

PLANNING & ZONING COMMISSION AGENDA
COEUR D'ALENE PUBLIC LIBRARY
LOWER LEVEL, COMMUNITY ROOM
702 E. FRONT AVENUE

DECEMBER 9, 2025

THE PLANNING & ZONING COMMISSION'S VISION OF ITS ROLE IN THE COMMUNITY

The Planning & Zoning Commission sees its role as the preparation and implementation of the Comprehensive Plan through which the Commission seeks to promote orderly growth, preserve the quality of Coeur d'Alene, protect the environment, promote economic prosperity and foster the safety of its residents.

5:30 P.M. CALL TO ORDER:

ROLL CALL: Messina, Fleming, Ingalls, Coppess, McCracken, Ward, Jamtaas

PLEDGE:

APPROVAL OF MINUTES: ***ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.

November 12, 2025 – Planning & Zoning Commission Meeting

PUBLIC COMMENTS:

STAFF COMMENTS:

COMMISSION COMMENTS:

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

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

Presented by: Sean Holm, Senior Planner

PUBLIC HEARING: ***ITEMS BELOW ARE CONSIDERED TO BE ACTION ITEMS.

- 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)

Presented by: Sean Holm, Senior Planner

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)

Presented by: Barbara Barker, Associate Planner

ADJOURNMENT/CONTINUATION:

Motion by _____, seconded by _____ ,
to continue meeting to _____, ___, at __ p.m.; motion carried unanimously.
Motion by _____,seconded by _____ , to adjourn meeting; motion carried unanimously.

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

**Please note any final decision made by the Planning & Zoning Commission is appealable within 15 days of the decision pursuant to sections [17.09.705](#) through [17.09.715](#) of Title 17, Zoning.*

MINUTES

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**PLANNING & ZONING COMMISSION
MINUTES
LOWER LEVEL – LIBRARY COMMUNITY ROOM
702 E. FRONT AVENUE
NOVEMBER 12, 2025**

COMMISSIONERS PRESENT:

Tom Messina, Chairman
Jon Ingalls, Vice Chair
Phil Ward
Sarah McCracken
Lynn Fleming
Kris Jamtaas

STAFF MEMBERS PRESENT:

Hilary Patterson, Community Planning Director
Tami Stroud, Associate Planner
Randy Adams, City Attorney
Traci Clark, Administrative Assistant
Dave Hagar, Police Captain
Craig Etherton, Deputy Fire Marshal
Monte McCully, Trails Coordinator

COMMISSIONERS ABSENT:

Mark Coppess

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 Ingalls, to approve the minutes of the Planning & Zoning Commission meeting on September 9, 2025. Motion carried.

PUBLIC COMMENTS:

None.

STAFF COMMENTS:

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

- The Coeur Terre items that were originally noticed for tonight will be held on December 9 and new notices will be sent out .
- There will also be Subdivision request for a property at Kathleen on US 95 and a subdivision extension request at the December 9 meeting.

COMMISSION COMMENTS:

None.

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

1. Applicant: Bellerive Homeowners Association, Inc.
Location: Bellerive Lane (off of Beebe Boulevard)
Request: A proposed modification to the Bellerive Planned Unit Development (PUD) to place gates on Bellerive Lane east and west of Beebe Boulevard
QUASI JUDICIAL (PUD-1-04m.7)

Ms. Stroud, Associated Planner, provided the following statements:

The decision point this evening is should the Planning and Zoning Commission approve Amendment #7 to the Bellerive Planned Unit Development (PUD) to allow two (2) gates along Bellerive Lane?

- The Bellerive HOA is requesting PUD Amendment #7 to allow two (2) gates to be installed on Bellerive Lane, a private road, east and west of Beebe Boulevard.
- The gates would not restrict public pedestrian access to the full length of the public boardwalk, utilizing original designated access points.
- The gates would restrict vehicle traffic to Bellerive residents and guests.
- Signage indicates all pedestrian access points from Bellerive Lane, including next to the gates, the Riverfront House, Centennial Trail, and the boardwalk.
- Open space would remain and no other changes to the PUD are requested.

Ms. Stroud provided history of the Bellerive PUD. The original PUD was approved in 2005 and was known as the “Riverwalk/Bellerive” development. As the project evolved and as changes in the economy and property ownership occurred, amendments to the PUD were made to modify phasing, change housing types, and replat a number of lots along the river primarily for Boardwalk Homes. In December 2015, the open space requirement was modified to meet the mandated 10%. The modification to open space was approved in May of 2016, enhancements to the open space areas have been made and the boardwalk was extended to the east when additional lots were platted at the eastern end of Bellerive Lane.

A PUD modification request to allow gates on Bellerive Lane came before the Planning and Zoning Commission in December 2018. The Bellerive Homeowner’s Association wanted to install gates at the same location as the current request. In the 2018 application, the HOA indicated that installation of gates would mitigate ongoing issues in the development such as a high volume of traffic, parking, late night gatherings, drinking and drug activity. The request was denied without prejudice in 2018 due to a variety of factors. Some concerns that were raised during the public hearing were that the gate would limit public access to the boardwalk, the lift for ADA access to the boardwalk was not functioning at the time of the request, some of the original conditions of approval had not been satisfied, such as the connection to Lacross Boulevard for secondary access and that had not been completed, the project was not built out and much of the traffic and parking problems could have been attributed to construction activity, one property owner testified that an access easement to the Riverfront Park Addition at the west end of Bellerive Lane would be restricted by the gate, and some members of the public testified that they were not made to feel welcome on the boardwalk or in the Bellerive neighborhood. In the motion to deny without prejudice, the Commission indicated the timing wasn’t right for the gate request and encouraged the Bellerive Homeowners Association to take action to mitigate the issues brought forward in their request. The tables on pages 4 and 5 of this staff report provide a summary of the concerns outlined in 2018 and the HOA’s response as part of the current PUD amendment to allow the gates.

In response to the direction provided by the Commission following the denial of their request in 2018, the HOA has taken significant action over the last few years to mitigate the issues. They increased security patrols, implemented a resident parking-decal program with an online guest parking authorization system, installed signage restricting parking to residents and guests only, added security cameras, and added speed bumps throughout the neighborhood. They have reported the results have been limited and that the neighborhood has continued to have problems.

As part of the current request, the HOA provided a summary addressing the Planning Commission's concerns from the 2018 hearing, and how each of those items have been addressed and have demonstrated how the public can still access the open space along the Spokane River boardwalk.

Ms. Stroud noted there are seven findings B1-B7 that must be made for the PUD amendment. She went through each of the findings and provided an analysis, staff comments, and background on the Bellerive PUD project. She clarified the reduction in open space to 10% that was done with a previous PUD amendment.

Ms. Stroud noted the 12 recommended conditions of approval and the action alternatives. The Planning and Zoning Commission must consider the request from the Bellerive Homeowners Association for Bellerive PUD Amendment #7 to request the installation of two (2) gates on Bellerive Lane to the east and west of Beebe Boulevard, and make findings to approve, deny, or deny without prejudice.

Ms. Stroud concluded her presentation.

Commissioner Ingalls said, correct me if I'm wrong, but all PUDs need 10% open space. We've had workshops that's got to be usable and that sort of thing. In this case, it's somewhat of a unique PUD. Most PUDs, it has to be usable open space but is not required to be open to the public. This, from its inception, the open space, which includes the boardwalk, must be available to the public. Is that correct?

Ms. Stroud replied, that it is correct.

Commissioner Ingalls said my next question is on the parking thing. We've touched on this a couple times, some of us, and correct me if I'm wrong, the issue here is that we've had public parking on a private street. Even though there's signs that say resident and guest parking only. From the comments that came in, Some folks say people ignore the signs and they park there anyway. When you go back to the inception of Bellerive, was there ever a requirement for Bellerive Lane to accommodate public parking?

Ms. Patterson replied there was not a specific condition. When this came before the Planning and Zoning Commission in 2018, staff took the position that because there was supposed to be a full connection from Bellerive Lane back to Lacrosse without the gated access, that it was basically connecting to two public streets and it functioned as a public street and that public parking was also allowed because there's the access easement across the entire Bellerive Lane for public access as well as utilities and maintenance. That was a position then, but things have changed as noted in the staff report with the gated access that goes to the parking lot that then connects back to Lacrosse.

Commissioner Ingalls asked, can you think of anywhere in the city that there's a private street that is meant to accommodate public parking?

Ms. Stroud replied she is not aware of another example.

Commissioner Ingalls said he had a couple other questions. Someone said the gates are going to swing out across the sidewalk, so there's no way to go down there if I want to go down there and walk in. That doesn't appear to be true, does it?

Commissioner Fleming stated that gates are in and they look like they do not swing out into the sidewalk.

Commissioner Ingalls asked a question about the emergency gate that looks like it is locked that was shown in the photo provided by Ms. Stroud. If we're trying to find a medium ground where we try to get the looky-loos out of there that really don't have any purpose of going down that road because there's no parking, and we're trying to direct the parking to the lots by Le Peep Cafe, the parking lot that you mentioned that Ignite cda helped to fund is beyond that gate. Has there been any thought of some enhancement to get pedestrians connected through there? If we're trying to encourage folks not to go down Bellerive, wrongly park in the resident spots, it does not have a nice or any kind of quasi-inviting way to get any pedestrian through there.

Ms. Patterson replied we did have a conversation with the Bellerive Homeowners Association about that

connection. They felt that this location didn't need that pedestrian connection because there's one further down at the east end and then the other one would be where Ms. Stroud showed on the slide where there was the red text showing there's going to be an additional pedestrian connection, which is at the midway point, and then off of Beebe at the Riverfront House, and then the other locations in there. But that is something you can certainly ask the applicant team when they come up to present.

Ms. Stroud stated you mentioned the sidewalks, and there are sidewalks available for pedestrians. Also, we've included on page 32, condition number 7. There was a small missing section of sidewalk. That is a condition that they provide that additional section of sidewalk to make sure that there is pedestrian access.

Chairman Messina stated he does not know if his question should be addressed to the applicant. He is surprised that the gates are in. How did that get done? And if it's something he should ask the applicant when they're up there, and what was the process that had to be done to get those gates installed, since this is in front of us regarding the gates?

Ms. Patterson commented you can certainly ask the applicants for a little bit more background. It's our understanding that they had a difference of opinion that a PUD amendment was required. They thought it was not, since it's a private road, and they'd had a conversation with a former city employee who had told them that they could install it without any approvals. That was not the position that the rest of the current staff have taken. We went all the way back to our very first planned unit development projects in the city and gate requests for any private road has had to go through the PUD process. That was true in Mill River when they amended their PUD to add one gate and Coeur d'Alene Place included gates in their original PUD. When we had further meetings with them (HOA), they agreed to come back through the process. You can speak to them about the process of installing the gates as well. But it didn't require any city permits to install them on the roadway because it didn't disrupt the city utilities at that time and because it's a private road they didn't need a site development permit, and it was installed in the roadway.

Chairman Messina stated thank you for the clarification. He noticed that there are recommended conditions, if it this request is approved, that will go along with that approval. But some of those are, dedicated easement to the city and Centennial Trail. Condition #10 says the city will conduct an annual inspection regarding signage. There's a condition requiring the missing section of sidewalk to be added. Let's say if this doesn't get approved, are these things that should have been done a while ago and hasn't been done – such as landscaping and fencing or things that we read in our packet? Should those things have been done a while ago and can we still require them to be done?

Ms. Patterson replied two of those items on there were conditions of approval from the private Bellerive project approvals. The one to dedicate the easement for the trail. There was thought that in the past the developer was going to be responsible for relocating the trail away from the private properties. That didn't happen. Instead of doing that, there was agreement to have an easement to provide public access across those private properties for the trail to remain. The Bellerive Lane pedestrian access condition requiring the missing sidewalk to meet ADA accessibility requirements was missed at the time of a building permit. That section should be there. That was something that we'll need to go in either way. The other item is the open space. There are still some remaining open space areas that have not been improved. They've been working with other sub-associations that they're trying to get access to or getting the property deed to back over to the master association so they can improve some of the open space areas. Two of those conditions were from the original approval and are yet to be completed.

Chairman Messina asked is that open space that hasn't been done yet, part of that 10% that was supposed to be a requirement?

Ms. Patterson replied yes, it is, and the applicant can speak about that and the challenges they've had.

Chairman Messina stated in other words, we don't have 10% open space, but it has been approved, knowing that we should have the 10%?

Ms. Patterson stated she believes that is the case, we can have the applicant clarify. The open space areas exist. They just haven't been enhanced with the landscaping. They're not paved over or anything, but they're not enhanced open space areas for two little sections.

Chairman Messina commented as far as the signage goes, is that something that the city approves? He knows there are signs up and he believes at the west end there's a couple of signs but they're very small. He doesn't know if the city has any input of what the verbiage should be on the signs. Should there be an arrow pointing somewhere? Should the walkway paths have signage so that it doesn't look like it's an entrance to a house in between two buildings. He is not quite sure what the city's input is on that with the homeowner's association.

Ms. Patterson replied when the project came before us, I think, was it in 2018 we worked on the other signage? So, there was some other signage added at that time. A lot of the photos you can see today show brand new signage. The applicant team will speak to that. They went in and made the signs larger. There were some teeny tiny signs at the 10 connection points that you couldn't see. They've actually added much larger signs that are more visible so you can see that the public is welcome and then added some clarifying text on there about uses such as skateboards can't be on the boardwalk and things like that. We did weigh in on the verbiage, I think, the first time around, and this time they shared with us what they were planning to do with the signage. The interpretation signs would be something where we would work with them if this were approved to kind of make that clearer for the public.

Commissioner Jamtaas commented about one of the comments that we received about non-residents who would pull up to both of the closed gates. They're now going to have to back up and find a way to make a U-turn. And in one case, I believe the gate on the western side of the street will force those that are trying to back up and turn around to pull into the driveway of the condominium complex that's there. They cited their concern that it would even raise some safety issues because of that. His concern, or his question, is will there be a solution to that if it is a problem?

Ms. Patterson replied we did speak with the homeowners association about that, and they took the position that there's already vehicles turning in there, and it's mostly just the delivery trucks for the restaurants and whatnot, and they felt that there weren't that many people that were making that turning movement. I guess there's been a position from some of the residents in the Riverfront House that driveway already is damaged and is getting further damaged, but she thinks that's something that she will let the applicant and the public speak about because staff doesn't have any position on safety or anything related to that driveway turnaround.

Chairman Messina stated that would be the case with both gates because he thinks if someone thinks they can go and they stop at the gate, they're going to have to back up because there's no turnaround. There's no turnaround on either end. He just wants to clarify that it's probably an issue for both gates, not just one.

Public Testimony Open:

John Magnuson was sworn in and introduced himself, he stated he has represented the association for about 12 years. He is here to just briefly give you a little context that would help answer some of the other questions you had asked before about how it is we are here. The PUD was approved in 2005. The PUD listed and designated Bellerive Lane as a private road and as a private road. It's not for public parking. At that time there was no code section that required that a gate be designated on a PUD plat as to a private road created by the plat. At that point in time, the association, now we're talking maybe seven, eight years ago, as times were changing locally and it's manifested itself in greater forms as we continue, we had an inordinate amount of vehicular traffic in this private residential neighborhood on a dead end road. It was believed at the time by the applicant that a PUD amendment would not be required. The applicant called for some locates for the improvements, and that then led to the planning department getting notified, and the planning department reached out and said, it is our position that you need a PUD amendment. We respectfully disagreed, at that time, but we chose the path of least resistance and went through the process and made an application for a PUD amendment not unlike the one tonight. He does not really think it's accurate to say the application was denied with prejudice. The application was denied, but it was an atypical setting because the city council at the time noted three concerns that they had with respect to the request. One was, at that time, Lacrosse was shown by the PUD as being extended to Bellerive Lane, which, in their mind, then led to the possibility that someone would come in on Lacrosse, a public lane, and end up behind a private gate. At that time, it was known that there was a plan afoot that changed that

as it's now been changed but it hadn't been finalized so the council said until that is resolved we don't think this is appropriate. Council also said we're looking at the photographs here and at the time Bellerive Lane had not been entirely built out and there was an inordinate amount of construction traffic and they postulated that most of your parking problems are the result of construction vehicles. We disagreed but they then said we would like you to go get your own private parking enforcement and see how that goes. The third one was that of impeding public access to the boardwalk. But the question is do you have the right to park on a private street to facilitate public access and there's been discussion about the multiple points of pedestrian access in the parking lots. These are the three points. The application was denied and then after the application had been submitted, before it had been denied, during this period of time, the city did adopt a code, 17.06.027, that said gated residential developments are prohibited unless approved as part of a PUD. We sit here today in 2025. You need a PUD amendment to have a gate, or you need the PUD to say on the plat that you will have a gate on a private road. There's a question about whether you have a 2020 condition on a plat and PUD approved in 2005, 20 years ago when there wasn't such a requirement, and now can you oppose it after the fact. This is why it gets murky and why we're here. He does not want to be here today to disagree, but we have disagreements about whether this is required as a PUD amendment. But considering what happened in the seven years after that, Lacrosse was not extended. We did try for a period of two years with an association engaged in a private parking enforcement group, you know, with giving tickets that couldn't be legally enforced with the threat of towing. That didn't solve the problem. The project's been built out. There's no more construction activity per se and that didn't solve the problem. That problem wasn't solved. Lacrosse wasn't extended. We're back with revisiting the gates and it's needed now more than ever. The question was, do we take the path that nobody wants to do and argue about it? Or do we sit down and say, how can we make this work? What are your legitimate concerns? That was the spirit in which we proceeded, and the city proceeded in that spirit too. It was a very positive engagement. You see all these conditions. Some of them look atypical. The association doesn't have a problem with any of the conditions. He can speak about some of those common areas and that easement issue, but we thought that we would go that route, and that's why we're here tonight. You ask how the gates got there. The gates are more than the gates. The gates are not closed. The gates are there. The gates haven't been closed. The gates won't be closed until this board, and the planning commission says, yeah, or nay, and we go where we're going to go. But that's the path that we've been on. It's been a long, tortured journey. I think it's important to note a couple of things about that Centennial Trail easement. As indicated by Ms. Stroud, we have the master declaration, and I think it's also important to note the association isn't the architect of this great regime down in Bellerive, and it's one of those historical anomalies down there that started in 2005 with Mr. Chesrown and then has gone through multiple iterations of people and amendments to the PUD. This is not the creation or architecture of the HOA; they're tasked with the job of administering in accordance with the original declaration. They have the exclusive authority over the common areas, and that includes all common areas and private roads, and that includes all constituent members of the HOA, be they in the river house, be they the commercial units in the river house, or be the residences or townhouses. The HOA didn't create this they are dealing with it. In the instance you're talking about the Centennial Trail easement, here we have a piece of open space that was platted as part of a prior phase, maybe the fifth or sixth development in here. Through our research, it appeared that it had mislabeled on the plat that there had, in fact, been a prior grant of that stretch of easement. That piece of open space hadn't been improved either. We weren't happier about it than you would be. After we've brought a lawsuit against that developer for failing to convey open space with a commitment to the city to grant an easement over that portion to solve the Centennial Trail problem. He thinks we've reached an agreement in principle. It has not been signed. There's another piece of open space that hasn't been completed. That's somebody else who will meet the same fate if they don't do it because we're on it daily. The HOA is trying to get everything put back together.

Commissioner Ingalls asked about the easements and he thinks he asked the question in 2018. If you go down Beebe Lane, where it dead ends, if you go to the left, that's all Bellerive. All those houses to the right, there's a few Bellerive HOA houses, and then it would be beyond the gate. There were nine lots that Lanzce Douglass owned. He thinks StanCraft built down there. In other words, there's another entity beyond the HOA to the right, beyond the gate. What has been worked out in terms of an easement and the people with those houses down that way beyond the gate? Do they get the gate code and the clicker

and whatnot? Has all that been worked out?

Mr. Magnuson replied yes all of that has been worked out. When Mr. Bloem bought most of Mr. Douglass' development down there. Mr. Douglass previously had an easement to use that portion of Bellerive Lane that Mr. Chesrown granted. Mr. Bloem, who has a gate too, but I digress. He worked with the HOA and the Parks Foundation to facilitate the reorientation and improvement of that area, including public parking. Mr. Bloem committed in writing that he is in favor of the gate.

Bryan Green, applicant and president of the Bellerive Master Association, introduced himself and was sworn in. He expressed his appreciation for the city planning staff and the many departments who have collaborated closely with us over the past several months to define and support this amendment. This process has been one of partnership in problem solving. Together with city staff we have worked extensively to balance the private property interests of our community, while not only preserving public access, but enhancing the welcoming experience associated with visiting the Bellerive Boardwalk. In fact, as you'll further hear, together we have extended access to significantly enhance public experience for those also visiting the adjacent Centennial Trail. Bellerive Lane has only one point of entry and exit, Beebe Boulevard. This is the heart of the matter. Driving down west or east Bellerive Lane only leads to single-family residences with no outlet and no public street parking. This creates obvious and unnecessary navigation and safety concerns as wayward traffic is abundant via our private street. As you've heard from city staff in the report, our application affirms that all prior staff recommendations or conditions have now been fully met and or otherwise agreed to or resolved. Our shared goals have been achieved to improve public access and safety for all residents and visitors to Bellerive while preserving our private infrastructure and conserving the future financial resources of our Master Association. The city departments from engineering, fire, utility and parks and recreation have also been each been consulted they have verified that the proposed changes, including the new traffic control gates, enhanced signage, are consistent with city's infrastructure needs. The Parks Department has stated explicitly that, "the Parks Department has no issue with a proposed gate that prohibits vehicular access. Pedestrian access will be maintained along Beebe Lane as each public access point for the public to access the boardwalk along the Spokane River. City engineering has confirmed that these improvements will have no effect on traffic upon adjacent public city streets". These statements reflect the strong alignment of planning that's taken place between the city departments and our HOA. At its core this amendment seeks to accomplish two goals preserve and protecting. Bellerive's private gates are not about exclusivity. They are about vehicular access and safety. Our neighborhood today makes a point of welcoming the public, the pedestrian public. There are 14 clear access points to the public boardwalk, 10 centennial trailhead signs, two entry welcome signs at each entry to the street, and open clear communication and welcoming of pedestrian access. The issue we're addressing tonight is uncontrolled vehicle traffic that is creating safety risks. We're simply separating cars from people, not people from reaching the community. He would like to show you what we've done and what we're going to do. Our community master HOA is comprised of five sub-associations, four of which are single-family homes and one that is mixed-use retail and condominium. That is the Riverfront House. I know there's a lot of exposure to this, but hopefully you can see the directional arrows, and I think this will help clear up, I hope, many of the questions. There's one-way in with Beebe. You'll see immediately to the left and to the right, we have significant parking. That parking lot is provided for by the same landlord who has all the commercial interest in both of the two buildings at Riverfront House. There is more than ample parking. As you turn, you've got immediate access there. I think Ms. Stroud also mentioned, as you turn either way, that all of the parking is free with validation from anybody patronizing any of the businesses there. He thinks it's important to understand that the commercial part of this is also something that we care very much about, and we have a duty to make sure that people can come and frequent easily those businesses. Le Peep Cafe is quite a popular destination, so we get quite a bit of traffic and intensity around that. It has not always had the amount of parking that is there. That hasn't been mentioned, but we now have two generous parking lots. There's also a tremendous amount of street parking available right on Beebe but not often used. Just to orientate you further, the main sort of what we know to be the heart of the access point to the boardwalk splits right through the two buildings there. There were some questions about being able to turn around. You can absolutely turn around right here. I think we don't imagine or anticipate that someone's going to drive forward and not be able to do that. There's quite a bit of signage that you've seen all through the same goes on this side here, although it's noted that the Riverfront House may indeed have some turnaround in

this parking lot. If for some reason this generous turnaround is not used, which is the entire intention of why that was developed. He spoke with the architect more recently. We have not experienced some sort of significant turning around at this point. This is the main access to the boardwalk through the buildings, and I wanted to note that in addition to the boardwalk both east and west, we also have significant public moorage that we make available to the public at our expense along the boardwalk. I believe it's noted, but that is also at our full expense in upkeep and maintenance. I'm not sure, Ms. Stroud, if this is in our 10%. He thinks just in general terms, this is quite an addition to when we talk about 10%, which obviously we understand the sensitivity around that. Ms. Stroud mentioned that as part of the PUD, ample parking is going to be quite a significant amount of parking will be provided by Mr. Bloem as part of the Mahogany Lane PUD. Additional parking, and free parking, will be placed here (along Tilford Lane). Quite frankly, much more than will be needed to support this structure. The Bellerive Homeowners Association, as it was mentioned, did collaborate with the Mahogany Lane development, and we were able to actually swap land a bit, if you will, to correct what they were looking for to have a little bit more latitude in their build internally within our development but it allowed them to then take that land and donate it or provide it to an easement and to realign the Centennial Trail. For those of you that remember, this used to be a very kind of treacherous diagonal connection point between the two across the street to get to the trail. Construction or at least foundational construction has begun here and next year we hope that this will become complete. He thinks that's helpful. It's been discussed that this is new and improved signage. There's always been signage. We have been working closely with the planning staff. We have quite significantly enlarged the signs. We think they're very strong and plentiful. We have added two additional crosswalks, one towards that riverfront home area from the parking lot that was mentioned earlier, and then one that this one particularly goes directly from the trailhead of the Centennial Trail to the boardwalk. That was also suggested to us and we've now implemented it. There's additional handicapped access signage that is primarily relegated to the Riverfront House, but not just in these areas, but also specific to our elevator access, which we also provide and maintain for the public that drops you down onto the boardwalk. Regarding emergency vehicles access, we've worked with the fire department to understand their concerns. We have substantially increased the No Parking areas off the street. They don't want vehicles, obviously, in certain areas where there's fire hydrants. It's just another matter that we worked harder on, especially and including by the initial entryway where the gates will be. This has already been done. Again, only one way in and one way out with Beebe, that really is why we're here tonight. He knows it's been discussed that, at least initially in this hearing, parking may be a concern. There is one sidewalk that still needs to be installed, the weather has become cold, and we haven't been able to start on that project. There's only one way in. There's a dead end at the east side. People take it faster thinking it connects. A commissioner mentioned the Mahogany Lane PUD. This is their gate that was approved as part of their PUD, and that is the discontinuation here of travel this side of Bellerive Lane. This is our larger concern. As a comment from, I believe it's a Riverfront House owner who was concerned there could be more turning around in their driving aisle. We understand that that is a mixed-use area and that is a possibility. What is a reality today is this is how people must turn around. All these private driveways along the entire stretch of Bellerive Lane, that is the only way to turn around. Unless, and of course, this happens. This is well documented, and city staff are very aware. There are three points of additional potential intersection with the Centennial Trail. (Mr. Green shared photos and videos of vehicles driving along the Centennial Trail.) This is one where this is through our north homes with alley access. We have video of cars coming through here and reaching the trail. But more significantly, this is the second trail point. And this, in fact, you can see somebody's gone this way, and that is the Centennial Trail in this area, they'll turn around in the fire lane/ turnaround, and make their way out, and those are the nice folks. He would like to believe that's the majority, but there's a good amount of folks that come down and become increasingly frustrated if they haven't already turned into somebody's driveway to turn around. By the time they get down a minute, they turn around and zoom out of there. He doesn't think anybody wants that in any neighborhood, but they're frustrated. And yes, we have signs, but people do not either read them or what have you, but clearly, they're frustrated. Our neighborhood demographic, years ago in 2018, when he didn't live on the street then, he understands they were talking about parking and safety concerns and drug use. There were only half of the homes built at that stage. Now, we have a lot of multi-generational families on the street. We have a lot of kids, as most neighborhoods do, and we have just seen some near incidents on the street in respect to that. I have personally seen one of these vehicles come head-to-head with a cyclist on the Centennial Trail and help that person get off the Centennial Trail.

A lot of this has happened in our neighborhood. This is a photo showing that crosswalk that staff had recommended that we added specifically from the Centennial Trail reaching through directly all the way to the boardwalk. Signage, we've seen it, a lot of it. He is glad that this was mentioned because this is a significant resource. Obviously, we understand history. This was all the money that was available to finish off the infrastructure that was part of that Ignite fund. (Mr. Green showed an image of the vacant land next to the Centennial Trail and gated parking lot off of Lacross Boulevard.) This small lot was supposed to be and hopefully will be at some point a kid's soccer field according to the Four Corners Master Plan. This other lot is supposed to be some sport court. But this is quite a resource of the city today. Of course, it is kept closed because we call it the parking lot to nowhere. We understand that this could be a resource and could be, and logically, if parking was their concern, and I don't know that that's really the main concern but certainly this is a tremendous resource if not for the boardwalk for the trail that the city has but just to clarify this zone. There are 10 of these entry points all the way up and down the street so it's not just from the trail. It's specifically if someone were to enter from the gate area from the Centennial Trail, there are three primary access points as well that would take you onto our street and then to the 10 access points to the boardwalk. We were asked to do that, and we agreed to do that, and we were happy to make that accommodation. There is signage here. Additional signage can be improved, but you just come right around here, and you can get to it. If the goal, again, is to get to the boardwalk, I would imagine we see quite a bit of, disproportionately, people coming to the trail than we do to the boardwalk. These are the unimproved open space areas that Mr. Magnuson mentioned, and we are in process of finally acquiring. These are unimproved. (Mr. Green showed renderings landscaped areas along Bellerive Lane and the Centennial Trail). This is the next phase to get these beautified. This enables us to define our community in obviously a more beautiful way. Our mixed-use Riverfront House area, which serves as the primary entry point to the boardwalk, remains outside of this vehicular restricted zone, ensuring smooth public access and commercial vitality for our associated businesses within those buildings. Despite years of visible signage, speeds limits and speed bumps, our street and the adjacent Centennial Trail have experienced numerous daily instances of confused or frustrated drivers turning around in private driveways or along the trail. This amendment provides a clear structure solution to remedy these issues once and for all to the benefit of both our homeowners and all visitors of Bellerive. I know there were some questions, such as why are the gates there? These are much more than gates for us. This was the ability to create infrastructure we hadn't had before. We had no electrification for the street. Part of this process is to build that median and to be able to do that, should we ever be able to afford or want to have streetlights or anything else, we have electrical power. We also have a significant camera system that has been installed and is down there. That was part of the first phase of this, well before the gates were just put in.. Some of this has been discussed, and yes, there is crime. We have had a couple incidents that fortunately with the cameras, we were able to help the police within 24 hours solve a burglary that did happen at the end of our property. We would not have been able to do that without the cameras and getting a license plate. We also, unfortunately, more recently had a hit and run. Again, that was solved with this. We needed this infrastructure regardless. It's a beautification point and an entry in a defining area to what we think is our own benefit and the public as well. We passed the special assessment. The Riverfront House board actually requested to opt out. That's one of those five sub associations. Just for clarity, the Riverfront House has the only security gate in our community, which is to access or would be to prevent access to their driveway. We don't view these as security gates, especially given the fact that you can pass by each side of the gates. For the remaining 75% of our ownership, we have received overwhelming support and have achieved 100% owner participation and completion of the funding for well over a year now for all this infrastructure that we've done. We believe that's an unquestionable reflection of our residents' deep desire to finalize our improvements. In closing today, our community is a thriving example of a multi-generational hub that best exemplifies the balance between residential, commercial, and public interest in Coeur d'Alene. Our association is fully committed to preserving this to the benefit of all those who live, work, and recreate at Bellerive. This amendment will bring final clarity to the pedestrian and vehicular access design of Bellerive. It ensures the long-term viability of our private property interests while both preserving and enhancing public access to the waterfront and Centennial Trail through clearly marked, safe, and welcoming routes.

Commissioner Fleming stated we have expected you to come back for this request. There's three of us here that have gone through all of this and are still here. We expected you to come back for these gates.

You've made a heck of a sales pitch that really was irrelevant to us because we knew you were going to come back. It makes sense. In 2018, we denied you because we saw that there was ongoing construction. You were well aware of why we said no to the gates in 2018. You were on board (with the PUD amendment process), there was a process to go through for those gates. We don't appreciate that the city was negated from that process by building those gates. It's presumptive to say, oh, well, we've already done them, but now we want you to just roll over and say yes. We expected this, but through a process and through involvement, not after the fact. It was a very vacillating process. We determined where a lot of that parking ended up allowing the coffee house to happen. We knew what was happening down there. We are not a punitive body, nor is our city a punitive body. We can't impose any kind of penalty against you. But reality it's about respect. It boils down to you knew the process. You have engagement with the city already on multiple fronts, and yet it was your choice to go ahead and build two gates. She thinks it's about respect. We fully expected you to come back. It was just a matter of when. She does not see any problem with this at all. You have gone overboard with what we might have imposed.

Commissioner Ward thanked Mr. Green for his presentation. It was very informative and very helpful. He was not here in 2018, so he has no idea what transpired. It looks like there are a few things that the association has done, completed faithfully, and so on. He is really impressed by the fact we agreed to all access points to the walkway. Most places he has worked, people don't want strangers walking behind the house along the waterway, but that's the way we are, and that's perfect. How are you going to get entry into the gate, it is by a keypad?

Mr. Green replied there's about three different ways to get in. You've got the keypad, the RFID, so cars will be able to go in much quicker, and then we have a solution for guests as well that they'll have temporary, you know, on your phone these days with a QR code, making it very easy to get in and out fast. There's something Commissioner Jamtaas said, the turnaround because we had two or three cars that, you know, one can't get in, and they don't have a code, one's a delivery, and then someone's not getting in, then they have to all back up, and that's a problem. Less so probably up the east end, because there's a driveway connection right in the parking lot there. On the other end, he thinks it's a problem, because people are coming out of the mixed-use building there. That looks like it was actually a complaint from someone or a concern raised by someone in that building, that the gates would interfere with their access going in and out.

Mr. Green stated he thinks these are all valid concerns. He thinks that there's no perfection in any of this other than to say that the street is quite wide, and I'm not sure that if you are backing up, if you will, on the entry point and they're on the exit point, maybe there's a better slide to show, but if you follow me, when you're coming in, you're coming in on the right side of the road, versus if you were leaving, it would be on the left side of the road, and the left side of the road is where their driveway would come out so there shouldn't be any backing up because that as soon as approach the gate from the inside you don't need to press anything. It just opens for you. We've taken a great amount of care on that side in fact it cost us a bit more to put in a put in a special gate, called a scissor gate, it opens in a different way it opens up versus out. We even moved the gates back from the original placement from what was requested in 2018.

Commissioner Ward asked if it became a problem that you folks realized, say, a year from now, would it be an option to possibly open the gates from the daylight hours so anyone can get in and out and avoid, because that's where most of your traffic, would be coming that would be not visitors, but actual workmen, repair people, and so on that may not have a code?

Mr. Green stated he represents the Master Association, and he mandates what the board is focused on and whatever is in the best interest of our community. If that becomes an issue, we will have to address that, there's no doubt. We don't anticipate this will be an issue, and we do anticipate that although people will maybe not be finding themselves wayward down and keep going down the streets, they have a very significant turnaround. He thinks if folks are driving down there and realize they get right up to the front of the gate that says it's closed and it doesn't look like they should go there, there's a lot of sorts of cues, turn right, turn into the turnaround first. He really believes that that's what we expect to see. We are wrong, it's completely our community's issue and we are sensitive to it.

Commissioner Ward stated he has to say one thing in defense of the city. He feels the application is right here and should be here. It's not exempt from this process. He has no problem with this at all.

Chairman Messina stated I've got a question for you. In our package, he believes he saw a photo of a sign to the left of the gate that goes into Bellerive. It's a little one that says public's welcome and everybody can go down the boardwalk. He has no idea how many people walk on that boardwalk, to tell you the truth. He is somewhat familiar with that site, but on this particular sign, it says, Welcome Pedestrian Access Public Boardwalk, which is great, and then right under it, it says, Not a Through Street on a smaller sign, and then it says, No Trespassing. This gives him a little bit of mixed feelings of, okay, what do I do here? He is just bringing that out, and that sign's been there for a while, and he has a picture of it. He doesn't know if it's still there now. Another picture that he shows a little sign underneath there that reads dead-end road, no turnaround. It's facing the street, not facing anywhere towards the end of Bellerive perhaps before this issue came up about a gate. He has to say he does not like gates especially in this situation, because, yes, the public can get there, but once they see a gate, especially if they see no trespassing, they're going to say, "I can't get in there". Whether they know there's a public boardwalk or not, even if it says it is pedestrian access to Bellerive Boardwalk. He would rather the sign say something that does invite the general public. Sure, even though there's a gate there, he might have different thoughts. But the way he looks at it, it says, yeah, here's an access point to get down to the river, to the boardwalk. Down at the east end, there are very small signs. Some of them are even covered with tree limbs. You can't even see them. They were there the other day. There're no other signs that he saw down there, except for the one on the right, again, that said pedestrian access to Bellerive Boardwalk. And again, it's his interpretation. It's pedestrian boardwalk accessible for the people who live there. That's how interprets these signs.

Mr. Green commented he has no disagreement. He is no signage expert himself. We work closely with the city. In fact, we took their guidance. We can improve that. A couple of things. The no trespassing sign. He hopes it's not still there. That was supposed to be removed. If it's there, we will be removing it. We can agree to that condition as well. That no turnaround sign, he thinks is a secondary sign. There is quite a visible one prior to that one. That was extra, from a long time ago. It may be ineffective with the gates. He does live in Bellerive, and he knew there was a public boardwalk before he moved there. He knew there was the Centennial Trail. We have friends that come and meet for coffee and walk. It is a public-private area and we just want everybody, not just ourselves, but the public to know, they are welcome. Le Peep Cafe alone is probably one of the biggest drivers for our community. There's no objection, we can improve the signs, it might cost us a little extra. If there's something missing and you think something could be more welcoming, I think that's fair. We will take that into consideration.

Chairman Messina asked given his statement about the verbiage on signage to make it more friendly, is that something we could do as a condition or how would we address that? Mr. Adams, you can weigh in on this also, even though the Homeowners Association says, sure, we can do that, no problem, who approves what signage that's acceptable?

Ms. Patterson replied it sounds like the sign that might say No Trespassing is that little white sign. That's not part of the new one. They said that it would be gone. You could make a condition saying to remove any signs that say that, and any new signs that have no trespassing language could be updated.

Chairman Messina stated he was down at Bellerive yesterday and still noticed the small signs, he would like the signs to be the same size and say the same thing to not add to the confusion to the public who are reading the signs.

Larry Winston was sworn in and introduced himself. He said he was at the hearing in 2018. Without going back to what you guys have already discussed when the big gate project was turned down. The primary reason it was turned down, from his understanding, was public access to the boardwalk. There were a few other conditions, but that was the biggest one. Several of the commissioners, if I read it right, did not like the fact that gates present the "private property, keep out" scenario. Whether you're going to walk them around or not, when you approach gates, it looks like private property, keep out. It was denied then. Nothing's changed as far as today's hearing goes, except back in 2024, I was approached by the president of the Bellerive Homeowners Association regarding these gates, wanting to know if our Riverfront Condo Association, of which I am the president, wanted to be part of the gate assessment. We

opted out for all the reasons that Mr. Green said. At the time, it didn't do anything to enhance our condo complex. It did nothing to enhance safety in the neighborhood. Because of that, Mr. Green said to him, well, we're putting the gates up. They had not gone through a change of process for the PUD. At that point, we said, we want out. We want nothing to do with it. Mr. Green explained to me, based on legal advice he received that they were going to put the gates in anyhow. When it got to this point, they were going to basically ask for forgiveness and hope that they could do whatever they needed to do to make you all happy to make this project go through. That's why we're here today. That's why all the signage was added. Unfortunately, 11 access points are supposed to be for the public to get down to the boardwalk, 10 of which will be behind closed gates and never seen by anybody. When you pull up to the gates and you see gates closed, cameras pointing at you, it screams private property, do not come in, go away. That is a restriction of public access to the boardwalk. That is against this current PUD as it stands right now. That's the way he saw it. Also, as far as a crime problem goes, he turned in some photographs and a two-year analysis from Coeur d'Alene PD on crime on Bellerive Lane. There were 99 calls for service in two years on Bellerive Lane. Of those, 66 of those calls resulted in no police action, no police report, no arrest whatsoever. The other 33 calls that were responded to by Coeur d'Alene PD were predominantly fire alarms that were faulty, burglar alarms that were faulty, neighbors calling on other neighbors, that type of stuff. There was one arrest that occurred. It was a result of the cameras, which I think are a great idea despite his thoughts on the gates. Three traffic violations were written on Bellerive when they got towards Beebe and they were on public property at that point. There is no crime problem. There is no traffic problem. I have some photographs I'm sure you'll all see you'll see about traffic up and down Bellerive Lane on Labor Day weekend, which is arguably one of the busiest weekends where people come to use the river and use the lake. (Mr. Winston provided printed photographs for the commissioners.) You can see those pictures as well as I can. There is no vehicle problem. There are no boats being parked there, no trailers being parked there. You can see what the average person will see when they pull up to riverfront condos on Beebe Lane and they look left and look right. Where are they going to turn around when they see those gates and they know they can't turn around near the gates, specifically on the west end? They're going to turn around on our little semicircular driveway in front of the condo complex, which is not designed for that. That's no parking. It's designed for passenger loading and unloading. He can see nothing but people pulling through there now. People are trying to offload and reload passengers using commercial businesses and the residents that live there that some of us are quite elderly. They're in and out of wheelchairs. We can't have people pulling through or turning around to get out back on the Beebe, particularly when they turn towards the west. There's no place in the turnaround except in our driveway, sub-train and driveway, or the turnaround in front of our front condos. Cameras were a great idea. It did solve one crime problem that they had that Coeur d'Alene PD were able to trace people down in. But as far as I can tell, from my experience, and I have 33 years of law enforcement experience, the gates cannot keep bad guys out. Bad guys find their way around gates. They keep honest people out. Criminals always find their way around gates to do what they need to do. The one grand theft that they had, he thinks was some contract that has tools taken because there was construction going on in the residence at the time. Cameras would be great. The gates, in his opinion, do not belong there.

Deb Vernon introduced herself and was sworn in. She stated she is on the Bellerive HOA board. She wants to comment on Commissioner Wards questions about how people get into the community through the gates? We have four options. You can punch in the resident's name on the keyboard when you come up. The other one is a resident can say someone's coming to do a delivery. They tell the delivery driver this is the number just press that number in and you can come in and that's good for one time or if you have family that comes every day you could give them a code or give them a QR code on their smartphone. Then for residents only, you can have an RFID tag, and that goes right inside your windshield. It's a tiny little thing about one inch square, and we have a reader on the right side. Chairman Messina, you had asked about the signage. She said she must confess here, that was her fault. She didn't realize they didn't take that off. She will take the heat on that one. Also, the tiny little signs that we replaced are 12 x 18 and the reason why we went with 12 x 18, and we checked with Ms. Patterson on that, is because those are mounted on posts about so high, with wood posts. We have to be careful too with costs because that big sign, which is 24 x 48, is \$450. It's not just a matter of having to keep replacing them because of the cost. So, the signs now are on the west side, even though they're not as

big, stand about so high, and then the signs on top of that. When a pedestrian comes up, it's pretty much in your face, though you should be able to see it. Mr. Winston said there's a turnaround in front of Riverfront House, and it's two lanes wide, and its thick concrete. The surface is in good condition, and that's where the trucks come in to unload for the commercial trucks. That's what it was designed for, and too often people just sit there and ignore the unloading signs. They could probably give out a few tickets to move on.

Nick Garoski introduced himself and was sworn in. He stated the owners alone are responsible for the maintenance and costs of Bellerive Lane, including resurfacing. When that is required, that will be a significant expense. One way we can reduce that cost is by reducing the non-resident vehicular use of the street. Safety of our residents is a key responsibility of our board and the management of the Bellerive Homeowners Association. Statistically, fewer vehicles equate to lower risk of accidents. This includes lower risk to resident vehicles entering the street, lower risk to children playing in the driveways along the street when balls, etc., escape into the street, and lower risk to resident children and adults riding bicycles on our street. The gates will reduce the incidents of drivers entering Bellerive Lane, traveling east, then finding there's no exit. Although we have signage stating not a through street and no turnaround, we know people still drive down Bellerive Lane with no identifiable purpose. We see that as we sit out on our patio. Then they find there is no exit, turn around, often ignore the 15 mile an hour posted speed and they speed back through the neighborhood to Beebe Boulevard. I used to video the speeders in the summer if I were out on my patio. Also, some vehicles exit Bellerive Lane by entering onto the Centennial Trail, as has been noted by Mr. Green. You've been provided with photos with vehicles on the trail in the past. The pedestrian public is not restricted from entering our community. The sidewalks will not be affected by the gates. In fact, we post signs to notify the public they have access to the Bellerive Boardwalk on the river. There are 10 public access points from Bellerive Lane, the primary access being between Le Peep and Terraza restaurants, and the far east end right off the Centennial Trail. We even provide temporary public moorage at the HOA maintained docks on the Spokane River in front of the restaurants. There's also substantial public vehicle parking on both sides of Beebe Boulevard on Bellerive Lane for visitors to access the main entry steps to the boardwalk. The gates are a matter of expense control for our responsible owners and enhanced safety for our children and adult residents along the entirety of Bellerive Lane. They are common sense to alleviate illegal access onto the Centennial Trail at the East End. I urge you to please approve the requested modification to the Bellerive PUD and allow us to begin their operations.

Jim Vansky introduced himself and was sworn in. He stated he would just offer one item in contrast to the gentleman that said that there is not a traffic issue or a safety issue on the street. On Sunday morning, he was getting ready to leave his residence, he was in his driveway getting ready to pull out when a little black car went down the street from the west to the east at least 50 miles an hour. He is aware and he was not at risk, but if that was a child on a bicycle, if that was a visitor, unfamiliar with the neighborhood that might have been out for a stroll, they could have been at greater peril.

Karen Schomer introduced herself and was sworn in. She stated she is in favor of the gates. She was at the meeting in 2018, and she appreciates everything that's been done. The electricity was for the streetlights. She is waiting for that because her safety is of concern and there are no streetlights. She appreciates the cameras now and will appreciate the gate when the gates open and close. She personally loves the public boardwalk, especially during COVID. It was nice to see people walking by and enjoying the waterways. She likes the public having access to the boardwalk. However, her safety is a concern because some people do trespass and use her stairs to go down to the boardwalk.

Mitchell Wood introduced himself and was sworn in. He stated he is opposed to the gates. I come as a friend who's someone who appreciates everything he heard and actually learned a lot about things that he was concerned about. He agrees with Chairman Messina regarding the gates. He has a Master of Architecture degree from Georgia Tech. He studied Urban Planning. Gates are never usually the solution to problems. It automatically creates a psychological barrier. By putting gates there, not only does it cause problems with commercial owners during the day, but what we worry about is people could be able to get in and out. He would like to suggest adding a condition such as Commissioner Ward pointed out, would you consider having the gates open just like a park during sunlight hours? And then when it's dark, you have the gates closed. I don't know if that will alleviate the street issues. He lives downtown and

there's always problems with people on the street. But in terms of the problems we have with people backing up, the problem with our roundabout at Riverfront House, all those things might be alleviated when it's the busiest. When it's most busy, if the gates were just to be allowed to open during those days, that's just a potential compromise. That's really my only opposition.

Casey Price introduced himself and was sworn in. He stated he has four boys, and the speed on the street's a real thing. He has probably chased down a couple dozen cars where he has slowed them down from going 50 miles an hour when his kids are out riding bikes or playing in the driveway or throwing the ball. There's no lights on our street. And it is just a safety issue. And so that's where even hearing, hey, what if we left the gates open during the day, he has concerns. He loves having people come down to the boardwalk. He has told people about the boardwalk. He loves that it's a mixed-use space, but just with having kids, with hosting people at his house, the traffic is still a safety issue. I'm far more concerned about a car going 40, 50 miles down the street trying to find their way out more than I am someone putting their car in reverse and slowly backing up to turn around. One feels like more of a safety risk and concern to me.

Applicant Rebuttal:

Mr. Green stated he appreciates the comments from anybody who obviously is a fellow homeowner within Bellerive and comments who are not favorable. He wants to address the comments from Mr. Winston. He knows him personally. We've had nice conversations over time. He feels uncomfortable that he said that I told him we were going to do it anyway because I can tell you I didn't say it like that. That would not be what I said. I told him we were going forward with our median project, and as I shared, we had several stages of that to get to this point. But more importantly, as I said in my presentation, the architect of the entire commercial of the Riverfront House, the two buildings, has made it very clear that that was exactly what it was designed to do, and we consulted with the architect to make sure that where we were positioning the gates would also further that. Although I'm uncomfortable making the condition or agreeing to a condition to leave gates open during the day or what have you, he thinks it was a very fair and remains a very fair topic to suggest that if indeed we experience the fear of some of these things happening where we have a traffic issue, well, we certainly then can do that. We will do that on behalf of our association and the greater interest. We do not anticipate that. We have been spending a ton of time trying to prevent any of these ancillary things. We understand we cannot always satisfy everybody, but we do have an overwhelming majority of homeowners. In fact, I think outside of today, we've had probably 15 board meetings since I've been president over the last three years, and I've never had anybody attend the meeting going, we don't want this, and we didn't have, you know, we were fully funded for our special assessment without any sort of resistance.

Commissioner Ingalls asked a follow-up question of Mr. Green. If this were to, after discussion and deliberation, if this were to go in the approval direction, would you be amenable to a 13th condition not that talks about the hours of the gate or the daylight, but a 13th condition that simply says remove the no trespassing signs and take action to ensure that all welcoming signage is consistent?

Commissioner McCracken commented she had something similar to Commissioner Ingalls' suggested condition. She would also like to see the not a through street and no trespassing signs removed. Those can just be unscrewed on those signposts. There's another one that's dead and has no turnaround. I guess that one's probably fine. But she was wondering, and I don't remember the color, maybe Ms. Patterson can help me, but the public landmark type signs that are familiar, such as city park and it's green with white writing with a little white border. If there was an additional sign added below the boardwalk signs that was a familiar landmark sign, classic colored in green or brown, that looks familiar to the public indicating a public space, because you see those all over, so it can be recognized by the public.

Mr. Green stated he has no objection, he would like to collaborate with the city planning. He would agree with that condition.

Public testimony closed

Commission discussion:

Chairman Messina stated he thinks they have done a great job with some of the signs. He understands what the concerns are of the neighborhood and he is not concerned about the backing up at the side or getting around. He thinks there's plenty of space to do what you must do. He said he thinks the HOA has done a great job with some of the signs and finishing all the other landscaping and things. He thinks it sounds like it's a good HOA and they're willing to do this. But gates, to him, in this sense, even though there might be signs, he can't support this. That's his opinion. He just thinks gates just say, "don't come in."

Commissioner Ingalls stated he felt that way and he voted no in 2018 and sort of was tipping that way up to showtime, after just having the packet alone without all of this. He thinks about taking all that in and having questions he brought up have been answered. Things have changed since 2018 on the ground. They can't get closer to the access point by parking the car, so they've got to park in one of these lots. He would like really to like to see that Ignite lot that was added somehow enhanced with, I don't see a pathway there that's really done nicely or whatnot. I think that's an opportunity that maybe the city could take on. He applauds the efforts to enhance the welcoming signage and whatnot and step up, make sure the lift thing works. He is encouraged. I've seen places in southern California that he has visited many times. He lived in CA San Diego for four years but Pacific Beach and whatnot where you know there's that big boardwalk or walkway between the nice house. It's good to hear that you welcome the public. This is about reducing conflicts. He is not wild about the gate idea either, but this is about reducing conflicts. It is all about, really, a balance of private property protection and public access and enhancing that access and, you know, the fact that you've agreed to 12 and perhaps a crafted 13th condition that I don't think is too overwhelming. Some of those 12 are pretty teathy. For example, having an annual review with the city. That is an opportunity to plan, do, check, and act. He thinks that's a good condition. He agrees with Commissioner Fleming about the hand slap and going forward from here.

Motion by Commissioner Fleming, seconded by Commissioner Jamtaas, to approve item PUD-1-04m.7 with conditions. Motion Carried.

ROLL CALL:

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

Motion to approve carried by a 5 to 1 vote. Commissioner Coppess was absent.


ADJOURNMENT:

Motion by Commissioner Ingalls, seconded by Commissioner Fleming, to adjourn. Motion carried.

The meeting was adjourned at 7:48 p.m.


Prepared by Traci Clark, Administrative Assistant

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PUBLIC HEARING

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STAFF REPORT

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**PLANNING AND ZONING COMMISSION
STAFF REPORT**

FROM: SEAN E. HOLM, SENIOR PLANNER
DATE: DECEMBER 9, 2025
SUBJECT: S-4-24: A REQUEST FOR A ONE-YEAR EXTENSION OF PRELIMINARY
PLAT APPROVAL FOR "JUNIPER RIDGE"
LOCATION: 2.12 ACRE PROPERTY LOCATED AT 3415 N 15TH STREET
APPLICANT: JBR LANDHOLDINGS

****REQUEST FOR ONE-YEAR EXTENSION OF PRELIMINARY PLAT APPROVAL****

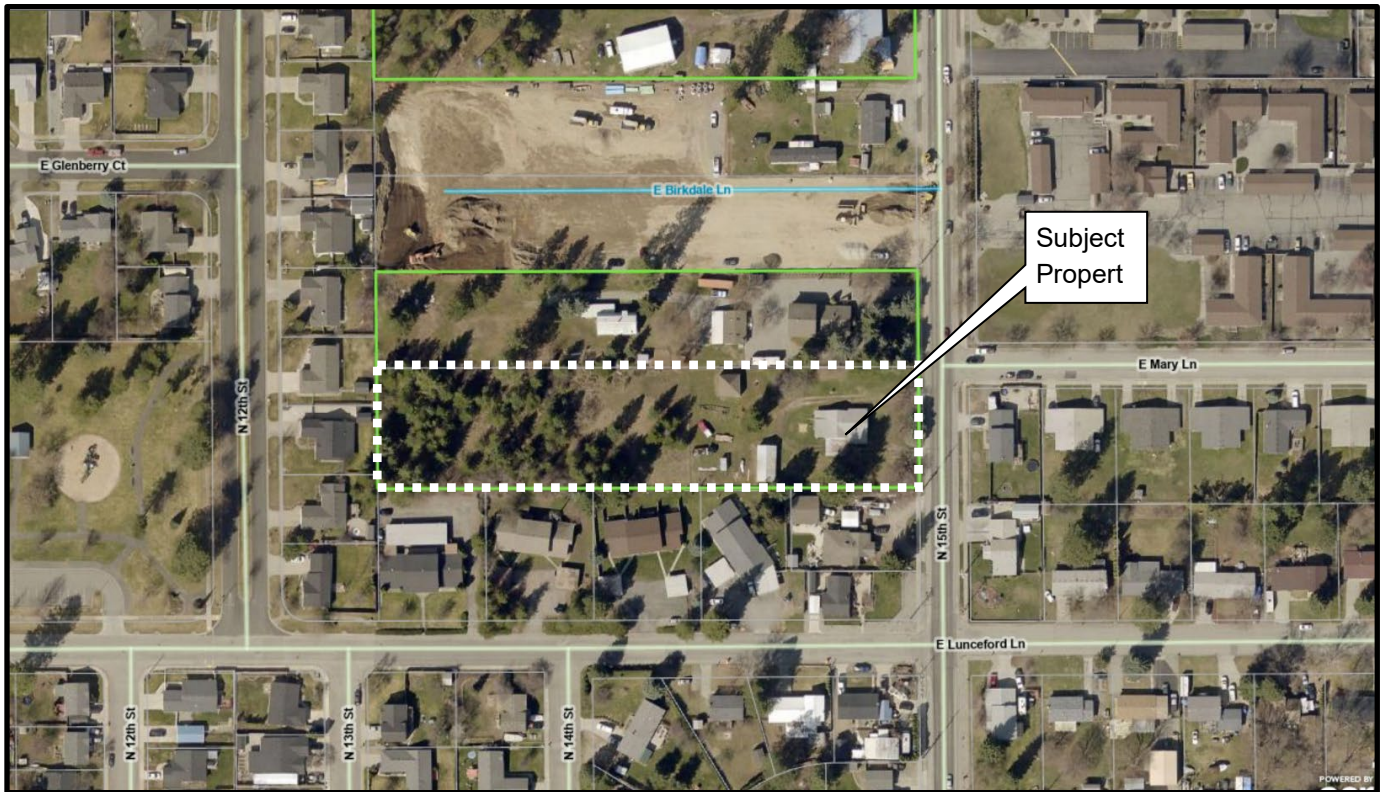
REQUEST: The applicant, JBR Landholdings, seeks a one-year extension of the preliminary plat approval for the 4-lot, 2-tract subdivision known as "Juniper Ridge" (File No. S-4-24), originally approved by the Planning and Zoning Commission on November 12, 2024. This extension would extend the expiration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

BACKGROUND AND HISTORY: The Juniper Ridge project comprises a 2.12-acre parcel, formerly in Kootenai County and zoned AG-Suburban, annexed into the City with R-12 zoning and to be developed as a residential PUD featuring four (4) lots for six-plex buildings (totaling 24 dwelling units), one tract for open space (10% of the site, including grassy areas, a fenced dog park, pathway, bench, picnic table, and landscaping), and one tract for a private road. The project includes modifications such as allowing multi-family product types (six-plexes), a private road in lieu of public, reduced lot frontage (on a private road instead of 50' on public ROW), reduced ROW width for the private road. The site is relatively flat with a treed area to the rear, adjacent to 15th Street on the east, and surrounded by a mix of single-family, duplex, and multi-family uses.

The project was part of a three-part application: annexation (A-2-24), PUD (PUD-3-24), and preliminary plat (S-4-24). The Planning and Zoning Commission recommended R-12 zoning with annexation and approved the PUD and preliminary plat on November 12, 2024, with no appeals. The City Council approved the annexation on December 17, 2024, and the annexation agreement was recorded on December 23, 2024. The Final Development Plan for the PUD was approved by staff in July 2025 following submission of required elements.

The applicant has advanced the project through civil engineering plan drafting and approval (July 2025), preconstruction meetings (#1 on August 20, 2025, and #2 on October 6, 2025), and is now focusing on securing financing for infrastructure construction planned for 2026. No changes to the approved PUD or subdivision are proposed. The site remains undeveloped, with the existing single-family home on the eastern lot potentially retained temporarily before replacement with a six-plex. The project is designed for one phase, with a future vehicular stub to the north for potential connection to adjacent property.

