the components. Those components being:

1. Property rights
2. Population
3. School facilities and transportation
4. Economic development

5. Land use
6. Natural resources
7. Hazardous areas
8. Public services, facilities and utilities
9. Transportation
10. Recreation
11. Special areas or sites
12. Housing
13. Community design
14. Agriculture
15. Implementation
16. National Interest Electric Transmission Corridors
17. Public airport facilities

Plan Elements

Item 16, National Interest Electric Transmission Corridors, is not applicable for this plan. Hayden has not received notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor.

The remaining sixteen required components are covered in this plan; however, they are condensed into the ten sections (Chapters 2-11), per Table 1-1.

Table 1-1: Comprehensive Plan Chapter Components

#	Chapter	Required Component
1	Introduction & Vision	N/A
2	Policy Framework	Implementation (also addressed in Appendix A)
3	Demographics	Population
4	Land Use	Property Rights, Land Use, Agriculture, Public Airport Facilities, Special Areas or Sites
5	Housing	Housing
6	Natural Resources & Hazardous Areas	Natural resources, hazardous areas, Special Areas or Sites
7	Transportation	Transportation
8	Economic Development	Economic Development
9	Parks & Rec	Recreation
10	Local Services	Public services, School facilities, facilities and utilities
11	Community Design	Community Design

Process

The City of Hayden initiated a City-wide planning effort to update four (4) different plans concurrently: The 2040 Comprehensive Plan, 2040 Transportation Strategic Plan, 2040 Collection System Master Plan, and 2040 Parks Master Plan. Completing the four plans in tandem provided a unique opportunity to seamlessly fit them together in a proactive way that represents current and future needs of the evolving City and population.

The Comprehensive Planning process began with community analysis of existing plans and needs, initial public outreach, a plan outline, and development of a vision supported by goals, policies, and actions. Plan development included research, chapter review, map creation, graphics development, and assembly of supporting materials. The planning process concluded with the rollout of the final plan at a public meeting, and ultimately adoption of the plan by city council.

Outreach

The planning process kicked off in the summer of 2019. The Plan was developed through meetings with the City, consultant coordination, public outreach, interviews, a community festival, public surveys, workshops, presentations, and adoption meetings. Like any good plan, community outreach is critical. The City hosted a transparent and open collaborative outreach effort including:

- Stakeholder Interviews
- Hayden Days Outreach
- Community Survey
- Chamber presentation
- Fall Community Festival
- Social media and website posts
- Workshop with Planning Commission and City Council
- Rollout meeting
- Final Adoption

Appendix C includes a detailed summary of the public engagement process and outreach summary. Below is a summary of themes which emerged from this engagement process.

Stakeholder Interviews

Over 30 conversations were conducted with a set of predetermined questions. These conversations were informal to allow the stakeholders to drive the direction and discuss the issues that were most important to them; therefore, the resulting summary includes themes, not quantifiable data. This provided a window into the opinions, issues, and concerns that exist among the diversity of stakeholders.



Hayden residents participating in the Fall Festival Event

A variety of different concerns surfaced during the stakeholder interviews; however, the underlying reasons presented for these concerns varied between the stakeholders. The three main concerns, in no particular order, are:

1. Character of Hayden
2. Strategies and goal for land-use planning
3. Balance of economic development with the impacts of development

Community Festival

The City hosted a Fall Festival on November 14, 2019 at Atlas Elementary School from 4-7 pm. There were over 100 attendees who circulated through the room rotating through each station beginning with Visioning. Each Plan had display boards beginning with Parks, then Transportation, Sewer, and finally the Comprehensive Plan.

The Comprehensive Plan included a board describing demographics and growth. Additional boards requested participants to provide feedback on key elements such as connectivity & mobility, infrastructure costs, development focus, growth, density and housing options. The final board was a land use map which asked for feedback on future development siting for commercial/mixed use and mixed residential.

Community Survey

- Polling questions (October 22- November 12, 2019)
- Community Survey (November 19-December 3, 2019)

A full description of these events, along with results and outcomes can be found in Appendix C.

Chapter 2 | Policy Framework

Goals, Policies and Actions Framework

The tables below present the nuts and bolts of the comprehensive plan, listing the goals and policies that guide the plan, and introducing an action implementation plan that will ensure the set goals are achieved.

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

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

Actions are initiatives, projects, or programs to put policy into motion.

Appendix A outlines an implementation table which directly relates to the goals and policies included in this chapter. The Action Framework can be annually reviewed, updated, and managed as the short, medium- and long-term actions are achieved, amended, or withdrawn from the work plan. This also gives a framework for City Staff, Planning and Zoning Commission and Council to budget, create an annual work plan, and to review how the City is doing with implementing the Comprehensive Plan.

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



Public visioning activities, such as this one, led to a revision of the city's goals and policies, which will guide the city and help it achieve its overall vision.

Table 2-1: Component Abbreviations

Abbreviation	Chapter Listing
LU	Land Use
NR	Natural Resources
HA	Hazardous Areas
PR	Parks and Recreation
T	Transportation
PF	Public Facilities
U	Utilities & Infrastructure
H	Housing
CD	Community Design
I	Implementation
ED	Economic Development
CBD	Central Business District

Implementing actions in Appendix A all have direct policy references, demonstrating how these actions will advance the plan’s policy objectives. Where a single action has multiple policy references, that single action helps satisfy the needs of multiple objectives. The community can use this chapter, then, to gauge the relative effectiveness of the various actions and use that as a tool to prioritize what might be most important to implement.

Table 2-2: Goals

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

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

Table 2-3: Policies

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

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

Chapter 3 | Demographics

Historic Population Trends

The population of Hayden has been on the rise for decades, but this growth has gained momentum since 1990. In one decade, between 1990 and 2000, the population of Hayden grew by 144.6%, adding over 5,000 people. Another 4,000 were living in the city by 2010. Hayden has continued to see significant growth since 2010, though at a slightly slower pace than previous decades. By 2019, the city had only grown by over 2,000 people, or 16%, since 2010.



Hayden residents participate in Arbor Day celebrations at Hayden City Park.

Please note that population and other demographic estimates may differ throughout the plan due to the time of data collection and/or the source of the data. However, population numbers are similar and do not impact the analysis of overall trends occurring in Hayden. Data sources are cited.

Table 3-1: Decennial Historic Population Change

Year	Hayden Population	Decade % Change
1960	901	-
1970	1,285	42.6%
1980	2,586	101.2%
1990	3,744	44.8%
2000	9,159	144.6%
2010	13,294	45.1%
2019	15,434	16.1%

Source: US Census Bureau, Decennial Census & Annual Estimates of the Resident Population for Incorporated Places in Idaho: April 1, 2010 to July 1, 2019

Table 3-2: Population Change 2010-2019

Year	Population	% Annual Change	% Change since 2010
2010	13,294	-	-
2011	13,474	1.35%	1.4%
2012	13,529	0.41%	1.8%
2013	13,658	0.95%	2.7%
2014	13,799	1.03%	3.8%
2015	14,043	1.77%	5.6%
2016	14,246	1.45%	7.2%
2017	14,660	2.91%	10.3%
2018	15,140	3.27%	13.9%
2019	15,434	1.94%	16.1%

Source: Annual Estimates of the Resident Population for Incorporated Places in Idaho: April 1, 2010 to July 1, 2019

Population Forecast

While population growth has slowed down since 2010, according to KMPO’s county population projections through 2040, the population of Hayden and Kootenai County will increase significantly over the next 20 years. The county will almost double in size between 2020 and 2040, while the City of Hayden will more than double over that same time, adding nearly 20,000 people over those 20 years. The projected population of Hayden was provided by KMPO (Kootenai Metropolitan Planning Organization) for years 2030 and 2040 (Table 3-3). These projections show that the City of Hayden can expect another 8,279 residents by 2030, an increase of 52%, and an additional 10,873 people between 2030 and 2040, a 10-year growth of 45%. Significant growth is on the horizon for Hayden.

Table 3-3: Population Projections 2020 - 2040

Year	Kootenai County	Hayden
2020	169,659	15,803
2030	227,664	24,082
2040	304,234	34,955

Source: 2030 and 2040 projections are KMPO Future Growth Projections from Appendix C of the 2020 Metropolitan Transportation Plan. 2020 estimates are based on a 5-year average growth rate. This report was published prior to the release of the 2020 Decennial Census.

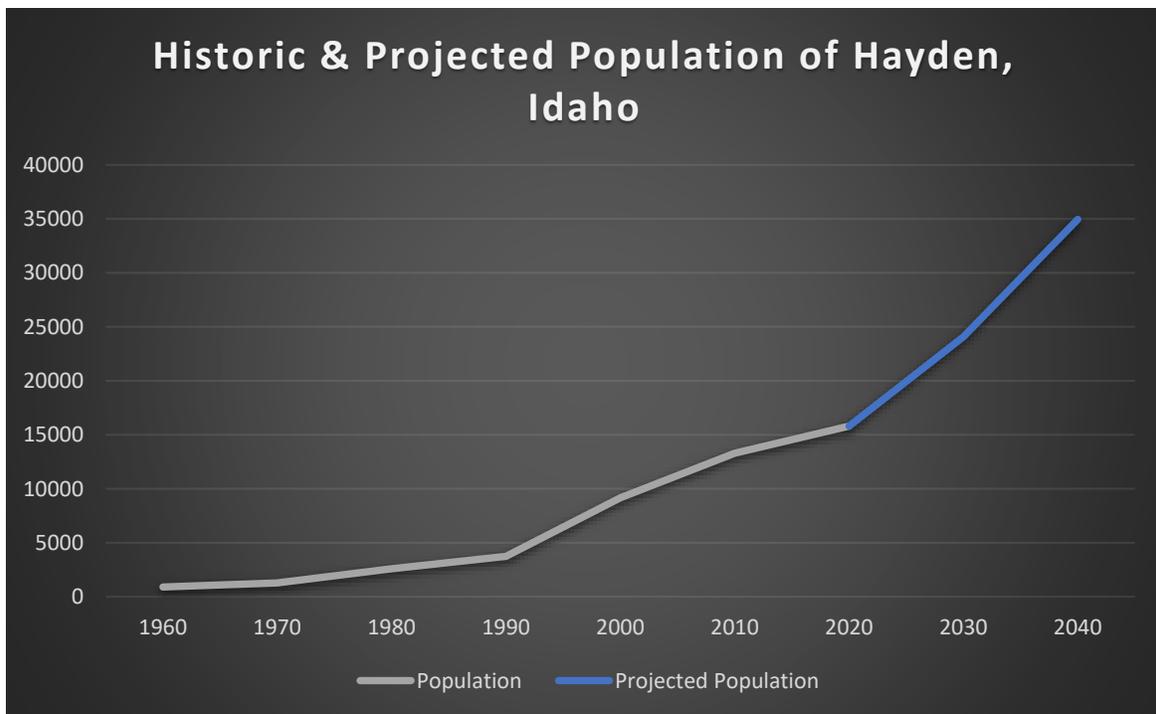


Figure 3-1: Historic and Projected Population

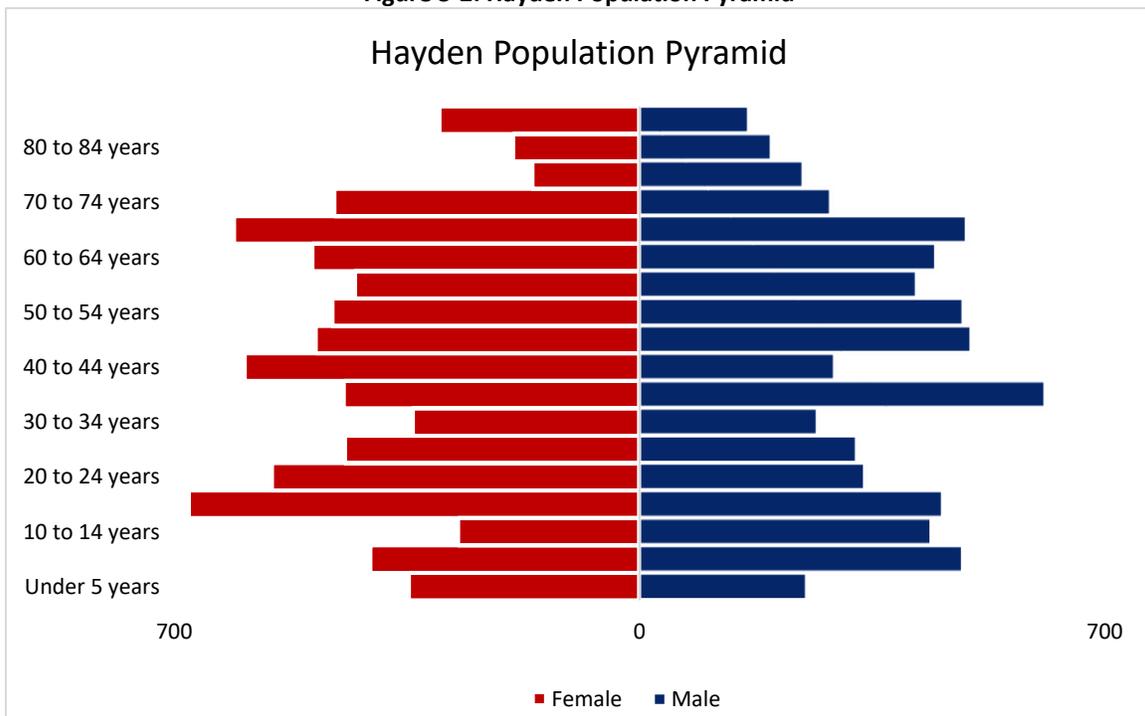
Source: KMPO Future Growth Projections

Other Demographics

Age

Figure 3-2 shows that Hayden has a relatively higher concentration of residents over 50 years old than those under 50. This means that many of the current residents of Hayden will retire over the next 20 years, leaving the younger, less populous, age groups to take over jobs and housing that older residents may decide to leave. This is also illustrated in Table 3-4 where it can be seen that Hayden has a higher percentage of people over 65 years old and a higher median age when compared to Kootenai County on average. The working age population is about the same as the county- both about 58-59%. And the number of people under the age of 18 is also about the same at both the city and county levels, around 22-23%.

Figure 3-2: Hayden Population Pyramid



Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Table 3-4: Age Demographics

Population Age Data	Hayden #	Hayden %	Kootenai County %
Population under 18 years	3121	22.1%	23.4%
Population 18 to 64 years	8153	57.8%	59.2%
Population 65 years and over	2822	20.0%	17.4%
Median Age	40.7		39.7

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Gender

There is a higher portion of females to males in Hayden than there are within the county. The county on average has a fairly even match of males and females, while Hayden has almost a 9% gap between male and female.

Table 3-5: Gender Demographics

Gender Demographics	Hayden #	Hayden %	Kootenai County %
Total Population	14,096	100.0%	100.0%
Male Population	6,666	45.8%	49.4%
Female Population	7,430	54.2%	50.6%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Race and Ethnicity

The racial makeup for Hayden is very similar to that of Kootenai County. The largest race category in both jurisdictions is 'white', which make up nearly 95% of both. In the city, there are only two other racial categories other than white that make up more than 1% of the population. Those are the 'Asian' and 'Two or more races' categories. There are no residents in Hayden that identify with the 'Native Hawaiian and Other Pacific Islander' or 'Some other race' categories as identified in the Census. Only 1.8% of people identify as Hispanic or Latino in Hayden, while 4.4% identify as such at the county level.

Table 3-6: Race Demographics

Race	Hayden #	Hayden %	Kootenai County %
White	13,291	94.3%	94.3%
Black or African American	31	0.2%	0.4%
American Indian and Alaska Native	44	0.3%	1.4%
Asian	221	1.6%	0.7%
Native Hawaiian and Other Pacific Islander	0	0.0%	0.1%
Some other race	0	0.0%	0.4%
Two or more races	509	3.6%	2.6%
Total	14,096	100.0%	100.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Table 3-7: Ethnicity Demographics

Ethnicity	Hayden #	Hayden %	Kootenai County %
Hispanic or Latino	248	1.8%	4.4%
Not Hispanic or Latino	13,848	98.2%	95.6%
Total	14,096	100.0%	100.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Education

In general, the education level of Hayden is on par with the education levels of Kootenai County. About 93% of the population of both the city and the county have at least a high school degree. In Hayden,

36.5% of residents over the age of 25 have some kind of college degree, while 35.6% of Kootenai County residents over the age of 25 have one.

Table 3-8: Educational Attainment

Educational Attainment	Hayden #	Hayden %	Kootenai County #	Kootenai County %
Population 25 years and over	9866	100%	102732	100%
Less than 9th grade	59	0.6%	1241	1.2%
9th to 12th grade, no diploma	627	6.4%	6100	5.9%
High school graduate	2830	28.7%	27945	27.2%
Some college, no degree	2751	27.9%	30913	30.1%
Associate's degree	1066	10.8%	11317	11.0%
Bachelor's degree	1486	15.1%	17039	16.6%
Graduate or professional degree	1047	10.6%	8177	8.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Occupation

Table 3-9 displays employment by industry in Hayden, which is proportionally similar to that of Kootenai County. The largest employment sectors in both are 'management, business, science, and arts occupations' and 'sales and office occupations'.

Table 3-9: Employment by Industry

Employment by Industry	Hayden #	Hayden %	Kootenai County %
Management, business, science, and arts occupations	2189	33.5%	32.0%
Service occupations	1052	16.1%	18.9%
Sales and office occupations	1809	27.7%	26.7%
Natural resources, construction, and maintenance occupations	760	11.6%	11.7%
Production, transportation, and material moving occupations	716	11.0%	10.6%
Total Civilian Employed Population (16 years and over)	6526	100.0%	100.0%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Income

Table 3-10 displays some important economic indicators that hint at the overall wellbeing of Hayden residents. Median household income in the city is slightly higher than that of the county. There is also a significantly lower proportion of people below the poverty line in the city than the county. In Kootenai County, 12.6% of the population is below the poverty line, while only 4.9% of the population is below the poverty line at the City of Hayden level. The unemployment rate is consistent with these findings- the City of Hayden having a lower unemployment rate than Kootenai County.

Table 3-10: Economic Indicators

Economic Indicators	Hayden	Kootenai County
Median Household Income	\$57,355	\$53,189
Unemployment Rate	5.0%	6.1%
Population below poverty line	4.9%	12.6%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Demographic Findings

Hayden is relatively similar to Kootenai County in regard to race, ethnicity, education levels, and employment industries. More analysis of employment industries can be found in the Economic Development chapter.

This demographics analysis reveals that Hayden is expected to experience significant growth over the planning period, more than doubling the current population. Additionally, the residents of Hayden tend to be older adults who make a better than average household income, reflecting the perception of Hayden as a “bedroom community” where people return to at the end of the workday, or where they choose to retire. This will be important to recognize over the course of this planning period, choosing to maintain the character that has attracted current city residents while also accommodating significant population growth and attracting new working-age residents as the older population retires. These findings are reflected in the policy framework.

Chapter 4 | Land Use

Introduction

This chapter outlines the preferred land uses that will shape the city over the next 20 years. This plan presents a significant change from the previous plan, defining new land use types and presenting a new land use map. This chapter also provides an analysis of the issues and opportunities that shaped the new configuration.



Honeysuckle Beach on the shores of Hayden Lake

Future Land Use Types

The future land use map (Appendix B, Figure 1) outlines a picture of Hayden in 2040 through the designation of land into eight different categories. These categories are defined in Table 4-1.

Table 4-1: Land Use Descriptions

Land Use Type	Description
Single Family Residential	This land use type represents a classic Hayden neighborhood where single family homes dominate and densities are low, typically ranging from 3 to 4 units per acre. Accessory dwelling units are permitted, but two-family dwellings and other types of “missing middle” housing are not.
Residential Suburban	Residential suburban land uses apply to one specific section of town that is far less dense than other developed portions in the city. These land use types represent very low densities of 2 units per acre or less, and homes sit on large parcels.
Mixed Residential	Mixed Residential areas can accommodate a range of residential structures, including single family, two-family, and three-family units as well as accessory dwelling units.
Mixed Use	Mixed use areas allow for both residential multi-family (three or more units per structure) and commercial land use types, creating a flexible environment for development with fewer restrictions on structure types and densities.
Commercial	Commercial land uses allow most types of businesses. Small retail businesses, service-oriented businesses, and professional offices constitute the majority of commercial activity in the City. The Central Business District is an overlay zone within the commercial zone that has further restrictions on use and character as well as allows for specialized residential components.
Light Industrial	Light industrial activity is primarily made up of light manufacturing, processing and distribution services.
Agriculture	Agricultural activity occurs on the outskirts of Hayden, where grasses, hay, seed crops and cereal crops are produced.
Recreation	Recreation land uses include parks and open space that provide opportunities for public enjoyment of the outdoors.

