

**PLANNING & ZONING COMMISSION  
MINUTES  
LOWER LEVEL – LIBRARY COMMUNITY ROOM  
702 E. FRONT AVENUE  
DECEMBER 9, 2025**

**COMMISSIONERS PRESENT:**

Tom Messina, Chairman  
Jon Ingalls, Vice Chair  
Phil Ward  
Mark Coppess  
Lynn Fleming  
Kris Jantaas  
Sarah McCracken

**STAFF MEMBERS PRESENT:**

Hilary Patterson, Community Planning Director  
Sean Holm, Senior Planner  
Randy Adams, City Attorney  
Chris Bosley, City Engineer  
Traci Clark, Administrative Assistant  
Mike Anderson, Wastewater Director  
Craig Etherton, Deputy Fire Marshal  
Justin Torfin, Deputy Fire Marshal  
Monte McCully, Trails Coordinator  
Glen Poelstra Assistant Water Director

**CALL TO ORDER:**

The meeting was called to order by Chairman Messina at 5:30 p.m.

**APPROVAL OF MINUTES:**

Motion by Commissioner Fleming, seconded by Commissioner McCracken, to approve the minutes of the Planning & Zoning Commission meeting on November 12, 2025. Motion carried.

**PUBLIC COMMENTS:**

None.

**STAFF COMMENTS:**

Hilary Patterson, Community Planning Director, provided the following comments:

- There is an Area of Impact (AOI) public hearing scheduled with the Board of County Commissioners on December 18, 2025. Property owners within the proposed AOI boundary have received notice by postcards from the County. This will be a procedural item. The State Statutes changed about a year and a half ago, and so there's a requirement that by the end of this year, December 31st, we have to have new Area of Impact maps in place. The maps would replace what's been in effect since the 1990s. For Coeur d'Alene's AOI, we're proposing a reduction of our map boundary. It's not changing anything. People aren't getting annexed. There's no development happening. It's really just a procedural thing. If someone was interested in annexation, they'd have to go through the public hearing process. She hopes this helps clarify that a little bit. There was an article in the press today that also provided some clarification.
- For our January Planning and Zoning Commission meeting, we have an annexation and subdivision request, pending approval of the Area of Impact map. Hopefully we will have a new map in place by that time. If we do, then we'll be able to have that public hearing. The request is off of Thomas Lane.
- Just for the commissioners, I handed out information on an upcoming workshop to you this

evening. I think you also received emails. The Housing Solutions Partnership has done an annual planning and zoning workshop. This is generally planning and zoning commissioners, some members of the development community and other agencies have attended, and elected officials throughout Kootenai County.

### **COMMISSION COMMENTS:**

Chairman Messina asked if any of the commissioners had a conflict of interest or have any communications regarding these three items.

There were no conflicts noted or any disclosures made by any commission members.

### **OTHER BUSINESS:**    **\*\*\*ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.**

1.     Applicant:     JBR Landholdings  
       Location:     3415 N 15<sup>th</sup> St.  
       Request:     A request for a 1-year extension for a 4-lot, 2-tract Subdivision known as Juniper Ridge (S-4-24)

Mr. Holm, Senior Planner provided the following statement.

JBR Landholdings is requesting a one-year extension of the preliminary plat approval for the 4-lot, 2-tract subdivision known as "Juniper Ridge" (File No. S-4-24), originally approved by the Planning and Zoning Commission on November 12, 2024. This extension would extend the expiration date from December 9, 2025, to December 9, 2026.

The applicant's letter is necessitated by ongoing efforts to secure financing and schedule infrastructure construction for 2026. Per the applicant's October 13, 2025, letter, the applicant cites progress including civil engineering plan approval in July 2025 and preconstruction meetings in August and October 2025, with delays attributed to securing financing for 2026 infrastructure construction; the letter requests extensions for both the PUD Final Development Plan and preliminary plat, but staff confirms the Final Development Plan was submitted, reviewed, and approved by staff in July 2025, rendering a PUD extension unnecessary.

The project was approved with 19 conditions.

Mr. Holm noted the action alternative this evening: The Planning and Zoning Commission must consider the request by motion by granting a one-year extension of the approved subdivision permit from December 9, 2025 to December 9, 2026, or deny the one-year extension request. If denied, the item expires, and the applicant must reapply for the subdivision.

Mr. Holm concluded his presentation.

**Motion was made by Commissioner McCracken, to grant a one-year extension to end on December 9, 2026, seconded by Commissioner Coppess. Motion Carried.**

Chairman Messina stated there is a signup sheet that is related to Coeur Terre. He said he would like to point out if you do want to speak, and we hope that you do, that the comments are related to this application and the three phases where there will be no connectivity through the Indian Meadows neighborhood. That will come up somewhere down in the future. The only access will be through Hanley and Industrial Loop. So, if you do wish to speak, which is great, and you are coming up here to address how Coeur Terre will affect Indian Meadows, that is not part of what you should be speaking about. That has nothing to do with our hearing tonight. For the order of the hearing, staff will present, then the applicant will come up, and then the public will have 3 minutes to speak. The applicant will come back up to answer any questions that came up. Then I will close the public hearing. I hope everyone understands

that and we ask that everyone is respectful.

**PUBLIC HEARINGS: \*\*\*ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.**

1.     Applicant:     Affinity at Coeur Terre, LLC & The GOAT at Coeur Terre, LLC  
       Location:     Coeur Terre Boulevard and Hanley Avenue  
       Request:
  - A.   A proposed residential Planned Unit Development (PUD) comprised of three phases including; active adult senior living, multi-family apartments, and single-family homes QUASI JUDICIAL (PUD-1-25)
  - B.   A Preliminary Plat request to subdivide existing properties into 2 multi-family lots, 137 single-family lots, 13 tracts, a public park, and a city well site, known as Coeur Terre 1 Subdivision QUASI JUDICIAL (S-2-25)
  - C.   A request for Landscaping Plan approval for two multi-family parcels with over 300 parking stalls. (LS-1-25)

**PUD-1-25:**

Mr. Holm, Senior Planner, provided the following statements. The three requests before you this evening include:

1.   A residential Planned Unit Development (PUD) for 595 units across a 64.12-acre site, including 170 age-restricted (62+) apartments (Affinity at Coeur Terre, Phase 1) zoned R-17, 137 single-family lots (Phase 2) zoned R-3 and R-8, and 288 multifamily apartments (The Goat Apartments, Phase 3) zoned R-17.
2.   A preliminary plat for the Coeur Terre 1 Subdivision, comprising one 170-unit multifamily lot (Affinity: Phase I), 137 single-family lots, and one 288-unit multifamily lot (The Goat), plus associated open space/stormwater and parkland tracts, totaling 64.12 acres.
3.   Landscaping plan approval for the parking areas of Affinity (Phase 1, 354 parking stalls) and the Goat Apartments (Phase 3, 558 parking stalls), as required by Coeur d'Alene Municipal Code for parking lots exceeding 300 spaces.

Mr. Holm provided the analysis and findings for the planned unit development request in Item :1 Planned Unit Development (PUD-1-25) for 595 units across a 64.12-acre site, including 170 age-restricted (62+) apartments (Affinity at Coeur Terre, Phase 1) zoned R-17, 137 single-family lots (Phase 2) zoned R-3 and R-8, and 288 multifamily apartments (The Goat Apartments, Phase 3) zoned R-17.

Mr. Holm states for a planned unit development may be approved only if the proposal conforms to the following criteria, to the satisfaction of the commission. There are seven findings that must be made, Findings B1-B7.

The first finding is Finding B1, that this proposal (is) (is not) in conformance with the Comprehensive Plan policies. The Comprehensive Plan includes Place Types that represent the form of future development, as envisioned by the residents of Coeur d'Alene. These place-types will in turn provide the policy-level guidance that will inform the City's Development Ordinance. Each Place Type corresponds to multiple zoning districts that will provide a high-level of detail and regulatory guidance on items such as height, lot size, setbacks, adjacencies, and allowed uses. The Place Type for this request is Single-Family Neighborhood which are places are the lower density housing areas across Coeur d'Alene where most of the city's residents live, primarily in single-family homes on larger lots. Supporting uses typically include neighborhood parks and recreation facilities connected by trails. Compatible Zoning includes R-1, R-3, R-

5, R-8, and MH-8.

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From the policy and framework portion of the Comprehensive Plan, staff curated a list of goals and objectives from the Comprehensive Plan for this annexation request. Goals CI 1 under Community & Identity, Goal ER3 from Environment & Recreation and four objectives under that goal, and Goals GD 1 and GD 2 under Growth & Development. Staff included the full worksheet for the commission to review.

**Place Type: Urban Neighborhood**

Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared green spaces and parking areas. They are typically served with gridded street patterns, and for larger developments, may have an internal circulation system. Development typically consists of townhomes, condominiums, and apartments, with convenient access to goods, services, and dining for nearby residents. Supporting uses include neighborhood parks and recreation facilities, parking, office and commercial development.

Compatible Zoning Districts within the “Urban Neighborhood” Place Type:

- *R-17 and R-34SUP; NC, CC, C17, and C17L*

Finding B2, the design and planning of the site is compatible with the location, setting, and existing uses on adjacent properties. The site design and planning is made up of three distinct uses: active adult senior living and apartments on the northern third (in R-17 zoning), with single-family homes, a public city park, and a future city well site to the south (R-3, R-8, C-17L). All the proposed uses are supported by both passive and active open space and multiple trail sections, two of which converge on the southeast end of a planned 5.4-acre public park near the terminus of W. Spires Ave. The design is such that future development will tie into the transportation and trail system which will traverse the entire Coeur Terre development site as required by the development agreement.

Three gates are shown within the Affinity phase/construction; however, the area of restriction is associated with parking for the units, leaving ample visitor parking available. The third gate will remain closed and used only for emergency Fire Department services, as needed. The Fire Department provided a condition for access at the end of this report.

This specific area within Coeur Terre is vacant and currently used for agriculture, abuts the Industrial Park located to the east, and is located just south of the recently approved short subdivision that created the future middle school site which was purchased by CDA SD#271. The southeastern edge of the request is near the terminus of W. Spires Avenue along the northwestern corner of the Northshire subdivision. Beyond the remaining “edges” of the PUD to the north, south, and west, are also vacant with a recent installation of the northernmost portion of Coeur Terre Boulevard which will serve as a main north/south vehicle and pedestrian route upon completion.

The Yellowstone Pipeline, which is located toward the southern end of the proposal and situated within open space, does not conflict with any proposed buildable parcels.

There are no topographical or other physical constraints that would make the subject property unsuitable for the proposed planned unit development.

**AFFINITY: REQUESTED MODIFICATION: Height & Line of Sight Drawings (Phase I)**

The applicant has requested an increase in height for the main building in Phase I, referred to as Affinity, an active senior adult residential product for people a minimum of 62 years old. The request is to allow an increase in height of nine feet (9') over the maximum of 45' in an R-17 zone for multifamily development as part of the PUD request. If approved, the maximum would be an allowance to 54' in height, measured from average finished grade to the ridge line. In anticipation of Planning Commission and public comment questions, the applicant has provided line of sight drawings to show what the horizontal view perspective would look like from human scale.

The proposed use is not a nursing home, convalescent hospital, rest home, a home for the aged, or a minimal care facility. Those uses involve a mix of 24-hour care, administration of medication by staff, and group dining, depending on the category. Affinity does not provide these services to their clientele.

**Parking:**

While city code does allow for a large reduction in parking for “elderly housing (62+)”, the applicant has not requested a deed restriction to reduce parking and has confirmed the buildout of the parking as required for multi-family, which is determined by number of bedrooms per unit. Further, this site is also subject to LS-1-25, a landscaping approval required by Planning Commission for projects on a lot that would generate 300+ parking stalls. See LS-1-25 near the end of this staff report for more parking and landscaping information for this phase.

**THE GOAT APARTMENTS: REQUESTED MODIFICATION: None (Phase III)**

The applicant has not requested any modifications from city zoning code for this phase.

**R-8 SINGLE FAMILY REQUESTED MODIFICATIONS: Setbacks and Lot Size (Phase II)**

Finding B3, that the location, design, and size of the proposal are such that the development (will) (will not) be adequately served by existing streets, public facilities, and services. The design of the area incorporates a proposed trail along the eastern edge of Coeur Terre, adjacent to the Industrial Park, to serve as a buffer between residential areas and the more intensive uses within the industrial zone. Beginning at the northern boundary of the Northshire neighborhood moving south, R-3 zoned lots were required—along with a north/south trail—to help transition and blend with the existing single-family homes in the Indian Meadows and Woodside Park subdivisions. The only exception along this boundary is the city’s well-site (an essential service use), located between Spires Ave. and the Industrial Park adjacent to Northshire.

Finding B4, that the proposal (would) (would not) adversely affects the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses. The City Engineer, Chris Bosley, provided comments on traffic. A Traffic Impact Analysis (TIA) was completed by CivTech for this phase of the development, which identified future traffic volumes, anticipated traffic congestion issues, and potential mitigation measures to relieve congestion. The project is anticipated to generate 3,740 trips/day with 241 occurring during the AM Peak Hour and 316 occurring during the PM Peak Hour. As described in the TIA, the developer will be responsible for adding a left turn lane on Industrial Loop at the proposed Coeur Terre access, making signal timing changes and coordinating traffic signals on Hanley Avenue between Atlas Road and Huetter Road, and installing a new traffic signal at Coeur Terre Boulevard and Hanley Avenue. The Streets and Engineering department agrees with the mitigation measure identified in the TIA. City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. Development of the subject property will require that all storm drainage be retained on site. This issue will be addressed at the time of plan review and site development of the subject property. Glen Poelstra from the water department stated:

Glen Poelstra from the Water Department submitted the following comments on the water system, including relocation of the existing 24” transmission main on Nez Perce, including the timeline, design requirements and hydraulic study to be done by JUB Engineers, service connections, main activation, and coordination with the school district. He provided comments on the secondary irrigation system requirements if a separate irrigation system is provided.

Larry Parsons the from Wastewater Department submitted the following comments: The Subject Property is within the City of Coeur d’Alene and in accordance with the 2023 Sewer Master Plan; the City’s

Wastewater Utility presently has the wastewater system capacity, willingness and intent to serve this Subdivision request as proposed. Sewer Policy #719 requires an "All-Weather" surface permitting unobstructed O&M access to the public sewer. Sewer Policy #716 requires all legally recognized parcels within the City to individually connect and discharge into (1) public sewer connection. Idaho Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans for construction. Sewer Policy #719 requires a 20' wide utility easement (30' if shared with Public Water) to be dedicated to the city for all public sewers. The Hawks Nest LS Cost Share Agreement has been signed by the Developer and City of CDA wastewater. A city sewer extension to the north connecting to Circle Tracts will need to be made. Craig Etherton, the fire inspector stated: A partially completed Coeur Terre Blvd., leading only to Hanley Ave. would limit the multi-family dwelling units to 100 if not protected by fire sprinklers or 200 if protected by fire sprinklers. Additionally, this single egress would limit single family dwellings to 30 along a single egress roadway. However, the proposed secondary access which looks to connect to the Industrial Park meets Fire Code requirements for the proposed density. Hydrant placement and fire department access can be addressed at time of platting or permits. The Fire Department works with the Engineering, Water, and Building Departments to ensure the design of any proposal meets mandated safety requirements for the city and its residents and can provide services to the subject property.