AERIAL PHOTO:



2024 PRELIMINARY PLAT:

JUNIPER RIDGE PUD PRELIMINARY PLAT

PARCEL #50N04W-01-2290

A PORTION OF THE NE 1/4, SE 1/4, SEC. 1, T50W, R.04W., B.M.
COEUR D'ALENE, KOOTENAI COUNTY, IDAHO

SEPTEMBER 2024

CONTACT INFORMATION

DRAWN
BRAD MORSON
1102 N. C. ST
COEUR D'ALENE, ID 83814

CIVIL ENGINEER
VAN NUYEN CONSULTING & DESIGN
401 S. E. SHERMAN AVE., STE. #208
COEUR D'ALENE, ID 83814
PHONE: (208) 930-4000

SURVEYOR
JOHNSON SURVEYING
P.O. BOX 2544
POST FALLS, ID 83877
PHONE: (208) 660-2351

LEGEND

- SUBMISSION BOUNDARY
- PROPERTY LINES
- ADJACENT LINES
- SECTION LINE
- EASEMENT
- █ PRIVATE ROAD
- EX. 6" WATER MAIN
- EX. 12" WATER MAIN
- EX. 10" SEWER MAIN
- EX. 8" SEWER MAIN
- EX. 8" WATER MAIN
- EX. 8" SEWER MAIN

NOTES

- 10TH ST FRONTAGE EASEMENT DEPICTED HEREON IS 10 FT. IN WIDTH AND DEDICATED FOR STORMWATER, STREET TRAIL, AND UTILITY PURPOSES.
- WATER AND SEWER MAINS CONSTRUCTED AS PART OF THIS PLAT SHALL BE LOCATED IN A COMBINED EASEMENT OF 35 FT. IN WIDTH WHICH RUNS THE ENTIRE COURSE OF TRACT A.
- PROPOSED ROADS ARE PRIVATE AND USE WITHIN TRACT A.

PROJECT STATISTICS

2.12 AC GROSS ACRES
0.13 AC ROW DEDICATION
1.99 AC NET ACRES

PROJECT INFORMATION

PROJECT NAME: JUNIPER RIDGE PUD
PROJECT NO.: 2024-001
DATE: 09/10/2024
DRAWN BY: BRAD MORSON
CHECKED BY: VAN NUYEN CONSULTING & DESIGN, LLC

PROJECT DESCRIPTION

THIS PLAT SHOWS THE SUBDIVISION OF A PORTION OF THE NE 1/4, SE 1/4, SEC. 1, T50W, R.04W., B.M. COEUR D'ALENE, KOOTENAI COUNTY, IDAHO. THE PLAT SHOWS THE SUBDIVISION OF THE PARCEL INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT A INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT B INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT C INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT D INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT E INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT F INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT G INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT H INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT I INTO LOTS 1, 2, 3, AND 4. THE PLAT ALSO SHOWS THE SUBDIVISION OF TRACT J INTO LOTS 1, 2, 3, AND 4. 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COEUR D'ALENE MUNICIPAL CODE ON SUBDIVISION EXTENSIONS: Coeur d'Alene Municipal Code Title 16 governs subdivisions.

16.20.040: LAPSE OF APPROVAL OF PRELIMINARY PLAT APPROVAL:

Preliminary plat approval, whether conditional or not, shall be effective for twelve (12) months from the date of planning commission approval or from the date of recordation of the final plat for the preceding phase of the development in an approved phased subdivision. The planning commission, upon written request, may grant up to five (5) extensions of twelve (12) months each upon a finding that the preliminary plat complies with current development requirements and all applicable conditions of approval. The planning commission may modify and/or add conditions to the final plat to ensure conformity with adopted policies and/or ordinance changes that have occurred since the initial approval. A request for an extension of a preliminary plat approval must be received by the planning director no later than ninety (90) days after the date that the approval lapsed and must be accompanied by the required fee. (Ord. 3485, 2014)

Per the applicant's request letter: The request 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.

DEPARTMENT COMMENTS:

Fire Dept.:

No concerns with the extension; all fire flow, hydrant spacing, and access requirements remain as approved in the original plans.

-Submitted by Justin Torfin, Deputy Fire Marshall

Parks:

The Parks Department has no issue with the proposed extension, as it preserves the approved open space tract and amenities.

-Submitted by Monte McCully, Parks Dept. Trails Coordinator

Planning:

The project complies with current zoning, subdivision standards, and conditions of approval. This is the first of up to five allowable extensions. No modifications or additional conditions are recommended, as no ordinance changes affect the project. The PUD Final Development Plan was approved in July 2025, so no PUD extension is needed. Upon approval, the final plat must be recorded by November 12, 2026, or further extensions requested.

Police Dept.:

No objection to the extension; anticipated service demands and traffic remain unchanged from the approved project.

-Submitted by David Hagar, Patrol Captain

Streets & Engineering:

The extension does not impact approved infrastructure plans or concurrency. Civil plans remain valid, and traffic estimates are unchanged.

-Submitted by Chris Bosley, City Engineer

Wastewater:

No issues with the extension; all sewer policies (e.g., one lot/one lateral, all-weather access) and approvals remain in place.

-Submitted by Larry Parsons, Wastewater Utility Project Manager

Water:

Water has no concerns; main extensions, hydrants, and service abandonments as approved can proceed under the extension.

-Submitted by Kyle Marine, Water Department Director

CONTINUING CONDITIONS OF APPROVAL: *The following conditions were approved by City Council at the time of annexation following the approvals and recommendation of zoning category by Planning Commission. These conditions encompass all prior request approvals: PUD, subdivision and annexation, and will continue to apply to the project if the subdivision extension is approved by Planning Commission tonight.*

1. Approximately 10 feet of right-of-way along 15th Street shall be deeded to the City to create the required 40-foot half-width.
2. The on-site sidewalk should be concrete rather than asphalt as it will be poorly defined across the frontages of the garages and is likely to be blocked by parked cars. Additionally, the proposed asphalt surface is more susceptible than concrete to rutting, heaving, and other distortions resulting in accessibility issues.
3. Must meet fire flow requirements of 2018 IFC and fire hydrants spacing requirements.
4. FD access minimum 20'. Minimum at fire hydrant locations is 26'.
5. Proposed turn around appears to meet fire code requirements.
6. All other Fire policies will be met at time of building permit.
7. The creation of a homeowner's association (HOA) will be required to ensure the perpetual maintenance of the open space, all other common areas, the private street, stormwater maintenance, and snow removal.
8. The open space must be completed, or bonded for (150%), prior to recordation of the plat. The open space areas shall be consistent with this approval and include the same

or better amenities and features. If bonded for, the open space must be completed prior to the first certificate of occupancy.

9. The applicant's requests for subdivision, PUD, and annexation run concurrently. The subdivision and PUD designs are reliant upon one another. If the PUD is approved and in the future subject to expiration due to non-performance, the city may de-annex the subject property.
10. An access/utility easement over the private road will be required to allow for automobile circulation for all residents of the future vehicular connection on the north stub. In turn, staff will request the same treatment on the property to the north if developed similarly, with the goal of creating a looped system.
11. Sewer Policy #719 requires a 20' wide "All-Weather" surface permitting unobstructed O&M access in a utility easement (30' if shared with Public Water) to be dedicated to the city for all city sewers.
12. An unobstructed City approved "all-weather" access shall be required over all city sewers.
13. This PUD shall be required to comply with Sewer Policy #716 requires all legally recognized parcels within the City to be assigned with a single (1) city sewer connection. "One Lot, One Lateral".
14. City sewer shall be run to and through this project and installed to all city specifications and standards.
15. Idaho Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans prior to construction.
16. WW would ask that sewer lateral for Lot #4 be installed into dead-end manhole.
17. Cap any unused sewer laterals at the city main (In 15th St.)
18. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permit.
19. Any unused water services currently serving this property must be abandoned.

NOTE: Title 16 of the Municipal Code allows the Planning Commission, in granting this extension request, to add conditions of approval to ensure conformity with any changes to City policy or code that occurred during the prior year; however, City staff has no additional conditions to recommend.

ACTION ALTERNATIVES: The Planning and Zoning Commission must consider this request and approve, approve with modifications, or deny the one-year extension of the preliminary plat approval for "Juniper Ridge" (File No. S-4-24).

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EXTENSION LETTER



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JBR Landholdings LLC
2205 S Whitetail Crossing Ct
Coeur d'Alene, ID 83814

October 13, 2025

City of Coeur d'Alene
Planning Department
710 E Mullan Ave.
Coeur d'Alene, ID 83814

Re: Request for extension to the Juniper Ridge Final PUD and Preliminary Plat:

Dear Sean:

Please consider this letter as a formal request to extend the initial one-year approval period for the Juniper Ridge Final PUD and Preliminary plat from its original expiration date of December 17, 2025 to December 17, 2026.

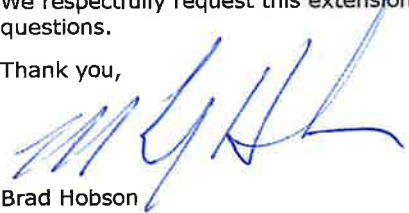
Following the approval in December of 2025 the following work has been accomplished:

- Winter/Spring 2025: Civil engineering plans drafted and submitted to the City of Coeur d'Alene for review
- July 2025: City of Coeur d'Alene approves civil engineering plans
- August 20, 2025: Preconstruction meeting #1 was held with owner, contractor, and City staff.
- October 6, 2025: Preconstruction meeting #2 was held with owner, contractor, and City staff.

We are now working to secure financing and plan to construct the infrastructure in 2026.


We respectfully request this extension. Please contact me at 208-699-0988 with any questions.

Thank you,



Brad Hobson
Representing JBR Landholdings

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STAFF REPORT

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PLANNING AND ZONING COMMISSION STAFF REPORT

FROM: SEAN E. HOLM, SENIOR PLANNER

DATE: DECEMBER 9, 2025

SUBJECT: PUD-1-25: RESIDENTIAL PLANNED UNIT DEVELOPMENT
COMPRISED OF THREE PHASES INCLUDING; ACTIVE ADULT
SENIOR LIVING, MULTI-FAMILY APARTMENTS, AND SINGLE-FAMILY
HOMES

S-2-25: 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

LS-1-25: DETERMINE THE AMOUNT AND SPACING OF PARKING LOT
LANDSCAPING FOR TWO PARCELS WITH OVER 300 PARKING STALLS

LOCATION: 64.12+/- ACRES LOCATED WEST OF THE INDUSTRIAL PARK AND
NORTHSHIRE, SOUTH OF THE SCHOOL DISTRICT PROPERTY

OWNER:

Lakeside Companies/Melissa Wells
1221 W. Emma Ave., Suite #300
Coeur d'Alene, ID 83814

APPLICANT/CONSULTANT:

Affinity at Coeur Terre, LLC &
The Goat at Coeur Terre, LLC
120 W. Cataldo
Spokane, WA 99201

DECISION POINTS:

Should the Planning and Zoning Commission approve the following three decision points for the Coeur Terre 1 Planned Unit Development (PUD) and Subdivision?

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, with the following modifications:
 - Phase I: Affinity at Coeur Terre
 - In the R-17 zone, allow a 4-story, 54-foot height for the Affinity building (9 feet above the standard of 45 feet for multi-family).
 - Phase II: Single-family homes
 - In the R-8 zone, allow the following modifications for single-family lots (No modification requested for single R-3 lot):
 - Minimum 4,000 square foot lots
 - Minimum of 40' of frontage on a public street
 - 5' interior side yards
 - A 10' rear yard setback

- Phase III: Goat Apartments
 - No modifications requested
- 2. A preliminary plat for the Coeur Terre 1 Subdivision, comprising one 170-unit multifamily lot (Affinity), 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.

HISTORY:

The Coeur Terre project, a master-planned mixed-use development spanning approximately 438 acres on the western edge of Coeur d'Alene, was annexed from Kootenai County into the city limits on March 21, 2023.

BIRD'S EYE VIEW: Entirety Of Coeur Terre (Looking North)



The annexation rezoned the previously agriculture-suburban land in Kootenai County to a combination of residential districts (R-3, R-8, R-17) and commercial zones (C-17 and C-17L). Concurrently, the Coeur Terre Annexation and Development Agreement was recorded, enabling up to 2,800 ERUs, commercial spaces, parks, transversing trails, and sites for two public schools over a 20- to 30-year buildout period and outlines infrastructure commitments, traffic management provisions, and phased development guidelines.

Following annexation, Kootenai County Land Company, LLC, applied for a four-lot short plat "Full Circle Tracts," located at the north end of the project. This short plat created four parcels: one for the City's water tower in the northeast corner (0.52-acres), another for

future school site (20-acres), a commercially zoned parcel that has since been sold to a religious entity (10.91-acres), and finally a remainder parcel, containing a large area in the northwestern section designated as “multifamily” and part of which will be used for a future north/south trail, and utility extensions along the eastern edge (43.35-acres). Full Circle Tracts was recorded on December 6, 2023.

Amendment No. 1 to the Annexation and Development Agreement, partially approved by City Council on April 15, 2025, adjusted the wastewater utility timeline and relocated/rezoned a well site from C-17L to R-3. The Council denied the applicant’s request to allow underlying zoning to govern all land use types and rejected a zone change from R-17 to C-17 for 14.095 acres in the northwestern corner.

Amendment No. 2 to the Annexation and Development Agreement, approved by City Council on October 21, 2025, modified Exhibit “E” to change the “cluster triplex” land use designation to a combination of “active adult senior living” and “multifamily” in anticipation of the Coeur Terre 1 PUD and subdivision request before Planning Commission tonight, allowing the change to the original place type (structure form):

**AMENDED EXHIBIT “E”
(Generally Adhered to Design: Conceptual Master Plan)**



BACKGROUND INFORMATION:

The subject site is a 64.12-acre parcel of undeveloped agricultural land with primarily flat topography, well-drained soils, and no floodplains or wetlands, located at Coeur Terre Boulevard and south of Hanley Avenue within the Coeur Terre development:

Property Location Map:

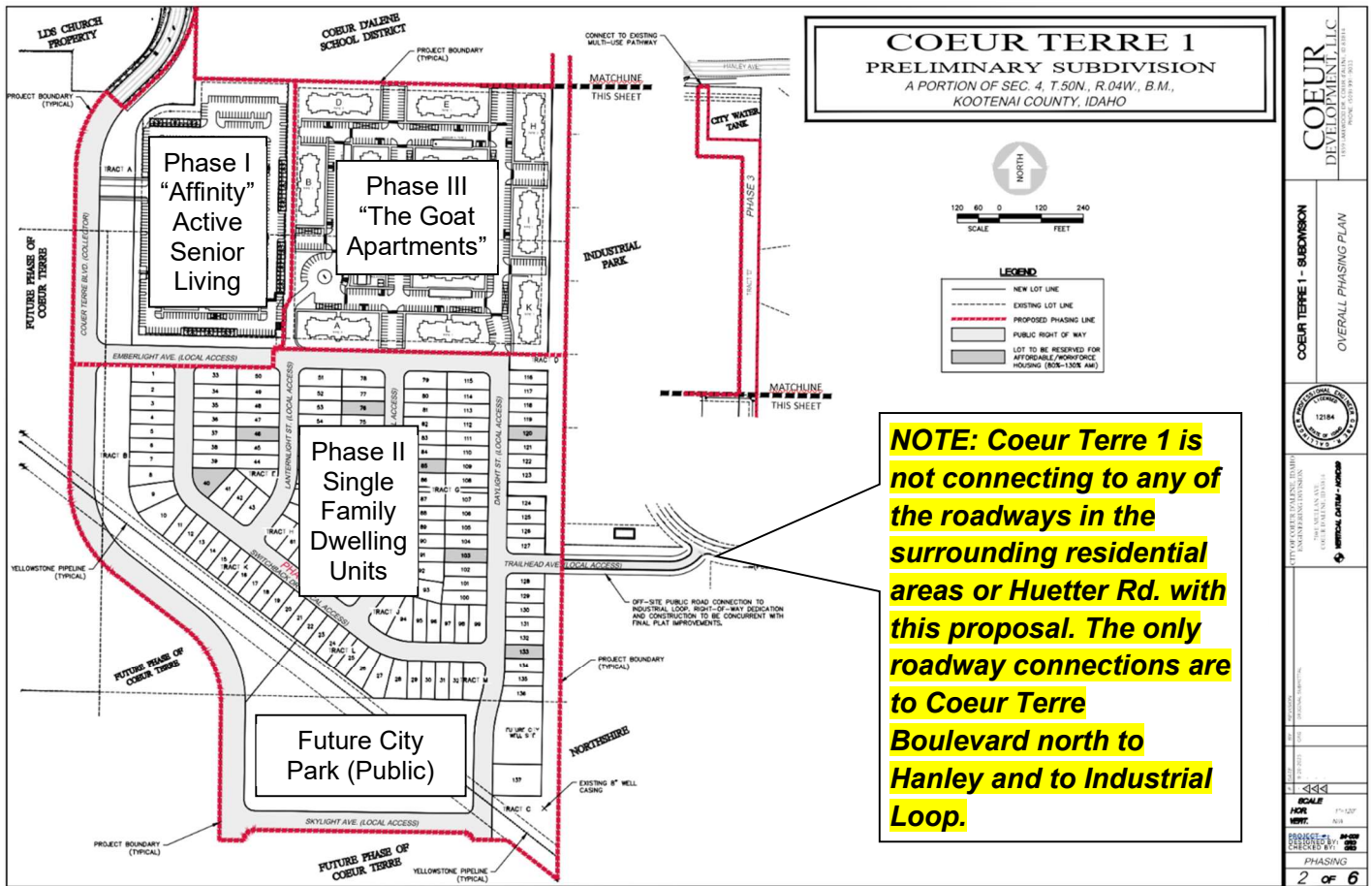
The applicant, LREV 28-31, LLC, dba Kootenai County Land Company, LLC, requests a Planned Unit Development (PUD) and subdivision for the Coeur Terre 1 project, comprising 595 residential units across three phases:

- Phase I: Affinity at Coeur Terre, 170 age-restricted (62+) apartments in a 4-story building, with 9 units affordable
- Phase II: 137 single-family lots, with 7 affordable.
- Phase III: The Goat Apartments, 288 multifamily units in 3-story walkup buildings, with 15 units affordable.

The PUD includes 15.39 acres of associated open space/stormwater and parkland tracts, featuring a 5.4-acre public park and multi-use trail system. See PUD finding B5 on page 36 for further calculations as they relate to the development agreement.

This 64-acre request within Coeur Terre is approximately 14.6% of the 438-acre land total. The overall density of the 64-acre PUD request is 9.3 units per acre.

Proposed Phases:



PUD SUMMARY OF FACTS:

The following facts align with the facts listed in the draft Findings and Order worksheet for the Planning and Zoning Commission's consideration. These facts can be modified and added to as part of the motion associated with the Findings and Order.

- A1.** All public hearing notice requirements have been met for items PUD-1-25.
- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.
 - Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025, seven prior to the hearing.
 - Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Ninety-six (96) notices were mailed to all

property owners of record within three hundred feet (300') of the subject property on November 21, 2025.

- Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.
- Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate petroleum products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline companies providing services within 1,000 feet of the subject property on November 21, 2025.
- The Planning and Zoning Commission will hold a public hearing on this matter on December 9, 2025.

A2. Coeur Terre 1 is the first development within the Coeur Terre project. The applicant is requesting a Planned Unit Development (PUD), Subdivision and Landscape Plan approval on 64.12+/- acres. If approved, Coeur Terre 1 would be built in three phases and would include residential development comprising 595 residential units across three phases, 15.39 acres of associated open space/stormwater and parkland tracts, featuring a 5.4-acre public park and multi-use trail system. Phase I is the Affinity at Coeur Terre, 170 age-restricted (62+) apartments in a 4-story building, with 9 units affordable. Phase II is 137 single-family lots, with 7 affordable, and Phase III is The Goat Apartments with 288 multifamily units in 3-story walkup buildings, with 15 units affordable. The preliminary plat would subdivide existing parcels into two multifamily lots, 137 single-family lots, 13 tracts, a public park, and a city well site. The PUD includes minor deviations including a 9' height increase for the Affinity main building and slight reductions from code standards related to lot size, frontage, side and rear yards for the R-8 single-family residential lots. No deviations were requested for the Goat Apartments or the R-3 single-family lots. The landscape plan approval is for two parcels with over 300 parking stalls.

A3. The property was annexed into the City of Coeur d'Alene as part of the 483-acre Coeur Terre project in 2023 (A-4-22). The subject property known as Coeur Terre 1 is zoned R-3, R-8, R-17, and C-17L, and is subject to the approved Annexation and Development Agreement, including amendments 1 and 2. Amendment No. 2 of the Annexation and Development Agreement, approved by City Council on October 21, 2025, modified Exhibit "E" to change the "cluster triplex" land use

designation to a combination of “active adult senior living” and “multifamily” in anticipation of the Coeur Terre 1 PUD and subdivision request. The full Coeur Terre project includes a mix of residential districts (R-3, R-8, R-17) and commercial zones (C-17 and C-17L). The Coeur Terre Annexation and Development Agreement allows up to 2,800 ERUs, commercial spaces, parks, transversing trails, and sites for two public schools over a 20- to 30-year buildout period and outlines infrastructure commitments, traffic management provisions, and phased development guidelines.

- A4.** The subject property is currently vacant and has been in agricultural use. The subject property abuts the Industrial Park to the east and is located south of the recently approved short subdivision that created the future middle school site for CDA SD#271. The southeastern edge of the request is near the terminus of W. Spiers Avenue along the northwestern corner of Northshire subdivision. The Yellowstone Pipeline is located toward the southern end of the proposal and would be located within the open space where it would not conflict with proposed buildable parcels. It would be served by Coeur Terre Boulevard off of Hanley Avenue and a connection to Industrial Loop. There would be no vehicular connections into the surrounding residential neighborhoods.
- A5.** The 2042 Comprehensive Plan Future Land Use Map designations are Urban Neighborhood and Single-Family Neighborhood. Single-Family Neighborhood 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. Compatible zoning includes R-3 and R-8. The Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared greenspaces 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 includes R-17 and C-17L.
- A6.** Comprehensive Plan transportation maps are also included for consideration related to existing and planned bicycle networks, existing and planned walking networks and existing and planned transit networks.
- A7.** Staff identified Comprehensive Plan goals and objectives for particular consideration by the Planning and Zoning Commission on pages 13 and 14 of this staff report. The Commission will also consider the full list of Comprehensive Plan goals and objectives in the attached worksheet to make appropriate findings.
- A8.** Coeur Terre 1 has been designed to include three distinct uses – active adult senior living and apartments on the northern third (R-17) with single-family homes,

a public city park, and a future city well site to the south (R-3, R-8, C-17L). The project also includes passive and active open spaces and is designed to tie into the transportation and trail systems of the entire Coeur Terre development as required by the development agreement. Coeur Terre 1 does not include any roadway connections into the surrounding residential neighborhoods or to Huetter Road. It would be served by Coeur Terre Boulevard off of Hanley Avenue and a connection to Industrial Loop.

- A9.** The application provided building elevations, line of sight drawings and images of signage as part of the PUD submittal. The PUD request includes a 9' increase in height from 45' to 54' for the Affinity main building that would be constructed in phase 1. The line-of-sight drawing shows that the increased height would not be visible from Huetter Road or the common open space.
- A10.** The property is primarily flat and there are no topographical or other physical constraints that would make the subject property unsuitable for the proposed planned unit development. 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.
- A11.** Coeur Terre 1 was anticipated as part of the larger Coeur Terre project and the conditions of the Annexation and Development Agreement. City departments reviewed the request and provided comments and recommended conditions of approval. All departments have indicated the ability to serve the project with the additional conditions as stated at the end of the staff report.
- A12.** Coeur Terre 1 would include 5.4 acres of public open space that will be a public neighborhood park to be donated to the City via warranty deed and 8.97 acres of private open space comprised of an asphalt trail, picnic table, bench, dog park, and landscaping for a combined acreage of 14.37. The PUD-required 10% open space would be 6.4 acres. The project exceeds the required open space requirement. Because the private open space meets the requirement, the remaining open space acreage associated with the public open space can be counted toward a future PUD within Coeur Terre.
- A13.** The project will be meeting or exceeding all off-street parking requirements. No deviations have been requested. In total, Coeur Terre 1 provides over 1,184 off-street parking stalls across all phases, along with internal circulation roads and additional on-street guest parking.
- A14.** 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.

PUD-3-24 PLANNED UNIT DEVELOPMENT: “Coeur Terre 1 (PUD)”

17.07.230: PLANNED UNIT DEVELOPMENT REVIEW CRITERIA:

A planned unit development may be approved only if the proposal conforms to the following criteria, to the satisfaction of the commission:

Finding B1: **The proposal (is) (is not) in conformance with the Comprehensive Plan.**

*Use the following information as well as testimony from the hearing to make this finding. This corresponds with PUD Statement of Facts **A5, A6, and A7**.*

2042 COMPREHENSIVE PLAN LAND USE:

- The subject properties are within city limits. (Annexation A-4-22 in 2023)
- The City’s Comprehensive Plan designates these properties as **Urban Neighborhood & Single-Family Neighborhood**.

2042 Comprehensive Plan Place Types:

The Place Types in this plan 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 use.

Place Type: Single-Family Neighborhood

Single-Family Neighborhood 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.

Compatible Zoning Districts within the “Single Family Neighborhood” Place Type:

- **R-1, R-3, R-5, and R-8; MH-8**

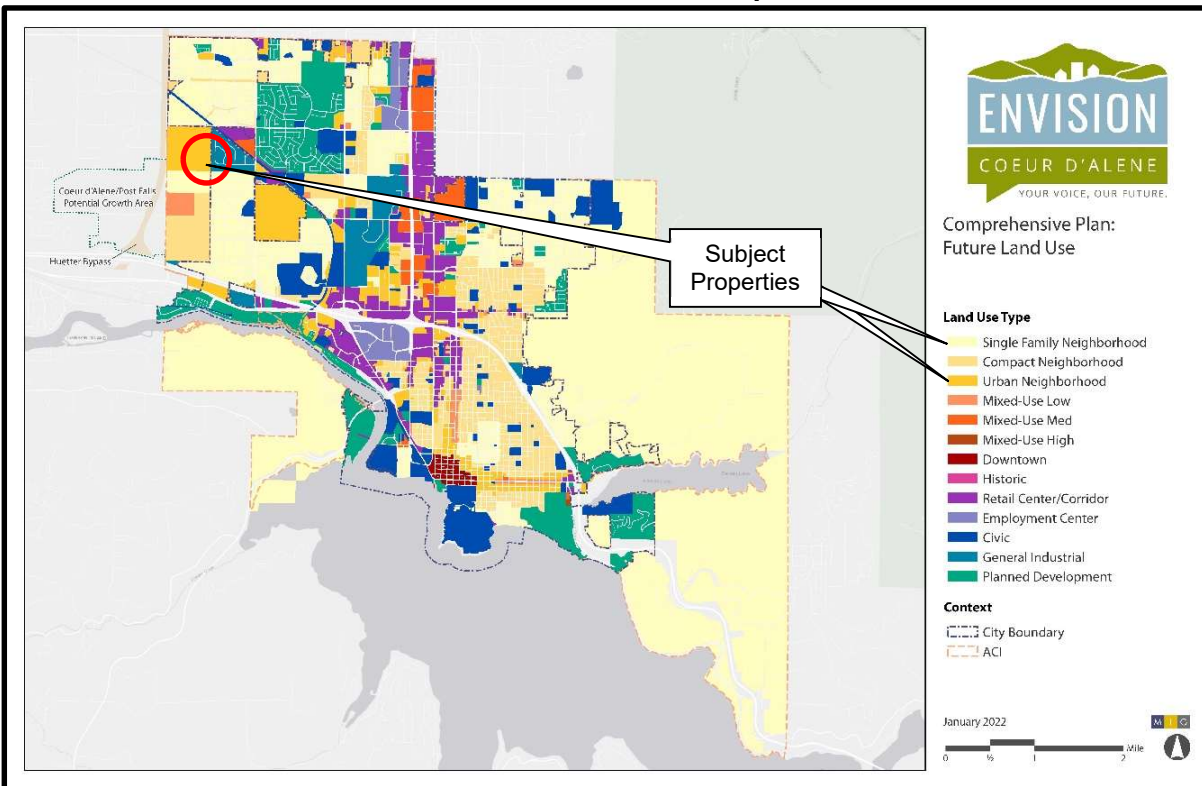
Place Type: Urban Neighborhood

Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared greenspaces 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**

2042 COMPREHENSIVE PLAN: Future Land Use Map



Single Family Neighborhood



Single-Family Neighborhood



Key Characteristics

Single-Family Neighborhood 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.

Transportation

- Neighborhood streets for local access connected by collectors

Typical Uses

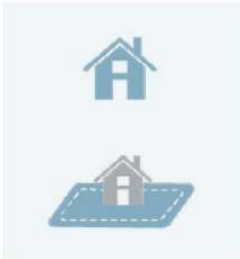
- Primary: Single-family residential
- Secondary: Civic uses, neighborhood parks and recreation facilities

Building Types

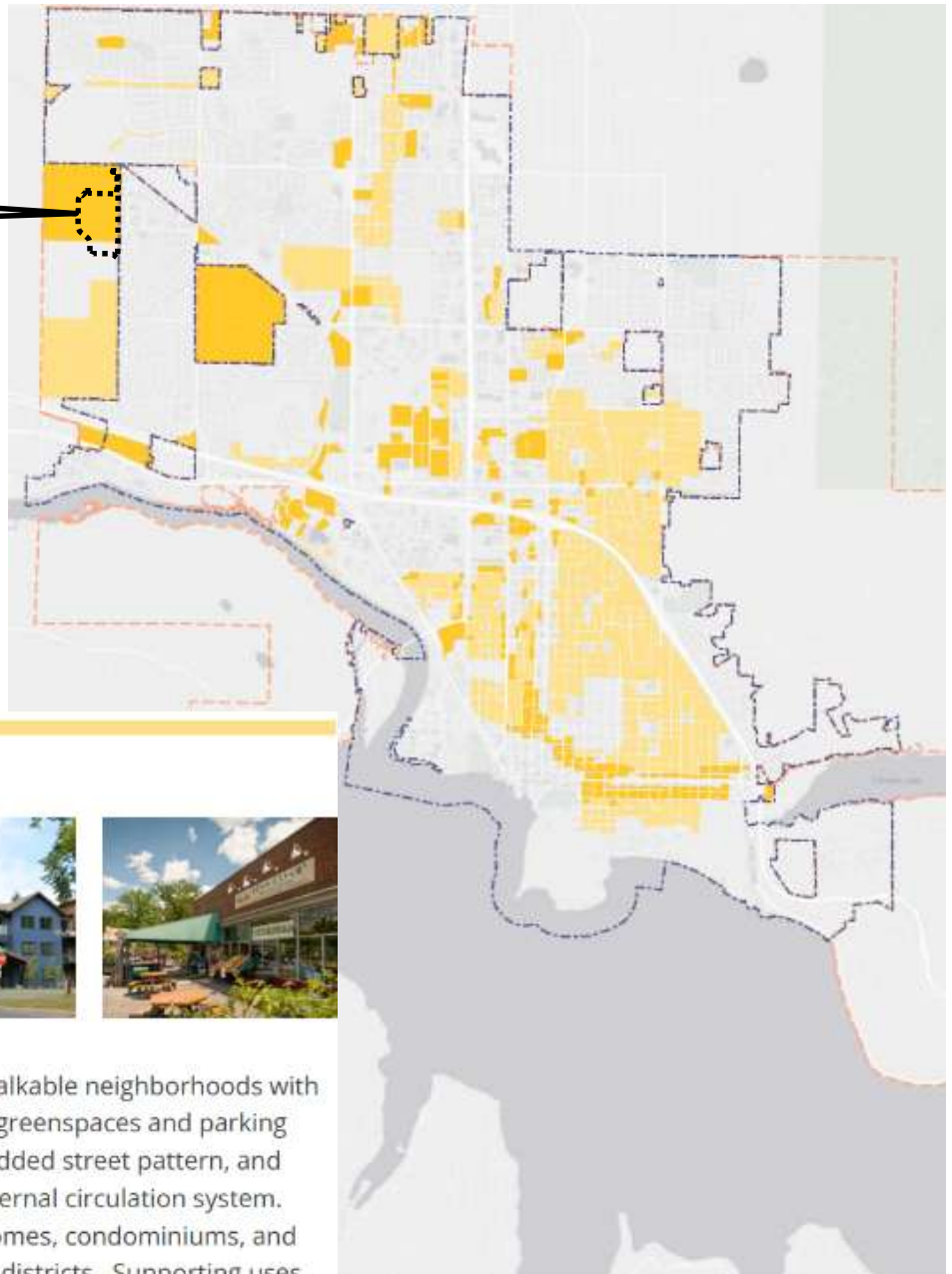
- 1-2 story detached houses

Compatible Zoning

- R-1, R-3, R-5, and R-8; MH-8



Urban Neighborhood



Urban Neighborhood



Key Characteristics

Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared greenspaces and parking areas. They are typically served with a gridded street pattern, and for larger developments, may have an internal circulation system. Development typically consists of townhomes, condominiums, and apartments, often adjacent to mixed-use districts. Supporting uses include neighborhood parks and recreation facilities, parking, office and commercial development.

Transportation

- Gridded street pattern with internal streets in building complexes
- Should include high ease-of-use pedestrian and bicycle facilities

Typical Uses

- Primary: Multifamily residential
- Secondary: Neighborhood parks and recreation facilities, parking, office, commercial



Building Types

- Apartments, condominiums, townhomes

Compatible Zoning

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

Land Use Type

- Single Family Neighborhood
- Compact Neighborhood
- Urban Neighborhood
- Medium-Density Low
- Medium-Density Med
- Medium-Density High
- Downtown
- Historic
- Mail Center/Corridor
- Employment Center
- Civic
- General Industrial
- Planned Development

Subject Property

Surrounding Land Use Designations:

- Civic
- Urban Neighborhood
- Retail Center/Corridor
- General Industrial
- Single Family Neighborhood

Community & Identity (CI)

Objective CI 1.1: Foster broad-based and inclusive community involvement for actions affecting businesses and residents to promote community unity and involvement.

Objective CI 2.1: Maintain the community's friendly, welcoming atmosphere and its small-town feel.

Objective CI 3.1: Support efforts to preserve existing housing stock and provide opportunities for new affordable and workforce housing.

Environment & Recreation (ER)

Goal ER 2: Provide diverse recreation options.

Objective ER 2.2: Encourage publicly-owned and/or private recreation facilities for citizens of all ages. This includes sports fields and facilities (both outdoor and indoor), hiking and biking pathways, open space, passive recreation, and water access for people and motorized and non-motorized watercraft.

Objective ER 2.3: Encourage and maintain public access to mountains, natural areas, parks, and trails that are easily accessible by walking and biking.

Goal ER 3: Protect and improve the urban forest while maintaining defensible spaces that reduces the potential for forest fire.

Objective ER 3.1: Preserve and expand the number of street trees within city rights-of-way.

Growth & Development (GD)

Goal GD 1: Develop a mix of land uses throughout the city that balance housing and employment while preserving the qualities that make Coeur d'Alene a great place to live.

Objective GD 1.1: Achieve a balance of housing product types and price points, including affordable housing, to meet city needs.

Objective GD 1.5: Recognize neighborhood and district identities.

Goal GD 2: Ensure appropriate, high-quality infrastructure to accommodate community needs and future growth.

Objective GD 2.1: Ensure appropriate, high-quality infrastructure to accommodate growth and redevelopment.

Goal GD 3: Support the development of a multimodal transportation system for all users.

Objective GD 3.1: Provide accessible, safe, and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation.

Health & Safety (HS)

Goal HS 1: Support social, mental, and physical health in Coeur d'Alene and the greater region.

Objective HS 1.1: Provide safe programs and facilities for the community's youth to gather, connect, and take part in healthy social activities and youth-centered endeavors.

Objective HS 1.2: Expand services for the city's aging population and other at-risk groups that provide access to education, promote healthy lifestyles, and offer programs that improve quality of life.

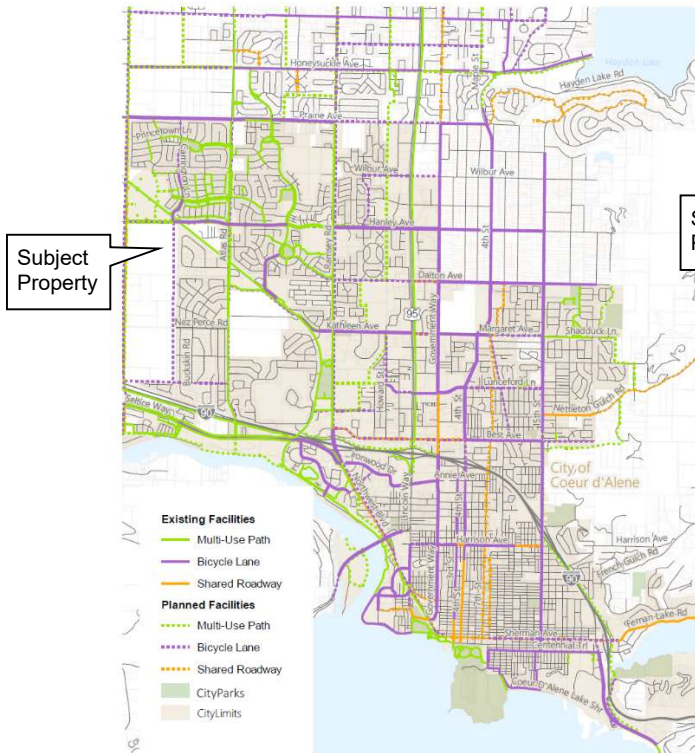
Objective HS 1.3: Increase access and awareness to education and prevention programs, and recreational activities.

Goal HS 3: Continue to provide exceptional police, fire, and emergency services.

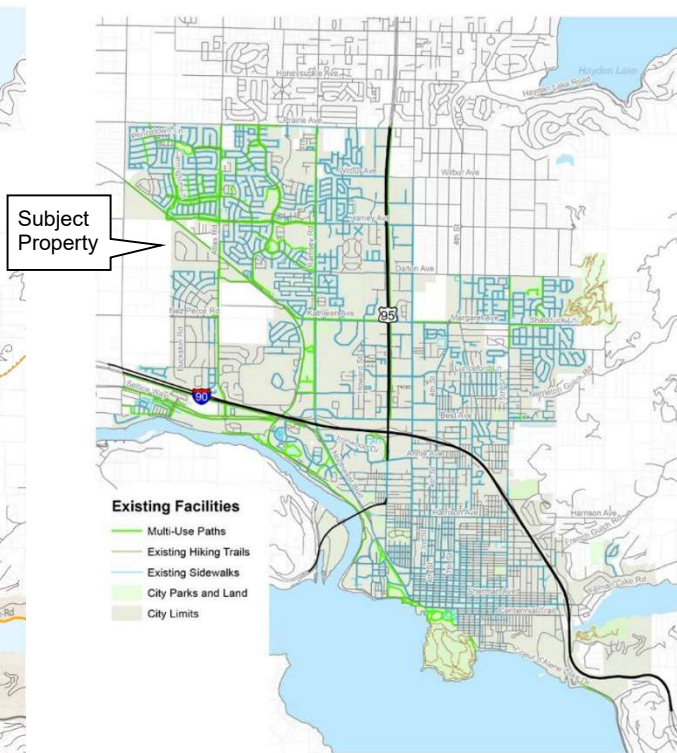
Objective HS 3.2: Enhance regional cooperation to provide fast, reliable emergency services.

Transportation:

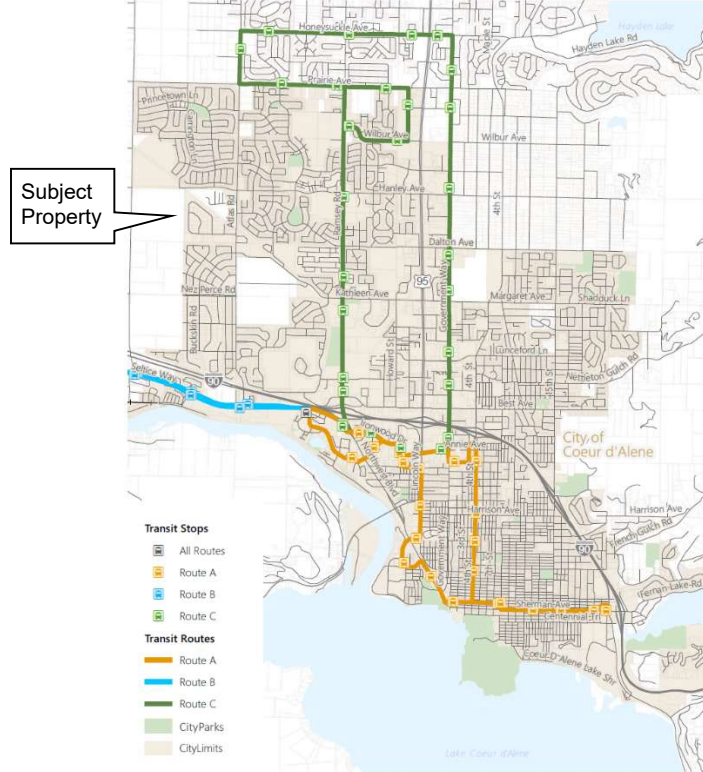
Existing and Planned Bicycle Network:



Existing and Planned Walking Network:



Existing Transit Network (Citilink Routes):



Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether the Comprehensive Plan policies do or do not support the request. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

Finding B2: **The design and planning of the site (is) (is not) compatible with the location, setting, and existing uses on adjacent properties.**

*Use the following information as well as testimony from the hearing to make this finding. This corresponds with PUD Statement of Facts **A4, A8, and A9.***

SITE DESIGN AND PLANNING:

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.

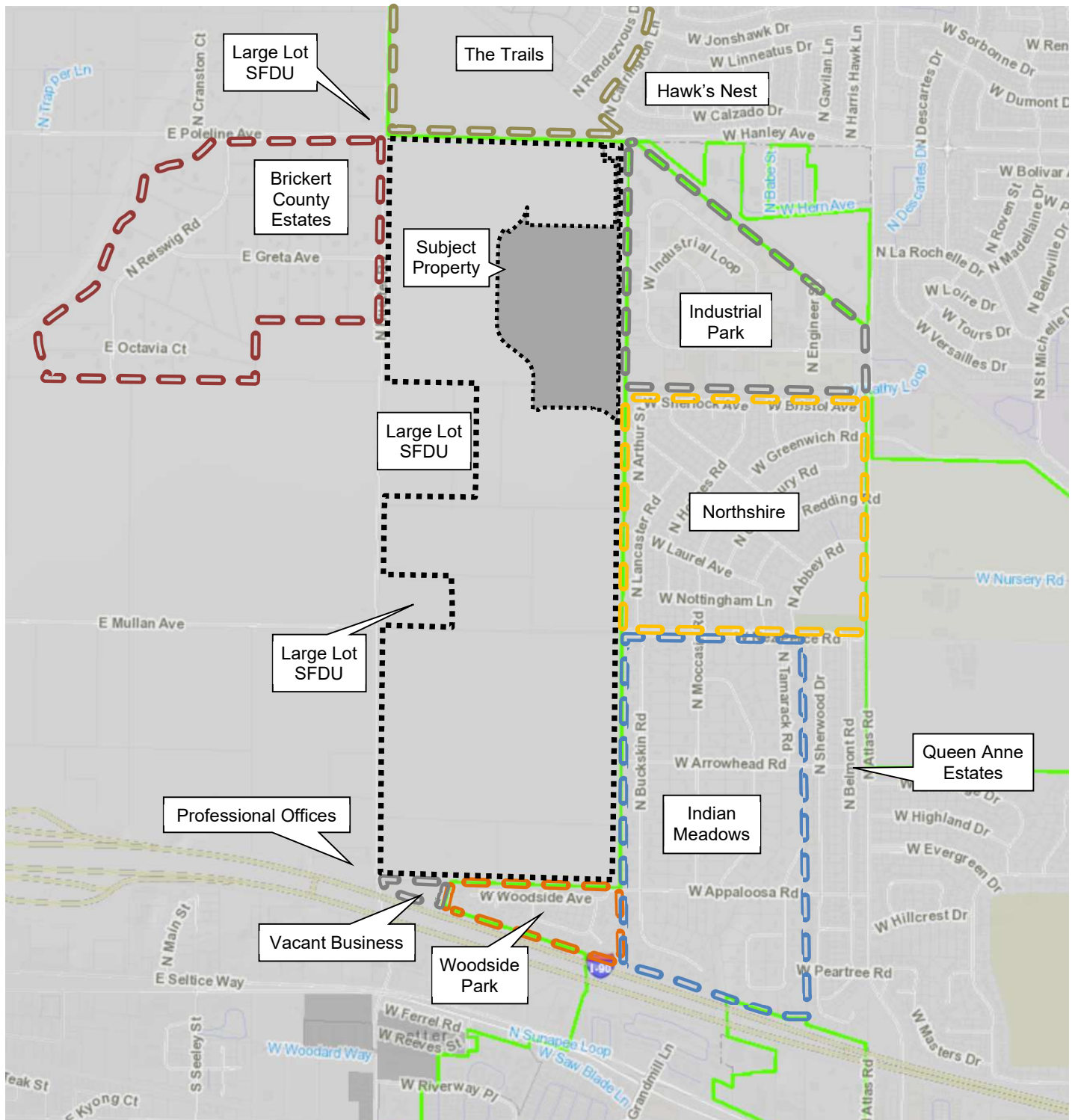
LOCATION, SETTING, AND EXISTING USES:

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. Spiers 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 the open space, does not conflict with any proposed buildable parcels. More information on the pipeline is located in Subdivision Finding B2 on page 46.

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

LOCATION AND EXISTING USES ON ADJACENT PROPERTIES:



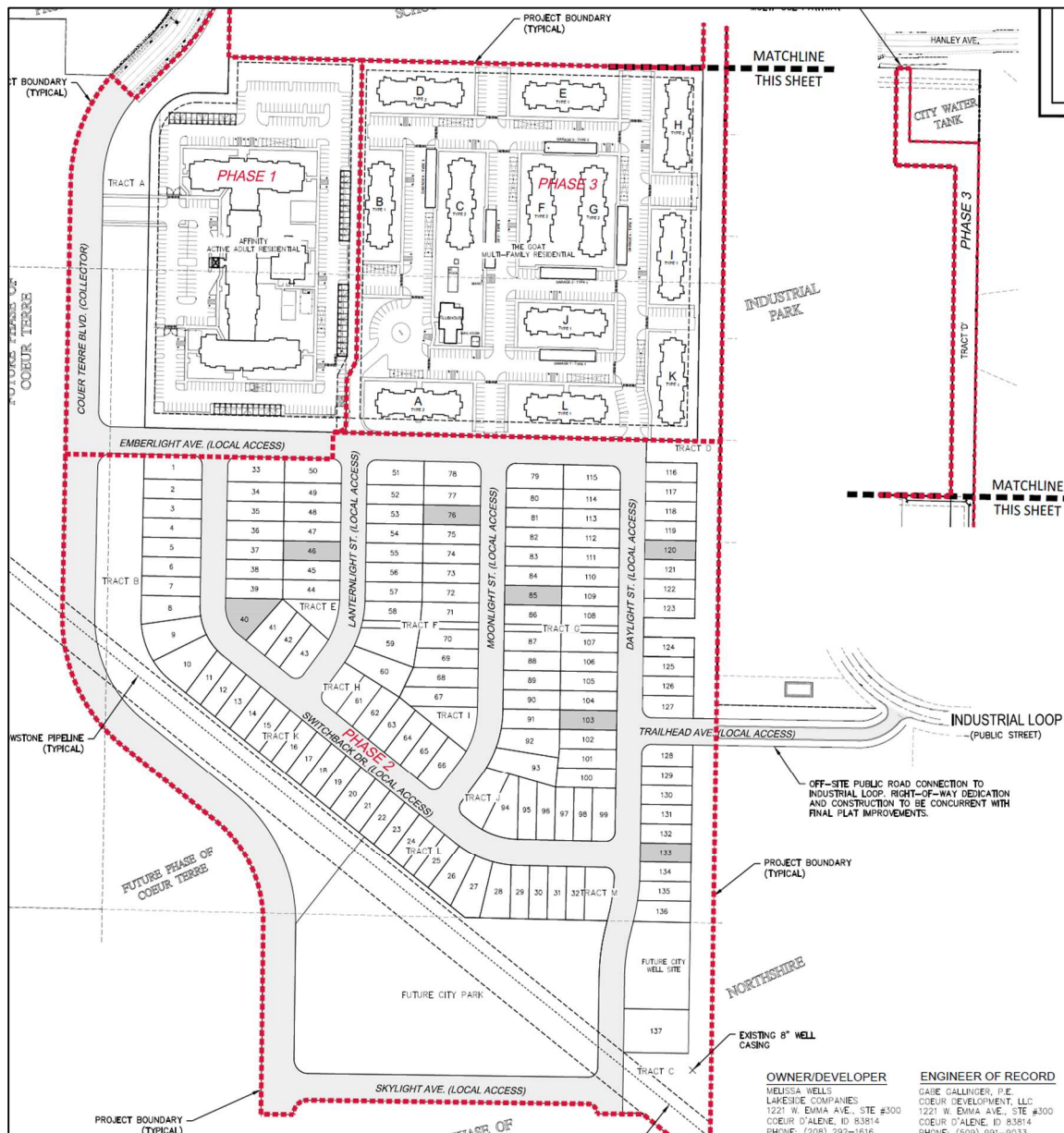
Per the applicant's narrative:

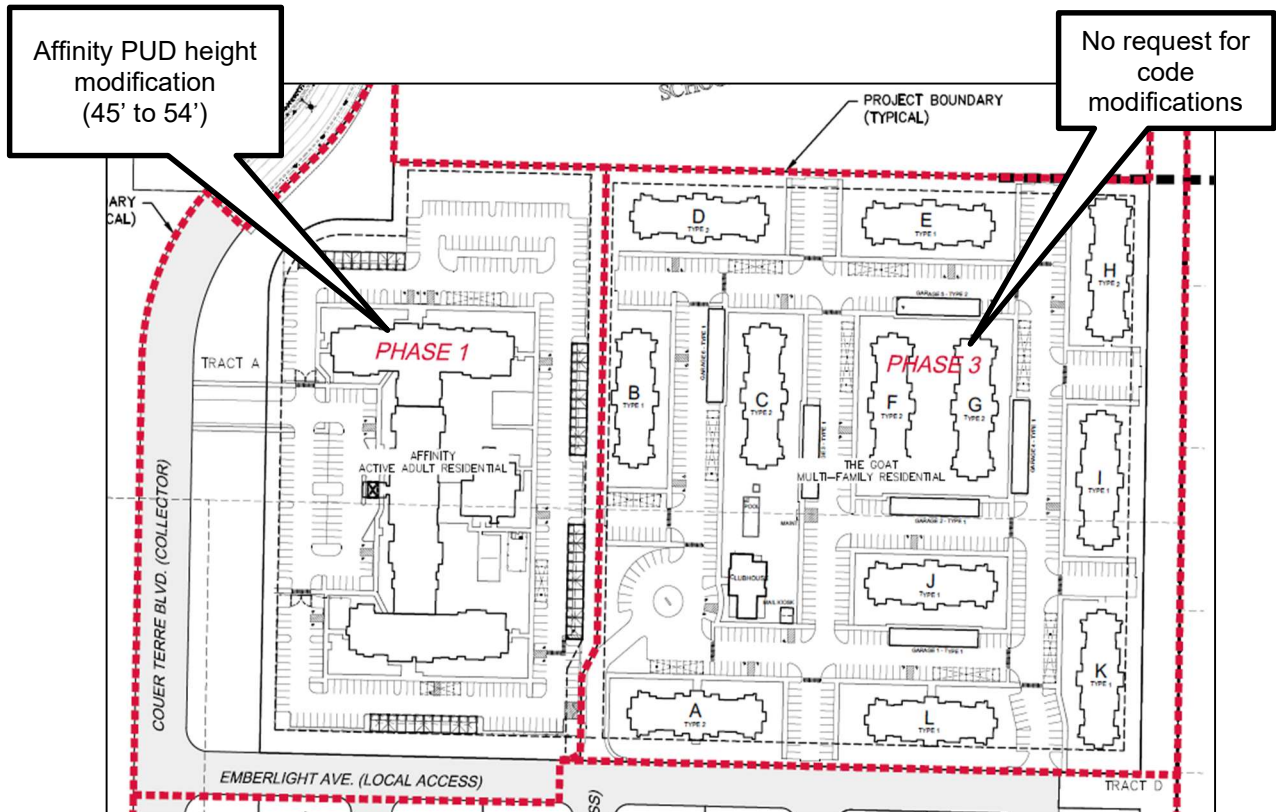
The Coeur Terre 1 PUD is intentionally designed with careful transitions between uses. Single-family homes are located along the project's edges adjacent to existing

neighborhoods, providing a compatible scale and character. Taller multifamily buildings are located toward the project's interior, separated by wide landscaped buffers, open space tracts, and internal roads. These design strategies ensure that the experience along the shared edges of the property feels residential, walkable, and consistent with the surrounding neighborhood fabric.

Beyond minimizing impacts, Coeur Terre 1 actively enhances the neighborhood. The project provides a 5.4-acre public park that will be accessible to all Coeur d'Alene residents, including nearby families. The multi-use pathways will connect existing neighborhoods with new recreational opportunities and safe walking/biking routes. Landscaping plans introduce hundreds of new trees and plantings that will add shade, beauty, and screening along shared edges. These features ensure that Coeur Terre 1 will feel like a natural extension of the community rather than an imposition on it.

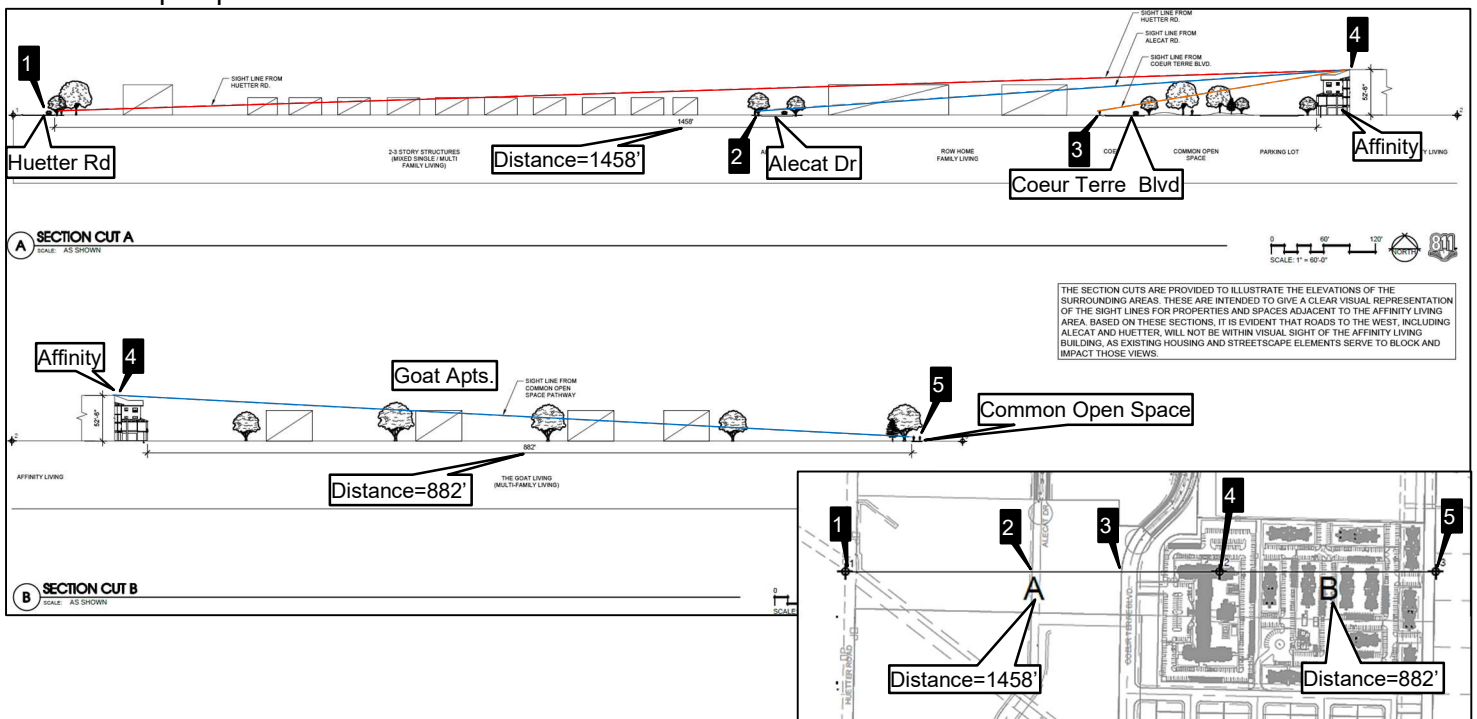
PUD SITE PLAN MAPS:





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. If approved, the maximum would be an allowance to 54' in height, measured from average finished grade to the ridgeline. 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.