Neighborhoods and Overlay Zones

Neighborhood Nodes

The old land use map designated specific nodes throughout the city and designated them either as a “Neighborhood Commercial Overlay District” or a “Highway Commercial Overlay District”. This update gets rid of the Highway Commercial Overlay District, and instead focuses district development specifically around “Neighborhood Nodes”.

Neighborhood Commercial Nodes are street intersections that typically feature a handful of small- and medium-sized businesses. These intersections primarily serve the needs of the immediate surrounding area, although they may also contain specialty stores that serve a regional client base.

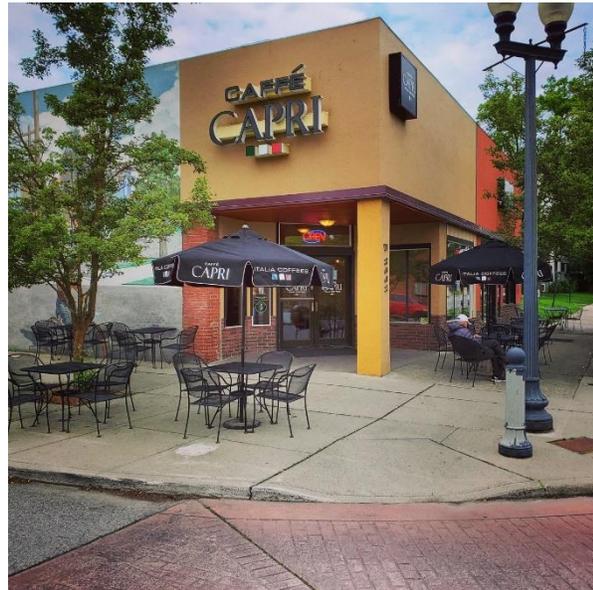
The character of Neighborhood Commercial Nodes is defined by the limited scale of businesses operating in these locations. Related to the city’s historical growth pattern, these nodes generally consist of traditional commercial storefront buildings. They maintain a building typology and pedestrian orientation that is appropriate for the surrounding residential neighborhoods.

The proposed nodes, which are identified on the map in Appendix B, Figure 4, are at the following locations*:

- In the south west corner of the City near the future school and Carrington Park area off of Honeysuckle Avenue
- Atlas Road and Honeysuckle Avenue
- Honeysuckle Avenue and Ramsey Road
- Prairie Avenue and Fourth Street
- Honeysuckle Avenue and Fourth Street
- Honeysuckle Avenue and Strahorn Road
- Maple Street and Miles Avenue
- Maple Street and Wyoming Avenue
- Government Way and Lancaster Road

***The approximate location of these nodes would be near the proposed intersections. The development of a non-commercial site as a commercial node would require a conditional zoning agreement.**

The City wishes to further develop the idea of distinct neighborhoods, allowing for individual areas to have different identities and function in unique ways that meet the unique needs of the neighborhood.



Neighborhood nodes, like this example in Spokane, WA, offer neighborhood-oriented services such as corner drug stores, cafes, pubs, and ice cream shops.

Central Business District Overlay

The Central Business District (CBD) Zone is intended to provide supplemental land use, development, and design standards that promote a pedestrian oriented mix of commercial uses, including small scale retail, restaurants, and professional services, with residential uses intermixed, within the community center in support of a sustainable "downtown" business core. (Ord. 542, 1-27-2015)

The CBD boundaries are described as: *All parcels of property that have any frontage on either side of Government Way from the north side of Nita Avenue, with the line extended from Nita Avenue on the east to the north boundary line of the property directly to the west, to the south side of Dakota Avenue.* A map of the CBD is provided in Appendix B, Figure 2.

Coeur d'Alene Airport

While there are no airport facilities within the Hayden city limits, due to Hayden's close proximity to the Coeur d'Alene Airport, this section provides an analysis of the airport and its impact on city land uses. Coeur d'Alene Airport is located in, owned, and operated by Kootenai County.

Airport Influence on Land Use

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 services at the airport needs be considered to ensure public safety in relation to aircraft flying overhead and potential inappropriate landings in developed areas. The noise generated by aircraft also directly affects the quality of living of residents in the adjacent community on a daily basis.

Airport Safety Compatibility Zones

The Idaho Airport Land Use Guidelines (ALUG) developed airport safety and compatibility zones (ASCZs) to guide compatible development near airports. These zones are:

- Runway Protection Zone
- Lateral Safety Zone
- Inner and Outer Critical Zones
- Airport Traffic Pattern Area
- Airport Influence Area

Each zone is defined in the 2019 Airport Master Plan, but generally the most restrictive are the Runway Protection Zone, the Lateral Safety Zone, and the Inner and Outer Critical Zones. These areas have the greatest impact in regard to crash potential and are generally where the greatest noise impacts occur.

The Runway Protection Zone, the Lateral Safety Zone, and the Inner and Outer Critical Zones were considered when configuring the new future land use map (Appendix B). The City of Hayden anticipates no new Mixed Residential or Mixed Use land use types occurring within these zones.

Sound Contours

The threshold level of noise exposure identified by the FAA 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.

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.

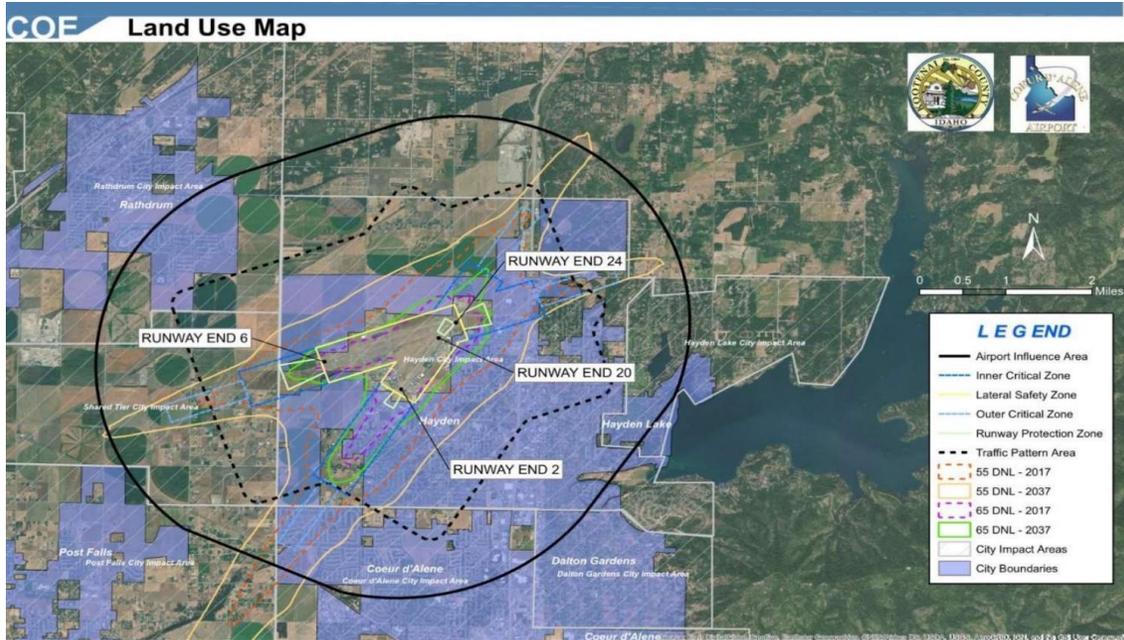


Figure 4-1: Coeur d'Alene Airport Safety Compatibility Zones and Sound Contours as mapped and identified in Exhibit 5-9 from the Coeur d'Alene Airport 2019 Master Plan Update

Findings in the Coeur d'Alene Airport Master Plan (2019)

The master plan found that “several residential developments are near Runway 2/20, including several along the extended centerline of Runway End 2. These developments fall into the Inner and Outer Critical Zones of Runway 2/20 and some fall within the 2017 65 DNL. The Atlas School at near the intersection of Honeysuckle and Atlas is currently inside the 2017 55 DNL and will be on the edge of the 2037 65 DNL in the future. Croffoot Park to the north of Runway End 20 falls within the Inner Critical Zone and is also inside the 2017 55 DNL. It will also fall partially within the future 2037 65 DNL.” (Chapter 5, Page 27)

It will be important for the City of Hayden to work closely with the airport to determine appropriate measures for impact mitigation from airport activities on city activities including potential code updates that support appropriate height restrictions, airport overlay zones, and sound mitigation. This issue is addressed in the action plan in Appendix A.

Future Land Use Analysis

Available Land

The City of Hayden performed an analysis of developable land. The following findings were used to analyze the new residential and non-residential capacities of the city given then new land use configuration.

Residential densities for the new land use types were used to calculate the number of new dwelling units the city can potentially build on vacant land, as well as the number of dwelling units within the city that can be redeveloped based on a significant increases in the allowed density.

For non-residential land uses, the number of acres was calculated for land that can be redeveloped and land that is currently vacant that can be newly developed.

This analysis yielded the following results for the capacity of developable/re-developable land:

- Non-residential, re-developable land: 379.75 acres
- Non-residential, vacant (developable) land: 3685.56 acres
- Dwelling units to redevelop: 6,529
- Dwelling units to develop (currently vacant): 16,709

The future land use configuration will allow Hayden to achieve the vision it has established in this plan. The future land use plan maintains the highly active commercial corridors and industrial areas that are already characteristic of Hayden. It also maintains a large majority of single-family neighborhoods and open space, allowing the city to maintain the character that already defines it and that residents want to keep. However, the land use plan also designates certain areas of the city that will allow higher intensities of development so the city will be able to smartly accommodate the projected population and new businesses and industries. The additional population will largely be accommodated by the mixed residential and mixed-use areas, while new commercial and industrial cores will be supported by the new Huetter Bypass on the west side of town.

Land Use Considerations

Table 4-2 presents an overview of some of the major issues and concerns that result from the above analysis of Hayden’s land use. The table summarizes how the plan addresses each of the issues.

Table 4-2: Land Use Concerns

Consideration	Concerns	How Land Use Plan Addresses Concerns	Reference
Airport	The airport’s master plan suggests restrictions on development within the Airport Critical Zone (ACZ) and within the 55dbI and 65dbI sound contours. The airport’s close proximity to the city means this will impact much of the city’s new development near the airport.	In the future land use map, airport impact zones were considered, and impact zone boundaries were utilized to create compatible land use zones surrounding the airport. The action plan suggests close collaboration with the airport on land use and planning near the airport.	Coeur d’Alene Airport Master Plan (2019)
Growth’s impact on transportation	Traffic congestion, air quality, and traffic safety are all factors that could result from higher populations and higher numbers of people moving through and around the city.	The land use configuration concentrates the highest intensity development near main transportation corridors, which will help maintain lower traffic counts on local roads and a provide a more efficient opportunity for public transit and other transportation modes.	2040 Transportation Strategic Plan
Affordable/Fair Housing	As the population grows, and space runs out, populations that make lower incomes will have a harder time finding housing at a level they can reasonably afford.	The new land use types of mixed residential and mixed use will allow for a flexibility in housing development, hopefully allowing a new type of “missing middle” housing to flourish in Hayden, bringing opportunities for all types of housing, affordable by all different income levels, to the city.	HUD Fair Housing: https://www.huduser.gov/portal/affht_pt.html#final-rule
Preservation of Open Space	Maintaining open space is more challenging with additional pressures from development and increased population growth.	The land use configuration maintains existing parks and adds additional areas as recreation. The land use plan also allows for continued agricultural uses on the outskirts of the city, which will limit	2040 Parks Master Plan

		how far development of other types can go.	
Huetter Bypass	The Huetter Bypass will bring a whole new dimension to the city of Hayden. Concerns include traffic safety, congestion, and missed opportunities for local businesses.	The land use plan incorporates the assumption of the Huetter Bypass existing and plans for a higher degree of development along the corridor, taking full advantage of traffic circulation while also protecting quieter single-family neighborhoods from the noisy highway.	Huetter Corridor Study (2009) 2040 Transportation Strategic Plan

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 of Hayden, 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, clean 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, minimize conflicts with nearby land uses, and protect the private property rights of other landowners. Inherently, any such practice requires weighing both the interests of private property owners and the interests of the public. 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.

Chapter 5 | Housing

Occupancy

The City of Hayden has experienced significant growth in the past decade which is reflected in the occupancy rate of housing units and the general increase in housing. The number of vacant housing units decreased by almost 50% between 2010 and 2018. Over the same period, the City saw a 20% increase in the percentage of owner-occupied households and a 21% decrease in the percentage of renter-occupied households, representing a trend toward home ownership, as shown in Table 5-1.



Hayden’s rapid growth signifies a need for more housing. As the city builds more housing, certain issues like affordable/fair housing are becoming more pressing.

Table 5-1: Hayden Housing Unit Occupancy

Type	2010	2018	Change 2010-2018
Occupied	5260	5719	8.7%
<i>Owner Occupied</i>	3813	4576	20.0%
<i>Renter Occupied</i>	1447	1143	-21.0%
Vacant	256	133	-48.0%
TOTAL UNITS	5516	5852	6.1%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Unit Type

The number of total housing units in Hayden grew by 6.1% from 2010-2018. This growth was mainly the result of the increase in single-family homes, which increased by 13%. The number of mobile homes and the number of multi-family housing units decreased over this same time.

Housing is becoming scarcer within the city as the population growth outpaces the construction of new housing. For comparison, while the total population of the city has increased by 14.1% between 2010 and 2018, the number of housing units has only increased by 6.1% over this same time. The city will need to address this housing shortage in order to avoid the community issues that come with low housing availability which include rapidly increasing home prices and migration for Hayden workers than cannot find housing in Hayden.

Table 5-2: Housing Unit Type

Hayden Housing Units	2010	2018	2010-2018 Change
One Unit	4300	4,861	13.0%
Two or More Units	630	415	-34.1%
Mobile Homes	586	576	-1.7%
Total Housing Units	5516	5,852	6.1%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Household Characteristics

Table 5-3 shows that Hayden has a lower percentage of family households than Kootenai County. According to the American Community Survey, a family household is considered one where the householder is in a family that includes two or more people related by birth, marriage, or adoption. A nonfamily household consists of a householder living alone or exclusively with people to whom they are not related.

Table 5-4 compares household sizes for the City of Hayden and Kootenai County, showing that Hayden generally shares these characteristics with the larger county. At both the city and county level, the average household size has increased since 2010. This trend likely results from the fact that population growth has outpaced the growth in the housing stock. This trend reveals that the demand for housing in Hayden is not being met with the current pace of housing development.

Table 5-3: Family and Nonfamily Households

Households by Type	Hayden #	Hayden %	Kootenai County %
Families	3936	68.80%	69.68%
Non-families	1783	31.20%	30.32%
Total Households	5719	100.00%	100.00%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Table 5-4: Household Characteristics

Household Characteristics	Hayden	Kootenai County
Average Household Size 2010	2.41	2.45
Average Family Size 2010	2.98	2.90
Average Household Size 2017	2.50	2.52
Average Family Size 2017	3.02	2.98

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Housing Age

Hayden experienced a boom in residential construction during the 1990s and early 2000s up until the Great Recession. Nearly two-thirds (64%) of the current homes in the City were built between 1990 and 2009, whereas there were only 103 homes (1.7% of the total) built between 2010 and 2013. Since 2014, 221 homes have been built, and 204 of those were between 2017 and 2018, demonstrating the city may finally be experiencing another growth spurt.

Table 5-5: Residential Construction by Year Built

Year Structure Built	Number of Structures	Percent of Residential Housing Stock
Built 2014 or later	221	3.8%
Built 2010 to 2013	103	1.8%
Built 2000 to 2009	2,008	34.3%
Built 1990 to 1999	1,730	29.6%
Built 1980 to 1989	485	8.3%
Built 1970 to 1979	815	13.9%
Built 1960 to 1969	212	3.6%
Built 1950 to 1959	171	2.9%
Built 1940 to 1949	61	1.0%
Built 1939 or earlier	46	0.8%
Total housing units	5,852	100%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates



Hayden has identified the need for a broader range of housing types. Potential “missing middle” housing types include townhomes, accessory dwelling units, cottage housing, co-housing, and other multi-family developments.

Housing Type

The majority of housing units (83%) in Hayden are single unit structures. Less than 2% are 2, 3, or 4-unit structures, and 5.5% are 5 or more-unit structures. Nearly 10% are mobile homes. This shows that there is a lack of “missing middle” housing, or in other words, a lack of diversity in the housing types available to the range of people that reside in Hayden. Housing units in multi-unit structures are generally more affordable than single-family homes, thus the number of units in Hayden at these more affordable levels is limited.

Table 5-6: Share of Housing Structures by Number of Units

Units in Structure	Number of Units	Percent of Total
1-unit, detached	4,679	80.0%
1-unit, attached	182	3.1%
2 units	52	0.9%
3 or 4 units	40	0.7%
5 to 9 units	221	3.8%
10 to 19 units	54	0.9%
20 or more units	48	0.8%
Mobile home	576	9.8%
Boat, RV, van, etc.	0	0.0%
Total housing units	5,852	100%

Source: American Community Survey: 5-Year Estimates, 2018

Ownership/Occupancy

Hayden has a low vacancy rate with less than 3% of all residential units listed as vacant, which is much lower than the statewide vacancy rate of 13%. Of the occupied units in Hayden, 80% are owner-occupied and 20% are renter-occupied, representing a greater trend toward home ownership than the statewide trends.

Table 5-7: Housing Occupancy

Housing Occupancy	Number	Percentage	Kootenai County	State of Idaho
Occupied HUs	5,719	97.7%	89.6%	87.0%
Vacant HUs	133	2.3%	10.4%	13.0%
Total HUs	5,852	100%	100%	100%

Source: American Community Survey: 5-Year Estimates, 2018

Table 5-8: Housing Tenure

Housing Tenure	Number	Percentage	State of Idaho
Owner Occupied	4,576	80%	70.7%
Renter Occupied	1,143	20%	29.3%
Total Occupied Housing Units	5,719	100%	100%

Source: American Community Survey: 5-Year Estimates, 2018

Affordable Housing

The cost of housing in Hayden is steadily increasing as the population growth continues to outpace the growth in housing. The median rent in Hayden for 2018 was \$1,033, which represents a 26% increase from the median rent of \$823 in 2010. The median home value in Hayden was \$241,100 in 2018, which represents an 18% increase in the median home value since 2010.

The U.S. Department of Housing and Urban Development (HUD) considers households that spend more than 30% of their income on housing as cost burdened. Thus, affordable housing is when a household spends less than 30% of their income on housing.

In Hayden, 45% of renter-occupied units pay more than 30% of their household income on housing, while 33% of households with a mortgage spend more than 30% of their household income on housing. This means that almost half of renters and one-third of homeowners in Hayden are cost burdened.

Table 5-9: Percentage of Household Income Spent on Housing

Percentage of Household Income spent on Housing	Occupied Units Paying Rent %	Housing Units with a Mortgage %	Kootenai County, Paying Rent	Kootenai County, w/ a mortgage
Less than 20.0 percent	12.0%	40.2%	18.6%	39.4%
20.0 to 24.9 percent	29.0%	19.0%	13.9%	21.7%
25.0 to 29.9 percent	12.6%	7.8%	8.4%	8.1%
30.0 to 34.9 percent	13.5%	11.4%	9.8%	8.3%
35.0 percent or more	31.4%	21.5%	45.3%	22.5%
Not computed	1.5%	0.0%	3.9%	0.0%
Total	100.0%	100.0%		

Source: American Community Survey: 5-Year Estimates, 2018

Table 5-10: Median Housing Costs

Jurisdiction	2010	2018	% Change	Kootenai County (2018)
Home Value	\$203,700	\$241,100	+ 18%	\$276,500
Rent	\$823	\$1,033	+ 26%	\$1,001

Source: American Community Survey: 5-Year Estimates, 2018 & 2010

Housing Summary

Hayden, like larger Kootenai County, is growing at a rapid pace. However, this population growth is outpacing the rate at which the city is adding new housing, which in turn causes housing prices to increase due to low supply. Thus, as the city grows, the average household size increases, and the vacancy rate decreases. These trends indicate the need for Hayden to plan for the future so it can provide affordable housing options for the growing population.