Finding B5: The proposal (does) (does not) provide adequate common open space area, as determined by the Commission, no less than 10% of gross land area, free of buildings, streets, driveways or parking areas. The common open space shall be accessible to all users of the development and useable for open space and recreational purposes. The proposal provides both public and private open space areas for consideration, with a code minimum requirement of no less than 10% of the gross land area, 6.412 acres of the 64.12 +/- acre PUD in this case. The common open space shall be accessible to all users of the development and useable for open space and recreational purposes. The applicant is also subject to the language and conditions of the development agreement. For open space, in contrast with the required PUD regulations that govern the minimum requirement of 10% open space, the agreement states the following: The proposal includes a total of 14.37 acres of open space (approximately 22.4% of the PUD area). Monte McCully, Trails Coordinator stated, the owners have agreed to donate 5.4 acres for a public neighborhood park in this phase. In the development agreement, we required a total of 17.7 acres of parkland to be allocated between the two proposed parks. Regarding the baseline requirements, we met with the developer and agreed to have them substitute the sidewalk requirement around the park with 10-foot paved trails, in conjunction with a 10-foot trail that is planned to be built in the gas line easement. These trails will be configured to create a perimeter pathway around the park. The parking lot will be built to accommodate 32 stalls. Two of those will be handicapped stalls with a load/unload zone between them. Configuration to match the parking lot at Shadduck Park. The plan shows a 12-foot-wide trail on the east side of the property going from Hanley Road to the southern terminus of this phase of the development (Skylight Ave). The plan also shows a 12-foot-wide trail on the east side of Coeur Terre Boulevard, starting from Hanley Road and also terminating at the southern end of this phase of the development (Skylight Ave). These trails meet the North-South trail requirements for this part of the development. The developer met with the Parks Department and showed us a 10-foot-wide trail in this phase of the development. This trail will go through the pipeline easement to satisfy one of the two east-west trail requirements. We discussed adjusting the layout of the trail so that when combined with the park trails, it creates a loop around the park. If the plans are changed to reflect the routing of the park/gas pipeline easement trail, the east-west trail requirement for this phase will have been met. The other trail will be constructed in later phases of the Coeur Terra development. The developer will need to have the dedication of the park and the building of trails to coincide with the building of the development, so that as the development reaches those areas, the parks are dedicated and the trails are built. Having these completed and dedicated by the end of phase 2 aligns with the goals of the department. If these

guidelines are met, this will satisfy the pre-construction work requirement.

Finding B6, Off-street parking (does) (does not) provide parking sufficient for users of the development. There was no request made to change the City's off-street parking requirements through the PUD process. Parking requirements are defined in Title 17.44 of city code. Single-family homes require two (2) paved off street parking stalls and multifamily units are governed by number of bedrooms per unit.

Finding B7, That the proposal (does) (does not) provide for an acceptable method for the perpetual maintenance of all common property. The Homeowner's Association (HOA) will be responsible for continued maintenance of the private infrastructure, private roads, and all private open space areas and trails that serve this PUD. The applicant/owner and their design team will be required to work with the City of Coeur d'Alene Legal department on language for the CC&Rs, Articles of Incorporation and Bylaws, and any language that will be required to be placed on the final subdivision plat in regard to maintenance of all private infrastructure.

### **S-2-25**

Mr. Holm provided the analysis and findings for the subdivision request in Item B: A Preliminary Plat request to subdivide existing properties into 2 multi-family lots, 137 single-family lots, 13 tracts, a public park, and a city well site, known as Coeur Terre 1 Subdivision (S-1-25)

There are four findings B1-B4 for the subdivision request.

Finding B1, That all of the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer. Chris Bosley, City Engineer, stated the preliminary plan submitted contains all of the general preliminary plat elements required by the municipal code.

Finding B2, That the provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities (are) (are not) adequate.

Finding B3, That the proposed preliminary plat (does) (does not) comply with all of the subdivision design standards (contained in chapter 16.15) and all of the subdivision improvement standards (contained in chapter 16.40) requirements, including any deviations approved through the PUD process. Chris Bosley, City Engineer states the purposes of the preliminary plans, both subdivision design standards (Chapter 16.15) and improvement standards (Chapter 16.40) have been vetted for compliance considering the deviations proposed through the PUD request.

Finding 4, The lots proposed in the preliminary plat (do) (do not) meet the requirements of the applicable zoning district, including any deviations approved through the PUD process.

- **R-3** (Residential at 3 units/acre): \*Single Homesite\*
- **R-8** (Residential at 8 units/acre): \*Single Family Homes\*
- **R-17** (Residential at 17 units/acre): \*Multifamily: Affinity and Goat Apts.\*
- **C-17L** (Light Commercial/Residential at 17 units/acre): \*Wellsite\*

Mr. Holm presented the proposed 28 conditions of approval.

### **LS-1-25 Landscaping Plans:**

Mr. Holm stated the commission will just need a simple motion for this portion of the hearing and no findings will need to be made. You will need to review and approve the amount of parking lot landscaping as a percentage of the stalls and the spacing distance.

There's a total amount of surface parking of 271 with 35 within carports and 48 within garages. That total

does end up being over 300. However, the city's policy is for carports and garages that we would not require landscaping for those. We thought it would be good out of transparency to just include it and show you what was going to be included here. The minimum amount of landscaping requirement is 5,853.6 square feet based on 12% of that parking area. The applicant is providing a total parking lot landscape area of 33,102 square feet with a total of 44 trees. The minimum amount that they would be required to provide would be 20 trees. They will exceed what the requirement would be. The code includes a minimum and maximum. The applicant asked, can we not provide more than the maximum? The maximum is really a limitation on planning commission so that the planning commission cannot require an exorbitant amount. There are some guard rails on there for planning commission is how that's set up.

For the other parking lot, there are a total of 558 stalls, 416 of those are surface parking. They are required at a minimum to provide 8,985.6 square feet and a maximum which would be a total of 16% at 11,980.8 square feet. They split that difference a little bit and ended up with 10,208 square feet with a total of 49 stalls or 49 parking lot trees. They needed between 30 and 40 for their minimum and maximum number of parking lot trees and they provided 49.

**Decision Point:**

Mr. Holm noted the action alternatives will need to consider the PUD and Subdivision requests and make separate findings to approve, approve with conditions, deny, or deny without prejudice. The Planning and Zoning Commission must consider the landscape plan requests for the Affinity and Goat Apartments related to the amount of parking lot landscaping and the spacing (maximum distance) between landscaped areas and by simple motion approve, deny, or continue the item for further study. Findings are not required for the parking lot landscaping.

Mr. Holm concluded his presentation.

Commissioner Ingalls asked with respect to the R-8 zoned houses, there's deviations such as 4,000 square foot lots, 40-foot frontage, different setbacks and whatnot. Would it be your opinion that those are sort of ordinary and similar to other PUDs that we've approved?

Mr. Holm replied yes, those are typical to what you would see, for example, in Coeur d'Alene Place.

Commissioner Ingalls asked the Coeur d'Alene Trails Coordinator Monte McCully about the condition that there would be a collaborative design effort for the park and it's really cool that that's a public park. The 10% open space that's required by the PUD doesn't have to be public, and I'm happy that it is because I might go use it, depending on what Mr. McCully puts in there. With respect to it, so there would be a collaboration. Can you talk to the funding? In other words, sometimes in the past we've, you know, secured dirt, but it's years and years and years before the park impact fee money builds up in a bank to do the improvements. Is the developer on the hook for the improvements or is impact fees going to pay for this? Can you speak to that?

Mr. McCully replied, in the past, we've done it where they've given us the land and it's been set up for years and we've come up with funding through grants or budgeting for it. In this case, we're trying something new. We're going to try it first at Hawks Nest, or what formerly was called Hawks Nest it's now The Trails, where we'll be doing a deal similar to what Post Falls has been doing, where we will be working with the develop to build out the park using impact fees. This park and the future park to the south, they're both required by our Parks Master Plan based on population needs throughout the city. A neighborhood park and a community park were both needed in this development.

Commissioner Ingalls stated we're reviewing what's before us tonight. We're not looking at the greater connections somewhere down the road or whatever else. But we're talking about this PUD, and this subdivision, as it connects to Hanley and Industrial. That said, Mr. Bosley, City Engineer for the City of Engineering, you point out that you're very comfortable with the mitigation efforts that include a new signal at Coeur Terre and Hanley, signal timing adjustments along Hanley between Huetter and Atlas and a new left turn pocket off Industrial Loop into the new development and so forth. All that would be paid for by the developer. The question I have for you is timing. I don't see something in it that says timing, that the signal, the timing works and what not need to be completed, say, before X date, when the permits, before the first date when the permits are pulled.

Mr. Bosley replied, we did have that conversation with the applicant about that because we didn't dictate when that timing would occur but we all sort of agreed that we can't wait too long and putting that signal in on Hanley or otherwise people who are potential home buyers might be frustrated by the fact that they can't get in and out of there. We have more phases down the line where we could put those conditions on if things took too long. But we're comfortable, it will get done. As far as the other mitigation measures were identified in the traffic impact analysis, there were several different things they talked about there. We'll be collecting a lot of impact fees to help pay for that with this development.

Commissioner McCracken asked Glenn Poelstra, the Water Assistant Director, we have a lot of people here from Indian Meadows and there we some comments about the water connections, but they're referring to utility connections. She wanted to clarify. It sounds like there's a 24-inch water main in Nez Perce. Her understanding is that per state rules, since there already is irrigation water in that parcel, you may have to separate the domestic from the irrigation, but you don't know yet until you do a study. Is that correct?

Mr. Poelstra replied, yes, he thinks those are kind of getting overlapped with each other.

Commissioner McCracken stated because they're kind of written in where there's an irrigation tie-in in Arrowhead and then a water main in Nez Perce. Can you please clarify?

Mr. Poelstra replied to the initial goal with the test well that was out there was the developer was looking at using that as an irrigation well to irrigate parks and green spaces within the development. That's not going to be integrated with any of the domestic water mains that are out there.

Commissioner McCracken commented can you explain how those will work for everybody's awareness, but there already are connections in those streets and how they will eventually tie in, just so we kind of understand that. I think when we see those streets written in for some of the water conditions, it would be helpful to know, how's that working?

Mr. Poelstra stated the reason that we interconnect water mains is that we can serve our customers much better in events of an emergency, and it's what we call a floating system, so we can have loops all the way around. If we had what is called a slang term of a tree system, we would have lots of dead-end mains that cause water quality issues for us. So, any instance where we can inner-tie water mains to neighboring neighborhoods, this will help with pressures flows to those areas and could potentially loop a dead-end main that would have water quality issues.

Commissioner McCracken asked if this where currently two are dead-end mains?

Mr. Poelstra stated he would have to look at the map in detail for that.

Commissioner McCracken replied they'll have to be addressed either way to keep your system working?

Mr. Poelstra replied as phases come further south, those will all be addressed when we see a plan and regardless of street connections, the water connection will need to be made to loop the system as well.

Mike Anderson, Wastewater Director, stated wastewater in this area, it's all going to flow north. There's a lift station to the north. There are no wastewater pipes in this northern, let's say, third of this community. So that'll flow north to the lift station. Which they're paying to upgrade most of. They are paying for all the infrastructure in the ground that's going to service this. Some upgrades that are required to the list station. And we're splitting some costs on that because we altered the agreement to change what it was. We are upgrading the lift station.

Commissioner Ward commented to Mr. Holm, the uses that are proposed here, the senior housing, the apartments, and the senior family homes, are basically permitted as a matter of right. The PUD ties them together into more or less a unified site plan, which allows the city to look at it from roadway connections within the actual plated area. So, it expands your ability to review the site as a PUD as opposed to three separate applications. Is that correct?

Mr. Holm replied yes, that also is intertwined to the subdivision itself. So those subdivision design standards really lay out the pattern as well as the widths of those rights-of-way and how, if there's parking on one side or two sides of the streets.

Commissioner Fleming commented, they've over provided on their green space right now and so they're going to bank because right now they're providing 14.37 acres and the 10% is only 6.4 so they have an overage I guess a bonus of 7.97 acres. Whose job is it to monitor that because we slipped on Bellerive and I want to make sure that every time these come forward, we see where we are at on that 10% and maintain that.

Mr. Holm replied that it is an excellent question and thank you for bringing that up. That is going to be a joint effort between the applicants as well as the city. That's part of the concurrency analysis, and it starts right here with this first request.

Commissioner Fleming stated yes, we're going to stay on top of that one this time. The other thing is, I'm a fanatic about not paving over paradise. We have 170 units. Am I assuming then we have two-bedroom units throughout that building structure? Because we're running twice as many. We've got 354 spaces. That's two per unit. She has a friend, at Affinity who is a resident, when she spoke to that friend about parking the friend stated they do not use all those parking spaces because they're usually one person in an apartment. So, it's not a lot of deuces in there. She is worried is that parking count driven by us or is it driven by Affinity?

Mr. Holm stated, it's a little bit of both in this case. He believes that they're providing, and they can obviously speak for themselves, but that goes back to the gate system that I had talked about. The gated system really provides privacy for the stalls that are for the people that live there where there's a substantial area in the front that's for visitors, and that's probably that extra parking that you're referring to.

Commissioner Fleming commented it's a twofer. Every single unit has two parking spaces. It's the same thing in the GOAT, which I am assuming is more families. They're multifamily. They've got two drivers more than likely.

Commissioner McCracken asked how the affordable housing is monitored.

Mr. Holm stated, good question. This is in the annexation and development agreement, and so it is, and the applicants can certainly speak to this because they need to work with them. This will work in the background. That is part of the concurrency analysis along with other items such as landscaping and banking that open area. And so that's – as each one of these happens, those will be tracked over time to be sure that they are within compliance.

Chairman Messina stated on that same point, he read in the packet where it says that the city would monitor the affordable housing or it might be self-administrated. If it is self-administrated, would the applicant be doing that or is it the city?

Ms. Patterson commented that it would be the applicant team who would have the ability if they had their own in-house person that wanted to do the administration rather than working with Panhandle Affordable Housing Alliance or Habitat for Humanity or some other group. That's what that means. The city staff would not administer it. We would collect any other reporting documents from them just to make sure they're in compliance, but they would do it on their own or they could contract with them.

Chairman Messina commented this would be time sensitive to make sure that that percentage that they're going to do for affordable housing has been completed based on how many units have been built? However, that is worked out with the outside agency, let's say, to monitor that. They will report back to the city?

Ms. Patterson stated, that's correct. That's all built into the annexation development agreement.

Commissioner McCracken asked, "would it be the first time the unit is sold or each time after that"?

Ms. Patterson stated, it is in perpetuity.

Mr. Holm stated just to further let you know what that is, the way that the development agreement was written was that there would be 30 market rate units prior to that first affordable unit, and it depends on whether they're rentals or ownership, and I talked about that. Once they get to that 30, then it is 5% of whatever that is, rental or ownership, so they must meet 5%.

Commissioner Jamtaas asked the right-of-way and the pipeline passing into Spires Avenue in the Northshire neighborhood. Will that also allow bicycle traffic to have access off the new bike path into that neighborhood, or is that going to be something that's not intended?

Mr. Holm commented, the way that I understand that the development agreement is that does allow for pedestrian access through there, but not vehicles. Is that where you're asking?

Commissioner Jamtaas commented so there will be a pathway through there?

Mr. Holm stated yes, this is his understanding. It's tract C, which is part of that open space. It would connect through this would be the logical way for the neighborhood to go and use the public park.

