

Idaho Falls Planning Commission

Meeting Agenda

The Planning Commission and Staff welcome you to tonight's meeting. We appreciate and encourage public participation. For regular agenda items, an opportunity for public comment is provided following the staff report. However, the formality of procedures varies with the purpose and subject of the agenda item; therefore, the Chair may exercise discretion in deciding if and when to allow public comment during the course of the proceedings and limitations may be placed on the time allowed for comments. Please note that City of Idaho Falls Planning Commission meetings are live streamed at www.idahofallsidaho.gov and archived. Thank you for your interest in City Government.

1. Call To Order:

2. Minutes:

3. Public Hearing(S):

- 3.I. 7:00 PM RZON19-016
REZONE. Highland Park and Park Village Addition R2 (Mixed Residential) and PB (Professional Business Office) to R3A (Residential and Mixed Use). North of US Highway 20, East of the Snake River, South of Science Center Drive, West of Fremont Ave.¹ **Hearing and discussion for this item starts at 7:00 p.m.,**

Documents:

[STAFF REPORT HIGHLAND PARK REZONE.PDF](#)

- 3.II. 7:45 PM PLAT20-008
PRELIMINARY PLAT. Manchester Estates Preliminary Plat. North of 49th S, East of 5th W, South of Sunnyside Rd., West of Holmes Ave.² **Hearing and discussion for this items starts at 7:45 p.m.,**

Documents:

[STAFF REPORT.PDF](#)

- 3.III. 8:30 PM PLAT20-016
PRELIMINARY PLAT. Narrows Division 2 Preliminary Plat. North of US 20, East of Snake River, South of Science Center Blvd, West of Freemont Ave.² **Hearing and discussion for this items starts at 8:30 p.m**

Documents:

[STAFF REPORT.PDF](#)

Public hearing items are subject to change. If you have interest in a specific item, please contact the Planning Office at 612-8799. Staff reports are available by 3:00 p.m. the Friday prior to the public hearing. If you wish to receive a copy of the staff report, please call 612-8799 after 3:00 p.m. or email kbeutler@idahofallsidaho.gov. If you need communication aids or services or other physical accommodations to participate or access this meeting or program of the City of Idaho Falls, you may contact Kerry Beutler at 612-8799 or the Grants Administrator, Lisa Farris at 612-8799.

8323 and every effort will be made to adequately meet your needs.

IDAHO FALLS PLANNING AND ZONING COMMISSION
STAFF REPORT

REZONE FROM R2 and PB TO R3A
Lots 18-23, Block 22, Highland Park Addition & a portion of Park
Village Division No. 1 ~ April 7, 2020



Community
Development
Services

Applicant: Connect
Engineering

Project Manager:
Kerry Beutler

Location: North of US
Highway 20, East of
the Snake River, South
of Science Center
Drive, West of Fremont
Ave.

Size: Approx. 4.6
acres

Existing Zoning:

Site: R2/PB
North: R2
South: LC
East: R1 with PT
Overlay
West: P

Existing Land Uses:

Site: Vacant
North: High Density
Residential
South: Commercial
East: Commercial
West: Park

Future Land Use

Map: Planned
Transition

Attachments:

1. Zoning Ordinance
Information
2. Comprehensive
Plan Policies
3. Maps and aerial
photos

Requested Action: To recommend approval of the rezone from R2 and PB to R3A to the Mayor and City Council.

Staff Recommendation: Staff recommends approval of rezone from R2 and PB to R3A as it complies with Comprehensive Plan policies.

History: This area was part of a 105 unit condominium project that was approved by the City Council in 1981. At that time the property was rezoned from R1 to R2. Only a portion of that project was built and now sits immediately to the north of the proposed rezone area. In December 2000 the property was rezoned from R2 to PB for office development.

In 2005 it was requested that the property be rezoned from PB to R-2A to allow for high density residential development. At that time surrounding residents opposed the rezone request and felt the property should be left as PB for office development. The Planning Commission recommend approval of a more restrictive zoning of R2 with the PUD overlay. The rezone request was never forwarded on to City Council for action. In 2018 as part of the new zoning ordinance being adopted this area was changed from PB to R2.

A public hearing was held February 4, 2020 with the Planning and Zoning Commission to rezone the property from R2 and PB to LC. Fifty-nine public hearing notices were mailed to surrounding property owners within 320 feet of the location. The recommendation to the City Council was to deny the request for the LC zone.

On February 27, 2020 the Mayor and City Council remanded the rezone request back to the Planning and Zoning Commission for consideration of R3A Zoning designation.

Staff Comments: The property is proposed to be rezoned from R2 Mixed Residential and PB, Professional Business to R3A, Residential Mixed Use. The R3A Zone is a mixed use zone primarily for residential purposes, but allows for office buildings and certain other uses of semi-commercial nature may be located. The Comprehensive Plan identifies this area as Planned Transition, or an area where land uses are changing. As a mixed use zone the R3A designation is consistent with Comprehensive Plan policies. The Comprehensive Plan provides that limited neighborhood services, such as convenience stores, dry cleaners, and other small retail stores designed to serve the immediate neighborhood should be located at an entrance of the neighborhood to be served by such development. This area, north of US20, to the west and along Fremont Avenue acts as the entrance to the overall neighborhood and has been developed with commercial service uses. Additionally, development of this property for commercial purposes would not require commercial traffic to go through a

The R3A Zone provides for a mix of uses in which the primary use of the land is for residential purposes, but in which office buildings and certain other 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 R3 zone. The maximum density of 35 units per acre. As was mentioned previously this area was originally zoned and planned for higher density housing. The original plan approved in 1981 proposed 105 condo units or a density of approximately 13 units per acre. Higher density residential is appropriate within this area and consistent with the Planned Transition designation in the Comprehensive Plan.

The Comprehensive Plan provides for higher density housing to 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. 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. Although Higham Street and Latah Avenue are local streets they provide immediate access to Fremont Avenue, a minor arterial without the need for any of the higher density residential traffic to flow through a residential neighborhood.

The LC Zone is present immediately to the south of the property and commercial uses have been developed to the east under the Planned Transition overlay. Allowed land uses with the PT and LC Zones are very similar. The commercial uses developed between Latah and Fremont Avenues were developed since the 2005 rezone request to R-2A and would support a change to the area the zoning designation of R3A. The property to the south was rezoned to LC in 2001 with subsequent commercial uses being developed after.