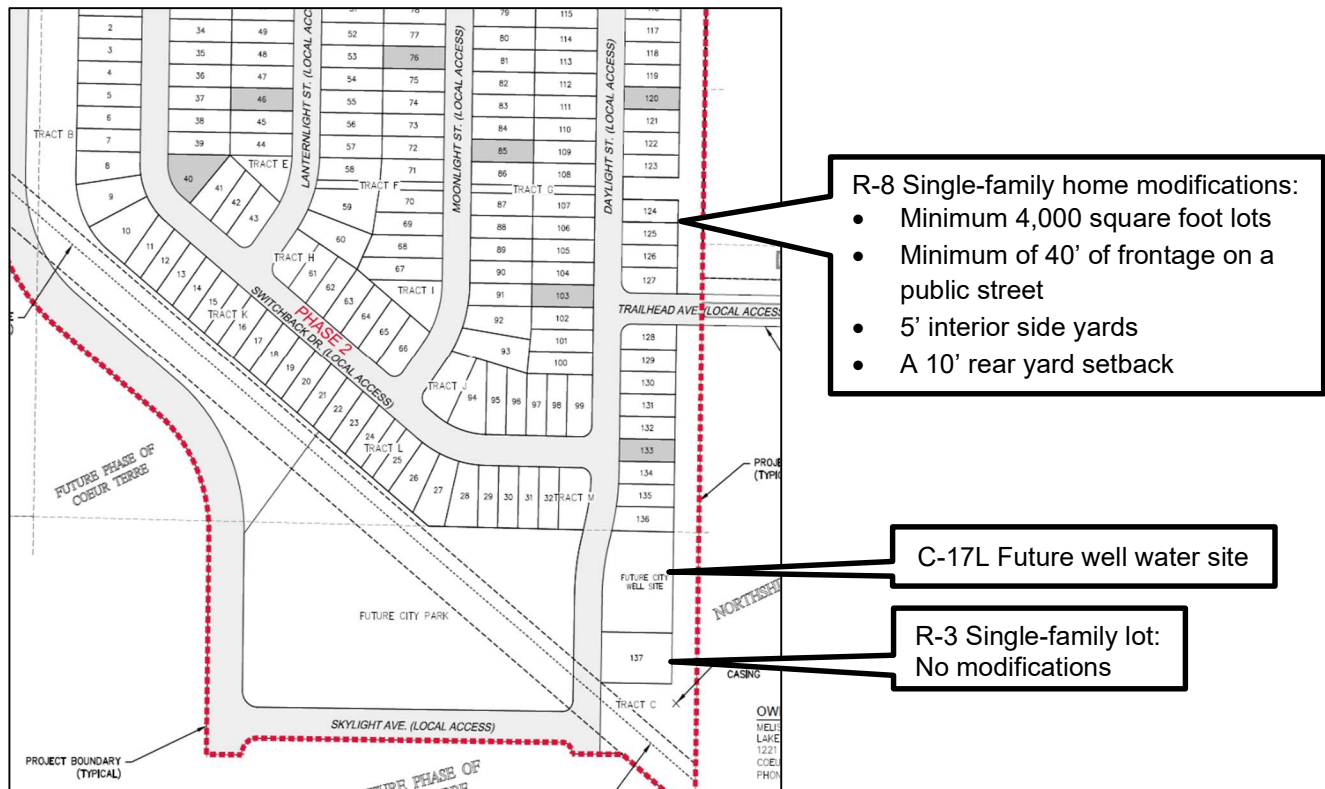
Parking:

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)

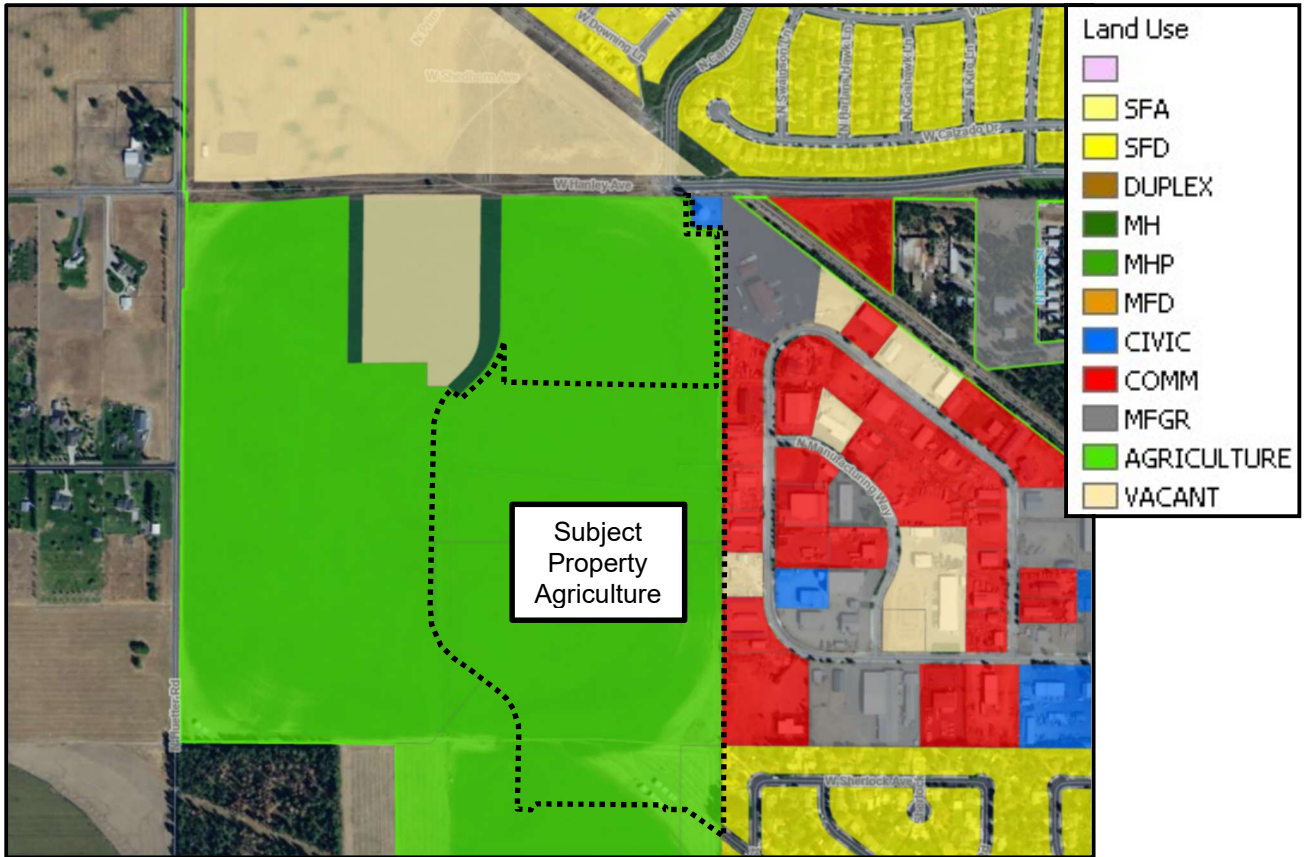


In Phase II, the applicant has requested the following modifications to R-8 single family performance standards:

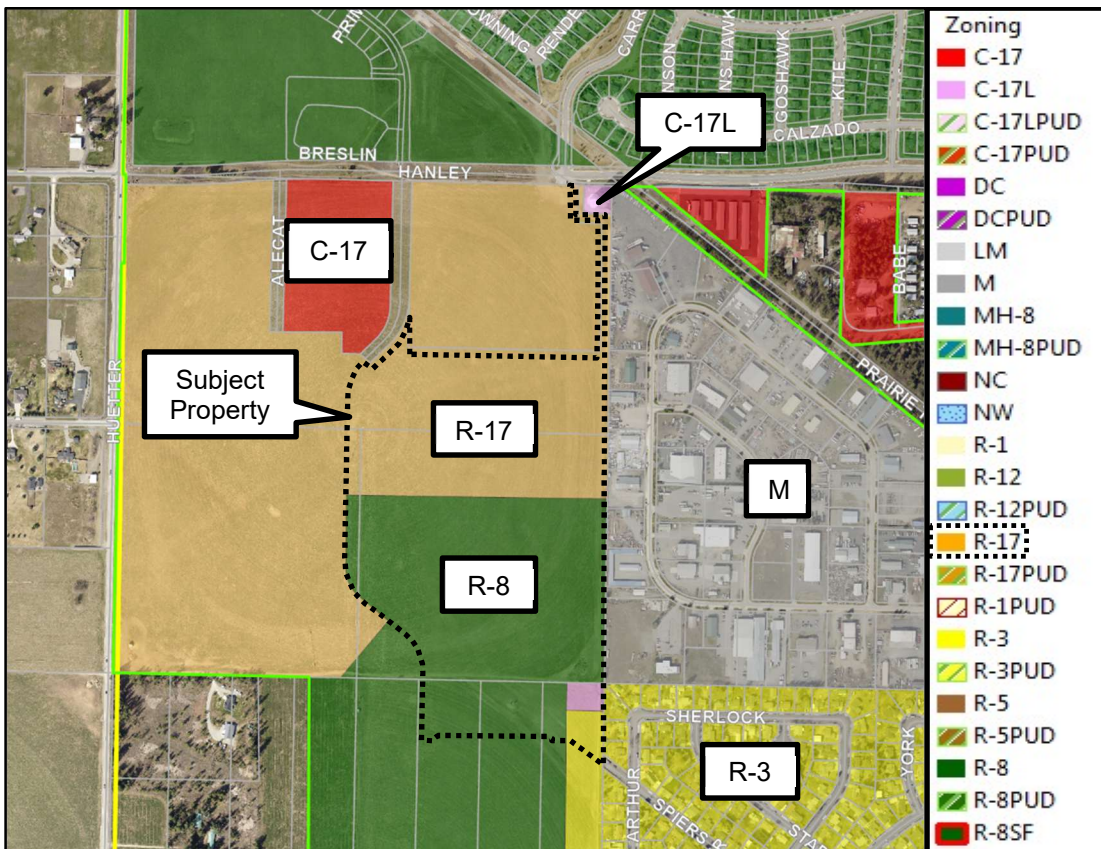
- Minimum 4,000 square foot lots
- Minimum 40' of frontage on a public street
- 5' interior side yards
- A 10' rear yard setback

Note: No modification requested for the single R-3 lot.

GENERALIZED LAND USE MAP:



EXISTING CITY ZONING:



SITE PHOTOS:

Terminus of W. Spires Ave. looking southeast into Northshire with Yellowstone Pipeline signs:



Looking north next to the terminus of W. Spires Ave. Test well and water tower shown with red arrows. Existing residential R-3 homes shown on the right:



Looking northwest into subject property near W. Spires Ave. along pipeline easement:



Closeup of test well site looking north along proposed buffer/ future trail:



Looking east at the transition of Northshire neighborhood to the Industrial Park:



Looking north toward W. Hanley Ave. showing the existing Industrial Park uses on the right:



Future trail location near water tower and W. Hanley Ave. (arrow):



Intersection of N. Carrington Ln. and W. Hanley Ave. showing future trail alignment (arrows):



Looking south across W. Hanley Ave. showing existing trails and future trail connection (arrow):



Looking east at the intersection of N. Carrington Ln. and W. Hanley Ave. showing trail and future trail connection (arrow):



Looking south along eastern edge of Coeur Terre where trail alignment follows the edge of the Industrial Park:

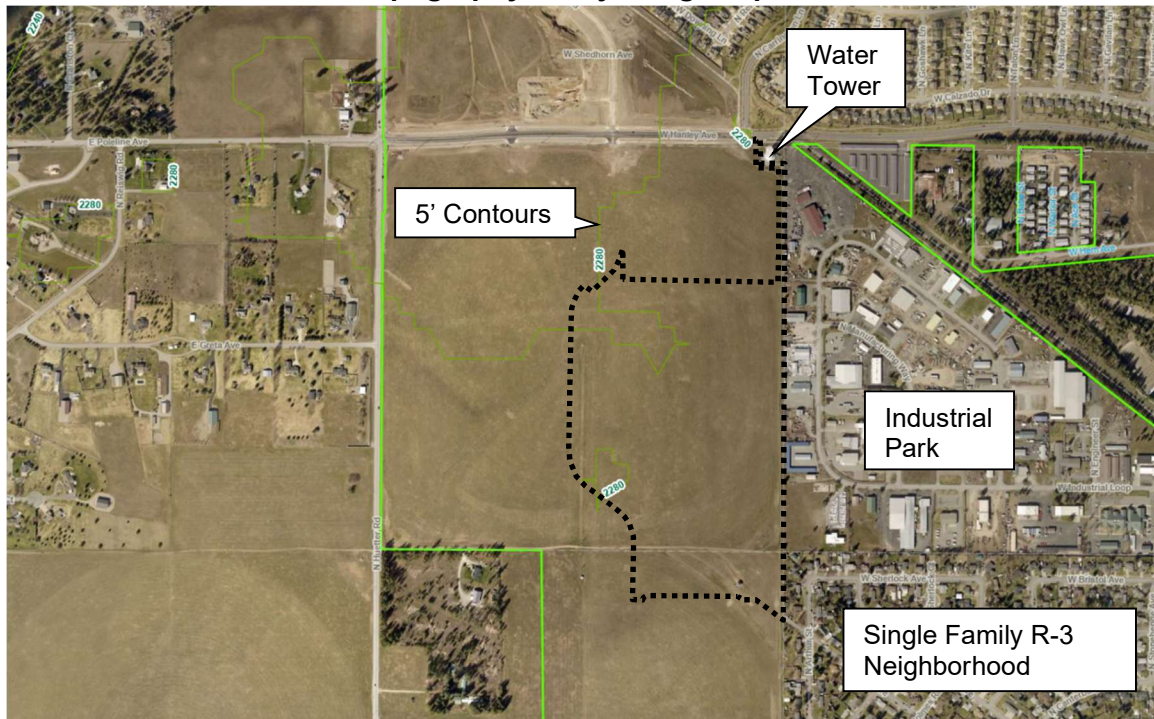


Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the design and planning of the site is compatible with the location, setting and existing uses on adjacent properties.*

Finding B3: **The proposal (is) (is not) compatible with natural features of the site and adjoining properties.**

*Use the following information as well as testimony from the hearing to make this finding. This corresponds with PUD Statement of Facts **A10**.*

EXISTING CONDITIONS: Topography & Adjoining Properties



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 wellsite (an essential service use), located between Spires Ave. and the Industrial Park adjacent to Northshire.

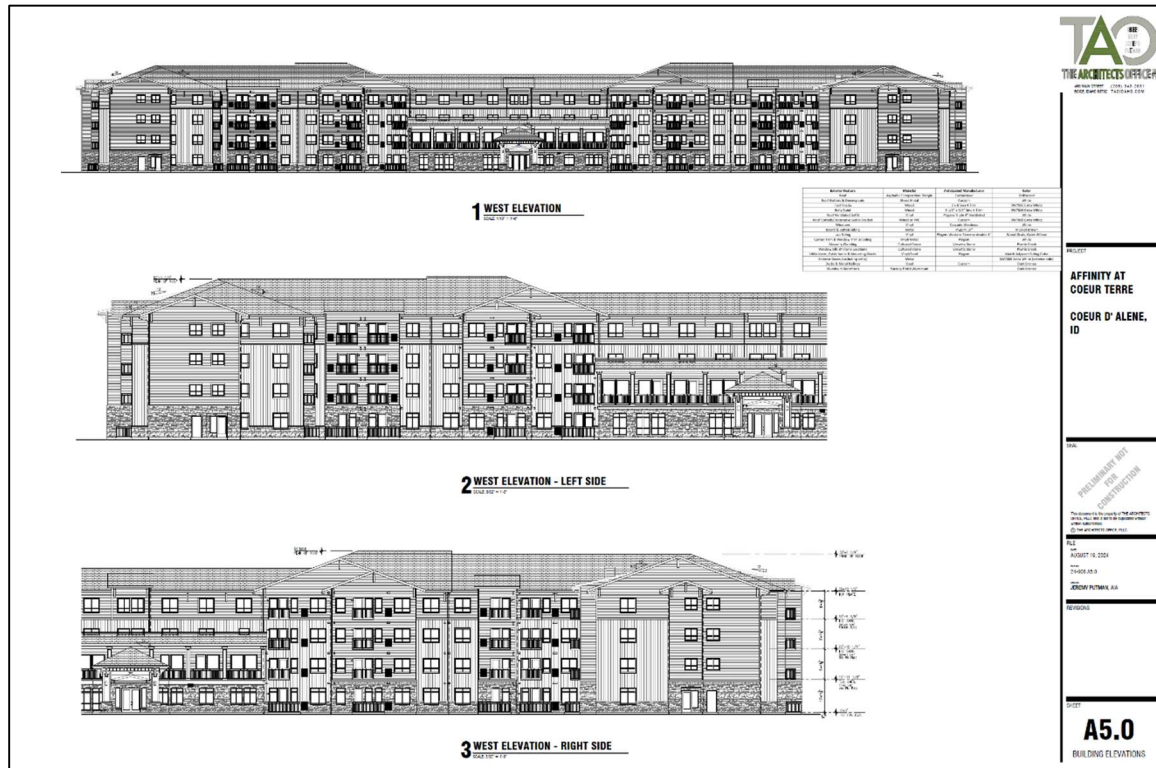
Note: See finding B2 above for additional information and photos of the site.

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the proposal is compatible with natural features of the site and adjoining properties.*

Finding B4: **The location, design, and size of the proposal are such that the development (will) (will not) be adequately served by existing public facilities and services.**

*Use the following information as well as testimony from the hearing to make this finding. This corresponds with PUD Statement of Facts **A8 and A9**.*

BUILDING ELEVATIONS (PHASE I): “Affinity” Active Adult Senior Living (West)



(East)

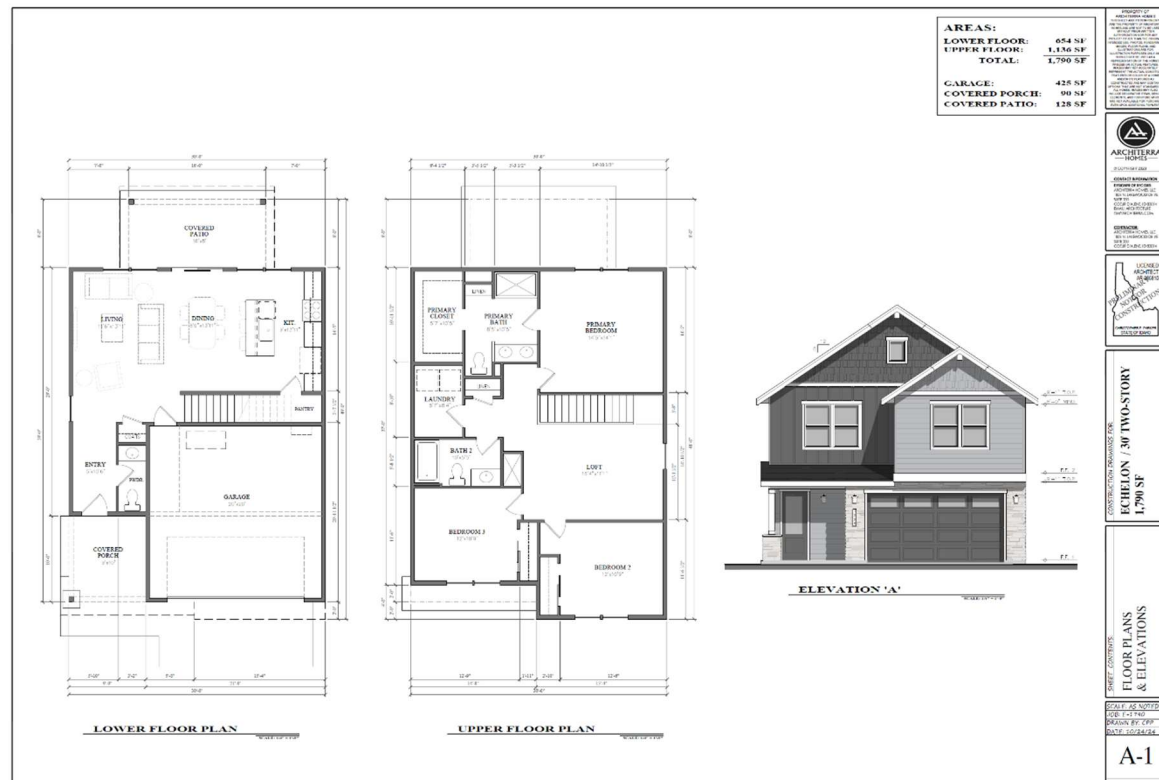
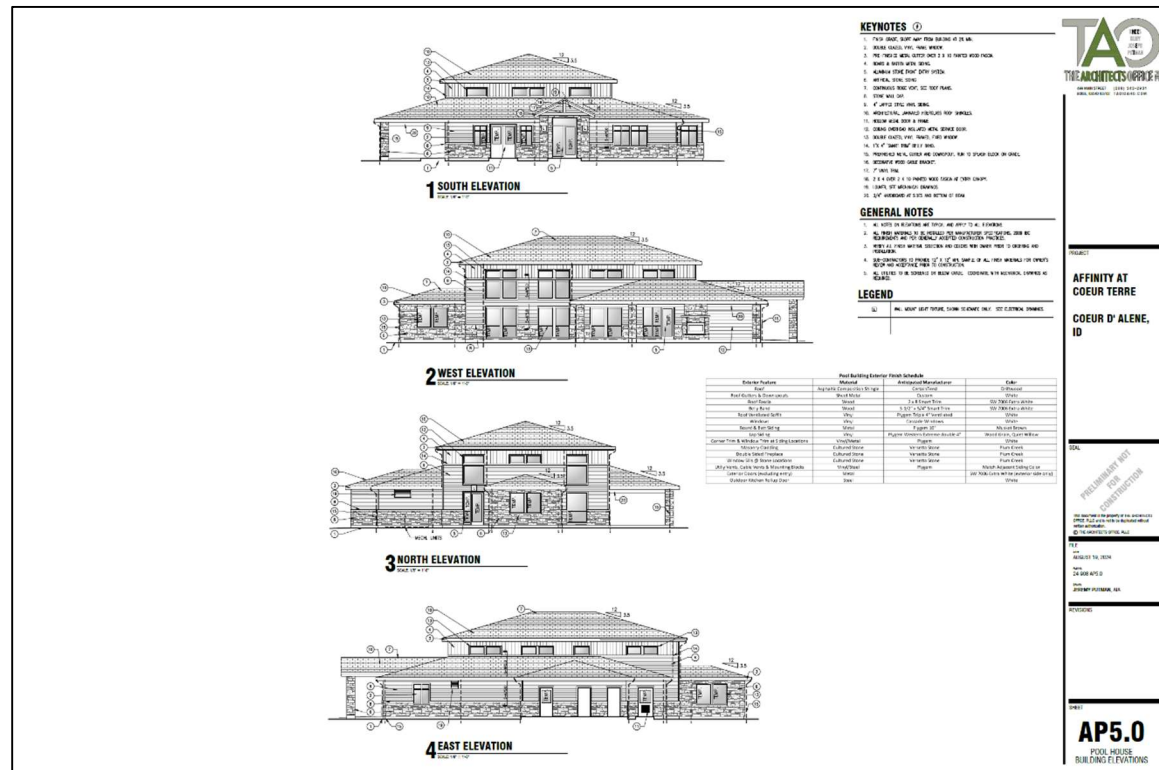


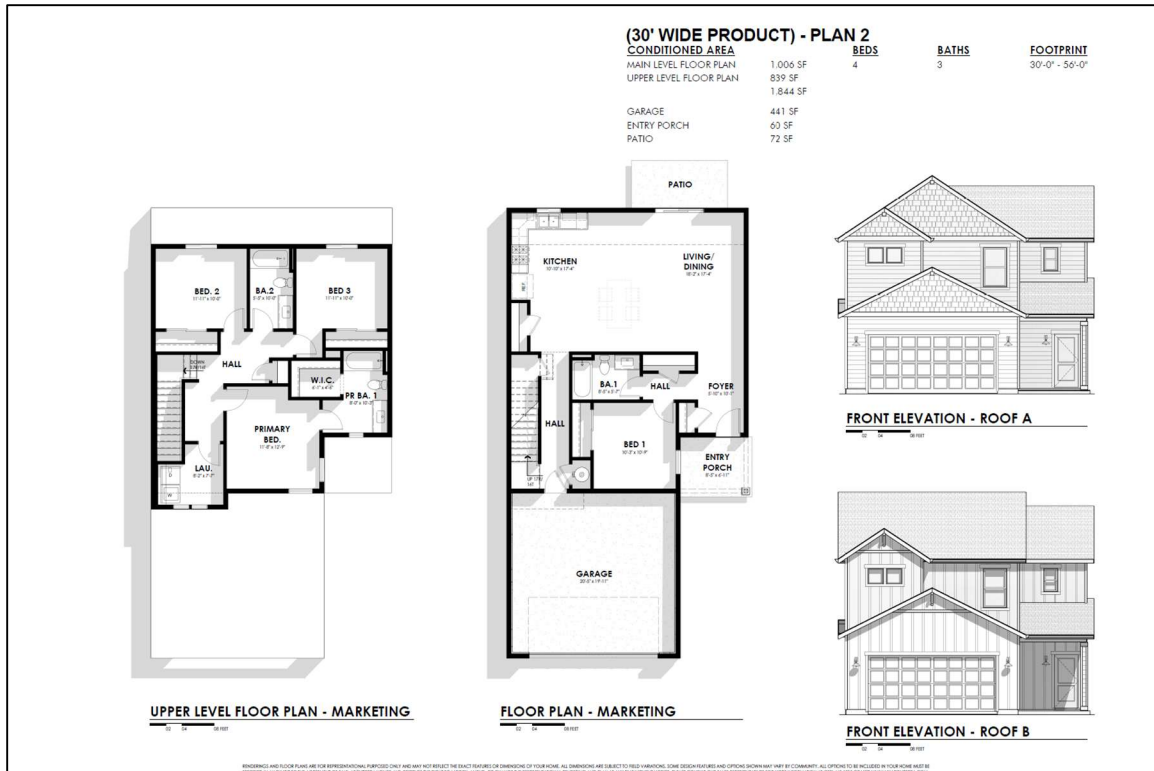
(South)



(North)







BUILDING ELEVATIONS (Phase III): The Goat Apartments (Type 1)



(Type 2)

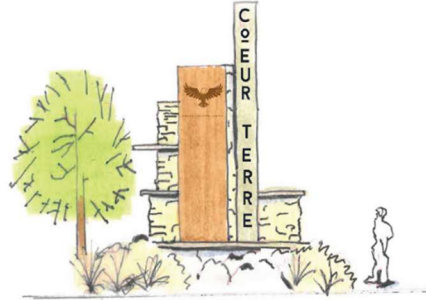


SIGNAGE DESIGN: Conceptual Private Signage





ENTRY MONUMENT SKETCH 1



ENTRY MONUMENT SKETCH 2



INSPIRATIONAL IMAGERY



COEUR TERRE

ENTRY MONUMENT CONCEPTS 8.27.2025

PLACE LANDSCAPE ARCHITECTURE

STORMWATER:

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.

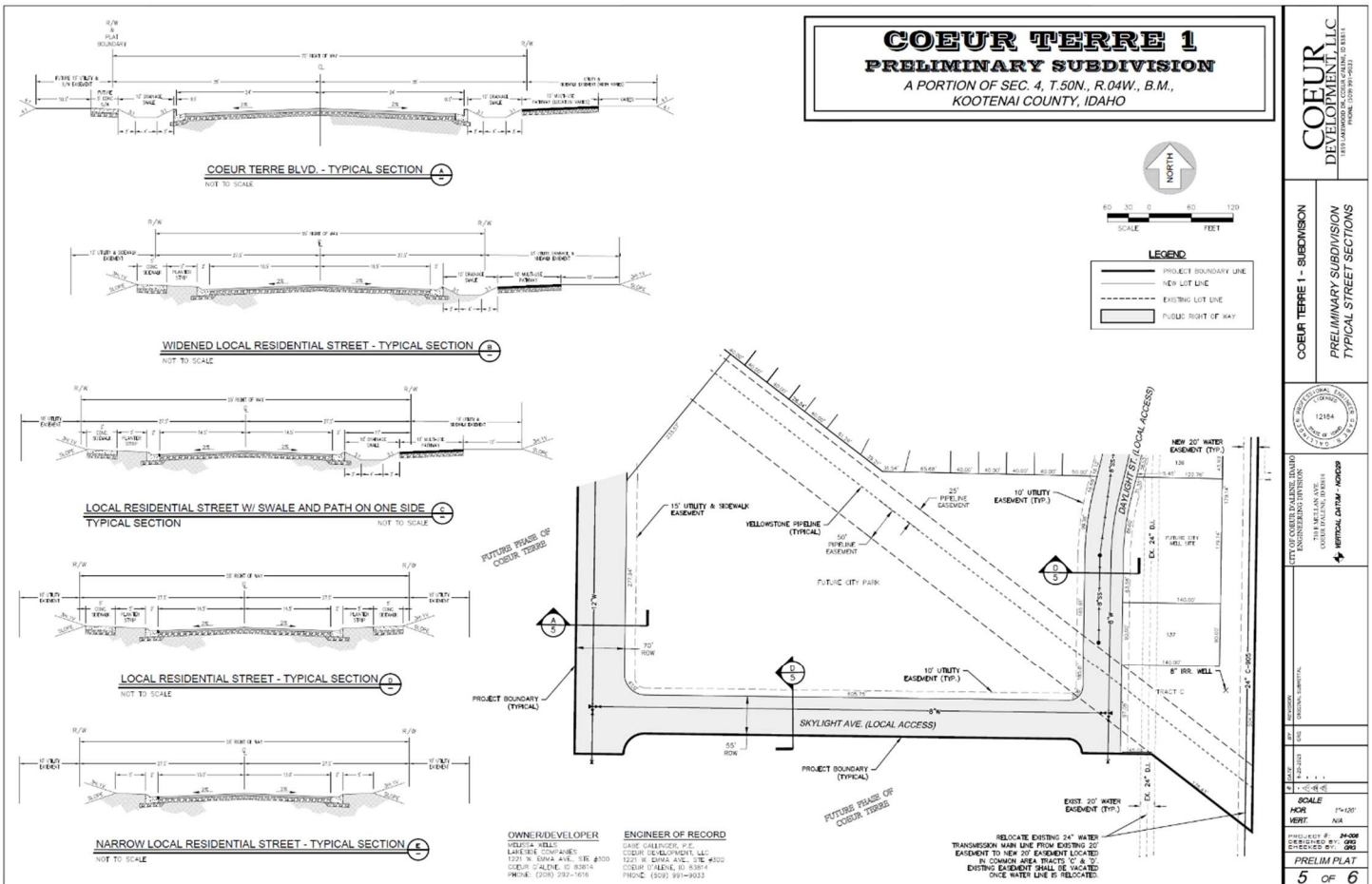
-Submitted by Chris Bosley, City Engineer

STREETS:

The subject property is south of Hanley Avenue and west of Industrial Loop. All required street improvements were identified in the Traffic Impact Analysis are discussed below under Traffic.

-Submitted by Chris Bosley, City Engineer

Roadway Sections:



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 Ave between Atlas Road and Huetter Road, and installing a new traffic signal at Coeur Terre Boulevard and Hanley Ave. The Streets and Engineering department agrees with the mitigation measure identified in the TIA.

-Submitted by Chris Bosley, City Engineer

- **NOTE: Coeur Terre 1 is not connecting to any of the roadways in the surrounding residential areas or Huetter Rd. with this proposal. The only roadway connections are to Coeur Terre Boulevard north to Hanley and to Industrial Loop.**

WATER:

Water System Requirements & Coordination for Proposed Development

1. Relocation of Existing 24" Transmission Main (Nez Perce):

- The existing 24" transmission main currently located in Nez Perce will need to be relocated. The final alignment has not yet been determined and must be coordinated with the city and design engineers.

2. Timeline for Relocation:

- The relocation must be planned and completed prior to any construction activity. All work related to relocation must occur during the off-season (non-peak demand period) to avoid service impacts.

3. Design Requirement:

- Detailed design work is required for the transmission main relocation. No construction may begin until the design is complete and approved.

4. Hydraulic Study (JUB Engineering):

JUB must complete a hydraulic study to confirm:

- The new line and proposed well are adequately sized
- Supply is sufficient for projected demand
- Whether an additional well or water tank is necessary as stated in the water dep comp plan.

5. Service Connections:

- No individual services will be allowed on the transmission main.

6. Timing of Main Activation:

- The relocated transmission main must be activated only during the off-season to minimize risk during high-demand periods.

7. Coordination with School District:

This is necessary to avoid future redesigns.

Secondary Irrigation System Requirements:

If a separate irrigation system is proposed:

- ✓ A certified operator is required to manage it
- ✓ The irrigation provider must be registered with 811
- ✓ Separation of potable and non-potable lines must follow DEQ standards (minimum 10-foot horizontal separation) and any lots that have access to auxiliary water will be required to have an approved RPBA installed on the supply line immediately downstream of the water meter.

8. All irrigation valves must be clearly marked to identify the system.

9. Tree Setbacks:

- A 10-foot minimum separation is required between trees and all water infrastructure.

10. Tie-In at W. Arrowhead Rd.:

- A system tie-in is needed on W. Arrowhead Rd. To facilitate this, Lot 33 must be shifted north to create an open space between Lots 32 and 33.

11. W. Woodside Ave. Transmission Main & PRV on N. Hutter Rd.:

- The transmission main exiting W. Woodside must be relocated to accommodate the new layout.
- The Pressure Reducing Valve (PRV) on N. Hutter Rd. must also be relocated to function correctly with the updated pressure zones and development layout.

12. Abandonment of Unused Stubs:

- Any unused water stubs out of W. Woodside Ave. must be abandoned at the main.

13. Design Submittals for Hydraulic Review:

All water system designs must be submitted to JUB for review to determine:

- Adequate incoming water supply
- The need for an additional well
- The need for a storage tank

-Submitted by Glen Poelstra, Water Department Assistant Director

WASTEWATER:

1. 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.
2. Sewer Policy #719 requires an "All-Weather" surface permitting unobstructed O&M access to the public sewer.
3. Sewer Policy #716 requires all legally recognized parcels within the City to individually connect and discharge into (1) public sewer connection.
4. Idaho Code §39-118 requires IDEQ or QLPE to review and approve public infrastructure plans for construction.
5. 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.
6. The Hawks Nest LS Cost Share Agreement has been signed by the Developer and City of CDA Wastewater.
7. A city sewer extension to the north connecting to Circle Tracts will need to be made.

-Submitted by Larry Parsons, Utility Project Manager

FIRE:

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.

Landscaping must not cover or hide fire protection systems such as fire hydrants, FDC's or PIV's. (LS-1-25).

Fire department access to the site (Road widths, surfacing, maximum grade and turning radiuses), in addition to, fire protection (Size of water main, fire hydrant amount and placement, and any fire line(s) for buildings requiring a fire sprinkler system) will be reviewed prior to final plat recordation or during the Site Development and Building Permit, utilizing the currently adopted International Fire Code (IFC) for compliance.

-Submitted by Craig Etherton, Fire Inspector

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the location, design, and size of the proposal are such that the development will be adequately served by existing public facilities and services.*

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 usable for open space and recreational purposes.**

*Use the following information as well as testimony from the hearing to make this finding. This corresponds with PUD Statement of Facts **A12**.*

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 usable 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), comprising:

- **Public Open Space:** A 5.4-acre public neighborhood park to be donated to the City via Warranty Deed, with baseline improvements (including parking lots, perimeter sidewalks, rough grading, irrigation, and utility stubouts) completed by the commencement of development on the 81st gross acre of the overall

property (excluding school sites and water assets). The parking area within the park will require assessment at the time of installation. Per the Development Agreement (Section 4.7.1), this public park may be credited toward future open space requirements for approved PUDs within the development.

- **Private Open Space:** 8.97 acres of private open space tracts (free of stormwater elements), featuring amenities such as an asphalt trail, picnic table, bench, and dog park, to be landscaped and maintained perpetually by the established property owners' association (HOA). This amount alone exceeds the 6.412-acre minimum requirement.
 - *Note: Stormwater tracts, drainage areas, and mid-block sidewalk tracts were not calculated toward the open space total to ensure usability.*

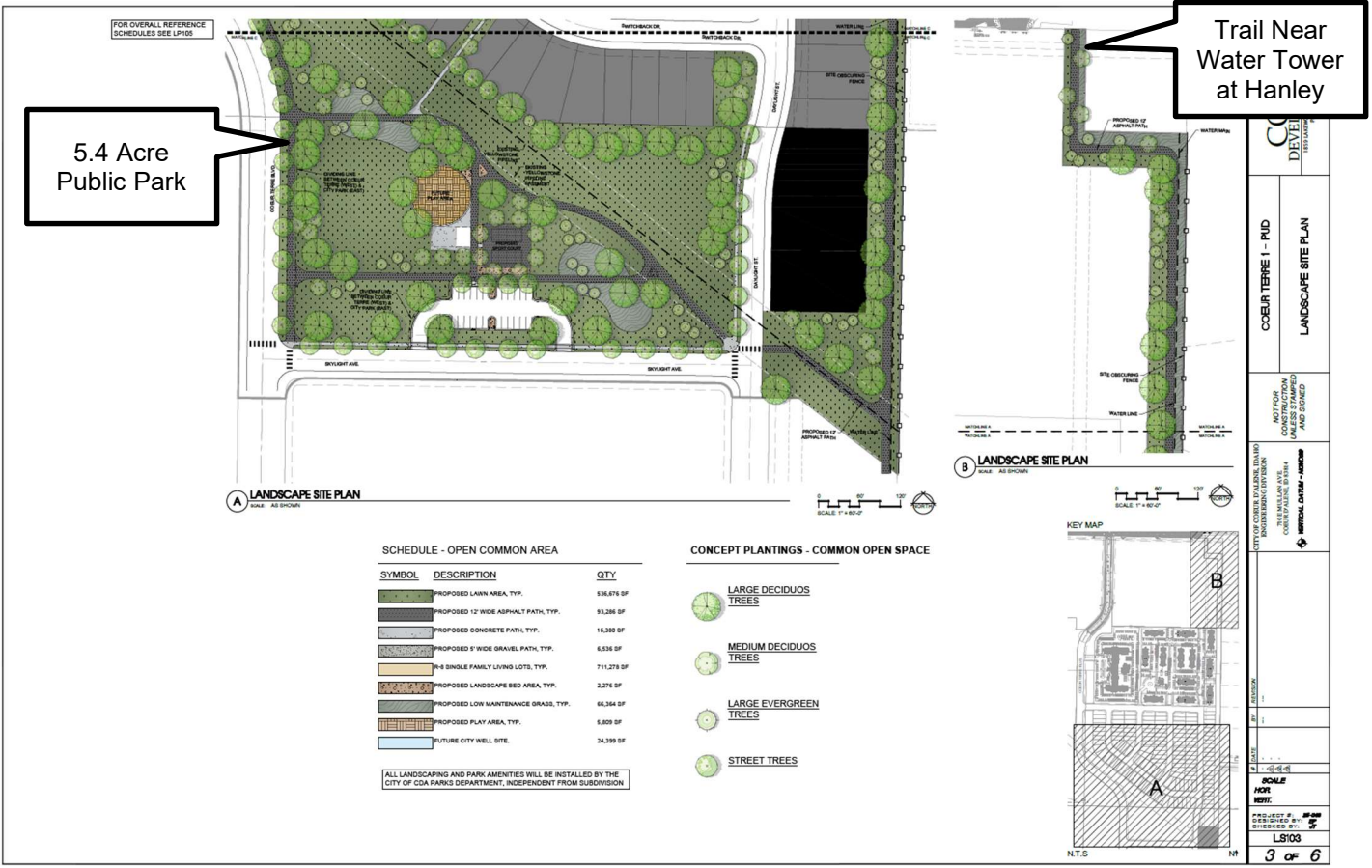
Parks Department Analysis & Comments

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.

-Submitted by Monte McCully, Trails Coordinator

Open Space Plans:





4.7.4 Public Trail/Multiuse Path System (E-W): The Owners have agreed to develop and dedicate two (2) traversing east-west trails to City standards that connect out of the Development to facilities for public use, a minimum of ten feet (10') wide and paved to City standards. The east-west trails shall be developed and dedicated adjacent to each phase of development.

Parks Department East/West Trails Analysis & Comments:

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.

-Submitted by Monte McCully, Trails Coordinator

4.7.5 Pre-Construction Work: Prior to dedicating any park parcel, the Owners agree to maintain the site in a manner that facilitates future park development by avoiding contaminants, soil compaction, improper fill, and the like. The Owners will also remove any construction waste or debris and decompact the soil prior to dedication to the City. This property will be mass graded to match adjacent street grades, and to address infrastructure needs such as utility cover, and the like.

Completion Analysis & Timing

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.

-Submitted by Monte McCully, Trails Coordinator

MAP: Trail Connectivity



Coeur Terre 1 includes a total of 14.37 acres of public and private open space. The acreage of just the private open space exceeds the required 10% threshold and supports recreational use, allowing the public park acreage to be applied toward future open space obligations in subsequent PUD requests of the development, consistent with the agreement's provisions.

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the proposal provides adequate private common open space area, 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 usable for open space and recreational purposes.*

Finding B6: **Off-street parking (does) (does not) provide parking sufficient for users of the development.**

*Use the following information as well as testimony from the hearing to make this finding. This corresponds with PUD Statement of Facts **A13**.*

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:

17.44.030: RESIDENTIAL USES:

Unless otherwise allowed by the relevant zoning or overlay district, the following off street parking is required for all residential uses:

	Residential Uses	Requirement
D.	Multiple-family housing:	
	1. Studio units	1 space per unit
	2. 1 bedroom units	1.5 spaces per unit
	3. 2 bedroom units	2 spaces per unit
	4. 3 bedroom units	2 spaces per unit
	5. More than 3 bedrooms	2 spaces per unit

Per the applicant's narrative:

In total, Coeur Terre 1 provides over 1,184 off-street parking stalls across all phases, along with internal circulation roads and additional on-street guest parking. This parking supply ensures that residents, visitors, and service providers will have safe and convenient access without burdening surrounding neighborhoods.

Parking analysis:

The applicant has not requested a reduction to any parking standards with this proposal.

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the off-street parking provides parking sufficient for users of the development.*

Finding B7: **That the proposal (does) (does not) provide for an acceptable method for the perpetual maintenance of all common property.**

Use the following information as well as testimony from the hearing to make this finding. This corresponds with PUD Statement of Facts A14.

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.

Per the applicant's narrative:

"The Homeowners Association (HOA) will own and maintain all private open space tracts, stormwater facilities, pathways, landscaping, and irrigation. The City will maintain public water, sewer, and fire flow systems."

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the proposal provides for an acceptable method for the perpetual maintenance of all common property.*

S-2-25 SUBDIVISION: “Coeur Terre 1”

*Refer to **DECISION, HISTORY, and BACKGROUND INFORMATION** on pages 1-5 of this staff report for context of the site, which apply to both the PUD and Subdivision requests.*

SUBDIVISION SUMMARY OF FACTS:

The following facts align with the facts listed in the draft Findings and Order worksheet for the Planning and Zoning Commission’s consideration. These facts can be modified and added to as part of the motion associated with the Findings and Order.

- A1.** All public hearing notice requirements have been met for items PUD-1-25.
- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.
 - Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025, seven prior to the hearing.
 - Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Ninety-six (96) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on November 21, 2025.
 - Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.
 - Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate petroleum products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline companies providing services within 1,000 feet of the subject property on November 21, 2025.
 - The Planning and Zoning Commission will hold a public hearing on this matter on December 9, 2025.

- A2.** Coeur Terre 1 is the first development within the Coeur Terre project. The applicant is requesting a Planned Unit Development (PUD-1-25), Subdivision and Landscape Plan approval on 64.12+/- acres. If approved, Coeur Terre 1 would be built in three phases and would include residential development comprising 595 residential units across three phases, 15.39 acres of associated open space/stormwater and parkland tracts, featuring a 5.4-acre public park and multi-use trail system. Phase I is the Affinity at Coeur Terre, 170 age-restricted (62+) apartments in a 4-story building, with 9 units affordable. Phase II is 137 single-family lots, with 7 affordable, and Phase III is The Goat Apartments with 288 multifamily units in 3-story walkup buildings, with 15 units affordable. The preliminary plat would subdivide existing parcels into two multifamily lots, 137 single-family lots, 13 tracts, a public park, and a city well site. The PUD includes minor deviations including a 9' height increase for the Affinity main building and slight reductions from code standards related to lot size, frontage, side and rear yards for the R-8 single-family residential lots. No deviations were requested for the Goat Apartments or the R-3 single-family lots. The landscape plan approval is for two parcels with over 300 parking stalls.
- A3.** As attested by the City Engineer, the preliminary plans submitted contain all of the general preliminary plat elements required by the Municipal Code.
- A4.** The subject property is currently vacant and has been in agricultural use. The subject property abuts the Industrial Park to the east and is located south of the recently approved short subdivision that created the future middle school site for CDA SD#271. The southeastern edge of the request is near the terminus of W. Spiers Avenue along the northwestern corner of Northshire subdivision. The Yellowstone Pipeline is located toward the southern end of the proposal and would be located within the open space where it would not conflict with proposed buildable parcels. It would be served by Coeur Terre Boulevard off of Hanley Avenue and a connection to Industrial Loop. There would be no vehicular connections into the surrounding residential neighborhoods.
- A5.** Staff from the various departments have reviewed and provided comments concerning the adequacy of provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities and has provided recommended conditions for particular consideration by the Planning and Zoning Commission. The applicant has been in communication with Yellowstone Pipeline and staff has added a recommended condition putting the burden on the applicant to obtain and submit written certification from the Yellowstone Pipeline owner, prior to final plat approval, confirming that proposed building envelopes for principal and accessory structures along the pipeline easement comply with the owner's minimum setback requirements for safe construction.

- A6.** The City Engineer has indicated that for the purposes of the preliminary plans, both subdivision design standards and improvement standards comply with municipal code, subject to the approval of the PUD deviations requested by the applicant.
- A7.** The proposed subdivision is in conformance with the existing zoning per the requested modifications that are in conjunction with the associated PUD request for Coeur Terre 1 (PUD-1-25) and the findings therein.

S-2-25: REQUIRED SUBDIVISION FINDINGS

Finding B1: That all of the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer.

Use the following information as well as testimony from the hearing to make this finding. This corresponds with Subdivision Statement of Facts A3.

The preliminary plans submitted contain all of the general preliminary plat elements required by the Municipal Code.

-Submitted by Chris Bosley, City Engineer

COEUR TERRE 1 PRELIMINARY SUBDIVISION
A PORTION OF SEC. 4, T.50N., R.04W., B.M., KOOTENAI COUNTY, IDAHO

LEGEND

- PROJECT BOUNDARY LINE
- EXISTING LOT LINE
- PUBLIC RIGHT OF WAY
- R-3 ZONE
- R-4 ZONE
- R-5 ZONE
- R-6 ZONE
- R-7 ZONE
- R-8 ZONE
- R-9 ZONE
- R-10 ZONE
- R-11 ZONE
- R-12 ZONE
- R-13 ZONE
- R-14 ZONE
- R-15 ZONE
- R-16 ZONE
- R-17 ZONE
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- R-94 ZONE
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- R-96 ZONE
- R-97 ZONE
- R-98 ZONE
- R-99 ZONE
- R-100 ZONE

PROPOSED MOBILE HOME AND COUNTRY INFORMATION (R-3 & R-4 ZONES)

PROPERTY LINE	PROPOSED MINIMUM	PROPOSED MAXIMUM
FRONT YARD	10'-0"	10'-0"
REAR YARD	10'-0"	10'-0"
SIDE YARD	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"

PROPOSED MOBILE HOME AND COUNTRY INFORMATION (R-5 & R-6 ZONES)

PROPERTY LINE	PROPOSED MINIMUM	PROPOSED MAXIMUM
FRONT YARD	10'-0"	10'-0"
REAR YARD	10'-0"	10'-0"
SIDE YARD	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"

PROPOSED MOBILE HOME AND COUNTRY INFORMATION (R-7 & R-8 ZONES)

PROPERTY LINE	PROPOSED MINIMUM	PROPOSED MAXIMUM
FRONT YARD	10'-0"	10'-0"
REAR YARD	10'-0"	10'-0"
SIDE YARD	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"

PROPOSED MOBILE HOME AND COUNTRY INFORMATION (R-9 & R-10 ZONES)

PROPERTY LINE	PROPOSED MINIMUM	PROPOSED MAXIMUM
FRONT YARD	10'-0"	10'-0"
REAR YARD	10'-0"	10'-0"
SIDE YARD	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"

PROPOSED MOBILE HOME AND COUNTRY INFORMATION (R-11 & R-12 ZONES)

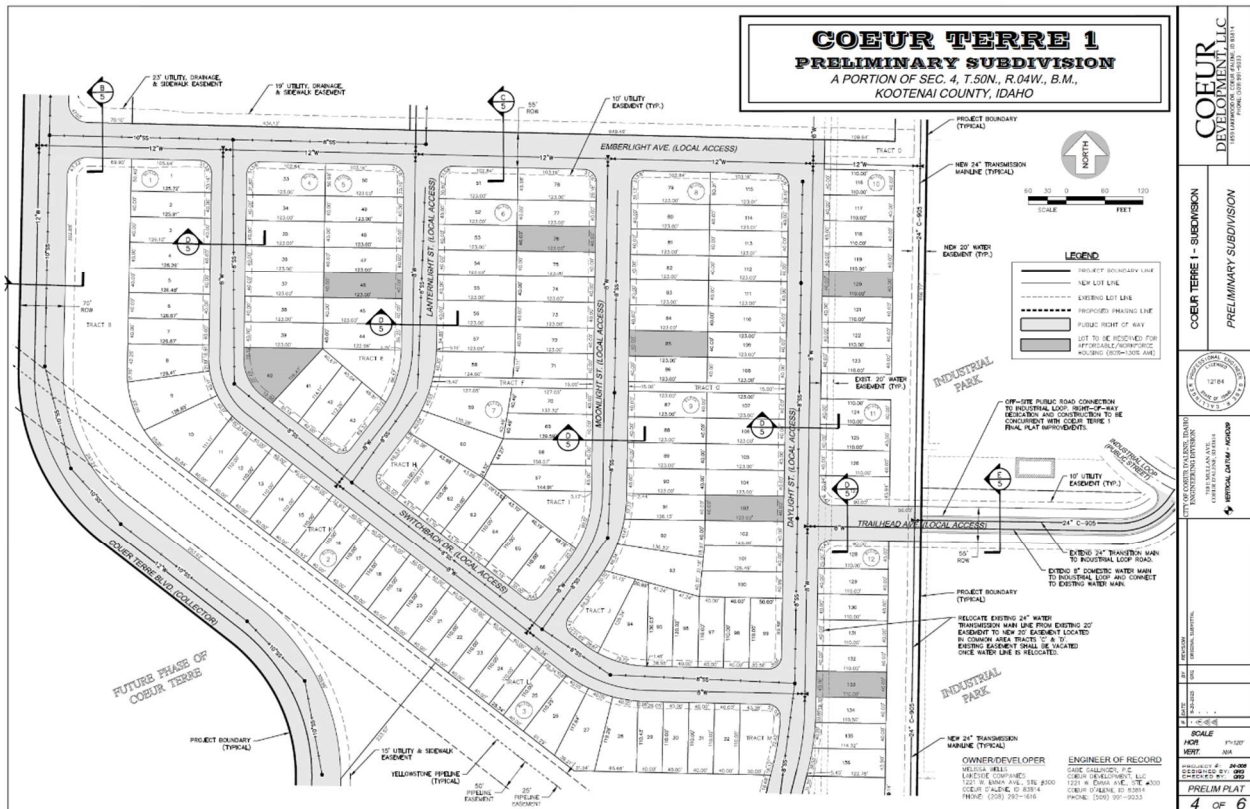
PROPERTY LINE	PROPOSED MINIMUM	PROPOSED MAXIMUM
FRONT YARD	10'-0"	10'-0"
REAR YARD	10'-0"	10'-0"
SIDE YARD	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"

PROPOSED MOBILE HOME AND COUNTRY INFORMATION (R-13 & R-14 ZONES)

PROPERTY LINE	PROPOSED MINIMUM	PROPOSED MAXIMUM
FRONT YARD	10'-0"	10'-0"
REAR YARD	10'-0"	10'-0"
SIDE YARD	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	10'-0"
MINIMUM LOT WIDTH	10'-0"	10'-0"
MINIMUM LOT DEPTH	10'-0"	10'-0"

PROPOSED MOBILE HOME AND COUNTRY INFORMATION (R-15 & R-16 ZONES)

PROPERTY LINE	PROPOSED MINIMUM	PROPOSED MAXIMUM
FRONT YARD	10'-0"	10'-0"
REAR YARD	10'-0"	10'-0"
SIDE YARD	10'-0"	10'-0"
MINIMUM LOT AREA	10'-0"	1



Note: The “grey” lots shown in the proposed single-family subdivision above are reserved for “workforce housing” per the Development Agreement.

ARTICLE VI. MISCELLANEOUS

6.5 Affordability Covenants with Use, Refinance, and Resale Restrictions and Purchase Option:

The Owners agree to reserve at least five percent (5%) of owned residential units and five percent (5%) of the rental residential units for affordable and professional workforce housing that meets 80-130% of Area Median Income (AMI) for the date on which it is sold or rented. All residential units shall be a variety of bedroom counts. The affordable and workforce housing requirement shall be protected by deed restriction or another equally effective method, and shall be reviewed in light of the addendum study to the Housing Availability and Affordability Study by PAHA, CDAEDC and U of I. Habitat for Humanity shall be given First Right of Refusal on a minimum one (1) multi-family parcel for its land trust inventory. The Owners shall be entitled to build thirty (30) market rate units before this requirement is triggered. Thereafter, the Owners agree that the five percent (5%) reserved-units requirement shall be met with each phase, provided that a subsequent phase may have less than five percent (5%) to the extent that previous phases exceeded five percent (5%). The reserved units shall be a mix of rental and owned, as well as a mix of housing types. The Owners agree to work with Panhandle Area Housing Alliance (PAHA), other housing agencies, and/or shall self-administer the program. The Owners agree to provide an annual report to the City of how this requirement has been addressed in the preceding twelve-month period and will also

conceptually outline plans for the next twelve-month period as to how this will be addressed. If the City determines that there are concerns with the reporting and/or satisfaction of this condition, the Owners agree to an independent third-party audit and compliance measures as agreed upon by the Parties to effectuate this condition.

Per the applicant's narrative:

Phase 1 – Affinity at Coeur Terre: 170 units of age-restricted (62+) active adult apartments (R-17 Zone), with 9 units affordable.

Phase 2 – Single-Family Neighborhood: 137 lots (R-3 & R-8 Zones), with 7 lots affordable.

Phase 3 – The Goat Apartments: 288 multifamily units (R-17 Zone), with 15 units affordable.

In total, 31 affordable units/lots are distributed across all phases.

Affordability Analysis

In aggregate, Coeur Terre 1 provides 31 affordable units/lots (5.21% overall). This distribution begins with Phase 1 (Affinity at Coeur Terre: 170 rental units, age-restricted senior apartments), providing 9 affordable rental units (5.29%); continues with Phase 2 (Single-Family Neighborhood: 137 owned lots), providing 7 affordable owned units (5.11% of owned units, meeting the 5% minimum); and concludes with Phase 3 (The Goat Apartments: 288 rental units, general multifamily), providing 15 affordable rental units (5.21%).

Overall, this yields 24 rental affordable units across Phases 1 and 3 (5.24% of 458 rental units, exceeding the 5% minimum) and 7 owned affordable units in Phase 2. The distribution achieves a mix of housing types: senior rental in Phase 1, single-family owned in Phase 2, and multifamily rental in Phase 3, and allows for phase-to-phase balancing. The proposal aligns with the agreement's intent to provide workforce housing options while permitting the initial 30 market-rate units to proceed without triggering the requirement.

YELLOWSTONE PIPELINE: Maps & Conversations

Throughout the annexation process, staff have kept the Planning & Zoning Commission and City Council informed about the existing gas lines traversing the subject property. Staff requested that the applicant provide evidence of ongoing coordination with the pipeline owners and an update on their progress. Accordingly, the applicant has designed this portion of the project to accommodate the Yellowstone pipeline, which runs northwest from W. Spires Avenue through the proposed open space. This design ensures that no buildable lots are placed within the easement, and the applicant has been actively collaborating with the pipeline owners. Below are the relevant conversations regarding the easement:

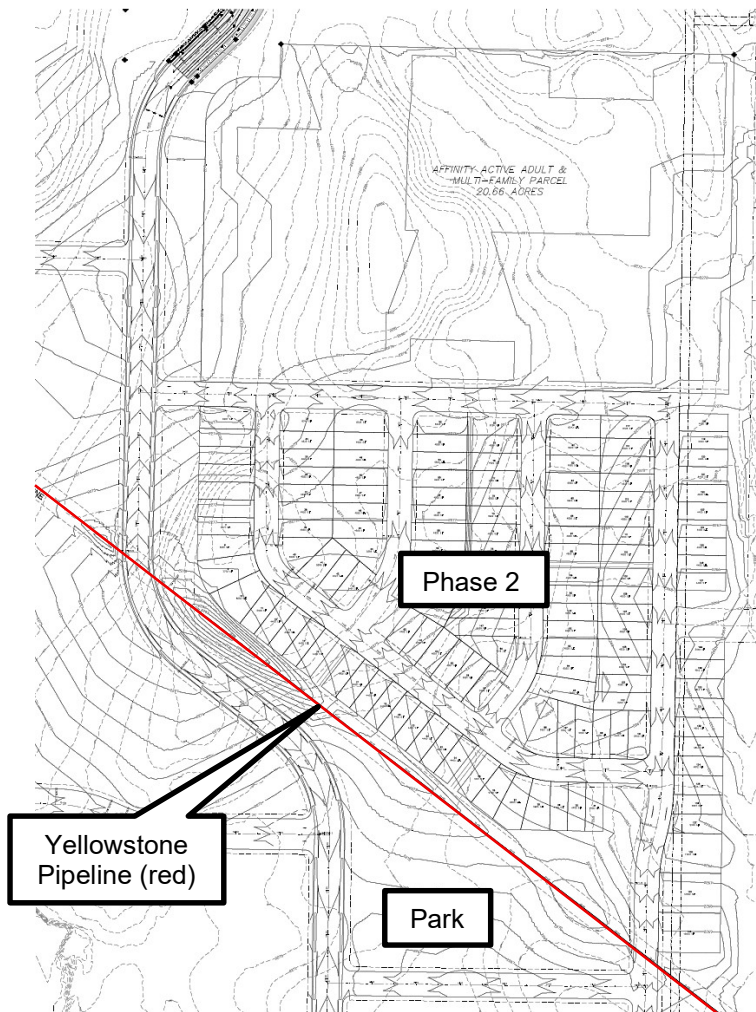
Email from the applicant describing their coordination with the pipeline owners (sent to city staff): We have been coordinating with the Yellowstone Pipeline for some time now...attached is a copy of an email approving our proposed mass grading plan. Yellowstone is currently reviewing the legal descriptions and exhibits for a partial easement release that will define the easement as 75' wide, 25' north and 50' south of the pipeline. Please let me know if you have any questions or would like to discuss in more detail.

-Gabe Gallinger, Land Development Manager

Email from the pipeline owner to Gabe Gallinger describing their coordination with each other: Thanks for sending over Gabe. In follow up from our conversation, the BU in theory has no issues with the added soil you have identified, but will need to confirm before any activities take place that no work (anomalies, reconditioning) need to take place on the pipeline before. We will also need to have this identified in the future EA associated with the property. Let me know if there are any questions.

-Chad M. Polak, Sr. Area Specialist, Real Estate Services, Phillips 66

Mass Grading Exhibit:



-Submitted by Leo Martinez Associate, Operations Support & Real Estate Services

PIPELINE STATIONING

YP-2-60 - Cataldo to ID-WA Border

PLAN VIEW

PROFILE

PIPE DETAIL

LEGEND

- Focus Pipe Line
- Reference Pipe Line
- APP or Solid Pipe Line
- Township/Range Line
- Section/Abstract Line
- County Line
- State Line
- Stream Note
- Waterway
- Road or Highway
- Railroad
- Fence
- Telephone Line
- Oil Power Line
- Buried Power Line
- Television Cable / Fiber Optic Cable
- Water Line
- Pipeline
- Gravel Line, Field Line
- Property Line
- Casing
- River Weight

Legend

- 1000' Station Increment
- Station Equation
- Test Lead
- ADMI / AGDR
- Bypass Valve
- Block Valve (MOV, Manual)
- Blowoff or Relief Valve
- Check Valve
- Stems
- Reducer
- Pig Signal
- Cathodic Protection System
- Meter
- Regulator Setting
- Tap, Tee, Branch Connection
- Aerial Marker
- Launcher, Receiver, or Compressor Trap
- Vent

ENGINEERING ALIGNMENT SHEET

YELLOWSTONE WEST W-10 PRODUCTS (P) INC.

THOMPSON FALLS TO SPOKANE TERMINAL

SCALE

GENERATION DATE

DRAWING NAME

MAP NUMBER

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.