Chairman Messina opened the public hearing and swore in the applicants and the public as a group for all public hearing items.

### **Public Testimony Open:**

Gabe Gallinger introduced himself and said he is the civil engineer with the Kootenai County Land Company. He stated that before we get into the specifics of the Coeur Terre 1 PUD and subdivision, he'd like to provide a recap of the overall project history and how we've arrived at this point. In March of 2023, the 438-acre Coeur Terre property was annexed into the city. Through the annexation and development agreement, we established land uses, zoning, and infrastructure responsibilities for this property. Some key highlights include a residential unit cap. A maximum of 2,800 residential units is allowed across the entire project. Roughly half of what the underlying zone would otherwise permit. Connectivity requirements. The agreement identifies two required roadway connections to surrounding residential neighborhoods. And please keep in mind, as previously has been stated, that these connections are not part of the Coeur Terre 1 project that we're here tonight to talk about. Affordable housing commitment, there is a minimum of 5% of for-sale and 5% of rental units will be reserved for affordable and professional workforce housing, serving households between 80 and 130% of area median income. Finally, the concept master plan, Exhibit E establishes a generally adhered to concept master plan to be used as a visionary guide for the entire development. Since annexation, we have fulfilled all of our obligations, including payment of a \$2 million annexation fee, land dedication to the city for the current water tower, sale of property to the Coeur d'Alene School District for a future middle school, and coordination with the water department to finalize the new well location. This development agreement has been amended, as Mr. Holm alluded to. We have honored two of those amendments. One was approved in its entirety and the other was partially approved. The first amendment was partially approved and what we received approval for was the relocated well site associated zone change and it added flexibility for the timing and scope of wastewater improvements, which we have recently entered into an agreement with the wastewater department. The second amendment updated Exhibit E to allow senior living and multi-family in place of the originally designated cluster triplex housing, providing the required consistency for the Coeur Terre 1 PUD and subdivision being presented tonight. The current master plan is shown on the left with the red dash highlighted area outlying the general boundary of Coeur Terre 1, which is located in the northeast corner of the plan predominantly adjacent to the Coeur d'Alene Industrial Park and the north end of the Northshire residential neighborhood. Within this project, we have a mix of zoning districts shown in the large detail to the right consisting of the R-17 shown in brown on the north end of the project. It's going to include senior housing and multifamily and common area. R-8 shown ingreen. The majority of the south half of the site consists of single-family residential common area and a public park. The R-3 very small piece in the southeast corner has one single-family residence and common area and the C-17L, shown in purple, is reserved for a city well site and some common area. These zoning categories support the diverse mix of proposed housing types and neighborhood serving uses in the project while maintaining consistency with the city's comprehensive plan. As a part of the PUD application, we're also requesting a few modifications, including additional height for the senior living building and reduced lot size and setbacks within the R-8 zone. These modifications will be discussed in more detail in the presentation. *He showed a short video with a 3D model of Coeur Terre 1.* Sewer service will be provided through the city's wastewater system using the Hawks Nest lift station. I've already mentioned that we recently reached an agreement with the wastewater program department to modify the lift station improvements, scope and timing that enhance the long-term maintenance and

performance of that lift station. The agreement that we signed also specifies the improvements must be completed prior to the 250th ERU connection, so essentially the 250th residential connection into the system. Next, is water. We funded the city to contract with JUB engineers to analyze the water main sizing needs for the entire quarter development. The results of this will be incorporated into the engineering design documents before we go to construction. There is an existing 24-inch water main. It's currently located about 140 feet west of our east property line. We're proposing to relocate that line to within 10 feet of the property line in the common area corridor adjacent to the 12-foot north-south path that can be used as access to maintain that line as well. The new city well site will be dedicated to the city once the final plat is approved. Final plats typically are approved within one to two months of street and utility infrastructure being completed. The Yellowstone Pipeline; we have been coordinating with Phillips 66, the owner of the pipeline, for nearly a year at this point. Partial release agreements defining the easement rights and area for that pipeline are nearing completion. We will have an encroachment agreement allowing the construction activities near the pipeline once we have final design documents. Transportation is a key feature to Coeur Terre 1 with the off-site connection to Industrial Loop to the project's east boundary. The idea for this connection originated in December of 2022 during the annexation process when a Northshire resident reached out and identified a parcel of land in the Industrial Park that was for sale that could provide a new east-west link between Atlas Road and Coeur Terre via Industrial Loop. Recognizing the benefit, we were able to purchase that parcel and are now proposing to create that connection. The new connection will provide positive impact for Coeur Terre 1 and the surrounding area by improving traffic distribution and reducing emergency response times to the north end of Coeur Terre. This is an important clarification. This connection is being proposed as an additional access point beyond the two required street connections identified in the development agreement. This will result in a total of three east-west connections spaced at approximately one-half mile along the east boundary of Coeur Terre. Although we are providing secondary access with this project, the internal street network of the overall Coeur Terre master plan has been intentionally designed to encourage traffic to use the centrally located collector infrastructure. Coeur Terre Boulevard. This directs traffic north to Hanley and in the future southeast to Huetter Road. This is the most direct way for Coeur Terre residents to get to the adjacent arterial street system. A detailed traffic study was prepared and submitted for this project. It was approved by the City Engineer to identify project traffic mitigation measures that will be constructed by the developer with the project. They include a traffic signal at Coeur Terre Boulevard and Hanley Avenue. For that signal, when we completed Hanley Avenue, we put conduit under that street to facilitate this feature signal, so that street won't have to get torn up at all to put that in. In conjunction with the traffic signal, Hanley Avenue corridor timing plan, allowing signals between Huetter and all the way to Atlas, the four signals to communicate with each other to provide the best timing as traffic volumes change during the day. They can all communicate and make sure we get the best flow possible then on Industrial Loop and Trailhead Avenue, a westbound left turn lane. That just allows people coming to the project on Industrial Loop to have a protected turn pocket to turn left into the development. Fire and Police have also reviewed the proposal and issued conditions of approval. We've read and understand and agree with those conditions. We have four zoning districts. He would like to start with R-8. The R-8 district consists of just over 35 acres, making it the largest area within Coeur Terre 1. It has 136 single-family lots, resulting in a density of 3.9 units an acre, which is less than half of the allowed maximum density in our area. Seven of these lots will be reserved for affordable professional workforce housing per our development agreement commitment. Coeur Terre 1 includes nearly nine acres of private HOA-maintained open space with pathways, landscaping, and amenities. In addition, a 5.4-acre neighborhood park will be located in the southern portion of the project. Together, the private and public open spaces total over 14 acres or 22.4% of the total project area. Now, to support efficient land use and enhance housing affordability, we are requesting modifications including a 4,000 square foot minimum lot size, 40-foot minimum frontage, 5-foot side yard setbacks, and a 10-foot rear yard setback. Although the minimum lot size requested is 4,000 square foot, the average lot size shown in this plan is just over 5,000 square feet. We're not intending to make all the lots the minimum lot size. We just want that flexibility so if we get into a location where we need it, we have some flexibility to still provide a lot that would be feasible for a home. So as a result, the net reduction in a required lot area compared to the minimum standard of 5,500 square feet is a reduction by 1.41 acres, so just under an acre and a half. To offset this reduction, we are providing nearly nine acres of private active open space and a 5.4-acre city park fronted on three sides by public streets, providing great access. That equals ten times the amount of

property that's being reduced by the request for smaller lots. So now the R-3 zone is very small, southeast corner of the project. Predominantly open space at this point. A lot of it has the Yellowstone Trail in it. But we have one single family home. We aren't asking for any modifications in the R-3 zone. Similarly, the C-17L zone is just north, it's reserved for a city well site and open space, and we aren't asking for any modifications of the C-17L zone.

Jon Fisher introduced himself. He stated he is with the Inland Group, and he is a developer and has partnered with Lakeside on the multi-family portion of the Coeur Terre 1 PUD and subdivision. We are requesting a height modification of nine feet and taking consideration into positioning that building furthest back from Coeur Terre Boulevard to reduce the massing, as well as a detailed sight line analysis that we worked through with our engineer to ensure that our peaks aren't going to be overbearing to the surrounding neighborhoods. We have also enhanced the landscape buffers, perimeter trails, and really focused on the amount of open space we can provide within this development and create a great living opportunity for residents as well as visitors and others coming into these communities. Specifically on Affinity, this is an active adult community differentiated from assisted living or independent living where there's not a food service program or on-site medical care. However, residents have in-home care that they can bring in, and everything is designed for accessibility and are able to age in place as long as needed. Our kind of secret sauce is the community, fostering as many places where residents can gather together both inside and outside through spaces such as your typical kind of lounge setting, but also unique spaces like woodworking shop, and a hobby craft room. We have a pub on site for residents where they can gather and watch football games and have hors d'oeuvres and bring their own beverages as well as a lot of just gathering places for games, puzzles, and being together as a community. This obviously lengthens people's happiness in life, and our residents tend to stay here as long as they have to before moving into a higher level of care. It provides a great housing choice for folks who can't yet afford or don't need a higher level of care but also access that true senior living system. The desire that they're looking for without the high cost of an independent assisted living community. Along with an affordable alternative within the senior living space, we also will be providing nine permanently affordable units, as mentioned, as required by the DA for reduced rents for those residents between 80 and 130 percent AML. I wanted to touch on the other components of multi-family apartments called the GOAT. Our marketing team had some fun with this. It's the greatest of all time. Everyone knows the GOAT. We truly believe that as well in terms of just the amount of amenities and size of units that we're proposing here that are true family units focusing heavily on three beds as well as the square footage of those spaces and then as you can see here ample amenities within the clubhouse, indoor amenities as well as exterior amenities. This project will also provide 15 permanently affordable units for working families within Coeur d'Alene and as mentioned before several times, there are no modifications requested within the municipal code or zoning code for this multi-family component. The multi-family location advantage, we've touched on this several times as to why we positioned the Affinity where it's at and then I'll get into our request for a height modification here. The benefits are the continued housing choice that is needed within Coeur d'Alene, not only for home ownership and families, but also rental and specifically for seniors being able to stay within the community in which they have lived in for most of their lives. The perception of a height variance can be concerning for residents and for neighbors that are nearby this development. This is a four-story elevator design. It's based on best practices for senior living design. I think Commissioner Fleming mentioned a friend in Affinity at Coeur d'Alene. That's probably one of our first of three Affinities that we developed. We're probably on version 4.0 to 5.0 at this point in terms of lessons learned and how residents interact within our community, what spaces they are looking for to congregate and want to be in. This is, you know, our iteration of senior living is at a much higher level than we were at, 10-15 years ago, as well as that industry has evolved in terms of design, accessibility, and creating space where people can stay long term if wanted. Part of that has to do with accessibility and distances. A four-story design allows us to shorten the corridors having individual apartments closer to the common amenity space which is in the core of the building as well as having parking fully around the building in order to again lessen that length of walking between a parking spot and the person's unit. There are two elevators throughout the building, one on each end, and we've worked hard in order to shorten that length of corridor space as well as parking space because mobility obviously becomes or can become an issue for folks as they age. The height is really to accommodate a four-story constructed elevator building, reducing those corridors and lengths of walking between cars and maintaining a more Pacific Northwest

style of architecture with peaked roofs, gables, and other kind of treatments that we would like to see in our building to, again, make it more homey, more accessible, and feel more inviting to our residents.

Commissioner McCracken asked if there would be a fence along the trail on Industrial Loop?

Mr. Gallinger stated we would be offering a perimeter fence around the entire project, six-foot solid screening in nature.

Commissioner McCracken asked, which roadways are less than 26 feet?

Mr. Gallinger stated none of them are less than 26 feet, but the connection from Industrial Loop, that's off-site would be 26 feet, which would be the minimum, which would not allow on-street parking.

Commissioner Ward stated, you mentioned concurrency analysis. Now, I know what concurrency is and they are required by many other states. What does your concurrency analysis do here?

Mr. Gallinger stated when we refer to concurrency analysis, we're talking about following up with all the conditions of the development agreement and making sure that we have a format that we can track those so we don't miss out on open space, our affordable housing commitment, our requirements, they have thresholds, such as wastewater improvements. All of those things have requirements. We're going to track that through a concurrency analysis.

Commissioner Ward stated, you kind of hit all the bells and whistles. You've got senior housing, apartments, and single family, things our community and country need right now. At the original hearing on Coeur Terre, the affordable housing issue came up quite a bit and was probably behind a lot of support you got at that time it was being presented by Maggie Lyons (Panhandle Affordable Housing Alliance) with the affordable housing. Is she still involved, is PAHA still involved or are you just following her guidelines or their guidelines of what constitutes affordable?

Mr. Gallinger stated, we have stayed in contact with Ms. Lyons. We have followed the project that PAHA has done recently. At this point, we don't have anyone in-house to self-administer those regulations. For the sale products when they get deed restricted, and that's how they stay affordable in perpetuity, but they need someone to manage them. He believes their intention at this point is to work with PAHA to manage affordable housing products in perpetuity.

Commissioner Ward commented, at one point in the packet, I believe, it was referenced that transportation was a primary concern. Is there any effort or means to bring public transportation through this area currently?

Mr. Gallinger stated, at this point, that it hasn't come up. We haven't approached anybody, and nobody approached us to discuss that, but certainly we would be open to it.

Chairman Messina stated the only public transportation we have is CityLink. He doesn't know if they can extend that service down the road.

Commissioner Ward stated, he is impressed by what you're putting into the design of the senior housing building with the length people travel, the four stories, five stories, all that's very important. I know you have elevators, which are missing in most apartments in this community. Does this also have a sprinkler system? Is it required to have that?

Mr. Fisher stated, yes.

Commissioner Ward commented, at the south end of this first phase, there's a separate single-family home. Is that somehow connected to something south? Because it isn't connected north?

Mr. Fisher stated, no, it is a little odd. It has to do more with the location of the Yellowstone pipeline. We wanted to make sure that this first phase encompassed the Yellowstone Pipeline so we could get it accommodated in one agreement as opposed to going back to Yellowstone for a small little pieces.

Commissioner Ward commented, on a site of this size with these units, I'm talking about the overall site, to have 24% open space is phenomenal. I applaud you on that.

Mr. Fisher replied, thank you. I think that goes to having a master plan community as opposed to a lot of

smaller independent communities that don't have the ability to design and connect larger scale amenities between each other. It's a good benefit of this project.

Commissioner Fleming commented, on your concurrency list, I like the idea of banking extra acreage, green space. As we develop this out and we're hearing it finally, that the aquifer is unchallenged. I would like to see every time you do the next phase that we get a revisit of what we're drawing off that aquifer on demand because we are fighting with it. How much they get of our water or are going to sell more of our water. I'd like to see that as part of your concurrency list is cumulatively how much of this site is being driven to sink down our aquifer, which we are struggling to maintain. Add that to the green space. The other thing that we're moving toward, and I see it more and more now because I'm usually building houses way the heck out in Priest Lake, is night sky lighting and sharp cut off lighting. These people are, who back up to this, have enjoyed an amazing sunset space, an amazing night sky that few of the rest of us get. If you can look at night sky as being a solution for all your outdoor lighting, I would, and they would appreciate it. The other thing that she is concerned about is, and we found out the hard way on the Centennial Trail, air conditioning units that are stuck on the side of a wall, big white boxes that are air conditioning, heating units that are atrocious. Keep that in mind that, again, those mechanical accoutrements just are detrimental.

Mr. Gallinger stated those certainly won't be on the single-family homes. They will be ground units. Each unit in our Affinity has central AC and heat, so there's no wall units.

