



# Agenda for Regular Planning & Zoning Meeting

Thursday, March 23, 2023 @ 6:00 PM

Location: DALTON GARDENS CITY HALL,  
6360 N 4<sup>th</sup> St., Dalton Gardens, ID

The meeting will be conducted in person and with online access using ZOOM:

<https://us02web.zoom.us/j/82269148277?pwd=dGxrQWl1ZENTanlvUWszUEExSeHRpUT09>

Number: 1-669-900-6833 or 1-346-248-7799 or 1-253-215-8782

Webinar ID 822 6914 8277; Password: 711743

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES OF THE FEBRUARY 26, 2023 MEETING- **ACTION ITEM**
4. CITY PLANNER REPORT
5. UPDATED DRAFT ORDINANCE FOR LOT LINE ADJUSTMENT
6. REVIEW OF COMMERCIAL DISTRICT DESIGN STANDARDS
7. DISCUSSION OF JOINT WORKSHOP WITH CITY COUNCIL
8. DISCUSSION OF CITY COUNCIL EXECUTED MINUTES FOR FEBRUARY 23, 2023
9. DISCUSS AGENDA MEETING ITEMS FOR APRIL 27, 2023
10. **PUBLIC COMMENT:** Each speaker will be allowed a maximum of three (3) minutes to address the Planning & Zoning Commission on matters relating to City government business. Comments related to future public hearings should be held for that public hearing. Please be advised that the Planning & Zoning Commission can only take official action this evening for those items already listed on the agenda.
11. **ADJOURN- ACTION ITEM**

Original Posting: 3/17/2023

The purpose of the Agenda is to assist the Commission and interested citizens in the conduct of the public meeting. Careful review of the Agenda is encouraged. Testimony from the public will be solicited for any item or issue listed under the category of Public Hearings. Any individual who wishes to address the Commission on any other subject should plan to speak when Item: Public Comments is identified by the Chairman. The Chairman and Commission will not normally allow audience participation at any other time. Please no repetitive or abusive comments. Workshops are for Commission Members discussion only on a topic, no action or decisions occur at this time. No Public Comment is taken during Workshops. Assistance for persons with disabilities will be provided upon 24-hour notice prior to the meeting by calling, City Clerk at (208) 772-3698 x102.

**City of Dalton Gardens**

**Planning & Zoning Meeting Minutes**

**Thursday, February 23, 2023 @ 6:00 PM**

Meeting was conducted in person and via Zoom.

1. **CALL TO ORDER:** Chairman Becker called the meeting to order at 6:01 PM
2. **ROLL CALL OF COMMISSION MEMBERS:** Present were commissioners Chad Haunschild, Melissa Cleveland, Ron Sampert, Caitlin O'Brien and Chairman Mike Becker. Also present were Teresa Janzen- Clerk/Treasurer, and Candi Baker- Deputy Clerk.
3. **APPROVAL OF MINUTES:** MCleveland made a motion to approve the regular meeting minutes from January 26, 2023. CHaunschild seconded.  
CHaunschild: yes MCleveland: yes RSampert: yes CO'Brien: yes MBecker: yes   **Motion Carries.**
4. **CITY PLANNER REPORT:** City Clerk/Treasurer, Teresa Janzen read the planner report, (see attached) in the absence of City Planner, Ryan Hughes. She gave updates on the upcoming public hearing for short plats subdivisions at City Council's March 9, 2023 meeting. In addition, she gave updates on Lot Line Adjustments, work plan priorities, commercial district designs, zoning for Dalton Market, park plan, building permits, business licenses, and other various requests. City Clerk also updated the commission on the addition of a new Code Enforcement Officer, Mike Hollis.
5. **DISCUSSION OF LOT LINE ADJUSTMENT FOR STAFF DIRECTION:**

MCleveland asked about the requirement change regarding the Record of Survey and encouraged the legal description to include an exhibit/illustration for visual clarification. TJanzen explained that drawings of lot lines to properties being accessible in the parcel files would be helpful for staff in addition to determining eligibility for lot line adjustments. The commission asked what improvements can be managed through the application process as a condition. TJanzen explained that potential conditions have not been specified but it would be in the city's best interest to explore potential options. MBecker stated that upon performing a record of Survey, the Surveyor is required to file a CP&F (corner perpetrating and filing) by Idaho State Statute. He suggested that filed records would follow chain of title and requested that the City Planner investigate if the CP&F might be obtainable by the city. The commission asked if nonconforming properties can qualify for lot line adjustments. TJanzen explained that the proposed changes are intended to support city code and bring conformity to properties that may not be compliant. CHaunschild asked if properties that are land locked or cannot become compliant have provisions for lot line adjustment eligibility. MCleveland asked what the city requires to process and complete a land consolidation. RSampert suggested precise language to assist applicants. CHaunschild asked how many homes in Dalton Gardens are currently potable water by well, not being serviced by Dalton Water. Chairman MBecker asked that draft ordinance be updated by the city planner for review at the March planning and zoning meeting.

6. **DISCUSSION OF COMMERCIAL DISTRICT DESIGN:**

The commission discussed ideas of a garden theme, Dalton Gardens entry/welcome signage, banners/flags, etc. TJanzen suggested organizing a packet to include a list of the items required to make changes in the commercial district and pursue grant funds to assist in the implementation without encumbering local business owners. MBecker asked if the city has inquired or applied for CGBC grant funds. TJanzen reminded the commission that the city council votes on grant fund applications. She also explained that commercial district only requires 50' of road frontage and sewer connection to subdivide and the current city code does not currently have many limitations in place to prevent additional subdividing of businesses. She encouraged the commission to consider a workshop to address these potential deficits in the city code to

regulate business growth in the commercial district. CO'Brien reminded the commission that the commercial design standards were extensively discussed in previous years with community support and involvement. She requested that any documentation available from previous meetings and workshops addressing the commercial district be reviewed at the March 23, 2023 Planning & Zoning meeting. TJanzen proposed that discussing and addressing the design standards for properties that are connected to sewer might be a priority over the beautification of the commercial district. MBecker suggested taking an initial step to begin branding the city while addressing the larger standards on an ongoing basis. The commission agreed to a joint workshop with the City Council to establish a mutual vision and direction in the March meeting. CHaunschild suggested reviewing comparable information in towns that have recently accomplished similar design standards that the commission is trying to achieve. MBecker suggested community involvement in the planning process and execution of design standards.

**7. DISCUSSION OF CITY COUNCIL EXECUTED MINUTES FOR JANUARY 2023:**

MCleveland stated that she was happy to see Dalton Market as a topic of discussion during the City Council meeting. MBecker expressed appreciation for the opportunity to attend the city council meeting and encouraged the other commissioners to attend city council meetings as well.

**8. DISCUSSION OF AGENDA MEETING ITEMS FOR MARCH 23, 2023:**

- Updated draft ordinance for Lot Line Adjustments.
- Present and review the previously discussed commercial design standards.

**9. PUBLIC COMMENT: Opened 7:16 PM Closed 7:21 PM**

Each speaker will be allowed a maximum of three (3) minutes to address the Planning & Zoning Commission on matters relating to City government business. Comments related to future public hearings should be held for that public hearing. Please be advised that the Planning & Zoning Commission can only take official action this evening for those items already listed on the agenda.

- Lucy Jernigan- 7439 N Davenport Street- Lucy expressed great interest in the commercial district design and encouraged the commission to consider a 5-step plan as a simple starting point. She suggested banners and flags as an inexpensive solution to define the commercial area and avoid confusion into the residential district.

**10. ADJOURN: CO'Brien made a motion to adjourn the meeting. RSampert seconded.  
All in favor. Meeting adjourned at 7:22 PM.**

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Mike Becker, Chairman

ATTEST:

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Candi Baker, Deputy Clerk

**CITY OF DALTON GARDENS, IDAHO**

**ORDINANCE NO. \_\_\_\_**

AN ORDINANCE OF THE CITY OF DALTON GARDENS, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING TITLE 6, CHAPTER 3, SECTION 6 TO REMOVE LOT LINE ADJUSTMENTS; AMENDING TITLE 6 TO ADD CHAPTER 8 'LOT LINE ADJUSTMENTS'; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR THE PUBLICATION OF A SUMMARY OF THIS ORDINANCE AND AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DALTON GARDENS, IDAHO:

**SECTION 1: AMENDMENT TO TITLE 6, CHAPTER 3, SECTION 6.**

**6-3-6: LOTS:**

~~H. Lot Line Adjustment: A lot line adjustment is adjustment of an existing lot line.~~

~~1. Lot line adjustments are allowed only under the following conditions:~~

~~a. Does not result in the creation of any additional building sites.~~

~~b. A parcel of land that is not buildable because it does not conform to municipal code regulations, or was created improperly, cannot be converted to a buildable parcel through a lot line adjustment.~~

~~c. Lot line adjustments require review and approval by the city. Adjustments are accomplished by recording a deed of conveyance for the property that will be transferred, and then, for the receiving parcel, recording a second deed describing the new, exterior parcel boundaries (so that an additional parcel of land is not inadvertently created). Deeds shall be submitted to the city for review and approval prior to recordation.~~

~~2. The following shall require replatting or filing an amended plat and shall not be considered a lot line adjustment:~~

~~a. A change in a lot line that results in a change in the location of an approach, utilities, easements and/or septic tank or drain field.~~

~~b. An increase or decrease in any lot size of more than twenty percent (20%).~~

~~c. Any adjustments between a platted lot and an unplatted lot.~~

~~d. An increase or reduction in the number of lots within a subdivision.~~

**SECTION 2: AMENDMENT TO TITLE 6, CHAPTER 8**

### 6-3-8: LOT LINE ADJUSTMENTS

A. **Purpose And Intent:** It is the purpose and intent of this section to establish the requirements for adjustment of lot lines of platted lots. Lot line adjustments will not be approved for lots that were not legally created. An application for a lot line adjustment may be submitted to adjust a single common boundary between two (2) or more adjoining legal lots if the proposed lot line adjustment does not:

1. Result in the creation of any additional lots;
2. Include any lots or parcels which are not legal lots, as defined by City Code;
3. Impair existing access or easements, or create the need for new easements or access to any adjacent lots; and
4. Create any lot which does not conform with this Code.

B. **Application:** An application for a lot line adjustment must be filed with the Planning Administrator for administrative review along with such other information as may be required. The application must include

1. Written consent for such adjustment by all record owners of the properties,
2. A current title report for the affected properties,
3. Draft Deeds of conveyance. Adjustments are accomplished by recording a deed of conveyance for the property that will be transferred, and then, for the receiving parcel, recording a second deed describing the new, exterior parcel boundaries (so that an additional parcel of land is not inadvertently created). Deeds shall be submitted to the city for review and approval prior to recordation. New legal descriptions must be created for each new lot.
4. A scaled drawing or site plan prepared by an Idaho PLS of the proposed adjustment showing the following:
  - i. All existing and proposed lot lines and lot areas of the affected lots;
  - ii. All existing structures with dimensions and distances to existing and proposed boundaries;
  - iii. Existing septic system and drain field, sewer (if applicable) and water services to the affected lots;
  - iv. Existing and proposed easements;
  - v. Existing street frontages and accesses of each lot.

C. **Approval:** ~~Once the application has been accepted and comments forwarded to the applicant, a record of survey must be submitted for review and approval by the City. The Planning Administrator will approve the lot line adjustment only after determining that all of the following conditions have been met:~~

1. Only one common lot line between two (2) lots or parcels is being adjusted;
2. Both lots were legally created;
3. No additional lots have been created;
4. The resultant parcels meet the minimum requirements for area, frontage and width for the existing zone;
5. The accompanying deeds accurately describes the properties by metes and bounds descriptions;
6. No existing easements or access have been impaired nor has the need for new easements or access to the subject lots or adjacent lots been created;
7. The adjusted lots are served by on-site septic, sanitary sewer (if applicable) and water services. Lots shall not be adjusted so that they do not, or cannot, have on-site septic, sewer (if applicable) and water services that conform to applicable City policies and standards;
8. The ~~scaled drawing or site plan prepared by an Idaho PLS record of survey~~ has been prepared by an Idaho licensed surveyor in conformance with the requirements of Idaho State Statutes and this chapter;
9. All new property corners have been monumented as generally required by this title and Idaho Code;
10. Upon determining that all of the above requirements have been met, the City will affix its certificate of approval to the ~~scaled drawing or site plan prepared by an Idaho PLS record of survey.~~

**D. Issuance Of Building Permits:** No building permits will be issued on lots or parcels whose boundaries have been adjusted without the approval of the City, nor will they be issued on lots or parcels whose boundaries are being adjusted until all the requirements of this section have been met and the ~~scaled drawing or site plan prepared by an Idaho PLS record of survey~~ and warranty deeds have been recorded. A copy of the ~~scaled drawing or site plan prepared by an Idaho PLS recorded survey~~ and deeds shall be provided to the City.

**E. Plat required.** The following shall require replatting or filing an amended plat and shall not be considered a lot line adjustment:

1. A change in a lot line that results in a change in the location of an approach, utilities, easements and/or septic tank or drain field.
2. Any adjustments between a platted lot and an unplatted lot.
3. An increase or reduction in the number of lots within a subdivision.

**SECTION 3. SEVERABILITY.**

If any provision of this chapter, or its application to any person or circumstances, be declared unconstitutional or invalid for any reason by a Court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter or the application of the provisions to other persons or circumstances.

Nothing in this chapter shall be construed as preventing the adoption of more restrictive provisions set forth in other sections of the Dalton Gardens Municipal Code. The more restrictive provisions of the code shall control.

**SECTION 4. REPEAL OF CONFLICTING PROVISIONS.**

All provisions of the ordinances of the City of Dalton Gardens which conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

**SECTION 6. EFFECTIVE DATE.**

Upon passage and approval and publication in one (1) issue of the Coeur d'Alene Press, the official newspaper of the City of Dalton Gardens, Idaho, this Ordinance shall be in full force and effect.

PASSED under suspension of the rules at which a roll call vote was taken at regular meeting of the city council of the City of Dalton Gardens, Kootenai County, Idaho, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

ATTEST:

\_\_\_\_\_  
DAN EDWARDS, Mayor

\_\_\_\_\_  
TERESA JANZEN, Clerk

SUMMARY OF DALTON GARDENS ORDINANCE NO. \_\_\_\_

AN ORDINANCE OF THE CITY OF DALTON GARDENS, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, AMENDING TITLE 5, CHAPTER 10, SECTION 3 TO ADD SUBDIVISIONS AND SHORT SUBDIVISIONS FOR NOTICING REQUIREMENTS; AMENDING TITLE 6, CHAPTER 1, SECTION 4 TO DEFINE SHORT SUBDIVISIONS; AMENDING TITLE 6, CHAPTER 6 TO REVISE APPROVAL REQUIREMENTS FOR SHORT SUBDIVISIONS; REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HERewith AND A SEVERABILITY CLAUSE. THE ORDINANCE SHALL BE EFFECTIVE UPON PUBLICATION OF THIS SUMMARY. THE FULL TEXT OF THE SUMMARIZED ORDINANCE NO. \_\_\_\_ IS AVAILABLE AT DALTON GARDENS CITY HALL, 6360 N. 4<sup>th</sup> STREET, DALTON GARDENS, ID 83815 IN THE OFFICE OF THE CITY CLERK.