Development in this area will also have immediate to pathway along the river walk and Freeman Park to the north. Having access to open space and amenities further supports higher density residential and commercial uses. Utilities are also present in the area and the Comprehensive Plan supports developing those areas with easy access to utilities.

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).

Limited neighborhood services shall be provided at the intersection of arterial streets and collector streets. Access to such services shall only be from collectors. Convenience stores, dry cleaners, and other small retail stores designed to serve the immediate neighborhood should be located at an entrance of the neighborhood to be served by such development, (p. 41).

Neighborhood and community services shall be buffered from the residential neighborhood by fencing and landscaping (p.41).

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).

Plan for different commercial functions within the City of Idaho Falls. To have a walkable neighborhood business district, a commercial node of 30,000 to 50,000 square feet of retail space is a useful range. To support 30,000 square feet of retail space, about 2,000 households are required, and, to be walkable, thirty to seventy percent of these households should be within a quarter mile or approximately 1,300 feet of the district or within three blocks considering the block pattern found in our older neighborhoods. This will require a much greater density than the three dwelling units per acre frequently developed in Idaho Falls which is about 1,800 households per square mile (p.47).

Access to commercial properties shall be designed to minimize disruptive effects on traffic flow (p. 49).

Buffer commercial development, including services, from adjacent residential development. We were told by many people commercial development should be buffered from adjacent residential development. Allowing commercial development, especially neighborhood centers, adjacent to residential development moves us toward our goal of a convenient city -- one in which walking and biking are reasonable alternatives -- but it does require careful attention to buffering. Our present regulations only address buffering parking lots from residential uses, unless a change of land use occurs under the Planned Transition Zone. We need to develop regulations shielding residences from the noise, light, and traffic generated by commercial uses. Such regulations should address buffering under different situations. For example, residential uses across the street from commercial properties will benefit from perimeter landscaping, buildings towards the front of the lot, and parking in the rear. Residential uses in the rear of commercial properties will benefit from parking areas in the front of the lot, buildings to the rear, and landscaping and fencing in the rear of the lot (p.49).

Planned transition Arterial street areas where land uses are changing, (p. 63).

Rezoning

Considerations: Because the comprehensive plan provides only general guidance for zoning decisions, the Planning Commission shall also take the following considerations into account:

	Applicant Comment	Staff Comment
Explain how the proposed change is in accordance with the City's Comprehensive Plan.	The property is adjacent to other similar Zones and or commercial.	The Comprehensive Plan identifies this area as Planned Transition. The requested R3A Zone is a mixed residential use zone that will allow for both residential and semi-commercial development which is consistent with the PT Zone. The R3A Zone has the potential to diversify the housing types in the neighborhood or provide for neighborhood services.
What Changes have occurred in the area to justify the request for a rezone?	Need for commercial near INL and ISU. Also a need for potential higher density housing near INL & ISU.	The Planned Transition Zone immediately to the east has allowed commercial development, providing services to the area. There have also been recent rezones in the area allowing for higher density residential development.
Are there existing land uses in the area similar to the proposed use?	Yes to the south and east.	Uses in the R3A Zone are similar to those allowed to the east in the Planned Transition Zone. The property to the south is zoned LC with commercial development. High density housing is also present in the immediate area.

Is the site large enough to accommodate required access, Parking, landscaping, etc. for the proposed use?	Yes	Yes
		Staff Comment
The potential for traffic congestion as a result of development or changing land use in the area and need that may be created for wider streets, additional turning lanes and signals, and other transportation improvements		Development in this area has the potential to generate traffic, but will have immediate access to Fremont Ave., a minor arterial designed to manage those traffic loads. Additionally, whether developed as residential or commercial, traffic will not be required to go through any existing residential neighborhoods to access the transportation network.
The potential for exceeding the capacity of existing public services, including, but not limited to: schools, public safety services, emergency medical services, solid waste collection and disposal, water and sewer services, other public utilities, and parks and recreational services		Staff unaware of capacity issues in this area that would be exceeded by development.
The potential for nuisances or health and safety hazards that could have an adverse effect on adjoining properties		Staff is unaware of any nuisances that development might create on adjoining properties.
Recent changes in land use on adjoining parcels or in the neighborhood of the proposed zoning map amendment		Commercial uses have been developed through use of the PT Zone in the block immediately to the east. Higher density residential development has been developed to the north and is in the process of being developed further up Fremont Avenue.

Transportation Plan: Fremont Avenue – Minor Arterial
Higham Street and Latah Avenue – Local Streets

Zoning Ordinance:

11-3-3: PURPOSES OF RESIDENTIAL ZONES.

(D) R2 Mixed Residential Zone. This zone provides a residential zone characterized by smaller lots and dwellings, more compact and denser residential development; and higher volumes of vehicular and pedestrian traffic than are characteristic of the RE, RP and R1 Zones. The principal uses permitted in the R2 Zone shall be one (1), two (2), three (3), and four (4) dwelling units. This zone is also generally located near limited commercial services that provide daily household needs.

11-3-3: PURPOSES OF THE RESIDENTIAL ZONES:

(G) R3A Residential Mixed Use Zone. To provide for a mix of uses in which the primary use of the land is for residential purposes, but in which office buildings and certain other uses of a semi-commercial nature may be located. Characteristic of this Zone is a greater amount of automobile traffic, greater automobile traffic, greater density, and a wider variety of dwelling types and uses than is

characteristic of the R3 Residential Zone. While office buildings and certain other uses of a semi-commercial nature may be located in the Zone, the R3A Zone is essentially residential in character. Therefore, all uses must be developed and maintained in harmony with residential uses. This zone should be located along major streets such as arterials and collectors.

11-2-3: ALLOWED USES IN RESIDENTIAL ZONES.