Commissioner Ingalls commented, it used to be a habit of mine whenever I see a really pretty extensive list of conditions, just I would ask you for the record, have you, and there's 28 of them, and have you fully digested those? And are you on board and okay with them?

Mr. Gallinger replied, yes.

Commissioner Ingalls commented you heard me earlier ask the city engineer some questions about the traffic mitigation stuff. I'm not sure I needed to hear the answer that everything would be done before the first permits pulled. But one of those conditions, the fire department very specifically talks to so many units that the Industrial Loop connection needs to happen before I think it's the 30th equivalent residential unit. Again, you're on board with that? You acknowledge that. Are we all good there?

Mr. Gallinger stated, yes, the Industrial Loop connection will be done with phase one of the project.

Suzanne Knutson and Nathaniel Dyk introduced themselves as residents of Indian Meadows. Ms. Knutson said, we understand that tonight's hearing is not regarding Phase 2 or Coeur Terre 2. However, we feel that it should be considered together with the overall circulation network, and that's why a lot of us are here tonight. There are a couple things that we'd like to point out to you this evening that you may or may not be aware of. Our main point is that we'd like to see some change in the application. We might not necessarily be opposed, but we would like to see some changes. We would like to provide the missing Coeur Terre 2 street context that's not shown in the Phase 1 packet. We'd like to highlight the circulation issues created by the Phase 1 design and Phase 2 connections and also to ensure the Coeur Terre 2 circulation network aligns with the comprehensive plan, Phase 1 circulation network aligns with the comprehensive plan and Section 4.3 of the development agreement. Traffic volumes, what the traffic impact analysis shows is that a few different things. The traffic that has been projected has already increased by over 2,500 daily trips, and the current traffic analysis, impact analysis, was not provided during the initial annexation presentations back in October of 2022 and also February of 2023. To our knowledge, there is no confirmed timeline to widen Atlas yet, which is where all of these cars will be put to, that are not put to Huetter and Hanley. The point we're trying to make is the TIA for this current phase assumed that Atlas was going to be widened to three lanes. And to our knowledge, we're not really sure when that's going to happen and what the funding is for that. If that gets delayed or that gets pushed back, we're going to see some additional impacts on Atlas. So just something to consider. We haven't seen the full TIA for the full build out of Coeur Terre for the current zoning that it is now. We've never seen that. So the phase 1, the narrow streets, due to the compact nature of this, it's a concern just because we believe that some of this the highlighted yellow streets, there will be tons of on-street parking in those streets that we believe will cut down on the internal circulation as well as the emergency response time access because of the crowded nature of it and that could push traffic down to the

neighborhoods if Industrial Loop isn't opened up to a bigger extent past minimum of the 26 feet. This is an example of another development where this photo illustrates that constricted street once you have on-street parking. There's really barely enough room, only room for one car, but, you know, I think a lot of us in the community have had this situation where you have to stop and wait for another car to pass to get around through there. The Coeur Terre 2 connections are in the early layout that you haven't seen tonight. Appaloosa is shown continuing west straight through Coeur Terre and connecting to Huetter. Nez Perce shows connecting straight to Coeur Terre Boulevard, which is the north-south collector spine. These become a direct attractive route to parks and schools and mixed use or commercial that's located in the southern area. Without an alternative collector, Appaloosa and Nez Perce will absorb the collector and arterial traffic. We want to make sure that we're thinking of the big picture here when we look at that. The Industrial Loop collector solution that we believe could be broadened a little bit and would provide the most direct logical path to Atlas and Coeur Terre Boulevard. There's already a light at the Atlas end of the Industrial Loop connection, and the connection provides a direct alternative to Nez Perce and Coeur Terre North residents. Industrial Loop is the only meaningful east side relief valve that is not through a neighborhood. This is the only option we have that's not using neighborhood streets. It's important that we get it right this time. The development agreement section 4.3, it says, quote, "the owners in consultation with the city shall design and construct the residential connections with traffic calming features to discourage speeding and to the greatest extent possible through traffic." Requiring connections that discourage through traffic and ensure emergency access is key. Residents, we asked how 4.3 applies to subdivision design given the proposed post connections and the staff indicated that connections also support general circulation. The interpretation still needs clarification. We don't have that yet. The proper application of 4.3 would keep Appaloosa and Nez Perce functioning as local streets and direct higher volume travel to an alternative collector such as Industrial Loop if it is made an alternative collector and a primary collector at that. We are really grateful for that purchased property off of Industrial Loop. Thank you very much for making that happen. We do believe that that is a vital connection to take some of that traffic off of our neighborhood. Considering phase 1 and phase 2 connectivity as a single circulation system is really important. And I guess we're asking you to approve, with these conditions tonight, to reevaluate setbacks and strengthen Industrial Loop as a primary connector.

Chairman Messina asked Ms. Patterson regarding the Coeur Terre traffic discussion. Is there a forum for the public to get engaged in future concerns on follow-up development?

Ms. Patterson replied council asked staff to have a meeting the neighborhood, and we did meet with Ms. Knutson and Mr. Dyk to talk about the roadway connections. The applicant team was part of that meeting as well. At this point, those two roadway connections into the neighborhood are locked in through the recorded annexation and development agreement. We understand the neighborhood concerns. We are working with the applicant team on the design of the roadways within there to discourage any of the traffic through the neighborhood, but there's a requirement that at least the two roads have the full connection so they can't have bollard access. The applicant has added with this Coeur Terre 1, the Industrial Loop, which was not anticipated previously.

Mr. Adams stated any modification to the development agreement would have to go through city council, at which time there would be an opportunity for the public to talk.

Commissioner Fleming stated she has a concern. She goes in on Industrial Loop a lot. There are no curbs, there's no gutters, and there's falling off asphalt. It's not really an improved road. It takes heavy traffic loaded to the gills. To mix public and teenagers getting to high school, I have concerns. I see those trucks blaze in there. We've got the fire service. We've got a lot of people crossing paths, backing out, loading, unloading. There's just a high traffic volume already. It would be nice to develop that, but I'm concerned that we're mixing unmixable vehicles.

Madelyn Knutson states she does appreciate seeing the plan that we have to look at. I do want to address one thing before I get started regarding the concerns for Industrial Loop and using that as maybe a broader thoroughfare. We have the same problems with our neighborhood streets. We have no sidewalks. We have no gutters. Our streets are narrow. And many of us have driveways that have a big drop-off, so we can't widen the roads to add those without significant cost to the city and residents. I do understand that the goal tonight is to review this particular phase of development, but as a resident who

will be directly impacted by each successive phase, I would like connections for the development of this density, then we're ignoring some vital factors that this phase will directly contribute to. I would like to support the idea that this maybe is approved with some changes to Industrial Loop. Eastbound traffic and southbound traffic is going to flow the path of least resistance. A project of this density is going to cause some infrastructure problems. I'm here because the public hasn't really seen adequate planning from the city as far as infrastructure goes in general. I disagree with Chairman Messina that roads and neighborhood streets surrounding a project of this density and how they will be used as a whole is not something that we can look at as an afterthought somewhere down the road. If you're going to wait to plan how the city is going to proactively mitigate the traffic problems that this high-density project will cause for our community, then we are failing as a city and worse, we're planning to fail by not planning for our city's future. Traffic patterns and necessary infrastructure to support them are a key part of healthy, safe city growth for all residents, to accommodate this density of development. We have to upgrade water, sewer, and are going to need to rip up some streets to do that. What are the city's considerations for road upgrades so that our roads can handle the increased traffic of this magnitude? I'm just here to ask the city and you as a planning commission to be proactive and consider all the actual infrastructure of the area that will be impacted by this entire project if you approve each stage as is before it's too late. I want you to be remembered as wise, good, thoughtful planners who thought through all of the impacts carefully and didn't wait for problems to occur before you take action.

Commissioner McCracken asked Mr. Adams to clarify a little bit on connections, what the scope of what we're looking at tonight is. Because I think it's not that we don't want to consider those connections, but the considerations in front of us are fairly limited by the public hearing process.

Mr. Adams replied, yes, the city code has certain requirements for PUDs and subdivisions. Those are set out in the code. Those are the areas that you have to consider when deciding whether to approve a PUD or a subdivision. Circulation within the subdivision is one of the elements that you have to look at. There really isn't, as far as I can recall, anything that talks about trying to figure out what the circulation will be beyond the limits of the subdivision. Otherwise, you might be considering what is going on Government Way or 95 or how far out do you go when you consider what effect this will have on the community. I think Commission's responsibility is to go through those findings that are set out and that come from the Municipal Code and determine, to the best of your ability, whether this subdivision and PUD meet those requirements from the code.

Commissioner McCracken asked, we can't add in other ones that aren't part of what we are looking at tonight?

Mr. Adams replied, that it is correct.

Commissioner Coppess stated regarding the comment about lack of public oversight on infrastructure and all of the work, hard work that goes on within the city, whether it's planning, water, wastewater, the fire and police, parks, engineering. There's probably a few I missed, but each one of those staff has a ton of work to do associated with this project that they're diligently going through and it would exceed time we have for each one of them to come up and present the facts to the public. Is there somewhere where the public's able to gain access to that process. How there might be sticking points or concerns that they have?

Ms. Patterson stated yes and thank you for bringing that up. I think it is important to say to the community that there is extensive studies that have been done, not only for this Coeur Terre 1, but for the annexation process. We have many reports and they're all available to the public. We have the public records request process and several members of the Indian Meadows neighborhood and Northshire have already requested that, from the beginning of the annexation process until now. All of those reports are available and each time these projects come before you we do try to provide all of the detailed analysis and if there's questions, we invite the commission to ask any of the staff members. We have them here this evening and if there's other questions that come up on infrastructure the departments are here to respond and the applicant team as well.

Commissioner Coppess commented, Ms. Madeline knows where she can go to see these public requests. The other piece of this is for Mr. Bosley or Mr. Holm can be able to go, hey, there's something

about this we don't like, and it's presented here. There's something about it that doesn't fit into city guidelines and really, for the applicants, that whole work they're doing before we come up tonight and talk about this, all that stuff is fleshed out so that Mr. Bosley can see if it works, know there's some recommendations for traffic flow or whatever it is but in general each one of the departments is working with the applicants and if there's a stopping point it's typically addressed and if not it would be addressed here tonight by any one of the city departments who had an issue associated with infrastructure that they own for this development?

Ms. Patterson stated, that's correct. Also, the conditions of approval that are recommended by the different departments. Those are included to ensure code compliance.

Kevin McClellan introduced himself he stated he came tonight prepared to talk about traffic. Chairman Messina, you opened the meeting asking for general comments. If you're going to talk about Coeur Terre traffic impacts, wait till later.

Chairman Messina commented no, I didn't. I did not say that. What I said that what we are here to talk to tonight is connectivity with Hanley and Industrial. I did not say you couldn't talk about traffic. You want to talk about traffic? Knock yourself out.

Mr. McClellan continued, I think we've got a neighborhood of folks here that are really concerned that we're looking at pieces of what is really a Goliath development on Huetter. We've got west side, east side, there's thousands and thousands of homes that are going to develop over the next 20 years. And you're proposing cutting through and really using Atlas. What is Atlas going to look like with 10, 20,000 cars a day? What is the plan? We don't know. We fear the unknown. I think the majority of people here are here to encourage you and implore you to share this information because without the knowledge, we don't know what the plan is. It feels like there isn't a plan.

Chairman Messina stated let me interrupt you once again to give you clarity because I think all of us here, hear what you're saying about the neighborhood and the neighbors about Indian Meadows. You are accusing me directly or saying stuff that we're not. I'm not saying that. Ok, I said also that I encourage public comment, but when you have public comment, and what we have to look at, as Commissioner Ingalls said in the beginning, and we did this to clarify, what we're looking at is particular items, and that's what we have to approve. When Indian Meadows or Nez Perce or any of those other connections come up later on, there's going to be a public hearing, perhaps, if there's some changes. And that's when, yes, you can talk about that connectivity. And I'm doing this so that everybody isn't repeating themselves. I urge Indian Meadows because we must have had 100 pieces of paper, of public comments from Indian Meadows people, which I accept. And that's the process. But they were all talking about connectivity on Nez Perce, Appaloosa and all those, which is fine. But that's just not what we're doing. I understand. If you're going to address what we are talking about tonight, let's stick to the facts. You want us to stick to the facts as the whole subdivision. And that's not what we're doing here tonight. I urge you to stick to the facts and I will give you some more time on the clock.

Mr. McClellan stated emotions are high and we have lots of concerns. Please take into account what the neighbors say. We want this input. We're here to provide input. It feels like obviously the scope of what we're talking about tonight is done outside of this greater development. It feels like the neighbors are coming together here tonight to talk about these eventualities that we will need to talk about and have solutions for. The flow of information could be better.

Chairman Messina asked, how would you like the full information? We keep hearing that. Ms. Patterson stated there's a website, there's information available for the public, there's phones. It isn't like we're holding anything back. What I'm hearing, that's kind of what you're suggesting here. We're not. We are an open book. I just don't want that to be the impression that we are not listening, nor the city isn't listening. We are. Again, I'm going to repeat myself. We're here with open minds. I hear the concerns. Believe me, I hear the concerns.

Mr. McClellan stated he would ask the commission to deny without prejudice this PUD until some of these conversations can develop. Obviously, Mayor-elect Gookin has made some suggestions to have some neighborhood development, and some developers input as well about how we mitigate what is to be unprecedented traffic for 2,000 homes on either side of Atlas. Atlas cannot get any bigger. It is at most

three lanes. What happens to that entire corridor? It will be a problem.

Commissioner Coppess asked Mr. Holm to go to the comprehensive plan future land use map slide showing Coeur Terre. It looked like about 90% of it was zoned Urban. Can you tell me what Urban is?

Mr. Holm replied, its gridded street patterns, multi-family development, trails, parks, higher density. The zoning also represents that as well.

Commissioner Coppess commented, when you look at that, the next piece, that's in the comprehensive plan for this specific area to be developed in the future. He asked Ms. Patterson; how does the public get involved with the comprehensive plan if they don't like where it's headed or they need to know what the future looks like for the city? One, they can look in the comprehensive plan themselves. It's not a secret document. They can look and see the areas that are around them and get a better understanding for where the city's heading and how the developers are working with the city to do just that. Where do they get that? And two, if they don't like it, how do they get involved to help change or guide the future comprehensive plan?

Ms. Patterson stated the comprehensive plan is available on the website under the planning department page. It's on the top left. You can click on the comprehensive plan. And that helps provide what you are looking at in this area, what are the place types. What can you expect for the zoning and what the development type would be. And then for the comprehensive plan itself, it's a 20-year guide for growth. It was adopted in 2023. There are some community members here in the audience that were involved. We had thousands of community members that helped guide that document, including the map. We had a board game. We placed tiles. We looked at development and where the intensity of development should be, including in this Coeur Terre area. That was guided by community. And so that was that process. We were supposed to look at the comprehensive plan every seven to ten years, and if need be, then we would update it. We would notify the public when we're doing that again, and everyone is invited to participate. They can also request comprehensive plan amendments. If you have your own property that you own and you want to make an amendment, if you're trying to do a zone change, if it's not consistent. But that's the process.