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Teresa Janzen, City Clerk

DRAFT

**STATEMENT OF LEGAL ADVISOR**

I, Christopher Gabbert, am the City Attorney for the City of Dalton Gardens, Idaho. I have examined the attached summary of the City of Dalton Gardens Ordinance No. \_\_\_\_\_ and find it to be a true and complete summary of said ordinance which provides adequate notice to the public of the context thereof.

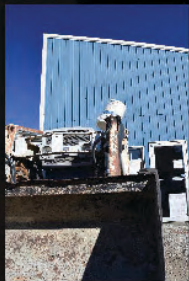
DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_

DRAFT

Government Way Corridor Subarea Plan

# City of Dalton Gardens



September 28, 2018



SCJ ALLIANCE  
CONSULTING SERVICES







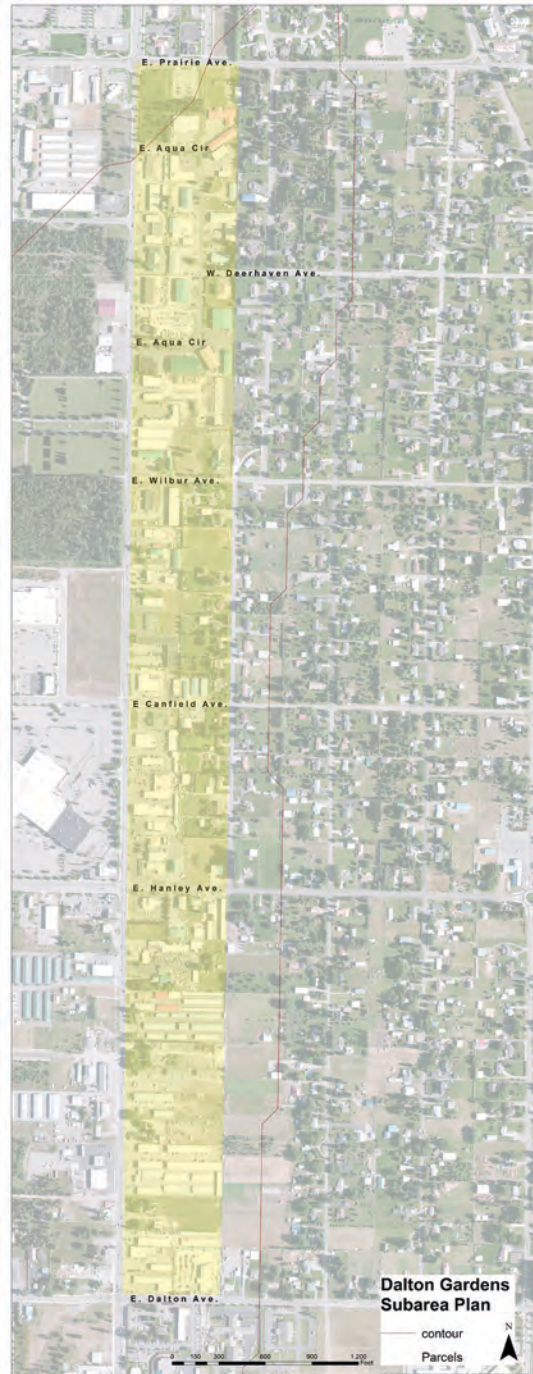
# Introduction

# 1

## Identity

Dalton Gardens is identified largely by single-family one-acre lots. Though this is, by far, the majority of Dalton Gardens' landscape, the community does have a commercial area along the eastern edge of Government Way. Today, business is scattered in a linear fashion along the corridor, with little sense of continuity or community identity. And the businesses are diverse, with dining, mini-storage, home supply, auto repair, light manufacturing, and industry. It has a rural, spontaneous, and adaptive feel, somewhat consistent with the very low-density character of the Dalton Gardens residential districts behind it and entirely consistent with the lack of sewer that has long been the condition on this part of the highway corridor.





## Existing Conditions

Planning for Dalton Gardens commercial corridor subarea began in late 2017 with an existing conditions inventory. The “desktop” survey analyzed the corridor using both aerial mapping and street-view technology. Additionally, the team reviewed the City’s comprehensive plan, adjacent community plans, planned improvements and the Kootenai County Metropolitan Planning Organization’s (KMPO) 2010-2035 transportation plan. This analysis provided a baseline understanding of the subarea’s context, assembling relevant corridor information and reference material to understand the planning area’s physical conditions, opportunities and constraints.

By reviewing the physical, economic, demographic, and functional conditions, the subarea planning work might better reflect expectations and opportunities due to expected sewer service, road and infrastructure improvements.

**Figure 1.01** – *The Government Way subarea plan covers that portion of the corridor within Dalton Gardens between Dalton Ave and Prairie Ave. (Source: SCJ Alliance)*

## Context

The City of Dalton Gardens consists of 2.4 square miles and is bordered by City of Coeur D' Alene to the west and south, and the City of Hayden to the north. The City is relatively flat. At 2,240 feet above sea level, there are no topographical features along the commercial corridor which may limit future development. The City is flanked at its eastern edge by Canfield Butte. Owned and managed by the US forest service, the Butte is a popular hiking and biking area reaching 4,162 feet above sea level at its peak.

With the exception of the Government Way corridor, the majority of Dalton Gardens consists of single family residential uses. To protect the Rathdrum-Prairie aquifer running below the City, the State and Health District have placed a minimum lot size of one acre for parcels served by onsite septic. As sewer is not available within the residential area, development is currently confined by minimum lot size requirements.

## Demographic and Economic Profile

In 2016, the City's population was 2,404. Education attainment resembles Kootenai county with 92% of residents attaining a high school education or greater. The City has a median household income of \$67,625 (approximately \$17,000 above the county average). Roughly 87% of City residents commute outside of Dalton Gardens for work and



**Figure 1.02** – Dalton Gardens's neighborhoods are rural in character, with large lots and streets with no curb, gutter or sidewalks. (Source: SCJ Alliance)

travel an average of 18 minutes. Almost all (92%) of commuters drive a car, truck or van to get to work.

Approximately 95% of Dalton Gardens' housing units are owner occupied, and the median home value is \$293,300. Residential rental vacancy is less than one percent, suggesting a severe need for rental units.



**Figure 1.03** – *Government Way improvements underway during this plan's preparation will widen the roadway and install curbs and sidewalks along the road's edge. (Source: SCJ Alliance.)*

## Corridor conditions

The commercial corridor is situated as a 1.5 mile north-south segment of North Government Way from Dalton Avenue to Prairie Avenue. The City's political boundary makes up lands fronting the eastern portion of North Government Way. The Dalton Gardens 2009 Comprehensive Plan designates these areas for commercial purposes. One exception, however, is a concentration of manufacturing and light industrial known as the Aqua Circle. The comprehensive plan expects this area to remain designated for manufacturing and light industrial uses.

The businesses which make up this portion of Government Way offer a variety of 'commercial strip' type retail and services. The majority of these establishments cater to regional traffic (and accessibility) along Government Way (and Highway 95). Businesses in the commercial subarea include storage unit facilities, home supply and building stores, auto / boat sales and mechanic shops, offices, financial services, building contractors, and equipment rentals. In addition, the Pacific Steel company has a significant operating presence at the Aqua Circle industrial area.

Notably absent along the corridor are food, grocery, and dining. Only one drive-through espresso stand was identified. The corridor's proximity to the Silver Lake Mall and Highway 95 may explain the relative absence of food services and groceries.

## Functional conditions – Government Way

North Government Way through Dalton Gardens is made up of three distinct road sections. From Dalton Avenue to Hanley Avenue, the section consists of a four-lane road section with a median turn lane. Heading north from Hanley to Canfield Avenue, the road narrows, consisting of a two-lane section with a center turn lane. The remaining 0.8 mile north of Canfield to Prairie Avenue is a two-lane road with no turn lane. Sidewalks exist only on a portion of the corridor. Other non-motorized/pedestrian facilities are limited. As discussed below, 2018 street improvement projects will widen Government Way significantly.

The KMPO has designated Government Way as a “minor arterial” allowing variation in design with speeds in the range of 35-45 miles per hour.

## Sidewalk conditions

Sidewalks are limited along Government Way through Dalton Gardens. Along the northern two thirds of the corridor – a one mile stretch – sidewalks do not exist. Notable exceptions are improvements at the intersections of Government Way with Prairie and Canfield Avenues. Pedestrian amenities here include curbs, ADA curb ramps and crosswalk lights.



**Figure 1.04** – Many of the commercial uses along Government Way are land intensive, featuring various types of storage or logistical activities. (Source: SCJ Alliance)

In the corridor’s southern third – or ½ mile portion from Dalton to Hanley – standard road-adjacent ‘curb-gutter-sidewalks’ were installed as a part of road widening projects in 2012. At one site along this segment (the US Bank property), a landscaping and retaining wall feature adjoins the pedestrian right-of-way. The majority of properties along the corridor, however, do little to integrate sidewalks



**Figure 1.05** – *The southern stretch of Government Way has already undergone the type of transformation planned for the north. (Source: SCJ Alliance.)*

or other pedestrian amenities into adjacent site design.

Other non-motorized, or public, transportation amenities are limited throughout the corridor. Bus stop designations are located at Dalton and Hanley Avenues, although bus stop signs were not identified during the inventory. Transit amenities such as shelters, benches, lighting, and pullouts are not provided.

Numerous access points (curb-cuts) off of Government Way onto adjacent sites create potential conflicts between motorists and pedestrians. Street lighting is standard 25-ft poles, designed for roadway lighting with little deference to pedestrian concerns.

## Bike lane

From Dalton to Hanley, a three-foot shoulder, white-striped bicycle-lane exists on each side of Government Way. Lanes are road adjacent and signs and/or lane markings (on street) exist at the intersections of Dalton, Park, Sunup, and Hanley (S. direction). Traffic speeds of 35 mph along this four-lane road section make bicycle travel feasible only for commuter and/or road cyclists. The existing design discourages recreational, family, and/or limited-ability cyclists.

The KMPO 2010-2035 Metropolitan Transportation Plan has called for dedicated bicycle facilities to extend along Government Way from Miles Avenue (in Hayden) through to Dalton Avenue.



## Future Improvements

Government Way from Haley Avenue to Prairie Avenue is slated to undergo \$4.8 million in road and infrastructure improvements beginning in the spring of 2018. According to the design engineer, improvements will include:

- Widening the roadway to four lanes with center turn lane (Hanley to Prairie).
- Installation of an eight-foot sidewalk (Hanley to Wilbur)



- Street lighting at every 100 feet (Hanley to Wilbur)
- Urban (type) stormwater and sewer main extension (Hanley to Wilbur)
- An additional traffic light is slated for installation at Wilbur Ave. This will likely coincide with road improvements to connect Wilbur Avenue to Hwy-95.

The subarea's future is dependent upon a coordinated effort to plan for, and integrate, community and economic objectives with both public and private investments. This subarea plan provides an opportunity to consider how pedestrian, transit, site-design and other non-motorized features might be integrated into development (and redevelopment) along the corridor. Chiefly among these are safety, mobility, aesthetics, and functional features of how people move in around the commercial district.

Right-of-way improvements should be thoughtfully designed in order to meet community objectives and contribute to the City's identity and improve the value of the corridor. Improvements can, and should, support a wide range of users and activities including residential. Adjacent site development should integrate strategic design in response to – or in coordination with – public improvements.

**Figure 1.06** – Pedestrian crossings will be improved, but the street will remain wide and fast. (Source: SCJ Alliance.)

## Development Conditions – Nonconformities

Dalton Gardens has adopted zoning text amendments over the years, mostly to try to mitigate the impacts of the corridor’s industrial and commercial development on nearby residential properties. However, the issue of nonconforming development is one the City is now faced with as community expectations of an enhanced commercial corridor conflict with what early zoning may have permitted. In some cases, the nonconformity is for the specific land use, where new zoning land use standards may have once permitted an activity that current zoning no longer allows. In other cases, nonconforming structures – legal when constructed – no longer comply with current zoning standards in terms of building height, setbacks, parking or other regulations. Sometimes, the degree of nonconformity can be so great that it causes nuisances to surrounding properties, particularly where a use established long ago creates impacts that impair the enjoyment of other properties nearby.

Nonconforming uses are expressly allowed by the Dalton Garden’s Code 5-6-3 Right to Continue Non-Conforming Use. This code states that “a non-conforming use which is in existence on the effective date of this zoning ordinance or of any subsequent rezoning or other amendment thereto



**Figure 1.07** – Deep and narrow parcels fronting on Government Way force creativity in design and access. Long commercial buildings orient to the side, limiting their attractiveness to potential retail tenants.. (Source: SCJ Alliance.)



**Figure 1.08** – *Mini-storage is a popular land use along the corridor. (Source: SCJ Alliance.)*

which make such use nonconforming may be continued and maintained” (Ord. 220, 7-5-2012). This however does not allow the Nonconforming use to continue nuisance behavior as stated in Dalton Gardens Code 5-6-15 states “None of the provisions of the nonconforming use regulations restrict the authority to require modification or termination of any nonconforming use which has been declared to

be a nuisance by the city council.” (Ord. 220, 7-5-2012).

In the Dalton Code the definition of nuisance is “Anything offensive to the sensibilities of reasonable persons, or any act or activity creating a hazard which threatens the health and welfare of inhabitants of the City, or any activity which by its perpetuation can reasonably be said to have a detrimental effect on the property of a person or persons within the community.” The Dalton Garden’s Code also prescribes the penalty for violations as “A. Any person violating any of the provisions set out in this chapter shall be assessed a charge of one hundred dollars (\$100.00) for each violation, payable at the city clerk’s office within thirty (30) days of the citation. Each such person is guilty of a separate violation for each and every day the violation continues. B. Violations of this chapter shall be resolved before a business license is issued or renewed. (Ord. 220, 7-5-2012).

Per the Dalton Garden’s Code pre-existing uses, structure and facilities have to follow the Performance Standards found in Dalton Garden’s Code 5-3-12 which include preexisting uses, structures, and facilities.

