

12:00 pm

****The City of Coeur d'Alene will make reasonable accommodations for anyone attending this meeting who requires special assistance for hearing, physical or other impairments. Please contact Shana Stuhlmiller at (208)769-2240 at least 72 hours in advance of the meeting date and time.***

**DESIGN REVIEW COMMISSION
MINUTES
SEPTEMBER 23, 2021
Virtual Meeting
12:00 pm**

COMMISSIONERS PRESENT:

Jon Ingalls
Jef Lemmon
Greta Snodgrass
Phil Ward

STAFF MEMBERS PRESENT:

Tami Stroud, Planner
Shana Stuhlmiller, Admin. Assistant

COMMISSIONERS ABSENT:

Joshua Gore
Tom Messina
Michael Pereira

CALL TO ORDER:

The meeting was called to order by Interim Chair Ingalls at 12:00 p.m.

MINUTES: *ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS**

Motion by Ward, seconded by Snodgrass, to approve the Design Review Commission minutes on August 26, 2021. Motion approved.

NEW BUSINESS: *ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS**

1. Applicant: Donald Smock
 Location: 1103 N. 4th Street
 Request: Donald Smock is requesting a meeting with the Design Review Commission for a proposed 7-Unit two story townhome complex with +/- 9,386 sq. ft of living area in the MO (Midtown Overlay District).
 (DR-5-21)

Tami Stroud, Associate provided the following statements:

- Tim Wilson on behalf of Donald Smock is requesting a First Meeting with the Design Review Commission for a 7-unit two-story townhome project, comprised approximately 9,386 SF of living area. The project consists of one 4-plex structure along 4th Street and one 3-plex structure along Birch Avenue. The subject property is in the MO (Midtown Overlay) district, and must adhere to the Infill Overlay Design Guidelines and Standards.
- The subject property is located at 1103 N. 4th Street, on the west side of 4th Street, north of Birch Avenue.
- The proposed project replaces two commercial buildings that were in poor condition and have already been demolished.
- The project consists of one 4-plex along 4th Street and one 3-plex along Birch Avenue with each designed with 2 bedrooms.
- There will also be 7 garage units and 7 additional surface parking spaces along with a paved courtyard with picnic tables and barbeque area. Access to the site will be along the alley. T

- he proposed building height is +/- 32 ft. tall with the allowed height in the Midtown Overlay District of 45 ft. The site is 0.3970 acres or 16,500 square feet.
- The allowable Floor Area Ratios (F.A.R.) for a residential use in the Midtown Overlay District is 1.0. An F.A.R. of 1.0 would equate to 16,500 square feet which is the size of the lot.
- The applicant met with staff to discuss the proposed project. It was determined, based upon the below guideline, a design departure was not needed for "Roof Edge" Midtown Only, because the applicant provided projecting cornices which will be made of a different material and color than the predominate siding of the building, which satisfies the code requirement.
- She stated if approved there is one condition.

Ms. Stroud concluded her presentation.

Commission Comments:

No questions

Tim Wilson provided the following statements:

- He stated that this is a vacant piece of property and will go through the guidelines on how this project has met them.
- He commented that this will be three different buildings not attached and per the Floor Area Ratio (FAR) this project is below those guidelines and not asking for any bonuses.
- He stated that this is a residential project with 7 town homes including 14 garages in the back with parking in the back.
- He added that these are two story units.
- He stated that they will be providing a lot of landscaping and saving the trees on Birch Avenue and provide additional landscaping a street trees where needed.
- Access is from the alley with screening around the trash enclosure.
- He stated that all lighting will meet the guidelines that will be downward facing.
- He commented that there won't be any roof top equipment will be on the ground and screened with landscaping.
- Parking lot landscaping will meet standards.
- Location of parking will have access from the alley
- Identity elements- will provide accent trees.
- Ped access will be through the court yard.
- He commented that they will have a small ground sign.
- He stated that the Owner has the option to provide a metal privacy fence that will be painted black.
- He commented that he will be providing a privacy wall next to sidewalks and is currently in the design privacy walls that will provide privacy for the residents.
- He stated that sidewalks are existing and working with what we have.
- Historic features we don't have any this building but there is some on surrounding buildings.
- Entrances will be located on the parking lot side because these are residential units and access from the parking lot would be more convenient.
- He commented that we will put the driveway access to the backside with pedestrian access along the street the design will provide a lot of windows and breaking up the materials.
- He described this building with having a lot of different materials and which solves the base, middle and side concept with corrugate metal, hardy plank panels with wood siding which will be very artistic using a lot of color.
- He described that each unit will have a low base wall with signage included for each unit.
- Working with owners on colors and have had compliments from residents that they like the colors.
- He described the ground floor windows providing a lot of glazing on the main floor to keep the privacy for residents.

- We will be providing low privacy barriers, landscaping grasses, with private patio areas.
- He commented that when built the building will be below the maximum height of 45' feet which is more like 28' feet. He described the roof edge will be a combination of flat roof, and slopped roofs and were able to do a 3:12 pitched roof and thinks this pitch looks better.
- He stated that they feel this project meets the guidelines and provided samples of the materials that will be used on the building for the commission to review.

The applicant concluded his presentation.

Commission Comments:

Commissioner Snodgrass commented that the garages look tall. Mr. Wilson explained that the garages will have a single slope roof and the garages are only 17' feet tall and the style will match the rest of the building. He stated if the commission thought that the garages were too tall could drop the roof pitch.

Commissioner Ward inquired about the dumpsters onsite and how will they be unloaded. Mr. Wilson stated that the dumpsters will be in an area that they could easily be pulled out. Commissioner Ward stated in the past we have been asking for parking in the rear and questioned if we are creating a "monster" for the city that someone has to maintain the alleys and should we address this. Commissioner Ingalls noted that more and more seeing a lot of infill projects and that there is a requirement to pave the alley. Ms. Stroud stated that usually staff looks at these alleys case by case.

Commissioner Lemon commented that he thinks the project looks great and noted the low side of the garage and from looking at the rendering it looks deceiving and won't be that tall.

Commissioner Ingalls pointed out the walls next to the sidewalks and maybe those criteria don't apply.

Commissioner Snodgrass commented that she likes the project and be a great addition.

Motion by Ward , seconded by Snodgrass, to approve Item DR-5-21 Motion approved.

ROLL CALL:

| | | |
|------------------------|-------|-----|
| Commissioner Ingalls | Voted | Aye |
| Commissioner Lemmon | Voted | Aye |
| Commissioner Ward | Voted | Aye |
| Commissioner Snodgrass | Voted | Aye |

Motion to approve carried by a vote.

2. Applicant: John Stone Living Trust/Eat Ten, LLC
 Location: 1579 W. Riverstone
 Request: John Stone Living Trust/Eat Ten, LLC, is requesting a meeting with the Design Review Commission for a proposed 4-Story building, with 1 level underground parking in the C-17 zoning district.
 (DR-6-21)

Tami Stroud, Associate Planner provided the following statements

- Joey Toews with Architects West Inc. on behalf of John Stone Living Trust/Eat Ten LLC is requesting a First Meeting with the Design Review Commission for a mixed use 4 story structure with 8,009 square feet of commercial space located on the first floor and 15 residential unit with a total of 53,082 square feet in the building. The apartment units will be comprised of two and three-bedroom layouts.
- The mixed use building also includes a subterranean parking garage on the subject site The subject property is in the C-17 (Commercial) zoning district, and must adhere to the C-17/C-17L Commercial Design Guidelines and Standards.
- The subject property is located at 1579 W. Riverstone Drive next to the mixed-use Riverstone complex and across the street from the Red Robin restaurant.
- The property consists of 1.39 acres. The applicant is proposing a total of 15 residential units with 8,009 square feet of commercial space located on the first floor with a total of 53,082 square feet in the building.
- The apartment units will be comprised of two and three-bedroom layouts. The mixed use building also includes a subterranean parking garage on the subject site. In addition, they are also proposing additional surface parking as described in more detail below.
- The project, as proposed, would require 30 parking spaces for the 15 residential units and approximately 25 parking spaces for the commercial uses based on 1/300 square feet. They are showing approximately 90-95 parking spaces. However, some of the parking spaces are existing within the Riverstone Village parking lot and are currently serving existing retail and restaurant uses.
- The applicant has requested a Design Departure for "Entrance Visible from Street". The C-17/C-17L Commercial Guidelines and Standards require a prominent entry located where they can be seen from the street per the below guideline, unless a Design Departure request is approved.
- She stated if approved there is one condition.

Ms. Stroud concluded her presentation.

Commission Comments:

Joey Towes provided the following statements:

- He stated no new curb cuts on the site using entrance off Beebe
- He stated that the existing sidewalk will remain and will provide a new sidewalk along Beebe to connect the site to the east, north and south.
- Street trees will remain and will have four additional walkways which will connect to the south plaza and connecting the existing pathway.
- He explained that the parking lot will be screened through islands, landscaping trees.
- He stated that the trash enclosure is composed of 6' feet tall walls that will have a decorative veneer on all three sides that will be gated.
- He stated that the existing lighting in the parking lot will remain and the only lighting added will be under the canopy with porch lights for the residential balconies will be downward lighting.
- He noted on a rendering how far away you would have to be from the building to see the mechanical equipment.
- He explained the design departure that the parking lot exits to the north so if we were to put our entrance along Riverstone you would have to park and walk around the building to get to the main entrance. He explained we compromised where the front entry is facing Riverstone but is also facing the existing parking lot.

- Windows - We will have many windows and meet the code for glazing.
- He stated that we will have a pedestrian plaza that will have patio furniture for the residents.
- He explained the design process and that this building will have the best views of the pond.
- He then provided a 3D video of the proposed building.

The applicant concluded his presentation.

Commission Comments:

Commissioner Ward has a question on the parking and will you be using existing parking. Mr. Toews explained that parking will be subterranean for the residents and the commercial part of the building will share the surface parking.

Commissioner Lemon stated that he like the opens trellis and likes the whole building.

Commissioner Ingalls stated that he feels the entrance doesn't need to be a departure and, in the code, it states "entrances should be visibly on the street" and if it doesn't face the street to put in a decorate overhang and that the applicant has done that and for the record could say it was a departure. Ms. Stroud commented that decision is up to the commission and that staff brings it forward for you to make the decision.

Commissioner Lemon concurs and doesn't see it as a design departure and it is visible from the street. Commissioner Ingalls suggested that we approve as a deviation so the record is clear. He commented that he likes the project and that it will fit in the area.

Motion by Ingalls , seconded by Ward , to approve Item DR-6-21. Motion approved.

