

IDAHO FALLS PLANNING AND ZONING COMMISSION
STAFF REPORT
FINAL PLAT
Linden Park Addition, Division No. 8, 1st Amended
November 1, 2016



Community
Development
Services

Applicant: Connect Engineering

Location: Southeast corner of the intersection of Lincoln Drive and 1st Street, north of Syringa Drive

Size: 2.362 acres

Lots: 3

Existing Zoning:

Site: R-3A/R-1

North: R-1

South: R-1

East: R-3A/PUD

West: R-1

Existing Land Uses:

Site: Residential

North: Residential

South: Residential

East: Residential

West: Residential

Future Land Use Map:

Low Density Residential

Attachments:

1. Subdivision information
2. Maps and aerial photos
3. Final Plat

Requested Action: To **recommend** to the Mayor and City Council approval of the final plat for Linden Park Addition, Division No. 8, 1st Amended.

Staff Comments: The property is currently zoned R-3A and R-1. Much of this property was rezoned from R-1 to R-3A in 2013, however, a remnant piece of vacated Bonneville Drive was left out of that request. This parcel will need to be rezoned prior to development occurring at the south end of the property. The applicant is developing the property in multiple phases with the first phase occurring to the north adjacent to 1st Street. The property was platted into one lot in March of this year. The property owners would like to now separate the property into three lots.

Initially the home on the corner of Lincoln Drive and E 1st Street was to be removed to allow for the construction of two 3-plex buildings. The approved site plan now shows the home remaining.

The lots have frontage on 1st Street, Lincoln Drive and Syringa Drive. Direct access to 1st Street is not allowed because of the street configuration and safety concerns.

When the property was platted earlier this year the City also vacated the remainder of Bonneville Drive to allow for better site arrangement. As part of that plat a 12 foot public walkway easement was granted along the eastern edge of the property, adjacent to the canal to allow for future pathway access. That easement remains and is shown on the amended plat.

Staff Recommendation: Staff has reviewed the final plat and finds that it complies with the subdivision ordinance. Staff recommends approval of the plat.

Subdivision Ordinance: Boxes with an “X” indicated compliance with the ordinance

REQUIREMENTS	Staff Review
<ul style="list-style-type: none"> Purposes listed in Section 10-1-1 as follows: 	
Building envelopes sufficient to construct a building.	X
Lot dimensions conform to the minimum standards of Zoning Ordinance.	X
Lots have full frontage on, and access to, a dedicated street.	X
Residential lots do not have direct access to arterial streets.	X
Direct access to arterial streets from commercial or industrial lots shall be permitted only where it can be demonstrated that: 1) The direct access will not impede the flow of traffic on the arterial or otherwise create an unsafe condition; 2) There is no reasonable alternative for access to the arterial via a collector street; 3) There is sufficient sight distance along the arterial from the proposed point of access; 4) The proposed access is located so as not to interfere with the safe and efficient functioning of any intersection; and 5) The developer or owner agrees to provide all improvements, such as turning lanes or signals, necessitated for the safe and efficient uses of the proposed access.	X
Adequate provisions shall be made for soil preservation, drainage patterns, and debris and waste disposal and collection.	X
Sidelines of lots shall be at, or near, right angles or radial to the street lines. All corner lots shall have a minimum radius of twenty feet on the property line.	X
All property within the subdivision shall be included within a lot or area dedicated for public use.	X
All corner lots zoned RP through R-3, inclusive, shall be a minimum of ten percent larger in area than the average area of all similarly zoned lots in the plat or subdivision under consideration.	X
All major streets in subdivision must conform to the major street plan of the City, as set forth in Comprehensive Plan.	N/A No streets proposed
The alignment and width of previously platted streets shall be preserved unless topographical conditions or existing buildings or structures required otherwise.	X
Residential lots adjoining arterial streets shall comply with: 1) Such lots shall have reverse frontage on the arterial streets, 2) such lots shall be buffered from the arterial street by any effective combination of the following: lot depth, earth berms, vegetation, walls or fences, and structural soundproofing, 3) Minimum lot depth shall be 150 ft except where the use of berms, vegetation, and structures can be demonstrated to constitute an effective buffer, 4) Whenever practical, existing roadside trees shall be saved and used in the arterial buffer, 5) Parking areas shall be used as part of the arterial buffer for high density residential uses, 6) Annexation and development agreement shall include provisions for installation and continued maintenance of arterial buffers.	X
Planning Director to classify street on basis of zoning, traffic volume, function, growth, vehicular & pedestrian safety, and population density.	N/A No new Streets

**Comprehensive
Plan Policies:**

Residential development should reflect the economic and social diversity of Idaho Falls. New and existing developments should foster inclusiveness and connectivity through mixed housing types and sizes and neighborhood connections through paths, parks, open spaces, and streets. (p. 40)

Higher density housing should be located closer to service areas and those streets designed to move traffic, such as arterial streets and collectors, with access only to the collector street. Apartments and townhouses are located adjacent to arterial and collector streets for two reasons. Larger lots necessary for higher density housing offer opportunities for building layout, setbacks, and buffering with berms and fences to minimize the impact of street noise. If apartments and townhouses are located close to arterial streets, traffic from apartments will not move through neighborhoods. However, higher density housing should still be clustered: it should not be used to line arterial streets. (p.43)

Bikeways should tie residential neighborhoods to schools, shopping, and employment. Bikeways offer an alternative to the automobile and provide transportation facilities for those unable to drive, primarily the youth of the City. (p.43)

Zoning Ordinance:

The objectives of the R-3A Zone are to:

The objective in establishing the R-3A Residence Zone is to establish an area within the City in which the primary use of the land is for residential purposes, but in which office buildings and certain other type uses of a semi-commercial nature may be located. Characteristic of this zone is a greater amount of automobile traffic, greater density, and a wider variety of dwelling types and uses than is characteristic of the R-3 Residence Zone. While office buildings and certain other uses of a semi-commercial nature may be located in the Zone, the R-3A Zone is essentially residential in character; therefore, all uses must be developed and maintained in harmony with residential uses. Also, while a greater volume of automobile and pedestrian traffic is characteristic of this Zone, attractive lawns, shrubs, trees, both on the street and around the buildings, is also characteristic of this Zone.