An analysis of the city's housing stock (Table 5-11) reveals that there is a clear predominance of single-family homes within the city, making up 83% of all homes. Another 10% of are mobile homes, and the remaining 7% are multi-family units. When compared with other similar sized cities, the county, and the state, Hayden has a very high percentage of single-family homes. In Mountain Home, Kootenai County,

and at the state level, the percentage of single-family homes is in the low-mid 70% range, while in Garden City only 62% of homes are single-family.

Table 5-11: Housing Indicators

Indicator	Garden City, ID	Mountain Home, ID	Hayden	Kootenai County	Idaho
Population	11,743	13,998	14,380	161,505	1,754,208
Percentage Single-Family Homes	62.3%	73.5%	83.1%	73.4%	75.7%
Vacancy Rate (All HHs)	6.5%	10.6%	2.3%	10.4%	13.0%
Percentage Renter HHs	41.5%	43.1%	20.0%	28.1%	29.3%
Median Rent (dollars)	\$808	\$766	\$1,033	\$1,001	\$848

Source: American Community Survey: 5-Year Estimates, 2018

This is consistent with the low vacancy rate and the percentage of renters in Hayden. Only 20% of homes in Hayden are occupied by renters, which is much lower than comparable cities and even lower than the county and state levels. This shows that the predominance of single-family homes also aligns with a predominance of owner-occupied homes, which are often the same. Renters are then left to choose from a much smaller selection of housing, resulting in a more competitive rental market, demonstrated by the 2.3% vacancy rate, which in turn results in higher rents. Hayden had the highest median rent among comparable cities, the county, and the state levels.

These trends point to a missing “middle” in the city’s housing stock. “Middle” housing means housing types between single family homes and an apartment complexes, which are often the only choices for people seeking housing in Hayden. These “middle” housing types include accessory dwelling units (ADUs), townhomes, cottage housing, co-housing, and others. These provide a wider range of housing options for those families or individuals who, for whatever reason, cannot or choose not to reside in a single-family home or an apartment. They offer more flexibility for those seeking housing, and they also increase the housing stock without requiring a lot of extra space, thus allowing the city to accommodate new population without needing to expand into valuable open space. The increase in the housing stock would also help increase the supply of housing, which could ease rent increases as demand is more accurately met.



An illustration of missing middle housing shows the many alternative housing types.

Source: Missing Middle Housing term created by Daniel Parolek/Image © Opticos Design, Inc./For more info visit www.missingmiddlehousing.com

Chapter 6 | Living and Natural Environment

Hayden's Natural Landscape

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.



Hayden is surrounded by different natural environments including mountains, lakes, and prairies.

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.

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 potential 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)

Hayden's Natural Resources

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 (see Appendix B, Figure 3), and local water districts pump drinking and irrigation water from this source.

The Rathdrum/Spokane Aquifer provides drinking water for approximately 500,000 people in Northern Idaho and Eastern Washington according to the Idaho Department of Environmental Quality. 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 (USTs). The Idaho Department of Health and Welfare, Division of Environmental Quality (DEQ) has identified 44 USTs in Hayden in their Underground Storage Tank Database. Typically, the tanks contain petroleum products or other hazardous substances. USTs are subject to Idaho rules and federal regulations. DEQ will continue to monitor and regulate the tanks.

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. Panhandle Health District has many programs that work to protect the aquifer and the drinking water for the people of North Idaho. Environmental Health Specialists work to contain and inventory hazardous chemicals, test soils and ensure proper sewage disposal systems, and evaluate public water systems to help them meet state and federal standards.

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)

Hayden's Livability

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 26 inches annually with over a third of this occurring in November, December and January. Additionally, the area receives approximately 43 inches of snow fall annually and over half occurs in the months of December and January.

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.

Water Quality

Water for domestic purposes used to be 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.

Hazardous Areas

Wildfire

Wildfires are becoming a greater and greater risk in the Pacific Northwest. Appendix B, Figure 3 shows the Wildland Urban Interface (WUI) as it stood in 2010 in the city of Hayden, as mapped by the Silvics Lab. The map shows both the WUI interface and the intermix. The interface is the area where housing and settled areas abut an area of contiguous wildland vegetation. The intermix area is where houses and wildland vegetation directly intermingle. However, Kootenai County has a broader definition for the WUI. The Kootenai County Local Emergency Planning Committee's Wildland Urban Interface Mitigation Task Force has defined the WUI for Kootenai County as the zone "extending 2 miles outside places of human habitation, and the network of infrastructure that supports those areas". This means wildfires are a real risk for the entire city and its surrounding area. The WUI interface and intermix areas in Appendix B, Figure 3 should be considered the areas with the greatest risk to Hayden. Hayden recognizes this risk and agrees to follow the Kootenai County Multi-Jurisdictional All Hazard Mitigation Plan (2020) which includes an updated Community Wildfire Protection Plan (CWPP).



The Wildland Urban Interface in Hayden is the area most at risk from wildfires. Kootenai County's All-Hazard Mitigation Plan provides direction for managing this risk.

Floods

The large majority of the City of Hayden is located in an area of minimal flood hazard, according to FEMA's National Flood Hazard Layer. The only area that has an elevated risk of flooding is that portion of the city that touches Hayden Lake. Part of the shoreline along the lake is within FEMA's "Zone A" for flood risk, which is the designation for 100-year floodplains.

Steep Slopes

Development on steep slopes can cause hazardous conditions and create substantial risks for erosion. Therefore, Hayden has designated special restrictions for land development on land with slopes greater than 15%. This is especially applicable 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. Development in Hayden will only need to consider steep slopes of greater than 15% in the southeastern corner and a small portion of the northeast corner. The rest of the city is relatively flat and poses little to no development risk. (See Appendix B, Figure 3)

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.

Emergency Preparedness

Any large-scale disaster of the sort listed above or otherwise would be handled by Kootenai County. The County is currently prepared to respond to any emergency situation and recently adopted an updated All-Hazard Mitigation Plan. The City of Hayden acknowledges that emergency preparedness, mitigation, and response within the city will follow the Kootenai County All-Hazard Mitigation Plan. This plan is the region's primary document that describes the potential hazards and risks as well as the strategic opportunities to mitigate impacts from those hazards and risks in Kootenai County.

Chapter 7 | Transportation

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.

Road Classifications

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. Figure 7-1 provides a map of these classifications in Hayden, and each type is defined below.

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.



Government Way passes through the core of Hayden in its Central Business District. The street was improved as part of the Downtown Vitalization Plan, when beautification efforts added street trees, new lighting, safer sidewalks, and crosswalks.



US 95 is one of the main routes to and through Hayden, carrying both local and regional traffic.
Source: ITD

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 a one hundred foot right of way.

Principal Arterials are roads that service higher traffic volumes in the area. US Highway 95 and Prairie Avenue west of US 95 are the only roads classified as principal arterials in Hayden. The planned Huetter Bypass will be another principal arterial.



Figure 7-1: Functional Classification Roadway System

Roadway System Issues

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 and the opportunities to address them are discussed in greater detail in the city's 2040 Transportation Strategic Plan. Some of the main issues facing the city are:

- **Safety:** As growth continues, traffic safety will become a greater concern. The Transportation Strategic Plan provides a crash analysis which highlights areas in the city's transportation network that will need safety improvements.
- **Multimodal Accommodation:** As the city grows, demand for multi-modal facilities such as bicycle and pedestrian pathways and public transportation will also grow. The Transportation Strategic Plan analyzes strategic multimodal connections into the downtown area and on periphery areas, providing a plan to connect local and regional multimodal routes and destinations.
- **Traffic Congestion:** The population forecast for Hayden and the surrounding region indicate major growth in the next 20 years, and traffic congestion will follow as more people move about the area. The Transportation Strategic Plan provides an analysis of traffic congestion, defining levels of service for streets throughout the city, and outlining plans to maintain an acceptable level of service as traffic increases.

Non-motorized Facilities

Pedestrian Facilities

The city's existing inventory of pedestrian facilities include sidewalks that are typically located on all local streets, collectors, and arterials. The general locations within the City that have existing sidewalks along the roadways are:

- Southwest portion of the city between the southwest city limit and US-95
- Southeast portion of the city between the southeast city limit and US-95
- North portion of the city between West Lacey Avenue and Buckles Avenue

There are currently several locations within the City that are lacking sidewalks along the roadways:

- Northwest portion of the city between northwest city limit and North Ramsey Road
- Northeast portion of the city between North Ramsey Road and northeast city limit

The 2040 Transportation Strategic Plan outlines a pedestrian plan for Hayden including specific corridors



Safe pedestrian facilities, such as this crosswalk across Hayden Avenue at Hayden Meadows Elementary School, are important for the safety and mobility of all Hayden residents.

that will provide key connections for pedestrians throughout the city.

Bicycle Facilities

Currently, there are several bike facilities throughout the city. Locations with bike facilities are:

- South portion of the city between Hayden Avenue and south city limit
- Northeast portion of the city between Lancaster Road and Wyoming Avenue
- The entire US-95 segment through the city
- Government Way between Miles Avenue and Hayden Avenue

A pedestrian/bike path runs parallel to, separate from, and on the east side of Highway 95. This eight-foot wide path runs from I-90 to the junction with Highway 53. 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. The Transportation Strategic Plan identifies locations for multi-modal improvements and recommends greenway developments along specific corridors. These plans and a proposed regional non-motorized network are further discussed in the 2040 Transportation Strategic Plan and KMPO's Metropolitan Transportation Plan.

Public Transportation

Citylink, a public transportation system operated by Kootenai County, serves the communities of Coeur d'Alene, Post Falls, and Hayden. Citylink's C Route serves the southern portion of Hayden, connecting the city to Coeur d'Alene to the south as well as Routes A and B. Additional public transportation services include:

- Kootenai Health Transportation – a free patient transportation service for residents within the city limits of Coeur d'Alene, Hayden, Post Falls, and Rathdrum
- Paratransit- Americans with Disabilities (ADA) Paratransit bus service, which provides “origin-to-destination” curb-to-curb service for people with an ADA eligible, functional limitation that prevents them from using the regular route buses part, or all of the time.
- Ring-a-ride- A wheelchair accessible service for Seniors or for people with disabilities who are outside of the transit area.

Air

International passenger and freight service are provided at Spokane International Airport, about 40 miles west of Hayden. Locally, commuter and freight services are available at the Coeur d'Alene Airport right outside Hayden city limits. 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. More information on the airport's impact on current and future land use within the city, influence on economic development, and expansion plans can be found in Chapter 4, the 2040 Transportation Strategic Plan, and the Coeur d'Alene Airport Master Plan (2019).

Planning Efforts

Both local and regional transportation planning efforts are ongoing in order to accommodate the projected population growth that North Idaho is expecting over the next 20 years. The City of Hayden has been, and currently is, highly involved in these planning endeavors.

2040 Transportation Strategic Plan

As part of the Imagine Hayden process, a new Transportation Strategic Plan was developed. The plan included the following items:

- Validated Travel Demand Model
- Intersection Level of Service at Major Intersections
- Crash Analysis
- Signal Warrant Analysis
- Traffic Impact Analysis Guidelines
- Access and Management Guidelines
- Bicycle and Pedestrian Policies
- Traffic Calming Program
- Plan Recommendations Policies and Projects

The updated plan also presents a list of priority projects for the city to tackle to meet its transportation goals and policies. This priority list was identified through a process which looked at public comment, available funding, immediate needs, safety measures, multi-modal and land use connections, as well as meeting the goals and policies identified in this comprehensive plan.

The Transportation Strategic Plan is planned to be updated every 5 years and the latest version should be referenced to provide the most up-to-date information on the city's transportation issues and plans.

Capital Improvement Program (CIP)

The Capital Improvement Program provides a five-year plan for specific capital improvement projects in the city of Hayden, including transportation projects. The CIP outlines funding sources and budgets for each project, as well as a schedule for the projects over the course of the next five years. This program is updated annually and can be found on file with the city.

Kootenai Metropolitan Planning Organization (KMPO) Plans

The Kootenai Metropolitan Planning Organization (KMPO) is the federally required and designated Metropolitan Planning Organization (MPO) for all of Kootenai County. KMPO was formed in 2003 to meet a federal requirement that was triggered when the areas of Coeur d'Alene, Hayden, and Post Falls exceeded a combined population of 50,000. KMPO provides a coordinated planning effort between the public, cities, small towns, the county, highway districts, the state, transit providers, and the Coeur d'Alene Tribe.

KMPO produces regional plans that impact Hayden. Some of the more recent planning efforts by KMPO include a Public Transportation Plan (2012), a Non-motorized Transportation Plan (2018), a State Highway 41 Master Plan (2016), and a Metropolitan Transportation Plan (2020).

The 2020 Metropolitan Transportation Plan (MTP) is a comprehensive multi-modal “blueprint” for regionally significant transportation projects and investments aimed at meeting the mobility needs of Kootenai County through the year 2040. Hayden worked closely with KMPO to develop the city’s 2040 Transportation Strategic Plan. Thus, there is consistency across jurisdictions, helping to achieve both local and regional transportation goals.

KMPO also updates a 6-Year Transportation Improvement Program (TIP) on an annual basis.

Huetter Bypass

The Huetter Road area has long been discussed as a potential corridor for a new major north-south transportation route. A study completed in 2009 identified what was needed to complete a new Huetter Corridor Bypass. With a proposed alignment now in place (see Appendix B, Figure 1), the next steps will be to complete the Federal Highway Administration (FHWA) / ITD Access Point Decision Report and the Conceptual Design process to determine the “Preferred Alternative” through the National Environmental Policy Act (NEPA) process, which would entail preparation of a categorical exclusion, environmental assessment, or environmental impact statement. A public involvement and technical advisory process will also be included.

It is assumed that the intersections of Future Huetter Bypass with Prairie Avenue and Hayden Avenue will both be developed as full interchanges, and the intersections of the future Honeysuckle Avenue and the future Phantom Road will be over/under-crossings with access to Huetter Frontage Road on the west of Future Huetter Bypass. The following projects have been identified to be completed in conjunction with the bypass construction:

- New backage road from Prairie Avenue to Phantom Road
- Completion of Cranston Avenue from Future Huetter Bypass to Atlas Road
- Completion of Robison Avenue from Future Huetter Bypass to Atlas Road
- Completion of Honeysuckle Ave from future Huetter Bypass to west of Ramsey Rd
- Completion of Dakota Avenue from Future Huetter Bypass to west of Ramsey Road
- Completion of Phantom Road from Dakota Avenue/Backage Road to Atlas Avenue

Transportation Summary

The transportation network in Hayden overall works well, but faces issues in the near future concerning safety, traffic congestion, and multi-modal accommodation. Through ongoing analysis of the transportation network and coordination with KMPO, ITD, and other transportation planning agencies, Hayden will work to address these issues in a timely, financially responsible, and efficient manner. These issues, among others, are discussed in the various other planning documents referenced in this chapter. The 2040 Transportation Strategic Plan is the main guiding document for transportation planning in Hayden, and the most updated version should be referenced for how these issues, opportunities, and measures to address them are progressing.

Chapter 8 | Economic Development

Overview

Historically, Hayden’s economy has been based in the balance between serving the needs of local residents and those of regional traffic passing through along Highway 95 and Government Way. This balance consists of local services such as banks, retail, restaurants, and other personal services, as well as larger wholesale services.

Light industrial activities are steadily growing in the areas around and to the east of the airport. Agricultural production has also been a prominent activity on the northern outskirts of the city, though greater pressure from encroaching residential development has reduced the amount of agricultural activity within the city.

The Hayden Chamber of Commerce works with the City of Hayden to provide opportunities for businesses to network and promote their products and services. The Chamber of Commerce aims to preserve and promote trade, commerce, community well-being, tourism and a strong economy for individuals, businesses and organizations in the greater Hayden region.

The occupations and industries analyzed next provide a look at the type of jobs and industries that the residents of Hayden are employed in. Not all of these jobs are located in the City of Hayden, though most are likely in the North Idaho/Eastern Washington region. Thus, when the analysis states that 14% of occupations in Hayden are in the office and administrative support sector, that means that 14% of employed residents of Hayden are employed in that type of occupation, regardless of whether or not their place of employment is located in Hayden. The subsequent inflow/outflow analysis attempts to create a better picture of this level of job fluctuation.



City Hall in Downtown Hayden

Occupations

Occupations are the kinds of work that people do to earn a living. The most prominent occupations of those who live in Hayden are the office/administrative support and sales occupations, together accounting for nearly a quarter of all employees living in Hayden. Other prominent occupations are management, educational instruction, food preparation/serving, health diagnosing, personal care/service, and transportation occupations.

Uncommon professions of residents living in Hayden include farming, fishing, forestry, law enforcement, computer/mathematical, and life/physical/social science occupations.

Table 8-1: Employment by Industry

Occupation	Number	Percent
Office and administrative support occupations	964	14.1%
Sales and related occupations	714	10.5%
Management occupations	603	8.8%
Educational instruction, and library occupations	509	7.5%
Food preparation and serving related occupations	478	7.0%
Health diagnosing and treating practitioners and other technical occupations	377	5.5%
Personal care and service occupations	368	5.4%
Transportation occupations	360	5.3%
Installation, maintenance, and repair occupations	337	4.9%
Construction and extraction occupations	326	4.8%
Production occupations	325	4.8%
Business and financial operations occupations	231	3.4%
Building and grounds cleaning and maintenance occupations	197	2.9%
Material moving occupations	140	2.1%
Healthcare support occupations	127	1.9%
Firefighting and prevention, & other protective service workers/supervisors	126	1.8%
Arts, design, entertainment, sports, and media occupations	124	1.8%
Health technologists and technicians	97	1.4%
Legal occupations	86	1.3%
Architecture and engineering occupations	70	1.0%
Community and social service occupations	70	1.0%
Farming, fishing, and forestry occupations	62	0.9%
Law enforcement workers including supervisors	53	0.8%
Computer and mathematical occupations	44	0.6%
Life, physical, and social science occupations	35	0.5%
Total Civilian Employed Population over 16 years	6823	100.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates. Occupations are broken down into their smallest category listed on the ACS.

Industry

An industry is the *type* of activity done at a place of work. Figure 8-1 shows the most common industries located in Hayden. The most prominent industries in Hayden (accounting for over 10% of total jobs each) are educational, health care, & social assistance services, retail trade, and accommodation & food services. While these jobs are located in Hayden, it doesn't mean that all employees live in the city. The next section analyzes the commute inflow and outflow for jobs in Hayden.