Per engineering review, for 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.

-Submitted by Chris Bosley, City Engineer

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether the proposed preliminary plat does or 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. Specific ways in which the policy is or is not supported by this request should be stated in the finding.*

Finding B4: **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.**

Use the following information as well as testimony from the hearing to make this finding. This corresponds with Subdivision Statement of Facts A7.

Note: The proposed subdivision is in conformance with the existing zoning per the requested modifications that are in conjunction with **PUD-1-25** in this staff report.

R-3 (Residential at 3 units/acre): ***Single Homesite***

17.05.010: GENERALLY:

- A. The R-3 District is intended as a residential area that permits single-family detached housing at a density of three (3) units per gross acre (i.e., the density for an acre of unsubdivided land, regardless of where streets, etc., may or may not be located, will be calculated at a minimum of 3 units).
- B. The gross acre calculation is intended to provide the subdivider flexibility, so when dedicating land for public use, the density may be made up elsewhere in the subdivision as long as the other site performance standards are met.
- C. This district is intended for those areas of the City that are developed at this density because of factors such as vehicular access, topography, flood hazard and landslide hazard.
- D. A maximum of two (2) dwelling units are allowed per lot provided the lot meets the minimum lot square footage for two (2) units and each dwelling unit meets the minimum yard (setback) requirements.
 1. For the purposes of this section, the term "two (2) dwelling units" shall mean two (2) single family dwelling units or one single family dwelling unit and one accessory dwelling unit.

17.05.020: PERMITTED USES; PRINCIPAL:

Principal permitted uses in an R-3 District shall be as follows:

- Administrative.
- Essential service (underground).
- "Home occupation", as defined in this title.
- Neighborhood recreation.
- Public recreation.
- **Single-family detached housing.**

17.05.030: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-3 District shall be as follows:

- Accessory dwelling units.
- Garage or carport (attached or detached).
- Private recreation facility (enclosed or unenclosed).

R-8 (Residential at 8 units/acre): *Single Family Homes***17.05.090: GENERALLY:**

- A. The R-8 District is intended as a residential area that permits a mix of housing types at a density not greater than eight (8) units per gross acre.
- B. In this district a special use permit, as prescribed in section 17.09.205 of this title may be requested by neighborhood sponsor to restrict development for a specific area to single-family detached housing only at eight (8) units per gross acre. To constitute neighborhood sponsor, at least sixty six percent (66%) of the people who own at least sixty six percent (66%) of the property involved must be party to the request. The area of the request must be at least one and one-half (1 1/2) acres bounded by streets, alleys, rear lot lines, or other recognized boundary. Side lot lines may be used for the boundary only if it is also the rear lot line of the adjacent property.
- C. Project review (see sections 17.07.305 through 17.07.330 of this title) is required for all subdivisions and for all residential, civic, commercial, service and industry uses, except residential uses for four (4) or fewer dwellings.
- D. A maximum of two (2) dwelling units are allowed per lot provided the lot meets the minimum lot square footage for two (2) units and each dwelling unit meets the minimum yard (setback) requirements.
 1. For the purposes of this section, the term "two (2) dwelling units" shall mean two (2) single family dwelling units, one single family dwelling unit and one accessory dwelling unit (ADU), or one duplex. (Ord. 3600, 2018; Ord. 3560, 2017)

17.05.100: PERMITTED USES; PRINCIPAL:

Principal permitted uses in an R-8 District shall be as follows:

- Administrative.
- Duplex housing.
- Essential service (underground).
- "Home occupation", as defined in this title.
- Neighborhood recreation.
- Public recreation.
- Single-family detached housing.

17.05.110: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-8 District shall be as follows:

- Accessory dwelling units.
- Garage or carport (attached or detached).
- Private recreation facility (enclosed or unenclosed)

R-17 (Residential at 17 units/acre): *Multifamily: Affinity and Goat Apts.*

17.05.250: GENERALLY:

- The R-17 District is intended as a medium/high density residential district that permits a mix of housing types at a density not greater than seventeen (17) units per gross acre.
- This district permits single-family detached housing as specified by the R-8 District and duplex housing as specified by the R-12 District.
- This district is for establishment in those areas that are not suitable for lower density residential due to proximity to more intense types of land use.
- This district is appropriate as a transition between low density residential and commercial districts, or as a buffer between arterial streets and low-density residential districts.
- Project review (see chapter 17.07, article IV of this title) is required for all subdivisions and for all residential, civic, commercial, service and industry uses except residential uses for four (4) or fewer dwellings. (Ord. 3560, 2017)

17.05.260: PERMITTED USES; PRINCIPAL:

Principal permitted uses in an R-17 District shall be as follows:

- Administrative.
- Childcare facility.
- Community education.
- Duplex housing as specified by the R-12 District.
- Essential service.
- "Home occupation", as defined in this title.
- Multiple-family.
- Neighborhood recreation.
- Public recreation.
- Single-family detached housing.

17.05.270: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-17 District shall be as follows:

- Accessory dwelling units.
- Garage or carport (attached or detached).
- Mailroom and/or common use room for multiple-family developments.
- Outside area or building for storage when incidental to the principal use.
- Private recreation facility (enclosed or unenclosed).

C-17L (Light Commercial/Residential at 17 units/acre): *Wellsite*

17.05.570: GENERALLY:

- The C-17L district is intended as a low density commercial and residential mix district. This district permits residential development at a density of seventeen (17) units per gross acre as specified by the R-17 district and limited-service commercial businesses whose primary emphasis is on providing a personal service.

- B. Retail/wholesale commercial would require the granting of a special use permit in accordance with section 17.09.205 of this title.
- C. This district is suitable as a transition between residential and commercial zoned areas and should be located on designated collector streets or better for ease of access and to act as a residential buffer.
- D. A variance may be granted to partially waive off street parking and/or lot coverage requirements for commercial developments utilizing common parking.
- E. Project review (chapter 17.07, article IV of this title) is required for all subdivision and for all residential, civic, commercial, service and industry uses except residential uses for four (4) or fewer dwellings.

17.05.580: PERMITTED USES; PRINCIPAL:

Principal permitted uses in a C-17L district shall be as follows:

- Administrative offices.
- Automobile parking when serving an adjacent business or apartments.
- Banks and financial establishments.
- Boarding house.
- Childcare facility.
- Commercial film production.
- Community assembly.
- Community education.
- Duplex housing (as specified by the R-12 district).
- **Essential service.**
- Group dwelling - detached housing.
- Handicapped or minimal care facility.
- Home occupation.
- Hospitals/healthcare.
- Juvenile offenders facility.
- Multiple-family housing (as specified by the R-17 district).
- Neighborhood recreation.
- Nursing/convalescent/rest homes for the aged.
- Personal service establishment.
- Professional offices.
- Public recreation.
- Rehabilitative facility.
- Religious assembly.
- Single-family detached housing (as specified by the R-8 district).

17.05.590: PERMITTED USES; ACCESSORY:

Accessory permitted uses in a C-17L district shall be as follows:

- Accessory dwelling units.
- Apartment for resident caretaker.
- Outdoor storage or building when incidental to the principal use.
- Private recreation (enclosed or unenclosed).
- Residential accessory uses as permitted by the R-17 district.

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the lots proposed in the preliminary plat do or do not meet the requirements of the applicable zoning district.*

LS-1-25 LANDSCAPING PLANS: “Affinity & Goat Apartments”

The Planning & Zoning Commission must approve the following:

1. The amount of parking lot landscaping as a percentage of stalls.
2. The maximum spacing distance between landscaped areas.

As provided in PUD Finding B5, the following graphic shows Phase 1 and Phase 3, which are subject to landscaping review by the Commission:

17.06.835: ENVIRONMENTAL LANDSCAPING:

E. Parking Lots: Landscaping shall be required for all parking lots as described in subsections B3 and B4 of this section, excluding vehicle sales. This shall be in addition to buffer yards where required.

1. Amount Required: The amount of landscaping required is calculated as a percentage of the gross paved areas used for parking spaces. Traffic aisles and driveways are excluded from this calculation. This percentage is based on the number of parking spaces provided as follows:

Number Of Parking Spaces	Percent Gross Area To Be Landscaped
5 - 50	8
51 - 99	10
100 - 300	12

For parking lots with more than three hundred (300) parking spaces, the Planning & Zoning Commission shall determine;

- a) The amount and spacing of landscaping required up to a maximum not to exceed two percent (2%) additional area per each one hundred (100) additional cars or fraction thereof,
 - b) and no parking space shall be more than one hundred feet (100') from a landscaped area.
2. Material and Spacing Requirements: Except as provided in subsection E1 of this section, parking lot landscaping shall consist of, but is not limited to, a mix of deciduous and evergreen trees, shrubs, and ground cover. No parking space shall be more than sixty feet (60') from a landscaped area, and there shall be at least one tree for each three hundred (300) square feet of required landscape area.

Note: *It is the policy of the city to only require landscaping for surface parking stalls. Garages, carports, and structured parking stalls are exempt from parking lot landscaping requirements.*



Parking information provided by the applicant:

AFFINITY AT COEUR TERRE: Parking Lot Landscaping (17.06.835.E)

Parking types

- Surface parking: 271
- Stalls within carports: 35
- Number of garages: 48
 - Grand Total = 354

Staff's review of Affinity's proposed parking lot landscaping:

Although this portion of the request could be considered under the 300-surface stall threshold for review by Planning & Zoning Commission due to city policy, the grand total of stalls still exceeds 300. For transparency, staff have included this information for the commission's consideration.

Per code, landscaping is calculated as a percentage of the gross paved area used for parking spaces only, traffic aisles and driveways are excluded. A standard parking stall is 9' x 20' = 180 sq. ft. Thus, 271 surface stalls x 180 sq. ft. = 48,780 sq. ft. of gross paved parking space area.

Landscaping Requirement:

12% of parking space area = $0.12 \times 48,780 = 5,853.6$ sq. ft. of parking lot landscaping

Minimum tree requirement:

Using the required landscaping area: $5,853.6 \div 300 = 19.51$ or 20 parking lot trees

Affinity Parking Lot Landscaping Summary:

Applicant provides 33,102 sq ft of parking lot landscaping and 44 trees. The proposal greatly exceeds the minimum standards. The 12% requirement is a fixed minimum; providing significantly more landscaping voluntarily (~68% of parking-space area) is permissible and substantially improves environmental mitigation.

Developer's Affinity Landscape (plans/calcs):

Total Parcel Area = 310,416 SF

Total Landscape/Open Space = 47,038 SF

Total Parking Lot Landscape = 33,102 SF

(required min 5,853.6 sq. ft. of parking lot landscaping)

Total Parking Lot Trees = 44



Staff's review of the Goat's proposed parking lot landscaping:

THE GOAT APARTMENTS: Parking Lot Landscaping (17.06.835.E)

Parking types

- Surface parking: 416
- Stalls within carports: 83
- Number of garages: 59
 - Grand Total = 558

Both the grand total and surface stalls alone exceed 300, so the Planning & Zoning Commission must determine the landscaping percentage (up to a maximum of 2% additional per each 100 surface stalls or fraction thereof beyond 300).

Per code, landscaping is calculated as a percentage of the gross paved area used for parking spaces only, traffic aisles and driveways are excluded. A standard parking stall is 9' x 20' = 180 sq. ft. Thus, 416 surface stalls x 180 sq. ft. = 74,880 sq. ft. of gross paved parking space area.

Landscaping Requirement (Minimum):

12% of parking space area = $0.12 \times 74,880 = 8,985.6$ sq. ft.

Excess stalls: $416 - 300 = 116$

First 100 excess initiates +2%

Remaining 16 stalls = fraction of next 100 triggers another +2%

Total additional allowed: +4% (Maximum)

Maximum allowable ratio: $12\% + 4\% = 16\%$, thus $0.16 \times 74,880 = 11,980.8$ sq. ft.

Minimum/Maximum tree requirement:

Using the minimum landscaping area (12% = 8,985.6 sq. ft.), divide by 300:

$8,985.6 \div 300 = 29.95$ or a minimum of 30 parking lot trees

Using the maximum landscaping area (16% = 11,980.8 sq. ft.), divide by 300:

$11,980.8 \div 300 = 39.94$ or a maximum of 40 parking lot trees

Goat Apartments Parking Lot Landscaping Summary:

The applicant provides 10,208 sq ft of parking lot landscaping and 49 trees. The proposal meets and exceeds the minimum standards. The maximum percentage caps what the Commission can require; exceeding it voluntarily is permissible and enhances environmental mitigation.

Developer's Goat Apartments Landscape (plans/calcs):

Total Parcel Area = 570,078 SF

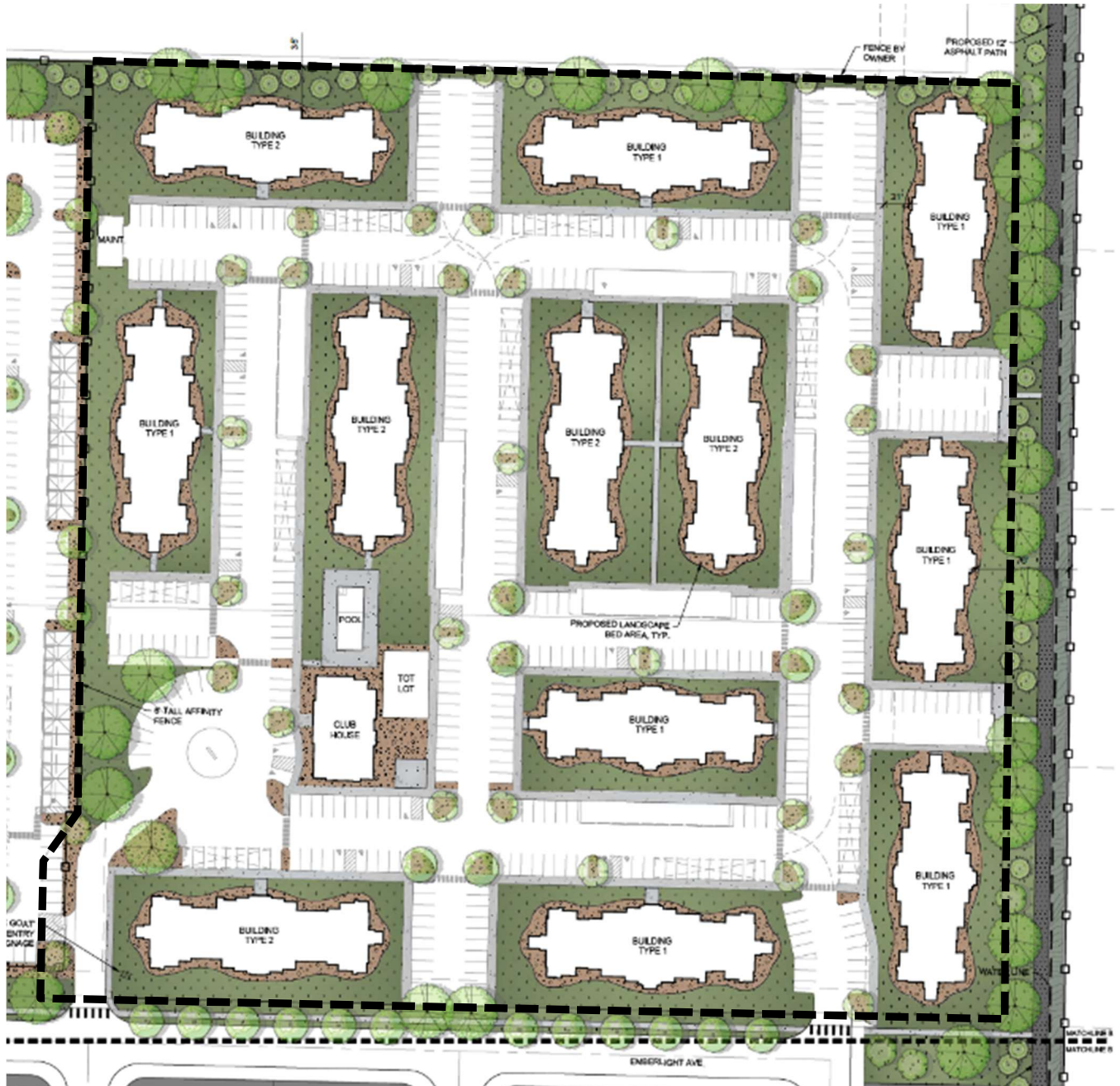
Total Landscape/Open Space = 200,315 SF

Total Parking Lot Landscape = 10,208 SF

(landscape in parking islands or directly adjacent to stalls)

(required min 8,985.6 sq. ft.)

Total Parking Lot Trees = 49



PLANNING DEPARTMENT ANALYSIS – LANDSCAPING PLAN CODE REVIEW:

The Planning Department has reviewed the proposed landscaping plans for code compliance regarding Environment Landscaping (17.06.835) requirements and the proposed landscaping plan meets the minimum requirements for environmental landscaping for parking lots in excess of 300 stalls. The applicant's proposed landscaping plans have more landscaping than the minimum landscaping that is required by code.

ORDINANCES & STANDARDS USED FOR EVALUATION:

- 2042 Comprehensive Plan
- Transportation Plan
- Municipal Code
- Idaho Code
- Wastewater Treatment Facility Plan
- Water and Sewer Service Policies
- Urban Forestry Standards
- Transportation and Traffic Engineering Handbook, I.T.E.
- Manual on Uniform Traffic Control Devices (MUTCD)
- 2017 Coeur d'Alene Trails Master Plan
- 2021 Parks Master Plan

PROPOSED PUD, SUBDIVISION, AND LANDSCAPE CONDITIONS OF APPROVAL:**Fire & Police:**

1. Landscaping must not cover or hide fire protection systems such as fire hydrants, FDC's or PIV's.
2. Electronic Knox key bypass will be needed on any gates for the Fire Department, and the Police Department must have 24/7 access through the gates using a secure access code.
3. A secondary means of egress shall be constructed and accepted by the City—by connecting the phases to Industrial Loop Road—prior to the issuance of building permits for more than 30 single-family dwellings or more than 200 dwelling units in multi-family structures.
4. Minimum fire department access road width is 20' for buildings up to 30' in height and 26' in buildings over 30' in height.
5. No parking on roadways less than 26' in width.

Planning:

6. The creation of a homeowner's association (HOA) will be required to ensure the perpetual maintenance of the open space, all other common areas, and any private streets.
7. Open spaces associated with the phasing must be completed or bonded for (at 150%) as specified by the development agreement, or at the time of platting, whichever comes first.
8. The applicant shall obtain and submit written certification from the Yellowstone Pipeline owner, prior to final plat approval, confirming that proposed building envelopes for principal and accessory structures along the pipeline easement

comply with the owner's minimum setback requirements for safe construction.
The city relies solely on the pipeline owner's certification and assumes no liability for any damages, delays, or safety issues arising from structure placement, construction, or pipeline operations.

Wastewater:

9. An unobstructed City approved "all-weather" access shall be required over all public sewers.
10. All public sewer plans require IDEQ or QLPE Approval prior to construction.
11. Sewer Policy #716 requires all legally recognized parcels within the City to individually connect and discharge into (1) public sewer connection.
12. Any utility easement for the public sewer shall be dedicated to the City prior to building permits.
13. Coeur Terre Surcharge Fees will be applied as well as all applicable Sewer Cap Fees at time of building permit.

Water:

14. Relocation of Existing 24" Transmission Main (Nez Perce): The existing 24" transmission main currently located in Nez Perce will need to be relocated. The final alignment has not yet been determined and must be coordinated with the city and design engineers.
15. Timeline for Relocation: The relocation must be planned and completed prior to any construction activity. All work related to relocation must occur during the off-season (non-peak demand period) to avoid service impacts.
16. Design Requirement: Detailed design work is required for the transmission main relocation. No construction may begin until the design is complete and approved.
17. Hydraulic Study (JUB Engineering): JUB must complete a hydraulic study to confirm:
 - a. The new line and proposed well are adequately sized
 - b. Supply is sufficient for projected demand
 - c. Whether an additional well or water tank is necessary as stated in the water dep comp plan.
18. Service Connections: No individual services will be allowed on the transmission main.
19. Timing of Main Activation: The relocated transmission main must be activated only during the off-season to minimize risk during high-demand periods.
20. **Secondary Irrigation System Requirements:**

If a separate irrigation system is proposed:

 - A certified operator is required to manage it
 - The irrigation provider must be registered with 811
 - Separation of potable and non-potable lines must follow DEQ standards (minimum 10-foot horizontal separation) and any lots that have access to auxiliary water will be required to have an approved RPBA installed on the supply line immediately downstream of the water meter.
 - All irrigation valves must be clearly marked to identify the system.

21. Tree Setbacks: A 10-foot minimum separation is required between trees and all water infrastructure.
22. Tie-In at W. Arrowhead Rd.: A system tie-in is needed on W. Arrowhead Rd. To facilitate this, Lot 33 must be shifted north to create an open space between Lots 32 and 33.
23. W. Woodside Ave. Transmission Main & PRV on N. Hutter Rd.:
 - The transmission main exiting W. Woodside must be relocated to accommodate the new layout.
 - The Pressure Reducing Valve (PRV) on N. Hutter Rd. must also be relocated to function correctly with the updated pressure zones and development layout.
24. Abandonment of Unused Stubs: Any unused water stubs out of W. Woodside Ave. must be abandoned at the main.
25. Design Submittals for Hydraulic Review: All water system designs must be submitted to JUB for review to determine:
 - Adequate incoming water supply
 - The need for an additional well
 - The need for a storage tank

Parks:

26. The parking lot in the 5.4 public park shall 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 Shaddock Park.
27. The public open space area (main park) shall be designed in a joint effort between the developer and the Parks Department.

Engineering:

28. As described in the Traffic Impact Assessment (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 Ave.

ACTION ALTERNATIVES:

Planning and Zoning Commission will need to consider the PUD and Subdivision requests and make separate findings to approve, approve with conditions, deny, or deny without prejudice. The findings worksheets are attached.

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.

Attachment(s):

Applicant's Application, Narrative, & Supporting Documentation
Wastewater agreement & workorder
Comprehensive Plan Worksheet

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APPLICANT'S APPLICATION

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PLANNED UNIT DEVELOPMENT APPLICATION

STAFF USE ONLY

Date Submitted: _____ Received by: _____ Fee paid: _____ Project # PUD-1-25

REQUIRED SUBMITTALS

**Public Hearing with the Planning Commission required*

Application Fee: \$ 2,400.00

Publication Fee: \$ 300.00

Mailing Fee (x1): \$ 1.00 per address + \$ 28.00

(The City's standard mailing list has 28 addresses per public hearing)

A COMPLETE APPLICATION is required at time of application submittal, as determined and accepted by the Planning Department located at <http://cdaid.org/1105/departments/planning/application-forms>.

☒ **Completed application form**

☒ **Application, Publication, and Mailing Fees**

☒ **Title Report(s) by an Idaho licensed Title Company:** Title report(s) with correct ownership easements, and encumbrances prepared by a title insurance company. The report(s) shall be a full Title Report and include the Listing Packet.

☒ **Mailing labels provided by an Idaho licensed Title Company:** Owner's list and three (3) sets of mailing labels with the owner's addresses prepared by a title company, using the last known name/address from the latest tax roll of the County records. This shall include the following:

1. All property owners within 300ft of the external boundaries. *** Non-owners list no longer required***
2. All property owners within the subject property boundaries. (Including the applicant's property)
3. A copy of the tax map showing the 300ft mailing boundary around the subject property.

☒ **A written narrative:** Including an overall description of the location and intensity of proposed uses/activities, public and private open spaces. **(SEE PG. 4-5 FOR DETAILED LIST)**

☒ **A legal description:** map stamped by a licensed Surveyor.

☒ **A plan set map:** Providing PUD request, development plans and a phasing schedule. The respective elements of the development plans that will affect such items as the existing and proposed infrastructure, improvements, building, and landscaping and drawings fully conveying the project.

☒ **Submittal documents:** Applications will not be accepted unless all application items on the form are submitted both with original documents and an electronic copy.

DEADLINE FOR SUBMITTALS

The Planning Commission meets on the second Tuesday of each month. The completed form and other documents must be submitted to the Planning Department not later than the first working day of the month that precedes the next Planning Commission meeting at which this item may be heard.

PUBLIC HEARING NOTICE SIGN TO BE POSTED ON SUBJECT PROPERTY:

The applicant is required to post a public hearing notice, provided by the Planning Department, on the property at a location specified by the Planning Department. This posting must be done one (1) week prior to the date of the Planning Commission meeting at which this item will be heard. An affidavit testifying where and when the notice was posted, by whom, and a picture of the notice posted on the property is also required and must be returned to the Planning Department.

APPLICATION INFORMATION

PROPERTY OWNER: Lakeside Companies/Melissa Wells		
MAILING ADDRESS: 1221 W. Emma Ave., Suite 300		
CITY: Coeur d'Alene	STATE: ID	ZIP: 83814
PHONE: 208-755-2886	FAX:	EMAIL: melissa@thinklakeside.com
APPLICANT OR CONSULTANT: Affinity at Coeur Terre, LLC & The Goat at Coeur Terre, LLC		STATUS: ENGINEER / <input checked="" type="checkbox"/> OTHER
MAILING ADDRESS: 120 W Cataldo		
CITY: Spokane	STATE: WA	ZIP: 99201
PHONE: 509-554-9177	FAX:	EMAIL: bobbeye@inlandconstruction.com

FILING CAPACITY

- ☐ Recorded property owner as to of _____
- ☐ Purchasing (under contract) as of _____
- ☐ The Lessee/Renter as of _____
- ☒ Authorized agent of any of the foregoing, duly authorized in writing. (*Written authorization must be attached*)

SITE INFORMATION:

PROPERTY LOCATION OR ADDRESS OF PROPERTY: Address TBD (Coeur Terre Blvd & Hanley)		
EXISTING CITY ZONING (CHECK ALL THAT APPLY): R-1 <input type="checkbox"/> R-3 <input checked="" type="checkbox"/> R-5 <input type="checkbox"/> R-8 <input checked="" type="checkbox"/> R-12 <input type="checkbox"/> R-17 <input checked="" type="checkbox"/> MH-8 <input type="checkbox"/> NC <input type="checkbox"/> C-17 <input type="checkbox"/> C-17L <input checked="" type="checkbox"/> CC <input type="checkbox"/> DC <input type="checkbox"/> LM <input type="checkbox"/> M <input type="checkbox"/> NW <input type="checkbox"/>		
PROPOSED OPEN SPACE/ACRES: C-L878-001-001-0, C-000-033-3700, C-000-033-4300, C-B149-001-001-A	TOTAL NET AREA (LAND EXCLUSIVE OF PROPOSED/EXISTING PUBLIC STREETS): See above	TOTAL NUMBER OF LOTS: R-3: 1 lot, R-8: 132 lots, R-17: 2 lots
GROSS AREA/ACRES: 64.12 Acres	CURRENT LAND USE: Agricultural	PROPOSED RESIDENTIAL DENSITY/PER DWELLING UNIT: R-3: 0.85, R-8: 3.91, R-17: 17
DESCRIPTION OF PROJECT/REASON FOR REQUEST: Planned unit development to accommodate an active adult community, market-rate apartments, single family houses, public open space, trail systems, and a neighborhood park		
PROPOSED USES AND ACTIVITIES: Proposed uses include single family, multi-family, and active adult living communities along with a community park		

PHYSICAL LAND ALTERATION REQUIRED BY DEVELOPMENT:
Conversion of agriculture land to single family, multi-family, and active adult living communities along with a community park

CERTIFICATION OF APPLICANT:

I, BOBBY EVERSON, being duly sworn, attests that he/she is the applicant of
(Insert name of applicant)

this request and knows the contents thereof to be true to his/her knowledge.

Signed: [Signature]
(applicant)

Notary to complete this section for applicant:

Subscribed and sworn to me before this 9th day of September, 2025.

Notary Public for Idaho Residing at: Bozeman, MT

My commission expires: June 16 2027

Signed: [Signature]
(notary)



CERTIFICATION OF PROPERTY OWNER(S) OF RECORD:

I have read and consent to the filing of this application as the owner of record of the area being considered in this application.

Name: Melissa Wells Telephone No.: (208) 755-2886

Address: 1221 W. Emma, Suite 300 Coeur d'Alene, ID 83814

Signed by Owner: [Signature]

Notary to complete this section for all owners of record:

Subscribed and sworn to me before this 28th day of August, 2025

Notary Public for Idaho Residing at: Spokane, WA.

Washington State

My commission expires: Mar. 23, 2027

Signed: Claudia M. Hersey
(notary)



I (We) the undersigned do hereby make petition a planned unit development of the property described in this petition, and do certify that we have provided accurate information as required by this petition form, to the best of my (our) ability.

Be advised that all exhibits presented will need to be identified at the meeting, entered into the record, and retained in the file.

DATED THIS 28th DAY OF August 2025

APPLICATION NARRATIVE/SITE MAPS INCLUDE:

1. Application and narrative containing:

- The legal description of the property.
- An overall description of the location and intensity of proposed uses and activities, including public and private open spaces.
- A physical description of proposed facilities, including types of buildings, structures and landscape and circulation elements.
- A general designation of utilities.
- A general statement on the form of management proposed in areas of common ownership.
- A statement detailing the relationship of the proposed development project with major public development programs, including but not limited to freeways, highways, parks, trails, open spaces, utility transmission lines and other major public facilities.

2. A set of scaled drawings of the entire development prepared by an Engineer/Architect/Landscape Architect and indicating the following:

- Perimeter boundaries of the site.
- Streets and driveways, sidewalks and pedestrian-ways, off-street parking and loading areas.
- Location and dimension of buildings and structures.
- Utilization of buildings and structures, including activities and number of living units.
- Reservations for public uses, including schools, parks, playgrounds, and other open spaces.
- Major landscaping features and preliminary location of water sewage and drainage facilities.
- Artists or architectural renderings sufficient to clearly establish the scale, character and general appearance of the development.

3. Preliminary development schedule indicating:

- Anticipated timing for commencement and completion of each phase of development.
- The total number of acres in each phase.
- The percentage of acreage to be devoted to particular uses.
- The proposed number and type of dwelling units for each phase of development.
- The average residential density per gross acre for each phase of development.

Coeur Terre 1
Planned Unit Development and Subdivision Narrative

Coeur d'Alene, Idaho

September 12, 2025

PROPERTY INFORMATION

Ownership

The Coeur Terre 1 property is owned by LREV 28, LLC, LREV 29, LLC, LREV 30, LLC and LREV 31, LLC. Development will occur in three phases under a single Planned Unit Development (PUD) framework.

Legal Description of the Property

The project is located at Coeur Terre Boulevard and Hanley Avenue, in Section 4, Township 50 North, Range 4 West, Boise Meridian, Kootenai County, Idaho. The site includes portions of Parcel #C-L878-001-001-0, Parcel #C-0000-033-3700, Parcel #C-0000-033-4300 and Parcel #C-B149-001-001-A.

EXISTING PHYSICAL ENVIRONMENT

Current Use: The site is presently undeveloped and used for agriculture.

Topography: The land is generally flat with gentle slopes conducive to residential development.

Soils: Well-drained soils are present, suitable for grading, construction and onsite storm detention.

Floodplain/Wetlands: No FEMA-designated floodplains or mapped wetlands are present on site.

PROPOSAL

The Coeur Terre 1 PUD establishes a mixed-residential community with meaningful open space and connectivity improvements. The project is phased as follows (or may be built concurrently):

Phase 1 – Affinity at Coeur Terre: 170 units of age-restricted (62+) active adult apartments (R-17 Zone), with 9 units affordable.

Phase 2 – Single-Family Neighborhood: 137 lots (R-3 & R-8 Zones), with 7 lots affordable.

Phase 3 – The Goat Apartments: 288 multifamily units (R-17 Zone), with 15 units affordable.

In total, 31 affordable units/lots are distributed across all phases.

Open Space

The PUD designates 15.39 acres (24%) as open space, including:

- A 5.4-acre public park for community use.
- Nearly 10 acres of private open space tracts with pathways, buffers, and stormwater facilities.
- Multi-use pathways providing direct connections through the site and to surrounding neighborhoods.

ZONE DISTRICT, INTENSITY OF USE, AND RELATED STANDARDS

The project area includes R-3, R-8, R-17, C-17L zoning districts.

- **R-3:** One lot, consistent with low-density standards.
- **R-8:** 137 single-family lots, averaging 3.91 units/acre, well below the allowed 8 units/acre*.

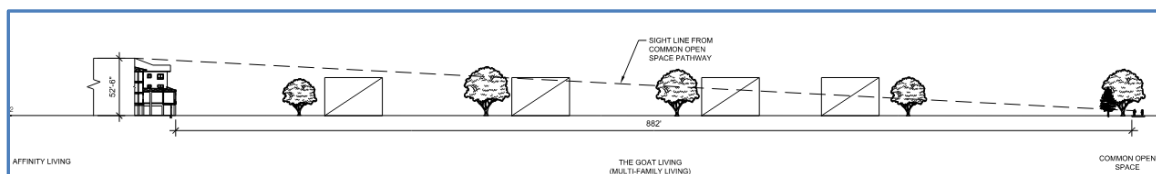
*The single-family lots in the R-8 Zone of the Coeur Terre 1 PUD propose a minimum lot size of 4000 s.f. with the following proposed residential minimum performance standards:

- Frontage: 40'-0"
- Front Yard Setback: 10'-0"
- Interior Side Yard: 5'-0"
- Rear Yard: 10'-0"
- Street Side Yard: 10'-0"

The requested reduction in lot size and setbacks from the R-8 performance standards are offset by the ample open space designed for the community including multi-use pathways, pocket parks and a 5.4 acre public park, which is adjacent to the single-family Phase of Coeur Terre 1

- **R-17:** 170 active adult units (Affinity) and 288 multifamily units (The Goat), consistent with the density requirement of R-17 standards..
- Heights: Affinity – 54 feet**; The Goat – 45 feet; single-family homes – 32 feet.

**The Affinity building is a purpose-built community for 62+ residents. The design is based on best practices for senior resident mobility taking into consideration distances from individual units to internal amenities, parking and services within the building. The building is a four story elevated building which shortens the distance residents need to walk within the community. This is a deviation of nine feet from the R-17 height standards but is consistent with 17.07.230 PUD Review Criteria. Sight lines were considered for the placement of Affinity in the interior of the site, which reduces or eliminates sight line concerns from the edges of the property.



Affinity Sight line illustration

PLANNED UNIT DEVELOPMENT REVIEW CRITERIA:

17.07.230(A) The proposal is in conformance with the comprehensive plan:

1. Balanced Mix of Housing

- **Comp Plan Goal GD 1:** *“Develop a mix of land uses throughout the city that balance housing and employment while preserving the qualities that make Coeur d’Alene a great place to live.”*
- **Objective GD 1.1:** *“Achieve a balance of housing product types and price points, including affordable housing, to meet city needs.”*

Consistency:

Coeur Terre 1 provides three distinct housing forms—62+ active adult (170 units), single-family lots (137), and multifamily apartments (288)—with affordability integrated across all phases (31 units total). This directly addresses the plan’s emphasis on housing choice, affordability, and “missing middle” housing.

2. Housing Near Services and Transit

- **Action GD 1.1.C01** encourages new housing types near services, transit, and employment centers.

Consistency:

Coeur Terre is strategically located along Coeur Terre Boulevard and Hanley Avenue, with direct multi-use trail and street connections. This integrates housing with the broader transportation network and aligns with proximity-to-services objectives.

3. Multimodal Transportation

- **Goal GD 3:** *“Support the development of a multimodal transportation system for all users.”*
- **Objective GD 3.1:** *“Provide accessible, safe, and efficient traffic circulation for motorized, bicycle, and pedestrian modes of transportation.”*

Consistency:

Coeur Terre 1 builds multi-use pathways, complete street sections, and safe pedestrian/bike routes linking neighborhoods, parks, and arterials. These improvements exceed typical subdivision connectivity and implement Comp Plan policy on multimodal linkages.

4. Open Space and Recreation

- **Goal ER 2:** *“Provide diverse recreation options... including hiking and biking pathways, open space, and facilities for citizens of all ages.”*

Consistency:

The PUD dedicates **15.39 acres (24% of the site) as open space**, including a 5.4-acre public park, extensive linear parks, and trail corridors. This aligns directly with the Comp Plan’s emphasis on permanent open space and accessible recreation.

5. Environmental Stewardship

- **Goal ER 1.4:** Encourages drought-tolerant landscaping and reduced water usage in PUDs.

Consistency:

The landscape plan integrates low-maintenance native plantings, landscaped buffers, and stormwater facilities designed to meet City standards, reflecting the plan’s sustainability goals.

17.07.230(B) The design and planning of the site is compatible with the location, setting and existing uses on adjacent properties:

The Coeur Terre 1 PUD is intentionally designed with careful transitions between uses. Single-family homes are located along the project’s edges adjacent to existing neighborhoods, providing a compatible scale and character. Taller multifamily buildings are located toward the project’s interior, separated by wide landscaped buffers, open space tracts, and internal roads. These design strategies ensure that the experience along the shared edges of the property feels residential, walkable, and consistent with the surrounding neighborhood fabric.

Beyond minimizing impacts, Coeur Terre 1 actively enhances the neighborhood. The project provides a 5.4-acre public park that will be accessible to all Coeur d’Alene residents, including nearby families. The multi-use pathways will connect existing neighborhoods with new recreational opportunities and safe walking/biking routes. Landscaping plans introduce hundreds of new trees and plantings that will add shade,



beauty, and screening along shared edges. These features ensure that Coeur Terre 1 will feel like a natural extension of the community rather than an imposition on it.

Specifically, Affinity at Coeur Terre (Phase 1), the age-restricted 62+ community, will generate substantially lower external impacts than a typical multifamily development:

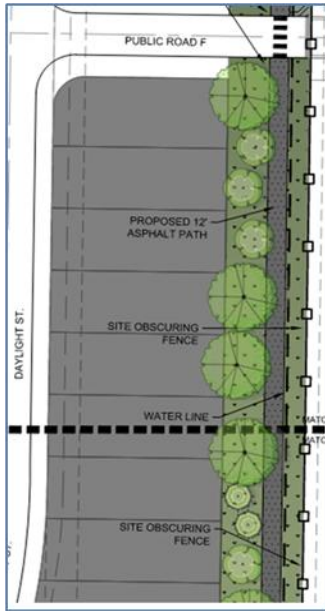
- **Traffic:** Senior housing generates significantly fewer AM and PM peak trips than family-oriented apartments. The senior demographic typically drives less, travels outside of peak commuting hours, and has no school drop-offs.
- **Schools:** No school-age residents, resulting in zero impact on the Coeur d'Alene School District.
- **Noise & Activity:** A quieter residential lifestyle with less evening activity.
- **Internal Amenities:** Clubhouse, fitness, and social amenities located on-site, reducing external traffic and noise.

The intent of Affinity at Coeur Terre is not only to build housing, but to build community. By offering on-site amenities such as theatre, café, pub, hobby/craft room, game room, pool, fitness center, and landscaped open spaces, Affinity internalizes resident activity. This approach minimizes off-site traffic while promoting social interaction and well-being. The design ensures that the community will be quiet, dignified, and highly livable.

Likewise, the 137 single-family lots were placed at the south of Coeur Terre 1 as a transition from multi-family uses to the existing single family neighborhoods in the Northshire neighborhood. This allows the Coeur Terre 1 PUD to be compatible with lower density existing uses to the south and east of the PUD.

17.07.230(C) The proposal is compatible with natural features of the site and adjoining properties.

The Coeur Terre 1 PUD is fully compatible with the natural features of the site and surrounding properties. The project is located on generally flat land outside the hillside overlay zone, meaning there is no risk of slope instability, erosion, or slide hazards. Stormwater will be managed through engineered on-site facilities located within common tracts, ensuring that runoff is captured, detained, and treated prior to discharge. These measures prevent sedimentation or flooding on lower slopes and protect surface water quality. Construction will employ best management practices for erosion and dust control, further minimizing impacts to adjoining neighborhoods during build-out.



In addition, the project design enhances the visual and environmental character of the area. More than 15 acres of open space, including a 5.4-acre public park, landscaped buffers, and tree-lined pathways, provide permanent green corridors that complement the city's "community within a park" identity. By placing single-family homes along project edges and locating multifamily uses within the site interior, the PUD creates compatible transitions to adjacent neighborhoods. These features, combined with irrigated landscaping and defensible green space, also minimize fire risk and reinforce neighborhood livability.

Natural features will be further enhanced by the multi-use path and green belt that runs along the eastern edge of Coeur Terre. The space will be landscaped with indigenous species and create an additional buffer between adjoining properties and Coeur Terre 1 as well as recreation opportunities for adjoining properties to access through the path system that links to the public park.

17.07.230(D) The location, design, and size of the proposal are such that the development will be adequately served by existing streets, public facilities and services.

Potable Water & Fire Flow: Served by City of Coeur d'Alene utilities; new 12-inch transmission main extensions shown on the plat with required fire hydrant spacing along the collector and local access roads.

Sanitary Sewer: Extension of 10-inch City sewer mains into project in Coeur Terre Blvd. with 8-Inch mains in Local Access roads to adequately serve the three phases of development, per City standards.

Stormwater: Managed within common open space tracts. System sizes will vary depending on location. Infrastructure will be per the City's specifications and will be owned by the Homeowners Association who will have rights of access to the tracts for maintenance.

Irrigation & Landscaping: Installed in all open space tracts and maintained by HOA.

Snow Storage: Accommodated within stormwater/open space tracts and maintained by the HOA.

Street System: A combination of collector and local residential streets, consistent with City standards. Typical sections include 55' and 70' rights-of-way with sidewalks, landscaped planters, and pathway corridors. The owner is not requesting any modifications. Streets, curbing and sidewalks proposed will be built to City standards.

Parking: Meets or exceeds City requirements, with on-site and on-street availability.

Pathways: A multi-use trail will be provided throughout the PUD and integrated into linear parks and buffers, linking the surrounding neighborhoods, Hanley Avenue, and Coeur Terre Boulevard. The multi-use trail will meander through the open space tracts and be a mix of asphalt and concrete with nodes for seating, dog stations, and unique landscaped features.

17.07.230(E) The proposal provides adequate private common open space area, as determined by the commission, no less than ten percent (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 usable for open space and recreation purposes.

Coeur Terre 1 provides 15.39 acres (24% of total acreage) of open space for residents and the surrounding community. This includes a 5.4 acre public park dedicated to the City, which will be centrally located within the Coeur Terre master plan and connected to the neighborhood with trails and open space corridors. Furthermore, approximately 10 acres within Coeur Terre have been carefully designed with linear parks, multi-use pathways and landscape buffers to connect residents to the park and surrounding trail systems while maintaining separation between vehicles and users of the path system.

17.07.230(F) Off street parking provides parking sufficient for users of the development.

The Coeur Terre 1 PUD provides off-street parking in excess of City requirements to ensure sufficient capacity for residents, guests, and service needs. Parking ratios have been carefully designed for each phase to reflect the unique characteristics of the housing type. Phase 1 (Affinity at Coeur Terre) has 351 off-street parking spaces consisting of 268 surface spaces, 32 carports, 48 garages, 18 accessible spaces. Phase 2 (Single-Family) provides a minimum of 2 garage stalls per lot, yielding 274 enclosed stalls plus driveway and on-street capacity, far exceeding minimum standards. Phase 3 (The Goat Apartments) will provide 559 off-street parking spaces consisting of 389 surface spaces, 83 carports, 59 garage spaces and 28 accessible spaces. Exceeding the City's multifamily parking requirements.

In total, Coeur Terre 1 provides over **1,184 off-street parking stalls** across all phases, along with internal circulation roads and additional on-street guest parking. This parking supply ensures that residents, visitors, and service providers will have safe and convenient access without burdening surrounding neighborhoods.

17.07.230(G) The proposal provides for an acceptable method for the perpetual maintenance of all common property.

The Homeowners Association (HOA) will own and maintain all private open space tracts, stormwater facilities, pathways, landscaping, and irrigation. The City will maintain public water, sewer, and fire flow systems.

CONCLUSION

The Coeur Terre 1 PUD reflects a forward-thinking approach to growth in Coeur d'Alene:

- **Livability:** Housing choice, walkable design, open space, and amenities.
- **Consistency:** Fully consistent with the Comprehensive Plan and Coeur Terre Master Plan.
- **Low Impacts:** Age-restricted housing, limited traffic generation, no school burden, and quiet neighborhoods.
- **Public Benefit:** A 5.4-acre public park, multi-use trail system, complete streets, and affordable housing.

The design of Coeur Terre 1 is rooted in compatibility. Single-family homes buffer the project's edges, ensuring a scale and rhythm that feels familiar to surrounding neighborhoods. Multifamily buildings are carefully placed within the interior of the site, shielded by landscaped tracts and roadways. Age-restricted housing minimizes traffic, noise, and school impacts, further lessening the burden on nearby residents. Open space and tree-lined pathways will enhance—not detract from—the neighborhood experience.

By blending thoughtful design with meaningful community benefits, Coeur Terre 1 is positioned to be a natural extension of Coeur d'Alene's residential fabric. We respectfully request approval of the Coeur Terre 1 PUD.



SUBDIVISION APPLICATION

STAFF USE ONLY

Date Submitted: _____ Received by: _____ Fee paid: _____ Project # S-2-25

REQUIRED SUBMITTALS

**Public hearing required with the Planning Commission*

Application Fee: \$ 2,000.00 (up to 5 lots)

+ \$ 100.00 (per lot above 5)

Publication Fee: \$ 300.00

Mailing Fee (x1): \$ 1.00 per address + \$ 28.00

(The City's standard mailing list has 28 addresses per public hearing)

A COMPLETE APPLICATION is required at time of application submittal, as determined and accepted by the Planning Department located at <http://cdaid.org/1105/departments/planning/application-forms>.

- ☒ **Complete Pre-Application Meeting** Date of Meeting: 7/22/2025
- ☒ **Completed application form**
- ☒ **Application, Publication, and Mailing Fees**
- ☒ **Title Report(s) by an Idaho licensed Title Company:** Title report(s) with correct ownership easements, and encumbrances prepared by a title insurance company. The report(s) shall be a full Title Report and include the Listing Packet.
- ☒ **Mailing labels provided by an Idaho licensed Title Company:** Owner's list and three (3) sets of mailing labels with the owner's addresses prepared by a title company, using the last known name/address from the latest tax roll of the County records. This shall include the following:
 1. All property owners within 300ft of the external boundaries. *** Non-owners list no longer required***
 2. All property owners within the subject property boundaries. (Including the applicant's property)
 3. A copy of the tax map showing the 300ft mailing boundary around the subject property.
- ☒ **A written narrative:** describing the proposal.
- ☒ **A legal description:** map stamped by a licensed Surveyor.
- ☒ **A vicinity map:** see City of Coeur d' Alene subdivision ordinance for specific information required.
- ☒ **A map:** One (1) tentative platting map (see attached checklist for specific information required); and an electronic map that can be scaled to an 8 ½ X 11" format.
- ☒ **A map:** inclusion of plat map showing street names approved and stamped by the Kootenai County Planning department.
- ☒ **Complete forms for Chapter 16.15 Subdivision Design Standards and Chapter 16.40 Subdivision Improvement Standards:** Answer all questions with detail on how it does or does not meet the standards, including any deviations requested through an associated Planned Unit Development (if applicable).
- ☒ **Submittal documents:** Applications will not be accepted unless all application items on the form are submitted both with original documents and an electronic copy.

Preparation of certain documents necessary to obtain Final Plat approval, if prepared by the City Legal Department, will be billed to the Applicant at a rate of \$150.00 per hour.

DEADLINE FOR SUBMITTALS

The Planning Commission meets on the second Tuesday of each month. The completed form and other documents must be submitted to the Planning Department not later than the first working day of the month that precedes the next Planning Commission meeting at which this item may be heard.

APPLICATION INFORMATION

PROPERTY OWNER: Lakeside Companies/Melissa Wells		
MAILING ADDRESS: 1221 W. Emma Ave., Suite 300		
CITY: Coeur d'Alene	STATE: ID	ZIP: 83814
PHONE: 208-755-2886	FAX:	EMAIL: melissa@thinklakeside.com
APPLICANT OR CONSULTANT: Affinity at Coeur Terre, LLC & The Goat at Coeur Terre, LLC		STATUS: ENGINEER / <input checked="" type="checkbox"/> OTHER
MAILING ADDRESS: 120 W Cataldo		
CITY: Spokane	STATE: WA	ZIP: 99201
PHONE: 509-554-9177	FAX:	EMAIL: bobbye@inlandconstruction.com

FILING CAPACITY

- ☐ Recorded property owner as to of _____
- ☐ Purchasing (under contract) as of _____
- ☐ The Lessee/Renter as of _____
- ☒ Authorized agent of any of the foregoing, duly authorized in writing. *(Written authorization must be attached)*

SITE INFORMATION:

PROPERTY LOCATION OR ADDRESS OF PROPERTY: Address TBD (Coeur Terre Blvd & Hanley)		
EXISTING CITY ZONING (CHECK ALL THAT APPLY): R-1 <input type="checkbox"/> R-3 <input checked="" type="checkbox"/> R-5 <input type="checkbox"/> R-8 <input checked="" type="checkbox"/> R-12 <input type="checkbox"/> R-17 <input checked="" type="checkbox"/> MH-8 <input type="checkbox"/> NC <input type="checkbox"/> C-17 <input type="checkbox"/> C-17L <input checked="" type="checkbox"/> CC <input type="checkbox"/> DC <input type="checkbox"/> LM <input type="checkbox"/> M <input type="checkbox"/> NW <input type="checkbox"/>		
TAX PARCEL #: C-L878-001-001-0, C-000-033-3700, C-000-033-4300, C-B149-001-001-A	EXISTING ZONING: See above	TOTAL NUMBER OF LOTS: R-3: 1 lot, R-8: 132 lots, R-17: 2 lots
GROSS AREA/ACRES: 64.12 Acres	CURRENT LAND USE: Agricultural	PROPOSED RESIDENTIAL DENSITY/PER DWELLING UNIT: R-3: 0.85, R-8: 3.91, R-17: 17
DESCRIPTION OF PROJECT/REASON FOR REQUEST: Planned unit development to accommodate an active adult community, market-rate apartments, single family houses, public open space, trail systems, and a neighborhood park		

CERTIFICATION OF INTEREST HOLDER: Mortgagee and all other persons having an interest in the land under consideration for platting must consent to the filing of this application.

I have read and consent to the filing of this application as an interest holder of record of the area being considered in this application.

Interest Holder #1:

Name:

Melissa Wells Alum Wells

Company:

Address:

1221 W. Emma, Suite 300
Coeur d'Alene, ID 83814

STATE OF Washington)

County of Spokane) ss.)

On this 28th day of Aug., 2025, before me, a Notary Public, personally appeared

Melissa Wells, known to me to be the person whose name is subscribed herein, and who executed the foregoing instrument on behalf of said corporation and acknowledged to me that said corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year in this certificate first above written.



Claudia M. Hersey

Notary Public for: State of Washington

Residing at: Spokane, WA.

My Commission Expires: Mar. 23, 2027

CHAPTER 16.15 SUBDIVISION DESIGN STANDARDS

16.15.020: STREETS AND PATHS TO CONFORM WITH PLAN:

The alignment of arterial and collector streets and multiuse paths must conform as nearly as possible with that shown on the adopted transportation and trails elements of the city's adopted comprehensive plan. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The alignments of arterials, collector streets and multiuse paths shown on this preliminary subdivision generally conform with the executed Development Agreement associated with this project.	

16.15.030: CONTINUITY OF STREET AND PATH NETWORK:

The street and multiuse path layout must provide for the continuation of existing principal streets and trails in adjoining subdivisions. The layout must provide for future continuation of streets and trails into areas which are not presently subdivided. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The street and path layouts shown on this preliminary subdivision conform with the development agreement for this project. Where the development agreement does not apply, all other areas are shown to conform with Section 16.15.20 of the City of Coeur d' Alene Municipal Code.	

16.15.040: STREET ACCESS TO BODIES OF WATER:

Unless topography or conditions prevent, subdivisions bordering on a navigable lake or river must be provided with at least one right of way not less than sixty feet (60') wide to the low water mark of the water body at one-eighth ($\frac{1}{8}$) mile intervals as measured along such body of water. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
This project is not adjacent to a navigable water body and therefore this section of the City Municipal Code does not apply to this project.	

16.15.050: LOCAL STREET DESIGN:

Local streets which serve primarily to provide access to abutting property only must be designed to discourage through traffic. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	

Local streets that are shown on the preliminary plat to provide access to abutting property will be designed to discourage through traffic in conformance with Section 16.15.050 of the City of Coeur d' Alene Municipal Code

16.15.060: DEAD END STREET AND CUL-DE-SAC DESIGN:

Streets designed to have one end permanently closed or in the form of a cul-de-sac can be no longer than four hundred feet (400') and must be provided at the closed end with a turnaround having a minimum right of way radius of not less than fifty feet (50') or with "Y" or "T" permitting comparable ease of turning. Pedestrian walks as specified in section 16.15.150 of this chapter must also be installed at the end of cul-de-sacs with reverse frontage lots. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
No permanent dead end streets are shown on this preliminary subdivision and therefore Section 16.15.060 of the City of Coeur d' Alene Municipal Code will not apply to this project.	

16.15.070: ACCESS RIGHTS ON LIMITED ACCESS STREETS:

Streets designated in the transportation plan as "limited access" must have abutter's rights of access waived on the final plat. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The language on the final plats for this project will conform with Section 16.15.070 of the City of Coeur d' Alene Municipal Code for all roads designated as "limited access" in the transportation plan.	

16.15.080: STREET ALIGNMENT:

Connecting street centerlines, deflecting from each other at any one point more than ten degrees (10°), must be connected by a curve of at least one hundred foot (100') radius for local streets and at least three hundred foot (300') radius for collector and arterial streets. A tangent at least one hundred foot (100') long shall be introduced between curves on arterial streets. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The street alignments shown on this preliminary subdivision conform with Section 16.15.080 of the City of Coeur d' Alene Municipal Code	

16.15.090: INTERSECTION DESIGN:

Street intersections must be as nearly at right angles as is practicable. Approach angles must not be more than fifteen degrees (15°) from a right angle. Street intersection centerline offsets will not be allowed. Where centerline offsets are unavoidable they must be offset by a minimum of one hundred twenty five feet (125'). (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The final designs for this project will conform with Section 16.15.090 of the	
City of Coeur d' Alene Municipal Code	

16.15.100: STREET GRADES:

Streets must conform closely to the natural contour of the land. However, grades must be not less than thirty one-hundredths percent (0.30%) on any street and not more than eight percent (8%) for any streets or as otherwise determined by the city. Changes in grades greater than one percent (1%) must be connected by vertical curves. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The street grades depicted on the Concept Grading Plan included with this preliminary	
subdivision submittal conform with Section 16.15.100 of the City of Coeur d' Alene	
Municipal Code	

16.15.110: RIGHT OF WAY WIDTHS:

A. Street right of way widths must comply with the transportation element of the city's adopted comprehensive plan, but will not be less than:

1. Arterials: One hundred feet (100').
2. Collectors: Seventy feet (70').
3. Local streets: Fifty five feet (55').
4. Rural streets: Fifty feet (50').

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The right of way widths shown on this preliminary subdivision are in conformance	
with Section 16.15.110 of the City of Coeur d' Alene Municipal Code	

B. A street right of way lying along the boundary of a subdivision may be dedicated one-half ($\frac{1}{2}$) the required width where there exists a dedicated half street right of way on the adjoining plat. The city may require the other half be dedicated on the proposed plat to make the street right of way complete. When construction of an adjoining street is required as a condition of plat approval, the developer will be required to obtain the necessary right of way from the adjoining properties, at the developer's cost. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	

<p>The requirements of Section 16.15.110 of the City of Coeur d' Alene Municipal Code are understood and the final project designs will conform with these requirements.</p>
--

16.15.120: PRIVATE INFRASTRUCTURE EASEMENTS:

Easements for private infrastructure such as electricity, gas, communication, and fiber must be provided adjacent to the right of way and must be of sufficient width to accommodate the intended use. (Ord. 3485, 2014)

<i>Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?</i>	<input checked="" type="radio"/> YES / No
<i>Detailed Explanation (required)</i>	
<p>The easement requirements defined in Section 16.15.120 of the City of Coeur d' Alene Municipal Code are understood and all required easements for private infrastructure will be shown on the Final Plats for this project.</p>	

16.15.130: WATERCOURSE EASEMENTS:

Where a subdivision is traversed by a watercourse, drainageway, channel or stream, the developer must make provision to accommodate the off site flow. Any alteration to the watercourse may not result in an increase in either volume or velocity of flow to the downstream property. Drainage easements must be granted to the upstream properties. (Ord. 3485, 2014)

<i>Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?</i>	<input checked="" type="radio"/> YES / No
<i>Detailed Explanation (required)</i>	
<p>This project is not traversed by a watercourse, drainageway, channel or stream and therefore Section 16.15.130 of the City of Coeur d' Alene Municipal Code will not apply to this project</p>	

16.15.140: BLOCK LENGTH:

A. In general, blocks shall be as short as is reasonably possible, consistent with the topography and the need for convenient access, circulation, control and safety of street traffic, and type of land use proposed, but, ordinarily, block lengths shall not exceed the following standards as measured from centerline to centerline of through intersecting streets:

1. Six hundred foot (600') block length in all residential zones;
2. One thousand foot (1,000') block length for commercial and manufacturing districts. (Ord. 3485, 2014)

<i>Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?</i>	<input checked="" type="radio"/> YES / No
<i>Detailed Explanation (required)</i>	
<p>The block lengths shown on this preliminary subdivision are in general conformance with Section 16.15.140 of the City of Coeur d' Alene Municipal Code, where block lengths exceed 600', mid-block pedestrian access routes, in conformance with this section of code, have been provided.</p>	

16.15.150: MIDBLOCK WALKWAYS:

A pedestrian access easement or tract must be provided at the end of cul-de-sacs or closed end streets and at the approximate midpoint of any block exceeding six hundred feet (600') in length, or in any block of lesser length where such a crosswalk is deemed essential by the city engineer to provide circulation or access to surrounding neighborhoods, schools, playgrounds, shopping centers, transportation lines and other community facilities. The required access easements or tracts must be a minimum of fifteen feet (15') wide and contain a paved path at least eight feet (8') wide. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required)	
Where block lengths exceed 600', midblock pedestrian walkways are shown on this preliminary subdivision in conformance with Section 16.15.150 of the City of Coeur d' Alene Municipal Code	

16.15.160: LOT FRONTAGE AND ACCESS:

A. Each lot must have frontage on a public street sufficient to provide legal access or as prescribed in the zoning ordinance, whichever is greater.

B. Lots may front, and access from, private driveways if one of the following conditions are met:

1. Residential lots served by common parking and driveways may front and access from a private driveway situated in a separate tract dedicated on the final plat. Driveways for single-family residences may not serve more than five (5) lots.

