

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

MAY 13, 2014

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

The Planning 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: Jordan, Bowlby, Ingalls, Luttrupp, Messina, Ward, Conery, (Student Rep.) O'Brien(Alt. Student Rep. O'Brien)

APPROVAL OF MINUTES:

April 8, 2014

PUBLIC COMMENTS:

STAFF COMMENTS:

PUBLIC HEARINGS:

1. Applicant: Coeur Development, LLC
Location: Adjacent to the Landings at Waterford between Atlas & Huetter
Request: A proposed 470- lot preliminary plat known as "Aspen Trails"
QUASI-JUDICIAL, (S-5-14)

2. Applicant: Larry Fluet Revocable Trust
Location: Btwn I-90 and Lake Villa on E. side of City
Request:
 - A. A proposed 3.51acre annexation from County AS to City
R-8 (Residential at 8 units/acre) & R-17
(Residential at 17 units/acre) zoning district
QUASI-JUDICIAL, (A-4-14)

 - B. A proposed zone change from County AS to City R-3
Residential at 3 units/acre), R-8 (Residential at 8 units/acre)
and R-17 (Residential at 17 units/acre) zoning district
QUASI-JUDICIAL, (ZC-1-14)

- C. A proposed 18-lot preliminary plat "Lilac Glen"
QUASI-JUDICIAL, (S-6-14)

- D. A proposed 13 acre PUD "Lilac Glen"
QUASI-JUDICIAL, (PUD-3-14)

*** ITEM'S PUD-3-14, S-6-14, A-4-14 & ZC-1-14 CONTINUED TO NEXT
PLANNING COMMISSION MEETING ON JUNE 10, 2014***

WORKSHOP:

- 1. Sidewalks
- 2. Oath of Office
- 3. Signage on property between 1st and 2nd street
- 4. Streamlining public hearings
- 5. Subdivision findings

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 Shana Stuhmiller at (208)769-2240 at least 24 hours in advance of the meeting date and time.***



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**PLANNING COMMISSION
MINUTES
APRIL 8, 2014
LOWER LEVEL – COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

Brad Jordan, Chairman
Heather Bowlby, Vice-Chair
Michael Ward
Peter Luttrupp
Tom Messina
Jon Ingalls
Grant Conery, Student Rep.
Cole O'Brien, Alt. Student Rep.

STAFF MEMBERS PRESENT:

Sean Holm, Planner
Tami Stroud, Planner
Shana Stuhlmiller, Public Hearing Assistant
Warren Wilson, Deputy City Attorney
Gordon Dobler, Engineering Services Director

COMMISSIONERS ABSENT:

None.

CALL TO ORDER:

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

APPROVAL OF MINUTES:

Commissioner Bowlby noted a change on page 3 that referred to the Fire Department comments. She suggested some additional language to be added to that comment.

Commissioner Ingalls stated that after reviewing the minutes and findings for The Revel PUD, a 24th condition was omitted from both the minutes and findings.

Motion by Ingalls, seconded by Bowlby, to approve the amended minutes of the Planning Commission meeting on March 11, 2014. Motion approved.

COMMISSION COMMENTS:

There were none.

PUBLIC COMMENTS:

Susie Snedaker stated that she attended the planning commission meeting last December and inquired about a property between Second and Sherman Avenue. She feels that if the property is city owned, a sign should be placed stating that it's public property.

STAFF COMMENTS:

Planner Stroud announced the up-coming items scheduled for the May 13th Planning Commission meeting.

Chairman Jordan inquired why the commission comments were removed from the agenda.

Deputy City Attorney Wilson stated that it was his decision. He explained that if a planning commissioner wants to discuss a topic, it should be added to the agenda for next month, so if a citizen sees it will have a chance to comment.

Commissioner Luttrupp requested for staff to add a “discussion” item to the Planning Commission agenda for May 13th with the topic “Oath of Office”. He explained with the addition of two new Planning Commissioners, he feels it is important for them to take their Oath of Office during a Planning Commission meeting.

Deputy City Attorney Wilson stated that commissioners Ingalls and Ward took their oath after a workshop that the city clerk attended and he asked if she had time to perform the oath. He stated that this was convenient for staff otherwise she would have had to attend one of our evening meetings.

Chairman Jordan stated that a new cell tower located on Lakeshore Drive, approved by the planning commission last year, looks like a red fir tree. He compared the old blue cell tower to the east of the new tower and commented that cell tower designs have improved.

