



Memo

To: Mayor Davis and Members of the Council

From: Donna Phillips, Community Development Director

Date: June 17, 2026

Agenda Item: PZE-26-0035 Monaghan Estates Subdivision Preliminary Plat Written Decision

Agenda Item Location

Consent Calendar

Recommended Action or Motion

The City Council should approve the Written Decision attached if it is an accurate account of the decision of the City Council with respect to the request identified above.

Functional Impact of Authorizing

Should the City Council approve the Written Decision, then the applicant may enter into a Master Development Agreement for the project and submit construction plans in accordance with the decision.

Functional Impact of Not Authorizing

Should the City Council not approve the Written Decision, then the Council shall direct staff accordingly as to the revisions requested to memorialize the decision of the Council approving the request.

Fiscal Impact

Not Applicable

Budget Funding Source / Transfer Request

Not Applicable

Attachment

PZE-25-0035 Monaghan Estates Subdivision Written Decision

WRITTEN DECISION

PZE-26-0035 Monaghan Estates Subdivision Preliminary Plat

The application of **Olson Engineering, Inc, on behalf of the owner, Aspen Homes and Development, LLC**, requesting approval for the Preliminary Plat of a 20-lot single family residential subdivision to be known as PZE-26-0035 Monaghan Estates Subdivision and located north of West Honeysuckle Avenue and North Fourth Street was **APPROVED** with Conditions by the Hayden City Council.

City Council Motion on June 9, 2026: At the conclusion of the City Council deliberation, Councilmember Erickson moved and Council President DePriest seconded the motion to approve with conditions the file PZE-26-0035, finding the request IS in accord with the standards of Hayden City Code and the adopted comprehensive plan, based upon the record of the request.

FINDINGS:

12-3-4(F) Standards of Approval: The applicant has demonstrated that all existing and proposed infrastructures meets or can be constructed prior to final plat or within the approval duration identified in 12-3-4(G) from the date of City Council approval of the master development agreement which approves the preliminary plat to meet the following standards:

HCC §12-3-4 (F) (1): Infrastructure can/cannot be constructed to function in a manner that promotes the public health, safety, and welfare.

HCC §12-3-4 (F) (2): Infrastructure can/cannot be constructed and located in an orderly manner that accommodates ongoing maintenance needs when taking into consideration collocation of other infrastructure.

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

HCC §12-3-4 (F) (3): Infrastructure is/is not or will/will not be in compliance with applicable city, state, and federal policies and regulations as follows:

- a) Provisions have/have not been made for a water supply system that satisfies city, Idaho Department of Environmental Quality (IDEQ), and NLFDP requirements.

Applicant: *See applicant's narrative on page 28.*

Staff: *Avondale Irrigation District (AID) provided a Conditional Will Serve Letter dated March 23, 2026. Idaho Department of Water Resources identified the project would be served by Avondale Irrigation District and had no concerns with the proposal. They also noted the project could be served by North Kootenai (found on page 9). NLFDP provided comments as shown in Public Comments attached in Boardbook.*

- b) Provisions have/have not been made for a public sewage system in accordance with the city and Hayden Area Regional Sewer Board's (HARSB) adopted sewer master plans, as amended, that satisfied city, HARSB, and IDEQ requirements and that the existing or proposed systems can accommodate the proposed sewer flows.

Applicant: See applicant's narrative on page 28.

Staff: City of Hayden provided a Will Serve Letter dated March 13, 2026. The project site is wholly within the H-1 basin. "The intent and willingness of the City of Hayden to serve and treat sewer for the property described in this letter. However, this service is limited based on capacity available at the time of connection in the City's collector sewer lines [in the H-1 Basin] and capacity for treatment at the Hayden Area Regional Sewer Board's treatment facility. Please be advised that the City of Hayden has no singular jurisdictional authority over treatment and capacity at the sewer treatment plant and therefore cannot independently or expressly authorize expansion, enlargement, or extension of the facility, should capacity at the treatment plant be reached at the time of connection."

- c) Provisions have/have not been made for stormwater systems that satisfy the City and IDEQ requirements.
- d) Provisions have/have not been made for streets that are consistent with the adopted transportation plan, as amended, and the transportation element of the adopted comprehensive plan, as amended and that satisfies the City, ITD, adjacent jurisdictions, and local highway district requirements. Where cul-de-sacs are proposed, they are required to be approved administratively by the City Engineer who shall determine that they are limited to portions of developments in which street continuity is not foreseeable due to property configurations and/or that they are needed to address site-specific conditions. A cul-de-sac shall be limited to 400' in length measured from the edge of adjacent street right-of-way to the back of the cul-de-sac, unless an exception to this standard is allowed by the City Engineer.
- e) Provisions have/have not been made for parks and open space that are consistent with the adopted parks master plan, as amended, and that satisfies the city's requirement.