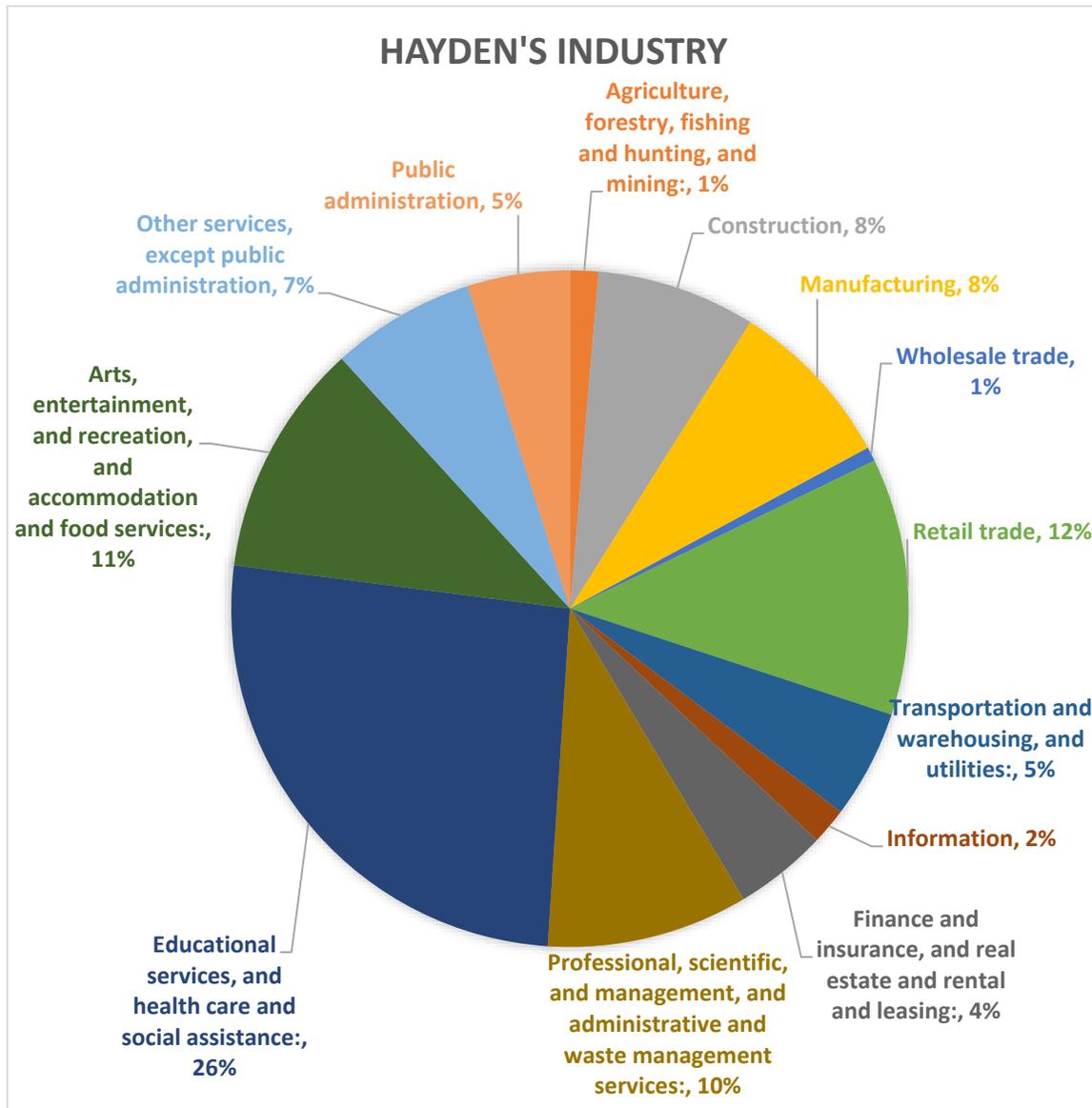


Figure 8-1: Industry prominence by percentage of total employees
Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates.

Inflow/Outflow of employees

Table 8-2 shows that there is about an equal number of people that commute into Hayden for work and people that commute out of Hayden for work. About 600 more people commute from the city to other places than those that commute into Hayden from elsewhere. So, while the above analysis of occupation and industry showed that there are approximately 6,823 employed residents of Hayden, only 5,618 jobs are located in the city.

Hayden strikes a balance between a city where people enjoy living but also a city that is important to the regional economy. Yet, as this analysis has revealed, Hayden leans on the side of being a “bedroom community” where people work elsewhere during the day and return home to Hayden at the end of the day.

As Hayden grows, the size of industries located within the city will also likely grow, especially as surrounding communities max out the space within their boundaries. It will be important for Hayden to anticipate and plan for an influx of jobs and employment sectors as this happens.

Table 8-2: Inflow/Outflow of Jobs

Employed/ Living Status	Working Population	Percent
Employed in the Selection Area	5,618	100.00%
Employed in the Selection Area but Living Outside	4,867	86.60%
Employed and Living in the Selection Area	751	13.40%
Living in the Selection Area	6,203	100.00%
Living in the Selection Area but Employed Outside	5,452	87.90%
Living and Employed in the Selection Area	751	12.10%

Source: U.S.Census Bureau, Center for Economic Studies, 2017 Inflow/ Outflow OntheMap Data

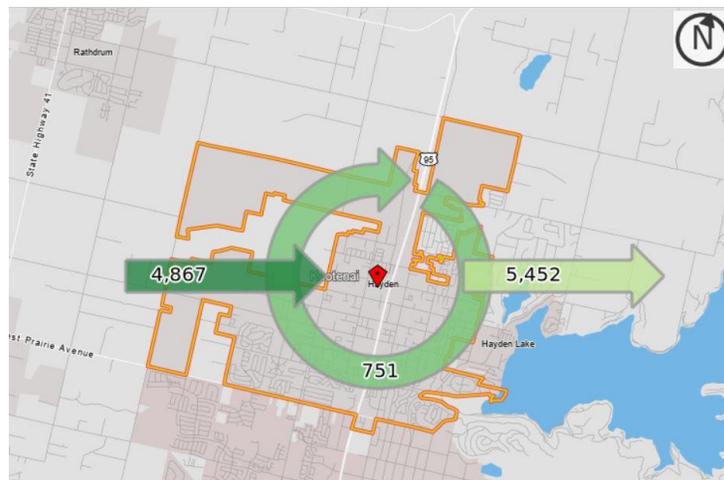


Figure 8-2: Inflow/Outflow of Jobs

Work Commute

The means of transportation in Hayden have not changed very much from 2000 to present. Table 8-3 shows that there has been a slight decrease in the percentage of workers who drove alone, while the percentage of people who carpool has risen. Small upticks were also seen in public transportation, walking, and working from home. The average commute time has only increased by about one minute. As Hayden grows, it will be important to pay attention to the inflow and outflow of commuters, when they are commuting, and how they are commuting, as this has potential to significantly impact traffic within the city.

Table 8-3: Means of Transportation

Means of Transportation	2000	2018
Car, truck or van	92.9%	90.2%
<i>Drove alone</i>	84.2%	80.8%
<i>Carpooled</i>	8.7%	9.4%
Public Transportation	0%	0.1%
Walked	1.9%	2.7%
Other means	0.7%	0.6%
Worked from Home	4.6%	6.4%
Total Workers: over 16 years	4,248	6,790
Mean travel time to work	18.6 mins	19.7 mins

Source: U.S. Census Bureau, 2000 Census; U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Economic Development Agencies

Chamber of Commerce

The local Chamber of Commerce represents the business communities of Hayden and Hayden Lake. 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. The Chamber and the City continue to work together to accomplish these goals.

Hayden Urban Renewal Agency (HURA)

The Hayden Urban Renewal Agency was established in 2005 by the Hayden City Council. On December 13, 2005 the Agency's Capital Development Plan was adopted. The plan addresses Idaho Code 50-20, Urban Renewal Law, for the purpose of remediation of blight in relation to community development, and Idaho Code 50-29, Local Economic Development Act, for economic development.

Coeur d’Alene Area Economic Development Corporation (CdAEDC)

The CdAEDC is the economic development organization for Kootenai County, representing all the rural communities in the region and the four larger communities: Coeur d’Alene, Post Falls, Hayden, Rathdrum. Their mission is to build a healthy economy for the region by strengthening the base, diversifying the economy, supporting the creation of new jobs, and advancing workforce development in

cooperation with local, regional, and state economic partners, and existing businesses and industries to facilitate business retention, expansion, and attraction.

Panhandle Area Council (PAC)

PAC is a designated Economic Development District. Members of the Council are elected officials from north Idaho cities and counties, as well as the Coeur d'Alene and Kootenai Indian Tribes. The Council serves the five northern counties of Idaho: Boundary, Bonner, Kootenai, Benewah and Shoshone.

Idaho Small Business Development Center (Idaho SBDC)

The Idaho SBDC is a statewide, university-based organization which has been helping small businesses succeed since 1986. With six office locations throughout the state, each affiliated with one of Idaho's colleges or universities, the Idaho SBDC is uniquely positioned to serve as a focal point for linking together partners from higher education, the private business community, and federal, state and local government. The northern Idaho office, serving Hayden, is located in Coeur d'Alene.

North Idaho College Venture Network (NIC Venture Network)

The NIC Venture Network is a hub of on-campus resources and services dedicated to helping launch, build, and grow a business or product idea. Programs are available to both regional community members and NIC students at NIC's Coeur d'Alene campus.

Economic Development Opportunities

Central Business District (Downtown)

The Central Business District (CBD) acts as the focus of Hayden's economic development. In 2007, the city adopted a Downtown Strategic Implementation Plan, which provides guidelines for fulfilling the city's vision to revitalize Government Way as a community center with a village-like atmosphere, containing small shops, gathering places, and activities/events that draw people downtown. The plan provides recommendations that will contribute to an enhanced sense of identity in Hayden.



Rendering from the 2007 Central Business District Plan

Node Development

Hayden has identified a pattern of neighborhood "nodes" throughout the city. Nodes are identified by increased concentrations of activity, usually centered around commercial centers or at the intersection of major routes through the city. These nodes typically serve the surrounding neighborhood, or sometimes a larger area depending on its size and location. Nodes are identified in Appendix B, Figure 4. The identification of these nodes will help Hayden contextualize economic development throughout the city, providing different parts of the city with more detailed attention, and ensuring the differing needs of different areas in the city are met.

Trail Connections

The city recognizes that non-motorized trail connections are an economic development tool that can help connect the city's neighborhoods and increase the accessibility between local businesses and residential neighborhoods. Ensuring reliable, safe, accessible trail routes, crossings, and connections will be a benefit the local economy and potentially boost tourism.

Small Business Environment

Hayden hopes to foster a thriving and sustainable small business environment. The city values its local businesses and continues to offer economic development opportunities that support them. Some of these strategies to support small businesses are development review streamlining, city code revisions, and strategic partnerships with regional development that lead to tools like Tax Increment Financing and business recruitment.

Live, Work, and Play Environment

As discussed earlier in this chapter, the city does not have much overlap in its citizens who both live and work in the community (only 751 people per Table 8-2). In its economic development efforts, the city will aim to provide a more cohesive environment that encourages citizens to work in the city, and those who have jobs in the city to live here. The city would benefit from this close-knit lifestyle, as the more time people spend experiencing different parts of Hayden, the more they feel invested in the community, and the stronger the community becomes.

Industrial 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.

Economic Development Summary:

In order to achieve its economic development goals, Hayden must address the issues and seize the opportunities that arose in this chapter. These issues and opportunities are summarized below:

- 87% of residents commute out of Hayden for work, and 86% of workers in Hayden commute from their homes outside the city. Rather than being an either/or city, Hayden should focus on becoming a city for around the clock- a place that people want to and can spend their whole day. This can be achieved by encouraging a mix of uses in strategic areas, providing a range of housing options, enhancing community identity, and providing an efficient multi-modal transportation system for commuting.
- Hayden has the opportunity to develop as a city of neighborhoods and neighborhood nodes. Starting with the map in Appendix B, Figure 4, the city can identify neighborhoods by different areas' distinct identity, and direct resources based on their unique needs.
- Hayden can realize its true culture by fully developing the Central Business District, using the 2007 plans and updated information to speed up the revitalization of this downtown district. By investing in its core, Hayden will be able to strengthen its identity and desirability as a perfect balance of aspects that make it a great place to live, work, and play.

Hayden has plentiful opportunity to continue and enhance its economic growth and development. By coordinating and planning opportunities for small businesses and new development, the city will be able to capitalize on the existing momentum and enhance the character of city. By attracting new residents and encouraging those who live here to also work here, and those who work here to potentially move here, the city can become a more close-knit community that also works well with and provides opportunities for the surrounding region.

Chapter 9 | Parks & Recreation

The 2040 Parks Master Plan was developed as part of the Imagine Hayden 2040 planning process. The 2040 Parks Master Plan informs much of this chapter and should be referenced for further details and updates on Hayden Parks.

Classifications

The 2040 Parks Master Plan identifies six park classifications. The first five in the list below were identified in the city's original 2007 parks plan. The latest update to the parks plan adds a 'Sports Complex' park type. The classifications are as follows:

1. Community Parks
2. Neighborhood Parks
3. Special Use Parks
4. Pocket Parks
5. Greenways
6. Sports Complex



This ADA accessible swing in Stoddard Park allows for Hayden's parks to be enjoyed by everyone.

Level of Service

The city aims to provide a minimum level of service of 5 acres of parkland per 1,000 residents. More specifically, the city aims to provide a neighborhood park within ½ mile of all residents and a community park within 1.5 miles of all residents.

Park Inventory

The City of Hayden Parks Division maintains 63 acres of developed park land within the city. The parks division oversees six existing city parks. These parks offer a variety of recreational opportunities for the community, ranging from boating and swimming to soccer and baseball. A synopsis of facilities and activities currently available at each of the individual parks is given below.

Broadmoore Park (Type: Neighborhood Park)

Broadmoore Park is a ten-acre neighborhood park located within the Broadmoore Subdivision off of Atlas Road. The City completed Phase I of the park and is budgeting for the next phase of construction that will include gazebos, basketball courts, walking paths and more.

Amenities: Tot lot, walking path, water fountains, passive ball field, volleyball court.



Broadmoore Park

McIntire Family Park (Type: Community/Special Use Park)

McIntire Family Park is located next to City Hall at 8930 N. Government Way. In January 2016, Hayden City Park was renamed McIntire Family Park to honor former Mayor Ronald B. McIntire and his wife, Joanne, for their many years of service to this community. Established in 1960, McIntire Family Park is home to many dedications and memorials, including the Robert J. Gordon Veterans Memorial Plaza. This was a portion of the land that was donated to the Village of Hayden for a Fire Station, City Hall, Community Center and park facilities. McIntire Family Park is the home of the annual Hayden Days celebration in July and the Thursday Night Concerts in the Park during July and August.

Amenities: Playground equipment, gazebo, green space, baseball field, band stand, basketball court.



McIntire Family Park

Croffoot Park (Type: Sports Complex)

Croffoot Park is located on Lancaster Avenue west of Highway 95. Established in 2001 and named after Councilman, City Administrator, and community member, Robert Croffoot, this complex has it all. It encompasses 25 acres and has a wonderful vista of both mountain and prairie. This facility provides basketball courts, baseball, softball and soccer fields, horseshoe pits and much, much more!

Amenities: Three little league baseball fields, 2 softball fields, 2 soccer fields, 2 basketball courts, horseshoe pits, tot lot, public parking.



Croffoot Park

Finucane Park (Type: Community Park)

Finucane Park is located on the northwest corner of Prairie Avenue and Fourth Street. This 10-acre park was established in 1990, and was donated by Marion Burke Finucane in honor of her husband, Charles C. Finucane. Charles was a Naval Commander in WWII. He was appointed by President Eisenhower as the Assistant Secretary of the Army, and in 1955 he became the Undersecretary of Defense.

Amenities: Three baseball/softball fields, 2 covered gazebos, concession stand, playground equipment, tot lot, public restrooms.



Finucane Park

Honeysuckle Beach (Type: Special Use Park)

Honeysuckle Beach is located on the east end of Honeysuckle Avenue. Established in 1992, Honeysuckle Beach is a true testament to community support. It was established from grant money and only \$20,000+ in donations. This facility is one of only two public accesses to Hayden Lake. Honeysuckle Beach provides services to both boaters and swimmers.

Amenities: Beach, volleyball court, picnic areas, public boat access, parking, public restrooms, concession stand, public fishing dock.



Honeysuckle Beach

Stoddard Park (Type: Neighborhood Park)

Stoddard Park is located off Prairie Avenue between Ramsey and Atlas Roads. The park is defined by the big red Stoddard Barn, original home of Lake City Dairy. The adjacent home now houses Chomper’s Café. Stoddard is the City’s newest park and is over 2 acres. The Pasture and Silo Stage, along with a picnic shelter and future tot lot.

Amenities: Arboretum, The Pasture, Silo Stage area, picnic shelter, public restrooms, walking paths.



Stoddard Park

Pocket Parks

There are two private pocket parks in Hayden. One is located at the Avery Estates development and has playground equipment and a gazebo. The other is at Stone Creek Estates and contains a gazebo and green space. While these parks are private, they were paid for with impact fees because they allowed public ingress/egress.

Future Plans

The 2040 Parks Master Plan makes the following recommendations to maintain a healthy balance of parks at the adopted level of service:

New Parks

- Two new Community Parks- one in the northeast quadrant and one in the southwest quadrant
- Development of 12 new Neighborhood Parks in the long-term, potentially surpassing the 2040 planning horizon.
- Pursuit of a new community center, including indoor recreation opportunities.
- Pursuit of greenways/linear parks to provide a natural open space network for enhanced neighborhood connectivity and recreation opportunities.

Existing Parks

- Re-visit and engage in a concept validation process for McIntire Family Park.
- Engage in a community dialogue on the future of the following existing parks:
 - **Finucane Park:** to discuss relocation of softball to Croffoot Park and the conversion of the site into a Neighborhood Park.
 - **Honeysuckle Beach:** to discuss capacity issues and options for expansion.
- Implement a host of equipment and infrastructure upgrades to improve efficiency of resource use.
- Re-classify Croffoot Park as a Sports Complex.

Park Summary

Access to quality leisure opportunities in the form of developed parks and expanded recreation programs is expected and has become a valuable economic development tool for vibrant and dynamic communities. Parks provide service to a broad spectrum of residents, reflecting our values and culture, as well as providing a valuable link to natural systems that directly influence our mental and physical health. It is hoped that in addition to the plan highlights noted above, that the emerging actions and tools, as they come forth, will truly make Hayden a parks and recreation center of northern Idaho.

Chapter 10 | Local Services

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.

Commissions

Table 10-1 outlines the commissions that are sponsored by the City of Hayden, and their mission and relevance to the comprehensive plan and the future of Hayden.

Table 10-1: City Commissions

Commission	Mission	Comprehensive Plan Relevance
Arts Commission	We envision a renowned arts and cultural program that stimulates and encourages local artists as the backbone of the program. We remember our past as we pursue our future and ensure equal access to cultural and artistic opportunities	Coordinate with the economic development and the community design elements for public art and cultural events.
Historical Preservation Commission	To gather, preserve, & advance the story of the Hayden Community.	Maintain and continually update on commission tasks and plans to keep status as a Certified Local Government (CLG).
Parks and Recreation	To enhance the quality of life of the Hayden Community by supporting and promoting a variety of recreational opportunities.	The commission helps guide the parks & recreation planning and implementation throughout the city.
The Planning and Zoning Commission (PZC)	To act as an advisory body which hears, reviews and makes recommendations to the City Council regarding land use decisions. They do make final decisions on some items like special use permits, variances, and administrative exceptions.	Approve and recommend adoption of comprehensive plan
The Veterans Commission	To enhance the recognition and welfare of all those who have served in the United States Military Services	N/A

Other City Services

Library Services

The Hayden library located at 8385 N. Government Way is the main branch of The Community Library Network serving Kootenai and Shoshone Counties. The current library offers a range of services from material checkout to educational programs, kid/teen programs, and more.

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 Appendix B, Figure 6). Additionally, the new Hayden Canyon Charter School is set to open in 2020.

There are also two of private schools in the city, North Idaho Christian School and Prairie Avenue Center School.

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.

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 Protection District in 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. The area within the City of Hayden south of Prairie Avenue is serviced by Kootenai County Fire and Rescue.



Memorial Day in Hayden

Infrastructure and Utilities

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 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. Zply (formerly Frontier) provides land line service, and Spectrum/Charter and TDS also provide phone and broadband services.

Needs of the utilities should be considered in the planning of future roads and other infrastructure.

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 one of two companies: Waste Management & CDA Garbage/Post Falls Sanitation.

Kootenai County maintains a landfill at Fighting Creek to dispose of solid waste generated in the County. The County processes solid waste through two transfer stations: The Ramsey Transfer Station and the Prairie Transfer Station. The County also currently maintains a system of 12 rural collection facilities throughout the county, but home garbage service is available in most areas of Hayden and its ACI.

Recycling services are provided at a nominal cost with basic garbage service for Hayden residents. Recyclables, reusable materials, hazardous materials and other separated components of the waste stream are processed at the transfer stations.

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. (See Appendix B, Figure 5)

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 not covered by these larger districts.

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.

The Rathdrum Prairie Aquifer Future Water Demand report from 2014 by IWRRRI anticipates that Avondale Irrigation District, North Kootenai Water and Sewer District, and Hayden Lake Irrigation

District will all expand as growth continues to occur in the region. The report forecasts water demand for each district and maps their expansion areas out through 2040, as shown in Appendix B, Figure 5.

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.