C. Preexisting Uses, Structures and Facilities Standards of Lighting, Noise and Vibration; Transition Period:

1. Any use, structure or facility in existence prior to the effective date of this chapter shall be allowed a one-year period to comply with the lighting, noise and vibration standards in subsections F, H and I of this section.
2. During said one-year period all uses, structures, and facilities shall make reasonable efforts to be in compliance and to reduce any impacts of lighting, noise, and vibration which do not comply or exceed the standards specified in this section. Commencing at the end of one year after the effective date of this chapter, any such use, structure, or facility shall be subject to all applicable requirements of this chapter.
3. Any property owner/proponent with a use, structure, or facility not in compliance at the end of the one-year period may apply for a variance pursuant to chapter 8 of this title.

## Development Conditions – Aesthetics

Community members voiced contradictory opinions about the character of development on Government Way.

Voluntary code compliance programs for commercial and light industrial zones can help to increase code compliance and, in some cases, allow for proactive code compliance. These programs offer solutions that can be financially useful to a business or property owner in aiding them to reach compliance. Below are example programs from communities that have implemented programs that help commercial businesses improve their property through guidance and financial support.

### Nampa, Idaho: Historic Façade Improvement Program

The City of Nampa Economic and Community Development Departments established a Historic Façade Improvement Program for their Downtown businesses. This program offers technical and financial assistance to property owners seeking to renovate or restore their commercial building facades in the Downtown Districts. The funding comes from the Economic and Community Development Departments.

The program offers two services as follows:



- Design Assistance
- Construction reimbursement – up to 50% (maximum \$40,000) of the cost of façade restoration as a reimbursable 5-year forgivable loan. Eligible buildings must:
  - *Be at least 50 years old.*
  - *Be utilized for ground floor commercial purposes as defined by the City of Nampa zoning ordinance.*
  - *Be within the City of Nampa’s Downtown Historic, Village, or Business District Zones.*
  - *Be structurally sound and weather-tight.*

### Port Angeles, WA: Façade & Sign Improvement Program

The Port Angeles Façade and Sign Improvement Program allow applicants to request up to: \$10,000 for façade projects; and \$1,000 for sign improvements. The program was established using \$115,000 from the City’s Community Development Block Grant income to provide matching grants to business and property owners who wish to renovate, enhance or improve highly visible buildings along core corridors throughout the City.

Applications are evaluated by staff and the Downtown Association for those projects located in the Central Business District based on:

- Degree of visibility
- Expected increase in property value

- Consideration of neighborhood and historical context
- Ability to proceed with the project
- Additional noteworthy factors

### Pocatello, ID: Façade Improvement Program

The Pocatello Façade Improvement Program is available to help rehabilitate buildings within the Business Improvement District and the designated Warehouse Historic District of the City. An applicant may take advantage of the activities within the program independently or combine them into one project. The program is funded by Community Development Block Grant Program funding administered by the City’s Planning & Development Service Department. The maximum loan and/or grant amount is determined by the City’s Credit Committee and dependent on available funds.

- Sign/Awning Grant
- Intrusive Element Removal Grant
- Façade Improvement Loan



## Yakima, WA: Downtown Façade Grant

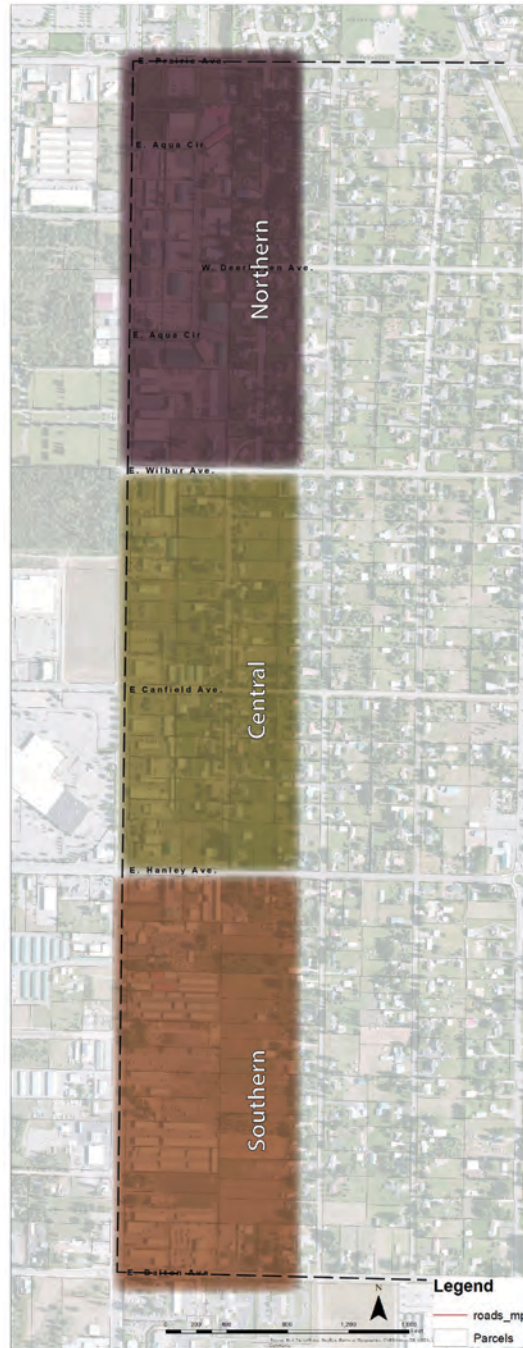
The Yakima Downtown Façade Grant is offered to downtown business and property owners who desire to make improvements to the façade of their buildings. The Downtown Association of Yakima promotes revitalization and offers technical, as well as financial assistance to assure our historical buildings and district are preserved, maintained, and rehabilitated properly.

The façade program is funded and administered by the Design Committee, whose role is to enhance the look and feel of the commercial district. Historic building rehabilitation, street and alley clean-up, landscaping, street furniture, signage, visual merchandising and lighting all improve the physical image of the downtown as a quality place to shop, work, walk, invest in, and live. Design improvements result in a reinvestment of public and private dollars to downtown.

Eligible facade expenses may include, but not be limited to, design, exterior painting, exterior brick maintenance, restoration of historic building features, lighting, signs, weatherization, purchase of new (or replacement of older) awnings that are visible from rights-of-way.



**Figure 1.09** – *Some of the buildings in the subarea are well maintained, with facades and sites consistent with a prosperous business environment. Others, however, show their age and lack of care, resulting in an uneven appearance along the corridor. (Source: SCJ Alliance.)*



## Planning context

The corridor can be divided into three roughly one-half mile stretches, with the northern segment running from Wilbur to Prairie. The central segment is between Hanley and Wilbur, and the southern segment runs from Dalton to Hanley. Each of these three segments presents different contexts, demanding slightly different treatment and offering different opportunities.

### Northern

The northern portion of the corridor is the most heavily developed, with a mix of service commercial, light manufacturing and industrial uses. This is where the potential for residential conflict is greatest, with relatively intense commercial activity directly adjoining some of Dalton Gardens' single-family neighborhoods.

### Central

The central reach of the corridor provides for a relatively shallow commercial frontage on Government Way. Rude St parallels Government Way to the east, establishing a residential neighborhood that limits the possible depth of

**Figure 1.10** – *The corridor can be seen as three distinct districts, each defined by development character, the transportation network, prominent land uses, and the potential to change over time. (Source: SCJ Alliance.)*

corridor related commercial development. As a result, development in this part of the corridor is of relatively low intensity. Limited site depth has restricted installation of septic drainfields, constraining what might otherwise have become a more intensely developed part of the corridor.

## Southern

The southern stretch provides much deeper commercial parcels along Government Way. Increased parcel depth has permitted larger-scale development. However, much of the development is “land-intensive,” with large tracts of land devoted to relatively less intense uses. Mini-storage and warehouses occupy much of this space and may be redeveloped into something more intense when sewer becomes available.





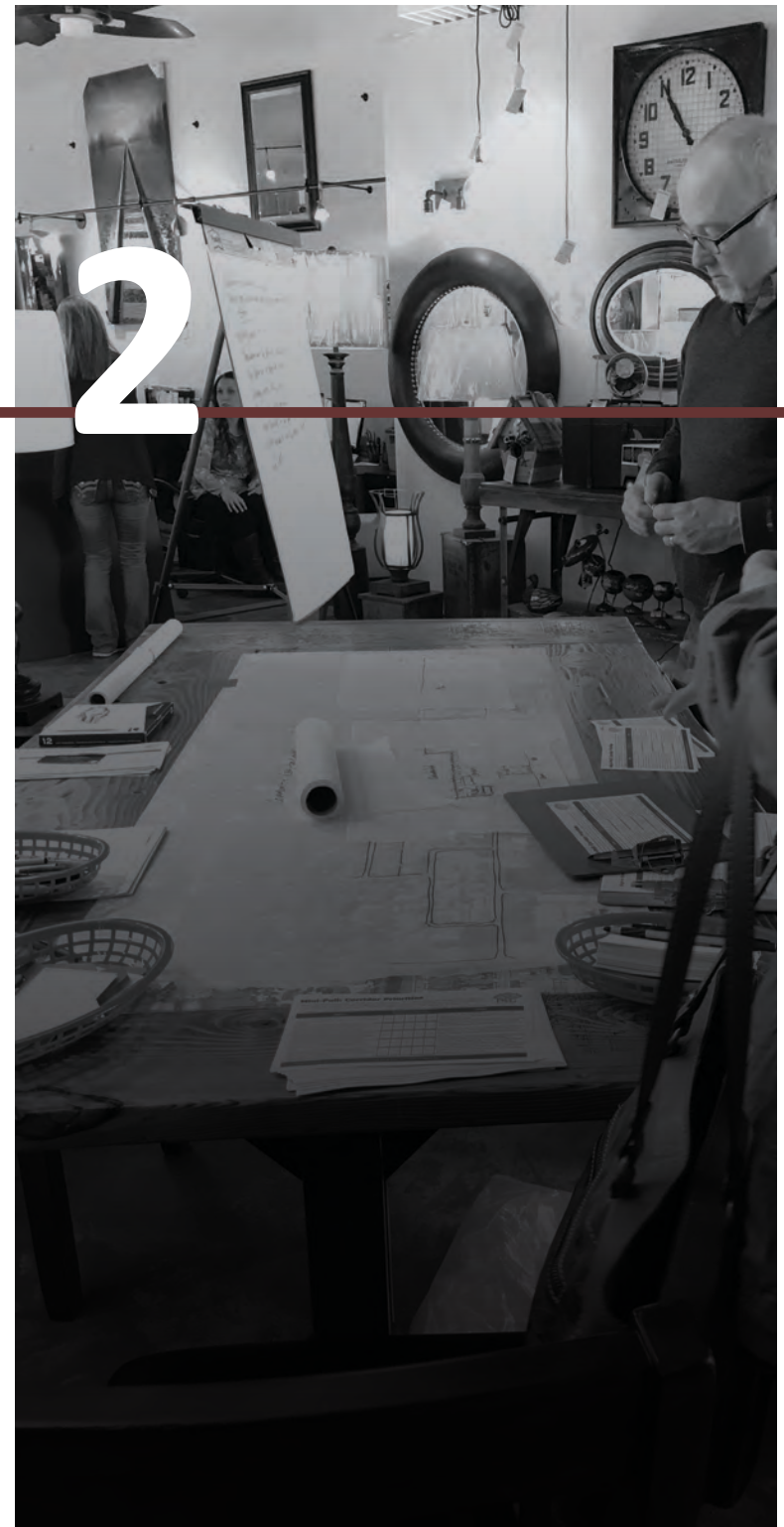
# Community Conversation

## 2

### Orientation interviews

The process began by identification of stakeholders with input from the City and consultant team. Individuals were selected based on interest and involvement in the future development of the commercial corridor subarea. As a result, 11 interviews were conducted. The interviews took place over the course of two days in January and February 2018 at Dalton Gardens City Hall.

A series of targeted questions were asked of each stakeholder. Questions were formatted to help assess the current state of the subarea and what the future development could be. Stakeholders were interviewed to examine what makes up Dalton Gardens' appeal and character, phasing of potential changes, multifamily residential along Gov't Way, design and quality improvements, residential and commercial impacts and mitigation, traffic design, the concentration of design efforts and zoning issues. Results of these conversations will inform the City's commercial development strategy and future development of the subarea.



## Interviewees

- Bill Radobenko, Owner, ACI HVAC Company
- Jim Draggoo, Store Manager, Walkers Furniture
- Matt Surplus, Owner, The Gutter Guys
- Justin Wuest, Resident, Idaho Transportation Department
- John Griffin, Owner, Homestyles Lighting
- Mike Becker, Committee Member, P & Z Comp. Plan Committee
- Shaun Moglia, Owner, Auto Center NW
- Kim Huender, Owner, Frame It Shop
- Karen Gravelle, Property Owner, P& Z Comp. Plan Committee
- Connie Chalich, Real Estate Agent
- Howard Hustoft



**Figure 2.01** – *Much of the community comment revolved around concerns about compatibility between commercial and industrial uses and the residential neighborhoods that adjoin them. (Source: SCJ Alliance.)*

## Topics – Q&A

Responses from the 11 interviews are summarized into the topics below.

### Dalton Gardens Appeal & Character

Interviewees had similar answers regarding the appeal and character of Dalton Gardens.

The stakeholders like Dalton Gardens because there is a lot of “elbow room” and that the “Dalton Acre” is a prized possession. The feel and identity of Dalton Gardens is that it is a town with large lots and has a rural atmosphere and small-town feel. The added benefit of Dalton Gardens is that it is close to everything.

### Phasing of Changes (regulatory & improvements)

Based on stakeholder answers it was concluded that the phasing of changes, a stakeholder suggested the following phases for the changes over time:

- Phase 1 – revise use provisions to begin creating a walking/ped friendly district (begin tightening through design guidelines), could also include trees and better fencing.
- Phase 2 - Other design components and use provisions to support a mixed-use commercial district. Develop a design

review board/committee and adopt standards.

- Phase 3 – Allow for residential in the commercial district.

### Multi-family residential along Gov’t Way

The interviewee’s desires for multi-family residential along Government Way in the commercial corridor were split. Half felt that any residential development would not be appropriate on the corridor the other half felt that it could work along the corridor. Some stakeholders viewed multi-family residential as a potential buffer between the commercial and the current single-family residential.

Though some felt that residential would be ok in the corridor, there was also sentiment regarding needing better separation between the commercial uses and the residential type uses as they exist today and that restrictions should be put on the type of business that could buffer residential.