2. Commercial lots that are served by common parking and driveways (i.e., shopping centers) may be accessed by easements or separate tracts dedicated on the final plat.

C. Private driveways may not provide access through the parcel to another street. They can be looped or dead end only. Private driveways must meet the design requirements of section 17.44.280 of this code and the currently adopted fire code.

D. Prior to the issuance of building permits a maintenance agreement must be recorded on each affected lot detailing the expected life cycle and maintenance costs for the driveway and defining the pro rata share for each lot. (Ord. 3560, 2017: Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required)	
All lots shown on this preliminary subdivision front on a public street in conformance with Section 16.15.160 of the City of Coeur d' Alene Municipal Code	

16.15.170: LOT SIZE:

Lot widths and areas must conform with the requirements of the zoning district and any zoning overlay district in which the lot is located, except that corner lots for which side yards are required shall have extra width to permit appropriate setbacks from and orientation to both streets. Lot depths must be suitable for the land use proposed. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required)	

The lot sizes shown on this preliminary subdivision conform with the requirements outlined in Section 16.15.170 of the City of Coeur d' Alene Municipal Code

16.15.180: DOUBLE FRONTAGE LOTS:

A. Residential lots that have street frontage along two (2) opposite boundaries are not allowed except for reverse frontage lots which are essential to provide separation of residential development from traffic arteries, or to overcome specific disadvantages of topography and orientation.

B. For such lots, in order to improve the visual quality of the streetscape, and to provide adequate protection from the street, landscaped buffer areas must be provided along single-family residential lots whose property lines are adjacent and parallel to collector and/or arterial streets.

1. Perimeter Landscape Buffer:

a. The buffer must be located outside of any planned future right of way, and should not be used for future roadway improvements.

b. The width of the buffer along arterial streets must be a minimum of thirty feet (30'). The width of the buffer along collector streets must be a minimum of twenty feet (20'). Where a subdivision requiring a buffer is less than five (5) acres in size, and located in a developed area where existing subdivisions without buffers abut the adjacent streets, the planting strip must be at least ten feet (10') in width.

c. Buffer zones must be dedicated on the final plat as tracts.

2. Buffer Design Standards: The design of the buffer must comply with the following standards:

a. Landscaping, as used herein, must include as a minimum, grass, native and other drought resistant vegetation and street trees as required by the city. Nonvegetative materials, such as decorative rock, bark, and permabark, may not be used in lieu of landscaping. However, nonvegetative material may be used to augment the landscape or around the base of shrub groupings or flowerbeds as long as the coverage does not exceed twenty percent (20%). The use of bark or other loose material shall be designed or located to keep the bark from being blown onto the paved path.

b. The twenty percent (20%) limitation on nonvegetative material does not apply if the landscape is designed by a licensed landscape architect and the nonvegetative material is used to complement or visually enhance the vegetative material.

c. A permanent irrigation system must be provided for all landscaped areas. The use of hose bibs on the exterior of existing or proposed structures is not an acceptable method of landscape irrigation, unless the landscaped area is adjacent to the existing or proposed structure. All irrigation systems and landscaped areas must be designed, constructed, operated, and maintained so as to promote water conservation and prevent overflow or seepage into adjacent streets or sidewalks/trails.

3. Maintenance: The developer is required to form a property owners' association prior to final plat, with said buffers to be owned and maintained by a perpetual property owners' association. Alternatively, if the subdivision has only one lot fronting on a collector or minor arterial, a homeowners' association will not be required for the maintenance of the greenbelt if a nonrevocable covenant, approved by the city, is recorded against the property fronting the greenbelt memorializing the obligation.

4. Completion Time:

a. All improvements required by this section must be installed prior to final plat approval or occupancy of a building subject to development review.

b. The planning director may authorize a delay in the completion of planting during the months of October through March. Should a delay be granted, a bond or other sufficient security, approved by the city attorney, equal to one hundred fifty percent (150%) of the costs of landscaping, must be provided by the owner/developer and held by the city until the required landscaping is complete. No final certificate of occupancy will be issued until the landscaping is complete. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required)	
In conformance with Section 16.15.180 of the City of Coeur d' Alene Municipal Code,	
a 100' wide tract (linear park) has been shown along Coeur Terre Blvd on the preliminary subdivision where double frontage lots are shown on the west/south side of Switchback Dr.	

CHAPTER 16.40

SUBDIVISION IMPROVEMENT STANDARDS

16.40.010: GENERALLY:

Developers seeking final plat approval must first design and install the subdivision improvements required by this chapter and titles 15 and 17 of this code or secure the completion of the required improvements as allowed by chapter 16.45 of this title. Improvement design must be completed by an engineer licensed by the state of Idaho and submitted to the city engineer for approval prior to construction and final plat approval. All improvements must be constructed under the supervision of the design engineer in a manner that complies with the city's construction standards. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required)	
The requirements of Section 16.40.010 of the City of Coeur d' Alene Municipal Code are	
understood and the preparation of final designs and supervision of construction improvements will be completed in conformance with these requirements.	

16.40.020: CAPACITY AND DIMENSIONS OF UTILITIES TO PROVIDE FOR FUTURE DEVELOPMENT:

The capacities and dimensions of water, sewerage, drainage and street facilities must be adequate to provide for the future needs as identified in the approved utility master plans. The city may share in the cost of these improvements to the extent of the difference in cost between the capacities needed to serve the subdivision and the capacities required to serve the vicinity. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required)	
The requirements of Section 16.40.020 of the City of Coeur d' Alene Municipal Code are	
understood and the final utility designs for this project will conform with these requirements	

16.40.030: STREET WIDTHS:

A. All streets must be improved in accordance with the following schedules of widths, measured from the inside edge of opposite curbs. Street widths must also conform to the requirements of the currently adopted fire code.

Class Of Street	Width Of Street
-----------------	-----------------

Class Of Street		Width Of Street
Arterial		64 feet minimum
Collector		40 feet minimum
Local streets:		
	Primary frontage	32 feet minimum
	Secondary frontage, parking 1 side	28 feet minimum
	Secondary frontage, no parking	24 feet minimum
Cul-de-sac		50 foot radius
Rural minor access		24 feet minimum

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed explanation and provide details on any deviations requested through an associated request for a Planned Unit Development (if applicable)	
The requirements of Section 16.40.030 of the City of Coeur d' Alene Municipal Code are understood. The street widths shown in the typical sections provided as a part of this preliminary subdivision submittal meet these requirements. Final designs will also meet these requirements.	

B. Existing improved streets lying along the boundary of a subdivision but not improved to city standards, must be improved by the developer to the center of the street. New unimproved streets adjacent to a subdivision must be improved by the developer to the required full width if the subdivision will directly access the street or use it for ingress or egress.

C. As an alternative to installing improvements on existing streets the developer may/shall pay to the city, in lieu of said improvements, money in an amount equal to one hundred ten percent (110%) of the estimated present cost of such improvements. The estimate must be approved by the city engineer. This alternative may be utilized if in the opinion of the city engineer the following conditions are met:

1. The improvement of a street lying along the boundary of a subdivision would create drainage problems due to difficulties matching the existing centerline profile to the future curb profile; or
2. The improvement of the street only would create a significant traffic hazard; or
3. Significant excavation of the street is scheduled in the immediate future for purposes of installing utility mains such as sewer or water. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.030 of the City of Coeur d' Alene Municipal Code are understood and the final street designs for this project will conform with these requirements	

16.40.040: CURBS:

All streets must be improved at each edge of the roadway with portland cement concrete curbs constructed to city standards. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.040 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements	

16.40.050: SIDEWALKS:

Except for hillside subdivisions, all streets must be improved with sidewalks constructed to city standards. Installation must be completed prior to the issuance of any building permits or final subdivision plat approval except as may be allowed by chapter 16.45 of this title. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.050 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements	

16.40.060: GUTTERS AND STORM SEWERS:

Surface drainage from streets and other areas must be disposed of through an adequate system of gutters and storm drainage facilities designed and constructed to city standards. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.060 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements	

16.40.070: SEWER CONNECTIONS:

All subdivision lots must be connected to the city's sewage collection system. The sewer mains and laterals must be designed and constructed in accordance with the requirements of the city and the Idaho department of environmental quality. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.070 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements	

16.40.080: WATER MAINS AND FIRE HYDRANTS:

All subdivision lots must be provided with a potable water distribution system. The water distribution system must be designed and constructed in accordance with the requirements of the Idaho department of environmental quality and must also conform to the following:

- A. One fire hydrant must be installed at each street intersection. Intermediate hydrants must be placed as directed by the fire department where distances between intersections exceed three hundred feet (300'). In no case will the number of hydrants in an area be less than that required by the currently adopted fire code.

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.080 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements	

- B. Water mains and hydrant laterals shall be of sufficient size and design to provide the minimum required fire flows specified in the currently adopted fire code. In no case will any water main or lateral supplying a fire hydrant be of less than six inch (6") inside diameter when part of a looped system and not less than an eight inch (8") diameter main if the system is not looped or the fire hydrant is installed on a dead end main exceeding three hundred feet (300') in length. Dead end mains shall not exceed six hundred feet (600') in length for main sizes eight inches (8") in diameter or less. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.080 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements	

16.40.090: STREET NAME SIGNS:

Street signs designed to meet city standards must be installed at each intersection for convenient identification of streets. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.090 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements	

16.40.100: TRAFFIC CONTROL SIGNS AND DEVICES:

Pavement markings and traffic control signs, including, but not limited to, stop signs, yield signs, and speed limit signs designed in accordance with the most recent edition of the "Manual On Uniform Traffic Control Devices" must be installed by the developer. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
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Detailed Explanation (required)

The requirements of Section 16.40.100 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements

16.40.110: UNDERGROUND CONDUIT:

Underground conduit must be installed by the developer to each lot for private utilities such as telephone, electricity and cable television when those utilities are required by the city to be installed underground. (Ord. 3485, 2014)

Does this Subdivision Design meet or not meet this standard?

☒ YES / No

Detailed Explanation (required)

The requirements of Section 16.40.110 of the City of Coeur d' Alene Municipal Code are understood and the final designs for this project will conform with these requirements

16.40.120: MONUMENTS:

Monuments must be installed as follows:

- A. Boundary Line and Lot Corners: Monuments for boundary line and lot line corners must conform to the requirements of Idaho Code section 50-1303.

Does this Subdivision Design meet or not meet this standard?

☒ YES / No

Detailed Explanation (required)

The requirements of Section 16.40.120 of the City of Coeur d' Alene Municipal Code are understood and the survey monuments for this project will be installed in conformance with these requirements

- B. Street Centerline: Monuments must be placed at the centerlines of all streets, at intersections, all angle points, all points of curvature, all points of tangent on street centerlines, and the radial points of cul-de-sacs. All monuments must be a minimum of five-eighths inch by thirty inch ($\frac{5}{8}$ " x 30") iron rod with a durable metal cap. Other methods of monument construction may be used if approved by the city engineer. (Ord. 3485, 2014)

Does this Subdivision Design meet or not meet this standard?

☒ YES / No

Detailed Explanation (required)

The requirements of Section 16.40.120 of the City of Coeur d' Alene Municipal Code are understood and the survey monuments for this project will be installed in conformance with these requirements

16.40.130: RECORD DRAWINGS:

Record drawings, stamped and signed by the design engineer, certifying that all required improvements are in place and were constructed as shown on the drawings must be submitted to the city engineer prior to acceptance of the improvements and issuance of any certificates of occupancy. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.130 of the City of Coeur d' Alene Municipal Code are understood and the record drawings for this project will be prepared and submitted in conformance with these requirements	

16.40.140: COMPLETION REQUIRED FOR BUILDING PERMIT ISSUANCE:

Building permits will not be issued for lots in the subdivision until all sewer and water facilities have been completed and approved in accordance with the requirements of this chapter, all access roads have been installed and made serviceable and the final plat has been recorded. In addition, property monuments shall be set on the lot prior to issuance of a building permit. No certificate of occupancy shall be granted prior to the completion and acceptance of all of the public improvements by the city council.

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
The requirements of Section 16.40.140 of the City of Coeur d' Alene Municipal Code are understood and prior to building permits, each project phase will be constructed in conformance with these requirements.	

CITY PLAT SUBMITTAL CHECKLISTSubdivision Name: Coeur Terre 1Date: 9/9/25No. Lots 142 Blocks 13 Tracts 10

(Place a check mark for each item met, or N/A for not applicable)

Comments

1.	18" x 24"; 3" margin at left end; 1/2" on other ends.	N/A	SEE NOTE #1
2.	Four paper copies of plat document.	N/A	SEE NOTE #1
3.	North Arrow.	X	
4.	Scale.	X	
5.	Stamped, signed & dated.	N/A	SEE NOTE #1
6.	Subdivision name.	X	
7.	Section/Township/Range/Meridian.	X	
8.	City/County/State.	X	
9.	Legend.	X	
10.	Vicinity map.	X	
11.	Easements; location, width & purpose.	X	
12.	Block numbers.	X	
13.	Lot numbers for all lots, tracts, open spaces, etc.	X	
14.	Road Right-of-Way; widths.	X	
15.	Road Right-of-Way; dedications.	N/A	SEE NOTE #1
16.	Road Names.	X	
17.	Bearings and distances of exterior boundary.	X	
18.	Bearings and distances of interior lot lines.	N/A	SEE NOTE #1
19.	Exterior boundary corners.	N/A	SEE NOTE #1
20.	Interior lot corners.	N/A	SEE NOTE #1
21.	Centerline monuments.	N/A	SEE NOTE #1
22.	Location of any existing structures & distance to P/L.	N/A	SEE NOTE #1
23.	Special setback lines.	N/A	SEE NOTE #1
24.	Legal description of exterior boundary.	N/A	SEE NOTE #1
25.	Acreage to three decimal places (S.F. -nearest foot).	N/A	SEE NOTE #1
26.	Curve data incl. delta, radius, chord brg./dist., length.	N/A	SEE NOTE #1
27.	General notes & details.	N/A	SEE NOTE #1
28.	Cul-de-sac & knuckle radius.	N/A	SEE NOTE #1

SIGNATURE PAGE:

29.	Surveyor's certificate.	N/A	SEE NOTE #1
30.	Owner's dedication certificate.	N/A	SEE NOTE #1
31.	Notary Public format.	N/A	SEE NOTE #1
32.	County Surveyor Certification.	N/A	SEE NOTE #1
33.	County Treasurer Certification.	N/A	SEE NOTE #1
34.	County Recorder Certification.	N/A	SEE NOTE #1
35.	Sanitary Restriction/Health District Approval.	N/A	SEE NOTE #1
36.	City Council Approval.	N/A	SEE NOTE #1
37.	City Clerk Signature.	N/A	SEE NOTE #1
38.	City Engineer Signature.	N/A	SEE NOTE #1
39.	Water System Statement.	N/A	SEE NOTE #1

Submittal Reviewed by Applicant's Surveyor N/A SEE NOTE #1

Date Reviewed _____

Note #1: Per Section 16.20.030 of the City of Coeur d'Alene Municipal Code, this item is not required to be included on the preliminary plat. This item will be included as a part of the Final Plat as applicable.



WW AGREEMENT & WORKORDER

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Construction Cost-Share Agreement

This Construction Cost-Share Agreement ("Agreement") is entered into this 21 day of October 2025, by and between the City of Coeur d'Alene ("City") and Kootenai County Land Company, LLC, an Idaho limited liability company, together with its affiliated entities which hold legal title to the subject Property, hereinafter referred to as the "Owners."

RECITALS:

WHEREAS, the City and Owners are parties to the Annexation and Development Agreement dated March 21, 2023, and Amendment No. 1 dated June 2025, authorizing mutual adjustments to sewer infrastructure obligations;

WHEREAS, Owners are obligated to construct improvements identified as Alternative 1.0 (Upsized Wet Well Pumps, including a Generator estimated at \$108,000) per the JUB Engineers Opinion of Probable Cost (dated January 29, 2025), at a total estimated cost of approximately \$1,144,000;

WHEREAS, the City desires the construction of Alternative 2.1 (Bypass Pumping Vault, also including a Generator estimated at \$108,000) instead, at an estimated total cost of approximately \$1,282,000, recognizing additional public benefit;

WHEREAS, the City is willing to contribute toward the cost differential between Alternatives 1.0 and 2.1, explicitly excluding the cost of the Generator from this contribution;

NOW, THEREFORE, the parties agree as follows:

TERMS:

1. Scope of Work:

Owners agree to construct Alternative 2.1 (Bypass Pumping Vault, excluding Generator), as detailed in the attached JUB Engineers Opinion of Probable Cost (Exhibit A).

2. Cost Sharing:

The City agrees to contribute 10% of the total cost, not to exceed the sum of One Hundred Fifty Thousand Dollars (\$150,000) toward the additional cost associated with Alternative 2.1. This sum shall be paid to Owners upon satisfactory completion and City acceptance of the project.

3. Construction Timeline:

The Owners may proceed with development activities, including platting of land; however, a cap of 250 ERUs shall be permitted to connect to public sewer, excluding ERU's from LT 2, BLK 1 of FULL CIRCLE TRACTS SHORT PLAT, 3351N04W. No further connections shall be permitted until the lift station improvements described herein are

fully completed and accepted by the City. LT 2, BLK 1 of FULL CIRCLE TRACTS SHORT PLAT, 3351N04W is exempt from this condition.

4. **Bypass Pumping and/or Wet Well Cleaning:**

The Owners and the City agree to equally split all costs associated with bypass pumping and/or cleaning of the wet well in the event of pump failure. Normal operation and maintenance of the lift station shall be the responsibility of the City.

5. **Compliance and Standards:**

Owners shall comply with all applicable local, state, and federal laws and regulations, City design standards, and permitting requirements.

6. **Insurance and Indemnification:**

Owners shall maintain appropriate liability insurance and indemnify the City against any claims or liabilities arising out of construction activities under this Agreement.

7. **Acceptance:**

City acceptance shall occur upon satisfactory inspection by City Wastewater Department personnel.

This Agreement may be executed in counterparts, each of which shall be deemed an original.

IN WITNESS WHEREOF, the parties hereto execute this Agreement on the date first written above.

CITY OF COEUR D'ALENE:



Mike Anderson

Director of City of CDA Wastewater Department

OWNERS:



Melissa Wells

President, Kootenai County Land Company



J-U-B ENGINEERS, INC.

ENGINEER'S OPINION OF PROBABLE COST - COMPARISON SUMMARY

PRELIMINARY DESIGN COST DATA

7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787

DATE: 1/29/2025

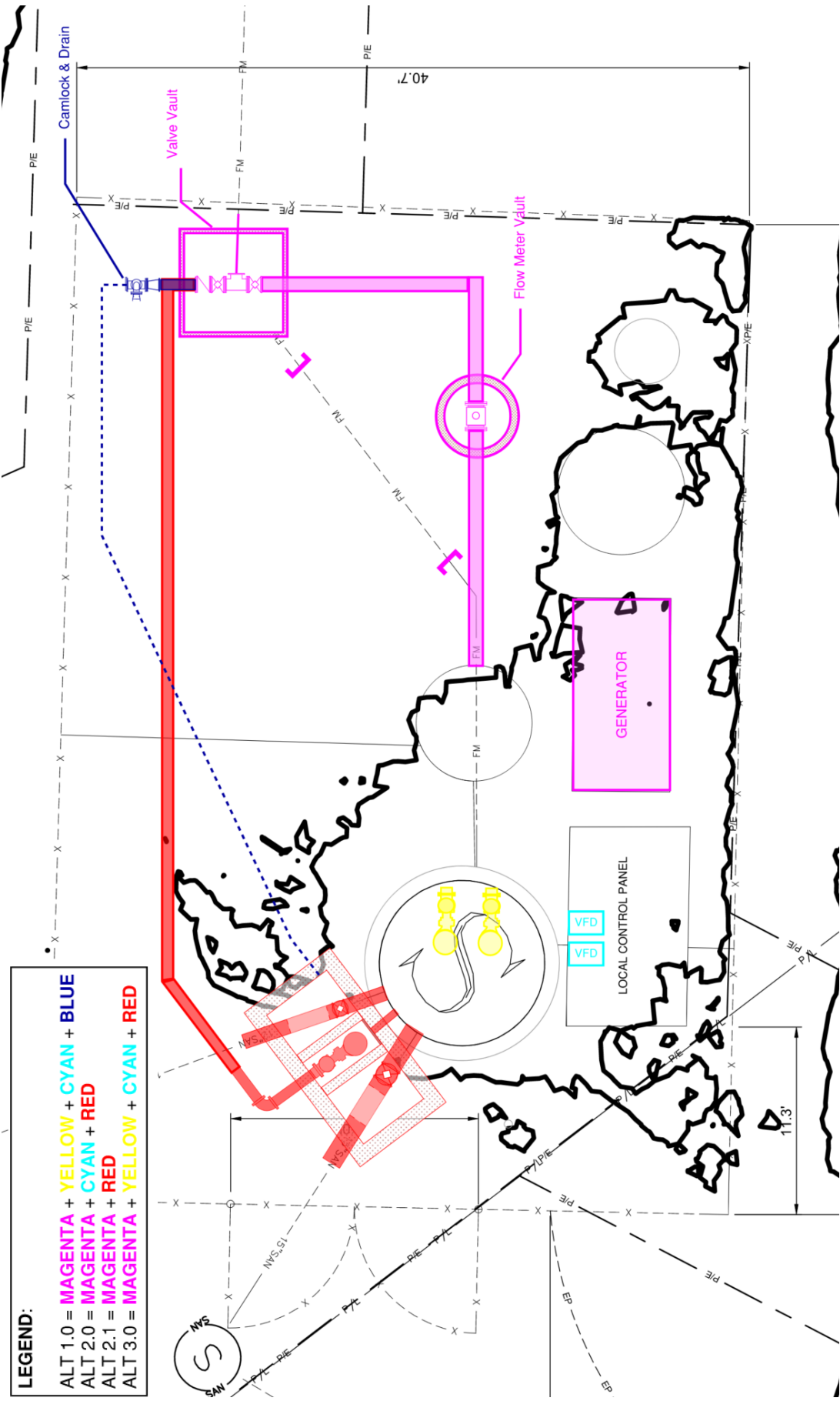
PROJECT: Hawks Nest Lift Station Improvements

PROJECT NUMBE 20-24-041


Alternate No.	Description	Est. Construction			Planning, Engineering, & Admin		Total Cost (2024)
		Subtotal	Contingency				
1.0	Upsized Wet Well Pumps	\$ 794,000.00	\$ 159,000.00	\$ 191,000.00	\$	1,144,000.00	
2.0	Bypass Pumping Vault & Upsized Wet Well Electrical	\$ 985,000.00	\$ 197,000.00	\$ 236,000.00	\$	1,418,000.00	
2.1	Bypass Pumping Vault	\$ 890,000.00	\$ 178,000.00	\$ 214,000.00	\$	1,282,000.00	
3.0	Upsized Wet Well Pumps & Bypass Pumping Vault	\$ 1,161,000.00	\$ 232,000.00	\$ 279,000.00	\$	1,672,000.00	

LEGEND:

ALT 1.0 = MAGENTA + YELLOW + CYAN + BLUE
ALT 2.0 = MAGENTA + CYAN + RED
ALT 2.1 = MAGENTA + RED
ALT 3.0 = MAGENTA + YELLOW + CYAN + RED



ENGINEER'S OPINION OF PROBABLE COST					
<div><div>JUB</div><div>J-U-B ENGINEERS, INC.</div></div>		PRELIMINARY DESIGN COST DATA			
		7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787			
PROJECT:		Hawks Nest Lift Station Improvements		DATE: 29-Jan-25	
Improvement Alternative No. 1 - Upsized Wet Well Pumps					
DESCRIPTION:					
PROJECT NAME:		Hawks Nest Lift Station Improvements			
Alternate No.		20-24-041			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
Alternative No. 1 - Upsized Wet Well Pumps					
1.00	Mobilization			5%	\$ 38,000
2.00	Flow Meter Vault (4' x 6'-6")				
	Bottom Slab	0.7	CY	\$ 850	\$ 606
	Walls	0.9	CY	\$ 1,450	\$ 1,234
	Elevated Slab	0.4	CY	\$ 1,750	\$ 636
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000
3.00	Valve Vault (6' x 6' x 7')				
	Bottom Slab	1.5	CY	\$ 850	\$ 1,275
	Walls	3.4	CY	\$ 1,450	\$ 4,887
	Elevated Slab	0.9	CY	\$ 1,750	\$ 1,588
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000
4.00	Site Piping & Fittings				
	8" PVC C-900 DR 18	50	LF	\$ 42	\$ 2,113
	Trench Excav./Backfill	50	LF	\$ 43	\$ 2,124
	Trench Foundation Stabilization	50	LF	\$ 6	\$ 279
	Bedding < 18" Pipe	50	LF	\$ 4	\$ 224
	Dewatering	50	LF	\$ 7	\$ 335
	8" Fittings - 45-deg MJ	2	EA	\$ 397	\$ 793
	8" Fittings - 90-deg MJ	1	EA	\$ 485	\$ 485
	10" PVC C-900 DR 18	48	LF	\$ 64	\$ 3,073
	Trench Excav./Backfill	48	LF	\$ 43	\$ 2,060
	Trench Foundation Stabilization	48	LF	\$ 6	\$ 271
	Bedding < 18" Pipe	48	LF	\$ 4	\$ 217
	Dewatering	48	LF	\$ 7	\$ 325
	10" Fittings - 90-deg MJ	1	EA	\$ 769	\$ 769
	10" Fittings - Tee MJ	1	EA	\$ 1,030	\$ 1,030
	10" Cap	2	EA	\$ 404	\$ 809
	10" Reducer	1	EA	\$ 562	\$ 562
	10" Plug Valve	4	EA	\$ 7,638	\$ 30,553
	10" Check Valve	1	EA	\$ 5,800	\$ 5,800
	CamLock Assembly	1	LS	\$ 15,000	\$ 15,000
	10" Flow Meter	1	EA	\$ 15,000	\$ 15,000
5.00	Equipment				
	Upsized Wet Well Pumps - Two Total	2	EA	\$ 60,260	\$ 120,520
	Mix-Flush Valve	2	EA	\$ 3,065	\$ 6,129
	VFD	2	EA	\$ 12,000	\$ 24,000
	Replace 2" SST Guide Rails w/ 3"	2	EA	\$ 3,850	\$ 7,700
	Installation and Mark-up			25%	\$ 39,600
	Spare Pump	1	EA	\$ 60,260	\$ 60,260
6.00	Site Civil				
	Asphalt	133	SY	\$ 45	\$ 6,000
	Fence and Gates Restoration	64	LF	\$ 100	\$ 6,400
7.00	Bypass Pumping	1	LS	\$ 60,000	\$ 60,000
8.00	Electrical and Instrumentation	1	LS	\$ 132,000	\$ 132,000
	Main Wet Well Upsized Electrical & Secondary Level Controls				
	Flow Meter Vault Controls & Instrumentation				
	Generator	1	EA	\$ 108,000	\$ 108,000
	Installation, Start Up, & Mark-up			15%	\$ 16,200
9.00	Bonding and Insurance	1	LS	\$ 60,000	\$ 60,000

 J-U-B ENGINEERS, INC.		ENGINEER'S OPINION OF PROBABLE COST			
		PRELIMINARY DESIGN COST DATA			
		7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787			
PROJECT:		Hawks Nest Lift Station Improvements		DATE: 29-Jan-25	
DESCRIPTION:		Improvement Alternative No. 1 - Upsized Wet Well Pumps			
PROJECT NAME:		Hawks Nest Lift Station Improvements			
Alternate No.		20-24-041			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
ESTIMATED CONSTRUCTION SUBTOTAL				\$	794,000
Contingency ¹				\$	159,000
Planning, Engineering, & Administrative Costs ²				\$	191,000
TOTAL PROBABLE COST IN 2024 DOLLARS ³				\$	1,144,000


1 Estimated at 20% of construction subtotal.

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 20% of construction subtotal, including contingency

3 Costs are in 2024 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.

4 Wiring, controls, and instrumentation estimated at 30% of civil construction subtotal.

ENGINEER'S OPINION OF PROBABLE COST					
<div><div><div>JUB</div><div>J-U-B ENGINEERS, INC.</div></div></div>		PRELIMINARY DESIGN COST DATA			
		7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787			
PROJECT:		Hawks Nest Lift Station Improvements		DATE: 29-Jan-25	
DESCRIPTION:		Improvement Alternative No. 2 - Bypass Pumping Vault & Upsized Wet Well Electrical			
PROJECT NAME:		Hawks Nest Lift Station Improvements			
Alternate No.		20-24-041			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
Alternative No. 2 - Bypass Pumping Vault & Upsized Wet Well Electrical					
1.00	Mobilization			5%	\$ 47,000
2.00	Bypass Pumping Vault				
	Excavation and Backfill	1.0	LS	\$ 65,000	\$ 65,000
	Slab	4.7	CY	\$ 850	\$ 3,967
	Elevated Slab	3.1	CY	\$ 1,750	\$ 5,444
	Walls	57.9	CY	\$ 1,450	\$ 83,993
	Internal Divider Walls	2.0	CY	\$ 1,450	\$ 2,954
	Grout Floor/Fill	11.1	CY	\$ 850	\$ 9,396
	Grout Fillet	2.0	LS	\$ 4,500	\$ 9,000
	Cover and Access Hatch	1.0	LS	\$ 5,000	\$ 5,000
	Sluice Gate and Wall Penetrations for flow transfer	1.0	LS	\$ 12,000	\$ 12,000
2.00	Flow Meter Vault				
	Bottom Slab	0.7	CY	\$ 850	\$ 606
	Walls	0.9	CY	\$ 1,450	\$ 1,234
	Elevated Slab	0.4	CY	\$ 1,750	\$ 636
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000
3.00	Valve Vault				
	Bottom Slab	1.5	CY	\$ 850	\$ 1,275
	Walls	3.4	CY	\$ 1,450	\$ 4,887
	Elevated Slab	0.9	CY	\$ 1,750	\$ 1,588
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000
4.00	Site Piping & Fittings				
	8" PVC C-900 DR 18	98	LF	\$ 42	\$ 4,178
	Trench Excav./Backfill	59	LF	\$ 43	\$ 2,535
	Trench Foundation Stabilization	59	LF	\$ 6	\$ 334
	Bedding < 18" Pipe	59	LF	\$ 4	\$ 267
	Dewatering	59	LF	\$ 7	\$ 400
	8" Fittings - 45-deg MJ	1	EA	\$ 397	\$ 397
	8" Fittings - 90-deg MJ	2	EA	\$ 485	\$ 971
	10" PVC C-900 DR 18	42	LF	\$ 64	\$ 2,676
	Trench Excav./Backfill	42	LF	\$ 43	\$ 1,794
	Trench Foundation Stabilization	42	LF	\$ 6	\$ 236
	Bedding < 18" Pipe	42	LF	\$ 4	\$ 189
	Dewatering	42	LF	\$ 7	\$ 283
	10" Fittings - 90-deg MJ	1	EA	\$ 769	\$ 769
	10" Fittings - Tee MJ	1	EA	\$ 1,030	\$ 1,030
	10" Cap	2	EA	\$ 404	\$ 809
	10" Reducer	1	EA	\$ 562	\$ 562
	10" Plug Valve	4	EA	\$ 7,638	\$ 30,553
	10" Check Valve	1	EA	\$ 5,800	\$ 5,800
	10" Flow Meter	1	EA	\$ 15,000	\$ 15,000
	12" Wet Well Piping & Modification	1	LS	\$ 10,000	\$ 10,000
	12" Plug Valve	1	EA	\$ 10,000	\$ 10,000
	15" Wet Well Piping & Modification	1	LS	\$ 12,000	\$ 12,000
	15" Plug Valve	1	EA	\$ 12,500	\$ 12,500
5.00	Equipment				
	Bypass Pump - One Total	1	EA	\$ 60,260	\$ 60,260
	VFD - Three Total (Bypass & Existing Pumps)	3	EA	\$ 12,000	\$ 36,000
	Installation and Mark-up			25%	\$ 24,100
6.00	Site Civil				
	Asphalt	214	SY	\$ 45	\$ 9,610


ENGINEER'S OPINION OF PROBABLE COST					
 J-U-B ENGINEERS, INC.		PRELIMINARY DESIGN COST DATA			
		7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787			
PROJECT:		Hawks Nest Lift Station Improvements			DATE: 29-Jan-25
DESCRIPTION:		Improvement Alternative No. 2 - Bypass Pumping Vault & Upsized Wet Well Electrical			
PROJECT NAME:		Hawks Nest Lift Station Improvements			
Alternate No.		20-24-041			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
	Fence and Gates Restoration	133	LF	\$ 100	\$ 13,300
7.00	Bypass Pumping	1	LS	\$ 60,000	\$ 60,000
8.00	Electrical and Instrumentation ⁴	1	LS	\$ 213,000	\$ 213,000
	Main Wet Well Upsized Electrical & Secondary Level Controls				
	Bypass Pumping Vault Controls & Instrumentation				
	Flow Meter Vault Controls & Instrumentation				
	Generator	1	EA	\$ 108,000	\$ 108,000
	Installation, Start Up, & Mark-up			15%	\$ 16,200
9.00	Bonding and Insurance	1	LS	\$ 60,000	\$ 60,000
ESTIMATED CONSTRUCTION SUBTOTAL					\$ 985,000
Contingency ¹					\$ 197,000
Planning, Engineering, & Administrative Costs ²					\$ 236,000
TOTAL PROBABLE COST IN 2024 DOLLARS ³					\$ 1,418,000


1 Estimated at 20% of construction subtotal.

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 20% of construction subtotal, including contingency

3 Costs are in 2024 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.

4 Wiring, controls, and instrumentation estimated at 40% of civil construction subtotal.

ENGINEER'S OPINION OF PROBABLE COST						
 J-U-B ENGINEERS, INC.		PRELIMINARY DESIGN COST DATA				
7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787						
PROJECT:		Hawks Nest Lift Station Improvements			DATE:	29-Jan-25
DESCRIPTION:		Improvement Alternative No. 2.1 - Bypass Pumping Vault				
PROJECT NAME:		Hawks Nest Lift Station Improvements				
Alternate No.		20-24-041				
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES				
		QTY	UNIT	UNIT PRICE	TOTAL COST	
Alternative No. 2.1 - Bypass Pumping Vault ONLY - Revisions to Alt 2.0 to remove work on existing pumps shown in RED below						
1.00	Mobilization			5%	\$ 42,000	
2.00	Bypass Pumping Vault					
	Excavation and Backfill	1.0	LS	\$ 65,000	\$ 65,000	
	Slab	4.7	CY	\$ 850	\$ 3,967	
	Elevated Slab	3.1	CY	\$ 1,750	\$ 5,444	
	Walls	57.9	CY	\$ 1,450	\$ 83,993	
	Internal Divider Walls	2.0	CY	\$ 1,450	\$ 2,954	
	Grout Floor/Fill	11.1	CY	\$ 850	\$ 9,396	
	Grout Fillet	2.0	LS	\$ 4,500	\$ 9,000	
	Cover and Access Hatch	1.0	LS	\$ 5,000	\$ 5,000	
	Sluice Gate and Wall Penetrations for flow transfer	1.0	LS	\$ 12,000	\$ 12,000	
2.00	Flow Meter Vault					
	Bottom Slab	0.7	CY	\$ 850	\$ 606	
	Walls	0.9	CY	\$ 1,450	\$ 1,234	
	Elevated Slab	0.4	CY	\$ 1,750	\$ 636	
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500	
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000	
3.00	Valve Vault					
	Bottom Slab	1.5	CY	\$ 850	\$ 1,275	
	Walls	3.4	CY	\$ 1,450	\$ 4,887	
	Elevated Slab	0.9	CY	\$ 1,750	\$ 1,588	
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500	
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000	
4.00	Site Piping & Fittings					
	8" PVC C-900 DR 18	98	LF	\$ 42	\$ 4,178	
	Trench Excav./Backfill	59	LF	\$ 43	\$ 2,535	
	Trench Foundation Stabilization	59	LF	\$ 6	\$ 334	
	Bedding < 18" Pipe	59	LF	\$ 4	\$ 267	
	Dewatering	59	LF	\$ 7	\$ 400	
	8" Fittings - 45-deg MJ	1	EA	\$ 397	\$ 397	
	8" Fittings - 90-deg MJ	2	EA	\$ 485	\$ 971	
	10" PVC C-900 DR 18	42	LF	\$ 64	\$ 2,676	
	Trench Excav./Backfill	42	LF	\$ 43	\$ 1,794	
	Trench Foundation Stabilization	42	LF	\$ 6	\$ 236	
	Bedding < 18" Pipe	42	LF	\$ 4	\$ 189	
	Dewatering	42	LF	\$ 7	\$ 283	
	10" Fittings - 90-deg MJ	1	EA	\$ 769	\$ 769	
	10" Fittings - Tee MJ	1	EA	\$ 1,030	\$ 1,030	
	10" Cap	2	EA	\$ 404	\$ 809	
	10" Reducer	1	EA	\$ 562	\$ 562	
	10" Plug Valve	4	EA	\$ 7,638	\$ 30,553	
	10" Check Valve	1	EA	\$ 5,800	\$ 5,800	
	10" Flow Meter	1	EA	\$ 15,000	\$ 15,000	
	12" Wet Well Piping & Modification	1	LS	\$ 10,000	\$ 10,000	
	12" Plug Valve	1	EA	\$ 10,000	\$ 10,000	
	15" Wet Well Piping & Modification	1	LS	\$ 12,000	\$ 12,000	
	15" Plug Valve	1	EA	\$ 12,500	\$ 12,500	
5.00	Equipment					
	Bypass Pump - One Total	1	EA	\$ 60,260	\$ 60,260	
	VFD - One Total (Bypass & Existing Pumps)	1	EA	\$ 12,000	\$ 12,000	
	Installation and Mark-up			25%	\$ 18,100	
6.00	Site Civil					
	Asphalt	214	SY	\$ 45	\$ 9,610	


ENGINEER'S OPINION OF PROBABLE COST					
 J-U-B ENGINEERS, INC.		PRELIMINARY DESIGN COST DATA			
		7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787			
PROJECT:		Hawks Nest Lift Station Improvements			DATE: 29-Jan-25
DESCRIPTION:		Improvement Alternative No. 2.1 - Bypass Pumping Vault			
PROJECT NAME:		Hawks Nest Lift Station Improvements			
Alternate No.		20-24-041			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
	Fence and Gates Restoration	133	LF	\$ 100	\$ 13,300
7.00	Bypass Pumping	1	LS	\$ 60,000	\$ 60,000
8.00	Electrical and Instrumentation ⁴	1	LS	\$ 153,000	\$ 153,000
	Main Wet Well Upsized Electrical & Secondary Level Controls				
	Bypass Pumping Vault Controls & Instrumentation				
	Flow Meter Vault Controls & Instrumentation				
	Generator	1	EA	\$ 108,000	\$ 108,000
	Installation, Start Up, & Mark-up			15%	\$ 16,200
9.00	Bonding and Insurance	1	LS	\$ 60,000	\$ 60,000
ESTIMATED CONSTRUCTION SUBTOTAL					\$ 890,000
Contingency ¹					\$ 178,000
Planning, Engineering, & Administrative Costs ²					\$ 214,000
TOTAL PROBABLE COST IN 2024 DOLLARS ³					\$ 1,282,000


1 Estimated at 20% of construction subtotal.

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 20% of construction subtotal, including contingency

3 Costs are in 2024 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.

4 Wiring, controls, and instrumentation estimated at 30% of civil construction subtotal.

ENGINEER'S OPINION OF PROBABLE COST					
 J-U-B ENGINEERS, INC.		PRELIMINARY DESIGN COST DATA			
7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787					
PROJECT:		Hawks Nest Lift Station Improvements			DATE: 29-Jan-25
DESCRIPTION:		Improvement Alternative No. 3 - Upsized Wet Well Pumps & Bypass Pumping Vault			
PROJECT NAME:		Hawks Nest Lift Station Improvements			
Alternate No.		20-24-041			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
Alternative No. 3 - Upsized Wet Well Pumps and Bypass Pumping Vault					
1.00	Mobilization			5%	\$ 55,000
2.00	Bypass Pumping Vault				
	Excavation and Backfill	1.0	LS	\$ 65,000	\$ 65,000
	Slab	4.7	CY	\$ 850	\$ 3,967
	Elevated Slab	3.1	CY	\$ 1,750	\$ 5,444
	Walls	57.9	CY	\$ 1,450	\$ 83,993
	Internal Divider Walls	2.0	CY	\$ 1,450	\$ 2,954
	Grout Floor/Fill	11.1	CY	\$ 850	\$ 9,396
	Grout Fillet	2.0	LS	\$ 4,500	\$ 9,000
	Cover and Access Hatch	1.0	LS	\$ 5,000	\$ 5,000
	Sluice Gate and Wall Penetrations for flow transfer	1.0	LS	\$ 12,000	\$ 12,000
2.00	Flow Meter Vault (4' x 6'-6")				
	Bottom Slab	0.7	CY	\$ 850	\$ 606
	Walls	0.9	CY	\$ 1,450	\$ 1,234
	Elevated Slab	0.4	CY	\$ 1,750	\$ 636
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000
3.00	Valve Vault (6' x 6' x 7')				
	Bottom Slab	1.5	CY	\$ 850	\$ 1,275
	Walls	3.4	CY	\$ 1,450	\$ 4,887
	Elevated Slab	0.9	CY	\$ 1,750	\$ 1,588
	Grout Fillet	1	LS	\$ 4,500	\$ 4,500
	Cover and Access Hatch	1	EA	\$ 4,000	\$ 4,000
4.00	Site Piping & Fittings				
	8" PVC C-900 DR 18	98	LF	\$ 42	\$ 4,178
	Trench Excav./Backfill	59	LF	\$ 43	\$ 2,535
	Trench Foundation Stabilization	59	LF	\$ 6	\$ 334
	Bedding < 18" Pipe	59	LF	\$ 4	\$ 267
	Dewatering	59	LF	\$ 7	\$ 400
	8" Fittings - 45-deg MJ	1	EA	\$ 397	\$ 397
	8" Fittings - 90-deg MJ	2	EA	\$ 485	\$ 971
	10" PVC C-900 DR 18	42	LF	\$ 64	\$ 2,676
	Trench Excav./Backfill	42	LF	\$ 43	\$ 1,794
	Trench Foundation Stabilization	42	LF	\$ 6	\$ 236
	Bedding < 18" Pipe	42	LF	\$ 4	\$ 189
	Dewatering	42	LF	\$ 7	\$ 283
	10" Fittings - 90-deg MJ	1	EA	\$ 769	\$ 769
	10" Fittings - Tee MJ	1	EA	\$ 1,030	\$ 1,030
	10" Cap	2	EA	\$ 404	\$ 809
	10" Reducer	1	EA	\$ 562	\$ 562
	10" Plug Valve	4	EA	\$ 7,638	\$ 30,553
	10" Check Valve	1	EA	\$ 5,800	\$ 5,800
	10" Flow Meter	1	EA	\$ 15,000	\$ 15,000
	12" Wet Well Piping & Modification	1	LS	\$ 10,000	\$ 10,000
	12" Plug Valve	1	EA	\$ 10,000	\$ 10,000
	15" Wet Well Piping & Modification	1	LS	\$ 12,000	\$ 12,000
	15" Plug Valve	1	EA	\$ 12,500	\$ 12,500
5.00	Equipment				
	Bypass Pump - One Total	1	EA	\$ 60,260	\$ 60,260
	VFD	1	EA	\$ 12,000	\$ 12,000
	Installation and Mark-up			25%	\$ 18,100
	Upsized Wet Well Pumps - Two Total	2	EA	\$ 60,260	\$ 120,520
	Mix-Flush Valve	2	EA	\$ 3,065	\$ 6,129

ENGINEER'S OPINION OF PROBABLE COST					
 J-U-B ENGINEERS, INC.		PRELIMINARY DESIGN COST DATA			
		7825 Meadowlark Way, Coeur d'Alene, ID 83815 / 208.762.8787			
PROJECT:		Hawks Nest Lift Station Improvements			DATE: 29-Jan-25
DESCRIPTION:		Improvement Alternative No. 3 - Upsized Wet Well Pumps & Bypass Pumping Vault			
PROJECT NAME:		Hawks Nest Lift Station Improvements			
Alternate No.		20-24-041			
ITEM NO.	DESCRIPTION	SCHEDULE OF VALUES			
		QTY	UNIT	UNIT PRICE	TOTAL COST
	VFD	2	EA	\$ 12,000	\$ 24,000
	Replace 2" SST Guide Rails w/ 3"	2	EA	\$ 3,850	\$ 7,700
	Installation and Mark-up			25%	\$ 39,600
6.00	Site Civil				
	Asphalt	214	SY	\$ 45	\$ 9,610
	Fence and Gates Restoration	133	LF	\$ 100	\$ 13,300
7.00	Bypass Pumping	1	LS	\$ 60,000	\$ 60,000
8.00	Electrical and Instrumentation ⁴	1	LS	\$ 213,000	\$ 213,000
	Main Wet Well Upsized Electrical & Secondary Level Controls				
	Bypass Pumping Vault Controls & Instrumentation				
	Flow Meter Vault Controls & Instrumentation				
	Generator	1	EA	\$ 108,000	\$ 108,000
	Installation, Start Up, & Mark-up			15%	\$ 16,200
9.00	Bonding and Insurance	1	LS	\$ 60,000	\$ 60,000
ESTIMATED CONSTRUCTION SUBTOTAL					\$ 1,161,000
Contingency ¹					\$ 232,000
Planning, Engineering, & Administrative Costs ²					\$ 279,000
TOTAL PROBABLE COST IN 2024 DOLLARS ³					\$ 1,672,000

1 Estimated at 20% of construction subtotal.

2 Planning, Engineering, & Administrative costs include: Geotechnical Evaluations, Design, Survey, Construction Management, O&M Manuals, Record Drawings, and Administration. Estimated at 20% of construction subtotal, including contingency

3 Costs are in 2024 dollars and should be inflated appropriately to the mid-point of construction for budgeting purposes. No easement acquisition or legal costs are included.

4 Wiring, controls, and instrumentation estimated at 30% of civil construction subtotal.

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Comp Plan Goals & Objectives

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COMPREHENSIVE PLAN GOALS AND OBJECTIVES

Community & Identity



Goal CI 1

Coeur d'Alene citizens are well informed, responsive, and involved in community discussions.



OBJECTIVE CI 1.1

Foster broad-based and inclusive community involvement for actions affecting businesses and residents to promote community unity and involvement.



Goal CI 2

Maintain a high quality of life for residents and businesses that make Coeur d'Alene a great place to live and visit.



OBJECTIVE CI 2.1

Maintain the community's friendly, welcoming atmosphere and its smalltown feel.



OBJECTIVE CI 2.2

Support programs that preserve historical collections, key community features, cultural heritage, and traditions.



Goal CI 3

Coeur d'Alene will strive to be livable for median and below income levels, including young families, working class, low income, and fixed income households.



OBJECTIVE CI 3.1

Support efforts to preserve existing housing stock and provide opportunities for new affordable and workforce housing.



Goal CI 4

Coeur d'Alene is a community that works to support cultural awareness, diversity and inclusiveness.



OBJECTIVE CI 4.1

Recognize cultural and economic connections to the Coeur d'Alene Tribe, acknowledging that this area is their ancestral homeland.



OBJECTIVE CI 4.2

Create an environment that supports and embraces diversity in arts, culture, food, and self-expression.



OBJECTIVE CI 4.3

Promote human rights, civil rights, respect, and dignity for all in Coeur d'Alene.

Education & Learning



Goal EL 3

Provide an educational environment that provides open access to resources for all people.



OBJECTIVE EL 3.2

Provide abundant opportunities for and access to lifelong learning, fostering mastery of new skills, academic enrichment, mentoring programs, and personal growth.



OBJECTIVE EL 3.3

Support educators in developing and maintaining high standards to attract, recruit, and retain enthusiastic, talented, and caring teachers and staff.

**Goal EL 4**

Support partnerships and collaborations focused on quality education and enhanced funding opportunities for school facilities and operations.

**OBJECTIVE EL 4.1**

Collaborate with the school district (SD 271) to help identify future locations for new or expanded school facilities and funding mechanisms as development occurs to meet Coeur d'Alene's growing population.

**OBJECTIVE EL 4.2**

Enhance partnerships among local higher education institutions and vocational schools, offering an expanded number of degrees and increased diversity in graduate level education options with combined campus, classroom, research, and scholarship resources that meet the changing needs of the region.

Environment & Recreation**Goal ER 1**

Preserve and enhance the beauty and health of Coeur d'Alene's natural environment.

**OBJECTIVE ER 1.1**

Manage shoreline development to address stormwater management and improve water quality.

**OBJECTIVE ER 1.2**

Improve the water quality of Coeur d'Alene Lake and Spokane River by reducing the use of fertilizers, pesticides, herbicides, and managing aquatic invasive plant and fish species.

**OBJECTIVE ER 1.3**

Enhance and improve lake and river habitat and riparian zones, while maintaining waterways and shorelines that are distinctive features of the community.

**OBJECTIVE ER 1.4**

Reduce water consumption for landscaping throughout the city.

**Goal ER 2**

Provide diverse recreation options.

**OBJECTIVE ER 2.2**

Encourage publicly-owned and/or private recreation facilities for citizens of all ages. This includes sports fields and facilities (both outdoor and indoor), hiking and biking pathways, open space, passive recreation, and water access for people and motorized and non-motorized watercraft.

**OBJECTIVE ER 2.3**

Encourage and maintain public access to mountains, natural areas, parks, and trails that are easily accessible by walking and biking.

**Goal ER 3**

Protect and improve the urban forest while maintaining defensible spaces that reduces the potential for forest fire.

**OBJECTIVE ER 3.1**

Preserve and expand the number of street trees within city rights-of-way.

**OBJECTIVE ER 3.2**

Protect and enhance the urban forest, including wooded areas, street trees, and "heritage" trees that beautify neighborhoods and integrate nature with the city.

**OBJECTIVE ER 3.3**

Minimize the risk of fire in wooded areas that also include, or may include residential uses.

**OBJECTIVE ER 3.4**

Protect the natural and topographic character, identity, and aesthetic quality of hillsides.



Goal ER 4

Reduce the environmental impact of Coeur d'Alene.



OBJECTIVE ER 4.1

Minimize potential pollution problems such as air, land, water, or hazardous materials.



OBJECTIVE ER 4.2

Improve the existing compost and recycling program.

Growth & Development



Goal GD 1

Develop a mix of land uses throughout the city that balance housing and employment while preserving the qualities that make Coeur d'Alene a great place to live.



OBJECTIVE GD 1.1

Achieve a balance of housing product types and price points, including affordable housing, to meet city needs.



OBJECTIVE GD 1.3

Promote mixed use development and small-scale commercial uses to ensure that neighborhoods have services within walking and biking distance.



OBJECTIVE GD 1.4

Increase pedestrian walkability and access within commercial development.



OBJECTIVE GD 1.5

Recognize neighborhood and district identities.



OBJECTIVE GD 1.6

Revitalize existing and create new business districts to promote opportunities for jobs, services, and housing, and ensure maximum economic development potential throughout the community.



OBJECTIVE GD 1.7

Increase physical and visual access to the lakes and rivers.



OBJECTIVE GD 1.8

Support and expand community urban farming opportunities.



Goal GD 2

Ensure appropriate, high-quality infrastructure to accommodate community needs and future growth.



OBJECTIVE GD 2.1

Ensure appropriate, high-quality infrastructure to accommodate growth and redevelopment.



OBJECTIVE GD 2.2

Ensure that City and technology services meet the needs of the community.



Goal GD 3

Support the development of a multimodal transportation system for all users.



OBJECTIVE GD 3.1

Provide accessible, safe, and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation.



OBJECTIVE GD 3.2

Provide an accessible, safe, efficient multimodal public transportation system including bus stop amenities designed to maximize the user experience.



Goal GD 4

Protect the visual and historic qualities of Coeur d'Alene



OBJECTIVE GD 4.1

Encourage the protection of historic buildings and sites.

- ☐ **Goal GD 5**
Implement principles of environmental design in planning projects.

- ☐ **OBJECTIVE GD 5.1**
Minimize glare, light trespass, and skyglow from outdoor lighting.

Health & Safety

- ☐ **Goal HS 1**
Support social, mental, and physical health in Coeur d'Alene and the greater region.

- ☐ **OBJECTIVE HS 1.1**
Provide safe programs and facilities for the community's youth to gather, connect, and take part in healthy social activities and youth-centered endeavors.
- ☐ **OBJECTIVE HS 1.2**
Expand services for the city's aging population and other at-risk groups that provide access to education, promote healthy lifestyles, and offer programs that improve quality of life.
- ☐ **OBJECTIVE HS 1.3**
Increase access and awareness to education and prevention programs, and recreational activities.

- ☐ **Goal HS 3**
Continue to provide exceptional police, fire, and emergency services.

- ☐ **OBJECTIVE HS 3.2**
Enhance regional cooperation to provide fast, reliable emergency services.
- ☐ **OBJECTIVE HS 3.3**
Collaborate with partners to increase one on one services.

Jobs & Economy

- ☐ **Goal JE 1**
Retain, grow, and attract businesses

- ☐ **OBJECTIVE JE 1.1**
Actively engage with community partners in economic development efforts.
- ☐ **OBJECTIVE JE 1.2**
Foster a pro-business culture that supports economic growth.

- ☐ **Goal JE 3**
Enhance the Startup Ecosystem

- ☐ **OBJECTIVE JE 3.1**
Convene a startup working group of business leaders, workforce providers, and economic development professionals and to define needs.
- ☐ **OBJECTIVE JE 3.2**
Develop public-private partnerships to develop the types of office space and amenities desired by startups.
- ☐ **OBJECTIVE JE 3.3**
Promote access to the outdoors for workers and workers who telecommute.
- ☐ **OBJECTIVE JE 3.4**
Expand partnerships with North Idaho College, such as opportunities to use the community maker space and rapid prototyping (North Idaho College Venture Center and Gizmo) facilities.



PUBLIC COMMENTS

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The Case for Protecting Indian Meadows

My name is Pam Holcomb. I have lived in Indian Meadows on Nez Perce Rd for 33 years. In 1993, my husband and I moved from a higher traffic area of town to Indian Meadows, a quiet and safe neighborhood where we could raise our young children.

There are 129 beautiful, mature pine trees living in our median on Nez Perce Rd. My grandson and I pick up the pinecones and make Christmas presents from them. We walk along the path among the pine trees to feed the goats at the end of the street. I can't imagine what our neighborhood would look and feel like if the trees and median were removed. **If these trees were removed, it would violate the CDA's Comprehensive Plan (goal ER 3.1) to preserve and expand the number of trees and minimize tree removal in existing neighborhoods.**

I like to think of us as urban farmers. We have 3 honeybee hives, many fruit trees (2 new ones in the front yard), a large vegetable garden and lots of flowers. Some day one of our children may choose to live here. We have a little bitty library on our property for the neighborhood. Our neighborhood boasts a children's park, a dog park, pickleball/tennis and basketball courts, all of which are used by residents outside of Indian Meadows. This is a pedestrian and biking neighborhood as there are no sidewalks.

I understand that as CDA grows we need more housing. But no single neighborhood should be forced to absorb 2/3's of Coeur Tere's traffic! The CDA Comprehensive Plan calls for expanding housing supply AND **protecting neighborhoods.**

The Traffic Impact Analysis (TIA) done on 9/24/2024 confirms that Coeur Terre will generate 23,800 new average daily trips (ADT). Two-thirds of these trips will go east through Indian Meadows to and from Atlas. The Kootenai Metropolitan Planning Organization (KMPO) projects that Nez Perce will **grow from 1,100 trips/day to 11,000 trips/day**. This is almost a tenfold increase in vehicles coming down our rural street every day. In addition, the impact of increased traffic from Coeur Terre's commercial property is currently unknown.

Nez Perce road was originally built in the 1970s as a neighborhood collector, which by planning standards, is intended to carry 2,000-8,000 cars/day. This would reclassify Nez Perce from a neighborhood collector **into a minor arterial**, which is incompatible with its residential neighborhood/content and driveway access. **Minor arterials are not compatible with neighborhood streets that have driveway approaches and direct residential access, as this creates unsafe conditions.** Nez Perce Road has 16 houses that have driveways exiting directly onto Nez Perce Rd. Our driveway is one of them. In addition, there are 2 driveways from the park onto Nez Perce.

Connecting Nez Perce, Appaloosa or any Indian Meadow's roads are incompatible with the 2042 Comprehensive Plan(GD 3.1). Idaho law requires transportation to be safe, efficient, and coordinated. Retrofitting small neighborhood streets into minor arterials is not safe or coordinated.

A traffic analysis report for Nez Perce road on 9/19/2024 showed that 85% of vehicles sped on our street. Based on our current traffic of 1,100 vehicles daily, this computes to 935 speeders. **If we become a collector street, this would increase to 9,350 cars speeding on our rural street daily, which would be a huge safety issue for our residents.** It will also become a traffic enforcement burden for our police department.

Using Industrial Loop is a much better choice for a new city collector for an east connection. It currently serves as a sub-collector road, is not in a residential area, already has a traffic light, and it offers close access to Coeur Terre for CDA fire station #4, which is located just north of Hanley. The TIA supports keeping Nez Perce and Appaloosa closed to through-traffic. The best strategy is to strengthen the arterials designed to carry regional traffic: Atlas, Huetter, Seltice and Prairie and to use Industrial Loop as a new east connection.

I would like to request that this letter be included in the public record for the upcoming November 12th PUD and Subdivision hearings.

Indian Meadows is the ONLY neighborhood in CDA that has one acre lots. It is also the only neighborhood zoned for domestic livestock (horses). It is a one-of-a-kind, unique neighborhood. This is a huge issue for me, my family and my neighborhood. Thank you for your time, attention and help.

Pam Holcomb

4002 W. Nez Perce Rd

CDA, Id 83815

208- 699-6442

From: cdfb52@aol.com
To: [CLARK, TRACI](#); [BOSLEY, CHRIS](#); [HOLM, SEAN](#); [PATTERSON, HILARY](#); [FEUSIER, TODD](#)
Subject: Coeur Terre Development
Date: Tuesday, November 25, 2025 9:11:31 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear City Staff,

My name is Carol Root and I have lived in Indian Meadows for 23 years. I love our peaceful, rural like neighborhood. I have come to love it even more as I meet with neighbors and understand how they are being affected with the proposed plan to connect roads through to Atlas. We have one of the most unique neighborhoods in the city, due to its R1 zoning. It is the only one according to the City Code 6.15, allowing any person living on property zoned R-1 to possess domestic livestock. It has the feel of living in the country, with many folks raising chickens, housing horses and goats, and tending to bee hives.