Commissioner McCracken stated she lives in Indian Meadows. She knows some of the folks here. When she read the comments, she knows exactly what you're describing because I live there. I live on the last street in the neighborhood that backs right up to this development. I feel for you. I want to do whatever I can to hear your concerns. I think the hard part and the struggle right here is just we don't have the tool to do anything about those connections at this point. The development agreement goes through city council. It doesn't get approved by us. The terms in that have been spelled out, and then we don't get to address at the commission level, we don't get to address those connections until the PUD reaches that point. I don't think it's that we don't want to hear the concerns. We are pretty well aware. I'm very well aware personally, but I think – we haven't reached that point, and the build-out might be 30 years. In 30 years, I mean, traffic will probably be worse. The traffic study will probably be different. And we will use the most current information when making that decision when it's before us. It's not that we don't want to hear it, it's just hard on the timing. And then property rights go both ways. The applicant's going to come and present their side of it, and we're going to hear this side of it, and we'll use the most current information on a traffic study and sewer and water and all the things to make the decision when it is before us. It's not that we don't want to hear it. I think our scope is limited by what's in front of us in this public hearing process. We can't address it, and I think other commissioners share that concern.

Carol Root introduced herself, she has lived in Indian Meadows for 23 years. She has emailed three separate letters which are included in your packet tonight. And by the way, the hundreds of pages you mentioned, I counted 14 letters that we've written to you, a total of 37 pages, just to clarify. I'm concerned how traffic from Coeur Terre will affect our neighborhood and all of our surrounding neighborhoods and Atlas Road. On November 5, at 3.30 p.m., I was heading north on Kathleen, and I got stopped at the intersection, and I waited through seven stoplights, before I was able to clear the intersection a week later, at the same time, I went back and I took pictures of the intersection observing the same problem. There are some photos that I emailed you on 11-29. And to my knowledge, there are no plans to upgrade Atlas. And I'm just wondering what your thoughts are and how you're thinking and you could possibly

mitigate the congestion that's on Atlas Road right now. Using Industrial Loop as the primary collector road to Atlas should help relieve some of the congestion at the intersection. So I'm happy to see use that and that you did by the piece at the end of Industrial Loop we travel that road today and the road needs a lot of work for sure a lot of potholes and breaking apart but it looks like it would make a really good connection at the end it is the only street from quarter which does not go through a residential neighborhood on the east side and it does have an existing stoplight. As mentioned before, Phase 1 states that the roadway connections would just be Coeur Terre Boulevard and Industrial Loop. Phase 2 currently shows Appaloosa connecting through Coeur Terr to Huetter and Nez Perce connecting to Coeur Terr Boulevard. I know we're not supposed to be talking about Phase 2, but I feel like the door was kind of open when Mr. Gallinger said that we're going to use two streets a half a mile apart. I kind of feel like maybe I could have a little leeway there. The phase two traffic study only examined the southeast residential section, not the full quarter development. I think it significantly understates the impacts on Appaloosa, Nez Perce, and the whole Atlas Corridor. The TIA done in 2022 states Coeur Terre will generate 23,800 new average daily trips, with two-thirds of these trips traveling east through our neighborhoods to and from Atlas. The KMPO projects Nez Perce traffic will grow from 1,100 trips per day to 11,000. I don't believe that PUD should be approved until Industrial Loop is designated as the primary connection to Atlas instead of our rural roads. Until Industrial loop is properly designed as a true collector arterial connection and clearly prioritized, I respectfully request the Coeur Terre 1 PUD be reconsidered. Residents would like to see a design revision, encouraging more traffic to use Industrial Loop rather than Appaloosa or Nez Perce. We would also appreciate your acknowledgement that Phase 2 will greatly impact traffic circulation, even though it's not on tonight's agenda. Please ensure Appaloosa and Nez Perce function as local access streets, not the primary conduits for Coeur Terre traffic in Phase 2. We understand that growth is not stopping anytime soon. As planners, you have a huge responsibility to manage that growth while also preserving the character of our unique neighborhood and our beautiful city.

Pam Holcomb introduced herself she has lived on Nez Perce for 33 years, and I did email you all in a couple of letters in November about protecting Indian Meadows from the traffic. She did read in the planning and zoning minutes today for Phase 1 that Affinity will be used to Industrial Loop, also on Coeur Terre Boulevard off of Hanley, and I am really glad to see that because that means that traffic is not going to go through Indian Meadows. My questions are, why isn't Industrial Loop being revised as a collector and arterial, and is it true that it is in the current design that it functions as just the residential local street? Ms. Fleming, I hear what you say about big trucks, and we have a ton of students on our streets, too, and we don't have sidewalks. It's a similar situation except we're residential.

Commissioner Fleming stated, I understand you're not mixing new learner drivers with industrial trucks and fire guys. There are heavy duty log and recycling trucks. It's an Industrial Park with industrial trucks. I would be concerned letting my 15-year-old drive.

Ms. Holcomb commented, so perhaps those parents could tell their kids "you better not use this route." Go ahead and use Hanley and turn right into Coeur Terre. Industrial Loop doesn't have any residential housing. It serves as a sub collector. It has a traffic light. It offers close emergency access for Coeur d'Alene Fire Station No. 4. We're rural streets. I could just forget my little speech here, you know, the comprehensive plan, when you said well-informed, responsible, involved in community discussions. We have not been involved. And people don't really know what's going on, including city council. The one thing I learned tonight that I was really excited is Industrial Loop was that one piece that the city didn't own that one of the city council members said in October, well, we had the opportunity to buy that, but we didn't. Hey, I learned tonight, you guys bought it. We can use it. That's great. If I could wave my magic wand, it would be Industrial Loop and Hanley. You come down, Kathleen, you turn right, you go that way. Or you use Seltice and you just keep us out of it. Atlas can't handle it. We don't want it. I have this horrible fear you're going to take all the trees.

Chairman Messina stated, let me talk about the trees for a second. I don't think, and again, I say I usually don't get in this conversation with when people talk. I don't believe there's any plans for taking trees down or anything like that. And again, if I hear it again, people in Indian Meadows don't know what's going on.

I've heard that a number of times and it's a little confusing to me because there are certain people that speak that say, and they're part of Indian Meadows, that are so organized and then someone comes up like yourself and says, we don't know what's going on. Maybe Indian Meadows needs to get a little more organized. I think they're organized on certain items. I don't think it is prudent or fair to say we don't know what's going on.

Ms. Holcomb stated, I'm saying we don't know what's going on. And, well, I'm not sure that you guys do either.

Chairman Messina stated, I don't know if it's Indian Meadows or the surrounding neighborhoods. There are means of doing that. Everyone is talking about traffic that's going to be coming out for Coeur Terre.

Ms. Holcomb stated three years ago, I met with you guys. I met with somebody. And we were told, Nez Perce will be years. The trees won't go down. But don't worry. It's 25 years out. So, I thought, I'll be in my mid-80s. I can put this on hold. I didn't know until Ms. Knutson was walking the neighborhood that this fight has been going on for the last three years. And due to that fight, they got the numbers down from 5,000 to 2,800. I don't know what we're going to gain here, but we have to get little wins. And thank you, Mr. Coppess, because you're saying, how do we get the word out? Yeah. Because somebody's saying it's all seven streets. And then you say, no, it's just two streets. And now we get Industrial Loop. And that's great. That's good. But who makes the decisions on these street things? Because everybody's saying something different.

Halei Picker introduced herself she stated she does not even live in Indian Meadows. I live in Fairway Forest. I have for 25 years. The city has failed us there since 2006 when they put in that new development across from Fairway Forest. And I would implore you to drive down Masters Drive, Fairway Drive, maybe...I might even double dog dare you to try and ride a bike or walk your dog. Because I have an 11-year-old who was here for most of the meeting. He cannot ride his bike because of the traffic. People drive down our road at 55 miles per hour. It's a residential street. And your condescension, you're so rude to people who are very concerned about the problems they will have that I have. The city ruined my childhood when they didn't do anything 20 years ago, 15 years ago. And now my child in the same neighborhood cannot ride his bike. Industrial Park, I don't want my 11-year-old to ride a bike. Your 15-year-old driving next to a dump truck, they're coming through my street.

Commissioner Fleming stated I live on Fairway Drive. It's growth. We're going to be pushing more traffic down Atlas. We're going to be pushing more traffic down Huetter. It's coming out of Rathdrum. We can't shut the door.

Ms. Picker stated I'm on Masters Drive. It's going to happen to Indian Meadows. What has happened to us.

Commissioner Fleming stated its growth.

Ms. Picker stated, but you should do something. It's your job and you're not doing a good job, and you're very rude, and you're doing a poor job. There have been two developments put in since I have lived there, and the city has failed with both, the one on Seltice and the one across Atlas.

Commissioner Fleming stated, we don't have control over KMPO, nor do we have tax control.

Ms. Picker stated well, then you need to deny projects that you can't control the outcome of. It is your job to approve and deny, yes or no.

Commissioner Fleming stated, we are volunteers, just so you know.

Ms. Pickler commented, oh, you don't have duties or responsibilities because your volunteers? Yes or no?"

Chairman Messina asked Ms. Pickler to please get back to the issue.

Ms. Pickler stated this is the issue, and I'm being told that I'm wrong, and it's not the truth. You're not wrong. You have done nothing to mitigate traffic through to the new Seltice development, nor the one on Atlas that is older. And now it's going to happen to this neighborhood, and you are not heeding any warning, any concern about anything. You're laughing at these people who are very concerned. My child cannot play outside. I don't think you guys understand how ridiculous that is that a little boy cannot play outside in his own neighborhood because of traffic. It's ridiculous. And I would like to see you come over to my house, but I want you to walk from Fairway.

Brian Kitchen Introduced himself. He stated there was a slight breach of etiquette going straight to the double dog dare, but all I can say is I can't top anything that's been said because those are my points, too. And honestly, Mr. Messina, when you gave the intro, it sounded like the only thing that we could talk about was Coeur Terre 1, and you have to understand, this has been a big concern for us since Coeur Terre started. This project and what kind of an impact it is going to have on our neighborhoods, how safe is it going to be? A lot of people walk their dogs or walk for exercise or jog, and we don't have sidewalks. Tell me what that extra traffic is going to do. I know there's been studies. There's had to have been studies, but I haven't seen one done on Atlas Road. I can tell you Atlas Road is a minefield. Certain times of the day, to even go down to the roundabout at Seltice let alone try to get through the traffic light at Kathleen. You can't widen Atlas Road there's just no room for you to do it. I guess what all we're trying to say is that, yeah, I know that Coeur d'Alene needs to grow, but it's always been about infrastructure, always. We don't see anything happening there. We just don't. This thing on Industrial Loop, that was great. We're happy that happened. But we also see the downhill trickle from the rest of Coeur Terre coming in. I love our home. My wife and I both do. We're really thinking about moving.

Allyson Crose introduced herself and said she lives on Buckskin Road. She stated, I'm going to just add my agreement to everything that's already been said, but I have one other thing that probably hasn't been said. I'm a little disappointed to see the smallness and the size of the Industrial Loop connector road. You guys know because you've seen all of our letters. We've been writing them. We're really hanging our hopes that Industrial Loop is going to be a major connector. We know that Nez Perce and Appaloosa are pretty clear tonight that's happening. I prefer that it wasn't, but I know that it is. But we as a neighborhood, and we are more organized than you think, we are lobbying that Industrial Loop would be a major connector. And what I've seen tonight, it's too small. And if we approve what we saw on this plan tonight, and then we go into – the second and third phases and this little connector road is already approved. Whoever's on the planning commission at that time is going to say, too bad, so sad. It's already been determined. That's not fair. It's not right. They are connected. Phase 1, 2, and 3 are very interconnected. What happens tonight affects Phase 2. Please, please, reject the layout with Industrial Loop. It needs to be a major connector. We've got to take the traffic away from the southern part of the development and start getting it through that Industrial Loop. Yes, there's big trucks on there. Do you know what's going to happen to Nez Perce when the big trucks are coming through Nez Perce? It's going to be terrible. And there's driveways. I'm just encouraging you guys to reject it. Take it back to the drawing board. That's what the neighborhood wants. I think you guys know that. You've been seeing our letters. You know that that's the thrust of the neighborhood.

Raymond Schoch introduced himself and stated he is a resident of Nez Perce on the Northshire side, and I know I'm not supposed to talk about that neighborhood, but I agree with everything that everybody else has said about kicking this can down the road. I'd like to see the plan for Phase 2 and 3, and I'd also like to know why you're letting them build this thing and dump that traffic on the Atlas Road, which I have seen for 45 years, get from Hanley down to Seltice, one Band-Aid after another. It's a crappy road, and you're talking about putting a lot more traffic on it. You need to run a main artery down to Seltice for this neighborhood. These guys are going to make millions, billions of dollars, and they're going to ruin our neighborhoods. Build an artery down to Seltice. You might have to buy a little property to do it. I worked on roads for 40 years around here. I've patched them. I've put band-aids on Atlas Road several times working for paving companies here. It's like the only road in town you've never taken care of. You're

talking about dumping all this extra traffic on it. Make them pay for developing Atlas Road or something instead of just making things worse. I've seen the traffic down there at Seltice in the morning since they opened up Hanley and whatnot you're going to dump more onto it. The golf course there is going to get way more traffic when they start coming out of there. What's going to happen to our property values on Nez Perce and Appaloosa? Are we going to have to pay for the improvements they're going to need or is that going to be paid for by this company or what?

Holladay Sanderson introduced herself and stated she lives on Queen Anne, just to the east of Indian Meadows and west of Atlas. Ever since Hanley opened, the impact on Atlas has been horrible. When you start dumping all this extra traffic onto Hanley and onto the Industrial Loop, it's just going to get worse. She would like the planning commission to think about the impact that all this traffic is going to have on those two roads. Certainly, the Industrial Loop needs to be increased. It's too small in this plan. You need to be able to get more cars out that way. And looking at the big picture, there needs to be big picture looking at Atlas and the effect on that. And hopefully, eventually, ensuring that most of the traffic in the entire Coeur d'Alene development gets emptied onto Huetter and not onto Atlas because we can't make it any bigger. If you put a third lane in, everybody's going to get all gummed up, turning left South of Kathleen, none of the roads match Fairway Hills and all that area. I'm concerned, like everybody else here is concerned, about the horrible traffic that's going to increase. Please, please make Industrial Loop a bigger connector.

Tom Berube introduced himself and stated he lives on Queen Anne's estates as well. I know you want to talk about that later. But is this the later commission or is it the planning commission, right? We need to think about this now. We've got at a peak this summer 19,000 cars down Atlas. Coeur Terre is looking at 10,000 plus more cars potentially going down Atlas, right? The elephant in the room is the other 600 acres on the other side of Huetter that no one's talking about. Whether it's brought into Coeur d'Alene or stayed in Post Falls, there's still going to be cars going somewhere. Right. What's the plan? If any of you don't think that Atlas, Hanley and Huetter are going to eventually have to be five lane roads, then you're not qualified to be there. It must. You just look at the numbers. It must. Then the second part is we have this developer. They're putting all this all these homes in. And that's going to testify that another fire station needs to be necessitated. 50 more police officers in vehicles, another snowplow, two schools. Who's paying for that? The city can't pay their bills as it is without hitting us homeowners up with more property taxes every year, right? What's the plan, right? February 7th, 2023, the Kootenai County Land Company agreed that night not to connect to on those three streets, Appaloosa, Arrowhead, and Nez Perce, and the city council didn't vote on it that night. They pushed it. And when they came back two weeks later, those roads were back in. I know they can do it. They just don't want to do it. And to their point, it's your responsibility. I know you're a volunteer. Thank you. But it's your responsibility. You make the decisions that are going to define this city going forward. So please look at it. Listen to us. We have this many people come out in opposition. It should say something to you, right? There's got to be a better way, a better plan.