Table 11-2-1: Allowed Uses in Residential Zones

Proposed Land Use Classification	Low Density Residential			Medium Density Residential			High Density Residential	
	RE	RP	R1	R2	TN	RMH	R3	R3A
Accessory use	P	P	P	P	P	P	P	P
Agriculture*	P							
Animal Care Clinic					P*			P
Artist Studio					P*			
Bed and Breakfast*								P
Boarding /Rooming House							P	P
Day Care, Center*			C ₂	P	P		P	P
Day Care, Group*	C ₁		C ₁	P	P	C ₁	P	P
Day Care, Home	C ₁		C ₁	P	P	C ₁	P	P
Dwelling, accessory unit*	P			P	P		P	P
Dwelling, multi-unit*				P*	P		P	P
Dwelling, single unit attached*			P	P	P	P	P	P
Dwelling, single unit detached	P	P	P	P	P	P	P	P
Dwelling, two unit				P	P		P	P
Eating establishment, limited					P*			P
Financial Institutions					P*			
Food Processing, small scale					P*			
Food Store					P*			
Fuel Station					P*			
Health Care and Social Services					P*			P
Home Occupation*	C ₁		C ₁	C ₁	C ₁	C ₁	C ₁	C ₁
Information Technology								P
Laundry and Dry Cleaning					P*			P
Live-Work*					C ₁			P
Manufactured Home*	P	P	P	P	P	P	P	P
Mobile Home Park*						C ₂		C ₂
Mortuary								P
Park and Recreation Facility*	P	P	P	P	P	P	P	P
Parking Facility								P
Personal Service					P*			P
Planned Unit Development*	C ₃	C ₃	C ₃	C ₃		C ₃	C ₃	C ₃
Professional Service								P
Public Service Facility*	C ₂	C ₂	C ₂	C ₂	C ₂	C ₂	C ₂	C ₂
Public Service Facility, Limited	P	P	P	P	P	P	P	P
Public Service Use								P
Recreational Vehicle Park*						C ₂		

Proposed Land Use Classification	RE	RP	R1	R2	TN	RMH	R3	R3A
Religious Institution*	C ₂							
Residential Care Facility							P	P
Retail					P*			C ₂
School*	C ₂							
Short Term Rental*	P	P	P	P	P	P	P	P
Transite Station								P



Baseball Rd

Shelter Dr

Cultural Cir

Presto St

Fremont Ave

Elmore Ave

Latah Ave

Higham St

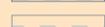
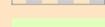
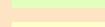
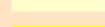
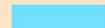
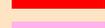
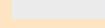
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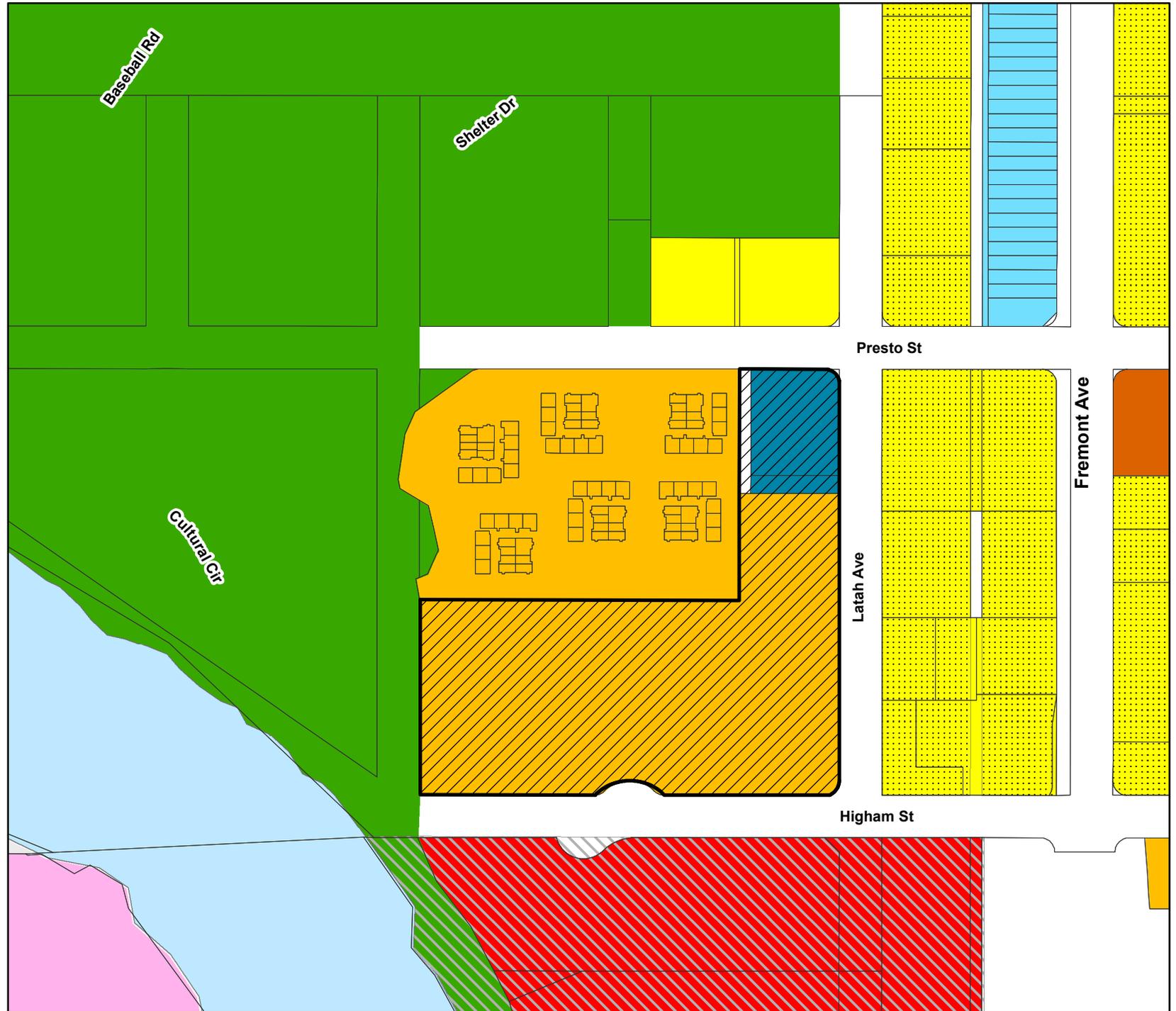
US Hwy 20 SB
US Hwy 20 SB
US Hwy 20 NB
US Hwy 20 NB

Legend

-  Site
-  City Limits
-  Area of Impact

Overlays

-  PT
-  PT&T-1
-  PUD
-  T-1
-  T-2
-  RE
-  RP
-  R1
-  R2
-  TN
-  RMH
-  R3
-  R3A
-  PB
-  DT
-  CC
-  LC
-  HC
-  R&D
-  LM
-  I&M
-  P