### Design/Quality Improvements

The interviews suggested design elements that would help to improve the look, feel, and identity of the area. Many suggestions were repeated throughout each interview. Stakeholders would like to see the corridor become a destination not just a place to travel through; amenities along the



corridor should include improved street lighting, improved walkable access to businesses, cluster businesses, and improve the cohesiveness of business types next to each other along the corridor. Improvement to bike and pedestrian facilities was desired to help increase patronage of businesses in the area.

Better identification that you have entered Dalton Gardens was also a concern. Stakeholders mentioned signage such as “Welcome to Dalton Gardens” these types of signs have been used by surrounding communities to help set them apart. Hayden, ID was used as an example where the City of Hayden created its own identity along Government Way and Dalton Gardens should do the same through improvements to the streetscape and identifying signage. Amenities mentioned to create identity besides signage were benches, trees, landscaping, improved sidewalks and bicycle amenities.

### Residential/Commercial impacts & mitigation

Stakeholders felt there was a need to do some mitigation of commercial impact on the residential that abut the commercial area. Some suggested that there be a restriction on the type of commercial use that would be allowed to be next to the residential zone. Businesses in the corridor that involve a lot of truck traffic or deliveries should be mitigated to limit the impact on the residential zone. Improved

separation of some kind could be explored one example was a potential brick wall along the residential area to create a cohesive visual and noise buffer between the commercial area and residents. Interviewees felt that manufacturing might be a good transition zone between the commercial and residential area as well as increased setbacks from the property lines.

### Traffic Design – Re-routing off of 95 to Gov’t Way via Wilbur

Coeur d’ Alene’s intention to extend Wilbur Ave. from Hwy 95 to Government Way will likely bring more traffic to Government Way, making it busier than it is today. Some businesses in the area see the widening of Government Way and the extension as a positive that will bring more traffic by their businesses. Some residents though are concerned with the punch extension of Wilbur Ave. due to the potential increase of traffic on Wilbur Ave. east of Government Way

### Concentrate Design Efforts

Interviewees mentioned surrounding communities as having done design well that could be mimicked in Dalton Gardens. Sherman Ave. in Coeur d’ Alene was mentioned as well favorable design that could be replicated in Dalton Gardens. Coordination with Coeur d’ Alene for the Government Way design was important so the street design could be cohesive.



Building design was also mentioned by a few interviewees stating that the overall quality and look of the businesses need to be improved. There is a desire for more walkable and identity-rich features.

## Zoning issues

A couple of interviewees mentioned sign restrictions in the area and felt that these were restrictive for their business and would like to see some adaptation of what is allowed. Currently, only a small street sign, building sign, and an A-frame sandwich board are allowed.

There was a question of if the current zoning would be allowed for residential once the sewer was put in. Interviewees felt that restaurants, brewery, or pub-like businesses would be nice for residents and employees, but currently it would be inconsistent with the business types that are throughout the corridor.

Due to the purchase of the additional ROW for the expansion of Government Way some lots have been mad non-conforming to the parking standards, these standards should be reviewed.

Height was mentioned as something that should be regulated to not allow high rise hotels and to maintain the current scale.



## Studio

The storefront studio was held at Homestyles Lighting on Saturday, March 17 from 9:00 am to 2:00 pm. The City chose this location for the studio to create a neutral, welcoming and different public engagement experience for community members. Studio activities included more than 60 one-on-one conversations with visitors, an evolving sketch map of the corridor, a short questionnaire, informational displays, and a community flipchart to record comments that didn't make it onto the sketch map or displays.

Conversations at the studio became the backbone for the subarea plan's direction, shaping an initial vision and the overarching concept of three distinct character areas – or districts – along the Government Way corridor. Participants warmed to the idea of new commercial development along the corridor, as long as whatever happens is compatible with the character and scale of residential neighborhoods to the east.

Minipoll results, based on the questionnaire and conversations conducted at the studio affirm the community's overall priorities. The poll included six questions, and 33 respondents completed the survey. Of the total respondents, 31 identified themselves as residents living in the Dalton Gardens, and two live in either unincorporated Kootenai County or other city or town.



### CITY OF DALTON GARDENS COMMERCIAL SUB-AREA PLAN

## COMMUNITY DESIGN STUDIO

The City is currently working on a sub-area plan for the Commercial Corridor (Government Way from Dalton Ave. to Prairie Ave.).

**WE NEED YOUR HELP!!**

Your input will help to guide the future development and design of the corridor.

**DATE: March 17th, 9:30 AM - 2:00 PM**

**LOCATION: Homestyles Lighting  
5648 N. Government Way,  
Dalton Gardens**



**Figure 2.02** – *The City mailed post cards like this one to every address in town and posted dozens of flyers announcing the March studio event. (Source: SCJ Alliance.)*



## City's role in stimulating change versus allowing the market to dictate what happens and when.

Respondents were asked to mark the box that most closely matched their priority option, with the left end option being “The city should do what it can to stimulate change and reinvest in its commercial and industrial zones.” The opposite response, to the far right, was characterized by “What is now developed on the corridor is pretty much OK, and any change should occur slowly as the market dictates.”

Out of the five options, 53.3% of respondents chose somewhat agree (33.3%) or strongly agree (20%) that the City should do what it can to help to stimulate growth and reinvestment in the commercial area. Conversely, 43.3% chose that they somewhat agree or strongly agree with the statement that the corridor is ok the way that it is today and that the market should determine the change over time. 3.3% of respondents didn't agree or disagree with either option or who didn't care either option.

The mean of the answers was .03 with a standard deviation of 1.60.

### Mini-Poll: Corridor Priorities

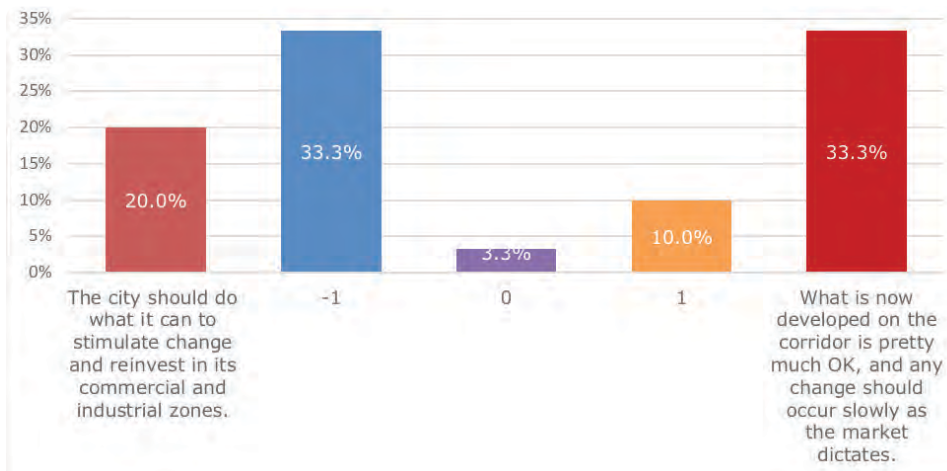
Dalton Gardens is preparing a subarea plan for Government Way, guiding zoning and infrastructure investment. This questionnaire suggests different options we'll need to consider on various topics, and we're interested in learning what you'd like to see happen. Feel free to make comments on the reverse of this sheet, too!

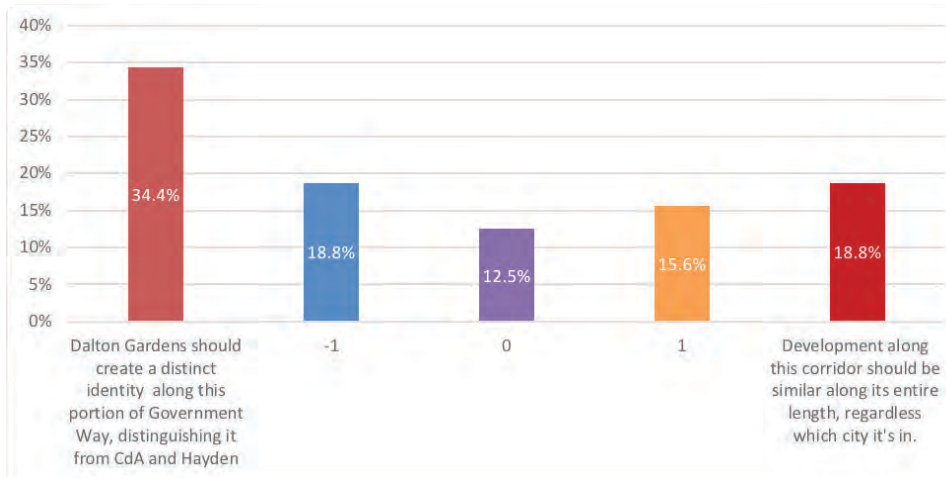


I reside in: (check one)  - Dalton Gardens  - Unincorporated Kootenai Co, or other city  - Other/Don't Know

Option	Mark the box most closely matching your preferences	Option
The City should do what it can to stimulate change and reinvestment in its commercial and industrial zones.	← [A1] [A2] [A3] [A4] [A5] →	What is now developed on the corridor is pretty much OK, and any change should occur slowly as the market dictates.
Dalton Gardens should create a distinct identity along this portion of Government Wy, distinguishing itself from CdA and Hayden.	← [B1] [B2] [B3] [B4] [B5] →	Development along this corridor should be similar along its entire length, regardless which city it's in.
Keeping this district as separate as possible from nearby residential areas is important, essentially isolating it from the rest of the community.	← [C1] [C2] [C3] [C4] [C5] →	It should be very easy to get to this corridor from Dalton Garden's neighborhoods as a pedestrian or cyclist.
Even as new development occurs, it should maintain levels of activity and intensity as now exist.	← [D1] [D2] [D3] [D4] [D5] →	New development should take advantage of available sewer, potentially including hotels, larger retail shops, offices, and light manufacturing.
Land along the corridor should be strictly non-residential, with commercial land directly abutting residential land to the east.	← [E1] [E2] [E3] [E4] [E5] →	Zoning should permit residential uses - particularly toward the rear of corridor parcels - as a transition to neighborhoods to the east.

Figure 2.03 – The studio's "mini-poll" allowed participants to indicate preferences on several plan topics. Participants were split regarding the degree to which the City should facilitate reinvestment. (Source: SCJ Alliance.)





**Figure 2.04** – Participants indicated a slight preference to establish a unique Dalton Gardens identity along the corridor, though many believe there should be little difference in appearance between the land in CdA and that in Dalton Gardens. (Source: SCJ Alliance.)

## Dalton Gardens having a distinct identity versus seamlessness with Coeur d’Alene and Hayden

Respondents were asked to mark the box that most closely represented their priority option with the far left response being “Dalton Gardens should create a distinct identity along this portion of Government Way, distinguishing it from CdA and Hayden.” The opposite response was “Development along this corridor should be similar along its entire length, regardless which city it's in.”

Out of the five options 53.2% of respondents chose the option strongly agree (34.4%) and somewhat agree (18.8%) with the statement that Dalton Gardens should create a distinct identity to separate it from Coeur d’ Alene and Hayden. There was a total of 34.4% that strongly agreed (18.8%) or somewhat agreed (15.6%) that development along the corridor should be similar along the entire length no matter which City it is in. There were 12.5% of respondents that didn’t agree or disagree with either option or didn’t care for either option.

The mean of the answers was -0.34 with a standard deviation of 1.53.

## Isolating the corridor versus linking it to community neighborhoods

Respondents were asked to mark the box that most closely represented their priorities with the far-left being “Keeping this district as separate as possible from nearby residential areas is important, essentially isolating it from the rest of the community.” The opposite priority option to the right was “It should be very easy to get to this corridor from Dalton Garden’s neighborhoods as a pedestrian or cyclist.”

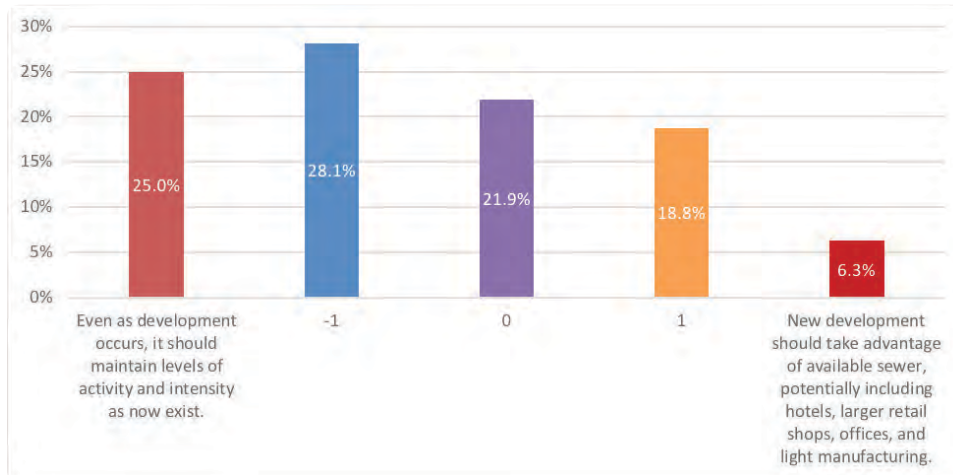
Out of the five options 65% of respondents chose the options aligning most with the statement that it should be very easy for residents to get from the Dalton Gardens neighborhoods to get to the corridor as a pedestrian and cyclist. A total of 25% of the respondents somewhat agreed (9.4%) or strongly agreed (15.6%) that the corridor should be as separate as possible from the residential area. There were 9.4% of respondents that didn’t agree or disagree with either option or didn’t care for either option.

The mean of the answers was 0.59 with a standard deviation of 1.43.



**Figure 2.05** – Participants strongly favor better connections between the corridor’s commercial land uses and the residential neighborhoods to the east. (Source: SCJ Alliance.)





**Figure 2.06** – Studio participants are reluctant to see new sewer service result in greater development intensity, valuing the scale of what's developed today. (Source: SCJ Alliance.)

## Maintain current levels of activity versus allow new development with sewer

Respondents were asked to mark the box that most closely represented their priority option to the left being “Even as development occurs, it should maintain levels of activity and intensity as now exist.” The opposite option was “New development should take advantage of available sewer, potentially including hotels, larger retail shops, offices, and light manufacturing.”

Out of the five options 53% of respondents chose somewhat agree (28.1%) and strongly agree (25%) aligning most with the statement that new development should maintain the levels of activity and intensity that occur now on the corridor. Of the respondents 25.1% either somewhat agreed (18.8%) or strongly agreed (6.3%) that new development should take advantage of sewer to potentially build hotels, larger retail shops and light industrial. There were 21.9% of respondents that didn’t agree or disagree with either option or didn’t care for either option.