ROLL CALL:

| | | |
|------------------------|-------|-----|
| Commissioner Ingalls | Voted | Aye |
| Commissioner Lemmon | Voted | Aye |
| Commissioner Ward | Voted | Aye |
| Commissioner Snodgrass | Voted | Aye |

Motion to approve carried by a vote.

ADJOURNMENT:

Motion by Lemon, seconded by Ingalls to adjourn the meeting. Motion approved.

The meeting was adjourned at 1:11 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant

**DESIGN REVIEW COMMISSION
STAFF REPORT**

FROM: TAMI STROUD, ASSOCIATE PLANNER
DATE: JANUARY 21, 2022
SUBJECT: DR-1-22: REQUEST FOR THE FIRST MEETING WITH THE DESIGN
REVIEW COMMISSION FOR A PROPOSED EIGHTEEN-STORY MIXED-
USE BUILDING IN THE DC (DOWNTOWN CORE DISTRICT)

LOCATION: AN 18,912 SF PARCEL LOCATED AT 301 E. FRONT AVENUE
A PARCEL OF LAND BEING LOTS 7,8, 9 AND THE WEST 21.65 FEET OF
LOT 10, BLOCK P OF THE CORRECTED PLAT OF THE TOWN OF
COEUR D'ALENE AND KING'S ADDITION FILED IN BOOK C OF DEEDS,
RECORD'S OF KOOTENAI COUNTY, IDAHO.

APPLICANT / OWNER:

Tom Anderl
Front Row Properties LLC
1250 Northwood Center Ct.
Coeur d'Alene, ID 83814

ARCHITECT:

Monte Miller,
Miller Stauffer Architects
601 E. Front Street, Ste. 201
Coeur d'Alene, ID 83814

ACTION: The Design Review Commission will provide feedback to the applicant and staff on how the applicable design guidelines affect and enhance the project. The DRC will provide direction to the applicant, and may suggest changes or recommendations to the proposed project. The DRC may render a decision during the First Meeting, or request an Optional Second Meeting.

DECISION POINT: Monte Miller, Miller Stauffer Architects, on behalf of Tom Anderl, Front Row Properties LLC, is requesting a First Meeting with the Design Review Commission for a mixed use eighteen-story (18) story structure with commercial space on the street level along Front Avenue and 60 condominium units. The condominium units will be comprised of two and three-bedroom layouts. Parking in the building will be provided on five (5) levels; two below grade and three above grade. A total of 120 parking stalls will be provided for the condominium units. The subject property is in the Downtown Core (DC) zoning district, and must adhere to the Downtown Coeur d'Alene Design Guidelines.

GENERAL INFORMATION: 17.09.320

A development applicant shall participate in the design review process as required by this Article before substantive design decisions are fixed and difficult or expensive to alter. The City will work with the applicant in a collaborative fashion so that the goals of both the City and the applicant can be met to the greatest degree possible, and to address the concerns of neighbors and the community. In order for this process to work effectively, the applicant must be willing to consider options for the project's basic form, orientation, massing, relationships to existing sites and structures, surrounding street and sidewalks, and appearance from a distance.

PROPERTY LOCATION MAP:



AERIAL PHOTO:



BIRDSEYE AERIAL PHOTO:



PROJECT ANALYSIS:

The site is located on an 18,912 SF parcel at the NE corner of 3rd Street and Front Avenue at 301 E. Front Avenue. The subject property is currently being used as a parking lot, and was the former open parking lot and drive-thru teller for US Bank. The US Bank building is located on a separate parcel, north of the alley and is currently vacant. The applicant is proposing a mixed use eighteen-story (18) story structure with commercial space on the street level along Front Avenue consisting of food and beverage establishments, and 60 condominium units. The condominium units will be comprised of two and three-bedroom layouts. Parking in the building will be provided on five (5) levels; two below grade and three above grade. The total height of the building is 199'-0" consisting of eighteen floors (18) above grade. The building amenities are located on the 3rd floor and consist of a private fitness center, a golf simulator room, a clubhouse with warming kitchen, lounging area, an indoor landscaped terrace overlooking the boat ramp and marina. The proposed project is located in the DC (Downtown Core) zoning district, and must adhere to the (DC) Downtown Core Design Guidelines and Standards.

- **PROPOSED BUILDING AREA:** (excluding floors dedicated to parking, elevators, staircases, mechanical spaces and basement)

| | |
|-----------------------|------------|
| 60 CONDOMINIUM UNITS: | 113,303 SF |
| RETAIL SPACE: | 2,730 SF |

TOTAL BUILDING SF: 222,036 SF
(Building Total Area, includes space applied to parking, mechanical spaces, elevator & stair shafts, common area and street level retail.)

BACKGROUND:

A Project Review meeting with staff was held on **September 20, 2021**. During that meeting, staff discussed the proposed project with the property owner and applicant's representative and provided concerns and code requirements that needed to be addressed. The below rendering was submitted as part of the Project Review application submittal. Staff did an analysis of the mixed-use project based on the code requirements noted in the Basic Development Standards and Downtown Design Guidelines. The mixed-use project meets the Basic Development Standards noted in the Downtown Core (DC) zoning district. Staff provided feedback to the applicant's architect addressing each Downtown Core Design Guideline and providing details to the design team on how they can meet the guidelines where deficiencies were noted in the Project Review meeting staff report provided by Planning staff.

Initial Rendering: "The Thomas George" Project Review Meeting held on September 20, 2021 (View looking northeast at the 3rd Street/Front Avenue intersection.)



- The project architect addressed the items noted in the Project Review meeting staff report and provided the required updates for staff for review for code compliance in the Downtown Core (DC) zoning district.

On **December 20, 2021** the applicant provided updated information in order to schedule the required Initial Meeting with staff. The Initial meeting with staff was held on **January 18, 2022**. During the meeting, staff reviewed the DC Downtown Coeur d'Alene Guidelines and Development Regulations and discussed the following items with the applicant team:

- A. Guidelines that apply to the proposed development,
- B. Any FAR Bonuses to be requested, and
- C. Requested Design Departures.

Applicant's Narrative:

The Thomas George

301 E Front Ave.

Narrative:

The Downtown Core Development Regulations were developed to promote downtown living and shopping, both critical for a vibrant, successful city downtown.

1. In response, The Thomas George is a mixed-use development of 60 residential condominium units located above five levels of structured parking; two levels below grade and three above grade and retail along Front Ave consisting of food and beverage establishments.
2. The main floor lobby entrance shares a detailed drive through forecourt under the 2nd floor structured parking for a covered loading zone and grand entry.
3. The site is located on a 18,912 SF parcel at the NE corner of 3rd St and Front Ave., the former open parking lot and drive-thru teller for US Bank. The US Bank building is located on a separate parcel, north of the alley.
4. The total allowable floor area for our site is 113,472 SF (18,912 SF x 6 FAR). The total floor area of our project is 113,043 SF. Total building area including (5) levels of structured parking, mechanical spaces, elevator and stair shafts, common areas and street retail is 226,705 SF. See attached Floor Area Summary for total areas of each use.
5. The total height of the building is 199'-0" consisting of (19) total floors above grade (includes mechanical penthouse). Two floors of parking are below grade. The building amenities are located on the 3rd floor and consists of a private fitness center, a golf simulator room, a clubhouse with warming kitchen, lounging area, an indoor / outdoor swimming pool opening up to outdoor landscaped terrace overlooking the boat ramp and marina.

6. See PPT, slides 53-60 for neighborhood context, mass and bulk models. sun and shade study and modeled renderings illustrating the exterior materials and colors.

7. The project meets each applicable design guidelines and design standards except one. Third Street from Lakeside to Front Ave is defined as a Pedestrian-Oriented Street. No curb cuts are allowed along Pedestrian-Oriented Streets.

8. We formally request a Design Departure to this section in the Downtown Design Guidelines (2006). Pedestrian-Oriented Streets are intended to have a lively, pedestrian friendly environment in the downtown. Second Street from Sherman to Front Ave was the former arterial, looping traffic through and around the southern edge of the downtown. Following the vacation of 2nd Street (2012), connecting Sherman to Front Ave, this Vehicular-Oriented Street shifted to 3rd Street, now the primary access by trucks and cars to service the Cd'A Resort, Resort Shops, the boat launch, and the main access to the McEuen Park structured parking for both cars and boat trailers. See formal request for Design Departure, dated 12/7/21.

9. We request the two existing curb cuts that accessed the former 3-lane drive-through auto teller for US Bank and the current public parking lot, currently managed by Diamond be retained as access to the private structured parking facility for the (60) living units. Our attached traffic study will demonstrate a decrease in traffic use for these curb cuts with the change in property use. The attached PPT presentation and following narrative will demonstrate how this departure maintains the goals and objectives to the Downtown Guidelines with little to no negative impact.

10. The adjacent properties to our project are retail shops to the west, service parking for the Resort to the southwest, boat launch and structured parking to the south, a variety of commercial to the east and north, none being, negatively affected by this design departure.

11. The intersection of 3rd St and Front Ave incorporates a larger landscaped bulb-out than what is typical in the downtown to frame the west end of the diagonal parking provided along the north edge of Front Ave. In addition to providing a traffic calming effect for pedestrians is also improves vision and compliance with the city's "vision triangle" dimension requirements.

12. The project is consistent with the goals and objectives of the Comprehensive Plan. Our project follows good urban planning, providing downtown housing, resulting is less auto use being walking distance to work, shopping and entertainment, essential for preserving the environmental quality of our city. Our location is next to the Centennial Trail promoting bicycle and pedestrian connectivity. Our location will not require any new or updated infrastructure. All of these follow Goal #1 of the Comp Plan.

Goal #2 recognizes the importance of downtown housing and the economic impact it has supporting downtown businesses.

Goal #3 encourages managed growth within existing developed areas without the need and cost of extending city services and infrastructure.

13. The two garage entries are tinted glass and black aluminum sectional overhead doors to simulate and blend into the adjacent storefront window system at the main lobby entrance. A 20ft wide drive through pick up area will also provide 20ft deep queuing for the garage door entries. Proximity stickers will be applied to resident windshields to automatically open the garage doors at a set distance at arrival to reduce queuing time. Glass has been added to the corner of the building for viewing pedestrians and vehicles leaving the building from the north driveway where closest to the building.