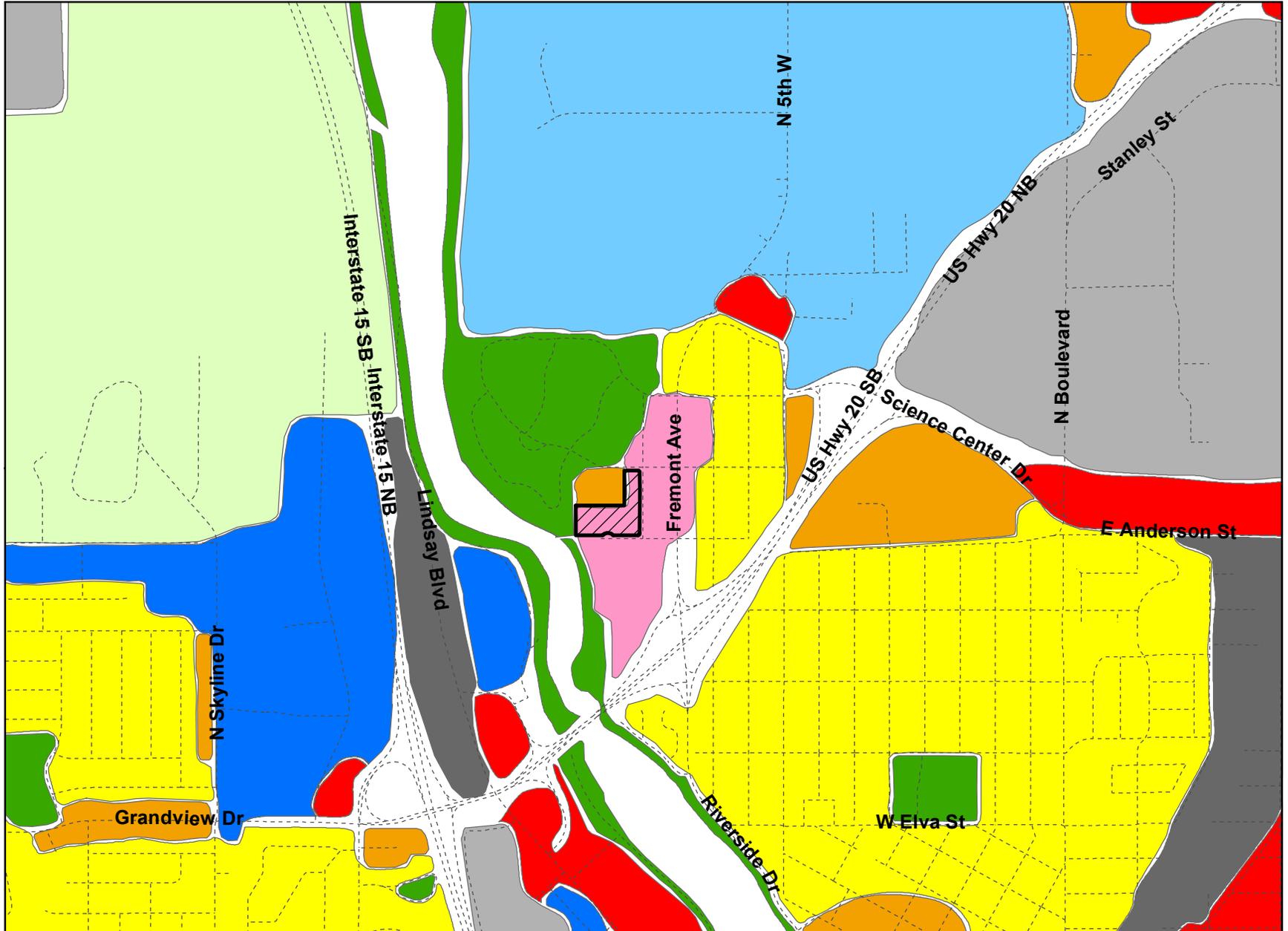
Planning Division
 City Annex Building
 680 Park Ave.
 Idaho Falls, ID 83402
 (208) 612-8276



Rezone Approx 4.695 Acres, Lots 18-23 Block 22, Highland Park Addition, & A portion of Park Village Division No. 1

- | | | | | |
|---|--|---|--|---|
|  Estate |  Greenbelt Mixed Uses |  Commercial |  Higher Education Centers |  Railroad Related Industrial |
|  Low Density |  Parks, Recreation |  Employment Centers |  Planned Transition | |
|  Higher Density |  Public Facilities, Open Spaces |  Medical Services Center |  Highway Related Industrial | |

Comprehensive
Plan



IDAHO FALLS

Planning Division
City Annex Building
680 Park Ave.
Idaho Falls, ID 83402
(208) 612-8276



IDAHO FALLS CITY COUNCIL
STAFF REPORT
REZONE FROM R2 and PB TO LC
Lots 18-23, Block 22, Highland Park Addition & a portion of Park
Village Division No. 1 ~ February 4, 2020



Community
 Development
 Services

Applicant: Connect Engineering

Project Manager:
Kerry Beutler

Location: North of US Highway 20, East of the Snake River, South of Science Center Drive, West of Fremont Ave.

Size: Approx. 4.6 acres

Existing Zoning:

Site: R2/PB
 North: R2
 South: LC
 East: R1 with PT Overlay
 West: P

Existing Land Uses:

Site: Vacant
 North: High Density Residential
 South: Commercial
 East: Commercial
 West: Park

Future Land Use

Map: Planned Transition

Attachments:

1. Zoning Ordinance Information
2. Comprehensive Plan Policies
3. Maps and aerial photos

Requested Action: To recommend approval of the rezone from R2 and PB to LC to the Mayor and City Council.

History: This area was part of a 105 unit condominium project that was approved by the City Council in 1981. At that time the property was rezoned from R1 to R2. Only a portion of that project was built and now sits immediately to the north of the proposed rezone area. In December 2000 the property was rezoned from R2 to PB for office development.

In 2005 it was requested that the property be rezoned from PB to R-2A to allow for high density residential development. At that time surrounding residents opposed the rezone request and felt the property should be left as PB for office development. The Planning Commission recommended approval of a more restrictive zoning of R2 with the PUD overlay. The rezone request was never forwarded on to City Council for action. In 2018 as part of the new zoning ordinance being adopted this area was changed from PB to R2. This change was recommended by staff, not the property owner. This was based on a review of the land uses in the area and the Comprehensive Plan policies. However, when the new ordinance was passed and staff recommended rezones were approved, it was done with the understanding that property owners would come forward with other requests once more firm plans were in the works.