OTHER:

Approval of findings for PUD-2-14 and S-4-14 (Revel), A-2-14, (Forest Service)

Motion by Ingalls, seconded by Ward, to approve the findings for PUD-2-14. Motion approved.

Motion by Ingalls, seconded by Ward, to approve the findings for Item S-4-14. Motion approved.

Commissioner Luttrupp stated that last month he voted against the approval of this request and would like a roll call done to have that on the record.

Deputy City Attorney stated that is not necessary since the findings reflect that vote at the hearing on March 11th.

Commissioner Bowlby stated that she also denied this request and concurs with Commissioner Luttrupp a roll call should be done.

ROLL CALL:

Commissioner Bowlby	Voted	Nay
Commissioner Ingalls	Voted	Aye
Commissioner Luttrupp	Voted	Nay
Commissioner Ward	Voted	Aye
Chairman Jordan	Voted	Aye

Motion to approve carried by a 3 to 2 vote.

Motion by Bowlby, seconded by Luttropp, to approve the findings for Item A-2-14. Motion approved.

ADMINISTRATIVE ITEMS:

1. Applicant: CDA Enterprises, LLC
Location: Lt 1, Blk 1 Fruitlands 2nd Add.
Request: A proposed 1-lot prelim plat "Fruitlands 2nd Add.
SHORT PLAT (SS-4-14)

Engineering Services Director Dobler presented the staff report and then asked if the Commission had any questions.

Commissioner Luttropp inquired if this was the same developer who brought the request forward last year asking for approval of a parking lot, which is now the home for Golden Corral restaurant.

Mr. Dobler stated that is correct.

Motion by Bowlby, seconded by Ingalls, to approve Item SS-4-14. Motion approved.

PUBLIC HEARINGS

1. Applicant: Rivers Edge Apartments, LLC
Location: 2772 W. Seltice Way
Request:
 - A. A proposed 3.84 annexation from County I to City C-17
QUASI-JUDICIAL (A-3-14)
 - B. A proposed R-34 Density Increase special use permit in
the C-17 zoning district
QUASI-JUDICIAL (SP-1-14)

Planner Stroud presented the staff report and answered questions from the Commission.

Commissioner Bowlby inquired in the staff report - under sewer comments - it states that sewer capacity has yet to be determined.

Mr. Dobler explained that these comments need to be brought to your attention and feels confident that sewer will be available to this project.

Commissioner Ingalls stated that he agrees with staff a "heads-up" to the developer is a nice service that that the city provides that there may be an issue with the project and can be addressed before building permits are issued.

Commissioner Luttropp stated that this application is a two-step process. He feels that the annexation should be approved first, so when it goes to council there won't be any surprises. For example, Lake Forest annexation was heard by council last week, and during that hearing, the council wanted to address the issue of an additional park, and was told by staff that the zone was already set that did not allow a park. He feels this puts council in a bad situation.

Deputy City Attorney Wilson explained that the approval of annexations and zone changes go forward to council automatically and that this process has been done for a long time. He stated that the process can be changed in the future, but until that is done, this is the process we have to work with now.

Public testimony open:

Ray Kimball, applicant representative, stated staff made a great presentation. The applicant is aware of the problems with sewer and the street improvement. He appreciates that staff has informed them early of problems and confident they will be resolved once building permits are ready to be issued. He explained that this property has changed ownership in the past years, with the applicant determined to protect the views and vistas with the design of the building. He presented a copy of the site plan and explained that there are 70 to 80 foot trees along the property that will not be removed. He addressed the design of the building with the apartments separated by a clubhouse with parking provided underneath the building. He explained the benefits of having parking under the building that will provide more open space instead of a parking lot. The building does have five stories but will be camouflaged by the 70 foot trees that border the property. Trail access along Seltice Way is an issue and it is the desire of the applicant to work with staff to promote connectivity. Connectivity is an important element for this project so people living in these units can safely walk to various areas in the city.

Commissioner Ingalls stated that he concurs with staff's recommendations regarding the issue with sewer and water and feels these issues can be resolved. He does have an issue with the R-34 special use permit. He explained that when Meadow Ranch was approved a few years ago, people testified at the hearing who owned commercial business around this development, and how these developments would mix.

Mr. Kimball explained that this property is zoned Industrial in the county and in the past, when trying to get permits for work on this property, it comes with a large price tag. He described the land next to this parcel which was used as a dumping site by the mill and that this is the only buildable area on the entire lot.