Commissioner Coppess asked Ms. Patterson, I think we did an impact fee scheduling workshop last summer. Is that right? Can you just help me? I think we changed the fee schedule to get it up to date with current prices in order to cover the demands for all the different departments that Chairman Messina just referenced, whether it's fire, police. There were a bunch. Can you address this? I think the key point is who's paying for the growth of existing requirements, homeowners, taxpayers, or is it the developers and then those that purchase the properties?

Ms. Patterson stated the city did update our impact fees, so that is great, and we have it on a progressive schedule increase each year for, I think we did it for five years. Those have been updated, and they are more consistent with the neighboring communities. They were below market previously, so that does help pay for police, fire, as well as circulation improvements for roadways and for parks. We do have those impact fees.

Sara Bennett introduced herself and stated, she is a resident on Moccasin in Northshire. I think I bring just a couple more bits of substance to the conversation. I agree with everybody who is in opposition

tonight. In regard to safety in the green spaces, I would ask for the burden of that cost to be on Coeur Terre that 10 feet of space between the back of two homes will cause a burden, I believe, for our law enforcement to have to potentially patrol that space. It's just a dead space and easy for vagrants to sleep back there. I've seen vagrants on Atlas Trail. It's just something that I would just caution us with as you make decisions about how this Coeur Terre moves forward. Regarding the Industrial Loop, just make sure if this is going to be used by them, that there is adequate access for sidewalks, For the multi-family housing units that are going to be there, we'll have Atlas population that is potentially, don't have vehicles. They're going to be seeking public transportation. They're going to access that on Atlas. Making sure that that is enough ingress, egress for the amount of traffic volume that that Industrial Loop is going to need to handle. Again, burden needs to be on Coeur Terre. They're going to make billions off of this project. We know that. It's massive amount of space. Third point is in regard to Tract C. And what I understand will be a gate as well and a single-family home. I understand that several of your commission members here don't like gates. I was at the last board meeting and learned that very well. I want to bring something that's a little bit offhand but relevant to the situation between Lancaster and Hayden. If we think of Lancaster and we think of English Point Road, and we know this connector of Meadowood Lane. Twenty years ago, the only access between Lancaster and Meadowood Lane, if you can recall that, there was a connector there for development, but there were two fire... whatever you call them Knox box. Today, 20 years into the future, those no longer exist. So my concern for this commission is in regards to Northshire, that connector at Spires in Phase 2 of this proposal tonight, is that eventually in 20 years that gate will go away and there will be a road that from Coeur Terre into Northshire, and we'll have all of that traffic easily flowing through, not just in the three points that we're talking about, that have been talked about, with Industrial Loop, right, with Nez Perce, and with Appaloosa, but Spires will eventually go through 20 years in the future. That gate will be gone. It's only accessible via fire service. So just points of concern.

Commissioner McCracken asked Mr. Bosely to address the widening of Atlas.

Mr. Bosley stated, yes, a few years ago, we got a, I believe it's a federal grant, but it's through Idaho Transportation Department to reconstruct Atlas Road from Seltice Way to Hanley Avenue. It's a \$4.8 million grant. It will widen it to three lanes, put bike lanes on each side, and there will be some pedestrian crossing points because we can't really get a sidewalk on the east side because of the Forest Service property there. But with federal grants everything takes a little while so we're finally approaching the year 2028 where the design funding will be released and then in I don't think it has a construction year yet for it so it'll probably be like 2031 or two or something like that sometimes those projects can move up depending on other projects that fall off funding. We hope that will happen, but we do have a plan to address that in somewhat near future, but we're counting on federal dollars to help us get there. The federal dollars, when we do get a federal grant, the advantage being that it's not all local dollars, but there'd be a match requirement. We'd have to pay just a fraction of what we would otherwise. Typically, it's 7.34% match, which it's a good return on our investment.

Commissioner Ingalls stated, someone made the statement that it's just not widen-able. It's too constrained. You've got the feds on one side with the nursery. It's possible to obtain the land you need. It's a normal process to do that, I guess. The feds are subject to eminent domain or whatever you've got to do to make it happen, right?

Mr. Bosely stated, we hope there was a preliminary design done. It was a conceptual design done for that portion of the project to make sure that it was all going to fit, determine how much right-of-way would need to be acquired there was a sliver of right-of-way that would be required to be acquired from the Forest Service we need to start conversations with them on that but it's on that west side of their property where there's just an access road and their fence there. But to do the grant, we had to come up with a vision and a sketch and lay it out. It's doable.

Commissioner Coppess asked, can we discuss Industrial Loop a little bit? Just hearing the comments tonight, what are your thoughts on widening, developing, making it more robust than it currently is for future traffic flow?

Mr. Bosley stated, adding lanes to it doesn't make a whole lot of sense because you'd be intersecting it into Atlas Road that's only one lane in each direction anyway. It is not classified as anything in the federal functional classification system, like Atlas is an arterial road. But also, just for your information, Nez Perce was designated as an arterial.

Commissioner Coppess asked if there is a way to swap that designation.

Mr. Bosley commented I'm not sure because we just went through the process of redefining these designations over this past year. I requested to change Nez Perce from an arterial to a collector because it just did not make sense to be such. Industrial Loop is not even identified on that list. I put in that request several months ago. It still has to be approved by Idaho Transportation Department and then it must be sent to Federal Highway Administration for final approval. It's still stuck at ITD. I could inquire about what we can do with Industrial Loop about adding that to it. It was never identified as anything because it didn't go anywhere so it wouldn't be a collector or arterial. But we are aware that it does need some work. Its very alligator cracked through that whole area right there. When Coeur Terre goes in and puts in that left turn lane connection there, we might have to address the rest of that corridor out to Atlas Road there.

Commissioner Ingalls stated, we heard a couple of people ask about Atlas queuing up, going north. I gets a little backed up at rush hour at Kathleen, for example. I drive it all the time. I live off right at Atlas. It works pretty well. There are a few times I might take a different route, you know, because I know better. But, you know, recalling from you, it taught us all up here when we were doing the Atlas Mill redevelopment, we talked about traffic signals at Seltice and Ironwood, for example at that point, I realized we got ratings, A, B, C, D, kind of deals. Is there such a thing for Kathleen and Atlas? Have you done this little pocket study right there too? Is that a D or is it a C, or is there any improvement that could get squeezed out of the timing of that stuff right there?

Mr. Bosley stated, I'm not sure of the letter grade on that, but I can say with 100% certainty there's some improvements we can make there. I know that we can add a westbound right turn lane to help relieve some of the pressure there. The widening itself will probably relieve some of that. We're also looking at doing signal timing between adjacent signals throughout the corridor. That's something we're starting to get into now with other corridors. We just did that with Government Way because we finally have traffic signal equipment that's new enough to accept programming like Commissioner Ingalls stated. Those are the kind of things that I'm encouraged that we might be able to do long before 2031.

#### **Applicant Rebuttal:**

Sean Messner introduced himself he stated is with CivTech, and he is the traffic engineer for the project. He would like to recap on how traffic studies in the area are performed and how we coordinate with both KMPO and city staff as part of the process and how the KMPO kind of plays into this overall master planning for the entire region. As part of the process for this project, we did an overall master traffic study back in 2022-23 where we looked at the entire development site of Coeur Terre. We coordinated with KMPO at that time to get their latest modeling information and coordinated with Ms. Marienau to give her best guess at the time at what development was going to occur. And she ran that KMPO model, provided us with those details and that high-level analysis that was part of the annexation process. Typically, when you have master plan communities that are very large, you want to do a master traffic study for that so you can identify what those future improvements would be at build-out. We're talking 20, 30 years down the road, and that all feeds back into the city's Comprehensive Plan and into the regional model for improvements that are either borne by the development or in part due to the development, and the impact fees that would pay for city improvements. There's a very coordinated effort with all of that in the sense that we're being transparent about what's being developed. We're coordinating with the agencies for that traffic information. Once you start to break it down into individual phases and what's part of our development agreement is that with each phase of Coeur Terre, we're going to do a traffic study for each one of those phases separately. What we do is with the traffic study process we'll coordinate with Mr. Bosley, talk about the horizon years that we're looking at. We look at existing conditions. Five years from that point in time when we think we'll have substantial build out of that particular phase and then another

five years beyond that when we're looking at the build out of that particular phase plus five years of growth within the region. We coordinate again with the KMPO for what the regional trends are for development along those roadways, and we have kind of a regional growth rate that we apply to the existing traffic counts. We go out, we perform traffic counts at all of our study intersections. We grow that traffic by the regional growth rate. Traffic on Atlas isn't all just traffic from Coeur d'Alene. It's from Hayden, it's from Rathdrum, it's from other parts of the region. And as the region grows, traffic on those roadways is going to continue to grow. We account for that. We added our site traffic to that. We look at the impacts of what is needed by background growth and then what's needed when we add our site to that. And as Mr. Bosley mentioned before, and as we've talked about, there's certain project improvements that are needed with those different phases. There are other projects that are needed because of the ambient growth, because of the growth of the region in which the impact fees would pay for, or help to pay for. For this particular project, we looked at just the Phase 1 itself, and we applied that site traffic to all the regional growth, and that's what's within the Coeur Terre traffic study. There is a Coeur Terre Phase 2 traffic study that was submitted to the city, but it was a mix-up on the internal part of our site and development team that that was submitted before Coeur Terre 1, and it was kind of backwards. There is, in public record, a Coeur Terre 2 traffic study that's going to be revised. The reason it's going to be revised is what we do with each one of these individual traffic studies for the phase is when we look at that next phase, Phase 2 will come in next. Phase 1 will be counted as background traffic. We're not dismissing the traffic that will be generated with Coeur Terre 1. We're building upon that. It's all in line with the master traffic study that we had at the very beginning of the annexation process in terms of number of units. We're not just looking at one individual phase by itself. In that sense, we are accounting for previous phases that will get approved, hopefully, through Planning Commission and through Council we do those traffic counts at all of the city intersections. We apply the grading system of A through F, and that helps us analyze the congestion at each one of the intersections and it also helps us identify what improvements would be needed to support future growth. Within the traffic study we did look at all of that. We made recommendations about what the improvements are and where the impact fees that are collected from the development could go to helping the city to improve regional flow. Mr. Bosley mentioned, the Atlas being three lanes, we accounted for that in the traffic study. We saw that as a project within the Transportation Improvement Program, and we assumed that that would be constructed near 2030. Again, this development is going to take several years.

Commissioner Coppess asked, how many years it will take to build out?

Mr. Messner replied, it depends. Some of the structures will take a couple of years to build, you know, even after the infrastructure. Here we are, almost 2026. Construction will probably be completed by 2030. Not all of our site is going to be built out, I don't believe, or maybe part of it. But by that time, we're assuming that Atlas will be a three-lane roadway. And what Mr. Bosley mentioned about the signal timing, we recommend that as part of the recommendations for Atlas is to do a corridor analysis of that and adjust the signal timing so you can get platoons of traffic through at the same time. That'll help the functionality of the roadway. It'll help to reduce the number of stops that people make. It'll hopefully improve the fact that you don't have to wait for seven traffic lights to get through Kathleen, things of that nature. We looked at all of that and those are all part of the recommendations of the traffic report. Regarding some of our site traffic and where it's going, there is some traffic that will be going east of our site, either through Kathleen or taking Hanley over to Highway 95. There will be some traffic going south on Atlas to Seltice, but a large portion of the traffic is actually going west, going west into Spokane to work. All of these are residential units that are single-family or multi-family with the exception of the Affinity and where the employment centers are within the region there's almost equal traffic distribution between Spokane or Post Falls versus downtown Coeur d'Alene and so there is a distribution of traffic to the west as well using Huetter using Hanley to get back over to Highway 41 and all of that's documented in the traffic study as well so it's not all traffic going out to Atlas. There's distribution and that was coordinated with the KMPO as well.

Commissioner McCracken stated, when you look at the individual plats, you're looking at other traffic mitigation that's not kind of the average what we think of as lights and, you know, widening roads, but you're also looking curving a road or I know there's some areas that you're going to have like Coeur

d'Alene Place where it moves the traffic in ways that are more subtle instead of a light.

Mr. Messner stated, the way Coeur Terre Boulevard, the way that it's laid out in the master plan with the curves is just for that. It's the focus, and Mr. Gallinger kind of mentioned before, of trying to focus our site traffic back to Coeur Terre Boulevard so that that traffic can exit or enter from Hanley and from Huetter.

Commissioner McCracken stated The Landings and Coeur d'Alene Place are similar, and they're, beautiful in the fall, with the trees on those boulevards. I think maybe some of those efforts going forward I think are helpful because I know there are some subtle efforts to mitigate traffic too. But this piece, I do think it's a win. You've got the connection at Industrial Loop. I don't know if it could be wider or not. And that parcel is kind of funky the way it aligns with Industrial Loop because there is a building right there and it abuts to the north that's not on the same parcel. I think that's a win. I do think we have no control over what goes on the other side of Huetter, but the fact that this is in the City of Coeur d'Alene. I know it's challenging. It's such a big project, but at least we have control over some of those decisions instead of it being right up to Coeur d'Alene and something we wouldn't have the County, and we wouldn't have any say. I hope that everybody sticks around and is patient with us because it's so big and there's lots of moving parts. And I think particularly for, and I feel you being in Indian Meadows, but I think there's just like as a volunteer on the Planning Commission, there's parts that we know are coming but we just can't decide on yet. But we're trusting that there's a lot of really smart people and experts at the table helping to get us there. We want to address those, but they're all kind of working with grants and working in timelines. There is some planning going on behind the scenes, quite a bit, I think, more than the time we sit up here.

Commissioner Jamtaas stated, he was pleased to hear that there is a master traffic study plan that has been completed back in 2023. Has that been published or is it readily available to all those in the room? I'm worried that a lot of us haven't seen that or weren't aware of that.

Ms. Patterson stated yes, it's available to the public. They've seen it.

Mr. Messner stated the Coeur Terre 2 study the city received is going to be replaced with the revised one because the timing of Coeur Terre 2 and 1 kind of got flipped around.

Commissioner Jamtaas stated, I'm sure there are plans that need to be evolved as new information is coming about and as the projects get planned out, but it would be very beneficial if you made that information available readily available certainly to the residents of the communities that are going to be affected by it. And it sounds like that hasn't happened.

Mr. Messner replied, yes, I know that with all of the studies that we've prepared and submitted to the city, I believe those are available online or through public records requests.

Commissioner Jamtaas asked, in your recommendations in that master study, did you take into consideration improvements on the Industrial Loop?

Mr. Messner stated, at that time there was not an Industrial Loop connection with the master traffic study. That's a new piece to that. The master study does not have that connection to Industrial Loop nor any additional improvements to Industrial Loop. We did look at the Industrial Loop intersection at Atlas and again there were some signal timing recommendations through the master traffic study there. At that particular time, this connection to Industrial Loop wasn't known. We didn't own the property to it. But the difference between the two is there is more traffic, there will be traffic using the Industrial Loop and less traffic using the other connections throughout the system. It helps to distribute the traffic.

Commissioner Ward asked, did I understand correctly that you said approximately two-thirds of the traffic would be distributed towards Post Falls and Spokane?