Staff Comments: See Page 2

The property is proposed to be rezoned from R2 and PB, Mixed Residential Zone to LC, Limited Commercial. The LC Zone is a mixed use zone that allows for both residential and commercial development. The Comprehensive Plan identifies this area as Planned Transition, define as, "Arterial street areas where land uses are changing." The original intent for transition areas along arterial streets was to allow a mix of high density residential, commercial, and professional office uses. As a mixed use zone the LC designation is consistent with that intent. The Planning and Zoning Commission's recommendation for denial was due to the property's distance from Fremont, which is the arterial in the area and where commercial uses were more likely to be found. They felt the area under consideration was more appropriate for residential. The Comprehensive Plan definition of Planned Transition and the original Planned Transition study conducted in the 1980's supports that recommendation.

Staff's reason for recommending approval was based on policies in the Comprehensive Plan which provide that limited neighborhood services, such as convenience stores, dry cleaners, and other small retail stores designed to serve the immediate neighborhood should be located at an entrance of the neighborhood to be served by such development. This area, north of US20, to the west and along Fremont Avenue acts as the entrance to the overall neighborhood and has been developed with commercial service uses. Additionally, development of this property for commercial purposes would not require commercial traffic to go through a residential neighborhood as it has direct access to Higham Street. However, it is possible traffic could use Latah, which is a local road. Although commercial traffic from development to the east south uses Latah and Higham for access, the Planning and Zoning Commission believed Latah and Higham should be the points of transition between commercial and residential. The Comprehensive Plan also states that allowing commercial development, especially neighborhood centers, adjacent to residential development moves us toward our goal of a convenient city -- one in which walking and biking are reasonable alternatives -- but it does require careful attention to buffering. The zoning ordinance does provide buffering standards when commercial development abuts residential.

The LC Zone also allows for residential development ranging from single dwelling units to apartment buildings, with a maximum density of 35 units per acre. As was mentioned previously this area was originally zoned and planed for higher density housing. The original plan approved in 1981 proposed 105 condo units or a density of approximately 13 units per acre. Higher density residential is appropriate within this area and consistent with the Planned Transition designation in the Comprehensive Plan.

The Comprehensive Plan provides for higher density housing to 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. 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. Although Higham Street and Latah Avenue are local streets they provide immediate access to Fremont Avenue, a minor arterial without the need for any of the higher density residential traffic to flow through a residential neighborhood.

The LC Zone is immediately to the south of the property and commercial uses have been developed to the east under the Planned Transition overlay. Allowed land uses with the PT and LC Zones are very similar. The commercial uses developed between Latah and Fremont Avenues were developed since the 2005 rezone request to R-2A and would support a change to the area the zoning designation of LC. The property to the south was rezone to LC in 2001 with subsequent commercial uses being developed after. Again, the Planning and Zoning Commission believed that Higham and Latah should be seen as the transition points between commercial and residential. The properties to the south and east, although zoned and developed with commercial uses, both have frontage along an arterial, whereas the subject property does not.

Development in this area will also have immediate to pathway along the river walk and Freeman Park to the north. Having access to open space and amenities further supports higher density residential and commercial uses. Utilities are also present in the area and the Comprehensive Plan supports developing those areas with easy access to utilities.

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).

Limited neighborhood services shall be provided at the intersection of arterial streets and collector streets. Access to such services shall only be from collectors. Convenience stores, dry cleaners, and other small retail stores designed to serve the immediate neighborhood should be located at an entrance of the neighborhood to be served by such development, (p. 41).

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Plan for different commercial functions within the City of Idaho Falls. To have a walkable neighborhood business district, a commercial node of 30,000 to 50,000 square feet of retail space is a useful range. To support 30,000 square feet of retail space, about 2,000 households are required, and, to be walkable, thirty to seventy percent of these households should be within a quarter mile or approximately 1,300 feet of the district or within three blocks considering the block pattern found in our older neighborhoods. This will require a much greater density than the three dwelling units per acre frequently developed in Idaho Falls which is about 1,800 households per square mile (p.47).

Access to commercial properties shall be designed to minimize disruptive effects on traffic flow (p. 49).

Buffer commercial development, including services, from adjacent residential development. We were told by many people commercial development should be buffered from adjacent residential development. Allowing commercial development, especially neighborhood centers, adjacent to residential development moves us toward our goal of a convenient city -- one in which walking and biking are reasonable alternatives -- but it does require careful attention to buffering. Our present regulations only address buffering parking lots from residential uses, unless a change of land use occurs under the Planned Transition Zone. We need to develop regulations shielding residences from the noise, light, and traffic generated by commercial uses. Such regulations should address buffering under different situations. For example, residential uses across the street from commercial properties will benefit from perimeter landscaping, buildings towards the front of the lot, and parking in the rear. Residential uses in the rear of commercial properties will benefit from parking areas in the front of the lot, buildings to the rear, and landscaping and fencing in the rear of the lot (p.49).

Planned transition Arterial street areas where land uses are changing, (p. 63).

Rezoning

Considerations: (This section of the staff report was not modified between the Planning and Zoning and City Council meetings.) Because the comprehensive plan provides only general guidance for zoning decisions, the Planning Commission shall also take the following considerations into account:

	Applicant Comment	Staff Comment
Explain how the proposed change is in accordance with the City's Comprehensive Plan.	The property is adjacent to other LC Zones and or commercial.	The Comprehensive Plan identifies this area as Planned Transition. The requested LC Zone is a mixed use zone that will allow for both residential and commercial development which is consistent with the PT Zone. The LC Zone has the potential to diversify the housing types in the neighborhood or provide for neighborhood services.
What Changes have occurred in the area to justify the request for a rezone?	Need for commercial near INL and ISU. Also a need for potential higher density housing near INL & ISU.	The Planned Transition Zone immediately to the east has allowed commercial development, providing services to the area. There have also been recent rezones in the area allowing for higher density residential development.
Are there existing land uses in the area similar to the proposed use?	Yes to the south and east.	Uses in the LC Zone are similar to those allowed to the east in the Planned Transition Zone. The property to the south is zoned LC with commercial development. High density housing is also present in the immediate area.
Is the site large enough to accommodate required access, Parking, landscaping, etc. for the proposed use?	Yes	Yes
		Staff Comment
The potential for traffic congestion as a result of development or changing land use in the area and need that may be created for wider streets, additional turning lanes and signals, and other transportation improvements		Development in this area has the potential to generate traffic, but will have immediate access to Fremont Ave., a minor arterial designed to manage those traffic loads. Additionally, rather developed as residential or commercial, traffic will not be required to go through any existing residential neighborhoods to access the transportation network.
The potential for exceeding the capacity of existing public services, including, but not limited to: schools, public safety services, emergency medical services, solid waste collection and disposal, water and sewer services, other public utilities, and parks and recreational services		Staff unaware of capacity issues in this area that would be exceeded by development.