The amount of commuter traffic that will be generated from Coeur Terre affects not only our neighborhood, but also other neighborhoods such as Northshire, Orchard Lands and Fairway Hills. On 11/5, at 3:30pm, I was heading N on Atlas toward Kathleen. I sat through 7 stoplights before clearing the intersection. On 11/12, at 3:30pm I took photos of this intersection, observing the same problem. To my knowledge, there are no plans to upgrade Atlas, which is already quite congested. Connecting roads through Indian Meadows will only add to this congestion.

There are 5 school bus routes traveling through Indian Meadows making a total of 24 daily stops on our streets. Routes 16, 22, 80, 85 and 89 serve students attending Lake City High, Lakes Middle, Skyway Elementary, and Woodland Middle Schools. These routes run from 6:42am-8:50am and 2:00pm-3:54pm. Most children walk to these bus stops and I am concerned about their safety if traffic is diverted through our neighborhood.

The vision statement on the City Council agenda packet states ***“Our Vision of CDA is of a beautiful, safe city that promotes a high quality of life through excellence in government.”*** Anything that compromises the quality of life in our unique neighborhood is not consistent with the comprehensive plan. In the **Envision CDA Plan page 33** states ***“CDA will strive to be one of the safest and healthiest cities in the nation. Our focus is on continually improving mental and physical health. Convenient access to trails, parks and open spaces provides residents with the***

opportunity to lead active lifestyles and participate in safe, healthy social activities.” Goal C1 2 states: “Maintain a high quality of life for residents that make CDA a great place to live.” On my daily walks throughout our neighborhood, I see many people actively walking and biking, supporting these plan goals. Punching connector streets through Indian Meadows contradicts this policy. **Part 4** of the plan states **“The CDA community, through thousands of touchpoints with this project, have been clear that creating walkable, neighborhood-focused development throughout the city is an important element of the future vision for CDA.”**

Using Nez Perce as a connector road goes against comprehensive plan **Goal ER3: Objective 3.1 to “preserve and expand the number of street trees within city rights-of-way”**. **Action ER 3.1 states: “in new and existing developments, minimize tree removal.”** If Nez Perce is used, there are 129 mature pine trees in the median which would most likely be removed. **Action ER 3.2 states: “Consider a city urban forest management policy that recognizes the value of the urban forest as a PUBLIC INFRASTRUCTURE ASSET.”**

At the November 18th city council meeting, one council member stated:

<!--[if !supportLists]-->1. <!--[endif]-->“The long-term detrimental effects of listening to the wishes of a FEW and making drastic decisions, with a little political posturing involved.”

<!--[if !supportLists]-->2. <!--[endif]-->“I really find it hard to believe anyone who bought there or any realtor who sold a property there would swear under oath that they did not believe these roads with temporary termination abutting a field would never be punched through.”

My responses to the above are as follows:

<!--[if !supportLists]-->1. <!--[endif]-->According to County Elections records, there are 1524 registered voters in precinct 407 and 1357 registered voters in precinct 406, which include residents in Indian Meadows, Northshire, Orchard Lands, and Fairway Hills, the neighborhoods expected to see the most impact from the Coeur Terre development. Keep in mind, these are only the residents that are registered to vote. I do not deem that to be **“A FEW”** people.

2. Originally, Coeur Terre land was designated for low-density residential housing, consistent with the scale and design of Indian Meadows. The City's 2007-2027 Comprehensive Plan designated the entire Coeur Terre area as a low-intensity "Transition" neighborhood. It was not until 2023 the city approved C-17 and R-17 high-density zoning for this land. Residents did not expect this would change to dense commercial, R-17 and C-17 zoning, or the resulting 29,000 trips per day of generated commuter traffic. The massive traffic now projected is the result of recent zoning decisions, not the original plan for Coeur Terre. This land has been farmed for decades, and who is to say it wouldn't have been passed down to future generations, thus continuing this family legacy? Implying ignorance on our part is insulting.

I urge you to please try and understand our concerns. Put yourself in our shoes, come talk with us, walk the neighborhood with us, feed the friendly goats, and see why we love our neighborhood. Please consider using Industrial Loop for the collector street instead of our safe, rural Indian Meadows streets.

Please include my letter in the public record for the upcoming December 9th PUD and Subdivision hearings.

Thank You,

Carol Root

3808 N Tamarack Road

CDA, ID 83815

November 5, 2025

Dear City of Coeur d'Alene Planning Department,

I reside at 3810 N Buckskin Road in the Indian Meadows neighborhood. Our neighborhood, and adjacent Northshire, will be drastically and permanently destroyed should the eastbound traffic from the new Coeur Terre development be routed through them. I'm writing to voice my strong objection to such a plan. These two quiet, beautiful neighborhoods deserve to be protected! I hope you've had the chance to drive down Nez Perce. If you have, I'm sure you have a difficult time imagining an increase in traffic from about 1,000 cars per day to 11,000. I assert that the real number will be far greater once residents of Post Falls realize that Mullen, becoming Nez Perce, would connect all the way through to Atlas. This will negatively impact every street in both neighborhoods as cars will cut through them in their haste to reach Atlas and Kathleen.

The absurdity of the plan is shocking, considering the utter disruption and danger it will cause. Please consider the following:

- Nez Perce will become so congested that drivers will be encouraged to use Buckskin, Arrowhead, Moccasin, Tamarak, Belmont and Sherwood as cut-through streets. (They'll use all the streets in Northshire as well). This will be incredibly dangerous considering that these streets were designed to be rural and NOT designed for heavy traffic.
- All of the streets in Indian Meadows are very narrow, they are used heavily by pedestrians and cyclists, and we do not have sidewalks.
- The cost to add sidewalks and widen the roads would be exorbitant, not to mention that doing so would completely rob an older, established neighborhood of its charm.
- It's absolutely unfair to burden the city's tax payers with such an unnecessary expense when a better alternative exists (see below).
- Widening and using Nez Perce as a major collector street would require the tear-down of hundreds of trees. Is that consistent with a city that claims to value trees? I think not.

There is a better solution and that is to design a round-about in the Coeur Terre development that routes all east-bound traffic to Industrial Loop/Trailhead Avenue, and NOT use Appaloosa or Nez Perce roads, per the following proposal:

We respectfully request that the City formally designate **Industrial Loop** as a **collector roadway** and remove Nez Perce and Appaloosa roads as part of the Coeur Terre Subdivision approval. This change aligns with the Comprehensive Plan's direction to move traffic west toward Huetter, ensures long-term circulation efficiency, and protects adjacent neighborhoods from disproportionate impacts. The Industrial Loop collector concept is not a "neighborhood preference", it's a city-serving improvement that better fulfills the intent of the Comprehensive Plan, supports economic access, and provides a safer, more resilient circulation network for all users. This is the type of system-level design the City envisioned when it directed traffic west toward Huetter.

Conceptual Collector Connection - Industrial Loop/Trailhead Ave Collector (Figure 1)

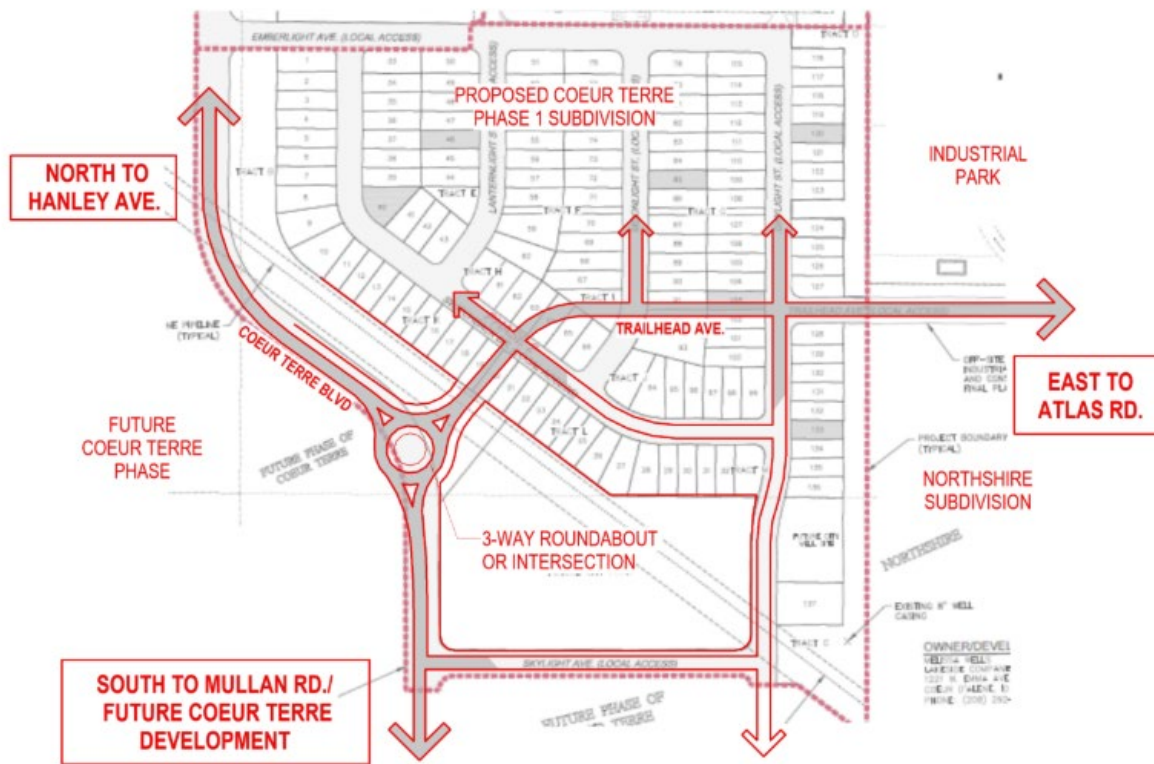


Figure 1: Industrial Loop/Trailhead Ave. as a collector street concept.

Thank you for your consideration and I hope you are willing to save Indian Meadows and Northshire from Coeur Terre traffic.

Sincerely,

Allyson Crose

208-446-9398

From: [Bill Robb](#)
To: [CLARK, TRACI](#)
Subject: No through streets to/from Coeur Terre and Indian Meadows
Date: Sunday, November 16, 2025 12:49:49 PM

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Dear Ms. Clark:

RE: No through streets to/from Coeur Terre and Indian Meadows

We respectfully ask that there are NO through streets between Coeur Terre and Indian Meadows. Indian Meadows is a unique, rural neighborhood. Many homeowners have lived here for 30-40 years. We have many walkers, bikers, strollers and farm animals. The anticipated thousands of extra vehicle trips per day will destroy our rural atmosphere, peace, quiet and our safety.

Please protect Indian Meadows; **do not extend Appaloosa, Arrowhead or Nez Perce**. Through traffic will lead to unsafe streets, speeding and noise. The quality of life enjoyed by homeowners in Indian Meadows should not be diminished by our streets being used as “shortcuts”, traveling to Atlas Road, which cannot absorb additional traffic. The street lights on Atlas Road already experience tremendous backups during peak times, resulting in waiting for several light cycles to finally get through. Attempting to turn north onto Atlas Road from Nez Perce, at times, is impossible.

If even one of these streets is extended, the impact will negatively affect all streets in Indian Meadows, with travelers trying to find the fastest route through our neighborhood, using our streets as collector roads, rather than the local, neighborhood streets they were intended to be. Extending Coeur Terre roads through Indian Meadows will create problems we do not have now.

Please use Industrial Loop as the collector between Coeur Terre and Atlas Road.

Please keep Indian Meadows the safe, peaceful neighborhood it is.

Sincerely,

Bill and Laurie Robb
3704 N Tamarack Rd
(Indian Meadows)

cc: City Council, City of Coeur d’Alene Planning and Zoning; Street Department, and Planning

Department

From: [Brian Kitchen](#)
To: [PlanningDiv](#)
Subject: Coeur Terre Development
Date: Monday, November 17, 2025 11:05:37 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

We are writing to stop Coeur Terre and the City of Coeur d'Alene from destroying the quality of life in the Northshire and Indian Meadows neighborhoods.

City mandates say that city planners/staff will preserve older, established neighborhoods and not degrade the quality of life there. Everything but that is proposed by Coeur Terre and the city government.

For example, the plan to use NezPerce Drive, Appaloosa and Arrowhead as ingress and egress streets for Coeur Terre. With traffic as it is, it is many times difficult to enter Atlas road, waiting minutes for Atlas traffic to allow entry. Using NezPerce, Appaloosa or Arrowhead would only exacerbate the problem. Traffic lights would need to be installed. This would cost the taxpayers along with widening of the roads. Pumping that much extra traffic through our neighborhoods will make it risky at best for residents to walk through our neighborhoods or just walk their dogs.

Industrial Loop and Hanley Ave. already go through to Huetter Rd. and have traffic lights already, not raising costs for taxpayers. This would also preserve the feel and safety of Northshire and Indian Meadows. To not understand this is ludicrous.

Brian & Denise Kitchen
4110 N. Lancaster Rd
Coeur d;Alene, ID
208-916-0158

From: cdfb52@aol.com
To: [CLARK, TRACI](#)
Subject: Coeur Terre Development
Date: Tuesday, November 4, 2025 9:06:21 PM

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Dear City Staff (Planning and Zoning)
4, 2025

November

I was out for my usual stroll today around our beautiful Indian Meadows neighborhood, enjoying the tranquility, greeting others along the way – a couple walking their two dogs, a young mother pushing her baby stroller, an older gentleman out in the median with his grandson working on a car together, a father with two young children playing in the park along Nez Perce, a young bicyclist, and numerous folks at the dog park watching their canines frolicking about. Then a sobering thought interrupted my lovely day, how this would all be impacted if access from Coeur Terre through our neighborhood is approved.

My husband and I married in 2002, bought our first home together on Tamarack Road and have lived here for 23 years. His sister and brother-in-law owned the house prior to us, and many family memories were created here over the years. My sister and brother-in-law live on Nez Perce, three houses down the street. Our wedding reception was held in their backyard. We were initially drawn here due to the larger lots, rural atmosphere, quiet and peaceful streets. Most of the homes here were built in the 1970's and these days it is rare to find a rural neighborhood with these characteristics. We absolutely love living here and have never thought about living anywhere else.

The dog park, pickleball courts and park on Nez Perce attract many members of our community not residing in Indian Meadows. There is a small parking lot with 21 regular spaces and 2 handicapped spaces. The median between Belmont, Sherwood and Tamarack serves as overflow parking. If Nez Perce becomes a connecting road to Atlas, the only parking options will be on Belmont, Sherwood, Tamarack or Abbey Road. A new stoplight at Nez Perce will cause traffic to back up and cut through these side streets. This is a potential hazard to pedestrians.

The best option for the collector road is Industrial Loop. It is shorter and wider than the proposed collector roads in Indian Meadows, has an existing traffic light, is close to CDA Fire Station #4, and already serves as a sub-collector road serving light

industrial business. Using Indian Meadows roads would require road widening, curbing, stormwater upgrades, drainage, moving mailboxes, fences, and water meters, etc. All these requirements will be paid for by the Coeur d Alene taxpayers, not the developer. It does not seem fair the homeowners in our neighborhood and fellow taxpayers should foot the bill for this new development and suffer the noise and disruption in our way of living.

I urge you to consider Industrial Loop as the collector road, instead of any Indian Meadows Roads. Please feel free to come visit our beautiful neighborhood, take a walk with me to see why we love it and what is at risk.

I would like to request this letter be included in the public record for the upcoming November 12th PUD and Subdivision hearings. Thank you for your time and help with this important issue.

Carol Root

3808 N Tamarack Road

CDA, ID 83815

208-755-7891

From: [Coleman Menke](#)
To: [CLARK, TRACI](#)
Subject: Connector Roads for Coeur Terre - Safety & Infrastructure Concerns
Date: Wednesday, December 3, 2025 10:33:52 AM
Attachments: [Outlook-u10zwhhd.png](#)

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Good afternoon Ms. Clark,

I am writing today in regard to the planned connector roads connecting N Atlas Road to the Coeur Terre. These roads through the existing neighborhoods cannot sustain the high volume of traffic this would cause, and furthermore Atlas Road cannot handle the volume either. These neighborhood roads are heavily used by families walking, biking, and many other activities that would be dangerously impacted with constant connector traffic.

It is my firm belief that traffic should flow west from Coeur Terre to Huetter Road where it can connect to Hanley Road to the north and Seltice Way to the south. If it is absolutely necessary to connect directly to Atlas, Industrial Loop is the only acceptable route with its existing intersection infrastructure at Atlas Road. Industrial Loop is also not frequently used by pedestrians and is much more well suited as a connector than neighborhood roads to the south.

Please take these serious concerns into consideration when making any decisions regarding connector roads for Coeur Terre.

Respectfully,
Coleman Menke

Coleman Menke
Senior Trader



E: cmenke@silvaris.com
P: 208-818-0111
Coeur d'Alene, ID USA
www.silvaris.com

We are contacting you with a request to reconsider the decision to allow access to the proposed Coeur Terre development through the Indian Meadows neighborhood. We have lived in Indian Meadows for almost 34 years. We selected our home here and continue to live here in large part because of the quiet, serene character of the neighborhood where people can enjoy safe, casual walks or bike rides and enjoy the amenities of nearby Northshire Park.

Granting access to Coeur Terre via Nez Perce, Arrowhead, or Appaloosa Roads would lead to potentially thousands of additional vehicle trips per day through Indian Meadows, radically changing the character and safety of the neighborhood. **City planning documents (Comprehensive Plan, etc.) state that new development must protect surrounding neighborhoods and not cause adverse impacts on adjacent properties. The current access proposal directly contradicts these mandates.** Since these comprehensive planning documents, developed and approved with public input, are for the express purpose of guiding and directing future development, we would expect the City Council and Planning staff to follow the direction and mandates provided by them.

Many of the streets in Indian Meadows are cracked and crumbling. Adding significant levels of traffic on these streets will only further degrade them, not to mention adversely affecting pedestrian safety.

Additionally, exiting Indian Meadows onto Atlas Road is already becoming extremely problematic. Traffic levels on Atlas Road have become unmanageable with just the **current** level of development. Getting out of the neighborhood in a reasonable amount of time, particularly during the morning and afternoon rush hours, is extremely challenging. Northbound traffic on Atlas Road often backs up south of Arrowhead, requiring multiple cycles of the traffic light at Atlas and Kathleen to proceed north or east. Also, given the proximity of the Holy Family Catholic School and Woodland Middle School, many local children use these streets to walk and bike to and from school. Thousands of additional vehicles can only exacerbate the problem and provide additional safety risks to the community. Conversely, Huetter Road, directly west of the proposed Coeur Terre development, is much less developed, with multiple access points available, providing easy access to Coeur d'Alene and Post Falls. It does not have the adverse impacts on the adjacent neighborhood that would be created by accessing Coeur Terre through Indian Meadows. Coeur Terre access to Huetter Road (not Atlas), would allow access to Seltice and Prairie Roads with exiting lights and reduce additional strains on Atlas, which has reached its carrying capacity to date.

Responsible growth management would ensure that infrastructure levels are sufficient to accommodate the rapidly increasing development levels in this area. That is clearly not the case in Coeur d'Alene at this point, as evidenced by the current traffic situation on Atlas Road and many other areas. This does not even address potential impacts to water availability and other

infrastructure needs. We do not believe it is unreasonable to expect City decision-makers to uphold their legal responsibilities to abide by the comprehensive planning documents in place and not keep changing the rules to accommodate explosive growth at the expense of long-term residents.

Some members of City Council have suggested that Indian Meadows residents are simply a small group of NIMBYs whining about our neighborhood. Without knowing where any of you live, it's safe to say that none of you supporting projects like Coeur Terre, would want a small city, with its accompanying congestion and safety issues, crammed into your neighborhood. As long-term residents, we expect City Council to take more stock in our concerns over developers and future constituents. It's your legal responsibility to represent the current communities of Coeur d'Alene.

In conclusion, before making final decisions from your offices or meeting rooms, based on review of development planning documents, we strongly urge you to visit the neighborhood in person. Get a firsthand look at the character and conditions of Indian Meadows. Visit during the late afternoon rush hour to experience for yourselves the challenges that significant additional traffic levels would create. Therefore, given the concerns outline above, we respectfully request that you reject plans to use Indian Meadows as a thoroughfare for the Coeur Terre development and allow Coeur Terre access via Huetter Road for easy access to Coeur d'Alene.

Respectfully,

Dan and Suzanne Audet

From: [Ethan Holcomb](#)
To: [CLARK, TRACI](#); [BOSLEY, CHRIS](#); [FEUSIER, TODD](#); [HOLM, SEAN](#); hpatterson@cda.org
Subject: Coeur Terre
Date: Thursday, November 6, 2025 1:11:29 PM

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Dear Coeurd'Alene City Staff,

I have lived in Coeurd'Alene since 1984. We moved to Indian Meadows in 1993 because we wanted a rural lifestyle but be close enough to town for my wife to be on call at Kootenai Hospital. Indian Meadows was the answer to our dreams. Seven minutes to the hospital and an acre to plant a big garden, grow apples for cider, raise kids in an environment where they were safe to travel the neighborhood and visit friends. Most days in the summer a menagerie of horses being ridden, ponies pulling carts, dogs pulling wagons, parent's pushing strollers and dozens of kids on bicycles would pass my front door. Over the years Indian Meadows has changed a little, not so many horses anymore, the median across from Northshire Park is full of cars most mornings in the summer because the parking lot is full. But what hasn't changed is most days when the weather is nice the parade of strollers and skateboarders and walkers and bicyclists and dog walkers and sometimes a horse will enrich my day. If around 24,000 vehicles (commuters not residents) per day were introduced into my neighborhood it would be unsafe for myself and my neighbors. Indian Meadows is a very unique neighborhood, it is the only neighborhood zoned R1 in the city limits and should not be sacrificed.

Ethan Holcomb
4002 W Nez Perce Rd
CDA

Sent from my iPad

From: [kevin.mcclelland](#)
To: [CLARK, TRACI](#); [BOSLEY, CHRIS](#); [FEUSTIER, TODD](#); [HOLM, SEAN](#); [PATTERSON, HILARY](#); [MCEVERS, WOODY](#); [WOOD, CHRISTIE](#); [ENGLISH, DAN](#); [GOOKIN, DAN](#); [MILLER, KIKI](#); [EVANS, AMY](#); [GABRIEL, KENNY](#)
Subject: Coeur Terre connection concerns
Date: Thursday, November 6, 2025 1:02:14 PM

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Dear City Planning and Council members,

I am a Coeur d'alene resident for 30 years and have called Indian Meadows home for the last 10. With a young family, we were excited about moving to an area of CDA that offers great walkability, bike trails, a park, dog park and tennis (now pickleball) courts.

We chose this neighborhood 10 years ago because it was special. The area is historically "old Coeur d'alene" with many of the homes approaching 50 years old. These neighborhoods are part of the fabric of Coeur d'Alene's history and as such have been homes to generations of community members who have served and given back. The parks and pedestrian paths on Atlas serve these neighborhoods as a testament to what thoughtful planning can achieve. These paths encourage us to know one another, provide a sense of community and are a legacy to a founding vision of Coeur d'alene.

I urge you to explore using Industrial Way for connecting Coeur Terre.

Access to Coeur Terre via Nez Perce or Appaloosa will fundamentally change these heritage neighborhoods. Indian Meadows, Fairway Forest, Northshire, Queen Anne and Woodside Park are simply not designed for east/west traffic that will materialize with Appaloosa and Nez Perce as collectors. Already too busy streets like Evergreen and Fairway Dr will see thousands of new cars a day, with many of the side streets prone to dangerous drivers trying to make a shortcut.

I would ask you to view these concerns – not solely in the scope of Coeur Terre - but with an understanding of the eventual growth that will occur on Huetter over the next two decades. Coeur Terre is but the start of what could be 10,000 or more homes along either side of Huetter. Any connection via Appaloosa or Nez Perce is a death sentence to walkability and our legacy of community.

As planners and elected councilmembers, we entrust you to help guide the city's growth in a way that is inclusive, solving for the needs of many. Please work with the developer and community members to achieve a vision for the future that won't rob these neighborhoods of their storied history and character.

Thank you,

Kevin McClelland

From: [Martinez, Leo](#)
To: [CLARK, TRACI](#)
Subject: PUBLIC NOTICES FOR PLANNING & ZONING ON WEDNESDAY NOVEMBER 12, 2025
Date: Monday, October 27, 2025 12:57:16 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[public notice2.pdf](#)
[public notice .docx update.pdf](#)
[YPL_225.pdf](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello Traci,

Phillips 66 Pipeline LLC (P66) has facilities in the project area that may conflict with your proposed plans. Attached for your information, is a copy of our Engineering Alignment Sheet (YPL_225) depicting P66's pipeline facilities.

Please be sure to keep me updated as the project moves forward.
(P66 Response 13142)



Leo Martinez

Associate, Operations Support • Real Estate Services

O: 805-541-8912 | F: 805-538-6204
18781 El Camino Real | Atascadero, CA 93422
Leo.Martinez@phillips66.com



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TCLARK@cdaid.org>

Sent: Friday, October 24, 2025 11:06 AM

To: Traci Clark <priestlakegirl71@gmail.com>

Subject: [EXTERNAL]PUBLIC NOTICES FOR PLANNING & ZONING ON WEDNESDAY NOVEMBER 12, 2025

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Greetings,

Attached is a copy of the public hearing notices for the **PLANNING & ZONING** on **WEDNESDAY, NOVEMBER 12, 2025, at 5:30.**

If you have any comments, please let me know.

Traci Clark
Administrative Assistant
Planning Department, City of Coeur d'Alene

208.769-2240

tclark@cdaid.org



Coeur Terra Traffic

As a resident of Indian Meadows, I have a "Huge" concern related to the traffic coming from the approved subdivision of Coeur Terra. I have enjoyed the Indian Meadows neighborhood for 25 years, the area for 50 plus. I sold my former home in the area and moved to Indian Meadows due to the increased traffic in front of my previous home. One could not carry on a conversation while sitting on my deck due to traffic noise. I am afraid it is happening again!! Traffic flow is just like water it takes the way of least resistance.

Cutting thru Indian Meadows is unacceptable to access Atlas Road. It would not be long before drivers would find a way to cut thru to the Fairway Hills neighborhood and beyond. All of these roads are residential streets which carry a 25mph speed limit. I guarantee that the increased traffic will NOT drive 25mph! It's a safety issue!

Atlas Road is already overwhelmed with traffic from Huetter to the roundabout on Seltice. Frequently the traffic is backed up a city block at the stoplight on Kathleen and the access to the roundabout. This is already a safety hazard for the current residents when turning on to Atlas Road. It would only get worse.

The roads were designed as rural roads and there are NO funds to upgrade them for the amount of traffic coming from Coeur Terra. The taxpayers for the city of Coeur d Alene will have to foot the bill for those improvements. Not to mention the sewer connections, streetlights, curbs and sidewalks.

There HAS to be another way to access this subdivision from Hanley and Seltice up Huetter Road. Our neighborhood is a walking and horse riding area of our city. My dog and I enjoy our walk daily weather permitting. Indian Meadows is a section of town, built in the 1970's. Most new subdivisions in the area have a fence around them with points of entry. There is presently a campaign to "Save our Streets" in the area with signs and bumper stickers, also a petition to sign. It will be presented to the City Planning Committee and the City Council. Maybe someone will listen to us taxpayers.

Thank you

Nancy Barr

Arrowhead Road

Indian Meadows

Coeur d Alene

Response to Coeur Terre Phase 1 PUD and TIA

The proposed **Phase 1 R-8 subdivision design** and **Traffic Impact Analysis (TIA)** raise significant concerns about long-term circulation, traffic safety, and neighborhood livability. While Phase 1 may appear functional on its own, its narrow street design, inadequate Eastern connection, and reliance on unfunded roadway improvements will create major problems for future phases. Without proactive changes, these flaws will push thousands of vehicles southeast through **Indian Meadows in the future**, contradicting City policy, the Development Agreement, and past Council direction.

I. Compact Street Design and Circulation Limitations

The proposed R-8 subdivision design is short-sighted from both a planning and operational standpoint. The internal circulation network treats **Industrial Loop/Trailhead Avenue** as a minor residential connection rather than a collector. This decision will severely limit the long-term east-west traffic capacity within Coeur Terre and may actually *encourage* drivers to divert south and east through Indian Meadows.

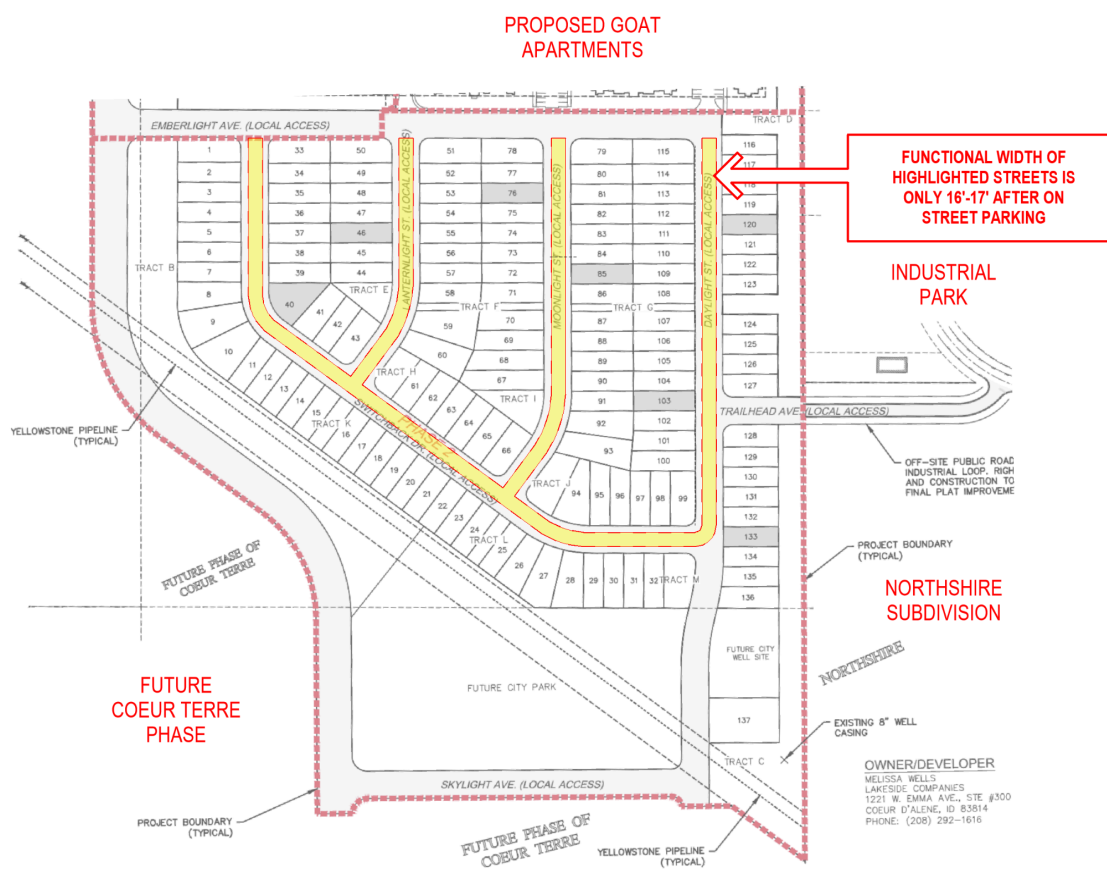


Figure 1. Coeur Terre Phase 1 R-8 subdivision diagram depicting streets which will be constrained by street parking

- The subdivision drawings show that internal streets are only **29 feet wide curb-to-curb**, which is narrower than a typical neighborhood connector (usually at least 32 feet).
- In compact single-family developments, garages are often used for storage or converted into extended living space, forcing residents to park in driveways or along the street.
- If driveways are as short as 10 feet, parked vehicles will fill the roadway, further restricting movement and visibility.
- Once on-street parking is factored in (which will be heavily used given the small lot sizes and 10-foot front setbacks), the functional width for two-way travel shrinks to **only 16–17 feet**.
- This barely allows one vehicle to pass at a time and effectively turns these **roads into single-lane corridors**.

The photo below, taken from one of the developer's existing neighborhoods, illustrates the likely outcome: streets filled with parked cars, restricting visibility, forcing alternating one-way movement, and reducing access for emergency and service vehicles.



Example photo which shows street parking constraining travel width. Image is taken from a nearby Lakeside Companies Development. Image courtesy Google Street View.

Ironically, the City's justification for opening Appaloosa was to ensure emergency access, yet this **subdivision's narrow streets will actually slow emergency response times**, particularly to the planned senior living facilities, which will depend most on timely access.

This constrained design directly also undermines the idea that Industrial Loop/Trailhead Avenue could ever serve as a viable internal east-west connection. Instead, it will push Coeur Terre residents, including apartment and multifamily traffic from the adjacent “Affinity and GOAT Apartments” sites, toward the *path of least resistance*: south and east via Nez Perce and Appaloosa.

In effect, the subdivision’s narrow street layout builds in a circulation flaw that guarantees traffic will seek alternative neighborhood routes. Whether intentional or not, this outcome conflicts with:

- **The Development Agreement** which directs that the residential connections be designed to discourage through traffic, “to the greatest extent reasonably possible.”

Section 4.3 states, “The owners, in consultation with the City, shall design and construct the (Indian Meadows) connections with traffic calming features to discourage speeding and, to the greatest extent reasonably possible, through-traffic”.

- **City Council’s directive** to move traffic west toward Huetter, not east through neighborhoods.
- **The Comprehensive Plan’s policies** for neighborhood protection, complete streets, and balanced circulation planning.

While the developer’s effort to connect Industrial Loop is appreciated, the issue is not the existence of a connection, but its function. A local street link is not a collector. Without proper design standards, a “better than nothing” approach actually limits future flexibility, undermines Council’s policy direction, and sets up costly retrofits later. The City has an opportunity now to get this connection right, **once homes are built, that opportunity will be gone.**

By treating Industrial Loop as a low-capacity residential link rather than a collector, the development sacrifices long-term mobility for short-term lot yield, creating congestion, safety hazards, and neighborhood impacts that will be far more expensive to fix later.

II. Subdivision Design Fails to Meet the Development Agreement Standard

Relevant Standard: Section 4.3 of the Development Agreement places the burden of proof on the developer to demonstrate, through both design and analysis, that neighborhood cut-through traffic will be minimized to the *greatest extent reasonably possible*. When considering the future development phases and residential connections, the current Phase 1 subdivision design does not meet this standard.

Why the Proposed Subdivision Design Fails to Meet the Standard:

→ **Misclassifies Industrial Loop as a Local Street**

The subdivision designates Industrial Loop/Trailhead Avenue as a local residential street rather than a collector, removing the only viable internal route capable of handling east-west circulation. This guarantees that regional traffic will divert through neighborhoods, contradicting the Development Agreement's intent.

→ **Narrow Streets Will Push Traffic into Neighborhoods**

Driveways and on-street parking will occupy most of the pavement, reducing functional travel width to about 16–17 feet. As congestion grows, drivers will seek faster routes through Indian Meadows once Appaloosa and Nez Perce are connected.

→ **Locks In an Irreversible Low-Capacity Design**

Industrial Loop is the only non-residential corridor connecting to Atlas Road. Once the connection is in place, its role cannot practically be upgraded, ensuring that future east-west demand will flow through residential neighborhoods instead of being accommodated internally.

→ **Fails to Demonstrate Compliance with the Agreement Standard**

The Phase 1 TIA evaluates only a small portion of the project and does not analyze full build-out conditions. Without a cumulative circulation study, the City has no evidence that the subdivision design discourages through-traffic "to the greatest extent reasonably possible," as required by Section 4.3 of the Development Agreement.

If subsequent Coeur Terre PUD and subdivision designs cannot *clearly and demonstrably* meet the Development Agreement's requirement to "discourage through-traffic to the greatest extent reasonably possible," then the City has both the authority and the obligation to act. In that case, it is necessary that the Appaloosa and Nez Perce connections be formally removed from the Development Agreement and remain permanently closed. Allowing those connections to proceed without proof of compliance would undermine the intent of the Agreement, contradict Council direction, and expose surrounding neighborhoods to unmitigated traffic and safety impacts.

III. Coeur Terre Circulation Network Directly Conflicts With Section 4.3

The BSB Coeur Terre circulation map (enshrined in the DA) effectively predetermines Nez Perce as a continuous east-west corridor extending from Atlas Road to Huetter Road, functioning as a de facto *minor arterial*. This is fundamentally incompatible with the Development Agreement's Section 4.3, which requires that the Nez Perce and Appaloosa connections be designed to discourage through traffic *"to the greatest extent reasonably possible."*

A street cannot simultaneously be planned as a primary cross-city traffic conduit **and** be expected to operate as a slow-speed, traffic-calmed residential connection. By embedding this arterial-like alignment into the land use plan years before any traffic analysis was completed, the City and developer created a structural contradiction:


- The circulation plan channels regional east-west trips directly through Indian Meadows.
- Section 4.3 requires the opposite: minimizing through traffic, not institutionalizing it. The Phase 1 TIA does not resolve or even acknowledge this conflict.
- Later phases will be forced to build to the pre-set layout unless corrected now.

In effect, the pre-approved circulation map undermines the very standard the Development Agreement was written to enforce. Without redesigning the network to shift east-west traffic to a true collector such as Industrial Loop, the City cannot credibly claim that the subdivision will discourage through traffic *"to the greatest extent reasonably possible."*

IV. Proposed Subdivision Design Does Not Meet Comprehensive Plan Goals GD 2 and GD 2.1

The Comprehensive Plan calls for "appropriate, high-quality infrastructure to accommodate community needs and future growth." The proposed Coeur Terre Phase 1 subdivision design does not meet this standard.

- **Undersized internal street network:** A 29-foot-wide residential street system is inadequate to serve as a long-term east-west corridor within a 2,800-unit development projected to generate more than 24,000 daily trips.
- **Short-term focus:** Classifying Industrial Loop/Trailhead Avenue as a local street prioritizes short-term lot yield over durable, adaptable infrastructure.

- 
- **Fails to anticipate full build-out impacts:** Without a collector-level connection, future residents and emergency services will face circulation constraints.
 - **Does not meet community mobility needs:** The design channels growth-related traffic pressure onto surrounding neighborhoods, rather than accommodating it within Coeur Terre's internal network.

Taken together, these factors demonstrate that the subdivision does **not ensure high-quality infrastructure capable of supporting the community's future needs**, as required under GD 2 and GD 2.1.

V. The Phase 1 TIA Relies on Unfunded Road Improvements

The TIA assumes that Atlas Road will be widened to three lanes, with signal upgrades to handle future traffic. However:

- No funding or timeline exists for these improvements.
- If delayed, Atlas and Seltice will become severely congested, with major intersections likely to fail.
- It is frequently noted by residents that Atlas Road already experiences heavy congestion during morning and evening peak hours, with long queues often forming at the Atlas/Seltice roundabout. This indicates that significant operational strain exists today, well before Coeur Terre adds thousands of additional trips to the corridor.

Given current funding realities, it's likely that Coeur Terre Phase 1 will be completed **before** the planned Atlas Road widening. Because the TIA assumes those improvements are already in place, building homes first will **shift congestion and infrastructure costs onto existing taxpayers**.

VI. Phase 1 TIA Is Too Limited and Locks In Long-Term Circulation Problems

The Phase 1 TIA evaluates only 64 acres of the 440-acre Coeur Terre site and does not analyze how traffic from later phases, totaling roughly 24,000 daily trips, will interact once east-side connections are opened. This limited scope conceals cumulative impacts, prevents meaningful mitigation planning, and leaves the City without a full understanding of long-term circulation needs. Compounding this issue, many of the most consequential circulation decisions were effectively set years earlier during annexation and pre-zoning approvals.

Although the City stated that annexation “does not generate traffic,” the adopted land-use intensities, high-density residential, commercial, school sites, and the general street framework, functioned as a de facto master plan. These decisions established traffic expectations, connection points, and roadway classifications that now constrain later PUDs and TIAs.

Because the overall layout is already “baked in” to the Development Agreement, phase-by-phase traffic studies come too late to reconsider the bigger system:

- The Industrial Loop connection cannot be re-assessed.
- Circulation patterns cannot meaningfully be altered to protect neighborhoods.
- The public is locked in to outcomes determined years before full analysis occurred.

This procedural gap reinforces the need for a comprehensive, system-wide circulation study and a collector-level connection via Industrial Loop **before** additional phases proceed. Without that, Coeur Terre’s long-term traffic impacts will be dictated by early planning assumptions rather than objective analysis or public input.

VII. Deficiencies of the Current Approach

Right now, the developer’s **phased concurrency approach** means each phase of Coeur Terre is evaluated in isolation. The city only requires a traffic analysis for that one piece, not for the entire, eventual 2,800-home community and associated commercial areas. This is a serious planning flaw, because:

- **It hides cumulative impacts.** Traffic from earlier phases compounds with later ones, especially as connections like Appaloosa are made. Evaluating each phase independently prevents anyone from seeing the true, network-wide effects on Atlas, Hanley, Prairie, and local neighborhoods.
- **It violates the spirit of “concurrency” in transportation planning.** Concurrency is meant to ensure that infrastructure *keeps pace with growth*. If traffic analyses are phase-limited, mitigation measures will always lag behind, forcing taxpayers and neighborhoods to absorb the burden first.
- **It leads to inefficient and reactionary fixes.** Without a complete model, the City can’t size roads, intersections, or signal timing properly. That results in piecemeal improvements and expensive retrofits later.
- **It’s inconsistent with the Council’s direction.** Council has already asked staff to work with the developer and residents to find alternate routes to protect existing neighborhoods. But that can’t happen intelligently without understanding where *all* of Coeur Terre’s traffic will go once the full 2,800 units and commercial square footage are built out.

VIII. Missing Considerations: Safety, Livability, and Cost

Traditional Traffic Impact Analyses, including the Coeur Terre Phase 1 study, are narrowly focused on **vehicle capacity and intersection delay**. They do not evaluate the broader, real-world consequences that residents and taxpayers will face when traffic volumes exceed the design limits of local streets. Specifically, the TIA does **not** account for:

- **Pedestrian and cyclist safety:** No analysis of conflicts, crosswalk exposure, or pedestrian/cyclist volumes along active corridors like Appaloosa.
- **Neighborhood livability:** Traffic noise, vibration, and air quality impacts are ignored despite their effect on residents' daily quality of life.
- **On-street parking and access conflicts:** The model assumes clear travel lanes, but narrow streets and short driveways will lead to parked cars blocking circulation and emergency access.
- **Emergency response delays:** Parking congestion can reduce usable lane width to 16–17 feet, restricting two-way emergency vehicle movement.
- **Cut-through driver behavior:** Real-world routing apps (e.g., Waze, Google Maps) will divert vehicles through Indian Meadows once arterials back up, a pattern not captured in static traffic models.
- **Public cost and maintenance:** The TIA excludes long-term fiscal impacts, such as road wear, snow removal challenges, and future widening costs passed to taxpayers.

In short: The TIA measures theoretical traffic “function,” not the lived experience or real-world safety implications. It provides an incomplete picture that systematically underestimates how these impacts will alter the character, safety, and cost burden of surrounding neighborhoods like Indian Meadows.

This is the City's opportunity to act before design mistakes are built into the system, because once these connections are made, **they can't be undone**. Let's plan smarter now, not live indefinitely with a flawed system that erodes neighborhood safety and livability.

Industrial Loop-Trailhead Ave. Collector Proposal

Overview

We respectfully request that the City formally designate **Industrial Loop** as a **collector roadway** and remove Nez Perce and Appaloosa roads as part of the Coeur Terre Subdivision approval. This change aligns with the Comprehensive Plan's direction to move traffic west toward Huetter, ensures long-term circulation efficiency, and protects adjacent neighborhoods from disproportionate impacts. The Industrial Loop collector concept is not a "neighborhood preference", it's a city-serving improvement that better fulfills the intent of the Comprehensive Plan, supports economic access, and provides a safer, more resilient circulation network for all users. This is the type of system-level design the City envisioned when it directed traffic west toward Huetter.

I. Conceptual Collector Connection - Industrial Loop/Trailhead Ave Collector (Figure 1)

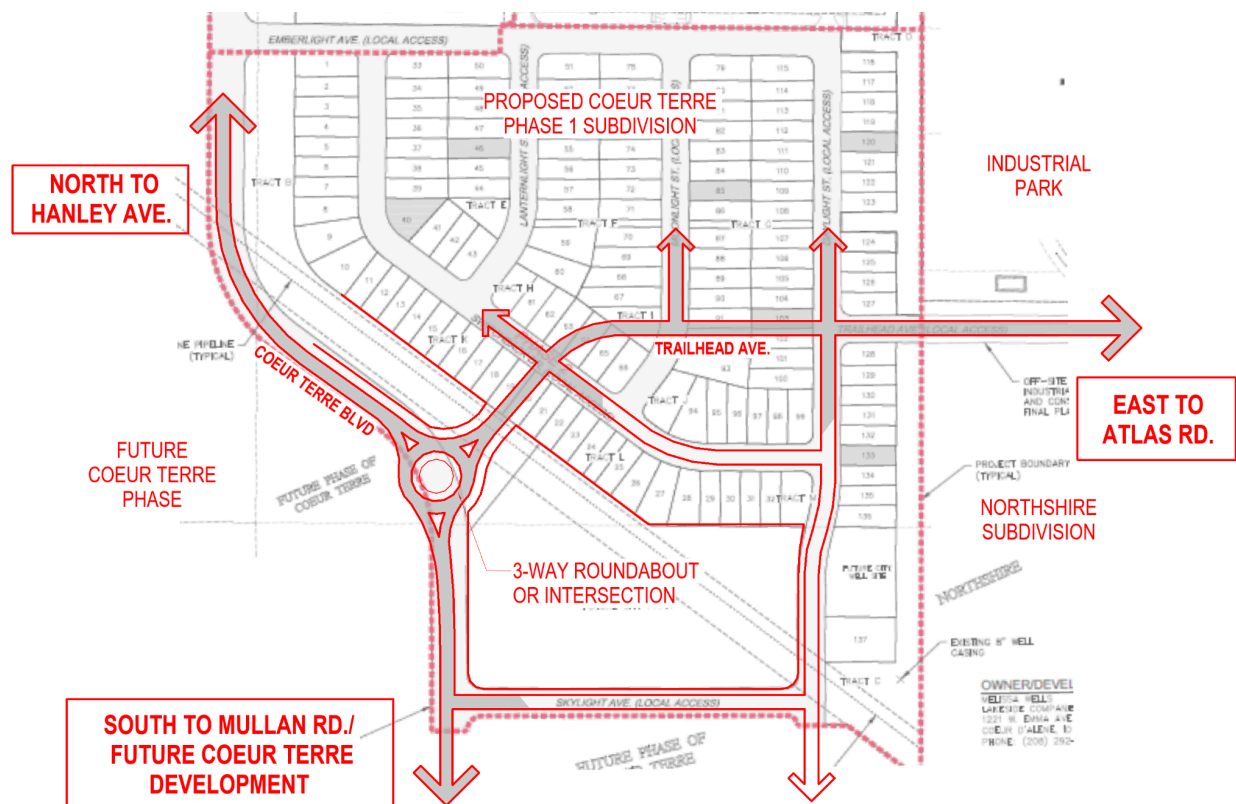


Figure 1: Industrial Loop/Trailhead Ave. as a collector street concept.

Our attached **conceptual diagram** illustrates how **Industrial Loop** could:

- **Connect directly to Coeur Terre Boulevard through a roundabout** (or other intersection), providing a logical and efficient connection for both local and emergency traffic.
- **Provide an east-west route** that maintains clear, predictable access for public safety and consistent with long-range city circulation planning.
- **Eliminate the need** for residential streets in Indian Meadows to function as regional cut-throughs.
- **Use existing right-of-way corridors efficiently**, requiring minimal modification to the current development layout.
- **Utilize an existing signalized intersection**, providing safer, controlled access for both local and emergency vehicles.
- **Distribute traffic more evenly across the network**: Its proximity to Kathleen and Prairie allows volumes to shift northward, relieving pressure on the south end of Atlas and Seltice and protecting the Fairway neighborhood.
- **Cost less for the City to upgrade**. Upgrading Industrial Loop as a collector uses existing infrastructure efficiently and avoids the costly reconstruction of residential streets like Appaloosa, which lack the right-of-way, base structure, and sidewalks for urban collector standards. It's a "build once, build right" solution that saves taxpayer dollars in the long term..
- **Avoids conflicts with pedestrians**, since Industrial Loop is not an active walking route like Appaloosa.
- **Improve overall efficiency**: Industrial Loop is shorter than the Appaloosa and Nez Perce routes, offering more direct and balanced circulation.
- **Support commercial and multifamily access** where most daily trips and service calls will originate, improving connectivity without overloading local residential roads.
- **Benefit local businesses**, providing increased visibility and customer access from the additional vehicle trips, turning potential congestion into local economic activity.

This alignment directly supports Council's earlier direction to move traffic **west toward Huetter and the arterials**, rather than east through existing neighborhoods. It provides the needed connectivity **without transferring costs, risks, and safety impacts** onto existing residents.

II. Industrial Loop Collector Fulfills the Section 4.3 of the Development Agreement

The proposed Industrial Loop collector connection directly fulfills the intent of Section 4.3 of the Development Agreement, to discourage through traffic *“to the greatest extent reasonably possible.”* Unlike the current subdivision design, it provides a practical, affordable, and city-serving solution that balances mobility and neighborhood protection.

- **Does not create an excessive economic burden:** The few residential lots that might be lost to accommodate the collector could easily be recovered in future phases. The long-term savings in public safety, maintenance, and retrofitting costs outweigh any short-term development adjustments.
- **Serves the Broader Public Interest** The Industrial Loop collector benefits the entire community, not just Indian Meadows. It strengthens network redundancy, supports economic access to local businesses, and reduces taxpayer exposure to future road widening or retrofit costs. By addressing circulation comprehensively now, it preserves neighborhood livability while ensuring that growth pays for its own infrastructure.
- **Provides a true internal circulation route**
- **Improves public safety and emergency access**
- **Aligns with adopted city policies**

III. Industrial Loop Collector Proposal Meets Comprehensive Plan Goals GD 2 and GD 2.1

By contrast, the proposed Industrial Loop Collector directly fulfills the intent of GD 2 and GD 2.1. It represents forward-looking, high-quality infrastructure that balances regional mobility, safety, and cost effectiveness.

- **Proactively plans for growth:** The collector connection provides sufficient east-west capacity to accommodate future traffic volumes without burdening neighborhoods like Indian Meadows.
- **Efficient use of existing infrastructure:** Upgrading Industrial Loop to collector standards can be done within existing right-of-way, avoiding costly retrofits or property impacts.
- **Public benefit and safety:** The design supports efficient emergency response, reduces future congestion on Atlas and Seltice, and protects pedestrian corridors such as Appaloosa.
- **Long-term community value:** The modest loss of a few residential lots to accommodate the collector can be offset in later phases, resulting in infrastructure that serves the entire community—not just a single subdivision.

In short, the Industrial Loop Collector design meets both the letter and the spirit of Comprehensive Plan Goals GD 2 and 2.1 by providing the kind of forward-thinking, durable infrastructure Coeur d'Alene's future growth demands.

IV. Functional Classifications Justification

Industrial Loop already functions as a sub-collector corridor serving mixed-use and light industrial properties. Its alignment and existing right-of-way make it far more suitable to accommodate the design standards expected of a true collector street. Specifically, Industrial Loop can:

- Be upgraded more easily and cost-effectively within its existing corridor, avoiding the cost, disruption, and property impacts that would come with widening narrow residential streets like Appaloosa or Nez Perce.
- Provide controlled access and improved operational efficiency by minimizing driveways and potential conflict points.
- Safely support two-way travel, bike lanes, and emergency vehicles consistent with city collector standards.

By contrast, using neighborhood streets such as Appaloosa for regional connectivity would direct higher traffic volumes onto a narrow (28-foot-wide), pedestrian-heavy corridor that lacks sidewalks, structural base, and sufficient right-of-way for future upgrades.

V. Development Agreement's Concurrency Language (4.2.3)

While the Agreement requires phase-by-phase traffic studies, this incremental approach cannot capture the full, cumulative effect of Coeur Terre's 24,000 daily trips. The "independent utility" standard actually supports designing Coeur Terre to function internally, through an Industrial Loop collector, rather than relying on existing neighborhood streets. Because the Agreement leaves connection locations to the City's discretion, the Council retains full authority to **keep Appaloosa and Nez Perce closed to through traffic** and ensure internal circulation is established first, preventing regional traffic from spilling into Indian Meadows.

VI. Recommendation & Key Requests

1. Keep Appaloosa Permanently Closed to Through Traffic

- Appaloosa is a 28-foot-wide local street without sidewalks and serves as one of the most heavily used pedestrian corridors in Indian Meadows (20–60 daily pedestrian trips observed).
- The City's Comprehensive Plan designates Appaloosa as a *bike and pedestrian corridor*, not a vehicular connection.
- It should remain closed to through traffic permanently to preserve neighborhood safety and consistency with adopted multimodal goals.

2. Designate Industrial Way as a Collector Street *(if any residential connections are made)*

- Industrial Loop/Trailhead Ave. should be formally classified as a *collector* within the Coeur Terre PUD and subdivision approval.
- It should connect directly to Coeur Terre Boulevard through a roundabout or intersection designed for collector-level traffic volumes.
- This connection provides a safe, continuous east–west corridor for both local and emergency access, eliminating the need for Appaloosa and Nez Perce to act as regional cut-throughs.
- The conceptual diagram (attached) illustrates how this alignment can be achieved within the existing right-of-way with minimal reconfiguration.

3. Update the Traffic Impact Analysis (TIA)

- The developer should be required to update the Traffic Impact Analysis to model Industrial Loop as a collector connection to Coeur Terre Boulevard.
- The TIA must analyze full build-out conditions, not just phase-by-phase concurrency, to capture cumulative impacts and demonstrate mitigation across the entire Coeur Terre network.
- Future traffic analyses should be commissioned directly by the City, ensuring independence and impartial evaluation of impacts.

Supporting Rationale

- **Cost-Effective:** Upgrading Industrial Loop is more efficient and less disruptive than retrofitting narrow residential streets.
- **Safety-Focused:** Industrial Loop is not a pedestrian-heavy corridor, minimizing conflicts with walkers and cyclists.
- **Economic Benefit:** Improved access along Industrial Loop supports existing local businesses and future employment areas.
- **Policy Consistency:** Aligns with Council's prior directive that traffic should move west toward Huetter and the arterial system, not east through Indian Meadows.
- **Community Equity:** Ensures Indian Meadows residents aren't left bearing the costs, risks, and safety impacts of regional growth.

Summary Statement

The City, developer, and residents share the same goal: safe, connected, and livable neighborhoods. Designating Industrial Loop/Trailhead Ave as a collector and keeping Appaloosa and Nez Perce closed to through traffic is the simplest, most cost-effective way to achieve that shared vision, supporting responsible growth and honoring the Comprehensive Plan's promise of balanced community design. This approach:

- Keeps neighborhood traffic where it belongs
- Reduces public cost burdens
- Protects pedestrian corridors like Appaloosa and Nez Perce
- Fulfills the Comprehensive Plan's commitment to safety, transparency, and neighborhood preservation

Indian Meadows supports responsible growth, not reactive mitigation. Let's plan smarter now, not pay for mistakes later.

From: [Pam Holcomb](#)
To: [CLARK, TRACI](#); [BOSLEY, CHRIS](#); [FEUSTIER, TODD](#); [HOLM, SEAN](#); [PATTERSON, HILARY](#); [MCEVERS, WOODY](#); [cwoods@cdaid.org](#); [ENGLISH, DAN](#); [GOOKIN, DAN](#); [MILLER, KIKI](#); [avens@cdaid.org](#); [GABRIEL, KENNY](#)
Subject: Coeur Terre
Date: Wednesday, November 12, 2025 7:41:16 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear City Council and City Staff,

11/12/2025

My name is Pam Holcomb, and I sent you a letter on 10/6/2025 titled "The Case for Protecting Indian Meadows". I updated the letter as I had some wrong information for when the Traffic Impact Analysis was done. It was done in 2022, not 9/20/24. Please include this version in the public record for the upcoming December 9th, 2025 PUD and Subdivision Hearings.

I have also learned that the TIA only considered traffic from 64 acres of the 440-acre project. Therefore, this study represents a false low number as the analysis did not factor in all the acres as well as the fact the TIA is 3 years old.

I would suggest that another TIA be done and commissioned by the city, not the developer for unbiased results.

Atlas Rd. already has traffic congestion during mornings and between 3-6pm. Just this week, my neighbor was traveling north on Atlas to go east on Kathleen. She sat through 7 lights before cutting through Northshire to get to Kathleen Ave.

And to add more congestion on Atlas Rd., **The New Faith Walk Community Fitness Park**, a 10-acre multi-use park with impressive castle like playground equipment, has its two main entrances on Atlas Rd. between Nez Perce Rd. and Abbey Rd. This is going to be a very popular park which will add to the traffic on Atlas Rd.

It is unreasonable to add the predicted 23,800 additional cars/day going through Indian Meadows to and from Atlas. Atlas road cannot function now without congestion.

Please consider these factors when making decisions for these connector roads.

Protect Indian Meadows

My name is Pam Holcomb. I have lived in Indian Meadows on Nez Perce Rd for 33 years. In 1993, my husband and I moved from a higher traffic area of town to Indian Meadows, a quiet and safe neighborhood where we could raise our young children.

There are 129 beautiful, mature pine trees living in our median on Nez Perce Rd. My grandson and I pick up the pinecones and make Christmas presents from them. We walk along the path among the pine trees to feed the goats at the end of the street. I can't imagine what our neighborhood would look and feel like if the trees and median were removed. **If these trees were removed, it would violate the CDA's Comprehensive Plan (goal ER 3.1) to preserve**

and expand the number of trees and minimize tree removal in existing neighborhoods.

I like to think of us as urban farmers. We have 3 honeybee hives, many fruit trees (2 new ones in the front yard), a large vegetable garden and lots of flowers. Some day one of our children may choose to live here. We have a little bitty library on our property for the neighborhood. Our neighborhood boasts a children's park, a dog park, pickleball/tennis and basketball courts, all of which are used by residents outside of Indian Meadows. This is a pedestrian and biking neighborhood as there are no sidewalks.

I understand that as CDA grows we need more housing. But no single neighborhood should be forced to absorb 2/3's of Coeur Tere's traffic! The CDA Comprehensive Plan calls for expanding housing supply AND **protecting neighborhoods.**

The Traffic Impact Analysis (TIA) done in 2022 confirms that Coeur Terre will generate increased vehicular traffic to the tune of **23,800 new average daily trips (ADT) through Indian Meadows.** Two-thirds of these trips will go east/west through Indian Meadows to and from Atlas. The Kootenai Metropolitan Planning Organization (KMPO) projects that Nez Perce will **grow from 1,100 trips/day to 11,000 trips/day.** This is almost a tenfold increase in vehicles coming down our rural street every day. In addition, the impact of increased traffic from Coeur Terre's commercial property is currently unknown.