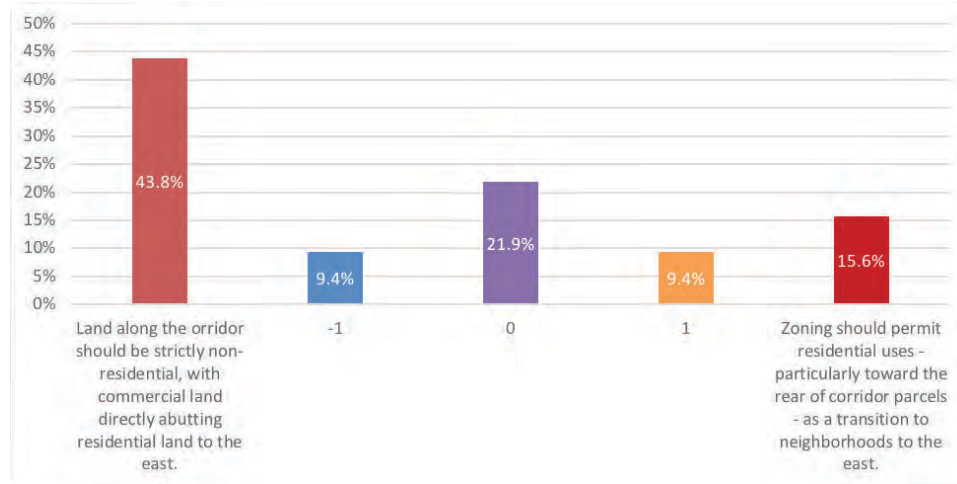
The mean of the answers was -0.47 with a standard deviation of 1.22.

## Prohibit corridor residential versus allowing it under certain circumstances.

Respondents were asked to mark the box that most closely represented their priority option with the left being “Land along the corridor should be strictly non-residential, with commercial land directly abutting residential land to the east” The opposite option was “Zoning should permit residential uses – particularly toward the rear of corridor parcels – as a transition to neighborhoods to the east.”

Out of the five options 53.2% of respondents chose somewhat agree (9.4%) and strongly agree (43.5%) aligning most with the statement that land along the corridor should be strictly non-residential. Of the respondents 25% either somewhat agreed (9.4%) or strongly agreed (15.6%) that zoning should permit residential particularly between the commercial corridor and residential uses. There were 21.9% of the respondents that neither agreed nor disagreed with the options or potentially didn’t prefer either option.

The mean of the answers was -0.56 with a standard deviation of 1.50.



**Figure 2.07** – Most participants seem to favor an exclusively commercial land use mix along the corridor. However, many also believe that mixing commercial and residential uses might be a good strategy - as long as there are commercial uses on the ground floor and development of “stick-frame” apartments is avoided. (Source: SCJ Alliance.)



**Figure 2.08** – Studio participants had opportunities to speak with each other and to ask questions of the consultant team, showing how their ideas may play out along the corridor. (Source: SCJ Alliance.)

### Comments:

The intent of the minipoll was to initiate conversations, allowing participants to consider the tradeoffs inherent in the process and to express their ideas about the best way to manage them. In many cases, conversations happened after participants completed the questionnaire, allowing them and the consultant team to play out their ideas more fully. Those conversations provided an opportunity to elaborate on the issues, understand them in greater detail and to negotiate ways forward that respond to individual participant concerns. Many of the comments noted below were specifically discussed in those conversations,

with the plan's recommendations ultimately reflecting some level of agreement between participants and the planning team.

- No apartments complexes, maybe business office/condo concept
- No apartments. No duplexes. No residential. No industrial.
- No apartments
- Didn't agree with the last two questions
- Your questions are poorly written. Who's paying for these changes?
- I don't like most of either side of the option poll!
- No "hotels", "larger shops", etc. Keep it smaller (2-shorts only?). No Mtg! "Be similar": each city (CDA & Hayden) has their individual motifs. Define "residential use", storage areas? "Strictly non-residential" - no apartments (consider trash pick-up, lawn maintenance, visitors. All-nighters, parties, playgrounds, swimming pools, rec. rooms, BBQ's, etc. (Keep it quiet, and most residential are not quiet. We already have a problem defining "noise", and a governing ordinance. Dalton Gardens, in this day-and-age, is an anomaly. We're a small town, and the small-town reputation usually includes simplicity. So, in my opinion, simplicity

should extend to commercial areas, i.e., small, comfortable shops, and maybe an eating area, an environment where people can browse, relax and enjoy a small-town atmosphere.

- I like the rural feel of Dalton Gardens and do not want it to look anything like what the City of Hayden did to Government Way. I also think the wording of some of these questions were misleading 18-year resident of Dalton.
- Industrial should not front Government Way. No identity. Piecemeal development. Similar development is not working now. Zoning should permit multi-family res. uses. Multi-family setbacks from Residential lots should be greater. Encourage height restrictions within Commercial/Residential bugger. Encourage lumen restrictions within buffer. Encourage down lighting within buffer and minimize ambient light. Promote dark sky within residential. Instead of Cobra head lights-carriage style lights. No cul-de-sac's. Land use districts is a great ideal but be mindful that this corridor is multi-jurisdictional. Green space along Government Way with trees, benches, drinking water fountains. Promote shading with trees approved by arborist.

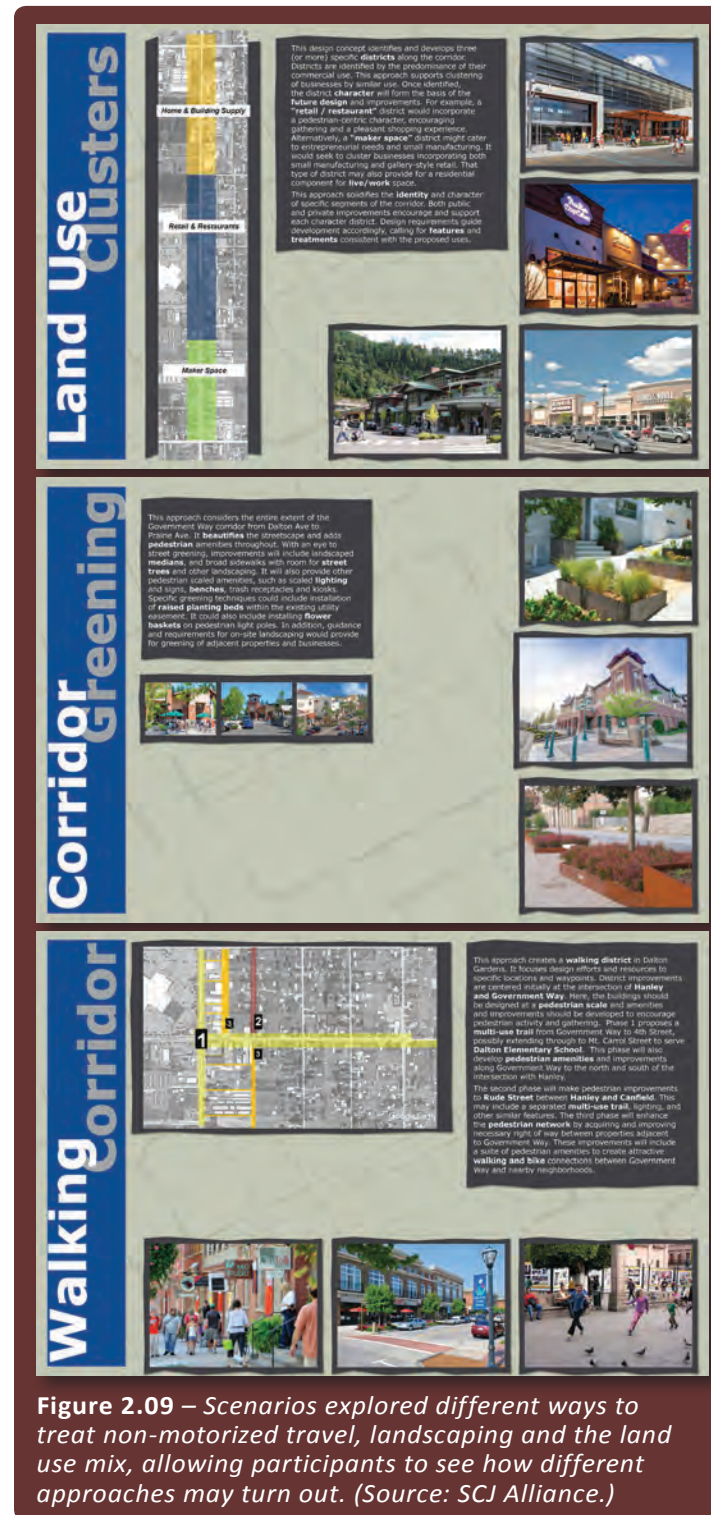


Figure 2.09 – Scenarios explored different ways to treat non-motorized travel, landscaping and the land use mix, allowing participants to see how different approaches may turn out. (Source: SCJ Alliance.)



- Worried about traffic encroachment. If and only if abutting neighbor is protected and buffered.
- Industrial doesn't exist.
- Commercial area needs buffer from residential. No multi-family in Commercial! Residential needs protection from the by-product of commercial- noise, vibrations, smells, dust. Needs defined work hours because these issues are not rectified by the City. Living right next to an industrial business that has worked 24 hours affects the quality of life and use of property in the residential community.

# Plan Direction

# 3

## Vision

The ways in which conditions along the corridor change over time and take advantage of development opportunities must be guided by an overall vision. Based on the comprehensive plan and the results of the process, the Government Way corridor vision is:

The Government Way corridor is active, attractive and accessible, scaled to fit Dalton Gardens' rural feel while still offering a wide range of retail, dining, employment and commercial services to support the community and the larger region.





**Figure 3.01** – Dalton Gardens is a mix of urban and rural lifestyles, with equipment storage, material storage, manufacturing, and warehousing immediately adjacent to drive-through banks, furniture stores and restaurants. (Source: SCJ Alliance.)

## Opportunities and considerations

While the planning area is relatively small, it presents a challenging mix of opportunities and constraints. The sewer project will enable more intense development to occur along the corridor, and the City's zoning is in place to permit it. As this development occurs, however, the community will have the ability to take advantage of the area's opportunities and to manage the potentially troublesome effects that motivated this process in the first place.

### Compatibility

Conflicts exist between the intensely developed manufacturing uses and adjoining residential uses in the northern portion of the corridor. The City's zoning has since been updated to upgrade buffering, screening, and separation requirements, and it is important to review how well the new standards reflect the community's needs. Protection of the community's residential quality of life is essential. And so is providing for opportunities for the community's businesses to succeed. Any strategy to achieve land use compatibility must balance this tension. In addition, development in the southern portion of the corridor may move to fill in areas deeper in the commercial lots that are now only sparsely developed. Zoning can limit development intensity

here, and, if it does so, the buffering and separation requirements applied may be less restrictive than those applied in the central and northern planning areas.

### Pedestrian environment

The community wants to be able to walk and bike to the commercial uses and along Government Way. The current Government Way roadway design provides a rather uninspiring pedestrian experience, but it is an upgrade from what currently exists. It will provide sidewalks along the roadway edge from Dalton to just north of Wilbur, terminating the sidewalk as the corridor enters the area more oriented to industry and light manufacturing.

Community comment during the studio indicated support for enhancing the pedestrian and bike connections along Dalton, Hanley, Cantwell, and Wilbur. While the exact design has yet to be determined, participants are looking for a non-motorized route that is safe and in keeping with the community’s rural character and scale. It could be integrated into the three roadways, or it could be separated from them, depending on the context and the willingness of property owners to blend a ped/bike path with their development and land use concepts.



**Figure 3.02** – *The corridor subarea plan must provide for zoning solutions to address the community's concerns about land use compatibility, supporting application of landscaped buffers, setback requirements and transitional uses to alleviate the impact of stark and imposing commercial structures on adjoining neighborhoods. (Source: SCJ Alliance.)*

### Road network

Dalton Gardens has a mostly uniform, grid street network. Dalton, Hanley, Cantwell, Wilbur and Prairie run east-west and access Government way from eastern neighborhoods. Rude street runs north-south, just to the east of Government way, between Hanley and Wilbur. These roads

have provided sufficient automotive access to the Government Way corridor, and they are spaced widely enough apart to preserve the community's rural character.

The City of Coeur d'Alene and the Kootenai Metropolitan Planning Organization (KMPO) are planning to extend Wilber from Highway 95 to Government Way. This will place a four-way, signalized intersection where now only a T-intersection exists, creating an additional community entry for Dalton Gardens and potentially making more intense retail development an economically attractive option at this location.

As sewer becomes available along Government Way, however, there may be a need for at least one mid-block roadway corridor serving the deeper commercial parcels between Dalton and Hanley. This corridor could connect to Government Way at Sunup, Sunburst and Park, creating symmetrical four-way intersections and facilitating access to the interior of the deeper parcels.

### Land use complexity

The existing land use landscape will likely change with the installation of sewer. Limitations of septic system location and capacity have driven development decisions, and, with those constraints lifted, property owners may choose to reconsider their options and replace what is existing with something more intense. This will probably happen



**Figure 3.03** – *Quaint development is a reminder of Dalton Gardens' past, but it is not really consistent with the evolution of the Government Way corridor. (Source: SCJ Alliance.)*

incrementally, adding to the variety of corridor development by varying land use, building type and scale on a parcel-by-parcel basis.

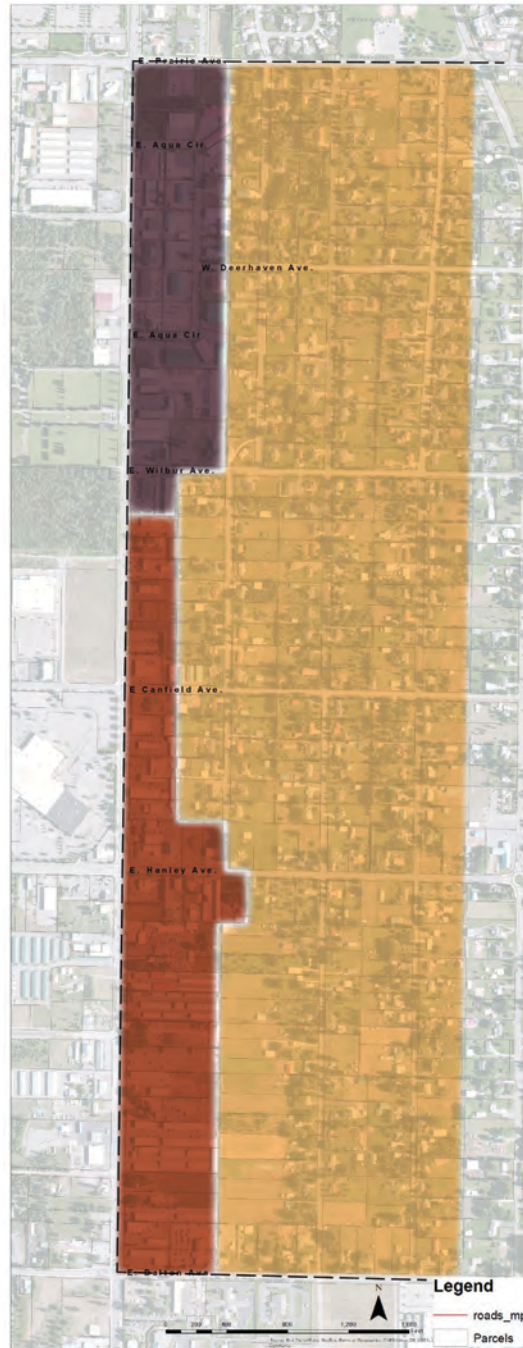
While the community almost universally rallied against the development of multi-family housing, many participants at the studio believe that live-work units or lofts above studios or shops would make an interesting and appropriate addition to the commercial landscape, particularly along the rear of commercial properties in the southern portion of the corridor. Participants also believe that vertical mixed use nearer Government Way would also be acceptable, where residential units – either for rent or for sale – would occupy upper floors of a building with ground-floor commercial uses.