The potential for nuisances or health and safety hazards that could have an adverse effect on adjoining properties	Staff is unaware of any nuisances that development might create on adjoining properties.
Recent changes in land use on adjoining parcels or in the neighborhood of the proposed zoning map amendment	Commercial uses have been developed through use of the PT Zone in the block immediately to the east. Higher density residential development has been developed to the north and is in the process of being developed further up Fremont Avenue.

Transportation Plan: Fremont Avenue – Minor Arterial
Higham Street and Latah Avenue – Local Streets

Zoning Ordinance:

11-3-3: PURPOSES OF RESIDENTIAL ZONES.

(D) R2 Mixed Residential Zone. This zone provides a residential zone characterized by smaller lots and dwellings, more compact and denser residential development; and higher volumes of vehicular and pedestrian traffic than are characteristic of the RE, RP and R1 Zones. The principal uses permitted in the R2 Zone shall be one (1), two (2), three (3), and four (4) dwelling units. This zone is also generally located near limited commercial services that provide daily household needs.

11-3-5: PURPOSE OF COMMERCIAL ZONES.

(C) LC Limited Commercial Zone. This zone provides a commercial zone for retail and service uses which supply the daily household needs of the City’s residents. This Zone is usually located on major streets contiguous to residential uses. This zone is characterized by smaller scale commercial uses which are easily accessible by pedestrians and non-motorized vehicles from the surrounding residential neighborhoods, although larger scale developments such as big-box stores may still serve as anchors. Connectivity is provided with walkways that provide access to and through the development site. Parking for vehicles is understated by the use of landscaping, location, and provision of pedestrian walkways to the businesses.

11-2-3: ALLOWED USES IN RESIDENTIAL ZONES.

Table 11-2-1: Allowed Uses in Residential Zones

Proposed Land Use Classification	Low Density Residential			Medium Density Residential			High Density Residential	
	RE	RP	R1	R2	TN	RMH	R3	R3A
Accessory use	P	P	P	P	P	P	P	P
Agriculture*	P							
Animal Care Clinic					P*			P
Artist Studio					P*			
Bed and Breakfast*								P
Boarding /Rooming House							P	P
Day Care, Center*			C ₂	P	P		P	P
Day Care, Group*	C ₁		C ₁	P	P	C ₁	P	P
Day Care, Home	C ₁		C ₁	P	P	C ₁	P	P
Dwelling, accessory unit*	P			P	P		P	P
Dwelling, multi-unit*				P*	P		P	P
Dwelling, single unit attached*			P	P	P	P	P	P
Dwelling, single unit detached	P	P	P	P	P	P	P	P
Dwelling, two unit				P	P		P	P
Eating establishment, limited					P*			P
Financial Institutions					P*			
Food Processing, small scale					P*			
Food Store					P*			
Fuel Station					P*			
Health Care and Social Services					P*			P
Home Occupation*	C ₁		C ₁	C ₁	C ₁	C ₁	C ₁	C ₁
Information Technology								P
Laundry and Dry Cleaning					P*			P
Live-Work*					C ₁			P
Manufactured Home*	P	P	P	P	P	P	P	P
Mobile Home Park*						C ₂		C ₂
Mortuary								P
Park and Recreation Facility*	P	P	P	P	P	P	P	P
Parking Facility								P
Personal Service					P*			P
Planned Unit Development*	C ₃	C ₃	C ₃	C ₃		C ₃	C ₃	C ₃
Professional Service								P
Public Service Facility*	C ₂	C ₂	C ₂	C ₂	C ₂	C ₂	C ₂	C ₂
Public Service Facility, Limited	P	P	P	P	P	P	P	P
Public Service Use								P
Recreational Vehicle Park*						C ₂		

Proposed Land Use Classification	RE	RP	R1	R2	TN	RMH	R3	R3A
Religious Institution*	C ₂							
Residential Care Facility							P	P
Retail					P*			C ₂
School*	C ₂							
Short Term Rental*	P	P	P	P	P	P	P	P
Transite Station								P

11-2-4: ALLOWED USES IN COMMERCIAL ZONES.

Table 11-2-2: Allowed Uses in Commercial Zones

P = permitted use. C1 = administrative conditional use. C2 = Planning Commission conditional use. C3 = City Council conditional use. A blank denotes a use that is not allowed in that zone.

*Indicates uses that are subject to specific land use provisions set forth in the Standards for Allowed Land Uses Section of this Chapter.

Proposed Land Use Classification	Commercial				
	PB	CC	LC	HC	PT
Accessory use*	P	P	P	P	P
Amusement Center, Indoor		P	P	P	
Amusement Center, Indoor Shooting Range*		P	P	P	
Amusement Center, Outdoor*				P	
Animal Care Clinic*	P	P	P	P	
Animal Care Facility*				P	
Bed and Breakfast*		P	P		P
Boarding /Rooming House		P	P		P
Building Material, Garden and Farm Supplies			P	P	
Cemetery*		C ₂	C ₂	C ₂	
Club*		P	P	P	
Communication Facility		P	P	P	
Day Care, all Types*	P	P	P	P	P
Drinking establishment		P		P	
Drive-through Establishment *	P*	P	P	P	P
Dwelling, accessory unit *		P	P	P	P
Dwelling, multi-unit*		P	P		P
Dwelling, two unit					P
Eating establishment		P	P		P
Eating Establishment, limited	P	P	P	P	P
Financial Institutions	P	P	P	P	P
Entertainment and Cultural Facilities	P	P	P	P	P
Equipment Sales, Rental and Services			P	P	
Food Processing, small scale				P	
Food store		P	P	P	P
Health Care and Social Services	P	P	P	P	P