Nez Perce road was originally built in the 1970's as a neighborhood collector, which by planning standards, is intended to carry 2,000-8,000 cars/day. This would reclassify Nez Perce from a neighborhood collector **into a minor arterial**, which is incompatible with its residential neighborhood classification with driveway access. **Minor arterials are not compatible with neighborhood streets that have driveway approaches and direct residential access, as this creates unsafe conditions.** Nez Perce Road has **16 houses that have driveways exiting directly onto Nez Perce Rd.** Our driveway is one of them. In addition, there are 2 driveways from the park onto Nez Perce.

Connecting Nez Perce, Appaloosa or any Indian Meadow's roads are incompatible with the 2042 Comprehensive Plan (GD 3.1). Idaho law requires transportation to be safe, efficient, and coordinated. Retrofitting small neighborhood streets into minor arterials is not safe or coordinated.

A traffic analysis report for Nez Perce road in 2022 showed that 85% of vehicles sped on our street. Based on our current traffic of 1,100 vehicles daily, this computes to 935 speeders. **If we become a collector street, this would increase to 9,350 cars speeding on our rural street daily, which would be a huge safety issue for our residents.** It will also become a traffic enforcement burden for our police department.

Using Industrial Loop is a much better choice for a new city collector for an east/west connection. It currently serves as a sub-collector road, is not in a residential area, already has a traffic light, and it offers close access to Coeur Terre for CDA fire station #4, which is located just north of Hanley. The TIA supports keeping Nez Perce and Appaloosa closed to through-

traffic. The best strategy is to strengthen the arterials designed to carry regional traffic: Atlas, Huetter, Seltice and Prairie and to use Industrial Loop as a new east/west connection.

I would like to request that this letter be included in the public record for the upcoming December 9th, 2025 PUD and Subdivision hearings.

Indian Meadows is the ONLY neighborhood in CDA that has one acre lots. It is also the only neighborhood zone for domestic livestock (horses). It is a one-of-a-kind, unique neighborhood. This is a huge issue for me, my family and my neighborhood. Thank you for your time, attention and help.

Pam Holcomb

4002 W. Nez Perce Rd

CDA, Id 83815

208- 699-6442

From: [Sabrina Becherini](#)
To: [CLARK, TRACI](#)
Subject: Please Save our Neighborhood
Date: Tuesday, November 4, 2025 5:25:10 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear City Staff~

Hello, my name is Sabrina Becherini, and I have lived in the Northshire neighborhood on Buckingham Road since 2018.

My husband and I chose this house in this neighborhood because it is quiet, has walkable streets, and has beautiful, mature trees. We walk and run our dog, Ranger, almost daily in the Northshire and Indian Meadows neighborhoods.

I am just contacting you today because I'm extremely concerned about plans to use our neighborhood streets to connect to the massive Coeur Terre development.

Safer Alternatives Exist: Coeur Terre has multiple other access points, a planned police substation within Coeur Terre, and a potential fire station on Seltice. Appaloosa is unnecessary for emergency services or circulation.

Neighborhood roads were not designed for this scale: At 4,000–5,000 daily trips, Appaloosa would function as a collector street, but it lacks the 70-foot right-of-way and safety features required by modern standards. Nez Perce is projected to have 10,000-11,000 trips. The congestion this will create will "encourage" people to use Buckskin, Arrowhead, Moccasin, Tamarack, Belmont, and Sherwood as cut-through streets.


Industrial Way is the best and cheapest option for the city collector. Industrial Loop/Trailhead Avenue is 2250 ft long and flat, with a traffic light, and offers close access to Coeur Terre for CdA Fire Station #4. Chief Greif previously said that "cover units" from CdAFD or neighboring agency (KCFR) could also be used if necessary. CdA Fire Station #4 is just north of Hanley, and KCFR is located 1.5 miles from Huetter Rd on Seltice.

Please consider the adverse effects that the Coeur Terre traffic will have on our neighborhoods. Please consider the alternative as mentioned above.

I appreciate your time and consideration of this critical matter.

Sincerely,
Sabrina Becherini

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STAFF REPORT

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**PLANNING COMMISSION
STAFF REPORT**

FROM: BARBARA BARKER, ASSOCIATE PLANNER

DATE: DECEMBER 9, 2025

SUBJECT: S-3-25: TEN (10) LOT PRELIMINARY PLAT KNOWN AS
"JUNCTION AT KATHLEEN" SUBDIVISION

LOCATION: +/- 15.8 ACRES ZONED C-17 LOCATED AT THE NORTHWEST
CORNER OF KATHLEEN AVENUE AND HIGHWAY 95 IN
COEUR D'ALENE

OWNER: Glacier 505, LLC (Parkwood)
2100 NW Blvd, Ste. 350
Coeur d'Alene, ID 83814

APPLICANT: JUB Engineers, Inc., Jeremy Russell
7825 Meadowlark Way
Coeur d'Alene, ID 83815

DECISION POINT:

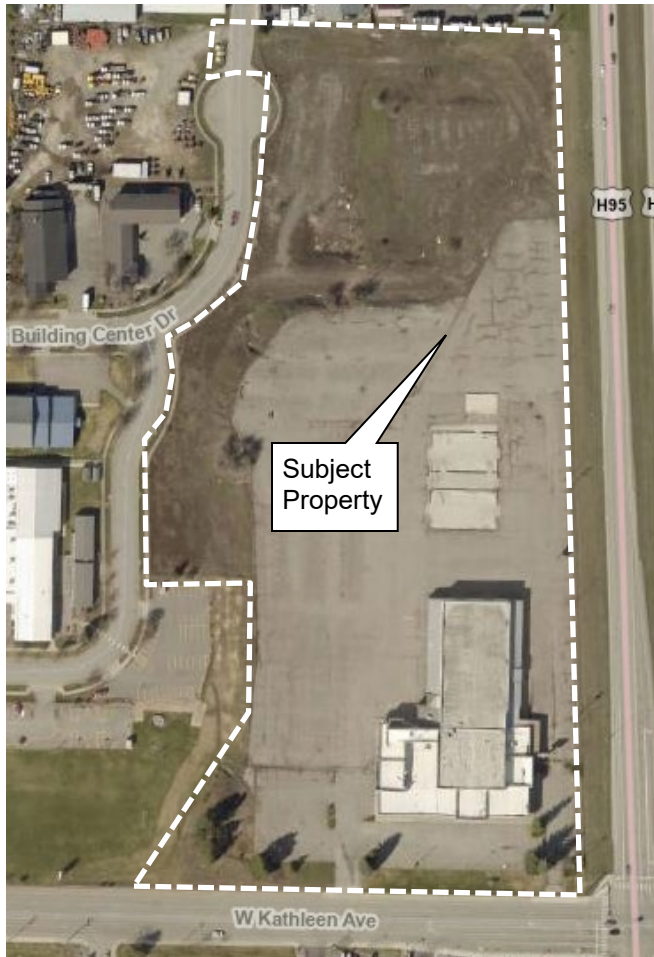
Glacier 505, LLC is requesting approval of a ten (10) lot Preliminary Plat known as the "Junction at Kathleen" subdivision. If approved, this Preliminary Plat would allow for ten commercial lots with uses as allowed in the C-17 zoning district.

SITE CONTEXT:

Area Map



Property Boundaries Map



GENERAL BACKGROUND INFORMATION:

The site is comprised of five (5) existing lots owned by Glacier 505, LLC (Parkwood Properties). The property is currently zoned Commercial District (C-17), and the proposed 10-lot subdivision is intended to support a phased development. The location is well suited to commercial development with its high visibility to US95 and Kathleen Avenue.

Five (5) of the lots face the US95 corridor (shown below in blue, with lot 10 facing both the highway corridor and Building Center Drive). Lot 3 (shown in purple) sits on the Kathleen/US95 intersection with prime visibility. Two other lots face Kathleen Avenue (shown in orange) with an additional three (3) internal lots (shown in green).

[illegible]

U.S. HIGHWAY 65

BUILDING CENTER DRIVE

DUNCAN DRIVE

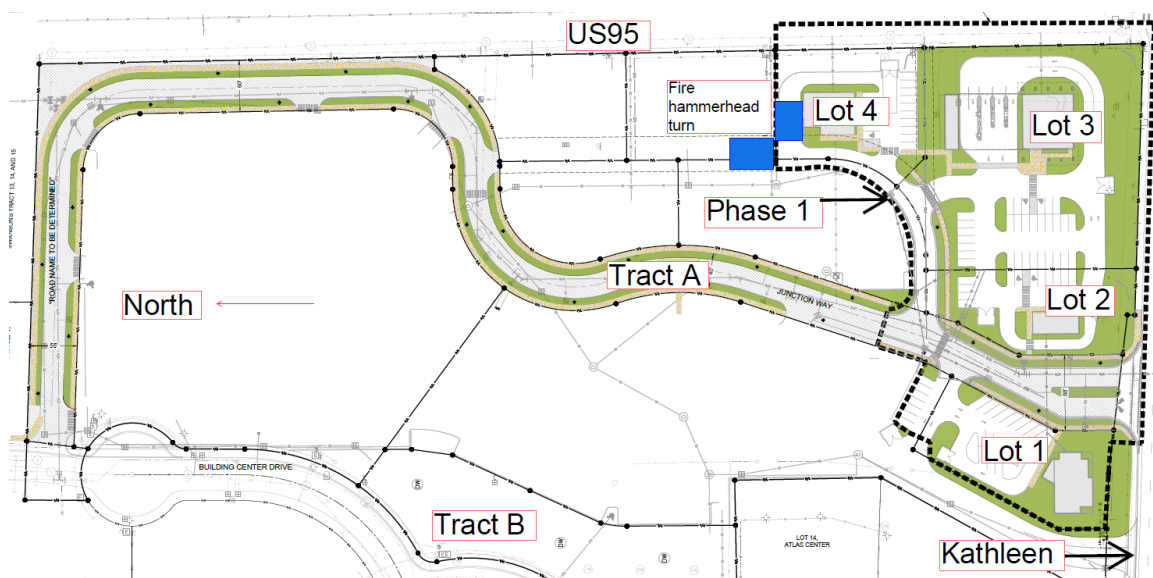
EXISTING STRUCTURE TO BE DEMOLISHED PRIOR TO CONSTRUCTION

PAVING STAGE

PROPOSED LOT LAYOUTS AND TRACTS:

The development will be carried out in phases, beginning with Phase 1 which includes Lots 1 through 4. Tract A provides private road access through the property and Tract B provides a common Stormwater Containment area.

This first phase is anticipated to begin construction in Spring 2026. This phase will include the sale and development of Lot 3, construction of a primary southern access approach off Kathleen Avenue, a portion of the internal roadway (Tract A), a fire turnaround at the extent of the internal driveway (shown in blue), and water utilities for Phase 1. Existing sewer mains along US95 are capable to service Phase 1 lots.



PLATTING OF FUTURE PHASES:

As noted above, the project will be built in phases. City staff may require additional studies and conditions prior to final platting of additional phases of the project. The owner will work with City staff to identify if studies and conditions are necessary. All development within the project will be required to comply with the Coeur d'Alene Municipal Code and Commercial Design Guidelines.

The Private Road in Tract A (with utility easements) will provide internal site connectivity as well as a planned new water main loop with connection on the NE and NW corners of the site and is intended to connect to Building Center Drive. See conditions noted regarding requirements for the extension of Tract A road and utility infrastructure to be completed prior to and as part of future phases.

HISTORY OF SUBJECT PROPERTY:

A 4-acre portion of the property in the NW corner was annexed into the City with LM zoning in 1983. The City Council approved a zone change to C-17 in 2017 such that the entire subject property is now C-17.

AERIAL PHOTO:



Annexed and re-zoned portion of property from LM to C-17 in 2017 (shown in yellow hatch)

The existing building, slated for demolition, is just under 50,000 square feet and was built in 1979 as a warehouse and distribution center. Previously occupied by Anderson Lumber, Stock Building Supply and BMC (Building Materials & Construction Solutions), all provided a variety of building materials including lumber, concrete construction forms and fasteners.

SUMMARY OF FACTS:

The following facts align with the facts listed in the draft Findings and Order worksheet for the Planning and Zoning Commission's consideration. These facts can be modified and added to as part of the motion associated with the Findings and Order.

REQUIRED SUBDIVISION FACTS:

- A1.** All public hearing requirements have been met for item S-3-25.
- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.

- Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025 seven days prior to the hearing.
- Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Fifty (50) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on November 21, 2025.
- Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.
- Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate petroleum products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline companies providing services within 1,000 feet of the subject property on November 21, 2025.
- The Planning and Zoning Commission will hold a public hearing on this matter on December 9, 2025.

A2. Glacier 505, LLC is requesting a ten (10) lot Preliminary Plat known as the “Junction at Kathleen” subdivision on +/- 15.8 acres. The project would allow for ten commercial lots with uses as allowed in the C-17 zoning district. No deviations from the Subdivision Code or Zoning Code have been requested. The owner anticipates this will be a phased project and the first phase will include Lots 1 through 4. For Phase 1, access will be off Kathleen Avenue alone. For future phases, access will be off Kathleen Avenue to the south and Building Center Drive to the north.

A3. The subject property is currently comprised of five (5) existing lots. The property is located at the northwest corner of Kathleen Avenue and US95 and has access from Kathleen Avenue and is adjacent to Building Center Drive. 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. There is an existing

50,000 square foot building on the property that has been used for warehouse and distribution services since it was constructed in 1979. The remainder of the site is undeveloped. It will be demolished as part of this project.

- A4.** As attested by the City Engineer, the preliminary plans submitted contain all the general preliminary plat elements required by the Municipal Code.
- A5.** City staff have reviewed and provided comments concerning the adequacy of provisions for sidewalks, streets, alleys, rights-of- way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities for particular consideration by the Planning and Zoning Commission. City staff have also provided recommended conditions to ensure code compliance for each phase of the project.
- A6.** The City Engineer has indicated that for the purposes of the preliminary plans, both subdivision design standards and improvement standards comply with municipal code.
- A7.** Planning staff have reviewed the applicable zoning district (C-17) for the lots proposed in the Preliminary Plat. There are no requested PUD deviations or Special Use Permit requests made in conjunction with the Subdivision application, and as such, the lots must meet the minimum standards of municipal code for the stated zoning.

Use the following information as well as testimony from the hearing to make this finding. This corresponds with Statement of Facts A4.

PROJECT SUMMARY

ATLAS CENTER LOT 1

1000 WEST 1000 NORTH

PROPOSED AREA TO BE VACATED IN FUTURE PHASE (2.28 A.)

AREA TO BE DEDICATED TO THE CITY OF KATHLEEN

LOT 10, 10.00 A.

LOT 9, 10.00 A.

LOT 8, 10.00 A.

LOT 7, 10.00 A.

LOT 6, 10.00 A.

LOT 5, 10.00 A.

LOT 4, 10.00 A.

LOT 3, 10.00 A.

LOT 2, 10.00 A.

LOT 1, 10.00 A.

JUNCTION AT KATHLEEN ELEMINTARY PLAT

A REPLAT OF LOTS 10, 11, 12, AND 13, BLOCK 1 OF ATLAS CENTER, TOGETHER WITH A PORTION OF GOV'T LOT 4, LOCATED IN THE SW1/4 OF THE SE1/4 OF SECTION 35, TOWNSHIP 51 NORTH, RANGE 4 WEST, B.M., CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO

JUB ENGINEERS, INC.

7025 Meadowlark Way

Coeur d'Alene, ID 83815

DATE: 03/02/2022

TABLE 1

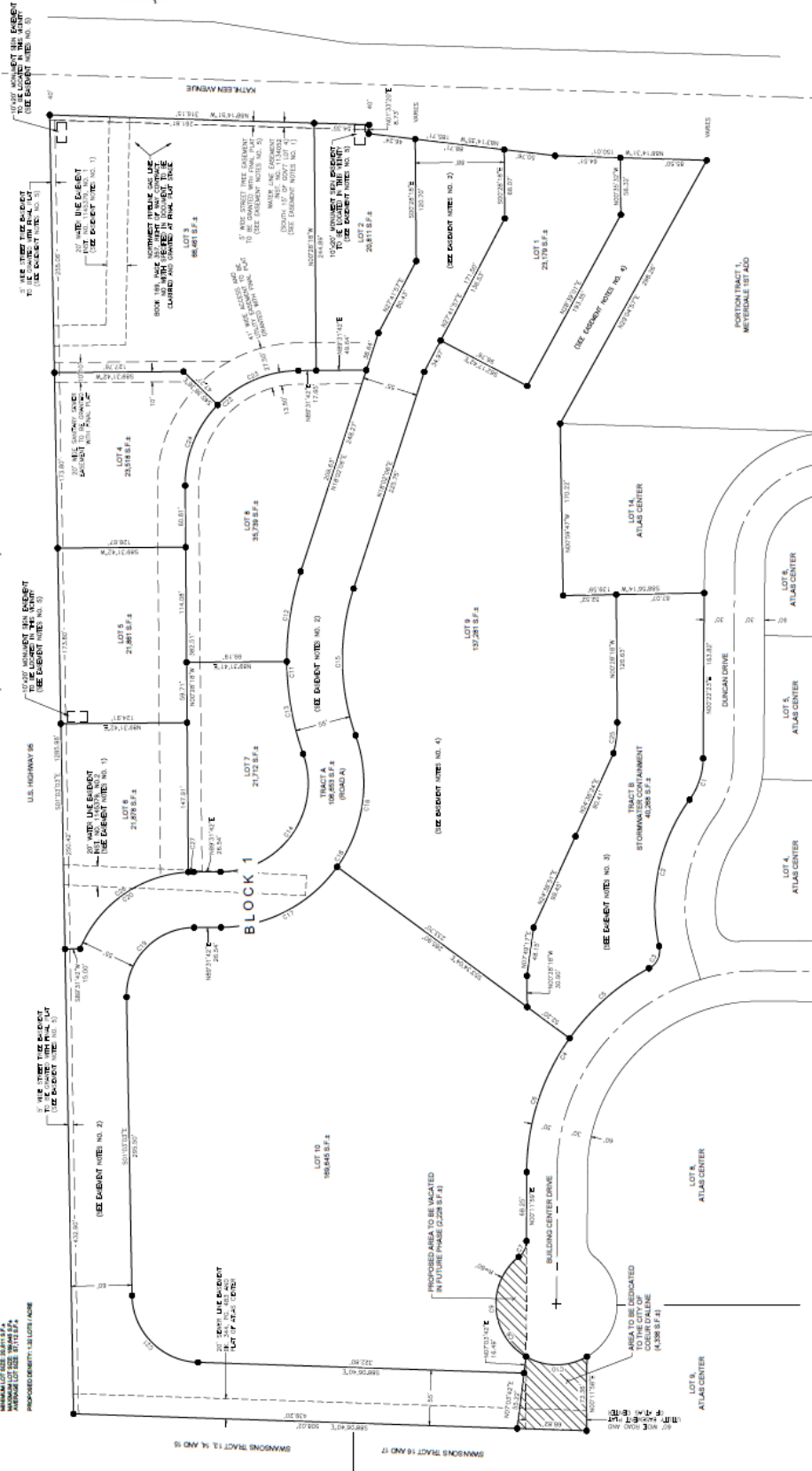
LINE	LENGTH	BEARING	AREA	PERMITS	COMMENTS
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2	10.00	S 0° 0' 0" E	0.00	0.00	
3	10.00	E 0° 0' 0" E	0.00	0.00	
4	10.00	N 0° 0' 0" E	0.00	0.00	
5	10.00	S 0° 0' 0" E	0.00	0.00	
6	10.00	E 0° 0' 0" E	0.00	0.00	
7	10.00	N 0° 0' 0" E	0.00	0.00	
8	10.00	S 0° 0' 0" E	0.00	0.00	
9	10.00	E 0° 0' 0" E	0.00	0.00	
10	10.00	N 0° 0' 0" E	0.00	0.00	
11	10.00	S 0° 0' 0" E	0.00	0.00	
12	10.00	E 0° 0' 0" E	0.00	0.00	
13	10.00	N 0° 0' 0" E	0.00	0.00	
14	10.00	S 0° 0' 0" E	0.00	0.00	
15	10.00	E 0° 0' 0" E	0.00	0.00	
16	10.00	N 0° 0' 0" E	0.00	0.00	
17	10.00	S 0° 0' 0" E	0.00	0.00	
18	10.00	E 0° 0' 0" E	0.00	0.00	
19	10.00	N 0° 0' 0" E	0.00	0.00	
20	10.00	S 0° 0' 0" E	0.00	0.00	
21	10.00	E 0° 0' 0" E	0.00	0.00	
22	10.00	N 0° 0' 0" E	0.00	0.00	
23	10.00	S 0° 0' 0" E	0.00	0.00	
24	10.00	E 0° 0' 0" E	0.00	0.00	
25	10.00	N 0° 0' 0" E	0.00	0.00	
26	10.00	S 0° 0' 0" E	0.00	0.00	
27	10.00	E 0° 0' 0" E	0.00	0.00	
28	10.00	N 0° 0' 0" E	0.00	0.00	
29	10.00	S 0° 0' 0" E	0.00	0.00	
30	10.00	E 0° 0' 0" E	0.00	0.00	
31	10.00	N 0° 0' 0" E	0.00	0.00	
32	10.00	S 0° 0' 0" E	0.00	0.00	
33	10.00	E 0° 0' 0" E	0.00	0.00	
34	10.00	N 0° 0' 0" E	0.00	0.00	
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37	10.00	N 0° 0' 0" E	0.00	0.00	
38	10.00	S 0° 0' 0" E	0.00	0.00	
39	10.00	E 0° 0' 0" E	0.00	0.00	
40	10.00	N 0° 0' 0" E	0.00	0.00	
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42	10.00	E 0° 0' 0" E	0.00	0.00	
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45	10.00	E 0° 0' 0" E	0.00	0.00	
46	10.00	N 0° 0' 0" E	0.00	0.00	
47	10.00	S 0° 0' 0" E	0.00	0.00	
48	10.00	E 0° 0' 0" E	0.00	0.00	
49	10.00	N 0° 0' 0" E	0.00	0.00	
50	10.00	S 0° 0' 0" E	0.00	0.00	
51	10.00	E 0° 0' 0" E	0.00	0.00	
52	10.00	N 0° 0' 0" E	0.00	0.00	
53	10.00	S 0° 0' 0" E	0.00	0.00	
54	10.00	E 0° 0' 0" E	0.00	0.00	
55	10.00	N 0° 0' 0" E	0.00	0.00	
56	10.00	S 0° 0' 0" E	0.00	0.00	
57	10.00	E 0° 0' 0" E	0.00	0.00	
58	10.00	N 0° 0' 0" E	0.00	0.	

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not all of the general preliminary plat requirements have been met as attested to by the City Engineer.*

A REPLAT OF LOTS 10, 11, 12, AND 13, BLOCK 1 OF ATLAS CENTER, TOGETHER WITH A PORTION OF GOV'T LOT 4, LOCATED IN THE SW1/4 OF THE SE1/4 OF SECTION 35, TOWNSHIP 51 NORTH, RANGE 4 WEST, B.M., CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO

31 WEST STREET TOWN EASEMENT
TO BE GRANTED WITH RURAL PLAT

10'x20' MONUMENT RUN EASEMENT
TO BE LOCATED IN THE MOUNTAIN
(SEE EASEMENT NOTES, NO. 5)

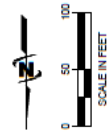


CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH
C25	30.39	119.08	14°50'11"	30.39
C26	138.80	122.80	84°48'52"	139.24
C27	8.39	410.80	0°50'01"	8.39

CURVE #	LENGTH	INCHES	DELTA	CHORD BEARING	CHORD LENGTH
C07	154.62	145.86	86°27'56"	186°17'56"	158.87
C08	371.23	145.86	180°02'07"	186°17'56"	233.12
C09	158.71	145.86	86°27'46"	186°17'56"	164.84
C10	143.87	121.86	180°02'07"	186°17'56"	152.71
C11	115.87	67°32'21"	186°17'56"	186°17'56"	84.84
C12	117.47	115.87	86°27'21"	186°17'56"	158.71
C13	86.83	67°32'11"	186°17'56"	186°17'56"	84.79
C14	86.40	115.87	86°27'04"	186°17'56"	84.19

CLIQUE #	LENGTH	INCLUS	EXCLUS	CHORD MEASURES	CHORD LENGTHS
C0	114.87	66.95	117.44*	160.00/0.00%	96.88
C10	81.39	66.95	87.74*	100.00/0.00%	66.95
C11	103.89	286.95	277.33*	1100.00/0.00%	103.89
C12	81.87	197.20	197.20*	1800.00/0.00%	81.87
C13	81.88	87.50	119.00/0.00%	1170.00/0.00%	82.82
C14	168.88	87.50	199.00/0.00%	1170.00/0.00%	162.82
C15	147.84	277.33	277.33*	160.00/0.00%	148.87
C16	158.87	142.90	547.00/0.00%	160.00/0.00%	153.84

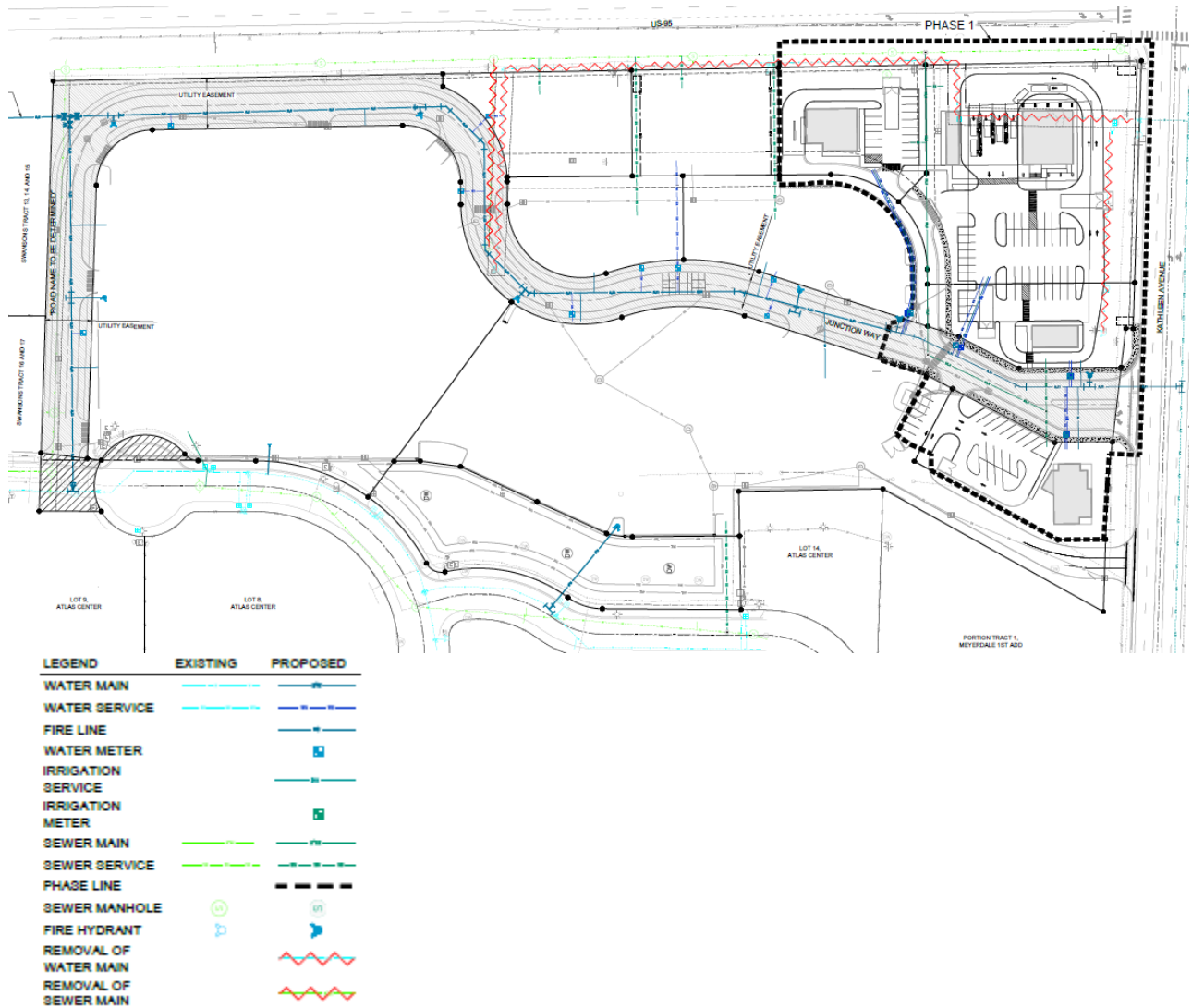
CURVE TABLE				CHORD LENGTH
CURVE #	LENGTH	RADIUS	DELTA	
C1	43.86	70.00	90° 42' 17"	51° 12' 20" 9"
C2	152.70	166.00	49° 48' 18"	107° 44' 27" 8"
C3	28.82	25.00	71° 10' 54"	104° 14' 27" 8"
C4	24.84	20.00	71° 10' 52"	104° 14' 27" 8"
C5	143.66	236.00	30° 19' 27"	148° 22' 30" 6"
C6	15.12	236.00	30° 19' 27"	148° 22' 30" 6"
C7	17.91	236.00	52° 51' 31" 9"	17° 22' 30" 6"
C8	176.86	80.00	1° 12' 20" 9"	159° 47' 30" 6"

[illegible]

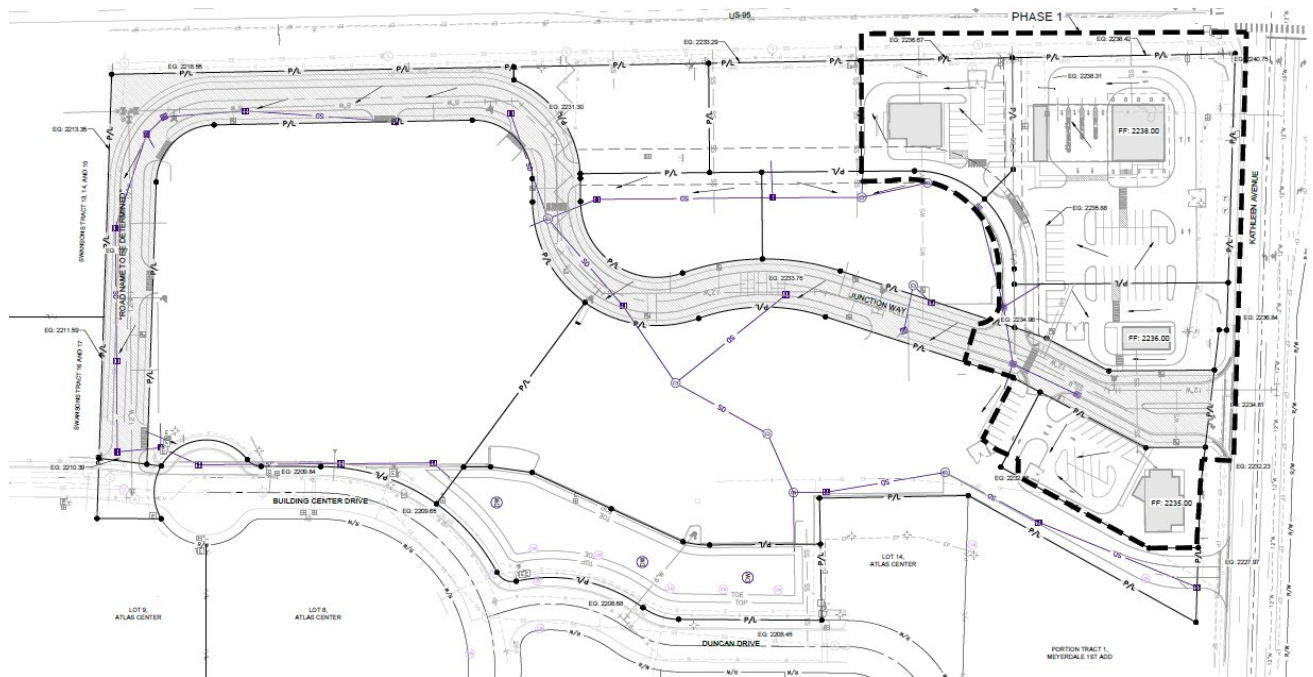
Finding B2: That the provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities (are) (are not) adequate.

*Use the following information as well as testimony from the hearing to make this finding.
This corresponds with Statement of Facts A5.*

Utilities:

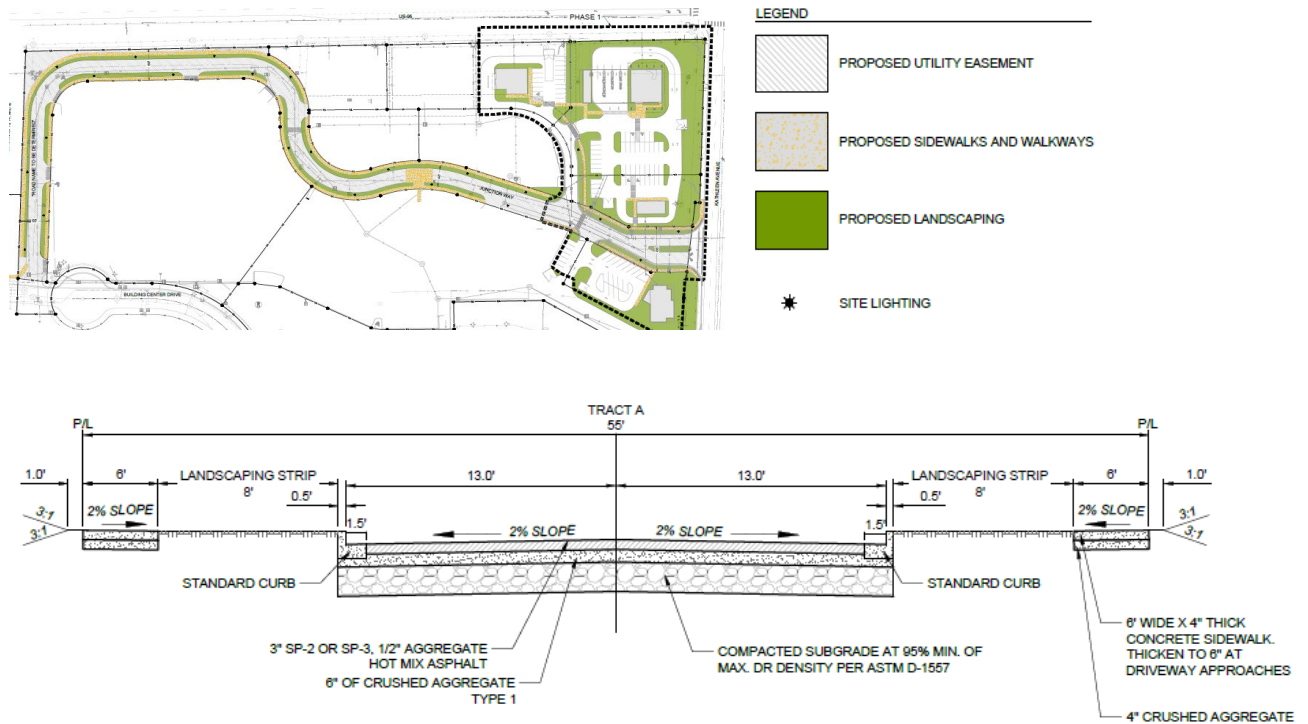


Stormwater Management (Drainage):

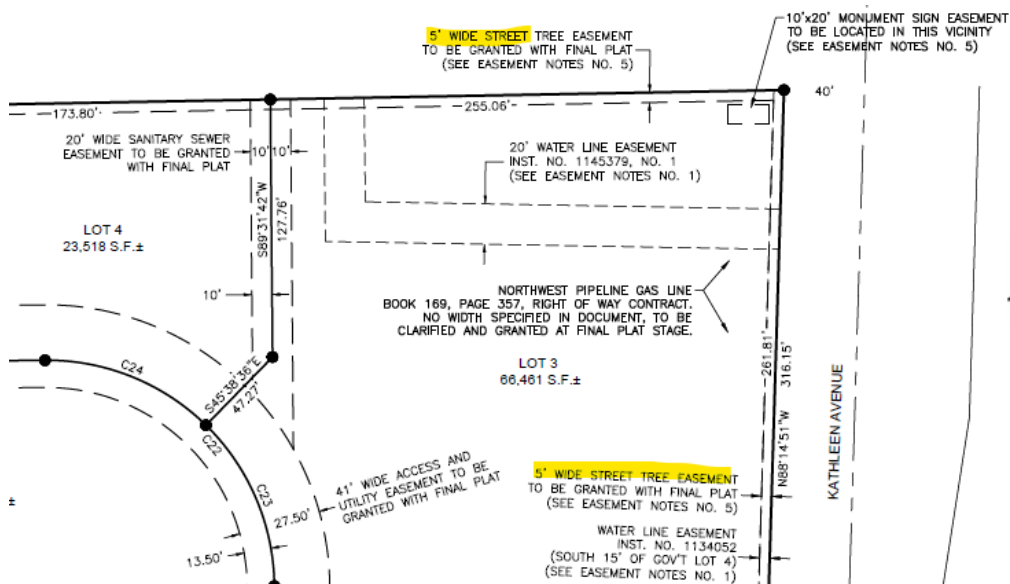


LEGEND	EXISTING	PROPOSED
STORM DRAIN MAIN		
STORM DRAIN MANHOLE		(D)
STORM DRAIN INLET		(P)
DRYWELL	(DW)	(DW)

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.



TYPICAL JUNCTION WAY SECTION





J-U-B ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.792.8787
www.jub.com

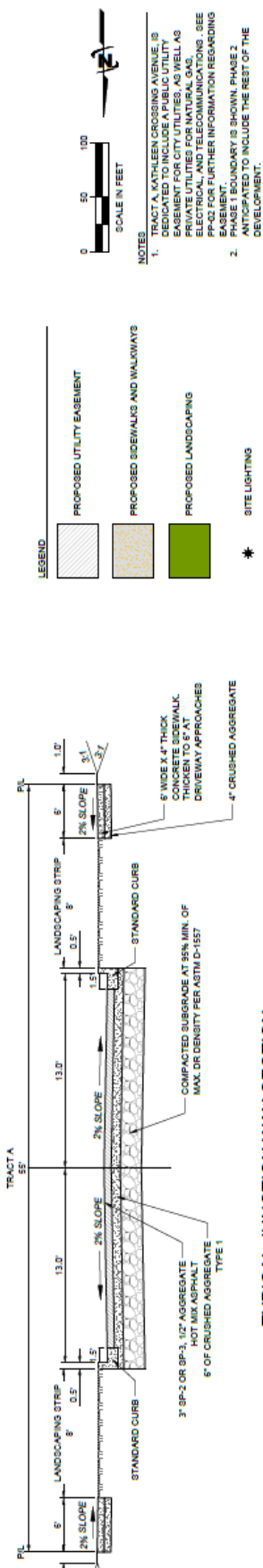


NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/20/2017
2	REVISED TO ADD PHASE 2	11/01/2017
3	REVISED TO ADD PHASE 3	11/01/2017
4	REVISED TO ADD PHASE 4	11/01/2017
5	REVISED TO ADD PHASE 5	11/01/2017
6	REVISED TO ADD PHASE 6	11/01/2017
7	REVISED TO ADD PHASE 7	11/01/2017
8	REVISED TO ADD PHASE 8	11/01/2017
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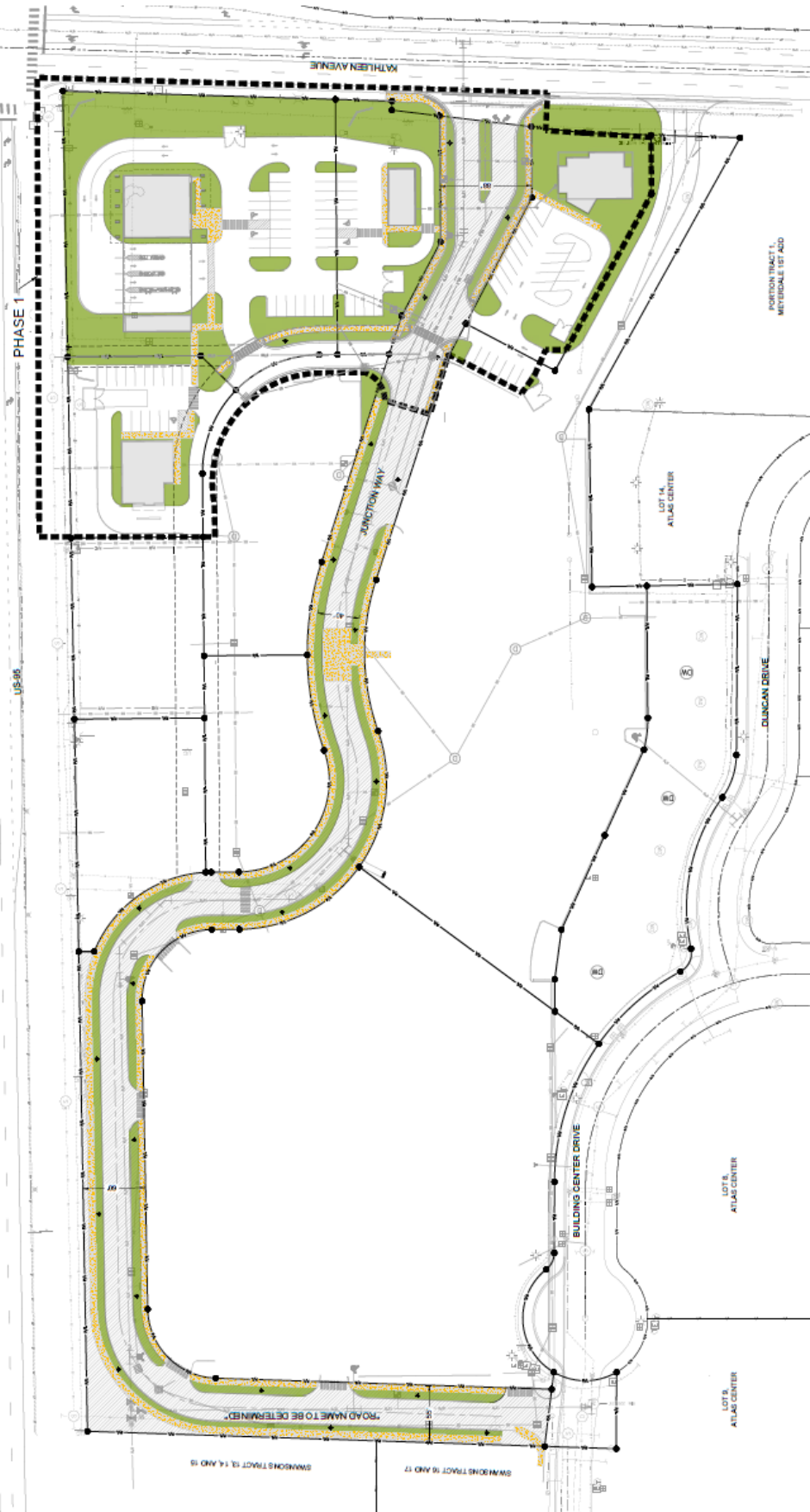
JUNCTION AT KATHLEEN PARKWOOD PROPERTIES

SITE PLAN

DATE	10/20/2017
BY	JUB
CHECKED BY	JUB
DESIGNED BY	JUB
SCALE	AS SHOWN
PROJECT NO.	17-0000000000
SHEET NO.	PP-04
SHEET NAME	JUNCTION AT KATHLEEN PARKWOOD PROPERTIES
SHEET NUMBER	PP-04



TYPICAL JUNCTION WAY SECTION



PORTION TRACT 1 MATERIALS LIST AND

SITE PHOTOS (existing infrastructure):

Looking west along Kathleen Avenue at the existing sidewalk and bike lane (subject property on the right):



Looking east along Kathleen Avenue at the sidewalk, bike lane, and signalized intersection with US95 (subject property on the left):



Looking west along Kathleen Avenue from the NW corner of the signaled intersection with US95: (hydrant to remain)



Looking east along Kathleen Avenue at the NW corner of the signaled intersection with US95:



Looking north from the NW corner of US95/Kathleen (subject property to the left):



Looking south across the US95/Kathleen intersection at Parker Toyota.:



Looking south along US95 at the signalized intersection(subject property to the right):



Looking south toward the north portion of the subject property from US95:



Looking south along US95 from the businesses located north of the subject property:



Looking north along the ITD right-of-way of US95 east of property:



Existing building to be demolished (proposed Lot 3 of the Preliminary Plat):



RELEVANT DEPARTMENTS, COMMENTS ON PROPOSAL:

STORMWATER:

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.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject property is bordered by Kathleen Ave 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.

-Submitted by Chris Bosley, City Engineer

TRAFFIC:

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.

-Submitted by Chris Bosley, City Engineer

WATER:

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 Ave and 8" water mains bordering both the NW and NE side of the property.

-Submitted by Glen Poelstra, Water Assistant Director

WASTEWATER:

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.

-Submitted by Larry Parsons, Utility Project Manager

FIRE:

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.

-Submitted by Craig Etherton, Deputy Fire Marshal

POLICE:

Deferring potential traffic concerns to Engineering review.

-Submitted by David Hagar, Police Captain

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether (or not) the public facilities and utilities are adequate for the request.*

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.)

Use the following information as well as testimony from the hearing to make this finding. This corresponds with Statement of Facts A6.

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.

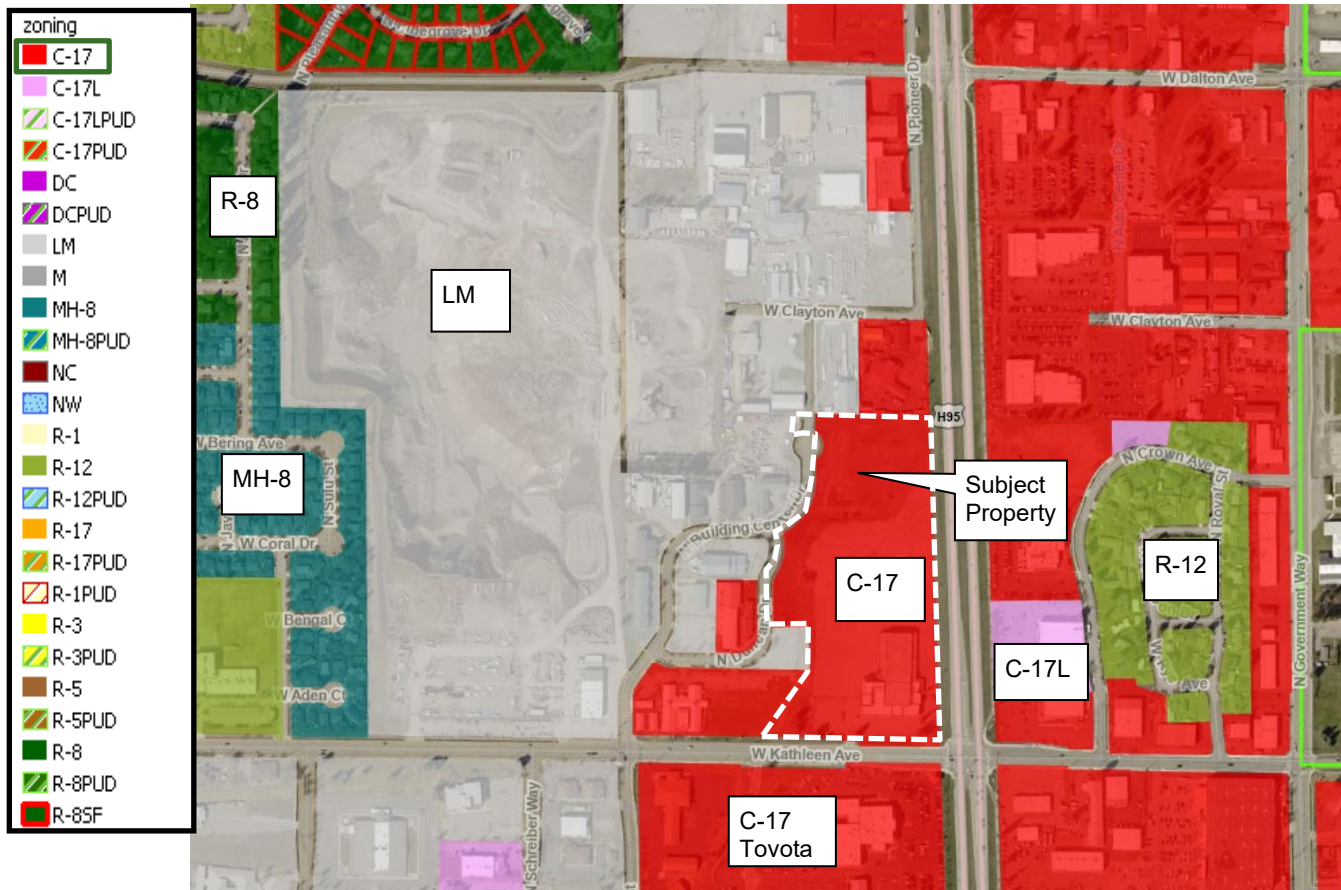
Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether the proposed Preliminary Plat does (or does not) comply with all of the subdivision design standards (contained in chapter 16.15) and all of the subdivision improvement standards (contained in chapter 16.40) requirements. Specific ways in which the policy is/is not supported by this request should be stated in the finding.*

Finding B4: The lots proposed in the Preliminary Plat (do) (do not) meet the requirements of the applicable zoning district.

Use the following information as well as testimony from the hearing to make this finding. This corresponds with Statement of Facts A7.

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.

Existing Zoning Map:



17.05.490: GENERALLY:

A. The C-17 district is intended as a broad spectrum commercial district that permits limited service, wholesale/retail and heavy commercial in addition to allowing residential development at a density of seventeen (17) units per gross acre.

B. This district should be located adjacent to arterials, however, joint access developments are encouraged.

C. A variance may be granted to partially waive off street parking and/or lot coverage requirements for commercial developments utilizing common parking facilities.

D. Residential developments in this district are permitted as specified by the R-17 district.

17.05.520: PERMITTED USES; SPECIAL USE PERMIT:

Residential density of the R-34 district as specified.

17.05.550: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

Minimum lot requirements in a C-17 district shall be as follows:

A. Residential lot requirements are as specified for the R-17 district.

B. For the remaining uses, there are no minimum lot requirements except as required by state or federal laws. (Ord. 1691 §1(part), 1982)

17.05.560: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements in a C-17 district shall be as follows:

A. Single-family and duplex structures must meet the minimum yard requirements for a single-family structure established by the R-3 district.

B. For multiple-family housing, see the R-17 district.

C. For remaining uses:

1. Front: The front yard requirement shall be ten feet (10') except where a majority of the property of the same block is already developed to the property line, in which case the front yard setback is zero feet (0').

2. Side And Rear: The side and rear yard requirements shall be zero feet (0') except as required by life safety or uniform building codes and except when the side or rear abuts a lot in a different district that requires rear or side yards, in which case the property in this district shall have setbacks as specified in section 17.06.475 of this title. In no circumstance shall an eave extend over a property line or result in stormwater impacts offsite. The building shall be set back five feet (5') minimum from the eave to the property line where the roof slopes towards the property line. If a metal roof is being used, the setback or installation of snow brakes shall be determined by the Building Department.

D. For horizontal mixed-use projects with both multiple-family housing and commercial uses, the setbacks shall be those which are applicable to the individual use in that portion of the project.

E. There will be no permanent structures constructed within the corner cutoff. (Ord. 3674 §5, 2021: Ord. 3560, 2017)

C-17 Commercial Design Guidelines:

At the time of building permit, proposed development must meet the additional standards listed in the Design Guidelines as follows:

Site Design:

- A. Approaches: Width and Spacing
- B. Sidewalks along street frontages
- C. Street Trees (Tree easement on US95 and Kathleen)
- D. Grand Scale Trees (as noted at the Pre-Application meeting, no grand scale trees have been identified)
- E. Walkways
- F. Residential screening and Parking Lot Screening (tree easement on US95 and Kathleen Avenue)
- G. Parking Lot Landscaping
- H. Lighting
- I. Screening for Service and Trash Areas

Building Design:

- A. Screening of Rooftop Equipment
- B. Entrance Visible from Street
- C. Windows Facing Street
- D. Treatment of Blank Walls

Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether or not the lots proposed in the Preliminary Plat do or do not meet the requirements of the applicable zoning district.*

ORDINANCES & STANDARDS USED FOR EVALUATION:

2022-2042 Comprehensive Plan
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices
2021 Parks Master Plan
2017 Coeur d'Alene Trails Master Plan

APPLICABLE CODES AND POLICIES:

Utilities:

1. All proposed utilities within the project shall be installed underground.
2. All water and sewer facilities shall be designed and constructed to the requirements of the City of Coeur d'Alene. Improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
3. All water and sewer facilities servicing the project shall be installed and approved prior to issuance of building permits.
4. All required utility easements shall be dedicated on the final plat.

Streets:

5. All new streets or alleys shall be dedicated and constructed to City of Coeur d'Alene standards.
6. Street or alley improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
7. All required street or alley improvements shall be constructed prior to issuance of building permits.
8. An encroachment permit shall be obtained prior to any work being performed in the existing right-of-way.

Stormwater:

9. A stormwater management plan shall be submitted and approved prior to start of any construction. The plan shall conform to all requirements of the City.

Fire Protection:

10. Fire hydrant(s) shall be installed at all locations as determined by the City Fire Inspectors. Hydrant placement shown on the exhibit is acceptable for FD.
11. Minimum Street width is 26 feet.
12. Turning radiuses are: 25' interior, 50' exterior.
13. Fire Code requires the minimum dimension for a dead-end cul-de-sac is 96'.

General:

14. The final plat shall conform to the requirements of the City.
15. Prior to approval of the final plat, all required improvements must be installed and accepted by the City. The developer may enter into an agreement with the City guaranteeing installation of the improvements and shall provide security acceptable to the City in an amount equal to 150 percent of the cost of installation of the improvements as determined by the City Engineer. The agreement and security shall be approved by the City Council prior to recording the final plat.

PROPOSED CONDITIONS:

Engineering:

1. Any future development of this property and/or final plat(s) requested after the development of Lots 1 through 4, shall require additional traffic impact studies which will be reviewed by City staff. If approved, any resulting recommended mitigation will be completed at the expense of the owner for the proposed phase of development.
2. The final plat for Phase 1 shall include dedication of approximately 12 feet of right-of-way along the north side of Kathleen Avenue for the length of the subject property from the SE corner to the east edge of the new approach to create a uniform right-of-way for future road widening.

Planning:

3. Demolition of the existing building shall be completed prior to the Final Plat for Phase 1.

Water:

4. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional services will have cap fees due at building permitting.
5. The existing watermain will need to be abandoned at the southern property line prior to approval of any building permits. It may be utilized to serve one fire hydrant if desired.
6. All mains and fire hydrants for Phase 1 will be required to be installed prior to approval of any building permits. Services lines may be installed later as sizing requirements may change at timing of development.
7. Sizing of the water main infrastructure is contingent on a hydraulic study of the project through JUB Engineering. 12" water main will be required to be installed throughout the project unless the hydraulic study states otherwise.
8. An automatic flushing station will be required to be installed at the end of the 12" main with an adequate and approved place for drainage.

9. Any future development plats (beyond Lots 1 through 4) brought forward shall provide main lines and fire hydrants for the water connecting loop to the north and west of this property.
10. Each commercial lot will be required to have its own dedicated irrigation service as required per our standard specifications.

Wastewater:

11. Sewer policy requires a 20' wide sewer easement (30' if shared with City water) to be dedicated to the City for all City sewers in private roadways.
12. An unobstructed City approved "all-weather" access shall be required over all City sewers.
13. Proposed subdivision shall be required to comply with Sewer Policy requiring all legally recognized parcels to be assigned with a single (1) sewer connection complying with "One Lot, One Lateral" policy.
14. DEQ or QLPE to review and approve public infrastructure plans for construction as required by Idaho state code.
15. Cap any unused sewer laterals at the public main.

Trails and Urban Forestry:

16. If sidewalk along Kathleen is to be replaced, it shall be constructed as a 10' wide asphalt shared-use pathway.
17. Final plats shall include street tree easements along Kathleen Avenue and US95 as referenced in PP-02 Easement Note #5. Street trees shall be provided and maintained by owners. Species and spacing to be reviewed and approved by the City's Urban Forester and included in property CCRs for consistency throughout the development.

NOTE: Fire and Police have no conditions at this time and will deal with all needed items at time of permitting.

ACTION ALTERNATIVES:

The Planning and Zoning Commission must consider this Preliminary Plat request and make separate findings to approve with or without conditions, deny or deny without prejudice. The findings worksheets are attached.

Attachment(s):

Applicant's Application, Narrative



APPLICANT'S APPLICATION

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SUBDIVISION APPLICATION

STAFF USE ONLY

Date Submitted: 10/2/25 Received by: TS Fee paid: \$3,058. Project # S-3-25 505 Kathleen Perlwood 95/Kathleen

REQUIRED SUBMITTALS

*Public hearing required with the Planning Commission

Application Fee: \$ 2,000.00 (up to 5 lots)

+ \$ 100.00 (per lot above 5)

Publication Fee: \$ 300.00

Mailing Fee (x1): \$ 1.00 per address + \$ 28.00

(The City's standard mailing list has 28 addresses per public hearing)

A COMPLETE APPLICATION is required at time of application submittal, as determined and accepted by the Planning Department located at <http://cdaid.org/1105/departments/planning/application-forms>.

PAID

☒ Complete Pre-Application Meeting Date of Meeting: August 5, 2025

☐ Completed application form

OCT 02 2025

☐ Application, Publication, and Mailing Fees

CITY OF COEUR D'ALENE

☒ Title Report(s) by an Idaho licensed Title Company: Title report(s) with correct ownership easements, and encumbrances prepared by a title insurance company. The report(s) shall be a full Title Report and include the Listing Packet.

03260311

☐ Mailing labels provided by an Idaho licensed Title Company: Owner's list and three (3) sets of mailing labels with the owner's addresses prepared by a title company, using the last known name/address from the latest tax roll of the County records. This shall include the following:

1. All property owners within 300ft of the external boundaries. * Non-owners list no longer required*
2. All property owners within the subject property boundaries. (Including the applicant's property)
3. A copy of the tax map showing the 300ft mailing boundary around the subject property.

☐ A written narrative: describing the proposal.

☐ A legal description: map stamped by a licensed Surveyor.

☐ A vicinity map: see City of Coeur d'Alene subdivision ordinance for specific information required.

☐ A map: One (1) tentative platting map (see attached checklist for specific information required): and an electronic map that can be scaled to an 8 1/2 X 11" format.

☐ A map: inclusion of plat map showing street names approved and stamped by the Kootenai County Planning department.

☐ Complete forms for Chapter 16.15 Subdivision Design Standards and Chapter 16.40

Subdivision Improvement Standards: Answer all questions with detail on how it does or does not meet the standards, including any deviations requested through an associated Planned Unit Development (if applicable).

☐ Submittal documents: Applications will not be accepted unless all application items on the form are submitted both with original documents and an electronic copy.