Dalton Gardens has a history of permitting a wide range of uses in its commercial districts, and the community appears to appreciate the wide range of uses that have appeared as a result. This subarea plan continues that tradition. However, it also seeks to find ways to permit residential development as an upper-floor use. It is intended to provide the Dalton Gardens community with a residential living alternative, allowing residents to exercise choice in their housing type without altering the low-density character of the community’s residential neighborhoods.

## Community entryways & visual experience

Government Way now has two entryways into Dalton Gardens, and it will have a prominent third when Wilbur is extended through from Highway 95.





## Land use & design

Dalton Gardens is a predominantly residential community, with more than 90% of its land area devoted to large-lot, single-family neighborhoods. Residents choose to live in Dalton Gardens because of this low-density, semi-rural lifestyle. There is no sewer service in the neighborhoods, and requirements for septic system drain fields limit the extent to which land can be subdivided and the intensity of any uses proposed.

This character permeates the community's conversation about the ways Government Way should be developed. Priority concerns related to land use compatibility led many conversations in this process. Industrial and manufacturing development in the northern section provides a textbook example of what not to do, where large industrial buildings are located toward the rear of commercial property, casting shadows onto adjoining residential property. Noise, building mass, vibration, light, glare, and odor are also concerns, motivating community residents to fear that further commercial development along Government Way will cause similar problems in their neighborhoods, too.

**Figure 3.04** – *Land use along the corridor is proposed to be almost entirely commercial, with some allowance for the industrial and manufacturing uses that exist in the north. (Source: SCJ Alliance.)*

Another concern among residents is that the inclusion of apartment buildings will also damage the overall residential character and scale of Dalton Gardens. Nearby examples of three-story apartment buildings, developed en masse, are not what Dalton Gardens residents want for their community.

During the studio, participants and the planning team engaged in both topics, trying to find ways that the community's concerns about compatibility and scale can be addressed – while still respecting the rights of property owners along Government Way and considering the community's larger economic development and fiscal objectives.

## Residential

There was little support for conventional multi-family development. But many participants are intrigued by the concept of vertical mixed use, where residential units would occupy upper floors. Studio conversations explored ideas of this type of mixed use happening near Government way, with a retail storefront on the ground level and apartments or condominiums on two or three floors above. They also considered live-work or “maker” loft arrangements toward the rear of parcels in the southern portion of the corridor, where lots are deep enough to accommodate variety of development and still provide enough room for an effective visual buffer from existing residential areas.

In this way, Dalton Gardens can increase the variety of housing it offers without compromising the character or rural feel of its existing neighborhoods. Several participants noted that they may be interested in remaining in Dalton Gardens when they get to the point of not wanting to maintain their current residential acreage. And others noted that they would enjoy having their children's young families nearby, even though they cannot afford to buy a home in town. Housing types like these – particularly those appealing to the community's artisans and grandparents – may eventually be occupied by the community's older residents or adult children.

## Mixed Commercial

A key element of this new residential concept is the way in which it can mix in with commercial development along the corridor. The plan calls for mixed commercial and residential land uses from Dalton to Wilbur, applying a new land use philosophy encouraging future development to blend various uses and types.

## Heavy Commercial

The northern third is developed with industrial and manufacturing uses. The subarea plan anticipates that these will continue and proposes a land use designation that will make the uses conforming. However, the success of this designation depends on how well these higher-intensity uses can



operate compatibly with adjoining residential neighborhoods. There is value in the activity happening in this industrial and manufacturing landscape. Local employment, property tax and the generation of income in Dalton Gardens all contribute to the community's prosperity and fiscal health. But the residents have concerns – and experiences – that insensitive design in the industrial and manufacturing area can make living nearby unbearable. If the City creates a land use strategy that permits these uses to continue, the community will also demand that buffering and separation standards be developed and enforced to assure the quality of life they enjoy in Dalton Gardens is retained.

### Streetscape

Studio participants are interested in the aesthetic character of Government Way as it travels along Dalton Gardens, but they are reluctant to invest too much in its beautification and are unsure if there's a distinct identity Dalton Gardens should project.

## Transportation

### Autos

The automobile is the priority mode of transportation in Dalton Gardens. The community's arterials and local streets are designed to accommodate cars, and the long block-lengths and semi-rural style of roadway improvements is consistent with reliance on private automobile use.

Speed limits are relatively low given the street geometries, and the rural character of the street edges leading east from the corridor emphasize the need to drive more slowly than in a more urban condition.

Auto access to Government Way from Dalton Gardens' streets is mostly unrestricted, with right and left turning movements available at all intersections. Driveways, too, provide full turning access onto Government Way, even with recent roadway improvements in place.

There is little congestion on the roadway network in the corridor, and the community likes it that way. Any recommendation for transportation improvements must seek to retain the mix of easy access to Government Way, safety, and low auto congestion.

## Non-motorized

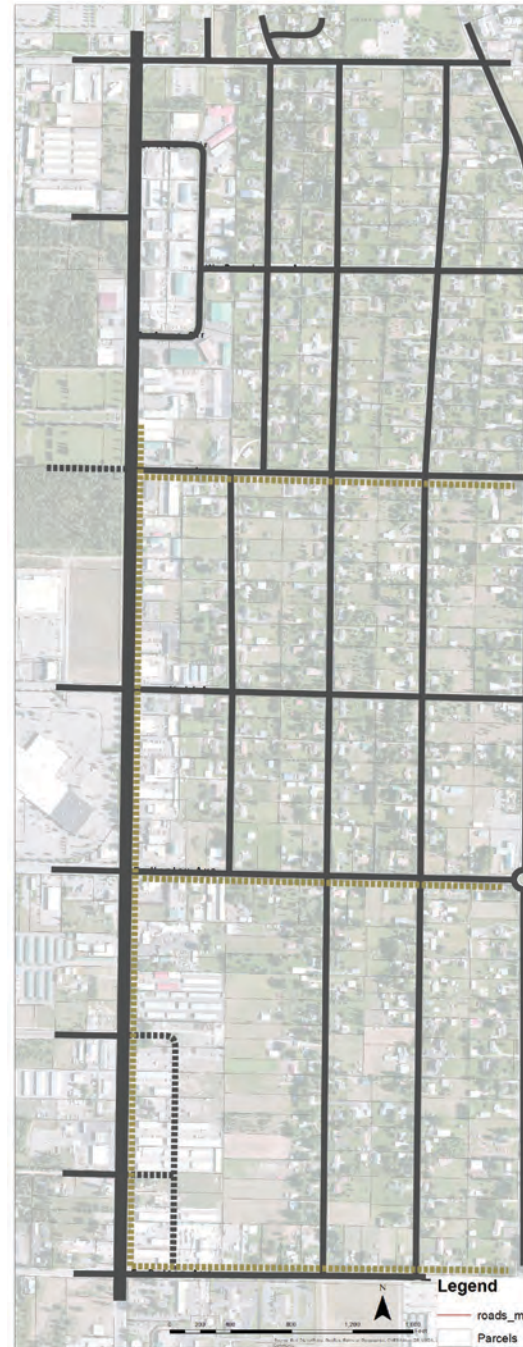
Pedestrians and cyclists have few options other than to share streets with auto traffic or to use sidewalks – where they exist – that are relatively narrow and immediately adjacent to travel lanes. Given the slow speeds on most of the community’s streets, this has not been much of a problem for walkers and cyclists. But some conflicts occur as streets approach the Government Way corridor, and others will likely occur as businesses along Government Way strive to interconnect more effectively.

Community members are eager to see improvements to bike and pedestrian access from the corridor to the neighborhoods to the east. They hope to make it easier and safer for those riding and walking to reach the corridor, supporting local businesses and generating more local demand for dining and entertainment uses.

## New connections

While the community is interested in improving pedestrian and cycling conditions along all of its arterials, the southern section of the corridor is the place where the character and scale of the

**Figure 3.05** – *Connections are emphasized via pedestrian walkways and trails along Government Way and the perpendicular arterial streets, and a new commercial access corridor is planned to facilitate variety in land use in the southern district.* (Source: SCJ Alliance.)



transportation system may change the most. Participants in the studio and our initial set of interviewees are interested in exploring new development models for this part of town, encouraging a broader mix of retail, service, live-work, and residential uses that may justify a new approach to roadway and trail design. One principal shift would be the creation of a mid-block, north-south connection just east of Government Way, splitting the commercial parcels there with another access corridor serving automotive and non-motorized travelers. This can facilitate a more creative pattern for incremental redevelopment of these parcels and help introduce the type of use mix the community is interested in seeing. In addition, by providing rear access to Government Way frontage parcels, this scheme may facilitate the siting and design of new development that creates a distinctive and attractive southern entry into the City.

### Calming

It may be difficult to make calming improvements in Government Way since the road design is complete and sponsored by KMPO. The priority is on traffic mobility, speed, and efficiency. However, the City may be able to institute other calming strategies that occur outside of the roadway. Street-side landscaping, lighting, pedestrian amenities and other elements can be employed without encroaching into Government Way's travel lanes, registering in the drivers' peripheral vision and

encouraging slower speeds. Calming strategies include lane narrowing, lane reduction, chicanes, raised median treatments, a curving roadway, landscaping, crosswalks, bulbouts, traffic circles, and others. Would creating a Traffic Calming Ordinance be possible to ensure Traffic Calming elements are considered in context for each project?

# Policy Recommendations

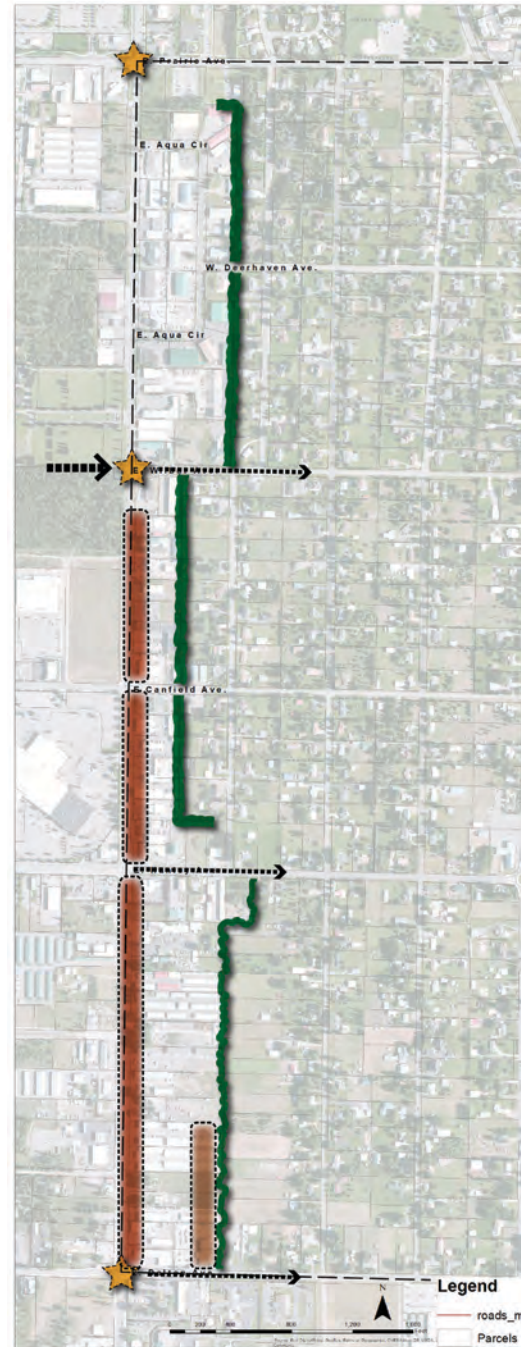
This subarea planning process attempted to learn more about the community’s desires for its Government Way corridor, particularly as the installation of the sewer line may increase pressure for development along it. The following policy recommendations attempt to address the corridor at multiple levels, presenting recommendations for inclusion in the community’s new comprehensive plan, considerations for zoning standards, and suggestions on dealing with investment and projects as they come in, even in advance of any comprehensive plan or zoning action.

## Comprehensive Plan

At the outset of the process, the community expressed two important concerns.

- There was little support for multi-family development along the corridor and absolutely no support for intensification of the community’s existing residential development pattern east of Government Way.

**Figure 3.06** – Storefront and street edge enhancements, buffers along the eastern edge of the commercial zones, community entries, mixing new residential types into commercial projects, and a focus on connecting the commercial district to nearby neighborhoods are the principal subarea plan recommendations. (Source: SCJ Alliance.)





**Figure 3.07** – *The subarea plan calls for effective buffers and increased compatibility, even suggesting transitions to less impactful land uses on the eastern edges of commercial properties, like live-work or "maker" spaces like this one in the Vancouver area of British Columbia. (Source: SCJ Alliance.)*

- The transition space between any development on Government Way and the adjacent residential neighborhoods must be managed carefully and effectively, ensuring that any commercial or industrial buildings respect the neighborhoods they adjoin.
  - Reviewing and strengthening buffer standards between commercial uses and adjoining residential property.
  - Introducing vertical mixed uses along the Government Way frontage, accommodating

Dalton Gardens has policies today that address these two issues, but they are still on the minds of community residents. The existing land use plan draws a discrete line between what is non-residential and what is large-lot single-family residential. And there are rules that govern how non-residential development has to set back from properties that are residential and install and maintain landscaping to create visual buffers.