Mr. Messner stated, not two-thirds of it. We had about 40% of the traffic going to the west. So about two-

thirds of the traffic is staying either within Coeur d'Alene or going north. The percentage east, just to kind of answer that. We showed about 10% of our site traffic using Hanley to the east of Atlas. 10% using Kathleen to the east of Atlas, 20% using Seltice east of Atlas, and then about 6% going north on Atlas. And again, that was coordinated through the KMPO and through the traffic counts that we have.

Commissioner McCracken asked Mr. Gallinger to respond to a public comment. The trail space, the buffer regarding the trail space, all the way down on the east side, will that be maintained by the HOA?

Mr. Gallinger replied, correct.

Commissioner McCracken stated, that's kind of incorporated as far as the mowing and monitoring. If there is an issue, would they loop in the police?

Mr. Gallinger stated, yes along with a six-foot privacy fence. Yes, and I think there was an assumption of a 10-foot-wide space. In Coeur Terre 1, that common area tract is 50 feet wide with a 12-foot asphalt path.

Commissioner McCracken commented, it's significantly wider than what some people were expecting. It's similar to maybe like the Prairie Trail, where it's a little bit landscaped, but the trail's right through the middle.

Mr. Gallinger stated, the Prairie Trail right-of-way through our Trails subdivision is 100 feet wide. Yes, it's pretty wide. But it's not very landscaped. This will be a more landscape-manicured corridor with trees. We also have that relocated 24-inch transmission main that'll be about 10 feet off the property line so that won't have any trees on it. That'll be open and then we'll have the trail adjacent to that to serve as access for the relocated transmission line and then between the trail and our development will be where the trees are predominantly planted where we don't have conflicts with the underground pipeline. So that'll be a solid buffer and it'll be amazing. And then the fence on the property line.

Commissioner McCracken commented, I guess I was looking at just the bigger numbers. This will be 576 units. It's about 21%. This phase 1 is about 21% of your cap of your 2,800 units. That's a pretty good chunk. I just wanted to highlight that, I guess, that is going to access Hanley's or Industrial Loop. Of course, if you're on the west side of the development, I mean, Huetter is going to be quicker anyway for those ones. It is a pretty good offload of traffic to those two. But then I was thinking about my neighborhood and I'm thinking, well leave it up there, right where you put that new connection. I do think that's positive that the density is up there with a new connection, and it will be kind of offloading it from everything south.

Mr. Gallinger stated, all residential units in Coeur Terre are closer to Huetter than they are to Atlas. Everybody will be closer, and we're trying to make it as convenient as possible for people to get to Coeur Terre Boulevard, north to Hanley, or southwest to Huetter. This is the ultimate build-out of the master plan. So that's been our traffic basis since the beginning.

#### **Public testimony closed.**

#### **Commission Discussion:**

Commissioner Ingalls stated, I appreciate everybody's role here tonight. We are volunteers. We're not paid to do this, or elected. I applaud people for taking the time to come down tonight. Staff's done an awesome job. Applicants answered a lot of tough questions. I think there's been a lot of good communication achieved tonight. We asked, what's the forum? This is part of it. I learned more about Atlas tonight than I knew about. There's some low-hanging fruit things that Mr. Bosley said might be able to be doable and signal tweaks and right-turn lane here and some things to make things better while we wait for 2030, which will be here before you know it. The last five years have gone by pretty fast. That said, I emphasize our job here tonight is to look at what's before us, not what's out there. We have a

subdivision and the PUD before us, and the attorney would beat us up if we didn't keep our focus on what the findings are. Mr. Holm, the planner, laid out those, here's the findings and whatnot. There's a connection to Industrial. It couldn't be perfect, isn't perfect. There are a few potholes in there and whatnot. But, you know, that said, I would say there's a fair amount of good here from, you know, the macro standpoint, big picture, you know, in terms of what is trying to be achieved here. We've got 5% affordable housing units. We've got a 5.4-acre park. That's great. The residential units that you see there it's 3.9 units per acre. That's half of what's allowed. The housing variety, I think is good. There's something for seniors in there and whatnot. I think the applicants have done a great job of just the physical layout of the thing. Traffic mitigation is for this phase, and Mr. Bosley has a piece in the staff report that talks about that. He says that the traffic mitigation, the three items, the left turn pocket off Industrial, signal timing between Huetter and Atlas on Hanley, and the signal at Coeur Terre. Those are the things that he has to have mitigated. And the applicant has said they are on board with each and every of those conditions. In his mind, this meets the findings.

Commissioner Ward stated, no one likes change, myself included. And usually when it has to do with growth, it's traffic. We all object to it. We want to sit in the whole afternoon, going to work, coming from work, whatever. This project, Coeur Terre as a concept plan, was approved three and a half years ago. This, what you're doing now, Phase 1, is what, four, five, six years to build out? Now we're 10 years out, and all we've got on that acreage is 500-plus units. A lot of units, but in a community like Coeur d'Alene and what's going on, it's probably essential units, particularly with the mix with elderly housing and apartments and single-family homes. I'm sure in your mind as a developer, you look down that south pathway and think, well, you're going to have more single-family homes. You're going to have this, that. That being the case, I would have a much difficult time thinking of a 10-foot setback next to single-family homes as opposed to next to an Industrial Park. That's the first thing. Second thing, I don't know how you can project what you'll be wanting to build on that property in 10 years. It's like asking us to have a crystal ball to say, well, this isn't going to happen or that is going to happen. No way of us knowing that. The only thing I will say is, I think the people in this commission have certainly heard what the people are concerned about, the connection through to Atlas and the current roadway conditions that are around there. Some of it may be fixed. I'm sure you're paying how many million dollars in different, not impact fees, but actually fees for the water, sewer, all those sorts of things. When it comes time to do Phase 2, you're going to have to show us how the impact of Phase 1 doesn't impact Phase 2. It's pretty hard to do without justifying any additional traffic, any east way drives. I'm not even sure why people would want to go east, essentially. It's a lot easier to go right across Hanley to get over into Coeur d'Alene. I've seen 15 articles in the newspaper over the past few weeks all about this and traffic. I think I only got about 15 letters, but I'd say 14 had to do with traffic. Twelve of them had to do with traffic and I thought Industrial Loop was a great way to address it at the current time. And I hope that between now and the next phase, there are some options we must now to address it, not knowing at this point what you're going to be building. But I don't have a problem with what you're doing here, at least on this first phase. I and the others, we hear what people are saying but recognize your concerns as well.

Commissioner Jamtaas commented, I agree with Commissioner's Ingalls and his compliments to the staff and to the developer and to all your comments that have created a project that has a lot going for it. I was really thankful that you are starting with Affinity. I think senior living is a big need in this area like it is in most places. To start with that project means a lot. I agree that the parks are wonderful. The bike paths are great. The landscaping plan looks like it's more than we could ask for. I think that the addition of access and egress through Industrial Loop makes an awful lot of sense. I guess we'd have a question for the group is could we make improving Industrial Loop as a condition of approving Phase 1? Making that road more drivable, safe? Does it address the potholes?

Commissioner McCracken stated there is a condition on there already for the road in adding a turn lane. She asked Ms. Patterson, is that correct?

Ms. Patterson stated, that's correct. That's condition number 28.

Commissioner McCracken read the condition: "...the developer will be responsible for adding a left turn

lane on Industrial Loop at the proposed Coeur Terre access, making signal timing changes and coordinating the traffic signals on Hanley between Atlas Road and Huetter Road, and installing a new traffic signal at Coeur Terre Boulevard and Hanley Ave.”

Commissioner Ingalls commented, we've heard from the City Engineer. He has worked with them many times, they've consulted, and he's identified the mitigation, and that's what he's put forth. I think we need to support staff and respect that they've done their work and leave it at that.

Commissioner McCracken stated, they also purchased that piece of property from our first pass at this. It's been purchased and is even an access point because of their contribution. I think that's important to note, which we very much appreciate.

Commissioner Jamtaas stated, I heard not only from Commissioner Fleming and others that are very familiar and obviously from the residents that the roads need help beyond just the light and the coordination that it's maybe too narrow, maybe it's not beefy enough, maybe there's too many potholes. It sounds like it needs more help than just the conditions that you read.

Commissioner McCracken stated, it does and said Ms. Patterson could probably speak about a state statute or rules to that affect if a developer is asked to do improvements that are related to project impacts versus community impacts. If a road is an F, you can't require them to make it an A.

Ms. Patterson stated, yes, there would need to be a rational nexus. It's a little tricky if there's already deficiency and trying to have a developer pay for something to come into compliance if it's not truly just their project, right? The road was designed as an industrial road for industrial businesses. It wasn't designed to be a fully functioning road with bike lanes and sidewalks and all of that. The pavement itself is deficient and has, as Mr. Bosley mentioned, kind of alligatored, and I think there's a plan that the city would probably come back in and improve the road with chip seal. We could bring Mr. Bosley back up to speak to him about that. There's the re-pavement of it that's something that the city could do versus if you're talking about full-blown improvements to the road that it wasn't anticipated to be designed for. And then, depending on the designation of the road, if it doesn't have a classification, we can't really go out and apply for grant funds.

Commissioner Coppess stated, is there some kind of recommendation based on hearing Ms. Carol and other comments about the concerns of improving Industrial Loop? And is there some way based on Commissioner Jamtaas' point, a way we can write that in as a provision into approving this tremendous project? Is there something that you guys would want to flesh out? Ms. Patterson we're talking about funding, city funding here for something that we don't have the authority to do, and somehow, it's not. I don't know how that would work or if it's even possible. I'll start with Mr. Bosley and Mr. Gallinger, would you both think about it?

Ms. Patterson stated, if you added a condition, the applicant team would have to agree to. It depends on what you're asking for. Are you asking for repaving or are you asking for other improvements? That'd be something they'd have to weigh in, and it might be helpful to have Mr. Bosley come back up because I am certainly not an expert on roadways.

Mr. Bosley stated, I did have a conversation with the applicant about repaving Industrial Loop. It would take more than a chip seal. It would likely have to be the existing surface removed and replaced because it's so alligatored. That is a huge ask. It's a long way to be repaving a road that far. I could guess what they're going to say, but you'd have to talk to them about it. It would be something that we could put into our overlay schedule as we put it together every year. It would likely be something that we wouldn't want to accomplish until after this phase as the infrastructure is built out. Unlike the development and annexation agreement that said that construction traffic can't go through Indian Meadows, there was nothing in there about it going through Industrial Loop. I think the pavement would just take more of a beating over the next few years. It is something that we can keep an eye on and put it in our schedule. We can't use impact fees for something like that, unfortunately, because it is not something that would

increase capacity of the corridor.

Commissioner Ingalls stated, it sounds like maybe it needs some attention anyway. What you're saying, I think I heard that with the timing of all this, you would have multi-years of getting it into a plan without having to make it a crisis.

Mr. Bosley replied, correct.

**Motion by Commissioner Ward, seconded by Commissioner Ingalls, to approve item PUD-1-25 with conditions. Motion Carried.**

ROLL CALL:

Commissioner Fleming	Voted Aye
Commissioner Jamtaas	Voted Aye
Commissioner Ingalls	Voted Aye
Commissioner Coppess	Voted Aye
Chairman Messina	Voted Aye
Commissioner Ward	Voted Aye
Commissioner McCracken	Voted Aye

Motion to approve carried by a 7 to 0 vote.

**Motion by Commissioner Ingalls, seconded by Commissioner Coppess, to approve item S-2-25 with conditions. Motion Carried.**

ROLL CALL:

Commissioner Ward	Voted Aye
Commissioner Jamtaas	Voted Aye
Commissioner McCracken	Voted Aye
Commissioner Fleming	Voted Aye
Chairman Messina	Voted Aye
Commissioner Coppess	Voted Aye
Commissioner Ingalls	Voted Aye

Motion to approve carried by a 7 to 0 vote.

**Motion by Commissioner McCracken, seconded by Commissioner Fleming, to approve item LS-1-25. Motion Carried**

*There was a 10-minute recess and then Chairman Messina opened the public hearing.*

2.     Applicant:     Glacier 505, LLC (Parkwood)  
       Location:     505 W. Kathleen Avenue  
       Request:       A Preliminary Plat request for 10 commercial lots known as "Junction at Kathleen" Subdivision  
                      QUASI JUDICIAL (S-3-25)

Barbara Barker, Associate Planner made the following statements:

Glacier 505, LLC is requesting approval of a ten (10) lot Preliminary Plat known as the "Junction at Kathleen" subdivision. If approved, this Preliminary Plat would allow for ten commercial lots with uses as allowed in the C-17 zoning district.

The property is currently zoned Commercial District (C-17), and the proposed 10-lot subdivision is intended to support a phased development. Five (5) of the lots face the US95 corridor, with Lot 10 facing both the highway corridor and Building Center Drive. Lot 3 sits on the Kathleen/US95 intersection with prime visibility. Two other lots face Kathleen Avenue with an additional three (3) internal lots with a future phase, the owner intends to vacate a portion of the bulb turnaround at the north end of existing Building Center Drive which will create a continuous loop, thus providing north access to the site from Building Center Drive. Most of the property is undeveloped and the existing building on the southeast corner of the property will be demolished prior to final plat approval.

Ms. Barker noted there are 4 findings, which must be met, Findings B1-B4.

Finding B1: That all the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer. Chris Bosley, City Engineer stated the "Junction at Kathleen" Preliminary Plat submitted for consideration contains all of the general preliminary plat elements required by the Municipal Code.

Finding B2: That the provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities (are) (are not) adequate. The private road (Tract A) is planned with 26' curb-to-curb width (total of 55' width) including 8' planting strips (for parking screening and street trees) as well as 6' sidewalks on both sides for connectivity, and a shared easement for water and wastewater, and will include fire hydrants. Street tree easements will be provided along US95 and Kathleen Avenue. Christ Bosley, City Engineer stated for storm water that the City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. Development of the subject property will require that all storm drainage be retained on site. This issue will be addressed at the time of plan review and site development of the subject property. Regarding streets, he stated, the subject property is bordered by Kathleen Avenue to the south, US-95 to the east, and Duncan Drive and Building Center Drive to the west. Any sidewalks bordering the property must be brought into ADA compliance at the time of site development. For traffic impacts, he stated, a Traffic Impact Memorandum was completed by CivTech for Phase 1 of the proposed development. No mitigation measures will be required for Phase 1. A future Traffic Impact Study will be required prior to bringing forward final plats for the remaining lots that are expected in future phases.

For water, Glen Poelstra, Water Assistant Director stated, There is adequate capacity in the public water system to serve this project with appropriate domestic, irrigation, and fire flow demands. There is currently an 8" water main stubbed into the property with 4 fire hydrants, 1-2" service, and 1-1" service tied into the main. There is a 12" AC water main on W Kathleen Avenue and 8" water mains bordering both the NW and NE sides of the property.

Larry Parson, utility project manager for the Wastewater Department said, the City's Wastewater Utility presently has the wastewater system capacity and willingness to serve this request as proposed. City Sewer is available to the subject properties within the city utility easements to the east and the north. Sewer Policy #716 requires all legally recognized parcels within the City to individually connect and discharge into (1) sewer connection. One Lot, One Lateral. Appropriate sewer CAP fees will need to be paid at the time of building permit.

Craig Etherton, Deputy Fire Marshal stated, the fire department has discussed this project with the applicant and the water department for water supply requirements. There are no concerns with serving this proposed subdivision.