Preparation of certain documents necessary to obtain Final Plat approval, if prepared by the City Legal Department, will be billed to the Applicant at a rate of \$150.00 per hour.

DEADLINE FOR SUBMITTALS

The Planning Commission meets on the second Tuesday of each month. The completed form and other documents must be submitted to the Planning Department not later than the first working day of the month that precedes the next Planning Commission meeting at which this item may be heard.

APPLICATION INFORMATION

PROPERTY OWNER: Glacier 505, LLC (Parkwood)		
MAILING ADDRESS: 2100 NW Blvd #350		
CITY: Coeur d'Alene	STATE: ID	ZIP: 83814
PHONE: 208-667-4086	FAX:	EMAIL: rnipp@parkwoodproperties.com
APPLICANT OR CONSULTANT: Jeremy Russell c/o J-U-B ENGINEERS, Inc.		STATUS: <u>ENGINEER</u> / OTHER
MAILING ADDRESS: 7825 Meadowlark Way		
CITY: Coeur d'Alene	STATE: ID	ZIP: 83815
PHONE: 208-762-8787	FAX:	EMAIL: grussell@jub.conm

FILING CAPACITY

- ☐ Recorded property owner as to of _____
- ☒ Purchasing (under contract) as of _____
- ☐ The Lessee/Renter as of _____
- ☐ Authorized agent of any of the foregoing, duly authorized in writing. (*Written authorization must be attached*)

SITE INFORMATION:

PROPERTY LOCATION OR ADDRESS OF PROPERTY: 505 W Kathleen Ave, Coeur d'Alene, ID 83815		
EXISTING CITY ZONING (CHECK ALL THAT APPLY): R-1 <input type="checkbox"/> R-3 <input type="checkbox"/> R-5 <input type="checkbox"/> R-8 <input type="checkbox"/> R-12 <input type="checkbox"/> R-17 <input type="checkbox"/> MH-8 <input type="checkbox"/> NC <input checked="" type="checkbox"/> C-17 <input type="checkbox"/> C-17L <input type="checkbox"/> CC <input type="checkbox"/> DC <input type="checkbox"/> LM <input type="checkbox"/> M <input type="checkbox"/> NW <input type="checkbox"/>		
TAX PARCEL #: AIN #'s 136900, 205715, 205714, 205713, 205712	EXISTING ZONING: C17	TOTAL NUMBER OF LOTS: 10 + Common area tracts
GROSS AREA/ACRES: 15.8 acres +/-	CURRENT LAND USE: Vacant (Previously Anderson Lumber)	PROPOSED RESIDENTIAL DENSITY/PER DWELLING UNIT:
DESCRIPTION OF PROJECT/REASON FOR REQUEST: The applicant wishes to redevelop the subject properties into a mixed use project including: Financial, Retail, and Multi-Family Residential. It is understood that a CUP will be required to allow for the amount of residential units shown in phase 2, if the plan is to remain as shown.		

CERTIFICATION OF INTEREST HOLDER: Mortgagee and all other persons having an interest in the land under consideration for platting must consent to the filing of this application.

I have read and consent to the filing of this application as an interest holder of record of the area being considered in this application.

Interest Holder #1:

Name: _____

Company: _____

Address: _____

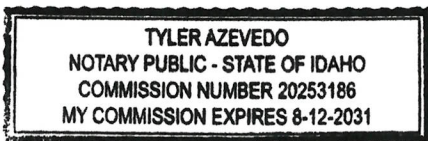
Don Anderson
Washington Trust Bank
210 E. Lakeside Ave.
CDA, ID 83814

STATE OF Idaho)
) ss.
 County of Kootenai)

On this 3 day of October, 2025, before me, a Notary Public, personally appeared

Don Anderson, known to me to be the person whose name is subscribed herein, and who executed the foregoing instrument on behalf of said corporation and acknowledged to me that said corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year in this certificate first above written.



[Signature]

Notary Public for: Idaho

Residing at: Idaho

My Commission Expires: 8/12/2031

CERTIFICATION OF INTEREST HOLDER: Mortgagee and all other persons having an interest in the land under consideration for platting must consent to the filing of this application.

I have read and consent to the filing of this application as an interest holder of record of the area being considered in this application.

Interest Holder #2:

Name: _____

Company: _____

Address: _____

For multiple applicants or owners of record, please submit multiple copies of this page.

I (We) the undersigned do hereby make petition for subdivision of the property described in this petition, and do certify that we have provided accurate information as required by this petition form, to the best of my (our) ability.

Be advised that all exhibits presented will need to be identified at the meeting, entered into the record, and retained in the file.

DATED THIS _____ DAY OF _____ 20 _____

CHAPTER 16.15

SUBDIVISION DESIGN STANDARDS

16.15.020: STREETS AND PATHS TO CONFORM WITH PLAN:

The alignment of arterial and collector streets and multiuse paths must conform as nearly as possible with that shown on the adopted transportation and trails elements of the city's adopted comprehensive plan. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	YES / No
Detailed Explanation (required)	
The subdivision design conforms with the adopted transportation and trail element of the city's adopted comprehensive plan. The proposed subdivision is adjacent an existing bicycle lane along Kathleen Ave, and adjacent to an existing Multi-Use Path along Highway 95.	
There are no planned future facilities within the subject property.	

16.15.030: CONTINUITY OF STREET AND PATH NETWORK:

The street and multiuse path layout must provide for the continuation of existing principal streets and trails in adjoining subdivisions. The layout must provide for future continuation of streets and trails into areas which are not presently subdivided. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	YES / No
Detailed Explanation (required)	
This subdivision, as proposed, allows for the continuation of existing principal streets and trails in the surrounding area.	

16.15.040: STREET ACCESS TO BODIES OF WATER:

Unless topography or conditions prevent, subdivisions bordering on a navigable lake or river must be provided with at least one right of way not less than sixty feet (60') wide to the low water mark of the water body at one-eighth ($\frac{1}{8}$) mile intervals as measured along such body of water. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / No
Detailed Explanation (required)	
Not applicable. This subdivision does not border a navigable lake or river.	

16.15.050: LOCAL STREET DESIGN:

Local streets which serve primarily to provide access to abutting property only must be designed to discourage through traffic. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	YES / No
Detailed Explanation (required)	
Private road to be installed and maintained with HOA providing access to all lots.	

16.15.060: DEAD END STREET AND CUL-DE-SAC DESIGN:

Streets designed to have one end permanently closed or in the form of a cul-de-sac can be no longer than four hundred feet (400') and must be provided at the closed end with a turnaround having a minimum right of way radius of not less than fifty feet (50') or with "Y" or "T" permitting comparable ease of turning. Pedestrian walks as specified in section [16.15.150](#) of this chapter must also be installed at the end of cul-de-sacs with reverse frontage lots. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / <input type="radio"/> NO
Detailed Explanation (required)	
Full build out conditions will not include any dead end streets. For Phase 1, the limits of the designs and construction as indicated in the preliminary plat document will include roadways that make up a T turn around allowing an adequate emergency vehicle turn around.	

16.15.070: ACCESS RIGHTS ON LIMITED ACCESS STREETS:

Streets designated in the transportation plan as "limited access" must have abutter's rights of access waived on the final plat. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / NO
Detailed Explanation (required)	
Not applicable. This subdivision is not intending on having limited access streets.	

16.15.080: STREET ALIGNMENT:

Connecting street centerlines, deflecting from each other at any one point more than ten degrees (10°), must be connected by a curve of at least one hundred foot (100') radius for local streets and at least three hundred foot (300') radius for collector and arterial streets. A tangent at least one hundred feet (100') long shall be introduced between curves on arterial streets. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / NO
Detailed Explanation (required)	
Not applicable as there are not public roadways anticipated within this development, although the private roadways are to be designed with best management practices in mind at intersections, curves, etc.	

16.15.090: INTERSECTION DESIGN:

Street intersections must be as nearly at right angles as is practicable. Approach angles must not be more than fifteen degrees (15°) from a right angle. Street intersection centerline offsets will not be allowed. Where centerline offsets are unavoidable they must be offset by a minimum of one hundred twenty five feet (125'). (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A <u>YES</u> / No
Detailed Explanation (required) No intersections planned for this development	

16.15.100: STREET GRADES:

Streets must conform closely to the natural contour of the land. However, grades must be not less than thirty one-hundredths percent (0.30%) on any street and not more than eight percent (8%) for any streets or as otherwise determined by the city. Changes in grades greater than one percent (1%) must be connected by vertical curves. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required) Private street grades will meet these requirements	

16.15.110: RIGHT OF WAY WIDTHS:

A. Street right of way widths must comply with the transportation element of the city's adopted comprehensive plan, but will not be less than:

1. Arterials: One hundred feet (100').
2. Collectors: Seventy feet (70').
3. Local streets: Fifty five feet (55').
4. Rural streets: Fifty feet (50').

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A <u>YES</u> / No
Detailed Explanation (required) No ROW anticipated	

B. A street right of way lying along the boundary of a subdivision may be dedicated one-half ($\frac{1}{2}$) the required width where there exists a dedicated half street right of way on the adjoining plat. The city may require the other half be dedicated on the proposed plat to make the street right of way complete. When construction of an adjoining street is required as a condition of plat approval, the developer will be required to obtain the necessary right of way from the adjoining properties, at the developer's cost. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / No
Detailed Explanation (required) Revisions to existing cul de sac ROW at NW corner of site anticipated during phase 2 of project	

16.15.120: PRIVATE INFRASTRUCTURE EASEMENTS:

Easements for private infrastructure such as electricity, gas, communication, and fiber must be provided adjacent to the right of way and must be of sufficient width to accommodate the intended use. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES <input type="radio"/> NO
Detailed Explanation (required)	
See Preliminary Plat documents, PP-02, and PP-04, indicating Tract A, and intended easements.	

16.15.130: WATERCOURSE EASEMENTS:

Where a subdivision is traversed by a watercourse, drainageway, channel or stream, the developer must make provision to accommodate the off site flow. Any alteration to the watercourse may not result in an increase in either volume or velocity of flow to the downstream property. Drainage easements must be granted to the upstream properties. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / NO
Detailed Explanation (required)	
Not applicable	

16.15.140: BLOCK LENGTH:

A. In general, blocks shall be as short as is reasonably possible, consistent with the topography and the need for convenient access, circulation, control and safety of street traffic, and type of land use proposed, but, ordinarily, block lengths shall not exceed the following standards as measured from centerline to centerline of through intersecting streets:

1. Six hundred foot (600') block length in all residential zones;
2. One thousand foot (1,000') block length for commercial and manufacturing districts. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / NO
Detailed Explanation (required)	
Not applicable	

16.15.150: MIDBLOCK WALKWAYS:

A pedestrian access easement or tract must be provided at the end of cul-de-sacs or closed end streets and at the approximate midpoint of any block exceeding six hundred feet (600') in length, or in any block of lesser length where such a crosswalk is deemed essential by the city engineer to provide circulation or access to surrounding neighborhoods, schools, playgrounds, shopping centers, transportation lines and other community facilities. The required access easements or tracts must be a minimum of fifteen feet (15') wide and contain a paved path at least eight feet (8') wide. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / NO
Detailed Explanation (required)	
There will be private mid block crossing for pedestrian connectivity as indicated in plans.	

16.15.160: LOT FRONTAGE AND ACCESS:

A. Each lot must have frontage on a public street sufficient to provide legal access or as prescribed in the zoning ordinance, whichever is greater.

B. Lots may front, and access from, private driveways if one of the following conditions are met:

1. Residential lots served by common parking and driveways may front and access from a private driveway situated in a separate tract dedicated on the final plat. Driveways for single-family residences may not serve more than five (5) lots.

2. Commercial lots that are served by common parking and driveways (i.e., shopping centers) may be accessed by easements or separate tracts dedicated on the final plat.

C. Private driveways may not provide access through the parcel to another street. They can be looped or dead end only. Private driveways must meet the design requirements of section [17.44.280](#) of this code and the currently adopted fire code.

D. Prior to the issuance of building permits a maintenance agreement must be recorded on each affected lot detailing the expected life cycle and maintenance costs for the driveway and defining the pro rata share for each lot. (Ord. 3560, 2017; Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / NO
Detailed Explanation (required)	
Private roadway, that shall be a separate tract, is planned for major roadway connectivity and lot access, with the addition on another access easement for lots 2, 3, 4, and 5.	

16.15.170: LOT SIZE:

Lot widths and areas must conform with the requirements of the zoning district and any zoning overlay district in which the lot is located, except that corner lots for which side yards are required shall have extra width to permit appropriate setbacks from and orientation to both streets. Lot depths must be suitable for the land use proposed. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / NO
Detailed Explanation (required)	
Lot sizes shall meet City standards.	

16.15.180: DOUBLE FRONTAGE LOTS:

A. Residential lots that have street frontage along two (2) opposite boundaries are not allowed except for reverse frontage lots which are essential to provide separation of residential development from traffic arteries, or to overcome specific disadvantages of topography and orientation.

B. For such lots, in order to improve the visual quality of the streetscape, and to provide adequate protection from the street, landscaped buffer areas must be provided along single-family residential lots whose property lines are adjacent and parallel to collector and/or arterial streets.

1. Perimeter Landscape Buffer:

a. The buffer must be located outside of any planned future right of way, and should not be used for future roadway improvements.

b. The width of the buffer along arterial streets must be a minimum of thirty feet (30'). The width of the buffer along collector streets must be a minimum of twenty feet (20'). Where a subdivision requiring a buffer is less than five (5) acres in size, and located in a developed area where existing subdivisions without buffers abut the adjacent streets, the planting strip must be at least ten feet (10') in width.

c. Buffer zones must be dedicated on the final plat as tracts.

2. Buffer Design Standards: The design of the buffer must comply with the following standards:

a. Landscaping, as used herein, must include as a minimum, grass, native and other drought resistant vegetation and street trees as required by the city. Nonvegetative materials, such as decorative rock, bark, and permabark, may not be used in lieu of landscaping. However, nonvegetative material may be used to augment the landscape or around the base of shrub groupings or flowerbeds as long as the coverage does not exceed twenty percent (20%). The use of bark or other loose material shall be designed or located to keep the bark from being blown onto the paved path.

b. The twenty percent (20%) limitation on nonvegetative material does not apply if the landscape is designed by a licensed landscape architect and the nonvegetative material is used to complement or visually enhance the vegetative material.

c. A permanent irrigation system must be provided for all landscaped areas. The use of hose bibs on the exterior of existing or proposed structures is not an acceptable method of landscape irrigation, unless the landscaped area is adjacent to the existing or proposed structure. All irrigation systems and landscaped areas must be designed, constructed, operated, and maintained so as to promote water conservation and prevent overflow or seepage into adjacent streets or sidewalks/trails.

3. Maintenance: The developer is required to form a property owners' association prior to final plat, with said buffers to be owned and maintained by a perpetual property owners' association. Alternatively, if the subdivision has only one lot fronting on a collector or minor arterial, a homeowners' association will not be required for the maintenance of the greenbelt if a nonrevocable covenant, approved by the city, is recorded against the property fronting the greenbelt memorializing the obligation.

4. Completion Time:

a. All improvements required by this section must be installed prior to final plat approval or occupancy of a building subject to development review.

b. The planning director may authorize a delay in the completion of planting during the months of October through March. Should a delay be granted, a bond or other sufficient security, approved by the city attorney, equal to one hundred fifty percent (150%) of the costs of landscaping, must be provided by the owner/developer and held by the city until the required landscaping is complete. No final certificate of occupancy will be issued until the landscaping is complete. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A <u>YES</u> / <u>NO</u>
Detailed Explanation (required) All access from lots to be off of private roadways or easements	

CHAPTER 16.40

SUBDIVISION IMPROVEMENT STANDARDS

16.40.010: GENERALLY:

Developers seeking final plat approval must first design and install the subdivision improvements required by this chapter and titles 15 and 17 of this code or secure the completion of the required improvements as allowed by [chapter 16.45](#) of this title. Improvement design must be completed by an engineer licensed by the state of Idaho and submitted to the city engineer for approval prior to construction and final plat approval. All improvements must be constructed under the supervision of the design engineer in a manner that complies with the city's construction standards. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / <u>NO</u>
Detailed Explanation (required) All improvement designs have been prepared by an engineer licensed in the State of Idaho and will be submitted to the City Engineer for review and approval prior to any construction activity and before final plat approval is granted. Furthermore, all subdivision improvements will be constructed under the supervision of the design engineer and will comply with the City's adopted construction standards.	

16.40.020: CAPACITY AND DIMENSIONS OF UTILITIES TO PROVIDE FOR FUTURE DEVELOPMENT:

The capacities and dimensions of water, sewerage, drainage and street facilities must be adequate to provide for the future needs as identified in the approved utility master plans. The city may share in the cost of these improvements to the extent of the difference in cost between the capacities needed to serve the subdivision and the capacities required to serve the vicinity. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<u>YES</u> / <u>NO</u>
Detailed Explanation (required) All capacities and dimension of water, sewerage, drainage and street facilities are adequate to provide for the future needs in the approved utility master plans.	

16.40.030: STREET WIDTHS:

A. All streets must be improved in accordance with the following schedules of widths, measured from the inside edge of opposite curbs. Street widths must also conform to the requirements of the currently adopted fire code.

Class Of Street	Width Of Street
-----------------	-----------------

Class Of Street		Width Of Street
Arterial		64 feet minimum
Collector		40 feet minimum
Local streets:		
	Primary frontage	32 feet minimum
	Secondary frontage, parking 1 side	28 feet minimum
	Secondary frontage, no parking	24 feet minimum
Cul-de-sac		50 foot radius
Rural minor access		24 feet minimum

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / NO
Detailed explanation and provide details on any deviations requested through an associated request for a Planned Unit Development (if applicable)	
Not Applicable. All private roadways	

B. Existing improved streets lying along the boundary of a subdivision but not improved to city standards, must be improved by the developer to the center of the street. New unimproved streets adjacent to a subdivision must be improved by the developer to the required full width if the subdivision will directly access the street or use it for ingress or egress.

C. As an alternative to installing improvements on existing streets the developer may/shall pay to the city, in lieu of said improvements, money in an amount equal to one hundred ten percent (110%) of the estimated present cost of such improvements. The estimate must be approved by the city engineer. This alternative may be utilized if in the opinion of the city engineer the following conditions are met:

1. The improvement of a street lying along the boundary of a subdivision would create drainage problems due to difficulties matching the existing centerline profile to the future curb profile; or
2. The improvement of the street only would create a significant traffic hazard; or
3. Significant excavation of the street is scheduled in the immediate future for purposes of installing utility mains such as sewer or water. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	N/A YES / NO
Detailed Explanation (required)	
Minimal existing street ROW improvements, but will meet City requirements for all minor existing street improvements.	

16.40.040: CURBS:

All streets must be improved at each edge of the roadway with portland cement concrete curbs constructed to city standards. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
Detailed in preliminary plat	

16.40.050: SIDEWALKS:

Except for hillside subdivisions, all streets must be improved with sidewalks constructed to city standards. Installation must be completed prior to the issuance of any building permits or final subdivision plat approval except as may be allowed by chapter 16.45 of this title. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
Detailed in preliminary plat	

16.40.060: GUTTERS AND STORM SEWERS:

Surface drainage from streets and other areas must be disposed of through an adequate system of gutters and storm drainage facilities designed and constructed to city standards. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
Detailed in preliminary plat	

16.40.070: SEWER CONNECTIONS:

All subdivision lots must be connected to the city's sewage collection system. The sewer mains and laterals must be designed and constructed in accordance with the requirements of the city and the Idaho department of environmental quality. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
Detailed in preliminary plat	

16.40.080: WATER MAINS AND FIRE HYDRANTS:

All subdivision lots must be provided with a potable water distribution system. The water distribution system must be designed and constructed in accordance with the requirements of the Idaho department of environmental quality and must also conform to the following:

- A. One fire hydrant must be installed at each street intersection. Intermediate hydrants must be placed as directed by the fire department where distances between intersections exceed three hundred feet (300'). In no case will the number of hydrants in an area be less than that required by the currently adopted fire code.

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / <input type="radio"/> No
Detailed Explanation (required)	
Detailed in preliminary plat	

- B. Water mains and hydrant laterals shall be of sufficient size and design to provide the minimum required fire flows specified in the currently adopted fire code. In no case will any water main or lateral supplying a fire hydrant be of less than six inch (6") inside diameter when part of a looped system and not less than an eight inch (8") diameter main if the system is not looped or the fire hydrant is installed on a dead end main exceeding three hundred feet (300') in length. Dead end mains shall not exceed six hundred feet (600') in length for main sizes eight inches (8") in diameter or less. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / <input type="radio"/> No
Detailed Explanation (required)	
Detailed in preliminary plat	

16.40.090: STREET NAME SIGNS:

Street signs designed to meet city standards must be installed at each intersection for convenient identification of streets. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	YES / <input checked="" type="radio"/> No
Detailed Explanation (required)	
Street name pending, to be finalized shortly as discussed previously.	

16.40.100: TRAFFIC CONTROL SIGNS AND DEVICES:

Pavement markings and traffic control signs, including, but not limited to, stop signs, yield signs, and speed limit signs designed in accordance with the most recent edition of the "Manual On Uniform Traffic Control Devices" must be installed by the developer. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / <input type="radio"/> No
--	---

Detailed Explanation (required)

Will be detailed upon final designs.

16.40.110: UNDERGROUND CONDUIT:

Underground conduit must be installed by the developer to each lot for private utilities such as telephone, electricity and cable television when those utilities are required by the city to be installed underground. (Ord. 3485, 2014)

Does this Subdivision Design meet or not meet this standard?

YES / No

Detailed Explanation (required)

Underground conduit for private utilities will be installed underground.

16.40.120: MONUMENTS:

Monuments must be installed as follows:

- A. Boundary Line and Lot Corners: Monuments for boundary line and lot line corners must conform to the requirements of Idaho Code section 50-1303.

Does this Subdivision Design meet or not meet this standard?

YES / No

Detailed Explanation (required)

Monuments for boundary line and corner lots will conform to Idaho Code section 50-1303.

- B. Street Centerline: Monuments must be placed at the centerlines of all streets, at intersections, all angle points, all points of curvature, all points of tangent on street centerlines, and the radial points of cul-de-sacs. All monuments must be a minimum of five-eighths inch by thirty inch ($\frac{5}{8}$ " x 30") iron rod with a durable metal cap. Other methods of monument construction may be used if approved by the city engineer. (Ord. 3485, 2014)

Does this Subdivision Design meet or not meet this standard?

YES / No

Detailed Explanation (required)

Street centerline monuments will be placed at a minimum 5/8" x 30 iron rod with durable metal caps at centerlines, intersections, angle points, curvature points, points of tangent on centerlines, and radial points of cul-de-sacs as required by Ord 3485.

16.40.130: RECORD DRAWINGS:

Record drawings, stamped and signed by the design engineer, certifying that all required improvements are in place and were constructed as shown on the drawings must be submitted to the city engineer prior to acceptance of the improvements and issuance of any certificates of occupancy. (Ord. 3485, 2014)

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
Signed, stamped record drawings will certify that all improvements are in place and were constructed as shown on the record drawings for each phase and will be submitted to the city engineer prior to issuance of any certificate of occupancy.	

16.40.140: COMPLETION REQUIRED FOR BUILDING PERMIT ISSUANCE:

Building permits will not be issued for lots in the subdivision until all sewer and water facilities have been completed and approved in accordance with the requirements of this chapter, all access roads have been installed and made serviceable and the final plat has been recorded. In addition, property monuments shall be set on the lot prior to issuance of a building permit. No certificate of occupancy shall be granted prior to the completion and acceptance of all of the public improvements by the city council.

Does this Subdivision Design <u>meet</u> or <u>not meet</u> this standard?	<input checked="" type="radio"/> YES / No
Detailed Explanation (required)	
As this is a phase development, each phase will complete the required infrastructure improvements prior to issuance of building permits.	

Date: _____

Comments

- [illegible]

[illegible]

Date Reviewed _____

Junction at Kathleen Preliminary Plat Narrative

Parkwood Properties, vesting as Glacier 505, LLC, is submitting a preliminary plat application for the subdivision of approximately 15.8 acres located at the northwest corner of Kathleen Avenue and Highway 95 in Coeur d'Alene. The property is currently zoned Commercial District (C-17), and the proposed subdivision is intended to support a phased, mixed-use development. The existing building on the southeast corner of the property will be demolished prior to final plat approval.


The development will be carried out in phases, beginning with Phase 1, which includes Lots 1 through 4. Phase 1 is anticipated to begin construction in Spring 2026 and be completed by 2029. This phase will include the sale and development of the southeast corner pad for STCU, construction of a primary access approach and internal roadway segment, installation of utility stubs, and a fire turnaround. Access and utility easements will be recorded concurrently with the plat.

The overall subdivision will create multiple commercial pads with supporting infrastructure, designed to accommodate a mix of retail, service-oriented businesses, and other potential uses allowed within the C-17 zone. The layout is intentionally flexible to respond to evolving market demands. Internal circulation will be provided via private access tracts with public access easements, maintaining site connectivity.

Utility planning includes the installation of a 12-inch water main loop through the site, connecting to existing mains at the south, northeast, and northwest corners. Sewer and stormwater infrastructure will be phased following development timing. The developer intends to work with the City of Coeur d'Alene to vacate and/or relocate the 20' water line easements located on lots 3, 6, and 7, plus tract A of the property. The Transportation Impact Study (TIS) will be divided into two phases: Phase 1 and Full Build-Out. Please see the included TIS for more details.

Parkwood Properties is pursuing a phased major subdivision approach to establish a guided plan for development. This includes delineation of buildable lots, easements for utilities and access, and infrastructure improvements tied to actual development timing. This strategy replaces earlier considerations of short plat or boundary line adjustments in favor of a more robust and long-term solution.

The developer intends to begin with the southeast corner lot, which already has a letter of intent from STCU targeting construction in Spring 2026. Mid-term plans include the construction of primary infrastructure to serve the commercial pads, while long-term plans involve phasing in additional commercial development based on market absorption and tenant interest.



PUBLIC COMMENTS

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From: [Martinez, Leo](#)
To: [CLARK, TRACI](#)
Subject: PUBLIC NOTICES FOR PLANNING & ZONING HEARING HELD ON DECEMBER 9, 2025 5:30
Date: Tuesday, December 2, 2025 11:37:16 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[public notice .pdf](#)
[public notice 12-9-25.pdf](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Traci,

Phillips 66 does not have any utilities within the attached proposed vicinity. Our pipeline runs along on the south side of W Kathleen Dr.




Leo Martinez

Associate, Operations Support • Real Estate Services

O: 805-541-8912 | F: 805-538-6204
18781 El Camino Real | Atascadero, CA 93422
Leo.Martinez@phillips66.com



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From: CLARK, TRACI <TCLARK@cdaid.org>

Sent: Friday, November 21, 2025 9:21 AM

To: CLARK, TRACI <TCLARK@cdaid.org>

Subject: [EXTERNAL]RE: PUBLIC NOTICES FOR PLANNING & ZONING HEARING HELD ON DECEMBER 9, 2025 5:30

Caution: External Email

This email originated from outside our organization. Please verify the sender's identity and exercise caution before clicking on any links or downloading attachments. Be wary of unexpected requests for sensitive information. If in doubt, click on the "Report Suspicious" button.

[Report Suspicious](#)

Greetings,

Attached is a copy of the public hearing notices for the Planning & Zoning hearing held on **DECEMBER 9, 2025, at 5:30.**

If you have any comments, please let me know.

Traci Clark
Administrative Assistant
Planning Department, City of Coeur d'Alene

208.769-2240

tclark@cdaid.org





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**COEUR D'ALENE PLANNING AND ZONING COMMISSION
FINDINGS AND ORDER**

PUD-1-25

INTRODUCTION

This matter came before the Planning and Zoning Commission on December 9, 2025, to consider PUD-1-25, a request to approve a Planned Unit Development comprised of three phases including active adult senior living, multi-family apartments and single-family homes.

APPLICANT: Affinity of Coeur Terre, LLC & the Goat at Coeur Terre, LLC

OWNER: Lakeside Companies

LOCATION: 64.12+/- Acres located west of the Industrial Park and Northshire, South of the School District Property

A. FINDINGS OF FACT:

The Planning and Zoning Commission finds that the following facts, A1 through A14, have been established on a more probable than not basis, as shown on the record before it and on the testimony presented at the public hearing.

- A1.** All public hearing notice requirements have been met for items PUD-1-25.
- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.
 - Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025, seven prior to the hearing.
 - Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Ninety-six (96) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on November 21, 2025.
 - Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.
 - Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate

petroleum products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline companies providing services within 1,000 feet of the subject property on November 21, 2025.

- The Planning and Zoning Commission will hold a public hearing on this matter on December 9, 2025.

A2. Coeur Terre 1 is the first development within the Coeur Terre project. The applicant is requesting a Planned Unit Development (PUD), Subdivision and Landscape Plan approval on 64.12+/- acres. If approved, Coeur Terre 1 would be built in three phases and would include residential development comprising 595 residential units across three phases, 15.39 acres of associated open space/stormwater and parkland tracts, featuring a 5.4-acre public park and multi-use trail system. Phase I is the Affinity at Coeur Terre, 170 age-restricted (62+) apartments in a 4-story building, with 9 units affordable. Phase II is 137 single-family lots, with 7 affordable, and Phase III is The Goat Apartments with 288 multifamily units in 3-story walkup buildings, with 15 units affordable. The preliminary plat would subdivide existing parcels into two multifamily lots, 137 single-family lots, 13 tracts, a public park, and a city well site. The PUD includes minor deviations including a 9' height increase for the Affinity main building and slight reductions from code standards related to lot size, frontage, side and rear yards for the R-8 single-family residential lots. No deviations were requested for the Goat Apartments or the R-3 single-family lots. The landscape plan approval is for two parcels with over 300 parking stalls.

A3. The property was annexed into the City of Coeur d'Alene as part of the 483-acre Coeur Terre project in 2023 (A-4-22). The subject property known as Coeur Terre 1 is zoned R-3, R-8, R-17, and C-17L, and is subject to the approved Annexation and Development Agreement, including amendments 1 and 2. Amendment No. 2 of the Annexation and Development Agreement, approved by City Council on October 21, 2025, modified Exhibit "E" to change the "cluster triplex" land use designation to a combination of "active adult senior living" and "multifamily" in anticipation of the Coeur Terre 1 PUD and subdivision request. The full Coeur Terre project includes a mix of residential districts (R-3, R-8, R-17) and commercial zones (C-17 and C-17L). The Coeur Terre Annexation and Development Agreement allows up to 2,800 ERUs, commercial spaces, parks, transversing trails, and sites for two public schools over a 20- to 30-year buildout period and outlines infrastructure commitments, traffic management provisions, and phased development guidelines.

A4. The subject property is currently vacant and has been in agricultural use. The

subject property abuts the Industrial Park to the east and is located south of the recently approved short subdivision that created the future middle school site for CDA SD#271. The southeastern edge of the request is near the terminus of W. Spiers Avenue along the northwestern corner of Northshire subdivision. The Yellowstone Pipeline is located toward the southern end of the proposal and would be located within the open space where it would not conflict with proposed buildable parcels. It would be served by Coeur Terre Boulevard off of Hanley Avenue and a connection to Industrial Loop. There would be no vehicular connections into the surrounding residential neighborhoods.

- A5.** The 2042 Comprehensive Plan Future Land Use Map designations are Urban Neighborhood and Single-Family Neighborhood. Single-Family Neighborhood 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. Compatible zoning includes R-3 and R-8. The Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared greenspaces 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 includes R-17 and C-17L.
- A6.** Comprehensive Plan transportation maps are also included for consideration related to existing and planned bicycle networks, existing and planned walking networks and existing and planned transit networks.
- A7.** Staff identified Comprehensive Plan goals and objectives for particular consideration by the Planning and Zoning Commission on pages 13 and 14 of this staff report. The Commission will also consider the full list of Comprehensive Plan goals and objectives in the attached worksheet to make appropriate findings.

Community & Identity (CI)

Goal CI 1: Coeur d'Alene citizens are well informed, responsive, and involved in community discussions.

Objective CI 1.1: Foster broad-based and inclusive community involvement for actions affecting businesses and residents to promote community unity and involvement.

Goal CI 2: Maintain a high quality of life for residents and businesses that make Coeur d'Alene a great place to live and visit.

Objective CI 2.1: Maintain the community's friendly, welcoming atmosphere and its small-town feel.

Goal CI 3: Coeur d'Alene will strive to be livable for median and below income levels, including young families, working class, low income, and fixed income households.

Objective CI 3.1: Support efforts to preserve existing housing stock and provide opportunities for new affordable and workforce housing.

Environment & Recreation (ER)

Goal ER 2: Provide diverse recreation options.

Objective ER 2.2: Encourage publicly-owned and/or private recreation facilities for citizens of all ages. This includes sports fields and facilities (both outdoor and indoor), hiking and biking pathways, open space, passive recreation, and water access for people and motorized and non-motorized watercraft.

Objective ER 2.3: Encourage and maintain public access to mountains, natural areas, parks, and trails that are easily accessible by walking and biking.

Goal ER 3: Protect and improve the urban forest while maintaining defensible spaces that reduces the potential for forest fire.

Objective ER 3.1: Preserve and expand the number of street trees within city rights-of-way.

Growth & Development (GD)

Goal GD 1: Develop a mix of land uses throughout the city that balance housing and employment while preserving the qualities that make Coeur d'Alene a great place to live.

Objective GD 1.1: Achieve a balance of housing product types and price points, including affordable housing, to meet city needs.

Objective GD 1.5: Recognize neighborhood and district identities.

Goal GD 2: Ensure appropriate, high-quality infrastructure to accommodate community needs and future growth.

Objective GD 2.1: Ensure appropriate, high-quality infrastructure to accommodate growth and redevelopment.

Goal GD 3: Support the development of a multimodal transportation system for all users.

Objective GD 3.1: Provide accessible, safe, and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation.

Health & Safety (HS)

Goal HS 1: Support social, mental, and physical health in Coeur d'Alene and the greater region.

Objective HS 1.1: Provide safe programs and facilities for the community's youth to gather, connect, and take part in healthy social activities and youth-centered endeavors.

Objective HS 1.2: Expand services for the city's aging population and other at-risk groups that provide access to education, promote healthy lifestyles, and offer programs that improve quality of life.

Objective HS 1.3: Increase access and awareness to education and prevention programs, and recreational activities.

Goal HS 3: Continue to provide exceptional police, fire, and emergency services.

Objective HS 3.2: Enhance regional cooperation to provide fast, reliable emergency services.

(The commission will determine which of the above goals and objective apply and may add other applicable goals and objectives. The full Comprehensive Plan Worksheet is attached.)

- A8.** Coeur Terre 1 has been designed to include three distinct uses – active adult senior living and apartments on the northern third (R-17) with single-family homes, a public city park, and a future city well site to the south (R-3, R-8, C-17L). The project also

includes passive and active open spaces and is designed to tie into the transportation and trail systems of the entire Coeur Terre development as required by the development agreement. Coeur Terre 1 does not include any roadway connections into the surrounding residential neighborhoods or to Huetter Road. It would be served by Coeur Terre Boulevard off of Hanley Avenue and a connection to Industrial Loop.

- A9.** The application provided building elevations, line of sight drawings and images of signage as part of the PUD submittal. The PUD request includes a 9' increase in height from 45' to 54' for the Affinity main building that would be constructed in phase 1. The line-of-sight drawing shows that the increased height would not be visible from Huetter Road or the common open space.
- A10.** The property is primarily flat and there are no topographical or other physical constraints that would make the subject property unsuitable for the proposed planned unit development. 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.
- A11.** Coeur Terre 1 was anticipated as part of the larger Coeur Terre project and the conditions of the Annexation and Development Agreement. City departments reviewed the request and provided comments and recommended conditions of approval. All departments have indicated the ability to serve the project with the additional conditions as stated at the end of the staff report.
- A12.** Coeur Terre 1 would include 5.4 acres of public open space that will be a public neighborhood park to be donated to the City via warranty deed and 8.97 acres of private open space comprised of an asphalt trail, picnic table, bench, dog park, and landscaping for a combined acreage of 14.37. The PUD-required 10% open space would be 6.4 acres. The project exceeds the required open space requirement. Because the private open space meets the requirement, the remaining open space acreage associated with the public open space can be counted toward a future PUD within Coeur Terre.
- A13.** The project will be meeting or exceeding all off-street parking requirements. No deviations have been requested. In total, Coeur Terre 1 provides over 1,184 off-street parking stalls across all phases, along with internal circulation roads and additional on-street guest parking.
- A14.** 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 commission should add other facts here which it finds are relevant to its decision.)

B. CONCLUSIONS OF LAW:

Based on the foregoing Findings of Fact, the Planning and Zoning Commission makes the following Conclusions of Law.

- B1. This proposal **(is) (is not)** in conformance with the Comprehensive Plan Goals, Objectives, and Future Land Use Map Place Type.
- B2. The design and planning of the site **(is) (is not)** compatible with the location, setting and existing uses on adjacent properties.
- B3. The proposal **(is) (is not)** compatible with natural features of the site and adjoining properties.
- B4. The location, design, and size of the proposal are such that the development **(will) (will not)** be adequately served by existing public facilities and services.
- B5. The proposal **(does) (does not)** provide adequate private 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 usable for open space and recreational purposes.
- B6. Off-street parking **(does) (does not)** provide parking sufficient for users of the development.
- B7. That the proposal **(does) (does not)** provide for an acceptable method for the perpetual maintenance of all common property.

C. DECISION

The Planning and Zoning Commission, pursuant to the foregoing Findings of Fact and Conclusions of Law, has determined that the requested PUD amendment **(does) (does not)** comply with the required evaluation and should be **(approved with conditions) (approved without conditions) (denied) (denied without prejudice)**.

Recommended conditions:

Fire & Police:

- 1. Landscaping must not cover or hide fire protection systems such as fire hydrants, FDC's or PIV's.
- 2. Electronic Knox key bypass will be needed on any gates for the Fire Department, and the Police Department must have 24/7 access through the gates using a secure access code.
- 3. A secondary means of egress shall be constructed and accepted by the City—by connecting the phases to Industrial Loop Road—prior to the issuance of building permits for more than 30 single-family dwellings or more than 200 dwelling units in multi-family structures.
- 4. Minimum fire department access road width is 20' for buildings up to 30' in height and 26' in buildings over 30' in height.
- 5. No parking on roadways less than 26' in width.

Planning:

6. The creation of a homeowner's association (HOA) will be required to ensure the perpetual maintenance of the open space, all other common areas, and any private streets.
7. Open spaces associated with the phasing must be completed or bonded for (at 150%) as specified by the development agreement, or at the time of platting, whichever comes first.
8. The applicant shall obtain and submit written certification from the Yellowstone Pipeline owner, prior to final plat approval, confirming that proposed building envelopes for principal and accessory structures along the pipeline easement comply with the owner's minimum setback requirements for safe construction. *The city relies solely on the pipeline owner's certification and assumes no liability for any damages, delays, or safety issues arising from structure placement, construction, or pipeline operations.*

Wastewater:

9. An unobstructed City approved "all-weather" access shall be required over all public sewers.
10. All public sewer plans require IDEQ or QLPE Approval prior to construction.
11. Sewer Policy #716 requires all legally recognized parcels within the City to individually connect and discharge into (1) public sewer connection.
12. Any utility easement for the public sewer shall be dedicated to the City prior to building permits.
13. Coeur Terre Surcharge Fees will be applied as well as all applicable Sewer Cap Fees at time of building permit.

Water:

14. Relocation of Existing 24" Transmission Main (Nez Perce): The existing 24" transmission main currently located in Nez Perce will need to be relocated. The final alignment has not yet been determined and must be coordinated with the city and design engineers.
15. Timeline for Relocation: The relocation must be planned and completed prior to any construction activity. All work related to relocation must occur during the off-season (non-peak demand period) to avoid service impacts.
16. Design Requirement: Detailed design work is required for the transmission main relocation. No construction may begin until the design is complete and approved.
17. Hydraulic Study (JUB Engineering): JUB must complete a hydraulic study to confirm:
 - a. The new line and proposed well are adequately sized
 - b. Supply is sufficient for projected demand
 - c. Whether an additional well or water tank is necessary as stated in the water dep comp plan.
18. Service Connections: No individual services will be allowed on the transmission main.
19. Timing of Main Activation: The relocated transmission main must be activated only during the off-season to minimize risk during high-demand periods.
20. Secondary Irrigation System Requirements:
If a separate irrigation system is proposed:

- A certified operator is required to manage it
 - The irrigation provider must be registered with 811
 - Separation of potable and non-potable lines must follow DEQ standards (minimum 10-foot horizontal separation) and any lots that have access to auxiliary water will be required to have an approved RPBA installed on the supply line immediately downstream of the water meter.
 - All irrigation valves must be clearly marked to identify the system.
21. Tree Setbacks: A 10-foot minimum separation is required between trees and all water infrastructure.
22. Tie-In at W. Arrowhead Rd.: A system tie-in is needed on W. Arrowhead Rd. To facilitate this, Lot 33 must be shifted north to create an open space between Lots 32 and 33.
23. W. Woodside Ave. Transmission Main & PRV on N. Hutter Rd.:
- The transmission main exiting W. Woodside must be relocated to accommodate the new layout.
 - The Pressure Reducing Valve (PRV) on N. Hutter Rd. must also be relocated to function correctly with the updated pressure zones and development layout.
24. Abandonment of Unused Stubs: Any unused water stubs out of W. Woodside Ave. must be abandoned at the main.
25. Design Submittals for Hydraulic Review: All water system designs must be submitted to JUB for review to determine:
- Adequate incoming water supply
 - The need for an additional well
 - The need for a storage tank

Parks:

26. The parking lot in the 5.4 public park shall 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.
27. The public open space area (main park) shall be designed in a joint effort between the developer and the Parks Department.

Engineering:

28. As described in the Traffic Impact Assessment (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 Ave.

(The commission may add other conditions.)


Motion by _____, seconded by _____, to adopt the foregoing Findings and Order **(approve with conditions) (approve without conditions) (deny) (deny without prejudice)** the request.

ROLL CALL:

COMMISSION MEMBER INGALLS	Voted	(Aye) (Nay)
COMMISSION MEMBER JAMTAAS	Voted	(Aye) (Nay)
COMMISSION MEMBER WARD	Voted	(Aye) (Nay)
COMMISSION MEMBER FLEMING	Voted	(Aye) (Nay)
COMMISSION MEMBER MCCracken	Voted	(Aye) (Nay)
COMMISSION MEMBER COPPESS	Voted	(Aye) (Nay)
CHAIRMAN MESSINA	Voted	(Aye) (Nay)

Motion to (approve with conditions)(approve without conditions)(deny)(deny without prejudice) carried by
a to vote.

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**COEUR D'ALENE PLANNING AND ZONING COMMISSION
FINDINGS AND ORDER**

S-2-25

INTRODUCTION

This matter came before the Planning and Zoning Commission on December 9, 2025, to consider S-2-25, a request to consider a preliminary plat to subdivide existing properties into 2 multi-family lots, 137 single-family lots, 13 tracts, a public park and a city well site.

APPLICANT: Affinity of Coeur Terre, LLC & the Goat at Coeur Terre & the Goat at Coeur Terre, LLC

OWNER: Lakeside Companies

LOCATION: 64.12+/- Acres located west of the Industrial Park and Northshire, South of the School District Property

A. FINDINGS OF FACT:

The Planning and Zoning Commission finds that the following facts, A1 through A7, have been established on a more probable than not basis, as shown on the record before it and on the testimony presented at the public hearing.

- A1.** All public hearing notice requirements have been met for items PUD-1-25.
- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.
 - Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025, seven prior to the hearing.
 - Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Ninety-six (96) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on November 21, 2025.
 - Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.
 - Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate petroleum products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline

companies providing services within 1,000 feet of the subject property on November 21, 2025.

- The Planning and Zoning Commission will hold a public hearing on this matter on December 9, 2025.

- A2.** Coeur Terre 1 is the first development within the Coeur Terre project. The applicant is requesting a Planned Unit Development (PUD-1-25), Subdivision and Landscape Plan approval on 64.12+/- acres. If approved, Coeur Terre 1 would be built in three phases and would include residential development comprising 595 residential units across three phases, 15.39 acres of associated open space/stormwater and parkland tracts, featuring a 5.4-acre public park and multi-use trail system. Phase I is the Affinity at Coeur Terre, 170 age-restricted (62+) apartments in a 4-story building, with 9 units affordable. Phase II is 137 single-family lots, with 7 affordable, and Phase III is The Goat Apartments with 288 multifamily units in 3-story walkup buildings, with 15 units affordable. The preliminary plat would subdivide existing parcels into two multifamily lots, 137 single-family lots, 13 tracts, a public park, and a city well site. The PUD includes minor deviations including a 9' height increase for the Affinity main building and slight reductions from code standards related to lot size, frontage, side and rear yards for the R-8 single-family residential lots. No deviations were requested for the Goat Apartments or the R-3 single-family lots. The landscape plan approval is for two parcels with over 300 parking stalls.
- A3.** As attested by the City Engineer, the preliminary plans submitted contain all of the general preliminary plat elements required by the Municipal Code.
- A4.** The subject property is currently vacant and has been in agricultural use. The subject property abuts the Industrial Park to the east and is located south of the recently approved short subdivision that created the future middle school site for CDA SD#271. The southeastern edge of the request is near the terminus of W. Spiers Avenue along the northwestern corner of Northshire subdivision. The Yellowstone Pipeline is located toward the southern end of the proposal and would be located within the open space where it would not conflict with proposed buildable parcels. It would be served by Coeur Terre Boulevard off of Hanley Avenue and a connection to Industrial Loop. There would be no vehicular connections into the surrounding residential neighborhoods.
- A5.** Staff from the various departments have reviewed and provided comments concerning the adequacy of provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities and has provided recommended conditions for particular consideration by the Planning and Zoning Commission. The applicant has been in communication with Yellowstone Pipeline and staff has added a recommended condition putting the burden on the applicant to obtain and submit written certification from the Yellowstone Pipeline owner, prior to final plat approval, confirming that proposed building envelopes for principal and accessory structures along the pipeline easement comply with the owner's minimum setback requirements for safe construction.
- A6.** The City Engineer has indicated that for the purposes of the preliminary plans, both subdivision design standards and improvement standards comply with municipal code, subject to the approval of the PUD deviations requested by the applicant.

- A7. The proposed subdivision is in conformance with the existing zoning per the requested modifications that are in conjunction with the associated PUD request for Coeur Terre 1 (PUD-1-25) and the findings therein.

(The commission should add other facts here which it finds are relevant to its decision.)

B. CONCLUSIONS OF LAW:

Based on the foregoing Findings of Fact, the Planning and Zoning Commission makes the following Conclusions of Law.

- B1. That all of the general preliminary plat requirements **(have) (have not)** been met as attested to by the City Engineer.
- B2. That the provision for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities **(are) (are not)** adequate.
- 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.
- B4. 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.

C. DECISION

The Planning and Zoning Commission, pursuant to the foregoing Findings of Fact and Conclusions of Law, has determined that the preliminary plat **(does) (does not)** comply with the required evaluation criteria **(with conditions) (without conditions)**, and the request should be **(approved) (approved with conditions) (denied) (denied without prejudice)**.

Recommended conditions:

Fire & Police:

1. Landscaping must not cover or hide fire protection systems such as fire hydrants, FDC's or PIV's.
2. Electronic Knox key bypass will be needed on any gates for the Fire Department, and the Police Department must have 24/7 access through the gates using a secure access code.
3. A secondary means of egress shall be constructed and accepted by the City—by connecting the phases to Industrial Loop Road—prior to the issuance of building permits for more than 30 single-family dwellings or more than 200 dwelling units in multi-family structures.
4. Minimum fire department access road width is 20' for buildings up to 30' in height and 26' in buildings over 30' in height.
5. No parking on roadways less than 26' in width.

Planning:

6. The creation of a homeowner's association (HOA) will be required to ensure the perpetual maintenance of the open space, all other common areas, and any private streets.

7. Open spaces associated with the phasing must be completed or bonded for (at 150%) as specified by the development agreement, or at the time of platting, whichever comes first.
8. The applicant shall obtain and submit written certification from the Yellowstone Pipeline owner, prior to final plat approval, confirming that proposed building envelopes for principal and accessory structures along the pipeline easement comply with the owner's minimum setback requirements for safe construction. *The city relies solely on the pipeline owner's certification and assumes no liability for any damages, delays, or safety issues arising from structure placement, construction, or pipeline operations.*

Wastewater:

9. An unobstructed City approved "all-weather" access shall be required over all public sewers.
10. All public sewer plans require IDEQ or QLPE Approval prior to construction.
11. Sewer Policy #716 requires all legally recognized parcels within the City to individually connect and discharge into (1) public sewer connection.
12. Any utility easement for the public sewer shall be dedicated to the City prior to building permits.
13. Coeur Terre Surcharge Fees will be applied as well as all applicable Sewer Cap Fees at time of building permit.

Water:

14. Relocation of Existing 24" Transmission Main (Nez Perce): The existing 24" transmission main currently located in Nez Perce will need to be relocated. The final alignment has not yet been determined and must be coordinated with the city and design engineers.
15. Timeline for Relocation: The relocation must be planned and completed prior to any construction activity. All work related to relocation must occur during the off-season (non-peak demand period) to avoid service impacts.
16. Design Requirement: Detailed design work is required for the transmission main relocation. No construction may begin until the design is complete and approved.
17. Hydraulic Study (JUB Engineering): JUB must complete a hydraulic study to confirm:
 - a. The new line and proposed well are adequately sized
 - b. Supply is sufficient for projected demand
 - c. Whether an additional well or water tank is necessary as stated in the water dep comp plan.
18. Service Connections: No individual services will be allowed on the transmission main.
19. Timing of Main Activation: The relocated transmission main must be activated only during the off-season to minimize risk during high-demand periods.
20. Secondary Irrigation System Requirements:

If a separate irrigation system is proposed:

 - A certified operator is required to manage it
 - The irrigation provider must be registered with 811
 - Separation of potable and non-potable lines must follow DEQ standards (minimum 10-foot horizontal separation) and any lots that have

access to auxiliary water will be required to have an approved RPBA installed on the supply line immediately downstream of the water meter.

- All irrigation valves must be clearly marked to identify the system.
21. Tree Setbacks: A 10-foot minimum separation is required between trees and all water infrastructure.
22. Tie-In at W. Arrowhead Rd.: A system tie-in is needed on W. Arrowhead Rd. To facilitate this, Lot 33 must be shifted north to create an open space between Lots 32 and 33.
23. W. Woodside Ave. Transmission Main & PRV on N. Hutter Rd.:
- The transmission main exiting W. Woodside must be relocated to accommodate the new layout.
 - The Pressure Reducing Valve (PRV) on N. Hutter Rd. must also be relocated to function correctly with the updated pressure zones and development layout.
24. Abandonment of Unused Stubs: Any unused water stubs out of W. Woodside Ave. must be abandoned at the main.
25. Design Submittals for Hydraulic Review: All water system designs must be submitted to JUB for review to determine:
- Adequate incoming water supply
 - The need for an additional well
 - The need for a storage tank

Parks:

26. The parking lot in the 5.4 public park shall 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.
27. The public open space area (main park) shall be designed in a joint effort between the developer and the Parks Department.

Engineering:

As described in the Traffic Impact Assessment (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 Ave

(The commission may add other conditions.)


Motion by _____, seconded by _____, to adopt the foregoing Findings and Order **(approve with conditions) (approve without conditions) (deny) (deny without prejudice)** the request.

ROLL CALL:

COMMISSION MEMBER JAMTAAS	Voted	(Aye) (Nay)
COMMISSION MEMBER WARD	Voted	(Aye) (Nay)
COMMISSION MEMBER INGALLS	Voted	(Aye) (Nay)

COMMISSION MEMBER FLEMING	Voted	(Aye) (Nay)
COMMISSION MEMBER MCCRACKEN	Voted	(Aye) (Nay)
COMMISSION MEMBER COPPESS	Voted	(Aye) (Nay)
CHAIRMAN MESSINA	Voted	(Aye) (Nay)

Motion to (approve with conditions)(approve without conditions)(deny)(deny without prejudice) carried by
a to vote.



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**COEUR D'ALENE PLANNING AND ZONING COMMISSION
FINDINGS AND ORDER**

S-3-25

INTRODUCTION

This matter came before the Planning and Zoning Commission on December 9, 2025, to consider S-3-25, a ten (10) lot preliminary plan known Subdivision known as "Junction at Kathleen".

APPLICANT: JUB Engineers, INC. Jeremy Russell

OWNER: Glacier 505, LLC (Parkwood)

LOCATION: +/- 15.8 Acres Zoned C-17 located at the northwest corner of Kathleen Avenue and Highway 95 in Coeur d'Alene

A. FINDINGS OF FACT:

The Planning and Zoning Commission finds that the following facts, A1 through A7, have been established on a more probable than not basis, as shown on the record before it and on the testimony presented at the public hearing.

A1. All public hearing requirements have been met for item S-3-25.

- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.
- Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025 seven days prior to the hearing.
- Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Fifty (50) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on November 21, 2025
- Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.
- Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate petroleum

products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline companies providing services within 1,000 feet of the subject property on November 21, 2025.

- The Planning and Zoning Commission will hold a public hearing on this matter on December 9, 2025.
- A2.** Glacier 505, LLC is requesting a ten (10) lot Preliminary Plat known as the “Junction at Kathleen” subdivision on +/- 15.8 acres. The project would allow for ten commercial lots with uses as allowed in the C-17 zoning district. No deviations from the Subdivision Code or Zoning Code have been requested. The owner anticipates this will be a phased project and the first phase will include Lots 1 through 4. For Phase 1, access will be off Kathleen Avenue alone. For future phases, access will be off Kathleen Avenue to the south and Building Center Drive to the south.
- A3.** The subject property is currently comprised of five (5) existing lots. The property is located at the northwest corner of Kathleen Avenue and US95 and has access from Kathleen Avenue and is adjacent to Building Center Drive. 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. There is an existing 50,000 square foot building on the property that has been used for warehouse and distribution services since it was constructed in 1979. The remainder of the site is undeveloped. It will be demolished as part of this project.
- A4.** As attested by the City Engineer, the preliminary plans submitted contain all the general preliminary plat elements required by the Municipal Code.
- A5.** City staff have reviewed and provided comments concerning the adequacy of provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities for particular consideration by the Planning and Zoning Commission. City staff have also provided recommended conditions to ensure code compliance for each phase of the project.
- A6.** The City Engineer has indicated that for the purposes of the preliminary plans, both subdivision design standards and improvement standards comply with municipal code.
- A7.** Planning staff have reviewed the applicable zoning district (C-17) for the lots proposed in the Preliminary Plat. There are no requested PUD deviations or Special Use Permit requests made in conjunction with the Subdivision application, and as such, the lots must meet the minimum standards of municipal code for the stated zoning.

(The commission should add other facts here which it finds are relevant to its decision.)

B. CONCLUSIONS OF LAW:

Based on the foregoing Findings of Fact, the Planning and Zoning Commission makes the following Conclusions of Law.

- B1. That all of the general preliminary plat requirements **(have) (have not)** been met as attested to by the City Engineer.
- B2. That the provision for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities **(are) (are not)** adequate.
- 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.
- B4. The lots proposed in the preliminary plat **(do) (do not)** meet the requirements of the applicable zoning district.

C. DECISION

The Planning and Zoning Commission, pursuant to the foregoing Findings of Fact and Conclusions of Law, has determined that the proposed preliminary plat **(does) (does not)** comply with the required evaluation criteria **(with conditions) (without conditions)**, and the request should be **(approved) (approved with conditions) (denied) (denied without prejudice)**.

Recommended conditions:

Engineering:

- 1. Any future development of this property and/or final plat(s) requested after the development of Lots 1 through 4, shall require additional traffic impact studies which will be reviewed by City staff. If approved, any resulting recommended mitigation will be completed at the expense of the owner for the proposed phase of development.
- 2. The final plat for Phase 1 shall include dedication of approximately 12 feet of right-of-way along the north side of Kathleen Avenue for the length of the subject property from the SE corner to the east edge of the new approach to create a uniform right-of-way for future road widening.

Planning:

- 3. Demolition of the existing building shall be completed prior to the Final Plat for Phase 1.

Water:

- 4. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional services will have cap fees due at building permitting.
- 5. The existing watermain will need to be abandoned at the southern property line prior to approval of any building permits. It may be utilized to serve one fire hydrant if desired.

6. All mains and fire hydrants for Phase 1 will be required to be installed prior to approval of any building permits. Services lines may be installed later as sizing requirements may change of time of development.
7. Sizing of the water main infrastructure is contingent on a hydraulic study of the project through JUB Engineering. 12" water main will be required to be installed throughout the project unless the hydraulic study states otherwise
8. An automatic flushing station will be required to be installed at the end of the 12" main with an adequate and approved place for drainage.
9. Any future development plats (beyond Lots 1 through 4) brought forward shall provide main lines and fire hydrants for the water connecting loop to the north and west of this property.
10. Each commercial lot will be required to have its own dedicated irrigation service as required per our standard specifications.

Wastewater:

11. Sewer policy requires a 20' wide sewer easement (30' if shared with City water) to be dedicated to the City for all City sewers in private roadways.
12. An unobstructed City approved "all-weather" access shall be required over all City sewers.
13. Proposed subdivision shall be required to comply with Sewer Policy requiring all legally recognized parcels to be assigned with a single (1) sewer connection complying with "One Lot, One Lateral" policy.
14. DEQ or QLPE to review and approve public infrastructure plans for construction as required by Idaho state code.
15. Cap any unused sewer laterals at the public main.

Trails and Urban Forestry:

16. If sidewalk along Kathleen is to be replaced, it shall be constructed as a 10' wide asphalt shared use pathway.
17. Final plats shall include street tree easements along Kathleen Avenue and US95 as referenced in PP-02 Easement Note #5. Street trees shall be provided and maintained by owners. Species and spacing to be reviewed and approved by the City's Urban Forester and included in property CCRs for consistency throughout the development.

(The commission may add other conditions.)

Motion by _____, seconded by _____, to adopt the foregoing Findings and Order **(approve with conditions) (approve without conditions) (deny) (deny without prejudice)** the request.

ROLL CALL:

COMMISSION MEMBER INGALLS	Voted	(Aye) (Nay)
COMMISSION MEMBER WARD	Voted	(Aye) (Nay)
COMMISSION MEMBER JAMTAAS	Voted	(Aye) (Nay)
COMMISSION MEMBER COPPESS	Voted	(Aye) (Nay)
COMMISSION MEMBER MCCRACKEN	Voted	(Aye) (Nay)
COMMISSION MEMBER FLEMING	Voted	(Aye) (Nay)
CHAIRMAN MESSINA	Voted	(Aye) (Nay)

Motion to (approve with conditions)(approve without conditions)(deny)(deny without prejudice) carried by
a to vote.