While land use compatibility remains a top priority, with effective buffers required to protect residential properties from noise, light, glare, vibration and shadow from commercial and industrial uses, this process revealed that the community might be open to new ways of dealing with the transition between properties fronting on Government Way and those further to the east. Many participants appear to support more creative approaches of providing buffers, particularly in the corridor's southern stretch, and increasing the accessibility of the corridor's retail, dining, service, and office uses to Dalton Gardens traveling on foot or by bike. Specific policy adjustments to accommodate these subtle shifts would include:

some degree of residential use in upper floors if the market supports it.

- Introducing lower-intensity vertical mixed use toward the rear of commercial lots, particularly in the southern stretch, encouraging “live-work” or “maker space” development where craftspeople and service providers can occupy residential units above commercial studios or offices.
- Encouraging non-motorized access between the Government Way commercial district and the community’s neighborhoods along Dalton, Hanley, Cantwell, and Wilbur, taking advantage of the eventual extension of Wilbur and enhancing the relationships between local businesspeople and local residents.
- Encouraging replacement of personal storage units with other land uses, enhancing the Government Way frontage and stimulating new investment in the community’s commercial district.

The following policy matrix extracts relevant goals, policies and implementation programs from the current comprehensive plan draft and suggests specific modifications and additions as appropriate to incorporate the subarea plan’s recommendations.

## Zoning

While the comprehensive plan establishes policy direction and overall strategic context, the zoning rules and development standards will guide individual project development and design. Based on the adjustments in comprehensive plan policy suggested above, the City may consider the following amendments to its zoning ordinance:

- Review buffer standards in the northern area, where commercial and industrial properties and development will directly abut residential properties, requiring an effective landscaping screen, mitigating light and glare, permitting required fire access, setting back activities producing noise, odors or vibration, and introducing other design-related controls to minimize potentially obnoxious impacts while still permitting commercial uses to flourish.
- Create land use and development standards in the central and southern areas, where appropriate, to permit development of small-scale, live-work or maker space projects, providing adequate buffers to screen these types of uses from adjoining residential properties with the understanding that buffers and setback requirements for these types of uses would be less restrictive than those for higher-intensity industrial and manufacturing uses.

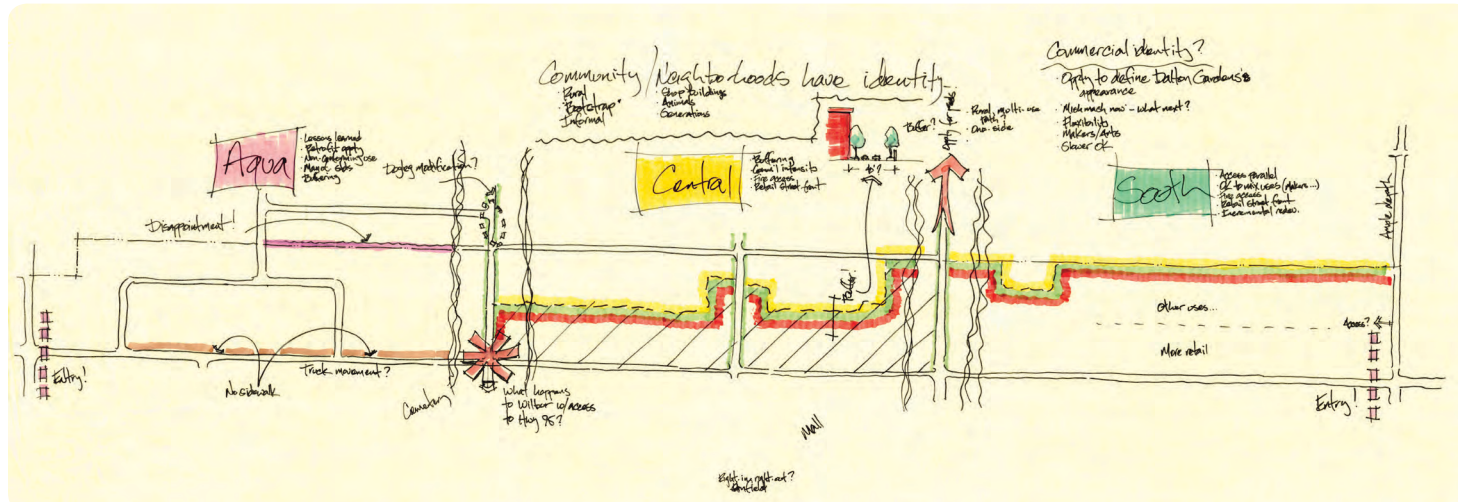


- Create land use and development standards throughout the corridor to permit and guide vertical mixed use along the Government Way frontage, allowing residential uses on upper floors.
- Adopt zoning regulations permitting incremental conversion of mini-storage sites into other uses, potentially encouraging the front 200' of these lots to become retail, office, service commercial or vertical mixed-uses, even as the rest of the site remains mini-storage.
- Establish a “design assistance program” to actively consult with individual project proponents on possible designs to maximize the subarea’s prosperity and advance plan principles.
- Amend the City of Dalton Gardens Municipal Code, Title 7, Chapter 8 to include Commercial District Nuisances, rather than relying entirely on the performance standards found in Code 5-3-12.
- Identify priority pedestrian and cycling access corridors, targeting them for eventual upgrades to encourage non-motorized access to the Government Way corridor.
- Initiate and support a business and property owners association for the Government Way corridor, providing a venue for sharing concerns and nourishing a collective vision for the advancement of the corridor.
- Strengthen working relationships with the City of Coeur d’Alene and other agencies and jurisdictions responsible for facets of the Government Way corridor, ensuring policy consistency between all players and coordinating future public projects in terms of community outreach, design, priority, and timing.

### Projects and initiatives

The subarea plan establishes a framework, much of which can be implemented through policy and zoning. But there are other ways the plan can be implemented, too, either by how the City chooses to pick its investment and program initiatives and how individual projects, developed under current policy and zoning, are designed. The City can manage the way in which it invests in its rights of way and works with its agency partners, strategically targeting its moves to advance the plan’s overarching objectives. Individual project proponents can also be involved, designing projects to take advantage of opportunities the subarea plan reveals. Here is an initial list of projects and initiatives the City may consider:





**Figure 3.08** – The studio event produced an overall planning concept, drawn during conversations with participants and evolving as the day moved on. These concepts are embedded in the subarea plan's policy recommendations presented in the following pages. (Source: SCJ Alliance.)

**Table 3.01 - Land Use Element**

Existing	Notes	Recommendations
<b>Goals</b>		
Retain and enhance the rural residential characteristic of the City within the Residential District.		Retain.
Promote a wide variety of land uses and standards within the Commercial and Light Industrial Districts that complement the rural residential lifestyle of Dalton Gardens.	Both the 2012 improvements and planned 2018 improvements are designed to increase Government Way's traffic capacity. KMPO design is focused on traffic mobility and will do little to specifically support this goal. The City's actions on zoning updates and local roadway design will be most effective.	Retain. Implementing actions relate to this and are included at the end of this table.
Coordinate land use with future municipal sewer of the Commercial District.	Municipal sewerage in the commercial district will allow for a wider range of uses and tenants that now exist. Sewer connection opens up the ability to serve high volume users such as hotels, restaurants, food processing and multi-family residential development. While this policy is OK, it does not clarify that there are no plans to enable higher intensity residential development in the residential district.	Modify to: Coordinate gradual land use intensification only in those areas to be served by future municipal sewer, concentrating new commercial development along the Government Way corridor.
Plan for and Designate a Neighborhood Commercial District	This could be located in the commercial district, and would probably make more sense here, if there were well designed and walkable connections. Introduction of multi-family residential would also make any neighborhood commercial more viable. Mixed-use development including street commercial store-front with upper level residential is an attractive / successful model and could work along DG's corridor. Still, this reads more like a policy than a goal.	Modify to: Create a lively, active and dynamic place along the Government Way corridor, one that mixes uses and encourages social interaction.
<b>Policies</b>		
Prohibit commercial and light industrial land uses in the residential areas with the exception of existing neighborhood commercial.	By default, this will drive all commercial and industrial use to the corridor.	
Amend the home occupation regulations to ensure commercial and light industrial uses are prohibited in the Municipal Code.	This should clarify that industrial and commercial uses should be prohibited in residential areas?	Modify to: Prohibit all industrial and most commercial uses in residential zones, using zoning land use standards and home occupation requirements to apply appropriate restrictions.



**Table 3.01 - Land Use Element**

<b>Existing</b>	<b>Notes</b>	<b>Recommendations</b>
Eliminate any proposed land use designation of Light Industrial in the Plan and Plan Map.	This policy may unnecessarily complicate the nonconformities issue and may not be the most effective solution to compatibility problems. In addition, these uses provide local employment opportunities for community residents, something that should be retained.	Modify to: Ensure that any light industrial and commercial development along the corridor is developed to minimize negative impact on nearby residential areas.
Follow all laws regarding legal non-conformity for existing land uses that may have vested rights.	This policy can evolve to be a bit more directive, confirming the overall intent behind it.	Modify to: Respect the rights of property owners with nonconforming uses or structures and work with them to manage offsite impacts and improve land use compatibility.
<i>Amend the Municipal Code to ensure that design standards in the Commercial Districts offer adequate buffering from the Residential District.</i>	This policy is actually an implementation item. It should be removed from this matrix and added to a task list included in the comp plan.	Relocate to implementation chapter.
<i>Amend the Municipal Code to ensure that design standards are adequately addressed for Commercial and existing light industrial uses and focus on address impacts such as hours of operation, noise, traffic and lighting.</i>	A portion of this policy is actually an implementation item. It should be removed from this matrix and added to a task list included in the comp plan.	Modify to: Apply design guidelines and design standards to commercial and light industrial uses, focusing on minimizing adverse impact of hours of operation, noise, traffic, vibration, orientation, and lighting.
<i>Amend Commercial standards and regulations that promote uses that will be compatible with future sewer design plans and strategies.</i>	A portion of this policy is actually an implementation item. It should be removed from this matrix and added to a task list included in the comp plan. And the policy – as written – provides little direction on what the outcome should be. Recommended language is still probably too vague and should reflect the intent behind the suggested policy.	Modify to: Permit intensification of commercial uses along the Government Way corridor within the constraints of available sewer service.
<i>Prohibit land uses in districts that are primarily manufacturing, assembly and general or heavy industrial in nature.</i>	This could be accomplished by eliminating manufacturing / light manufacturing from the Comprehensive Plan, FLUM, and zoning. But that strategy might be too drastic given the community’s concerns about nonconformities and its hopes for local employment and a diverse local economy.	Modify to: Ensure that any light industrial and commercial development along the corridor is developed to minimize negative impact on nearby residential areas.



**Table 3.01 - Land Use Element**

Existing	Notes	Recommendations
<i>Create a variety of Commercial Districts that are compatible with buffering commercial and residential land uses.</i>	The sub-area plan proposes districts promoting a variety of characteristics. This policy can be separated to address topics that came out in the process.	<p>Add: Plan for and designate a mixed-use commercial district, likely in the southern third of the Government Way corridor, allowing upper-floor residential uses for live-work, maker lofts or other vertical mixed-use options.</p>
		<p>Add: Encourage development of light industrial and service commercial uses in the northern third of the Government Way corridor, provided design and operations of such uses do not negatively impact nearby residential neighborhoods.</p>
		<p>Add: Manage commercial development in the central third of the Government Way corridor to provide a wide variety of retail, dining, office, service, and entertainment uses, ensuring compatibility with nearby residential neighborhoods.</p>
<i>Identify existing commercial uses that are zoned Residential that may be compatible with residential neighborhoods.</i>	This policy is actually an implementation item. It should be removed from this matrix and added to a task list included in the comp plan. Seems like there’s a hidden intent here to permit some small-scale commercial in the residential district, but there’s little discussion on it.	<p>Modify to: Permit some of the existing small-scale, low-intensity commercial uses in the Residential district in an effort to support local entrepreneurship while also protecting the quality of life for surrounding residents.</p>
<i>Create Neighborhood Commercial zoning standards that will be compatible with existing Residential land uses such as small gas stations, deli’s and convenience stores.</i>	This policy is an implementation item that relates to the existing Dalton Market area in town, located away from the Government Way corridor. If the desire is to provide for this commercial use to remain, the policy should be revised to hint at the circumstances under which it may continue.	<p>Modify to: Encourage existing uses in the Neighborhood Commercial zoning district to prosper but restrict their intensification or expansion into adjoining properties.</p>
<i>Rezone existing legal nonconforming commercial uses to Neighborhood Commercial to allow small expansion and repair.</i>	As above, this policy is actually an implementation item. It should be removed from this matrix and added to a task list included in the comp plan, essentially implementing the policy direction from above.	Relocate to implementation chapter
<i>Develop a Capital Plan for implementing municipal sewer in the Commercial Districts.</i>	This policy may need to be deleted, unless there is a specific reason to further expand sewer or somehow augment what is now being built.	Delete.



**Table 3.01 - Land Use Element**

Existing	Notes	Recommendations
<b>Implementation</b>		
Continue to ensure compliance with the Sewage Management Plan and Agreement with the Panhandle Health District every five years.		
Work with the adjacent Cities to develop memorandums of understanding that complete a Sewer District for the Commercial Districts.		"memoranda"
		Update zoning to incorporate appropriate uses for each district.
		Review and implement buffer standards.
		Consider appropriate designs for local streets intersecting Government Way.
		Amend Commercial standards and regulations ensuring development is compatible with sewer design plans and strategies.
		Review and update home occupation regulations to permit uses compatible with residential surroundings.
		Consider a new Neighborhood Commercial zoning district to permit small-scale, low-intensity non-residential uses adjacent to or within residential areas.
		Rezone existing legal nonconforming commercial uses to allow small expansion and repair.
		Amend the Municipal Code to ensure that design standards in the Commercial Districts offer adequate buffering from the Residential District.
		Amend the Municipal Code to ensure that design standards are adequately addressed for Commercial and existing light industrial uses and focus on address impacts such as hours of operation, noise, traffic and lighting.
		Amend Commercial standards and regulations that promote uses that will be compatible with future sewer design plans and strategies



**Table 3.01 -Community Design Element**

Existing	Notes	Recommendations
<b>Goals</b>		
Develop an identity for the Dalton Gardens Commercial District.	Will be guided by the commercial sub-area	Retain.
Reflect the community’s distinctive identity through deliberate and attractive design, public art, landscaping, and travel ways.	These attributes will be made components of sub-area design and character / context areas.	Retain.
<b>Policies</b>		
Plan, develop, upgrade and expand existing pedestrian paths and trails. Explore and develop innovative ways to promote a pedestrian lifestyle including but not limited to access to shopping and public parks in Dalton Gardens.	Sub-area plan suggests opportunities for pedestrian connectivity, accessibility, safety, and comfort. This policy statement – as written – fits perfectly with results from subarea planning process.	Retain.
Encourage “dark sky” standards to mitigate impacts from excessive lighting within the Residential District.	Should this also address those areas that abut the Residential District? It will be difficult to restrict lighting along Government Way, particularly as the community looks for the corridor’s intensification. However, minimizing light “spill” into residential districts is an important topic in compatibility recommendations.	Modify to: Retain a “dark sky” over Dalton Gardens’ residential neighborhoods, ensuring commercial development in the community minimizes glare and light impacts.
Explore methods of traffic control and traffic calming.	It may be difficult to make calming improvements in Government Way since the road design is complete and sponsored by KMPO. The priority is on traffic mobility, speed, and efficiency. However, the City may be able to institute other calming strategies that occur outside of the roadway. Street-side landscaping, lighting, pedestrian amenities and other elements can be employed without encroaching into Government Way’s travel lanes, registering in the drivers’ peripheral vision and encouraging slower speeds.	Retain.
Establish design standards for the Commercial District that complement the City’s residential district and adjacent communities.	Design standards should consider building frontages, height, FAR, buffering from adjoining residential zoning (accomplished through physical buffering standards, orientation, and design and/or gradation of use intensities)	Retain.
<i>Coordinate with the County and the adjoining cities to enhance the views and vistas of the surrounding mountains and of the prairie through Impact Agreements.</i>		Retain.