14. The east side of 3rd St between the alley and Front Ave is proposed to have a 4ft planting strip with trees and native plantings resulting in a clear sidewalk width of 6'-2", the current clear width of the existing sidewalk. A continuous steel canopy will project 7ft from the building over the sidewalk between planting strip and building. The clear height between sidewalks and canopy structure will range from 8ft to 11ft, see PPT slide 82. The drive-through and main entry will feature an enhanced canopy section above a colored concrete entry court with scored grid pattern. A natural wood paneled ceiling above the entry court lined with containers for seasonal plantings will create a welcoming entrance to visitors. See attached renderings with views of the entrance.

15. Several design features have been incorporated and detailed into our project to celebrate the historic context of our downtown. The steel canopy with "H" and Channel shapes mimic the railroad tracks that once crossed many of the downtown streets, including our site on 3rd Street. Street level Copper medallions will be grouted into the painted concrete pilasters commemorating the historic industry and lake uses of the area such as the timber industry (trees), sailboats & anchors, see PPT slides 40-52. Natural wood soffit paneling will enhance the main lobby entry and forecourt ceiling and the retail entries at Front Ave., see PPT slides 40-45.

16. The top of the building will feature a backlighting, steel channel cornice suspended 24" from fascia resulting in a projected parapet form, illuminating top of building at night. See PPT slides 75-76. To reduce building bulk and providing a top, middle and base to the massing, the building will have several step-back transitions which will be finished as terraces with glass railings with concrete light bases instead of roofs with parapets. See PPT slides 32-39.

17. There are only two pieces of rooftop mechanical equipment. Two cooling towers will be located at the top of the building behind steel louvered ventilation grills with a charcoal gray colored powder-coated finish to compliment the "Dusty Charcoal" ACM metal panel siding color. The rooftop location is at the center of the building and the small grill screen won't be visible without being several blocks away where it will mimic the building's ACM siding. See PPT slides 32-39, 77.

18. The trash area is located in the alley in a room with roll-up door access that will totally enclose the dumpsters. See PPT, main level slide 6.

19. The two food service spaces located on Front Ave and the main lobby entry will be identified by pedestrian scale, “blade” signs suspended and illuminated from the metal canopy. See ground level PPT slides 40-52.

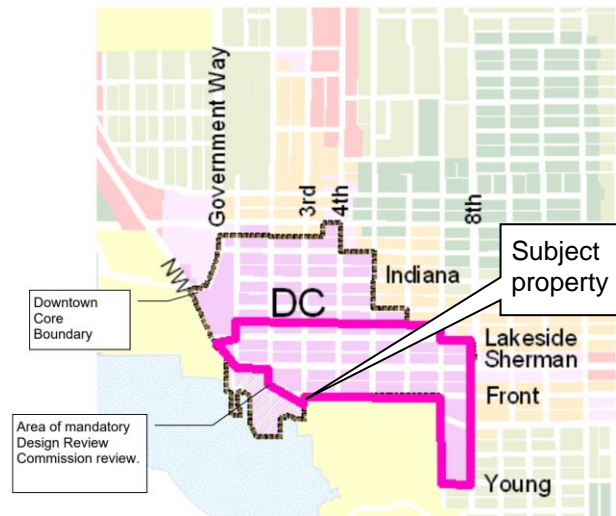


DESIGN GUIDELINES

DOWNTOWN COEUR D'ALENE

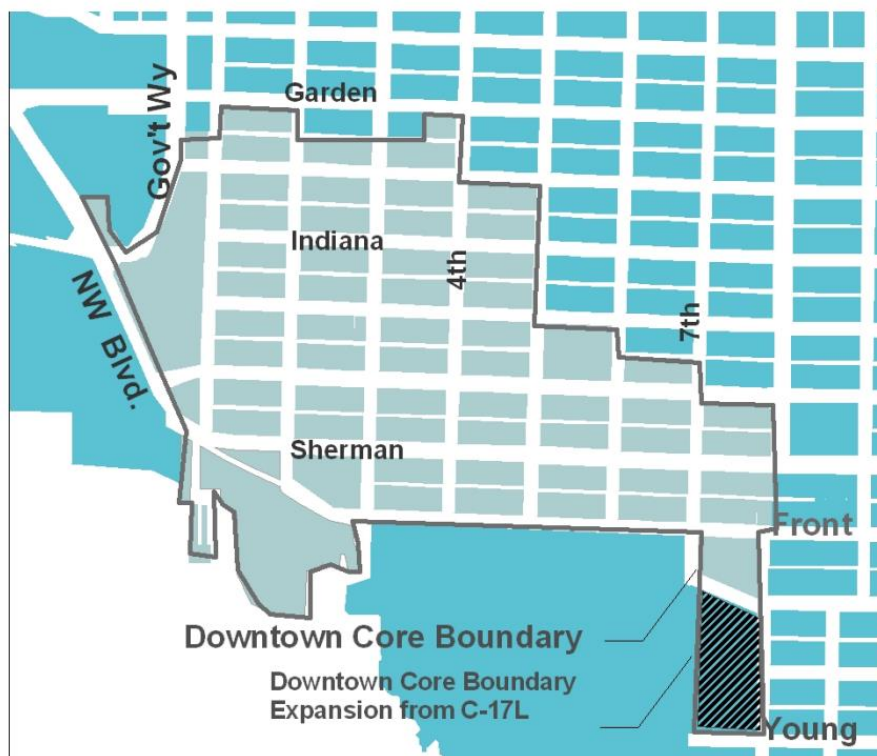
DOWNTOWN DESIGN GUIDELINES

District Boundaries



DC – Downtown Core

This district is envisioned to have the highest intensity uses, especially retail, office, residences, and hotels contained within low-rise, mid-rise and high-rise buildings. Shops and restaurants would be located along key streets. Major public spaces and buildings would anchor the district. Over time, parking would be increasingly located within structures.



Aerial Photo (showing existing conditions):



SITE PHOTO - 1: View from Front Avenue looking northwest at a portion of subject property.



SITE PHOTO - 2: View near Front Avenue along the eastern portion of subject property looking west.



SITE PHOTO - 3: View near Front Avenue looking north at a portion of the subject property.



SITE PHOTO - 4: View from 3rd Street looking northeast at the subject property and the existing drive-through.



SITE PHOTO - 5: Looking at a portion of the subject property from 3rd Street looking east.



SITE PHOTO - 6: View looking north along 3rd Street toward Sherman Avenue with the Shops on the left.



SITE PHOTO - 7: View looking southeast along 3rd Street with the subject property on the left and Tubbs Hill in the background.



SITE PHOTO - 8: Looking north at the subject property and a portion of the former US Bank site along Front Avenue.



SITE PHOTO - 9: Looking west from the corner of 3rd Street toward the Resort Parking Garage and Shops.



SITE PHOTO - 10: Looking east from 3rd Street at the subject property which abuts a public alley on the north.



SITE PHOTO - 11 View looking south along the east side of 3rd Street with The Shops on the right and the subject property access point in the left.



SITE PHOTO - 12 Looking northeast from 3rd Street toward Sherman Avenue at the existing US Bank Bldg.



DESIGN DEPARTURES:

The applicant has requested a Design Departure for the “No Curb Cut” Guideline within the Downtown Core (DC) zoning district. The Downtown Coeur d’Alene Design Guidelines prohibit new curb cuts along a Pedestrian-Oriented Streets and Vehicular-Oriented Street as noted in the Downtown Design Guidelines unless a Design Departure request is approved. The applicant has submitted a Narrative with including the justification for the request and several graphics depicting the proposed entry/exit along 3rd Street utilizing the curb cuts for the project. The design departure request, narrative and design departure worksheet are on the following pages. The Design Departure Criteria is noted below. The project architect has submitted renderings showing the two curb cuts along 3rd Street for vehicle entry/exit into the parking garage on 3rd Street for the condominium units and are depicted from several viewpoints as noted on the following pages.

DESIGN DEPARTURE CRITERIA:

An applicant may request a design departure from any of the design guidelines adopted pursuant to this section. The planning director will review all requests for design departures on projects not subject to design review commission review under section [17.09.315](#) of this title. In order for the planning director to approve a design departure, he or she must find that:

1. The requested departure does/does not meet the intent statements relating to applicable development standards and design guidelines.

2. The departure will/will not have a detrimental effect on nearby properties or the city as a whole.
3. The project's building(s) exhibits a high degree of craftsmanship, building detail, architectural design, or quality of materials that are not typically found in standard construction. In order to meet this standard, an applicant must demonstrate to the planning director that the project's design offers a significant improvement over what otherwise could have been built under minimum standards and guidelines.
4. The proposed departure is/is not part of an overall, thoughtful and comprehensive approach to the design of the project as a whole.
5. The project must be consistent with the comprehensive plan and any applicable plan. (Ord. 3328 §8, 2008: Ord. 3192 §10, 2004)

These same review criteria are used by the Design Review Commission in considering a design departure request.

Applicant's Design Departure Request:

December 20, 2021

Tami Stroud
Associate Planner

RE: 301 E FRONT MIXED-USE - DEPARTURE FROM DESIGN GUIDELINES

APPLICANT'S DESIGN DEPARTURES REQUEST: (CONTINUED)

DESIGN DEPARTURES: Curb Cuts

1. The requested departure does meet the intent statement relating to applicable development standards and design guidelines.
 - a. *The proposed curb cuts are not new. The proposed development plans to use the two curb cuts that match size and location of the two existing curb cuts. The existing north curb cut services a 23 car public parking lot managed by Diamond. The south curb cut was used to service the 3-lane drive through US Bank auto-teller facility. A traffic study prepared by Whipple Consulting Engineers, WCE shows the proposed development will result in less impact to the pedestrian walkway as the existing use blocks 1,280 persons / hr and the proposed use blocks 220 persons / hr.*
2. The departure will not have a detrimental effect on nearby properties or the city as a whole.
 - a. *The proposed development with requested design departure (curb cuts) is an improvement to the nearby properties and city compared to the existing land use, as it reduces traffic conflict with pedestrians to 17% of the former use. The change from drive-through auto tellers and open parking lot flanking 3rd St are changes from non-conforming uses in the downtown core.*

3. The projects building exhibits a high degree of craftsmanship, building detail, architectural design, or quality of materials that are not typically found in standard construction. In order to meet this standard, an applicant must demonstrate to the planning director that the project's design offers a significant improvement over what otherwise could have been built under minimum standards and guidelines.
 - a. *The planned development will be a mixed-use project bringing (60) additional living units into the downtown with a wide variety of size and pricing. Parking will be inside the building providing (2) secure parking spaces inside individual garages per unit. Street level food service retail will be developed along Front Avenue. All key points in the Comp Plan having a strong economic impact essential to a vibrant downtown. The development went through an extensive design process to create an iconic project with high quality materials and attention to detailing, down to the custom brass medallions inset into the street level base of the building.*
4. The proposed departure is part of an overall, thoughtful, and comprehensive approach to the design of the project as a whole.
 - a. *The use of the two existing curb cuts located on 3rd Street allowed for all existing parking along Front Avenue be retained. The drive-through and main entry will feature an enhanced canopy section above a colored concrete entry court with scored grid pattern. A natural wood paneled ceiling above the entry court lined with containers for seasonal plantings will create a welcoming entrance to visitors.*
5. The project must be consistent with the comprehensive plane and any applicable plan. (Ord. 3328 *,2008: Ord. 3192 10,2004)
 - a. *We've made a significant effort to design and develop a project that exceeds the city's comprehensive plan standards.*

DOWNTOWN DESIGN GUIDELINES

DEFINITIONS

For the purposes of the Downtown Design Guidelines, the following definitions apply:

Gateways: Gateways are key intersections within and around the edges of downtown that require special treatment. The gateways are:

- Intersection of Sherman Ave. and Second St.
- Intersection of Sherman Ave. and Fourth St.
- Intersection of Front Ave. and Fourth St.
- Intersection of Sherman Ave. and Seventh St.