Sewer Service

The 2040 Collection System Master Plan was developed as part of the Imagine Hayden 2040 planning process. With input from the City of Hayden and the Hayden Area Regional Sewer Board (HARSB), this master plan analyzed existing conditions of the city's sewer system and made recommendations for the city's sewer development going into the future. The Hayden Area Regional Sewer Board (HARSB) operates lift stations, pressure mains which pump directly to the treatment plant, and the treatment plant which collects sewage from the City of Hayden, Hayden Lake Sewer District, and the Coeur d'Alene (Kootenai County) Airport.

The 2040 Collection System Master Plan provides a buildout analysis well beyond the 20-year scope of this plan. However, the plan does evaluate specific recommended projects in the near term. The evaluation provides the information needed to prioritize system improvements and inform the financial plan to provide funding for those improvements. Refer to the 2040 Collection System Master Plan for more detailed information on Hayden's sewer system and its plans for the future.

Chapter 11 | Community Design

Community design is an important element of comprehensive planning. This chapter addresses Hayden’s needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.

Design Standards

In 2007, Hayden adopted Development and Design Standards for the Central Business District in order to guide future development downtown, roughly located along Government Way between Prairie Avenue and Miles Avenue.

The development and design standards recommended were recommended in response to the 2008 Comprehensive Plan guiding goals. The downtown design standards for the Central Business District intent to address the following:

- Creating a signature space or element as a means of enhancing Downtown’s identity;
- Allowing building heights that reflect the scale and types of uses within a vibrant core;
- Minimizing setbacks, or in the case of the core area, redefining setbacks as a means of infusing the core area with a sense of green and creating safe and attractive places for people to gather;
- Encourage parking standards that meet the needs of community design and capacity;
- Emphasizing building continuity and cohesiveness through the incorporation of a rich palette of repetitive materials; and finally
- Incorporating on-site stormwater treatment practices with the improvements planned for the Government Way right-of-way.

These elements when viewed in aggregate strengthen the Downtown and have the potential to create a vibrant mixed-use district that draws both residents and visitors to the center of Hayden.

Architectural Design Review Central Business District Overlay

The following architectural design features are required in all new construction and renovations in the Central Business District Overlay (Downtown Hayden). The following design considerations are reviewed according to Hayden City Code.

- Pedestrian Oriented Ground Floors
- Reinforced Corner
- Human Scale Building Façade

Figure 5 - Application of min. 12' front setback when sidewalk is curb-tight allows for the creation of a signature "green strip" along Government Way



City of Hayden Recommended Development and Design Standards, adopted 2007. Figure shows the application of min. 12' front setback when sidewalk is curb-tight allows for the creation of a signature "green strip" along Government Way (City of Hayden)

- Façade Articulation
- Cohesive Architectural Elements
- Semipublic Spaces
- Weather Protection
- Materials Color Palette
- Parking

Subdivision Standards

The City’s subdivision code outlines the required dedications and improvements as part of all major and minor subdivisions. Developers are required to enter into a development agreement with the City and included in the agreement are subdivision design elements such as:

- Underground electric and communication utilities
- Design and installation of streetlights
- Sight obscuring fence or landscaping
- Pedestrian and or bicycle pathways connecting pathways, parks, schools, or community facilities
- A thirty foot (30’) greenbelt tract as visual relief buffer
- Residential subdivisions with 50 or more acres are required to reserve 10% for neighborhood and community parks



Welcome to Downtown Hayden Gateway Sign. (City of Hayden Facebook)

Enriching the Community Experience

Public Art

Hayden’s Arts Commission formed in 2007 envisions a renowned arts and cultural program that stimulates and encourages local artists as the backbone of our program.



“Epiphany,” a stainless steel and acrylic glass sculpture created by Michael Horswill, located at Hayden Public Library on Government Way. (Jake Parrish/Press photo)

The Arts Commission was formed in 2007. In collaboration with the City of Hayden and the Hayden Urban Renewal Agency the Commission works to enhance the quality of life in Hayden through arts and culture. Public Art initiatives include the following:

- HURA has a dedicated funds for possible public art project within the district boundaries. The availability of this money is on a case by case basis. This should be relative to development and public spaces.
- The Arts Commission Plan focuses public art primarily in the downtown core, within roundabouts, on utility pedestals, etc.

- Public Art easements, or pad locations, need to be secured within these areas for the art to be located.

Historic Preservation

The Mission of Hayden’s Historic Preservation Commission is to tell the story of the Hayden area. In telling that story, we want to capture who we are, what we have done, and how we came to be. That story will include the Native American cultures and early European pioneers and settlers who were an important chapter in our early history. The lake will be a



Dusk to Dawn Public Art at the public parking lot.

central character in our story, having had a profound influence on the evolution of our community. Logging, mining and other natural resources will also be featured, having played an important role in shaping our identity. The story will convey how the scenic and recreational resources of the area, as well as agricultural activity like orchard farming, fruit packing, and dairy farming dominated our local economy in the early years. We hope to communicate how regional elements and surrounding communities were also important factors in shaping our history. The commission envisions the future of Historic Preservation in Hayden to include:

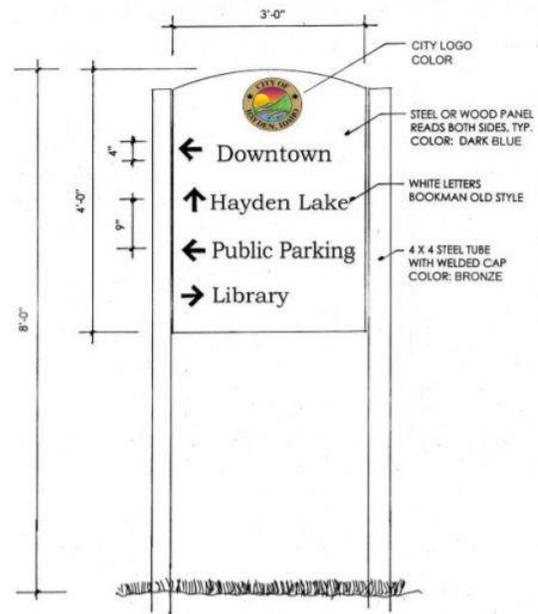
- Identifying Historic Buildings of Significance as there are no buildings registered.
- Continue to promote and enhance the story of Hayden

Additionally, Hayden is also one of Idaho’s 39 Certified Local Government (CLG) communities.

The CLG program is a partnership between local governments, the Idaho State Historic Preservation Office (SHPO), and the National Park Service (NPS). The program assists the preservation of Hayden’s unique historic character through technical assistance, grants, and connection to federal programs.

Wayfinding

The City has good branding in place and some strategically placed gateway and arrival signs. While not an immediate priority, the following may guide wayfinding in the future.



Directional Signage sketch from 2007 Strategic Plan. (City of Hayden)

- The 2007 City of Hayden Strategic Implementation Plan identifies gateway and wayfinding elements.
- Rough designs have been created for wayfinding signs. The City will look into funding opportunities as appropriate.

Landscape Design

Hayden values street trees, landscaping, and general beautification from plantings in the city. In addition to current development standards the city is investing in the following relative to landscape design:

- Annual Arbor Day celebration is a city sponsored event and has great turn out every year. STEAM (Science, Technology, English, Arts, and Math) learning is engaged through educational activities and is open to elementary students. Tree handouts and other materials are provided to all attendees.
- Additionally, the City plans on proposing updates to landscape design standards in the City code.

APPENDIX A

Action Implementation

Introduction

The following table details actions organized by plan elements in order to implement the goals and policies listed in Chapter 2 of the Comprehensive Plan. The implementation table is meant to be a living document to help the City take a pulse on progress, report to the public, and annually review.

Table of Implementation Actions by Element

- Short-term – (0 to 5 years)
- Medium-term – (5 to 10 years)
- Long-term – (10 or more years)
- Ongoing – continual action over short, medium and long term

Table A-1: Implementation Actions

#	Timeline	Actions	Lead City Departments and Key Partners
Land Use Element			
1	Short-term	Initiate zoning text amendments and update the zoning map accordingly to address density, transition areas and nodes.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> • <i>Revise the zoning and subdivision codes to address the comprehensive plan land use directives regarding future land uses. Amend the codes accordingly.</i> 	
2	Long-term	Explore and study the feasibility and effectiveness of a zoning overlay or zoning change to address incompatible uses within the airport flight path.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> • <i>Work with the airport on the best approach to development within the airport flight path.</i> • <i>Conduct a feasibility study, working jointly with the airport.</i> • <i>Address building and development standards to mitigate incompatible development from occurring in airport impact areas.</i> 	
Housing Element			
3	Short-term	Evaluate the residential density ranges as outlined in the municipal zoning code to determine appropriate housing density ranges which encourage both infill development and new development in the appropriate places throughout the city.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> • <i>Amend the zoning and subdivision codes to address residential density ranges in accordance with the future land use designations in the comprehensive plan.</i> 	
4	Short-term	Encourage the development of low- and moderate-income housing in places close to services and easily served by transit.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> • <i>Explore incentive programs at a local, regional and state level for attainable housing options. Some potential programs include: tax increment financing, fee reductions for affordable housing projects, higher density zoning, lot size reduction, elimination of minimum building size requirements, density bonuses, adjustment of setbacks, floor-area</i> 	

#	Timeline	Actions	Lead City Departments and Key Partners
		<p><i>ratio bonus, inclusionary zoning, local housing trust funds, and preservation of existing affordable housing.</i></p> <ul style="list-style-type: none"> • <i>Work with developers to address the housing needs in Hayden.</i> • <i>Determine locations suitable for low-income/ moderate-income housing.</i> • <i>Streamline the development process for low income/ moderate-income housing.</i> 	
Natural Resources & Hazardous Areas Element			
5	Ongoing	The City should work cooperatively with the Idaho Department of Health, Panhandle Health District, and the Idaho Department of Environmental Quality to amend, supplement and enforce standards for air quality, noise, and odors, as found appropriate.	All City Departments
	Tasks	<ul style="list-style-type: none"> • <i>Review building, subdivision, and zoning codes for compliance and enforcement measures regarding health and environmental quality in the city.</i> • <i>Work proactively to address any health or quality standards in Hayden.</i> 	
6	Medium-term	Develop and implement a funding mechanism for the preservation of open space for the purpose of aquifer protection.	Public Works & Parks Dept.
	Tasks	<ul style="list-style-type: none"> • <i>Study and implement a funding mechanism for open space and aquifer protection: mechanisms could include a dedication fee/ cash in lieu, incentives, impact fees, etc.</i> 	
7	On-going	Support Kootenai County Fire and Rescue and Local Emergency Management with wildfire mitigation efforts including property protection, emergency services, natural resources protection, and prevention.	All City Departments
	Tasks	<ul style="list-style-type: none"> • <i>Participate in County and Regional emergency planning efforts such as the 'All Hazard Mitigation Plan' updates.</i> • <i>Enact land use regulations that protect and prevent current and new development from wildfires. Examples could include defensible space buffer zones to protect structures and people.</i> • <i>Explore hazard mitigation opportunities on sites that are annexing and subdividing. Avoid, where feasible, approving new development in areas subject to wildfire risk. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.</i> 	
8	Medium-Term	• Support the protection and conservation of Hayden Lake.	All City Departments
	Tasks	<ul style="list-style-type: none"> • <i>Designate a City staff person to attend in the Hayden Lake Watershed Association meetings.</i> 	
Transportation Elements			
9	Ongoing	Study and implement a centers and corridors plan which develops general design standards for designated centers and corridors; centers should be located around established transportation	Community Development & Public Works Dept.

#	Timeline	Actions	Lead City Departments and Key Partners
		corridors. Identify appropriate criteria and implement it through the zoning and development codes; includes criteria between high intensity and low intensity land uses (the transition area).	
	Tasks	<ul style="list-style-type: none"> Identify centers and corridors throughout the city in coordination with the city's Transportation Strategic Plan. 	
10	Short-term	Establish a steering committee to review and propose amendments to annexation and development requirements as it pertains to implementing a transportation impact fee and/or utility impact fee to maintain level of services and support growth.	Community Development & Public Works Dept.
	Tasks	<ul style="list-style-type: none"> Establish a Steering Committee to review annexation and development regulations. Study service capacity, open space dedication, transportation impact fees, and utility fees in order to best address growth. 	
11	Medium-term	Initiate a study and inventory of all dedicated right-of-way and/or easements for use as bicycle and pedestrian pathways to interlink park system; consider adoption of a subdivision standard which requires better overall bike and pedestrian connectivity to nearby paths/trails/sidewalks.	Community Development & Public Works Dept.
	Tasks	<ul style="list-style-type: none"> Conduct an inventory of right-of-way/ easements. Study subdivision standards for connectivity. Task the Parks, Recreation and Community Forestry Commission with prioritizing connectivity to parks, trails, and open space through the city. 	
Economic Development Element			
12	Ongoing	Incentivize and encourage opportunities to rejuvenate Hayden by targeting small business development that attracts new boutique shops and restaurants within the Central Business District (CBD) and neighborhoods. Advertise and execute a community small business owner event, encourage downtown development and activity in Hayden.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> Work with the Northern Idaho Small Business Development Center and Panhandle Area Council to encourage and assist creative, boutique, and mom-pop businesses. (Examples could include an ice-cream shop within biking distance; breweries; fish & tackle shops; art shops and galleries, etc.). Streamline land use and building permit applications to foster small business investment and development. Work to provide small business packets and resources. 	
13	Medium-term	Complete a market study or economic development plan either locally or regionally focused to establish policy for business specific industries, resources, and incentives.	Community Development Dept.

#	Timeline	Actions	Lead City Departments and Key Partners
	Tasks	<ul style="list-style-type: none"> Work to enhance industries that thrive in Hayden such as light industrial and facilitate that continued success. Through a market study analysis determine the strengths, opportunities, weaknesses, and threats facing Hayden's economic environment. 	
14	Ongoing	Foster infill and redevelopment in the commercial core.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> Incentivize reuse, redevelopment, and new development for businesses in strategic nodes in neighborhoods and the CBD. Partner with Hayden Urban Renewal District (HURA) to encourage high-energy downtown activity. 	
Parks & Recreation Element			
15	Medium-term	Standardize signage and other visual components typical in parks and recreation development.	Public Works & Parks Dept.
	Tasks	<ul style="list-style-type: none"> Brand the city parks through standard signage linking the city and its wayfinding program. Create a sense of arrival and sense of place. 	
16	Short-term	Develop recreation programs and activities targeted toward young people, families, and senior citizens; enhance park facilities to accommodate the needs of these populations.	Parks Dept.
	Tasks	<ul style="list-style-type: none"> Engage the public of all ages and abilities in parks and recreation. For more details reference the Master Parks Plan. 	
17	Medium-term	Develop tools for dedication and preservation of open space.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> Research and implement tools for dedication of open space or cash in lieu of open space. Inventory and identify key properties, unique features, areas of interest, and preservation opportunities for parks and open space. Work closely with the Parks Department and Parks and Recreation Commission through this process. 	
Infrastructure & Public Facilities Element			
18	Ongoing	Provide necessary infrastructure to service current and potential commercial development in a timely and efficient manner.	Hayden Area Regional Sewer Board
	Tasks	<ul style="list-style-type: none"> Review annexation policies and procedure to address commercial development as the city grows. Refer to the 2040 Collection System Master Plan. 	
19	Ongoing	Periodically update the capital improvement plan and include a multi-year financing plan and analysis of future funding capabilities in order to evaluate needs against probability of funding resources.	Public Works Dept. & Community Development Dept.

#	Timeline	Actions	Lead City Departments and Key Partners
	Tasks	<ul style="list-style-type: none"> The capital improvement plan should be a living document that is updated annually. 	
20	Short-term	The City and local school districts should assemble a task force to identify a long-range school site acquisition program; site acquisition should prioritize locations with high use/functionality for shared services/programs/facilities for the city and districts to utilize (i.e. city using school property for recreation programming).	Community Development, Public Works Dept. & School District
	Tasks	<ul style="list-style-type: none"> Work with the school district to establish locations for future schools. Evaluate opportunities for impact fees, developer cost sharing, levels of service thresholds, etc. 	
21	Short-term	Explore universal solid waste collection with an option to adopt and implement a mandatory collection ordinance to assure all members of the community receive convenient and equitable service; include the study of a fee and billing structure to support a local waste program and maintenance costs.	Community Development & Public Works Dept.
	Tasks	<ul style="list-style-type: none"> Survey the community regarding solid waste collection services. Explore costs, benefit, and equity of city solid waste services. 	
22	Ongoing	Encourage the reduction of the total volume of sewage disposed into the aquifer by subsurface sewage disposal systems.	Community Development & Public Works Dept.
	Tasks	<ul style="list-style-type: none"> Refer to and follow the city's Collection System Master Plan. 	
23	Ongoing	Encourage properties surrounded by city limits or areas to be annexed to incorporate, saving the City and property owner from higher service costs to that property.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> Identify eligible properties that are surrounded or partially surrounded. Work with property owners and stakeholders to make the annexation cost effective for the city and property owner and streamline the process for eligible properties. 	
Community Design Element			
24	Short-term	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.	Community Development Dept.; Historic Preservation Commission
	Tasks	<ul style="list-style-type: none"> Work with the Historic Preservation Commission to identify opportunities and funding options. Hayden participates in the Idaho Certified Local Government Program and thus has access to grants, tax credits, resources, and much more. Work with the state of Idaho Historic Preservation Office to establish the historic sites inventory and those sites of historical significance. 	
25	Medium-term	Review design standards for effectiveness, ease, and incentives to businesses and development within the Central Business District and downtown corridor of Government Way.	Community Development Dept.

#	Timeline	Actions	Lead City Departments and Key Partners
	Tasks	<ul style="list-style-type: none"> • Poll new business owners in the Central Business District (CBD) to gather feedback on the design standards. • Work with Planning and Zoning to review the design standards and propose modifications, if necessary. 	
26	Medium-term	Study wayfinding elements for the city at large with a focus on the downtown area.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> • Work with Planning and Zoning to evaluate opportunities for wayfinding improvement in key locations. • Explore branding opportunities for city parks, street signs, gateways, and strategic locations for wayfinding elements. • Explore grants and funding sources. 	
27	Short-term	Promote public awareness of the importance of trees in the city and encourage preservation for trees and/or tree canopy in new developments.	Community Development & Parks Dept.
	Tasks	<ul style="list-style-type: none"> • Periodically review and update subdivision standards to address tree and landscape design standards in new developments. • Outreach to the community and educate the public on the importance of trees in Hayden. Example activities could include Arbor Day, street tree planting events, educational series, etc. 	
28	Ongoing	Provide for the care and maintenance of existing and future trees.	Public Works Dept.
	Tasks	<ul style="list-style-type: none"> • Newly planted trees should be irrigated, protected, pruned, and maintained for longevity in city owned properties as well as new developments. Public Works currently provides care for street trees and parks. • Developers, neighborhoods, and private property owners are responsible for street trees and/or parks within those developments and should be responsible for maintenance in a development agreement entered into with the City. 	
29	Ongoing	Enhance and promote arts of all kinds in Hayden.	Community Development Dept.
	Tasks	<ul style="list-style-type: none"> • Explore the feasibility of a performing arts center. • Provide opportunities for public art by local artists. 	