**Table 3.01 -Community Design Element**

<b>Existing</b>	<b>Notes</b>	<b>Recommendations</b>
<i>Establish landscaping and beautification guidelines for city entryways and commercial corridors.</i>	The sub-area plan suggests locations for gateway design features. Could this include stormwater elements as part of the landscaping? Can also translate into an action item.	Modify to: Beautify community entryways and explore innovative methods of integrating stormwater management into designs.
<i>Review and evaluate existing ordinances, resolutions, and standards, and ensure that the provisions and regulations regarding community image goals are met.</i>	This policy is actually an implementation item. It should be removed from this matrix and added to a task list included in the comp plan.	Relocate.
<i>Enforce regulations free from unsightly materials such as trash and refuse; abandoned and inoperable vehicles; display or storage of material and/or vehicles in parkways, landscaped areas or front yards; weeds; temporary signage or uses inappropriate for the area.</i>	This is OK, but the wording is strange.	Modify to: Enforce regulations to ensure commercial sites are free from unsightly materials such as trash and refuse; abandoned and inoperable vehicles; display or storage of material and/or vehicles in parkways, landscaped areas or front yards; weeds; temporary signage or uses inappropriate for the area.
<i>Plan and implement a greenbelt system to provide identity, enhance the beauty of the area and provide a transition to other land uses.</i>	<i>Explore feasibility of greenbelt / green way buffer between commercial and residential zones.</i>	<i>Retain.</i>
<i>Encourage street trees through a variety of incentives for property owners.</i>	<i>Street trees would be located throughout the corridor, and at focused areas compatible with new development plans. These would be outside the right of way.</i>	<i>Retain.</i>
<i>Establish uniform signage for prominent features, public places, and attractions so that visitors can easily navigate within the community.</i>	<i>Develop and apply sign standards to the corridor. But "wayfinding" is a lower priority.</i>	<i>Retain.</i>
<i>Research, develop regulations, and amend the Municipal Code to ensure that the design and land use standards within the Commercial Districts complement the rural residential community of Dalton Gardens.</i>	<i>The sub-area plan will identify policies for inclusion in the comp plan and provide background on principles and design recommendations to promote community character. The wording here is more like an implementation item, and it's essentially a repeat of similar land use thoughts on compatibility.</i>	<i>Modify to: Ensure that the design and land use standards within the Commercial Districts complement the rural residential community of Dalton Gardens.</i>
<i>Explore innovative methods to regulation for noise and lighting mitigation.</i>		<i>Modify to: Encourage innovative regulatory methods for noise and lighting mitigation.</i>
<i>Coordinate with business, and residential neighborhoods to partner in the installation of artwork in a variety of locations for enjoyment by the public.</i>	<i>Promote (and designate locations) for public art along the corridor. Utility box art wrap program like CDA?</i>	<i>Retain.</i>



**Table 3.01 -Community Design Element**

Existing	Notes	Recommendations
<i>Develop a City standard to require all utility service lines to be placed underground with new construction and major redevelopment in accordance with City and utility policies.</i>	<i>Are electrical, telephone and other overhead utilities being underground in conjunction with 2018 Government Way roadway improvements?</i>	<i>Modify to: Require all utility service lines to be placed underground with new construction and major redevelopment in accordance with City and utility policies.</i>
<i>Review, renew, and utilize funds from the designated electric franchise agreement and budget to relocate existing lines along key community roadways to underground locations.</i>		<i>Retain.</i>
<b>Implementation</b>		
<i>Develop a program of alternative compliance to achieve the intent of attractive and interesting streetscapes and cohesive travel corridors where appropriate.</i>		<i>Retain.</i>
<i>Discourage through traffic from other communities by increasing communication with the Cities of Hayden and Coeur d’Alene and Kootenai County. Participating in the land use process of adjacent cities and developing memorandums of understanding or joint powers agreements to ensure adequate traffic mitigation.</i>		<i>Reword to: Discourage through traffic from other communities by increasing communication with the Cities of Hayden and Coeur d’Alene and Kootenai County, participate in the land use process of adjacent cities and develop memoranda of understanding or joint powers agreements to ensure adequate traffic mitigation.</i>
		<i>Study opportunities to align trails through buffer areas and in community greenbelts.</i>
		<i>Develop a utility undergrounding standard.</i>
		<i>Review and evaluate existing ordinances, resolutions, and standards, and ensure that the provisions and regulations regarding community image goals are met.</i>
		<i>Review and evaluate existing ordinances, resolutions, and standards, and ensure that the provisions and regulations regarding community image goals are met.</i>



**Table 3.01 -Economic Development Element**

Existing	Notes	Recommendations
<b>Goals</b>		
Support business development in the City's Commercial district.	Sub-area plan to consider and support business attraction and expansion efforts.	Retain.
<i>Phase out Manufacturing, Assembly Warehouse Storage and other nonconforming industrial uses in the Commercial District.</i>	<i>To be accomplished by eliminating manufacturing / light manufacturing from the Comprehensive Plan, FLUM, and zoning. But it may not entirely fit with the community's hopes for local employment. The subarea plan presumes that these uses will remain, finding ways to improve compatibility with nearby residential areas. And Government Way design also presumes these uses will remain, eliminating all pedestrian facilities north of Wilbur.</i>	<i>Modify to: Enhance land use compatibility between light manufacturing and industrial uses in the northern section of the Government Way corridor.</i>
<i>Support and encourage alternative types of housing such as multi-family residential in the Commercial District to buffer Residential from existing high-impact uses.</i>	<i>The sub-area plan includes higher-intensity housing under certain circumstances.</i>	<i>Retain.</i>
<b>Policies</b>		
Create a Commercial Zoning District that clearly defines and delineates allowed uses, prohibited uses and special uses that are compatible with service/retail uses.	Take out "Zoning", inconsistent with other statements. This is more like an implementation item, but there's policy direction in it that can be retained. It might need additional clarification.	Modify to: Clearly define and delineate allowed, prohibited, and special uses within all zoning districts, enhancing the ability of the City to assure land use compatibility.
Continue to regulate signage and parking and create additional performance standards that encourage and enhance the "small town" theme to include building size, height, intensity, lighting, and landscaping.	This should be divided into two separate policies with clearer expressions of intent, unless there's a compelling reason to combine them.	Modify to: Regulate signs and parking, contributing to a more ordered image along the corridor and stimulating increased investment.
	This policy may not be entirely consistent with the subarea plan's vision for development in the three different section of the Government Way corridor. It's reworded here to get closer.	Modify to: Encourage the "small town" theme by paying attention to building size, height, intensity, lighting, and landscaping while still permitting higher-intensity development and mixing of uses.
Strictly enforce the business license regulations which require adherence to zoning standards.		Retain.
<i>Strictly enforce standards and regulations for outside storage and screening of equipment, materials.</i>		Retain.



**Table 3.01 -Economic Development Element**

Existing	Notes	Recommendations
<i>Clearly define industrial uses and ensure that all non-conforming industrial uses have been certified as legal non-conforming.</i>		<i>Retain.</i>
<i>Ensure that the City tracks discontinuance of active operation of industrial uses.</i>		<i>Retain.</i>
<i>Ensure that the Commercial District clearly defines and delineates allowed uses, prohibited uses, and special uses that are compatible with semi-rural lifestyle.</i>	<i>This is very similar to an earlier policy, but it adds "semi-rural lifestyle" at the end, a term that should be defined in the comp plan.</i>	<i>Retain.</i>
<i>Maintain and strictly enforce standards regulate signage and parking and create additional performance standards that encourage and enhance the "small town" theme to include building size, height, intensity, lighting and landscaping.</i>	<i>This is a repeat of an earlier policy.</i>	<i>Delete.</i>
<i>Strictly enforce buffering standards between the industrial and Residential uses.</i>		<i>Retain, but reword to: Strictly enforce buffering standards between industrial uses and residential zones.</i>
<i>Strictly enforce performance standards to eliminate nuisances by requiring adequate buffering and enhanced noise restrictions.</i>		<i>Retain.</i>
<i>Strictly enforce the business license regulations which require adherence to zoning standards.</i>	<i>This is a repeat of an earlier policy.</i>	<i>Delete.</i>
<i>Maintain strict standards and regulations for outside storage and screening of equipment, materials.</i>		<i>Retain.</i>
<i>Allow mixed uses on street side of Commercial District such as second story residential (apartments and condos) in Commercial District with municipal sewer.</i>	<i>This is similar to the direction from the subarea plan, but it doesn't convey the same direction as in a similar land use policy suggested above.</i>	<i>Modify to (or reference the land use policy): Plan for and designate a neighborhood commercial district, likely in the southern third of the Government Way corridor, allowing upper-floor residential uses for live-work, maker lofts or other vertical mixed-use options.</i>



**Table 3.01 -Economic Development Element**

Existing	Notes	Recommendations
<b>Implementation</b>		
<i>Maintain agreements with Dalton Water Association regarding water consumption issues.</i>		<i>Retain.</i>
		<i>Add: Create a Neighborhood Commercial district to permit existing commercial land uses in the heart of Dalton Gardens for flourish while retaining their existing scale.</i>
		<i>Add: Study opportunities to align trails through buffer areas and in community greenbelts.</i>
		<i>Add: Develop a utility undergrounding standard.</i>
		<i>Add: Review and evaluate existing ordinances, resolutions, and standards, and ensure that the provisions and regulations regarding community image goals are met.</i>



**Table 3.01 -Housing Element**

Existing	Notes	Recommendations
<b>Goals</b>		
Support a wide variety of housing types.		Retain.
<i>Ensure and maintain property values by regulating nuisance yards.</i>	<i>This is more a policy than a goal, as worded. Employing nuisance action is an implementation item.</i>	<i>Modify to: Ensure and maintain property values.</i>
<b>Policies</b>		
Support a variety of housing in the Commercial District to act as a buffer for the Residential District from high impact uses.	This seems most appropriate in southern third of the corridor, as consistent with proposed land use policy.	Modify to (or reference the land use policy): Plan for and designate a mixed-use commercial district, likely in the southern third of the Government Way corridor, allowing upper-floor residential uses for live-work, maker lofts or other vertical mixed-use options.
Strictly enforce the nuisance regulations in both the Residential and Commercial zoning districts.		Retain
Promote annual "clean up" day that would provide residents with the opportunity to remove landscape wastes, large discarded household items, and inoperable motor vehicles at no cost to the homeowner or business owner.		Retain.
<b>Implementation</b>		
		Regulate nuisance yards.



**Table 3.01 -Housing Element**

Existing	Notes	Recommendations
<b>Goals</b>		
Maintain and promote the safety and function of the overall transportation system in and around the city consistent with growth projections.		Retain.
<b>Policies</b>		
Adopt standards that can be applied uniformly to each class of street. Develop a Memorandum of Understanding (MOU) that ensures coordinated traffic speeds.		Retain.
Explore the feasibility of improving the pedestrian, bicycle, and equestrian pathways which link schools, parks, and the commercial strip to meet federal guidelines. Develop, coordinate, and facilitate a pedestrian pathway committee to make recommendations on pedestrian traffic and circulation in Dalton Gardens.	This should be split, with the first half remaining as policy and the second as an implementation action.	Modify to: Explore the feasibility of improving the pedestrian, bicycle, and equestrian pathways which link schools, parks, and the commercial strip to meet federal guidelines.
<i>Mark and sign cross walks and bike paths at intersections that provide access to schools, churches, businesses, and parks.</i>		<i>Retain.</i>
<i>Provide clear zones free of obstructions such as fences, trees, bushes, utility poles, and appurtenances along arterials and collectors to ensure adequate safety for pedestrians, horses and cyclists.</i>		<i>Retain.</i>
<i>Ensure that adequate site disturbance, erosion control and stormwater management is implemented in the Commercial District.</i>		<i>Retain.</i>
<i>Consider consolidated swales at major intersections and along Government Way. Include catch basins and adequately sized pipes.</i>	<i>Consider stormwater management best practices for swales at major intersections and along Gov. Way? Is some of this being achieved with 2018 project? This may be an opportunity to assert local design preferences rather than accepting standard swale designs that will reinforce the highway-like character of Government Way. Might want to add something a bit more special for Dalton Gardens.</i>	<i>Modify to: Explore innovative, effective, efficient, and identity-enriching approaches to stormwater management along Government Way, consistent with landscape character and community image.</i>



**Table 3.01 -Housing Element**

Existing	Notes	Recommendations
<i>Evaluate street lighting along major streets and at major intersections and implement any additions or changes needed.</i>	<i>Might want to address ped/cyclists, too.</i>	<i>Modify to: Evaluate street lighting along major streets and at major intersections, implementing any additions or changes as appropriate to serve cars, pedestrians and cyclists.</i>
Encourage through traffic on main arterial roadways safe for pedestrian traffic. Ensure adequate signage notifying drivers of pedestrian traffic.	Follow federal and state requirements and best practices for marking and signing on arterials.	Retain.
<b>Implementation</b>		
		Develop, coordinate, and facilitate a pedestrian pathway committee to make recommendations on pedestrian traffic and circulation in Dalton Gardens.
		<i>Prepare a streetscape concept for Government Way, addressing landscaping, street furniture, public art and other elements as appropriate.</i>