Proposed Land Use Classification	PB	CC	LC	HC	PT
Higher Education Center		P	P	P	P
Home Occupation*	P	P	P	P	P
Hospital*	C ₂				
Industry, craftsman	P	P	P	P	
Industry, light		P		P	
Information Technology	P	P	P	P	P
Laundry and Dry Cleaning		P			P
Live-Work*	C ₂	P	P	P	P
Lodging Facility		P	P	P	P
Mortuary				P	P
Parking Facility		P	P	P	P
Pawn Shop		P			
Personal Service	P	P	P	P	P
Professional Service	P	P	P	P	P
Planned Unit Development*		C ₃	C ₃		C ₃
Public Service Facility*	C ₂				
Public Service Facility, Limited	P	P	P	P	P
Public Service Use	P	P	P	P	P
Recreation Vehicle Park*				P	
Religious Institution*		P	P	P	P
Residential Care Facility	P	P	P	P	P
Retail		P	P	P	P
School*		P	P	P	P
Short Term Rental*		P	P		P
Fuel Station		P	P	P	
Fuel Station, Super		C ₂	P	P	
Storage Facility, self-service				P	P
Storage Yard*				P	
Transit Station		P	P	P	P
Vehicle and Equipment Sales			P	P	
Vehicle Body Shop				P	
Vehicle Repair and Service		P	P	P	
Vehicle Sales, Rental and Service		P		P	
Vehicle Washing Facility		C ₂	C ₂	P	

NING AND ZONING COMMISSION STAFF REPORT
Preliminary Plat Manchester Estates
M&B: Apprx. 23.824 Acres NW¼, SE¼, Section 31, T 2N R 38E
April 7, 2020

Community
Development
Services

Applicant: Eagle Rock
Engineering

Requested Action: To **approve** the preliminary plat for Manchester Estates.

Location: Generally North of 49th S, East of 5th W, South of Sunnyside Rd., West of Holmes Ave.

History: In June of 2019 the Planning and Zoning Commission approved a preliminary plat for this area. That approval was appealed to the City Council. In July of 2019 the Council denied the appeal and upheld the approval of the preliminary plat. Concerns raised at the appeal included compliance with Comprehensive Plan policies; maintenance, snow removal and safety hazards for the sidewalk along Castlerock and Stonebrook Lanes because of the proposed reverse frontage lots; and effects on property values. The proposed preliminary plat has been redesigned from the 2019 approved plat and eliminates the reverse frontage lots.

Size: Approx. 23.824 acres
Buildable Lots: 58
Common Lots: 1
Largest Lot: 18,810 sq ft
Smallest Lot: 12,065 sq ft
Average Lot Size: 14,076
Total Net Density: 3.09
Total Gross Density: 2.43

Staff Comments: The property is proposed to be zoned RP, Residential Park. The preliminary plat includes 58 buildable lots and one common lot. All of the proposed lots exceed the minimum requirements of the RP Zone. The preliminary plat is proposed to be completed in a single phase.

Existing Zoning: RP
North: RP
South: RP/County A-1
East: RP
West: RP

Access to the subdivision will come from Stonebrook and Castlerock Lanes, residential collector streets. Proposed intersections comply with the Access Management Plan and coincide with existing alignments. Sidewalk will also be installed along these corridors, where it now only exists along one side. The subdivision will provide a stub road to the south for connection to possible future development.

Existing Land Uses:
Site: Vacant/ Agricultural
North: Residential
South: Residential
East: Institutional
West: Residential

Common lots include a storm pond located at the eastern side of the development. A 10-foot walking path is also proposed along the southern edge of storm pond to provide access to the school from the neighborhood.

Future Land Use Map: Low
Density Residential

The proposed plan addresses several of the concerns previously heard from surrounding residents. The preliminary plat is consistent with the policies of the Comprehensive Plan.

Public Hearing Notice:
60 Adjacent Property Owner
Letters Sent

Staff Recommendation: Staff has reviewed the preliminary plat and finds that it complies with the subdivision ordinance and the development standards of the RP Zone. Staff recommends approval of the plat.

Attachments:
1. Maps and Aerial Photos
2. Letter

Subdivision Ordinance: Boxes: with an "X" indicated compliance with the ordinance

REQUIREMENTS	Staff Review
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.	NA
<p>Direct access to arterial streets from commercial or industrial lots shall be permitted only where it can be demonstrated that:</p> <p>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.</p>	NA
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 R3, 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.	X
The alignment and width of previously platted streets shall be preserved unless topographical conditions or existing buildings or structures required otherwise.	X
<p>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 150ft 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.</p>	NA
Planning Director to classify street on basis of zoning, traffic volume, function, growth, vehicular & pedestrian safety, and population density.	All Local Streets

10-1-8 PRELIMINARY PLAT APPROVAL PROCESS:

(B)(6) When acting on an application, the Planning and Zoning Commission shall review the preliminary plat to determine compliance with this Chapter (Subdivision Ordinance), the Comprehensive Plan, and all applicable Federal, State, or local laws. In conducting such reviews,

the Commission may recess such meeting for good cause and may solicit comments from other departments and divisions of the City. In the event the Commission conditionally approves the preliminary plat, it shall advise the developer in writing of the conditions under which the approval is granted, and upon developer's compliance with such conditions and the Director's written certification thereof, the plat shall be deemed approved. If approval of the plat is denied, the Commission shall advise the developer, in writing, of the reasons for denial of the application. Any aggrieved person whose preliminary plat has been denied by the Planning and Zoning Commission may petition the Council for a hearing. Such petition shall be submitted to the Community Development Services Department within fourteen (14) days from the Planning and Zoning Commission's written decision.

Traffic Volume and Character of Traffic Use:

Access to the subdivision will come from Stonebrook and Castlerock Lanes, residential collector streets. Proposed intersections comply with the Access Management Plan and coincide with existing alignments. The Access Management Plan provides recommendations for when a traffic impact study (TIS) should be required, 6.3.1. It recommends that a TIS should be conducted for all new development that is expected to generate more than 100 net new peak-hour vehicle trips.

The Institute of Transportation Engineers (ITE) should be used for selecting trip generation rates. For single-family detached housing the ITE manual identifies average trip generation rates per dwelling unit as .77 during the weekday a.m. peak hour and 1.02 for the weekday p.m. peak hour.

A 58 lot subdivision does not constitute the need for a traffic study based on these average trip generation rates. Additionally, the proposed development will be accessing directly to residential collector streets which will not require new traffic to utilize local neighborhood streets to exist the development.