Applicant: Applicant: See applicant's narrative on page 28.

Staff: See staff analysis beginning on page 3.

PZC Hearing: See page 3 of the Written Recommendation or the PZC Minutes of the public hearing on May 18, 2026.

HCC §12-3-4 (F) (4): Provisions have/have not been made for erosion controls and geo-hazards stabilization both during construction and as needed for permanent controls to the satisfaction of the city.

HCC §12-3-4 (F) (5): Provisions have/have not been made for gas, power, telecommunications, mailboxes, and similar infrastructure.

HCC §12-3-4 (F) (6): Provisions have/have not been made for driveway locations that take into consideration the width and location of the driveway in relation to the location of snow storage, utility boxes, crosswalks, adjacent roads, mailboxes and the like.

Applicant: See applicant's narrative on page 28.

Staff: See Staff Analysis page 7.

PZC Hearing: See page 4 of the Written Recommendation or the PZC Minutes of the public hearing on May 18, 2026.

HCC §12-3-4 (F) (7): The area proposed for subdivision is/is not zoned for the proposed use and the use conforms to other requirements found in this code.

Applicant: See applicant's narrative on page 28.

Staff: See Staff Analysis beginning on page 7. As the purpose of the zoning ordinance is made in accordance with a comprehensive plan, the analysis includes much of the comprehensive plan. This analysis begins on page 7 of the staff analysis. Additionally, as always, the full Goals and Policies may be found in the Appendix beginning on page 24.

PZC Hearing: See page 4 of the Written Recommendation or the PZC Minutes of the public hearing on May 18, 2026.

HCC §12-3-4 (F) (8): The developer has made adequate plans to ensure that the community will bear no more than its fair share of costs to provide services by paying fees, furnishing land, or providing other mitigation measures for off-site impacts to streets, parks, and other public facilities within the community. It is the expectation that in most cases, off-site improvements will be dealt with through the agreements.

Staff: All on-site and off-site improvements shall be required of the Developer to include various agreements, infrastructure per the adopted City Code, standards, and plans.

PZC Hearing: See page 5 of the Written Recommendation or the PZC Minutes of the public hearing on May 18, 2026.

City Council Deliberations:

Council President DePriest identified his main concern to be the left-hand turning movements from the access onto Honeysuckle Avenue and how that is going to be prevented. He identified proposed traffic circulation through the other neighborhoods to Maple Avenue or to Finucane Drive, and the perception that without a substantial barrier, drivers would take their chances and make the left anyway. This proposed access is very close to where drivers come out of the roundabout.

Dulci Kau, City Engineer, responded that most people are familiar with a pork chop, but in this case a median separation on Honeysuckle would be utilized with a curb and candlelight similar to those seen on Hayden Avenue at Highway 95.

Council President DePriest noted that folks with a larger truck could simply drive over that solution. He doesn't believe that this kind of solution is a deterrent. Ms. Kau identified that a more robust use of cement barricades also can cause a more hazardous condition.

Council President DePriest noted his continued concern in this location, and the city should be overly cautious in how this is permitted in this location

Councilmember Shafer asked if it was permissible to end the street before it entered Honeysuckle Avenue. Ms. Kau reiterated that as she had identified in the PZC public hearing, the City Code does not allow a cul-de-sac longer than 400'.

Councilmember Shafer asked if there was a mechanism to allow for a deviation of this length. Ms. Kau identified that it was evaluated by staff regarding that possibility, and due to other factors, such as the need for a second access out of the subdivision – both for this subdivision as well as the one to north. Ultimately, staff determined this was an appropriate solution.

Councilmember Shafer asked why it didn't enter the traffic circle and not farther down the street. He continued looking for clarification as to the why with respect to utilities or for traffic calming. Ms. Kau identified that both 4th Street and Honeysuckle are arterials. There are multiple reasons but didn't want to dump traffic from the arterials to a local road and to move traffic through the subdivision that was trying move north. Additionally, the addition of another leg to this roundabout for geometrics and response times, etc. would cause an entire re-design of the traffic circle.

Councilmember Shafer noted a similar concern to that Council President DePriest.

Council President DePriest asked if it was required to have two access points. Ms. Kau identified there are really two areas: 1) City Code does not allow for a dead-end road to be longer than 400', and 2) this subdivision would only have one access point.

Alan Soderling, Public Works Director, noted that this solution doesn't provide for only one movement. He noted that he isn't overly concerned with the distance to the traffic circle. Whereas, we have heard concerns related to traffic on Maple Street and on Finucane Drive which is a school route; versus Honeysuckle Avenue. He also identified that if folks disregard the deterrents in place, then they are liable.

Councilmember Erickson we have discussed one of the benefits of a roundabout as a traffic calming measure; whereas this would be of more concern if this was a free flow movement past the intersection.