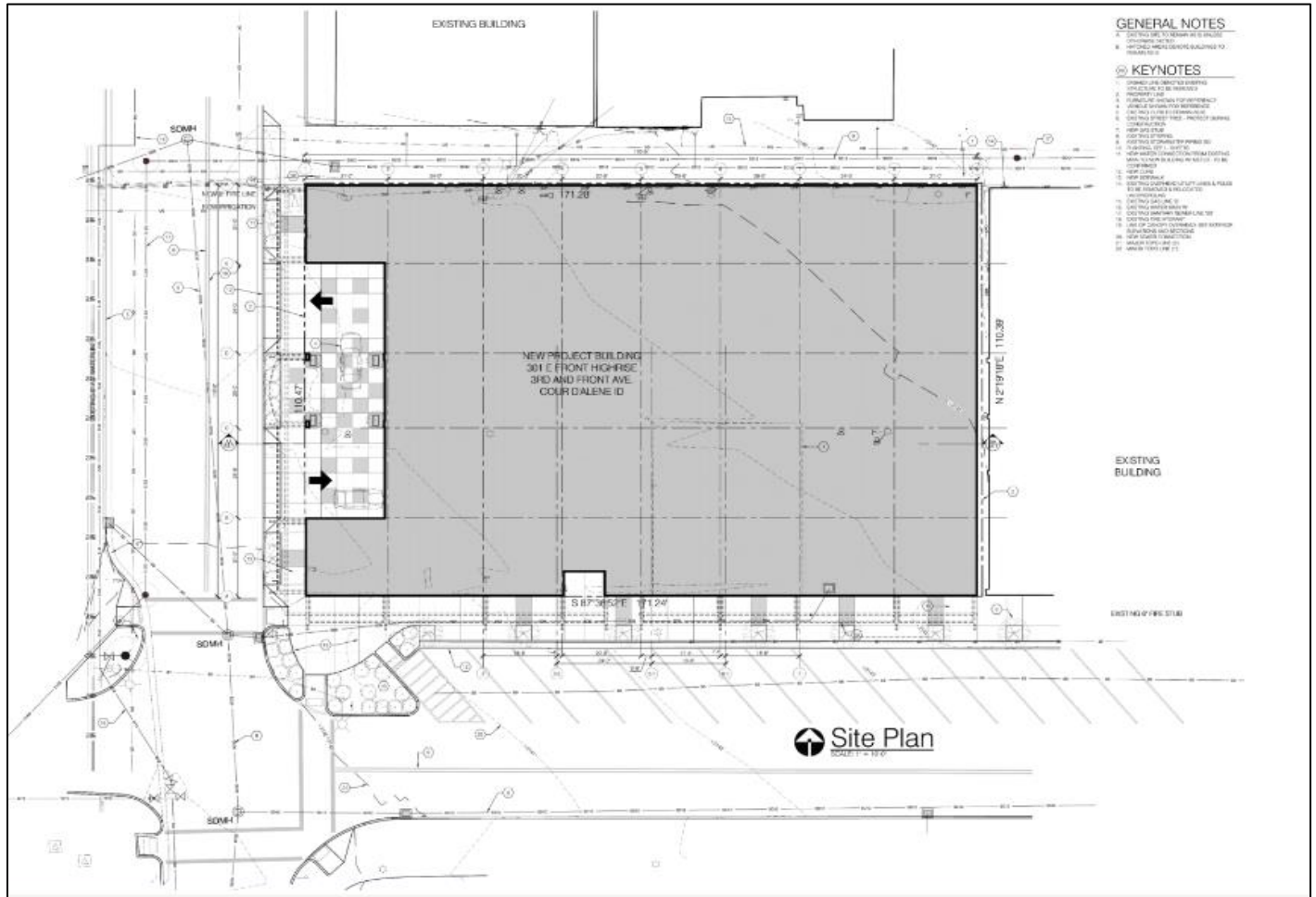
Pedestrian-Oriented Streets: Streets that are intended to have a lively, pedestrian friendly environment in the downtown. The pedestrian-oriented streets are:

- Sherman Ave. from Second St. to Sixth St.
- Second Ave. from Lakeside Ave. to Sherman Ave.
- Third St. from Lakeside Ave. to Front Ave.
- Fourth St. from Lakeside Ave. to Front Ave.
- Fifth St. from Lakeside Ave. to Front Ave.
- Sixth St. from Lakeside Ave. to Front Ave.

Vehicular-Oriented Streets: Streets that are intended to present a lively and inviting environment as vehicles drive through the downtown. The vehicular-oriented streets are:

- Northwest Blvd. from Government Way to First St.
- Lakeside Ave. from Government Way to Seventh St.
- Sherman Ave. from First St. to Second St.
- Sherman Ave. from Sixth St. to Eighth St.
- Front Ave. from Second St. to Seventh St.

SITE PLAN:



FLOOR PLANS: L1



FLOOR PLANS:P1



FLOOR PLANS:P2

60 PRIVATE
GARAGES FOR
A TOTAL OF
120 CARS



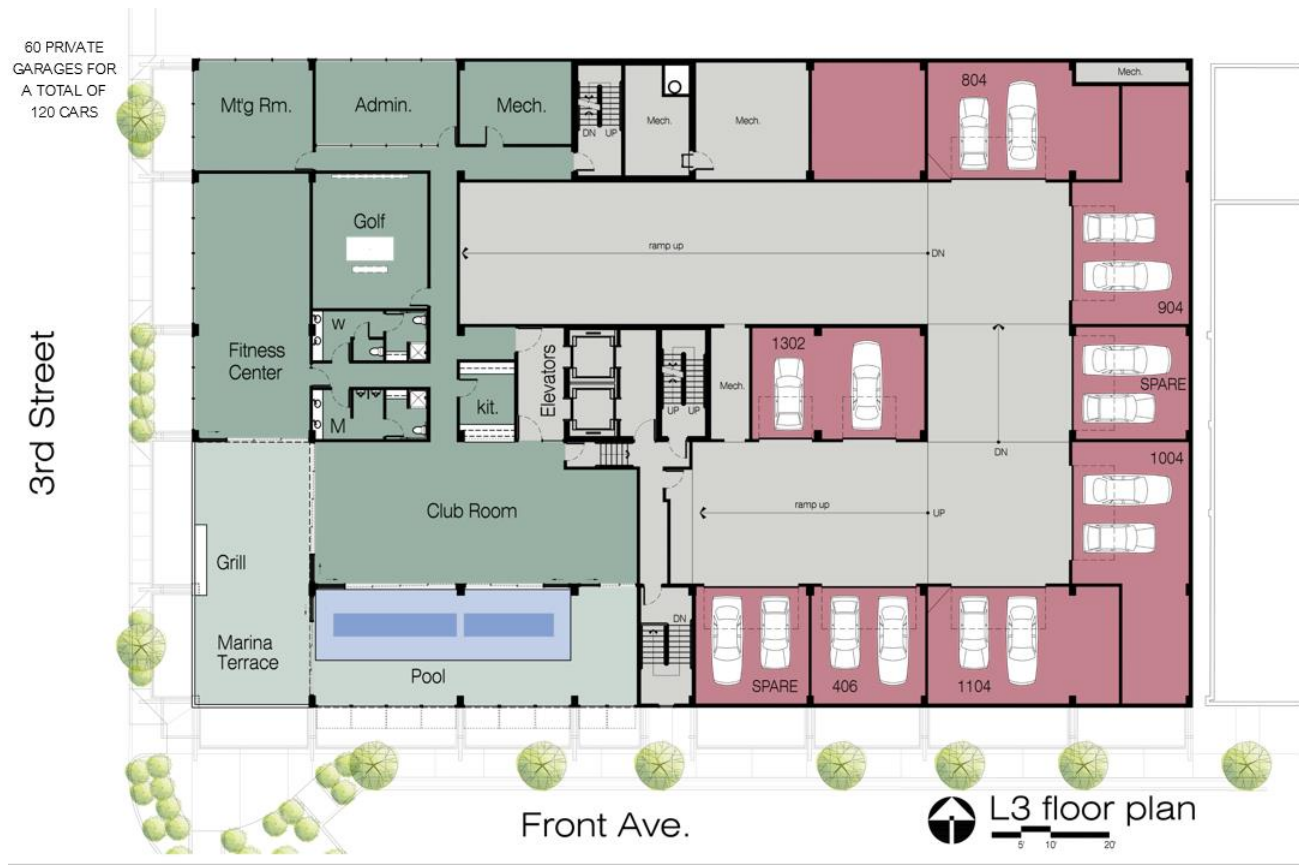
FLOOR PLANS:L2

60 PRIVATE
GARAGES FOR
A TOTAL OF
120 CARS

Third Street



FLOOR PLANS:L3



Revised Design Submitted for Initial Meeting with Staff in January 2022

View looking east at the curb cuts for vehicle entry/exit to the structure along 3rd Street:



View looking northeast at the vehicle and pedestrian entry/exit to the structure along 3rd Street with revised entryway design and pedestrian features:



View looking south along 3rd Street at the vehicle openings/curb cut for the entry/exit:



View looking west from 3rd Street at the curb cuts for vehicle entry for the condos and the pedestrian entrance/exit to the condominiums:



View looking north along 3rd Street at the entry/canopy area with the garage openings and pedestrian entry/exit.