APPENDIX B

Maps

City of Hayden | Future Land Use Map

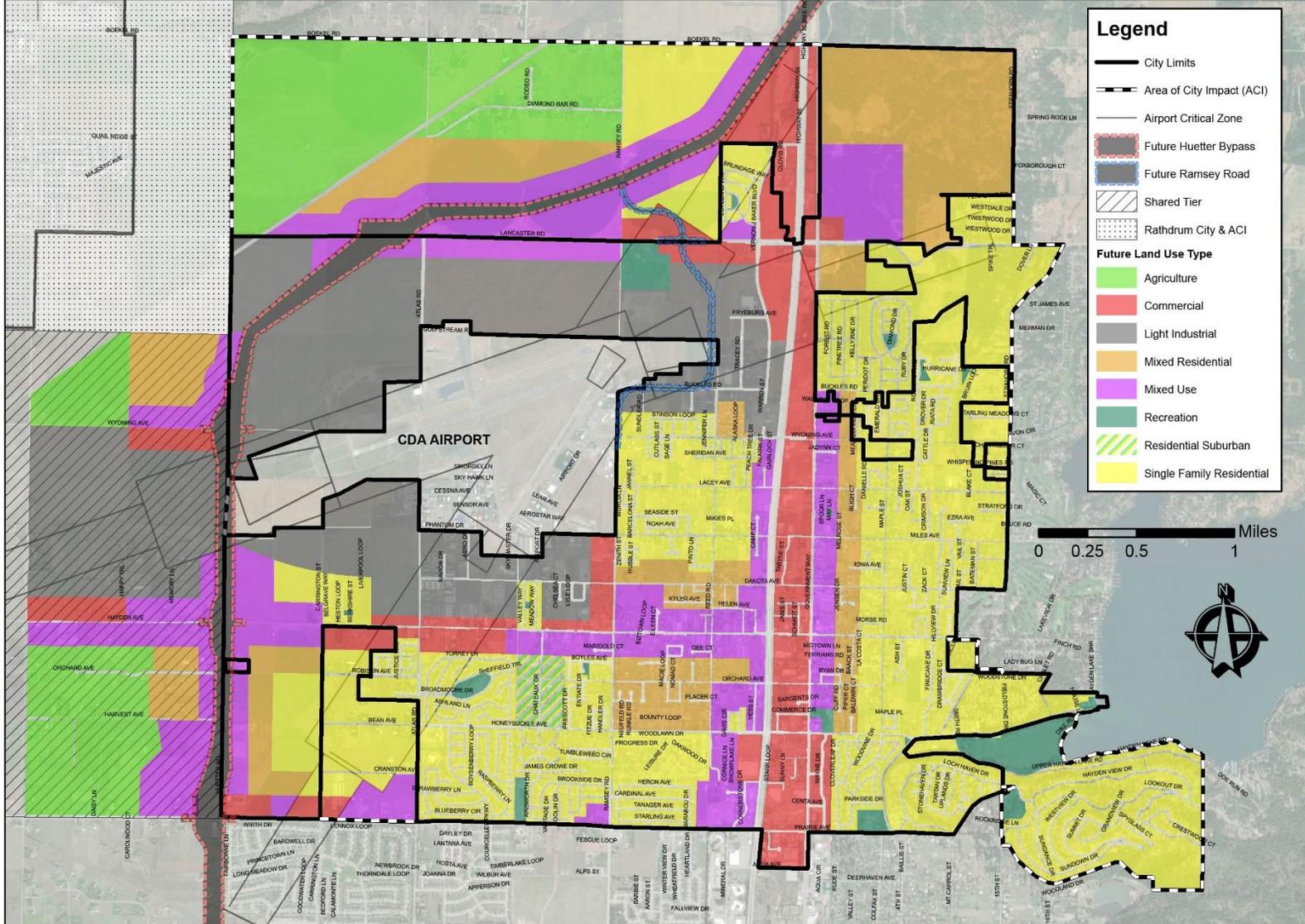


Figure 1: Future Land Use Map

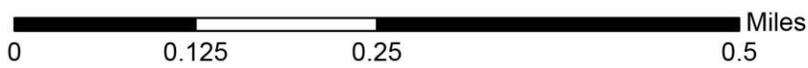
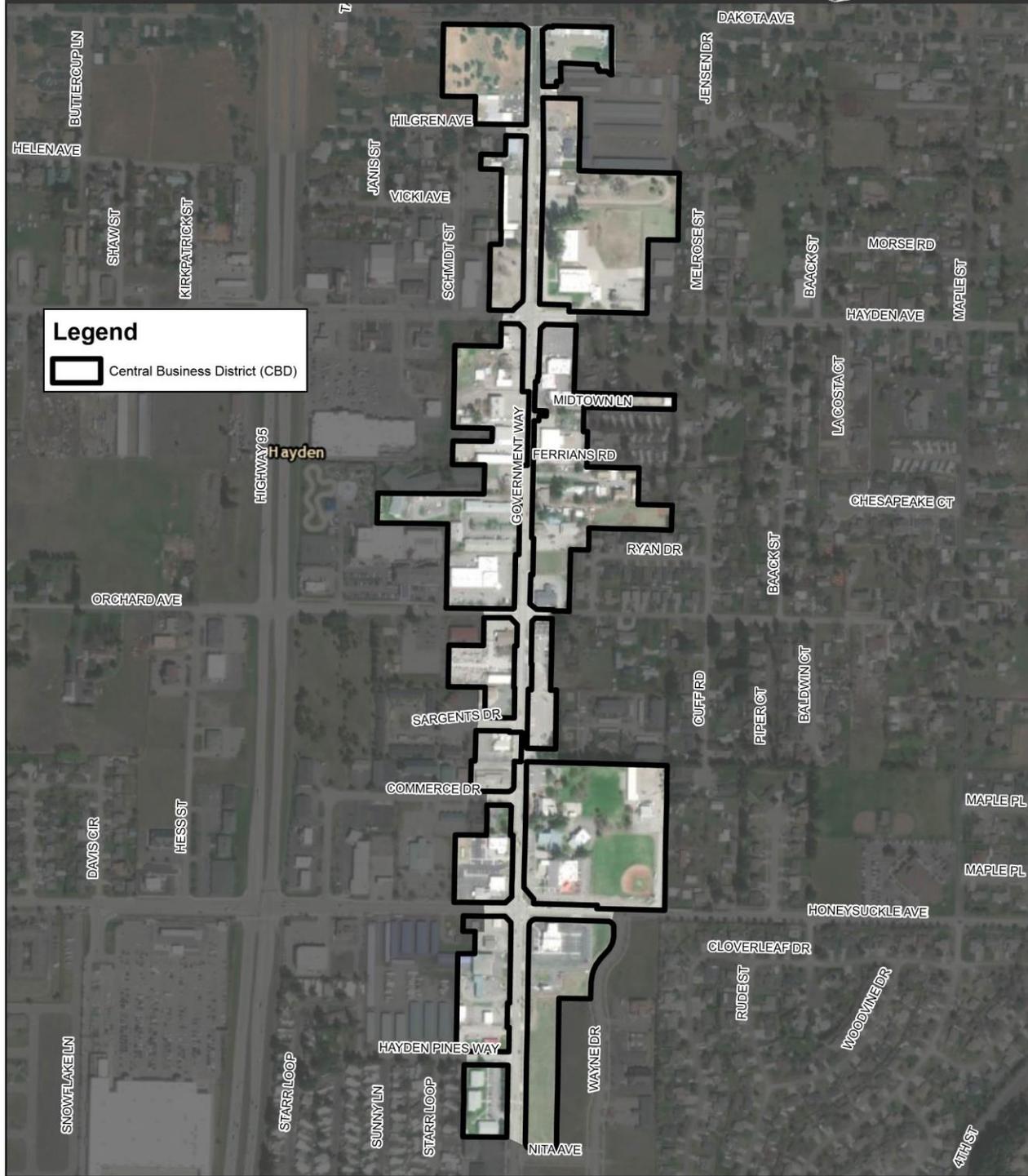


Figure 2: Central Business District Overlay

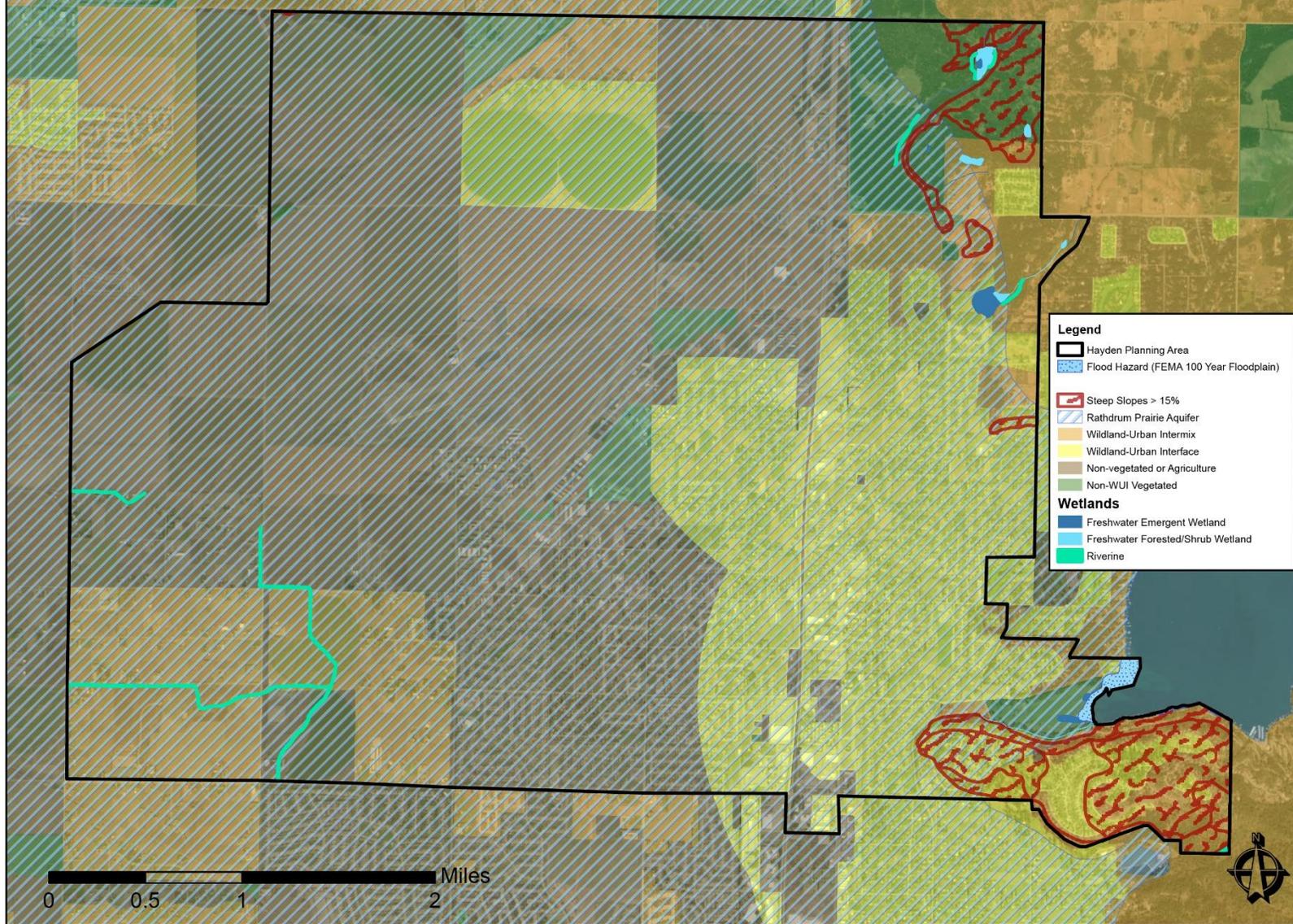


Figure 3: Critical Natural Areas Map

City of Hayden | Neighborhood Nodes (Proposed)

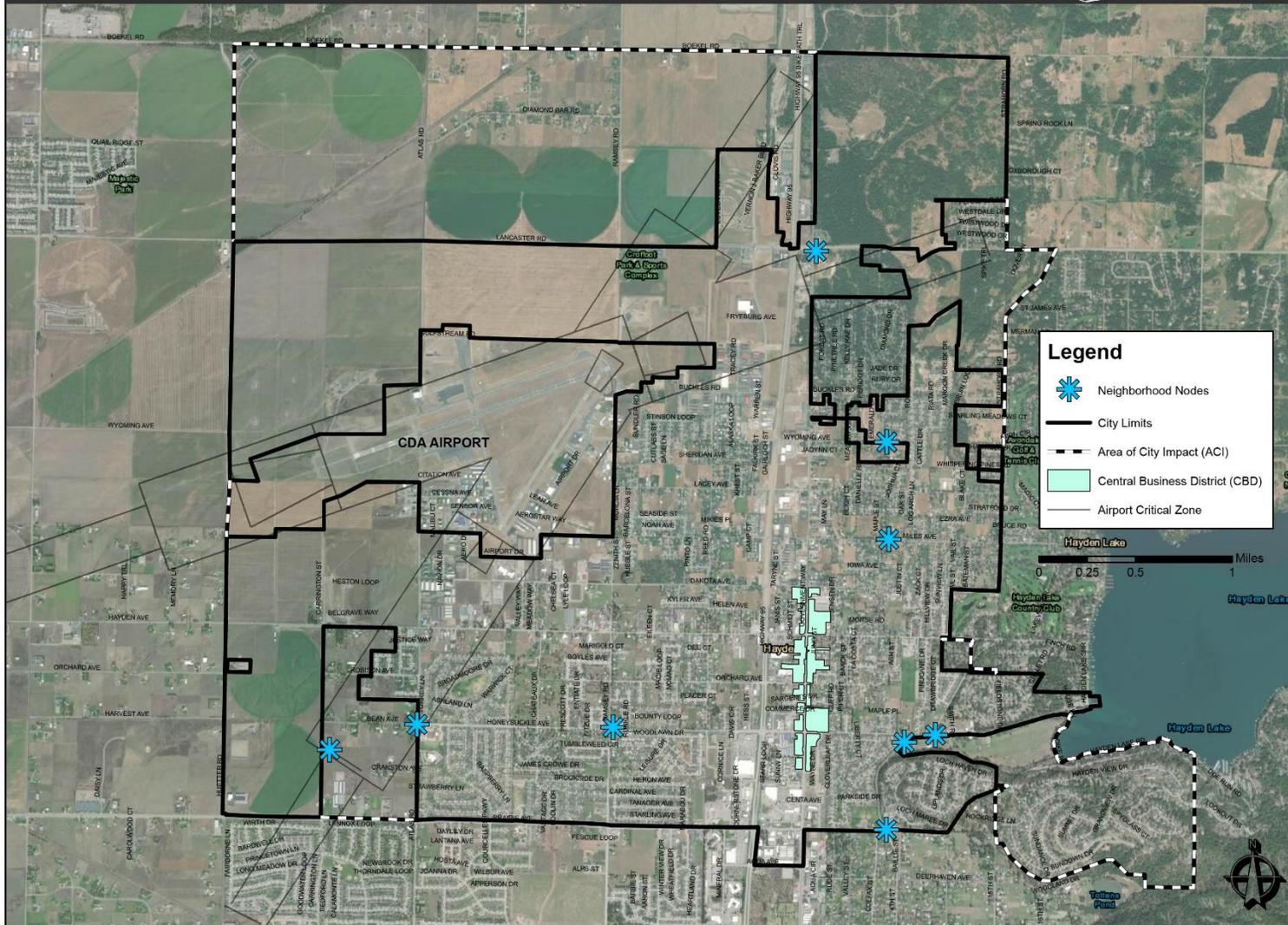


Figure 4: Neighborhood Nodes Map

City of Hayden | Water District Service Areas

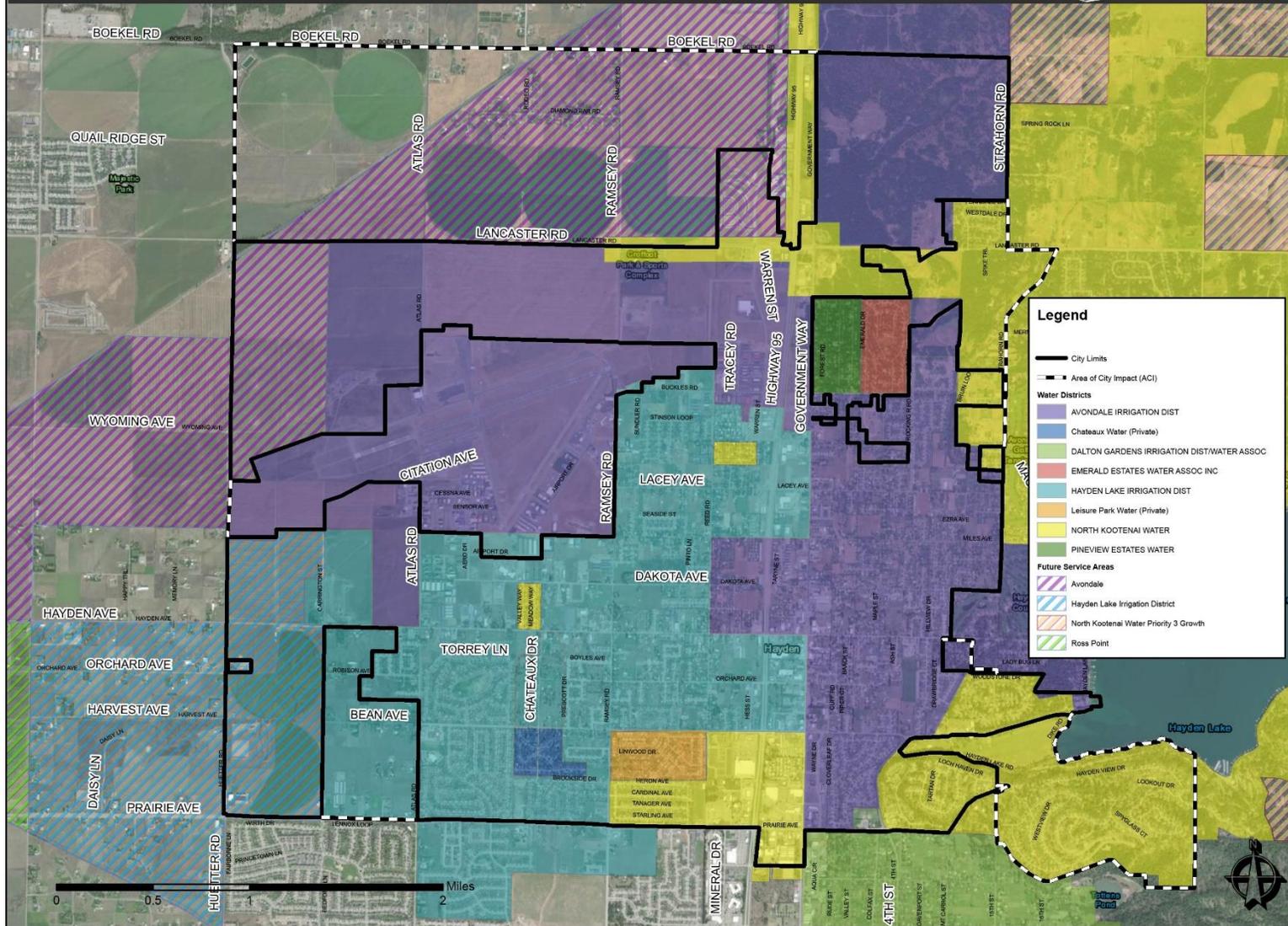


Figure 5: Water District Service Areas Map

City of Hayden | Area School District Boundaries

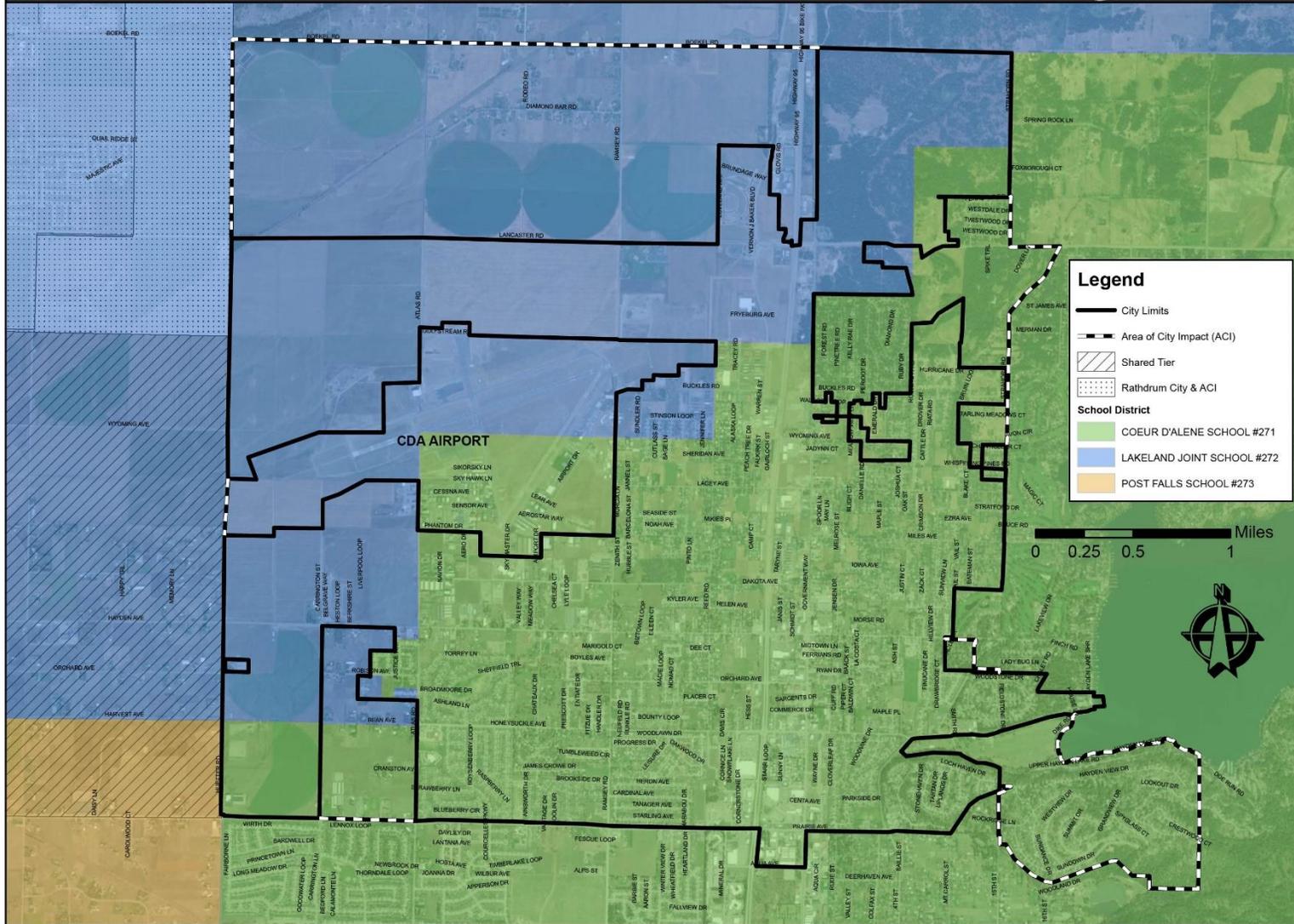


Figure 6: Area School District Boundaries

APPENDIX C

Public Process

Public Process/ Outreach Efforts Summary

The City of Hayden conducted a variety of outreach efforts and initiatives. The following outreach efforts were conducted as well as subsequent summaries:

1. Stakeholder Interviews
2. Community Festival
3. Community Survey

Stakeholder Interviews

METHODOLOGY

Conversations were conducted with a set of predetermined questions, yet informally to allow the stakeholders to drive the direction and discuss the issues that were most important to them; therefore, the resulting summary includes themes, not quantifiable data. Instead, this report is intended to provide a window into the opinions, issues, and concerns that exist among the diversity of stakeholders.