General Conditions of Approval:

1. The Developer shall be required to reflect all necessary permanent dedications and/or easements (to include but not be limited to avigation, sewer, stormwater, water, utilities, etc.) on the face of the final plat of the subdivision and to record as a separate document all necessary temporary easements and to identify to whom the dedication and/or easement is to be granted and for what purpose.
2. All permits from outside agencies (ie. CDA Airport, HARSB, AID, IDEQ, NLFPD, and PHD) shall be obtained prior to construction of any future development or building permit issuance.
3. This approval shall run with the land for the term approved herein regardless of whether the property ownership, applicant and/or design professionals noted herein remain the same, whether collectively or individually.
4. Home Owners Association (HOA) documents and legal instrument providing a mechanism for funding shall be required prior to the recordation of the final plat to maintain the open space and landscaping island areas to be owned or maintained by the HOA.
5. Deeds for transfer of ownership of property to become owned by the home owners' association shall be provided to the City in the form acceptable to the City at the completion of any required infrastructure to be recorded concurrent with the final plat free of all liens and encumbrances.

Access Conditions of Approval:

6. All lots shall be accessed from the internal roads of the subdivision. No lot shall have any form (primary, secondary, for accessory buildings, etc.) of direct individual access onto Honeysuckle Avenue. The final location of all driveways shall be subject to the review and approval of the City. Particular attention will be paid to location of utility pedestals in relation to driveway and snow storage needs and to those lots at intersections to avoid conflict with the required traffic flow.

Construction Plan Requirements:

7. The construction plan submittal shall include those requirements as identified in Hayden City Code §12-6 and more specifically as follows:
 - a. The Developer shall use the City of Hayden Sanitary Sewer system to serve future development in accordance with the adopted Sewer Master Plan. No cross country sewer alignments are allowed.
 - b. No USPS mailboxes shall be allowed on Honeysuckle Avenue. A letter (e-mail) from the US Postal Service with respect to mailbox locations shall be provided, with the intent to place the mailboxes within the subdivision on the internal streets.
8. Landscape Plans: Detailed landscaping plans conforming to the requirements of City Code, shall be submitted for the entire development with construction plans for required subdivision improvements for review and approval by the City. All disturbed areas shall be stabilized with dryland grass or other approved BMP.

- a. Individual Lots: The landscape plans shall include a dryland grass mix and shall be applied until individual lots are constructed and the hydro-seeding, installation of the irrigation system and required landscaping are completed.
 - b. Street Frontage: Along all street frontages shall be included within the landscaping plan submittal, with actual street tree placement to be completed at the time of building permit for all lots on the internal streets, with the exception of landscaping required with the open space tracts to be owned by the homeowner's association, and/or multi-modal pathways and the associated landscaping.
 - c. Multi-modal Class I pathway: Shall be a requirement of the construction plans and required as a condition of acceptance of infrastructure in accordance with the design standards of the adopted Transportation Plan and/or Park Master Plan.
 - d. Open Space Tract(s): Shall be a requirement of the construction plans and required construction of the subdivision to be completed prior to final plat.
9. A historical interpretative sign structure shall be constructed in accordance with the adopted sign structure type with the sign content to be provided by the City Historical Preservation Commission and the sign shall not be placed within the City's right-of-way, but shall be placed within a dedicated easement or tract.

Requirements requested by other Agencies:

10. The Developer shall comply with the requirements from the Northern Lakes Fire Protection District.
11. The aviation easement requested by the Coeur d'Alene Airport shall be recorded and shall be referenced on all final plats of the subdivision.

With this decision, there are a number of conditions with specific components. The specificity does not preclude the City from exercising its right to require compliance, or demonstrate compliance, with any condition at any time, as well as any other applicable requirements whether or not specifically articulated herein.

NOW THEREFORE IT IS THE FINDINGS of the Hayden City Council that the Monaghan Estates Subdivision preliminary plat request PZE-26-0035 be approved with conditions.

Any applicant or affected person seeking judicial review of compliance with the provisions of Idaho Code Section §67-6535 and Hayden City Code §1-1-6 must first seek reconsideration of the final decision from the Hayden City Council within fourteen (14) days. Such written request must identify specific deficiencies in the decision for which reconsideration is sought as identified in Hayden City Code §1-1-6(A) (1) (a-f).

The applicant has the right to request a regulatory taking analysis pursuant to Idaho Code Section §67-8003. Any affected person aggrieved by a final decision concerning matters identified in Idaho Code section §67-6521 (a) (a) may, within twenty-eight (28) days after all remedies have

been exhausted under local ordinances seek judicial review under the procedures provided by Chapter 52, Title 67, Idaho Code.

FINDINGS AND CONCLUSION APPROVED on the _____ day of June 2026.

CITY OF HAYDEN, IDAHO

By: _____

Alan Davis, Mayor

ATTEST:

Abbi Sanchez, Clerk