View from the intersection of Front Avenue and 3rd Street looking at the base of the proposed mixed-use building with vehicle entry/exit along 3rd.



STAFF COMMENTS: Chris Bosley, City Engineer

It is expected that the proposed development will have a lower impact on pedestrian traffic than the existing parking lot and bank drive-thru. As the traffic study illustrates, the 3rd Street frontage will also have fewer constraints to pedestrian travel than much of downtown Sherman Avenue. Although building components will create sight obstructions at the sidewalk, the proposed warning lights will provide a safety benefit by alerting both the pedestrians and the drivers of potential conflicts. In fact, the warning lights proposed at the alley are an improved situation over what is experienced at many alley/sidewalk intersections throughout downtown.

Evaluation:

The Design Review Commission will need to make a determination on the Design Departure request for the “No Curb Cut” requirement and if it meets the intent of the Downtown Design Guidelines.

DOWNTOWN COEUR D'ALENE DESIGN GUIDELINES:

- *Location of Parking*
- *Screening of Parking Lots*
- *Parking Lot Landscaping*
- *Sidewalk Uses*
- *Width And Spacing of Curb Cuts*
- *Screening of Trash/Service Areas*
- *Lighting Intensity*
- *Gateways*
- *Maximum Setback*
- *Orientation to the Street*
- *Entrances*
- *Massing*
- *Ground Level Details*
- *Ground Floor Windows*
- *Weather Protection*
- *Treatment of Blank Walls*
- *Screening of Parking Structures*
- *Roof Edge*
- *Screening Of Rooftop Mechanical Equipment*
- *Unique Historic Features Integration of Signs with Architecture*
- *Creativity/Individuality Of Signs*

APPLICANT'S DESIGN GUIDELINES WORKSHEET: Downtown Core (DC)

The applicant has provided a response and additional details on how the project has met the required Downtown Coeur d'Alene Guidelines and Development Regulations as noted in the applicant's Design Guideline worksheet below.

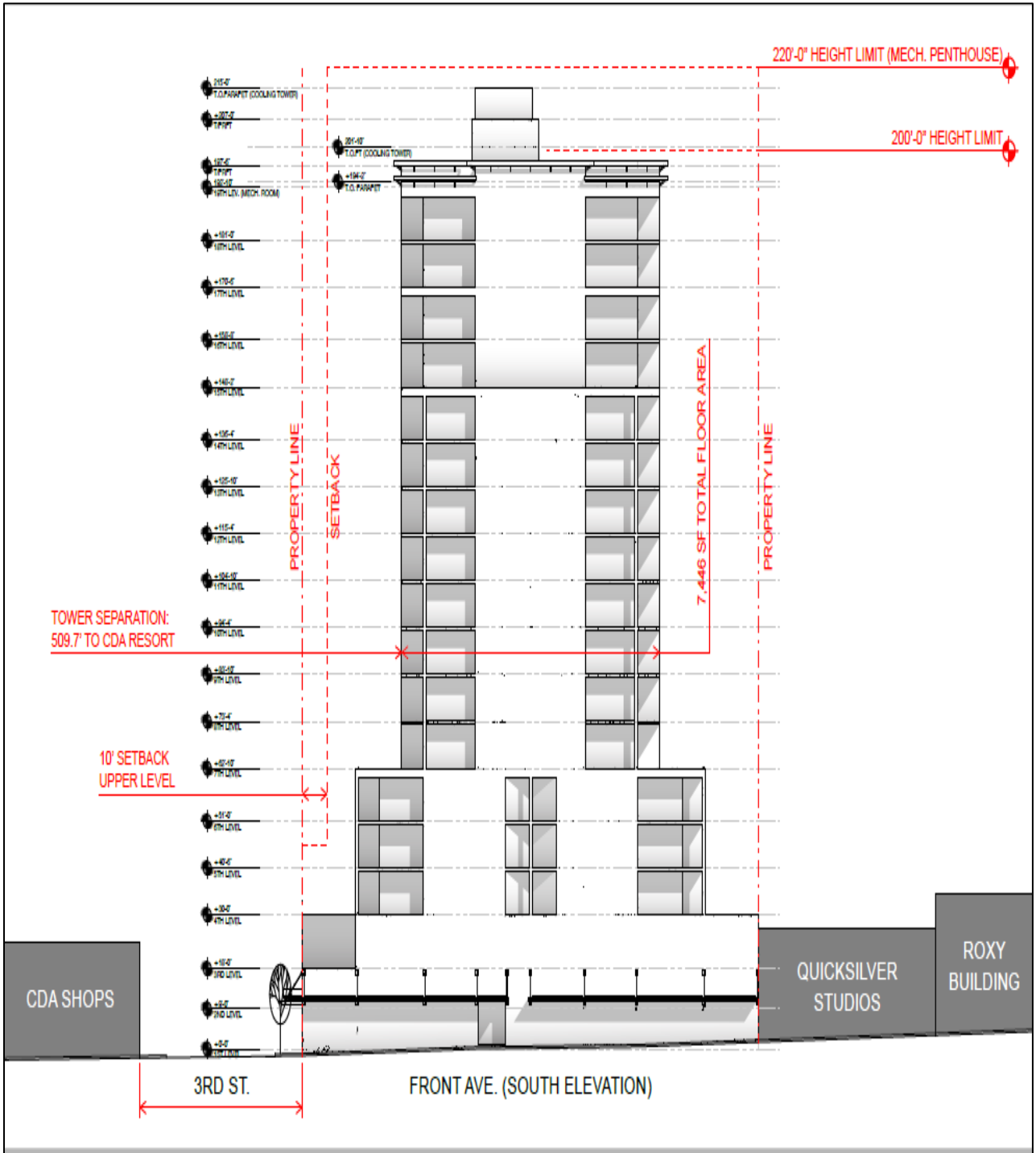
Response from applicant:

- Location of Parking: Parking will be provided inside the building, on two floors below grade, at main floor and on two floors above grade. Each residential condominium unit will include a 2-car secure garage inside the building. Total parking is 120 spaces (2 cars x 60 condo units). Each garage unit will provide secure bicycle and miscellaneous storage.
- Screening of Parking Lots: N/A
- Parking Lot Landscaping: N/A
- Sidewalk Uses: Grand lobby entrance on 3rd St., two food service shops on Front Ave. A rollup glass door will be installed above a customer counter at the west end of Front Ave near the large landscaped bulb out with park bench. A colored concrete forecourt will continue out onto the sidewalk at Third Street under a raised canopy section to help identify the main lobby entrance.
- Width And Spacing of Curb Cuts: Two 20'-0" wide curb cuts on 3rd St, spaced 28'-0" apart will provide access into the building's structured parking and the off-street loading zone. The size, spacing and location of the two curb cuts are the same as what exists on Third Street currently providing access to the public parking lot and 3-lane bank auto teller.
- Screening of Trash/Service Areas: A dumpster enclosure will be provided tucked into the building behind a roll up door with alley service access.
- Lighting Intensity: All exterior lighting will conform to Dark Sky Lighting Standards; fixtures will be directed down and have canopies with LED lamps with color temperature no more than 3500K. A roof top, backlighted steel channel cornice will illuminate the upper portions of the building with seasonal themed RGB programing.
- Gateways N/A

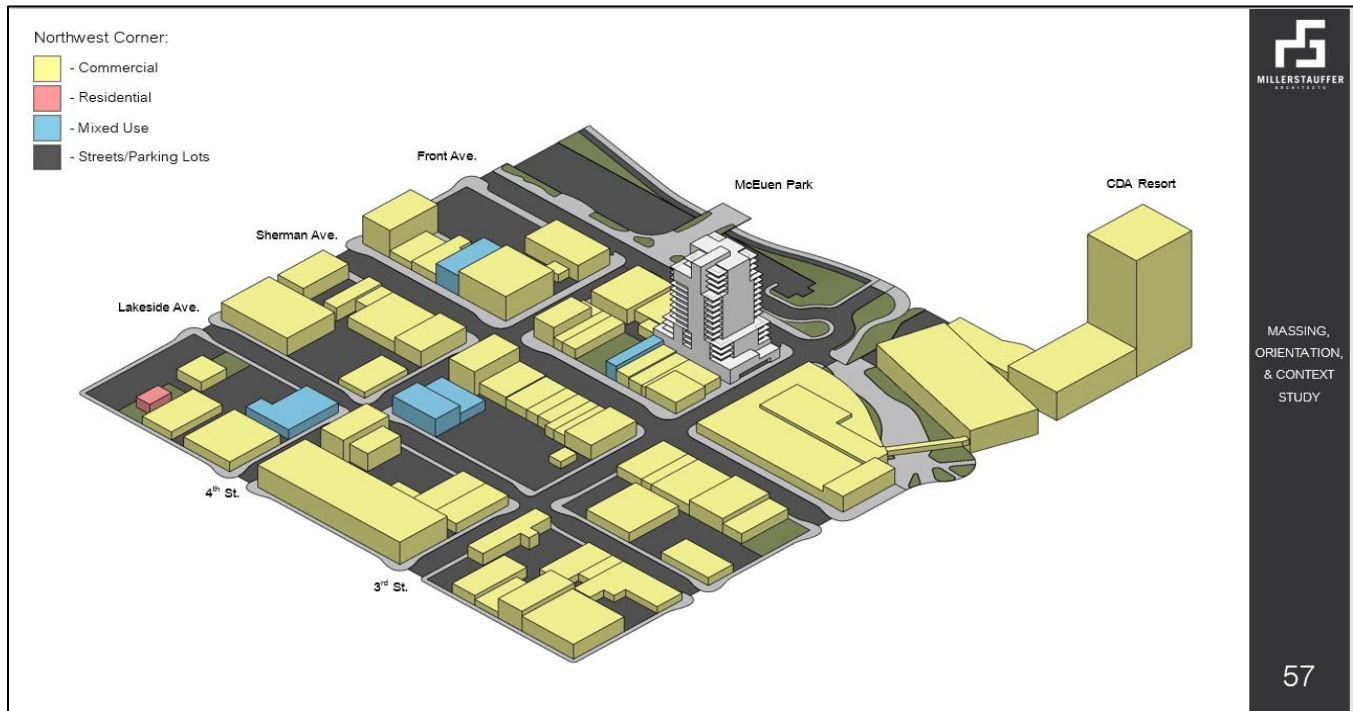
- **Maximum Setback** A section of the building will be setback 20ft, from Third Street, maximum allowed, to create a forecourt used for the resident pickup and queuing area for the structured parking entries.
- **Orientation To The Street:** Grand lobby entrance on 3rd St., two food service shops on Front Ave.
- **Entrances** Grand lobby entrance on 3rd St., two food service shops on Front Ave. each with its own entries, all with pedestrian scale signage.
- **Massing** Per Downtown Core, Development Regulations; First three floors extend to property lines, the upper level setback from 3rd St. R.O.W. is 20'-0" and occurs at level 3 terrace (+18'-0') and level 4 terrace (+30'-0"). The tower floor area reduces in size to 7,502sf at level 7 (+62'-10"). Two more tower steps reducing floor area occur at level 15 (6,305sf) and level 17 (5,064sf). The building has 18 floors with a parapet height of 199'-0" (+2,346ft). The closest building above 75ft is the Cd'A Resort north stair tower at +85ft in height and is at a distance of 400ft from our SW property corner. The Resort's tallest roof ridge (+2,343ft) is +- 215ft above lake level (+2,128ft). The resort's parking garage is 60ft in height and 150ft from our SW property corner.
- **Ground Level Details:** Base of building is a smooth cast concrete structure with tan colored painted finish to compliment the mix of brown tones in the polished ground faced masonry infill. Street level copper tile medallions are grouted into the concrete pilasters. The theme of the cast tile faces will mimic the historic downtown timber industry and lake activities. A continuous 7ft deep painted metal canopy is suspended above the sidewalk along 3rd St and Front Ave. All existing overhead utility lines in the alley behind the building will be buried in an underground utility tunnel. Architectural down lighting will identify grand lobby entry and storefronts along Front Ave. Irrigated planting will frame the main entrance. Flush up lighting cast into the forecourt will illuminate a natural wood ceiling.
- **Ground Floor Windows** Large storefront windows will be installed at the ground floor along Front Ave and the 3rd St grand lobby entrance. Smaller divided window mullion spacing will set the ground floor apart from the upper floors.
- **Weather Protection** A suspended, 7ft deep, charcoal painted steel canopy will extend the full length of building frontage along 3rd St and Front Ave. The design and detail of the steel structure is reminiscent of the railroad tracks that ran through the downtown and to the Third Street docks.