STAKEHOLDERS INTERVIEWED

Stakeholder	Title/ Organization	Representing
Roger Saterfiel, Dick Panabaker, Jeri DeLange, Matt Roetter	Councilmembers	City Council
Mayor Steve Griffitts	Mayor	City Council
Kandi Johnson	Executive Director	Chamber of Commerce
Stephen Kjergaard & J.R. Norvell, P.E.	On-Call Civil Engineer, T.O Engineers; Airport Director	CDA Airport
Jeremy Evans & Derrick Miller	Executive Vice President; Director of Facilities and Property Services	Kootenai Health
Gynni A. Gilliam	President, CEO, Jobs Plus	CDA Area Economic Development Agency
Steven Cook & Jeff Voeller	Superintendent; Director of Operations	CDA School District
Brian Wallace, Becky Meyer, Krissy Williams	Chief of Finance & Operations; Superintendent; Clerk	Lakeland School District
Matt Street & Pat Riley	Police Chief; Fire Department	Emergency Services
Leslie Streeter, Ray Kimball, Tim Timmins	Construction Manager, NIMBA; Viking Construction, Whipple Consulting Engineers; Local Small Builder, NIBCA	Developer - NIBCA

Ron McIntire	Previous Mayor, Super 1 Owner, Major landowner in area	Past Leadership/Local Business Owner
Gavin M. & Corey Anderson	Planning Commission members	Planning and Zoning
Toni Koch & Dave Barnes		Recreation Stakeholders
Katherine Hanna & Jason Ball	Realtor; Senior Center Co-Chair and Co-Founder	Hayden Senior Center
Nancy Hart & Stacey Veach	PTA Members	Area PTAs
John Young		Local Business Owners/Builder/HURA
Amanda M. Kuespert	Associate Broker, North Idaho Real Estate	CDA Assoc of Realtors

FINDINGS

Issues to Balance - Summary:

A variety of different concerns surfaced during the stakeholder interviews; however, the underlying reasons presented for these concerns varied between the stakeholders. The three main concerns, in no particular order, are:

1. Character of Hayden
2. Strategies and goal for land-use planning
3. Balance of economic development with the impacts of development

Character of Hayden

- Expressed desires to actively protect the rural-character and family-oriented nature of Hayden.
- Highlighted the existence of “two Haydens” split by US-95. Many stakeholders expressed the need to enhance the experience of living in Hayden with improved wayfinding signs to parks and the downtown core.
- Suggestion for a new community center or a clear, physical community core area.

Strategies & Goals for Land-Use Planning

- Interest to better understand the City’s broader strategy for land-use decisions, particularly for zoning decisions for different levels of residential density or house types.
- Interest in the increased use of infill to meet residential needs and emphasized the use of light industrial to meet economic development needs.
- Light industrial was noted to fit well with both concerns of economic development and the land-use constraints of the Airport.¹

Many stakeholders stated that they did not have issues with growth on its own; however, they did want to feel that current residents don’t have to bear the costs of growth. Stakeholders presented significant concerns about the impacts of growths, specifically on:

- Local school districts
 - Concern that existing schools are already over-crowded and highlighted the need for the City to work with developers or other property owners to acquire land for new schools.

¹ Airport representatives recommended aligning the comprehensive plan with the Idaho Airport Land-Use Guidelines and to reference the Coeur d’Alene Airport’s Master Plan in Hayden’s Comprehensive Plan Update.

- Housing
- Traffic
- Types of jobs included in economic development.
 - Several stakeholders felt that there needs to be an increased emphasize on job training and a focus on the needs of current residents over a perception of newer jobs that may be for newcomers. Several stakeholders also shared concerns that existing emergency services would not be able to provide the current levels of service once future expected growth occurs.

Additional Concerns & Ideas:

Parks

Overall interests:

- To preserve the small-town feel of parks in Hayden.
- Hayden’s parks were noted to positively contributed to the rural character, as compared to the more developed nature of parks in Coeur d’Alene.
- Appreciation for community events in Hayden’s parks, including Hayden Days and music in the parks.
- Appreciation for Honeysuckle Beach.

Concerns for existing facilities:

Interest for new facilities and future concerns (stakeholders articulated the understanding that with new facilities comes an increased cost of maintenance):

- Dog Park.
- Pickle ball courts (for retired residents).
- Splash pad.
- Interest for be increased parking and funding for lifeguards at Honeysuckle beach.
- Interest to increase the connectivity, accessibility and safety of walking trails.
 - Indicated to meet the needs of the school-aged and retired demographics.
- Suggestion to review the ADA accessibility of park properties.

Transportation

There was a mix of interest in pedestrian and bicycle infrastructure; however, the reasons provided differed among stakeholders. Conversations referenced:

- An interest in increased connectivity of sidewalks (versus a described piecemeal feeling where sidewalks don’t connect to each other or a destination)
- A desire to preserve the rural character of Hayden
- Interest in flexibility in the zoning code that could encourage context-specific solutions by neighborhood.
- Concern that bike lanes are often built next to major arterials, in reference to US-95 and Prairie Avenue
 - Curiosity that bike lanes could be more usable and safer if built on streets with less volume. Maple Avenue was often referenced as the most bikeable residential street.
 - Concern for crossing East-West streets when traveling along the US-95 bike path.
- Safety concerns for crossing US-95
- Referenced as one of the dividers that led to the separation of East and West Hayden.

- Concern for future traffic congestion at US-95 and Lancaster, due to the future developments expected to come near that intersection.
- Suggestion that e-bikes and scooters would be of interest to the retired demographics of residents.

Sewer

- Concern for the impact of development on the sewer system and sewer connectivity of future developments.
- Desire to learn more about possible implications of potential annexation for the Areas of Impact
 - Including any costs to homeowners to be on to the sewer system and potential removal their septic tank.

Additional Stakeholders to Consider Talking To:

- Ron and *Shelly Rosenberger (questionnaire).
- Jon Young
- Dr. Dance (David).
- Parkwood Business Property Owners, Chris Meyer or Ryan Nipp.
- Donut House
- Tim Komberek (Empire Airlines @ the airport)
- Dave Patzer (owns - Exxon State)
- Hayden Lake Water Preservation District – development implications for use

Recommendations for Future Outreach:

- Homeowners Associations
- Neighborhood newsletters
- Chamber of Commerce monthly newsletter
- Senior Center newsletter
- School newsletters (individual schools and the School District)
- Fliers/ boards posted at parks, bus stations, grocery stores, the dollar store (prominent local stores with community bulletin boards).
- Social Media – North Idaho Life Facebook Group; City of Hayden page(s)
- Coeur d’Alene Press – physical newspaper and online
- Sit at the Blue Plate to talk to people
- Utility bills
- Farmers Market
- Potential partnership with Super One bag stuffers

Community Festival & Polling Questions

METHODOLOGY

After initial stakeholder interviews, public input was gathered via three different channels:

- 1) Facebook polling questions – Tuesdays – Oct. 22, Oct
- 2) Community Festival activities and comment cards – Thursday, Nov. 14, 2019

Four polling questions were posted on Facebook, one weekly in the month leading up to the Community Festival to initiate engagement and promote bigger input opportunities. The Community Festival included a series of engagement activities starting with a visioning exercise that lead into four

Consultant stations – parks and recreation, transportation, sewer/wastewater, and comprehensive/land use – where input was gathered via placing dots on display boards to indicate preferences and ideas, conversing with the experts and writing on comment cards. A public survey with 25 questions expanded upon the feedback requests of the prior two outreach methods and was available online and in hard copy.

The summary below starts with overarching themes from all the public input and then highlights the specifics of each public input effort separately. This report is intended to provide a window into the opinions, issues, and concerns that exist among the diversity of stakeholders.

OVERALL PUBLIC INPUT THEMES

The following bullets describe common statements and requests expressed by the public. Input from the polling questions, community festival, comment cards and survey were reviewed to identify these.

- Responsible growth and planning; small-town feel; undeveloped spaces; good K-12 schools and effective traffic flow are the top concerns for citizens.

CHARACTER

- To maintain Hayden’s small-town, family-oriented feel and character:
 - Densify (housing and businesses) strategically at nodes/corridors.
 - Maintain aesthetic, natural open spaces and agricultural/rural space.
 - Encourage and support a small-business culture.
 - Provide and encourage businesses and services to promote healthy, connected families.

GROWTH

- Make growth pay for growth.

PARKS

- Provide *connected* pedestrian amenities, both walking and biking, to key community locations, such as parks, commercial centers and schools.
- Honeysuckle Beach is the preferred park and needs additional maintenance and attention to facilities, including roads/parking, and access control.
- Parks and recreation facilities are lower priorities than responsible growth and infrastructure maintenance to citizens.
- Support for funding of parks and recreation facilities varies greatly; see the Survey Results in Appendix B of this document, page 45.
- Diversify park specialties, such as dog park, splash pad, natural spaces, manicured spaces, etc.
- Add more amenities for citizens to gather at parks is desired – shelters, picnic tables, benches.

TRANSPORTATION

- Use roundabouts to ease congestion on secondary roads, such as 4th Street.
- Safety and congestion are key concerns for Hayden’s roads.
- Citizens primarily see traffic as a neutral to somewhat negative affect on their quality of life.
- Citizens question the effectiveness of Government Way for traffic flow through downtown Hayden.
- Plan for expansion of US-95 and the Huetter Bypass.

SEWER

- Citizens aren’t confident in their knowledge about sewer topics.

The word cloud below illustrates visioning comments from both the Community Festival and public survey.

What is the most important challenge facing Hayden? (Posted Nov. 5, 2019)	10	Strategic growth that maintains the small town feel and manages traffic/maintains roads.
For which amenities would you be willing to pay more money? (List all that apply.) (Posted Nov. 12, 2019) <ul style="list-style-type: none"> • Road and sewer • Pedestrian features (sidewalks, ramps, bike lanes) • Parks and trails • Schools • Emergency services • Other? 	52	<ul style="list-style-type: none"> • 4 for roads and sewer • 4 for parks • 5 for schools • 1 for pedestrian facilities • 4 for more jobs • people don't like the question • 25 for no more taxes

COMMUNITY FESTIVAL FEEDBACK (Nov. 14, 2019)

Visioning

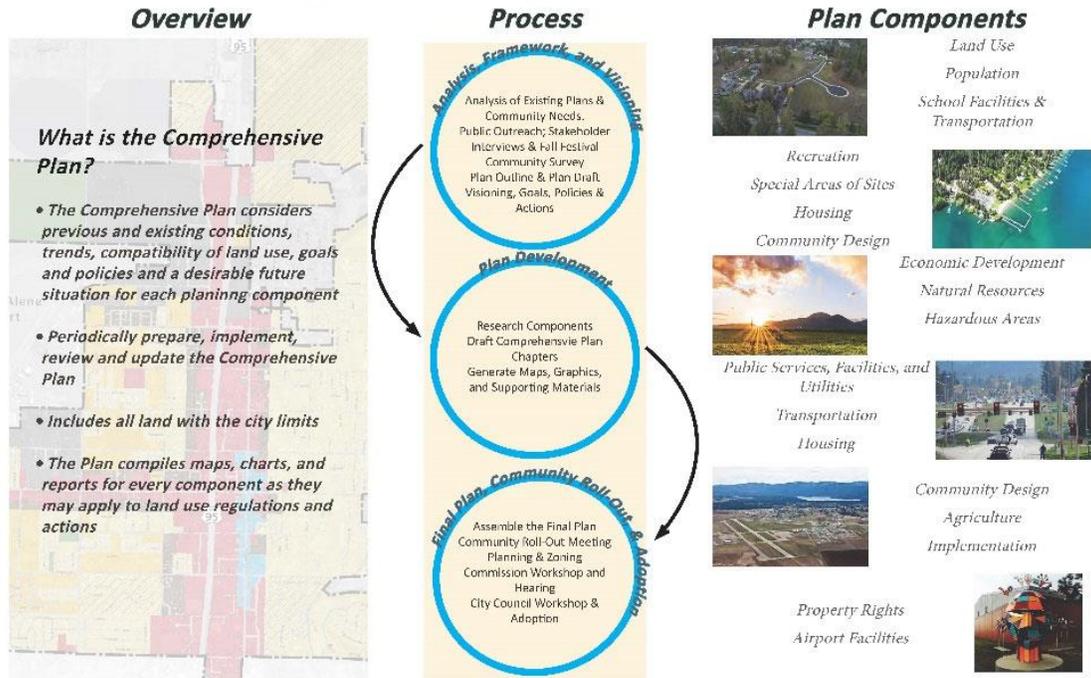
The statement, “Write a phrase to describe you five-to-10-year vision for Hayden” was displayed with post-it notes for participants to respond. Fifty-seven statements were received, which were combined with the statements from the public survey in the previously shown word cloud.

Comprehensive (Land-Use) Station (five boards)

SCJ Alliance Public Conversations Summary:

- Most people either expected the high growth rate or were surprised by it.
- More detailed demographic information will be useful for the plan and projecting future needs. There was some interest to learn more about Hayden’s demographics, the plan will include a higher level of detail.
- People were surprised about the number of plan components and felt that the comp plan is very important to the community to guiding the future.
- Community input continued to reveal that planning for the growth of Hayden is a primary concern. While the community would like to see density in Hayden, they would also like to keep their small-town feel.
- Some recognized the importance of preserving the prairie lands for work and agriculture but also appreciate their space and rural hometown feel of Hayden.
- Fix “problems” but don’t create new problems from those fixes.

Hayden's Comprehensive Plan



Comprehensive Plan: Process



IMAGINE HAYDEN
It's just a dream unless there's a plan.

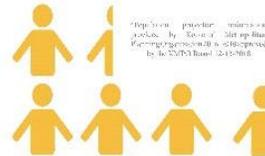
While the Comprehensive Plan focuses on the future, it is the residents living here today who will shape how the future unfolds...

Population

The population of Hayden has been on the rise for decades seeing as much as 44.8% growth beginning in 1990. Kootenai Metropolitan Planning Organization estimates population projections through 2040. Projections in population for the City of Hayden from 2020 to 2040 estimate nearly 20,000 more people over the next 20 years.

2017 = 14,693

2040 = 36,281



Hayden
\$57,355



Kootenai County
\$53,189

Median Income

Median household income in the city is slightly higher than that of the county, indicating that residents of Hayden generally have higher incomes than residents of the county as a whole.

Housing

Renter occupied units have increased by nearly 25% since 2010, while owner occupied units have decreased by 8.5% representing a shift in housing trends within the city away from home ownership and toward rental occupancy.



Education

High school grad. 28.7%
Some college, no degree 27.9%
Associate's degree 10.8%
Bachelor's degree 15.1%
Graduate or professional degree 10.6%

Median Age

40.7

Occupation

Management, business, science, and arts 33.5%
Service occupation 16.1%
Sales and office 27.7%
Natural resources, construction, and maintenance 11.6%
Production, transportation, and material moving 11.0%



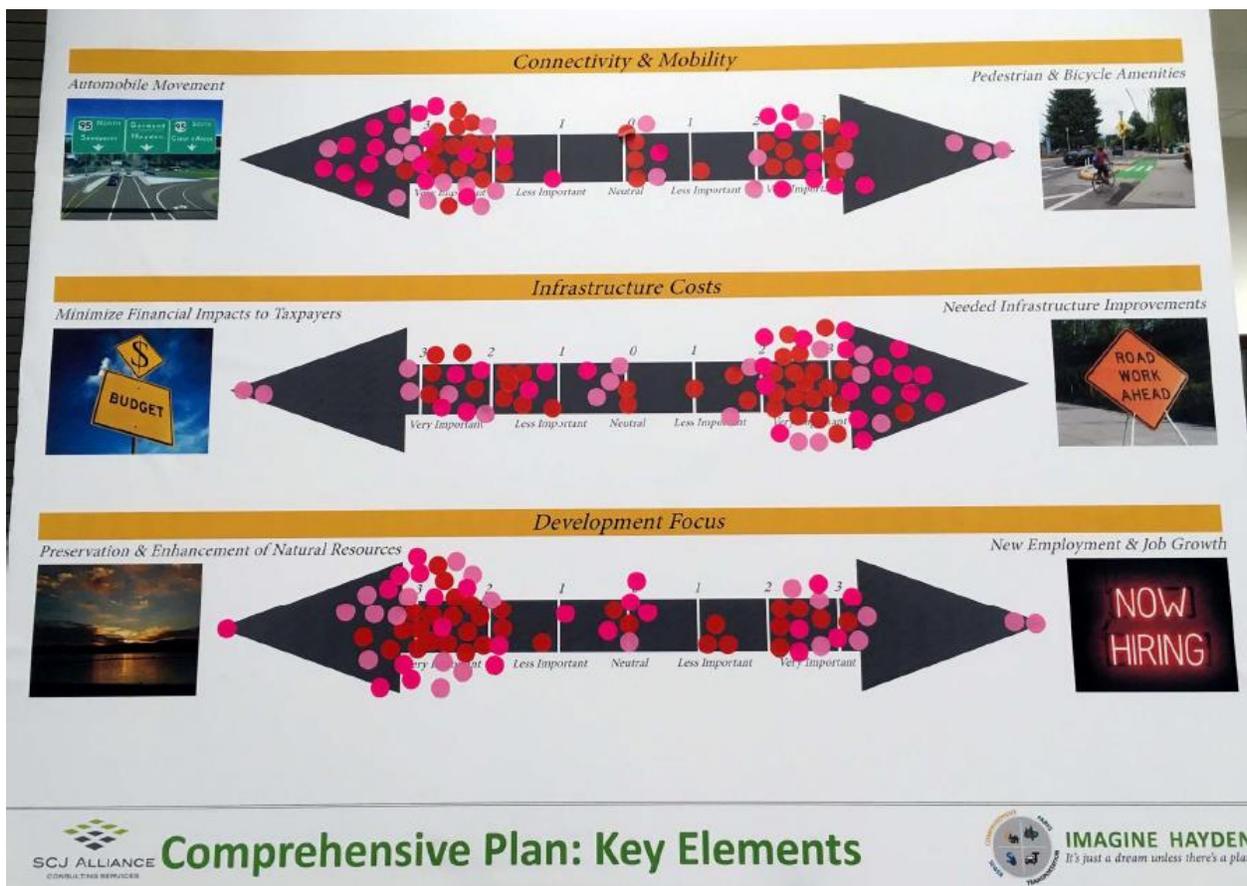
Comprehensive Plan: Demographics



IMAGINE HAYDEN
It's just a dream unless there's a plan.