Finding B3: That the proposed Preliminary Plat (does) (does not) comply with all of the subdivision design standards (Ref. Chapter 16.15.) and all of the subdivision improvement standards (Ref. Chapter 16.40.) Per Engineering and Planning review, for the purposes of the "Junction at Kathleen" Preliminary Plat, both

subdivision design standards (chapter 16.15) and improvement standards (chapter 16.40) have been vetted for compliance.

Finding B4: The lots proposed in the Preliminary Plat (do) (do not) meet the requirements of the applicable zoning district. The applicant has proposed a total of ten (10) commercial lots on the subject property, which is zoned C-17. At the subdivision level, minimum site performance standards must be met. There is no current request for a Planned Unit Development (PUD). Development associated with this subdivision will be subject to all Municipal Code requirements and the Commercial Design Guidelines.

Ms. Barker said there are 17 recommended conditions for the project. *Fire and Police have no conditions currently.*

**Decision Point:**

Ms. Barker noted the alternative action this evening. The Planning and Zoning Commission must consider this preliminary plat request and make separate findings to approve with or without conditions, to deny or deny without prejudice.

Mr. Barker concluded her presentation.

Commissioner Fleming asked for clarification on the condition related to the existing sidewalk. , That's a concrete sidewalk and now they want an asphalt sidewalk instead of the concrete sidewalk?

Ms. Barker stated, it is concrete now and it would be replaced with asphalt if they have to change it out in the future. That was at the request of the Trails Coordinator.

Commissioner Fleming commented, I don't see any site map that picks up the Fred Meyer and Parker Toyota egress-ingress on that hill that's opposite. I just don't know where it is in comparison to this ingress-egress of this new road. Is there anything showing on our site maps that captures where that is? Because we do have left turns that back up. I go up and down that road a lot. I can see what happens when you're trying to cross into what's coming up the hill and trying to get left, and you're trying to get across or go across and head down south on 95. I wanted to know what's coming out of that where that load is coming off of Fred Meyer down that hill and I just can't tell where their new ingress-egress is?

Ms. Barker stated, yes and pulled up an exhibit.

Ms. Patterson stated, it would be helpful if Mr. Bosley came up. He spoke with the applicant about that and he had them adjust their entrance to align better with the Parker Toyota entrance just so they will be offset.

Mr. Bosley stated, their new proposed the ingress-egress for this development is directly across from Parker Toyota access right there. The most easterly one is further west than any of these. When they first drew this plan up, it was slightly offset with Parker's. That made me worry that there were going to be left-turn conflicts because two people turning left opposite directions would be in each other's way and cause conflict. So, they, at my request, relocated that approach to be directly across from Parker. So now we eliminate that left-turn conflict. A concrete median, of course, would solve all of that, but that would be a big issue for this development as well as a lot of push back from others as well.

Commissioner McCracken stated, it just seems when people are trying to make that light before it changes across 95, they're usually going relatively fast. And that's a pretty quick intersection right there.

Commissioner Ingalls stated, when I looked at the packet, I noticed that Junction Way is in Tract A. It must be a private street. I guess that's okay. Whether the applicant might talk to it or I think it's probably

appropriate as a private street but recognize it's going to kind of function a lot like a public street. And I think a comparable, if I can think of one, you might have familiarity since you developed a lot of Ironwood. Is it Ironwood Parkway that goes between Ironwood and Lakewood? It's kind of a street that's not a street, but it seems to function. You know, if my worry was that it gets maintained, the potholes get fixed, somebody comes along to plow it or whatever, it seems to work. And I guess this will too. I'll just kind of assume it will. But maybe you could just briefly touch on that when you come up.

### **Public testimony opened.**

Ryan Nipp introduced himself and stated he is with Parkwood Business Properties. I'm a partner at Parkwood. We have adequately provided for the provisions for sidewalks, roads, street, lighting, fire protection, landscaping, and utilities. We comply with all the subdivision design standards and the lots proposed in the preliminary plat meet the requirements of the zoning district. I'm not going to be redundant with what Barbara presented. I wanted to just explain a little bit about Parkwood. Our business is a local commercial real estate development and management company. We were founded in 1975. We're second generation and we're family owned. We all live here, raise our family here. I'm fourth generation, my kids are fifth generation. Our property types include office and medical office, retail, tech flex, hospitality, and multifamily. These next few slides are just pictures of our current buildings and projects that we developed and currently manage. I just wanted to show you just a few pictures of our properties to explain kind of our experience our capabilities. Our project that we're in front of you tonight, it's zoned C-17. All these projects you will see are allowed in that C-17 zoning district. I'm going to discuss a little bit of our Phase 1, but then the rest we don't have plans yet. It could be any of these type of projects and just wanted to convey to you we have that experience in that capability. This building here is our 1250 Ironwood Drive building. It's a three-story general office building. Here's another general office building near our 1110 Park Place building, two-story building with a really nice atrium. Another general office building, our rear-view tower office building, which is next to these other two general office buildings as I discussed. Medical office, we have medical office product as well. This is our 700 Ironwood Drive building and to the left is our 1919 Lincoln Way building. This is an aerial of those two buildings. These two buildings are connected via an underground tunnel connected to the Kootenai Health hospital. This is one of our TechFlex buildings, home to advanced input systems. This is one of our multifamily projects. I was actually in front of all of you a few years ago regarding this project. We think it turned out really, well, and this is called the Timbers in the Riverstone neighborhood. We own a couple of hotels, the Holiday Inn Express, the Spring Hill Suites, and then we own retail buildings as well, including Best Buy, and our Silver Lake at 95 power center, which is next to Best Buy. Both Best Buy and this center are along Highway 95. And then our grocery-anchored Prairie Shopping Center in Hayden, also along Highway 95. And you can see Highway 95 there. I've explained many projects that are on Highway 95 that are larger projects. You can see where I'm going here with this. But also see the abundance of greenery, trees and that's a staple of Parkwood. We believe to have gracious landscapes, greenery, trees and I want you now a segue into this latest project. It's an existing site that we want to redevelop. We're excited to redevelop this project, these 15 acres and so this is the project that we're talking about and here's the building. This does not represent our community. This is not Coeur d'Alene. We're ready to demolish this building. If we're so fortunate that you approve of this preliminary plat tonight, we will literally start demo, we think, as soon as next week. It might take a few weeks to start the process, but we are ready to go, and we might start demo next week. I'd like to discuss Phase 1 with you. You've seen this already, but in the dotted line is our Phase 1. It is four lots. Why we're getting kicked off and getting this started now is we're in negotiation with STCU to be on the corner lot to have a branch and potentially a headquarters there. They are working on that design. We will start this phase one next spring. STCU would start, we hope, construction in the summer and delivery in 2027. We are going to move pretty fast on this Phase 1. So finally, the building is demolished. You're starting to see the design and start of our grand boulevard, trees, landscaping, etc. beyond that dotted line, beyond those four lots, our strategy would be to identify the right use that would complement the site and the neighborhood. As mentioned, we want generous landscaping. We have a 55-foot-wide tract to create this grand boulevard feel through the site. So, you have the road, green, landscaping on both sides and sidewalks beyond that. At full build-out, we want this to feel connected. intentional, almost village type feel. Again, we don't know the uses yet. We'll wait for the right use, but we want to be proud of this project. We want the Coeur d'Alene community to be proud

of this project. We are very excited to get moving forward on that.

Commissioner McCracken asked about the approach.

Mr. Nipp stated, a few years back we had two approaches on Kathleen Avenue. We closed one approach off at the request of the city. We would demolish the remaining approach and create a new approach just to the west of that existing approach. And that would line up with the new approach at Parker Toyota. They have two approaches. It would be their west approach. It gives you a little room for stacking from the intersection, so it's a little bit better for ingress and egress. We think that's a pretty good alignment. We agreed with Mr. Bosley. Let's relocate that existing approach a little bit to the west, so it aligns with Parker Toyota's approach, and we think that'll be good for circulation.

Commissioner Ward stated, I generally have no problem with the plat. City staff says it's okay. It meets requirements. It's good for me and I do know who Parkwood is, but I must ask. It's rather a convoluted plat, is that future design imagined or is something in the soil that dictates the way all that has to go?

Mr. Nipp stated, there's a reason why there's a Phase 1. For the future phases, the topography and some unsuitable fill on the site determined the layout. That's going to take a lot of work and more study. We like the meandering boulevard. We think that's just kind of a nice design for the site. But at the end of the day, we don't know what those uses are, and those lot lines could adjust in the future. We've got a good feel on that Phase 1 for Lots 1-4, but for Lots 5-10, Commissioner Ward, I don't know, to be honest with you. That could change.

Commissioner Ingalls stated, I don't have any heartburn really. But I have a question about the appropriateness of this being a private rather than a public street. Assure me that it's going to be maintained nicely in perpetuity forever. Is it fair to compare it to Ironwood Parkway. That seems to be working well. Touch on that, if you would.

Mr. Nipp stated, based on this boulevard, it's going to be generous with the street width. We'll meet those requirements. The green space, I think, it's six to eight feet on each side and then you have eight feet on each side and then the six-foot sidewalk beyond that. It's going to be very, very generous, allowing us for snow removal. We do a lot of it. We're used to it. We're capable, so it's going to look great. It has to look great. And for the use of others on the street, I think it'll be very well maintained. We're going to have CC&Rs. There are going to be covenants tied to that. We'll manage it. There are 10 lots, but most likely we don't like to sell. Most lots we'll probably keep and own, and we're just going to manage that site like we do with a lot of our other properties. But we even have that discussion with the city, should it be public or private? And there's arguments either way.

Stacey Peppin introduced herself and stated she is the principal at Coeur d'Alene Charter Academy. I have lived as a resident here for 40 years, and I know there is going to be growth. My job coming to you today is to ask you to really think about how you want to infill the rest of the city and what you want to do with your decisions. And I think you all take that very seriously, already hearing all the testimony from today. The Coeur d'Alene Charter Academy is a public school, and it's located immediately adjacent to the property that we're referring to. We are currently the number one school in the state. We put out the top students in the area, the top students in the state, and we inspire the best students in our area. I really don't want to do anything that's going to hinder the safety of my students and that's why I'm here. That's what I'm the most concerned about. I had a video that I was hoping to play during my testimony, when I was talking, so you could just watch it and listen at the same time. We took a video of drop-off and pickup in the morning around our street. So that is on the Building Center Drive right there. We do have flaggers that are approved by the city to help, but it's just going to walk you through. It's on fast speed, so you can see what it looks like. On a daily basis, our school experiences significant traffic and student safety constraints during our student drop-off and pickup. We are requesting that those factors be carefully considered as you evaluate your request to rezone. We do not provide public bus transportation, so nearly all of our approximately 600 students arrive and depart by a private vehicles, producing heavy congestion on surrounding streets during our pickup and drop-off times, which is two times a day. In

addition, we also have students walk or bike to campus, which increases the pedestrian safety concern in the area. On our campus we have a north and south building. Duncan Drive runs between the two parts, and we have students crossing the road approximately 600 every hour crossing that road. In the video, at some point, we'll show that during the day right here are the kids crossing the road during that day. This is a one-way road, but it would be right off of Building Center Drive, and it's definitely a concern. It's very low traffic right now for our school, but it would definitely be affected by this. After reviewing the packet, we noted that no photographs or documentation or traffic conditions or intersections were west of the property to show any of this. And after talking with Mr. Nipp today, he came and visited with me, it's supposed to be a part of phase two and phase three to look at a traffic study of that. But my concern is if this phase one is approved and the road shows going directly into Building Center Drive, that would make a very big safety concern for me and our students. The other direction that you can go out of our development is Dalton Avenue and North Pioneer Drive, and that intersection has been horrible since I was in high school. It's ridiculous. Any additional traffic would have to go that way or go through Kathleen that comes there, and those both would be very congested. For these reasons, we, Mrs. Hammond, the vice principal and I, who's not here tonight, ask the city to require the applicant to demonstrate that there will not be an adverse or hazardous effect to our student safety prior to approval of a new zoning. I would like to invite each of the commission members to come and observe our campus during peak drop-off or pick-up time so you can see the conditions firsthand, and I'd be happy to coordinate a time that works for you.

#### **Applicant rebuttal.**

Mr. Nipp stated, Principal Peppin and I went to Coeur d'Alene High School together. We had a good conversation today, and I understand her concerns. My kids went to charter. My business partner, Chris Meyer, and his kids went to charter. We've been there. We've seen it. We understand. We have not created that problem, but it is a challenge. Phase 1 is very close to what traffic was generated when we had the Atlas Building Supply Building in operation, or BMC. No impact there. Now, future impacts, that's where we're going to have to roll up our sleeves and figure it out. As a condition with the city, which we agreed to, at phase 1, that road does not connect to Building Center Drive. You saw the dotted line. It does not extend. In future phases, we have to work with the city. We have to do a traffic impact study, an update to it, and we have to work with the city. We have an idea with ITD, work with charter to come up with a solution for future impact. For Phase 1, I don't think we have an issue. It's future phases, and we are required to work with the city before we can do future phases, and we understand that, and we agree to it. What Principal Peppin was communicating here is this road will end right now in Phase 1, kind of in this area will not connect to Building Center Drive. But in future phases, that's when we have to work with the city of Coeur d'Alene and our neighbors to figure out how to mitigate future traffic in this area. For future phases, we are wanting our road would connect into Building Center Drive. You will see we're already doing work with ITD, just beginning conversations to see if we can convince them to get on board with approving a right in, right out off of Highway 95. We would dedicate our property to the city of Coeur d'Alene that could be a public road that connects into Building Center Drive. And not only are we mitigating our future traffic, but now we're coming up with a solution that we did not cause but trying to be good neighbors. We are actively, taking the next steps after this kind of effort. We'll begin to start working with ITD. I want to convey to you, we're already working on it. We're already thinking about it.

Commissioner McCracken stated, I have a question on just the findings and the way we have it written out. Right now, we have it written as a 10-lot preliminary plat, but then there's a Phase 1 and a Phase 2. Is there a way to just separate them and approve the phase one and then have the phase two come back when all that's figured out?

Ms. Patterson responded, we had had those conversations with the applicant team, and the thought was it's best to kind of understand the whole project, that's why they came forward with the full preliminary plat versus just the smaller area. But having it phased with these conditions built in offers that protection. And then if anything does change that's not substantially consistent with this, they would then have to come before the Planning and Zoning Commission, just like any other project, to amend the subdivision. The thought was at least give the full picture of how everything's going to work so we understand traffic, utility

connections, all those things, but knowing that the Phase 1 doesn't have any of those impacts that need to be mitigated for traffic and there's kind of a need to move forward quickly for the applicant team. That was the best approach and staff was on board with having the conditions that gave the additional protections due to the additional studies and then that may or may not necessitate a change to the preliminary plat.

**Public testimony closed.**

**Commission discussion.**

None.

**Motion by Commissioner McCracken, seconded by Commissioner Fleming, to approve item S-3-25 with conditions. Motion Carried.**

**ROLL CALL:**

Commissioner Fleming	Voted Aye
Commissioner Jamtaas	Voted Aye
Commissioner McCracken	Voted Aye
Commissioner Ward	Voted Aye
Chairman Messina	Voted Aye
Commissioner Ingalls	Voted Aye
Commissioner Coppess	Voted Aye

Motion to approve carried by a 7 to 0 vote.

**ADJOURNMENT:**

Motion by Commissioner Ingalls, seconded by Commissioner Coppess, to adjourn. Motion carried.  
The meeting was adjourned at 10:10 p.m.

Prepared by Traci Clark, Administrative Assistant