- **Treatment of Blank Walls** There are very few blank walls and these will be a ground face masonry infill between exposed concrete structure, none exceeding 24ft. The masonry will receive a high gloss sealer to enhance the colors in the polished aggregate, similar to a terrazzo finish.
- **Screening of Parking Structures** All parking will be located inside the building behind polished ground faced masonry walls with two levels below grade, two levels above grade and the main floor located behind the retail shops flanking Front Avenue.
- **Roof Edge:** The top of the building will have a 6ft step in parapet heights with the narrow center section being higher giving the building a narrower appearance and breaking up the flat rooftop. A roof top, backlighted steel channel cornice will illuminate the upper portions of the building.
- **Screening Of Rooftop Mechanical Equipment:** The only two pieces of rooftop mechanical equipment are two cooling towers located at the center of the building screened by charcoal gray painted louvers matching the metal siding color. The central location makes this rooftop element only visible from blocks away.
- **Unique Historic Features Integration of Signs with Architecture:** The main building entry sign is integrated into a portion of articulated canopy section accenting the main lobby entrance. Blade style signs are suspended from the steel canopy along both Third Street and Front Avenue, each with individual style and color.
- **Creativity/Individuality Of Signs:** Illuminated blade signs suspended from sidewalk canopies will identify the food service shops along Front Avenue, each with individual style and color.

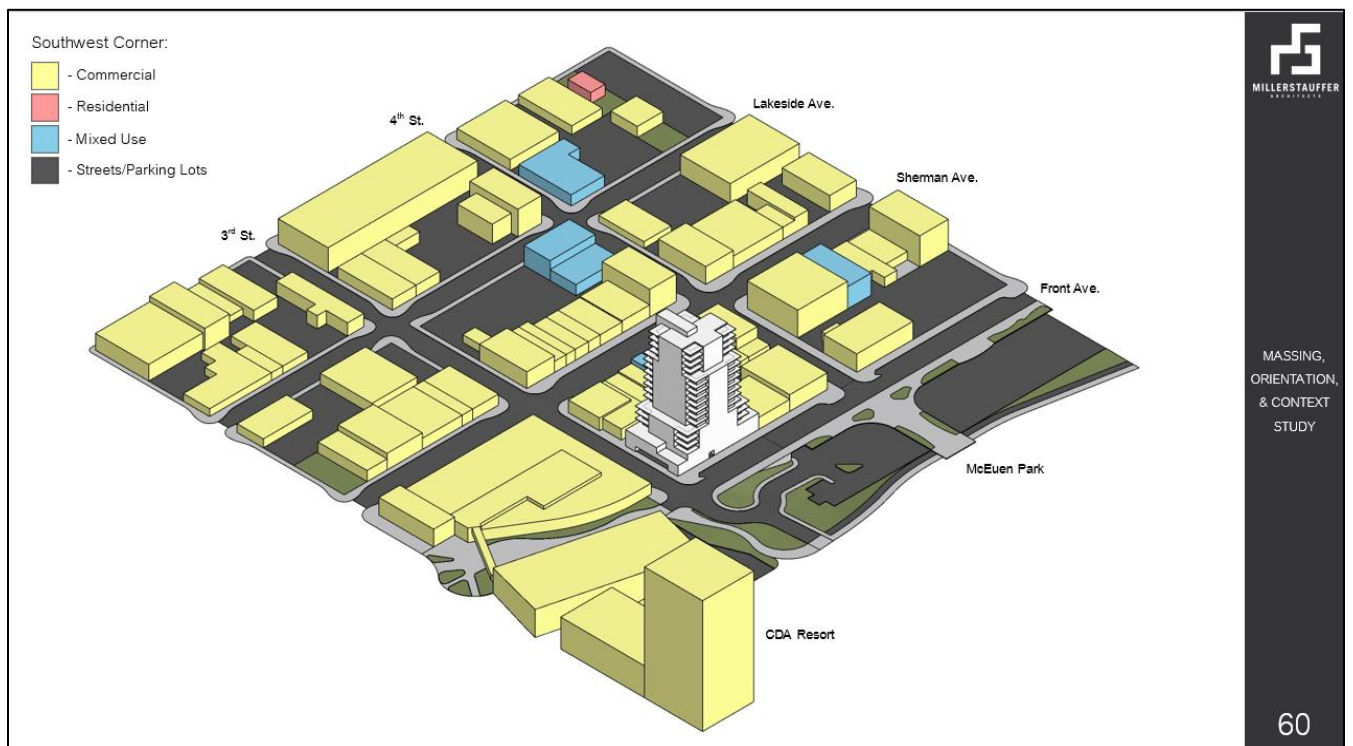
SETBACK DIAGRAM:



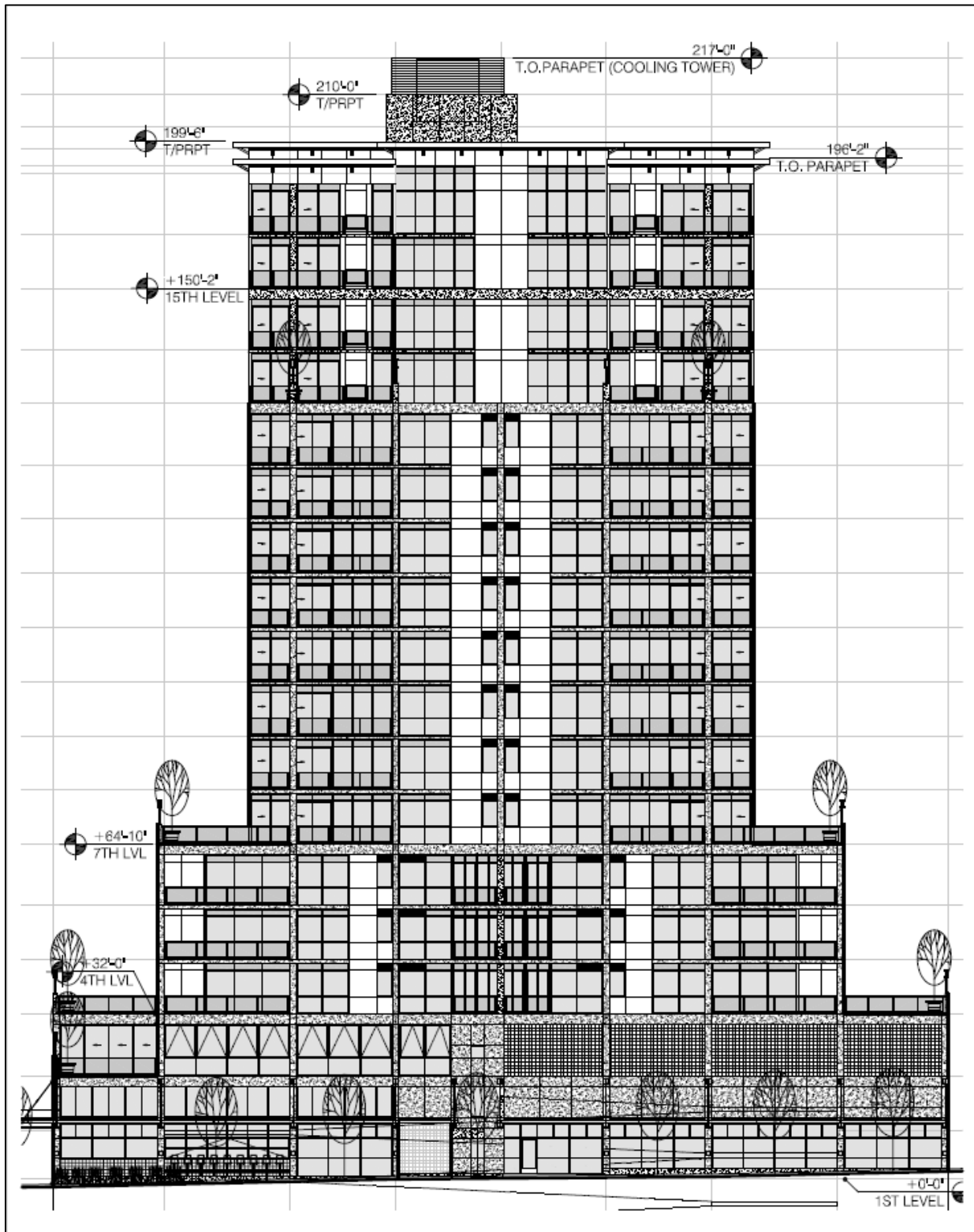
MASSING, ORIENTATION, CONTEXT: NORTHWEST CORNER



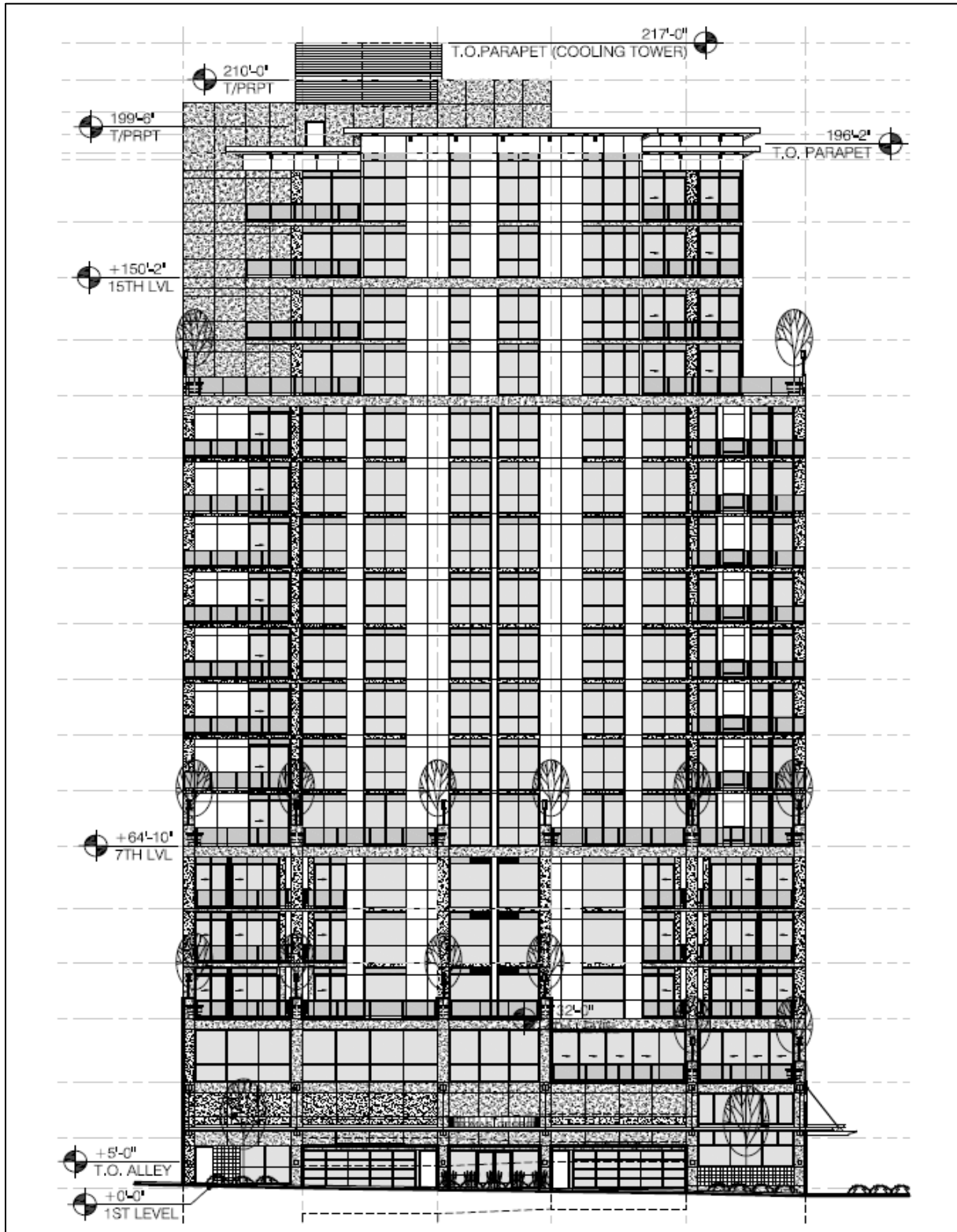
MASSING, ORIENTATION, CONTEXT: SOUTHWEST CORNER



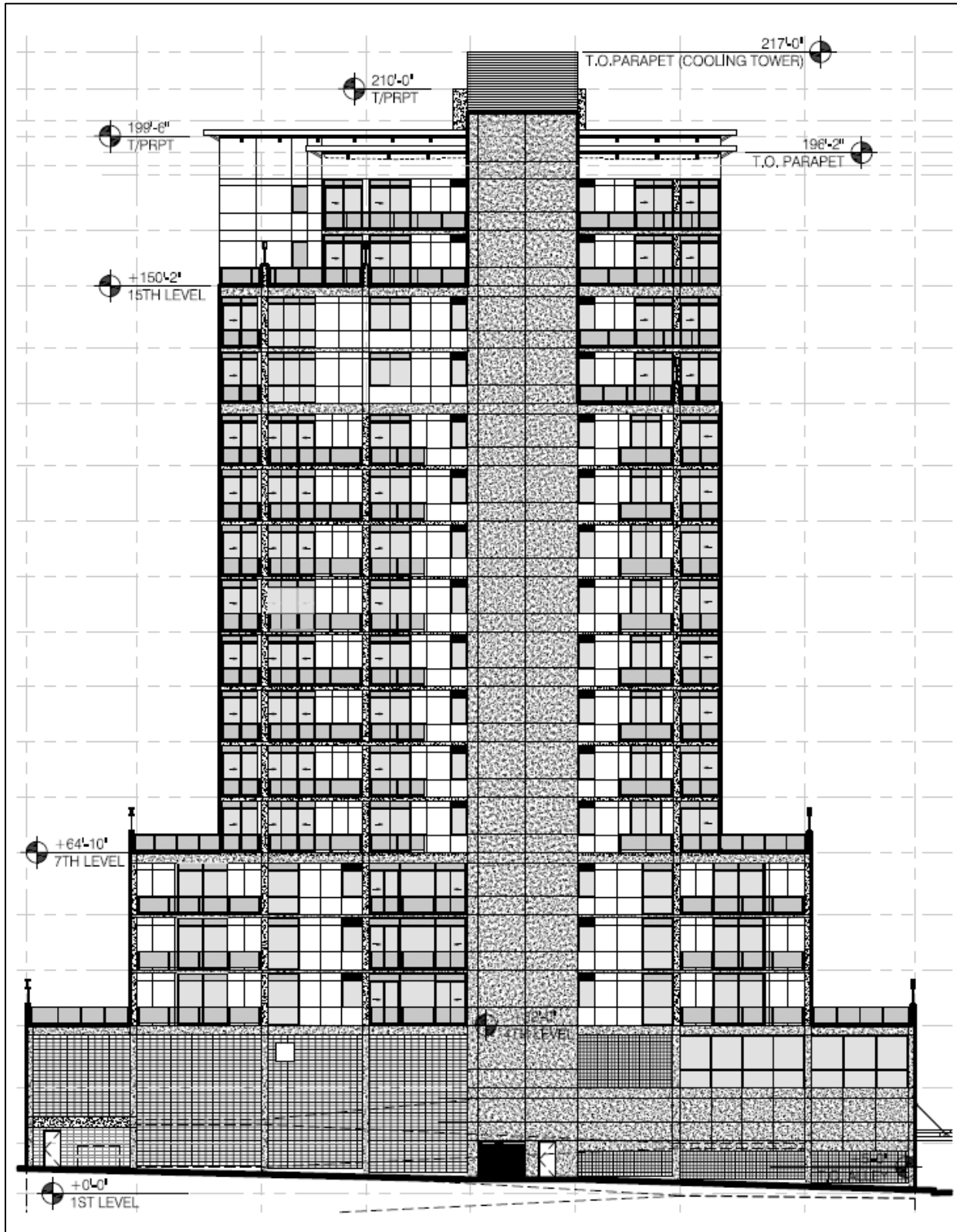
SOUTH ELEVATIONS:



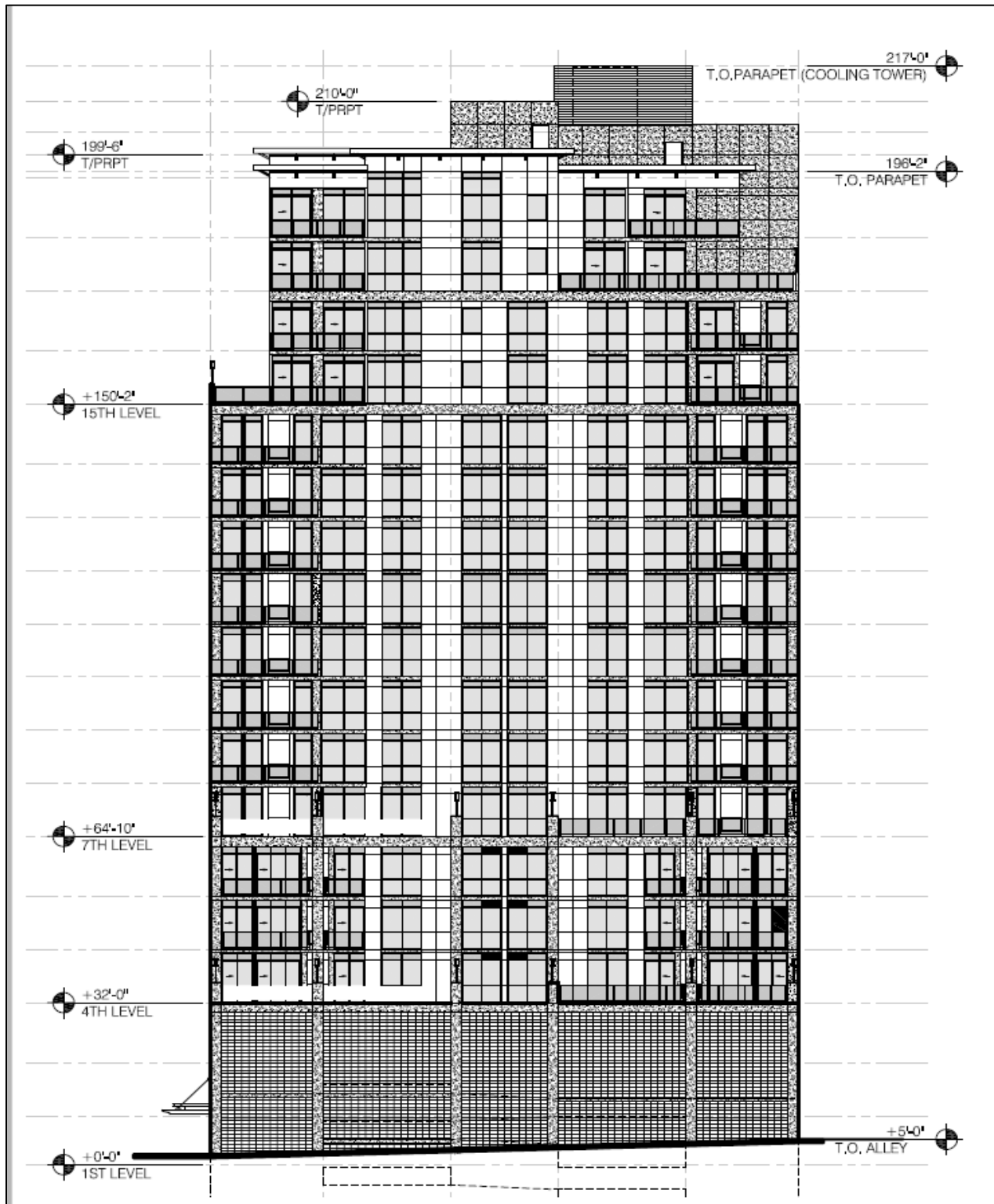
WEST ELEVATION:



NORTH ELEVATION:



EAST ELEVATION:



Per the Downtown Design Guidelines:

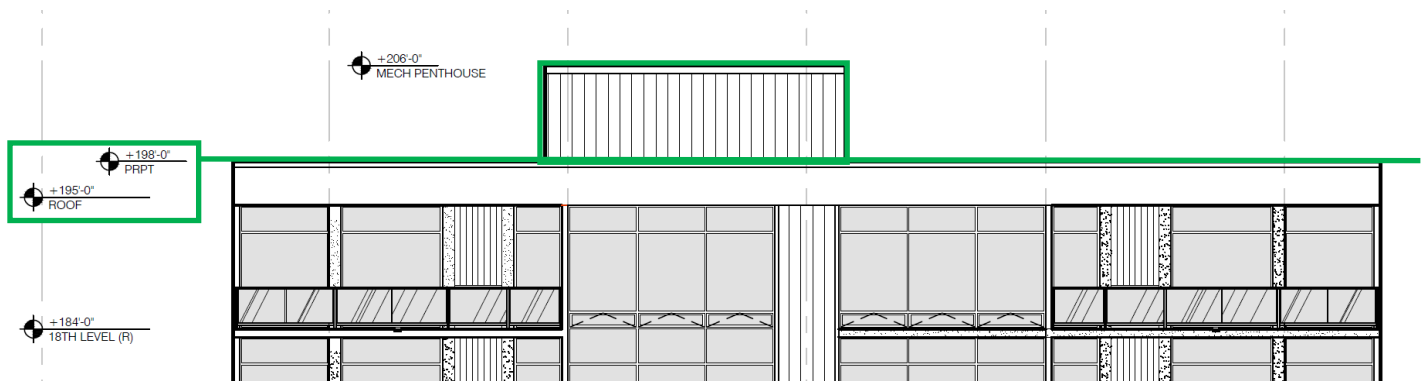
C. Maximum Building Height

Buildings within this district shall only be permitted to exceed 75 feet if they comply with the bulk, spacing, and setback standards indicated in the sections that follow. Buildings that comply with the standards, as well as accumulate sufficient Floor Area Ratio through bonuses, may extend as high as shown in the chart below.

| | Height | Height w/architectural feature ² |
|--------------|--------|---|
| Base | 75 ft. | 83 ft. |
| Base + Bonus | 200 ft | 220 ft. |

Notes:

1. Mechanical penthouses, stair/elevator overruns, and antennae may be excluded from Building Height calculation provided they are no more than 15 feet above the roof deck.
2. The Base Building height may be increased by up to 10% if the top is designed as a non-habitable, architectural element. This element may extend above the increased height limit.



RENDERING: VIEW FROM THE INTERSECTION OF FRONT/3RD STREET LOOKING NORTH



RENDERING: VIEW FROM FRONT AVENUE LOOKING NORTH



RENDERING: VIEW LOOKING NORTHWEST



RENDERING: VIEW LOOKING WEST



RENDERING: SOUTHEAST VIEW



RENDERING: VIEW LOOKING SOUTH



RENDERINGS: VIEW LOOKING SOUTHWEST



RENDERINGS: VIEW ALONG 3RD STREET LOOKING WEST



EXTERIOR MATERIALS: BASE BUILDING SECTION



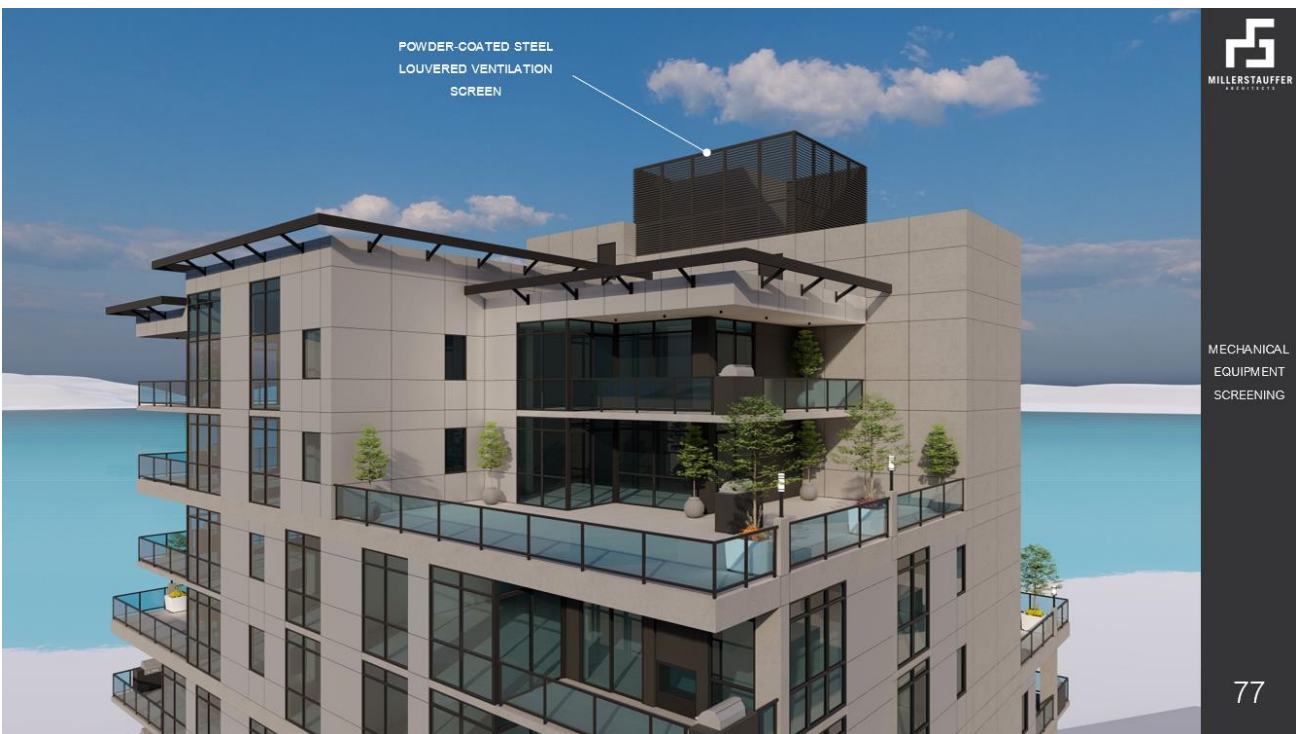
EXTERIOR MATERIALS: MIDDLE BUILDING SECTION



EXTERIOR MATERIALS: TOP BUILDING SECTION



MECHANICAL EQUIPMENT SCREENING: POWDER COATED STEEL



EXTERIOR WALLS: MASONRY EXTERIOR WALL



EXTERIOR WALLS: MASONRY EXTERIOR WALLS



STAFF EVALUATION

The DRC should provide input on the proposed design and identify any needed changes to the proposed project. The Design Review Commission must determine, based on the information before them, whether the proposed project meets the required Downtown Development Guidelines, where applicable. Specific guidelines that meet or do not meet the guidelines should be stated in the Record of Decision.

FINDINGS OF FACT:

The Design Review Commission accepts the facts outlined in the staff report, public testimony and the evidence list. All adopted city ordinances, standards and codes were used in evaluating the application.

CONCLUSIONS OF LAW:

The Design Review Commission has the authority to hear this case and order that it will be approved/approved with conditions, or recommended for an Optional Second Meeting. The public notice requirements were met and the hearing was conducted within the guidelines of applicable Idaho Code and City ordinances.

RECORD OF DECISION:

Based on the Findings of Fact and Conclusions of Law, the Design Review Commission hereby orders that Item DR-1-22, a request by Monte Miller, Miller Stauffer Architects on behalf of Tom Anderl, Front Row Properties LLC requesting a First Meeting with the Design Review Commission for a mixed use eighteen-story (18) story structure with commercial space on the street level along Front Avenue, and 60 condominium units in the mixed use building located at 301 E. Front Street, Coeur d'Alene, Idaho is approved/approved with conditions or requires an Optional Second Meeting.

PROPOSED CONDITIONS (if approved):

1. The proposed design shall be substantially similar to those submitted with Item DR-1-22.
2. The project shall incorporate the pedestrian safety features as presented in the applicant's traffic study and as agreed to with the City Engineer.
3. The project shall minimize construction impacts to 3rd Street, Front Avenue, the alley and neighboring properties, and comply with the construction and roadway closure plans agreed to with the Streets & Engineering Department and Fire Department.

17.03.325: COMPLIANCE WITH STANDARDS AND GUIDELINES:

The applicant has the obligation to prove that the project complies with the adopted design standards and guidelines, which serve as the basis for the design review. The design review commission may not substitute the adopted standards and guidelines with other criteria of its own choosing. Nor may it merely express individual, personal opinions about the project and its merits. Nevertheless, it may apply its collective judgment to determine how well a project comports with the standards and guidelines and may impose conditions to ensure better or more effective compliance. It also must be recognized that there will be site specific conditions that need to be addressed by the commission as it deliberates. The commission is authorized to give direction to an applicant to rectify aspects of the design to bring it more into compliance. The commission is authorized to approve, approve with conditions or deny a design following the Optional Second Meeting with the applicant. (Ord. 3328 §15, 2008; Ord. 3098 §5, 2003)

ACTION:

The Design Review Commission will provide feedback to the applicant and staff on how the applicable design guidelines affect and enhance the project. The Design Review Commission can render a decision and approve or approve with conditions the proposed project, or may suggest changes or recommendations to the proposed project and require an Optional Second Meeting.