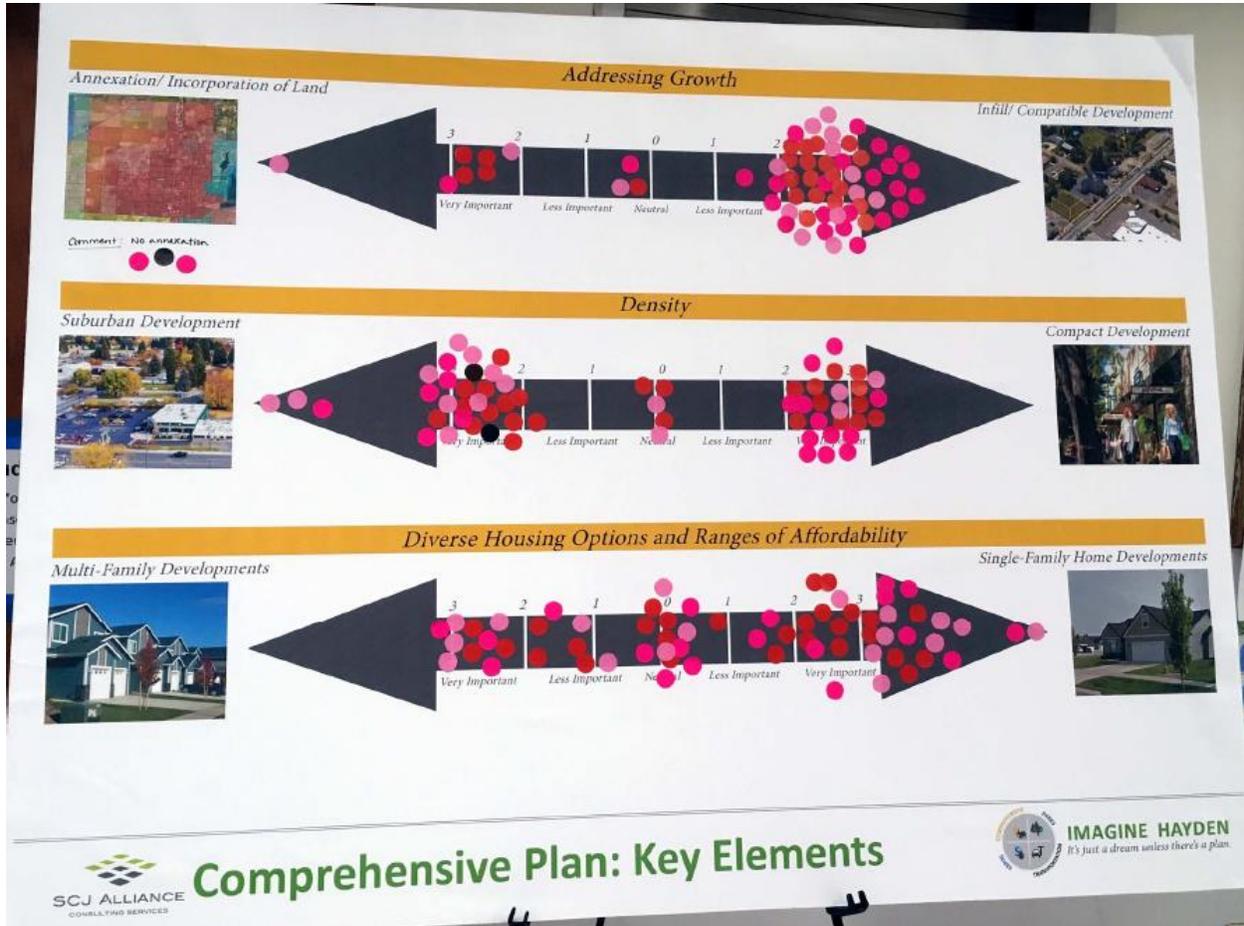
Visually the following board illustrates:

- Both automobile movement and pedestrian facilities are important to citizens; however, more preference is given to automobiles.
 - People recognize there are areas of Hayden that are congested during AM/PM peak hours of travel, they believe infill development may help with congestions.
 - Some are interested in additional modes of transportation (biking/walking) and accessibility to those facilities.
- The majority of citizens understand that needed infrastructure improvement cost money.
- The majority of citizens would prefer to preserve and enhance Hayden’s natural resources over providing new employment.
 - Some recognize that jobs bring growth, even though Hayden is projected to grow, and jobs are needed/necessary.



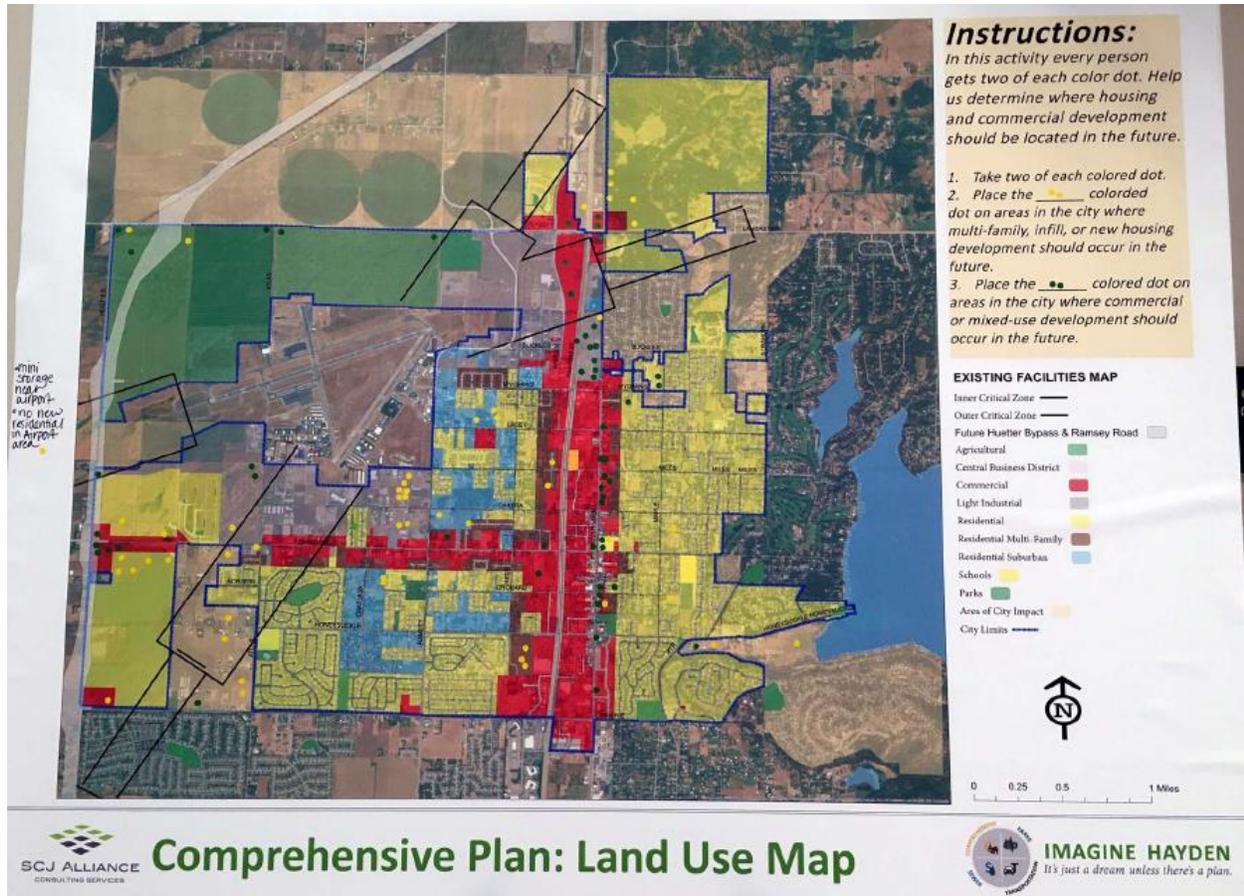
Visually the following board illustrates:

- Citizens favor infill over annexation and incorporation of new land into Hayden. This aligns with the preservation of natural resources and the increase of infill development.
- Citizens are split between favoring suburban and compact development. The community loves the small town feel of Hayden but recognize growth is coming and somethings will need to change to accommodate the growth.
- Citizen preferences on the topic of housing are inconsistent across the board of multi-family to single-family homes with preference to single-family developments.



Visually the following board illustrates:

- Development locations for multi-family, infill or new housing were placed throughout the map with specific clusters in the following areas:
 - Hayden just east of the Huetter intersection
 - Northeast of the Lancaster and Government Way intersection
 - Northwest of Ramsey and Hayden up to the airport boundary
- For commercial or mixed-use development, citizens primarily identified the Government Way corridor and intersection of Huetter and Hayden.



Community Festival Comment Card Specifics (paraphrased and grouped)

Comprehensive (Land-Use)

Themes:

1. Maintain the character of Hayden.
2. Make growth pay for itself.
3. Density strategically to maintain Hayden's character and open spaces.
4. Create pedestrian-friendly areas to community centers, such as parks, schools, and commercial/services.

Comments:

- Do smart growth planning.
- Densify around pedestrian-friendly community centers and taper out to SF residential. (2)
- Recommend reviewing the content from the recent missing-middle housing forum from the City of Coeur d'Alene.
- Emphasize walkability over car dependency. (3)
- Emphasize development around commercial centers (with attractive services, not just banks) with walkability. (2)
- Keep growth moderate to preserve current way of life, natural resources, affordable costs.
- Density
 - Allow for variable densities and uses. (2)
 - Understand the need for high-density yet do it to make use of high-capacity roads and not in SF areas. (2)
 - Understand the need for high-density, yet do in existing residential areas, not to take away agriculture. (2)
 - Keep rural areas rural. Keep the natural beauty near Hayden. (3)
 - No high density - it ruins the "Hayden" feel. (5)
- Decrease density to encourage less saturated subdivisions.
- Bring back the open feel (less density).
 - Make better policies/permit requirement to control density, i.e. special-use permits for duplexes.
 - Focus on infill - not sprawl. (3)
 - High density west of US-95.
 - Maintain small-town feel with low density. (8)

Other Comments:

- No prison release in Hayden.
- Nice job on the collaborative and combined efforts with these plans. (3)
- Keep flight paths away from residential.
- Keep residents informed about the Huetter Bypass.
- Manage the deer problem.
- Make new homes/residents pay to expand City services.
- Developers:
 - Make developers accountable and pay for future expansions (roads, sewer)
 - Require face-to-face meetings with school district and emergency service providers.
 - Keep 10-15% of every development green.

Survey Themes (Nov. 19 – Dec. 3, 2019)

A survey was conducted from November 19 through December 3, 2019. The City received lots of input and participation from the public. Below is a summary of the survey themes.

GENERAL

- Small-town feel; undeveloped spaces; good K-12 schools and effective traffic flow, are the top four challenges that face Hayden today.
- "Variety in housing" and "enhancing parks and recreation services" are the least challenging concerns for Hayden residents.

- Residents were neutral on the scale between minimizing taxpayer costs and completing needed infrastructure.

GROWTH

- Citizens unanimously agree that they like growth, but that it needs to pay for itself.
- Concerns related to growth vary across a small margin between everything from loss of small town feel and traffic congestion/safety, to preservation of open space and good K-12 needs on the upper end.
- Residents exponentially favor the new private development of small businesses and entertainment (restaurants, drinking establishments, recreation, theaters, etc.) over other suggested ideas.

ECONOMY

- Residents do not believe tourism is the key to Hayden’s economic success.
- Cultivating a small business-friendly reputation is believed to be the key to Hayden’s economic success with redevelopment of existing business centers, improving job access, discouraging national/regional chains and franchises, and encouraging more permanent residents ranking second, thirds (tied) and fourth, respectively.

TRANSPORTATION & PEDESTRIAN FACILITIES

- A small split with favor leaning towards not adding sidewalks in existing neighborhoods was found.
- Residents moderately lean toward desiring pedestrian facilities.
- Residents are primarily concerned about traffic congestion; however, roadway safety and maintenance, signal timing, and lack of non-motorized facilities (sidewalks, crosswalks, bicycle lanes) are evenly prioritized second.
- Residents strongly agree that traffic somewhat negatively affects leaning towards neutrally affects their quality of life.

HOUSING

- Residents see the highest housing need for single families with various acreage and for single owner occupancy, such as town/cottage homes and condos (over multi-family buildings).

PARKS & OPEN SPACE

- On a scale of 1 to 10 with 10 being most important, residents listed, preservation of the prairie as a 4.5.
- Honeysuckle Beach is used exponentially more than any other City park.
- Broadmoore Park is used significantly less than all other City parks.
- Residents like to use parks and recreation facilities primarily in Coeur d’Alene, then State and school facilities as second and third, respectively, and significantly less than in Coeur d’Alene.
- Residents ranked “promoting healthy lifestyles” and “providing positive youth activities,” as top topics relating to parks and recreation services, and ranked “providing neighborhood connectivity,” “ability to manage/maintain existing facilities,” and “enhancing public space aesthetics” in similar secondary positions.
- Preferences on spending public funds – from strongly oppose, oppose, maintain, support -- on developing new or improving existing facility types are as follows. If two were fairly close, the top preference is listed first:

- Basketball courts – maintain (majority)
- Community center – maintain/support
- Senior center – maintain
- Sports fields (soccer, football, lacrosse, etc.) – maintain
- Dog parks – maintain
- Frisbee golf course – maintain/oppose
- Open spaces/natural areas – support/maintain
- Park shelters/pavilions – maintain
- Paths of walking or biking – support/maintain
- Pickle ball courts – maintain
- Splash pad – strong split between oppose and support
- Tennis courts – maintain
- Baseball/softball fields – maintain
- Public swimming pool – strong split between oppose and support
- Arboretum (park with many types of trees and plants) – support/maintain
- Additional suggested Parks and Recreation programs vary greatly from equestrian trails to a community garden, and from gun safety courses to a nightclub.

APPENDIX D

History

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". 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 City entered into a Memorandum of Understanding with Panhandle Health District establishing a Sewer Management Area in 1978 as residential development continued to grow. During the early 1980's the Hayden Area Regional Sewer Board began the process of establishing a sewer treatment facility which would serve the City of Hayden, City of Hayden Lake and surrounding community within the Hayden Lake Sewer District, and the Coeur d'Alene Airport. In 1985 the first phase of sewer was installed in Hayden. This move from standard septic systems on larger lots, to the ability to connect to a municipal sewer system afforded the community to grow more quickly and on smaller lots. It also opened the door to other types of non-residential light industrial and commercial growth around the airport and along collectors and arterials primarily to the west of Government Way.

In 1999, the City Council began the conversation to update Government Way from south of Honeysuckle Avenue to north of Dakota Avenue to frame the downtown corridor of Hayden. The Downtown Vitalization plan was approved in 2004, the Hayden Urban Renewal District was created in 2005, and

with the assistance of a block grant, other grant sources, partnerships with local utility providers, and a local improvement district construction began in 2006. (See before and after photos)

The Kootenai Metropolitan Planning Organization was formed in 2003 to meet a federal requirement that was triggered when the areas of Coeur d'Alene, Hayden, and Post Falls exceeded a combined population of 50,000. With the help of KMPO the City's corridor plans on Huetter Road, Hayden Avenue, and Ramsey Road have continued to move forward. These roadways within the City of Hayden are regional connectors to our neighboring communities.

In 2004, the cities surrounding the Rathdrum Prairie, realized the pressures and benefits of shared growth and thereby entered into a joint area of city impact agreement with Kootenai County and each other. The agreement identified areas of impact which were exclusive to each City and also the area surrounded by Rathdrum, Post Falls, and the City of Hayden and identified it as the shared tier. This is land not within the incorporated boundaries of any City but within Kootenai County, that provided future growth opportunities. The agreement also required development within the area of city impact to be constructed according to the urban standards as recognition that this area would someday be within the municipality. A portion of the shared tier is shown within the Future Land Use Map west of Huetter Road.

The City in cooperation with HURA established the first public downtown parking in 2015. Public art was placed along the downtown corridor at Hayden City Hall (2010 – "Balance" Art/Bicycle Rack), south of the Hayden Library (2016 – Epiphany Public Art), and at the public parking location (2017 - Dusk to Dawn Public Art). The Hayden City hall has undergone many changes since it once shared space with the Fire Department, but as part of the last changes the foyer has become home to either an Art Gallery or a Museum sponsored by the volunteers of the Arts Commission and the Historic Preservation Commission and an addition of a plaza in celebration and remembrance of our dedicated veterans has been added.

In the past 50 years Hayden has seen tremendous growth, from a population of 1,285 people in 1970 to an estimated 17,221 people in 2020. This growth has spurred new conversations about development within and around the city. Hayden's history is outlined below in a timeline format.



Government Way - Before



Government Way - After

Year	History
<>	The Coeur d'Alene Tribe 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.
1878	Fort Coeur d'Alene was built. Homesteaders began settling the area west of Hayden Lake. Mat Hayden, 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. Matt Heyden developed an extensive farm and planted the first fruit orchard in the area.
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". Through time the name evolved, with the name "Hayden Lake" first appearing on maps in 1883.
1887	The first school in the area was built on the current site of the Hayden Lake Country Club. This building was moved to the present school grounds at Hayden Avenue and Government Way before the building was completed.
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.
1900s	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. Logging and mining interests around Hayden Lake were serviced by up to four steamboats in operation on the lake.
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.
1904	Monaghan's, the first store in the area, was located on the present site of Finucane's Lochaven 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.
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.
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.
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 Monaghan's store on Honeysuckle Avenue where it operated until 1910.
1914	The first packing plant was built in the area.
1920s-1930s	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.
1923	The area was covered with orchards and the local Growers Union constructed a larger packing plant to accommodate increased fruit production.
1929	Electric rail service to the Hayden Lake area was discontinued.
1947	The Hayden Country Club area was incorporated as the City of Hayden Lake
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.

	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.
1955	"Hayden Village" was incorporated, becoming the City of Hayden with an area of 440 acres. 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.
1959	Post office was moved from the Bozanta Tavern site to City of Hayden
1960	City of Hayden's population 901 (U.S. Census).
1960s	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.
1978	City of Hayden and Panhandle Health District enter into a Memorandum of Understanding establishing a Sewer Management Area.
1980	City of Hayden's population 2,586
1985	The first sewer was installed in the City of Hayden.
1980s	The Hayden Area Regional Sewer Board (HARSB) was established between the City of Hayden, Hayden Lake Sewer District, and the Coeur d'Alene Airport (Kootenai County) to facilitate the development of a joint sewer treatment facility.
1990	City of Hayden's population 3,744
1999	City begins discussion on establishing Government Way between Honeysuckle Avenue and Dakota Avenue as the downtown corridor.
2000	City of Hayden's population 9,159
2003	The Kootenai Metropolitan Planning Organization (KMPO) was formed in 2003 to meet a federal requirement that was triggered when the areas of Coeur d'Alene, Hayden, and Post Falls exceeded a combined population of 50,000
2004	Hayden joins Post Falls, Rathdrum, and Kootenai County in a joint agreement for coordinating future planning and development efforts on the Rathdrum Prairie. This area, known as the 'shared tier' will be vital to Hayden's future growth and expansion.
2004	The Downtown Vitalization Plan is adopted
2005	Hayden Urban Renewal District (HURA) is formed.
2006-2007	Government Way is reconstructed to help revitalize downtown Hayden.
2010	City of Hayden's population 13,294
2015	The City in cooperation with HURA establish the first downtown public parking.
2016	Public art "Epiphany" showcasing all of the many ideas imagined by the community is placed outside of the Hayden Library.
2017	Public art "Dusk to Dawn" is added to the public parking downtown.
2020	City of Hayden's (est.) population 17,221