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)

Encourage development in areas served by public utilities or where extensions of facilities are least costly. (p.67)

Low Density Residential. Single family homes on individual lots at a density of 7 units or less per net acre. This area may include detached homes or homes which share a common wall, open space, or other common facilities. (p. 67)

Zoning:

11-3-3: PURPOSE OF RESIDENTIAL ZONES

(B) RP Residential Park Zone. This zone provides a residential zone which is representative of an automobile-oriented, suburban development pattern and characterized by large lots. The principal use permitted in this Zone shall be single unit dwellings.

11-3-4: STANDARDS FOR RESIDENTIAL ZONES.

Table 11-3-1: Standards for Residential Zones

	RE	RP	R1	R2	TN	R3	R3A	RMH
Lot Area								
Lot Area Minimum in ft ²	1 acre*	12,000	7,000	6,000*	3,000*	5,000*	5,000	5,000
Lot Area Maximum in ft ²			13,500*					
Site Width								
Site Width at Front Setback, Minimum in ft.	150	60	50	50	25	50	50	50
Setbacks, Minimum in ft.								
Front	40	30*	25*	20*	15*	15	15	30
Front Maximum in ft.					20*			
Side	20	7.5/10*	6	6	5	6	6	10
Rear	40	25	25	25	10	25*	25*	25*
Lot Coverage, Building Height, and Density								
Maximum Lot Coverage in %	30	40	40	80	50	80	80	40
Maximum Building Height in ft*	24	24	24	24	*			24
Maximum Density in net units/acre	1	4	6	17	15	35	35	8
*See explanations, exceptions and qualifications in Section 11-3-4A,B,C of this Zoning Code.								

(Ord. 3218, 9-13-18)

**IDAHO FALLS PLANNING AND ZONING COMMISSION
STAFF REPORT
Preliminary Plat
Narrows Division 2
April 7, 2020**



Lots have full frontage on, and access to, a dedicated street.	X
Residential lots do not have direct access to arterial streets.	NA
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.	NA
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 R3, 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.	NA
All major streets in subdivision must conform to the major street plan of the City, as set forth in Comprehensive Plan.	X
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 150ft 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.	NA
Planning Director to classify street on basis of zoning, traffic volume, function, growth, vehicular & pedestrian safety, and population density.	Latah Ave. Local

Comprehensive Plan Policies:

Encourage development in areas served by public utilities or where extensions of facilities are least costly. (p. 67)

Zoning:

LC Limited Commercial Zone.

This zone provides a commercial zone for retail and service uses which supply the daily household needs of the City's residents. This Zone is usually located on major streets contiguous to residential uses. This zone is characterized by smaller scale commercial uses which are easily accessible by pedestrians and non-motorized vehicles from the surrounding residential neighborhoods, although larger scale developments such as big-box stores may still serve as anchors. Connectivity is provided with walkways that provide access to and through the development site. Parking for vehicles is understated by the use of landscaping, location, and provision of pedestrian walkways to the businesses.

11-2-4: ALLOWED USES IN COMMERCIAL ZONES.

Table 11-2-2: Allowed Uses in Commercial Zones

Proposed Land Use Classification	Commercial				
	PB	CC	LC	HC	PT
Accessory use*	P	P	P	P	P
Accessory use, Fuel Station*		P	P	P	
Accessory use, Storage Yard*		P	P	P	
Amusement Center, Indoor		P	P	P	
Amusement Center, Indoor Shooting Range*		P	P	P	
Amusement Center, Outdoor*				P	
Animal Care Clinic*	P	P	P	P	
Animal Care Facility*				P	
Bed and Breakfast*		P	P		P
Boarding /Rooming House		P	P		P
Building Material, Garden and Farm Supplies			P	P	
Cemetery*		C ₂	C ₂	C ₂	
Club*		P	P	P	
Communication Facility		P	P	P	
Day Care, all Types*	P	P	P	P	P
Drinking establishment		P		P	
Drive-through Establishment *	P*	P	P	P	P
Dwelling, accessory unit *		P	P	P	P
Dwelling, multi-unit*		P	P		P
Dwelling, single unit attached			P		
Dwelling, single unit detached			P		
Dwelling, two unit			P		P
Eating establishment		P	P	P	P
Eating Establishment, limited	P	P	P	P	P
Financial Institutions	P	P	P	P	P
Entertainment and Cultural Facilities	P	P	P	P	P

P = permitted use. C₁ = administrative conditional use. C₂ = Planning Commission conditional use. C₃ = City Council conditional use. A blank denotes a use that is not allowed in that zone.

*Indicates uses that are subject to specific land use provisions set forth in the Standards for Allowed Land Uses Section of this Chapter.

Proposed Land Use Classification	PB	CC	LC	HC	PT
Equipment Sales, Rental and Services			P	P	
Food Processing, small scale				P	
Food store		P	P	P	P
Health Care and Social Services	P	P	P	P	P
Higher Education Center		P	P	P	P
Home Occupation*	P	P	P	P	P
Hospital*	C ₂				
Industry, craftsman	P	P	P	P	
Industry, light		P		P	
Information Technology	P	P	P	P	P
Laundry and Dry Cleaning		P			P
Live-Work*	C ₂	P	P	P	P
Lodging Facility		P	P	P	P
Mortuary				P	P
Parking Facility		P	P	P	P
Pawn Shop		P			
Personal Service	P	P	P	P	P
Professional Service	P	P	P	P	P
Planned Unit Development*		C ₃	C ₃		C ₃
Public Service Facility*	C ₂				
Public Service Facility, Limited	P	P	P	P	P
Public Service Use	P	P	P	P	P
Recreation Vehicle Park*				P	
Religious Institution*		P	P	P	P
Residential Care Facility	P	P	P	P	P
Retail		P	P	P	P
School*		P	P	P	P
Short Term Rental*		P	P		P
Fuel Station		P	P	P	
Fuel Station, Super		C ₂	P	P	
Storage Facility, Indoor		P	P	P	P
Storage Facility, Outdoor				P	
Storage Yard*				P	
Transit Station		P	P	P	P
Vehicle and Equipment Sales			P	P	
Vehicle Body Shop				P	
Vehicle Repair and Service		P	P	P	
Vehicle Sales, Rental and Service		P		P	
Vehicle Washing Facility		C ₂	C ₂	P	

(Ord. 3210, 8-23-18) (Ord. 3218, 9-13-18) (Ord. 3233, 12-20-18) (Ord. 3277, 10-10-19)