Commissioner Bowlby commented that she wanted to address "spot zoning" and remembers when the river district was approved for commercial projects and hearing comments that the city has too much commercial. She stated she likes the idea of parking provided underneath the buildings to allow more open space available rather than pavement. She feels that the bulk of a five story building is a problem and concurs with staff that it is the responsibility of the applicant to pay for the additional lines for sewer and water.

Mr. Kimball stated that the applicant is aware of the extra costs associated with this project.

Commissioner Ward inquired if the applicant could explain how the Prairie Trail will be connected to this development.

Todd Whipple, applicant, stated they have discussed a partnership with LCDC on ideas how this property can connect with the trail which is an important element for this development. He explained that this is a small property designed for a small footprint and that was a challenge. He stated if the R-34 special use permit is not approved, they would still have the same design of the building that would provide 64 apartments double the parking. The underground parking will be a win/win for everyone by providing parking and more open space.

Commissioner Luttrupp inquired about future signalization.

Mr. Whipple stated that he has discussed with staff a future signal on Atlas and that is not an issue.

Commissioner Luttrupp feels that the applicant has put a lot of thought into the design of this property, but feels this is not the right fit.

Mr. Whipple stated this property is one of the “scattered pieces” left over from the “Chesron vision” and when the economy fell apart, that vision went away. He explained that this property was a left-over logging area used as a disposal site for the mill. He stated this property is buildable and designed to provide the best design possible.

Rita Sims-Snyder stated she owns a commercial business across the street from this property and feels that this project is not compatible with the area. She explained that at their business, they have an outdoor paging system used throughout the day, plus bright lights at night. People living in these apartments might have complaints and this is not a good fit. She feels that this corridor along Seltice Way should be protected for the future business that will locate to this area. She stated after looking at the site plan submitted by the applicant, that there is not enough open space provided and if this project is approved, how will this area look in five years. She questioned why when her business was approved, staff required sidewalks along their property, and then listed other properties in the area that didn't have to provide sidewalks. She inquired what the criteria used by staff to provide sidewalks is.

Commissioner Luttrupp inquired if Ms. Sims-Snyder is against the entire project.

Ms. Sims-Snyder answered that C-17 works, but can't support the R-34 density increase.

Susie Snedaker stated that she has a problem with the bulk of the building and requested that the commission deny the project.

Rebuttal:

Mr. Whipple stated that he feels this design is the best use of the property. He addressed the nuisances in the area and feels lighting should not be a problem since all commercial projects are told by staff that downward lights are required. The trees along Seltice will be a natural buffer and that people who live in these units will be aware this property is in a commercial zoned area. He explained that the right-of-way is within the LCDC right-of-way and why a partnership is needed to provide connectivity to the Centennial Trail.

Commissioner Bowlby inquired how far the building will be from Seltice.

Mr. Kimball estimated 70 feet.

Commissioner Bowlby inquired how much open space will be provided.

Mr. Kimball estimated 50% impervious. He explained using the site plan that the building will be sitting on a slope which will allow more open space.

Chairman Jordan inquired how important LCDC money is for this project to go forward.

Mr. Whipple answered that they have other resources with the goal being connectivity all the way down Seltice. They want to utilize their resources.

Commissioner Ingalls feels that the dealership across from the property needs to comply with the rules regarding noise and lighting. He stated that he is struggling with the massive size of the building.

Deputy City Attorney Wilson explained that people who live near commercial zoned areas are not protected as much as in other residential districts. Living near a commercial business; there will be a degree of noise.

Commissioner Bowlby inquired if staff could name other areas in the city with a similar project.

Deputy City Attorney Wilson stated there is Coeur d'Alene North Apartment's downtown and the two towers across from city hall. He explained these projects are downtown which is under a different code, but similar.

Commissioner Bowlby stated that she would like to see trees and different plantings behind the building. This would camouflage the back of the building, so it doesn't look like a big wall.

Commissioner Luttrupp stated that he supports the annexation with conditions, but for reasons listed on page 12 of the staff report, he can't support the special use permit.

Chairman Jordan stated that he would like City Engineer Dobler to attend the Planning Commission meeting next month to discuss sidewalks.

Public testimony closed:

Discussion:

Chairman Jordan stated that he is comfortable with the C-17 zone and the special use permit. He feels that this piece of property is a challenge and that the applicant will provide something that looks nice when finished.

Commissioner Ingalls stated that he is not concerned with the compatibility between this project and the surrounding commercial businesses along Seltice. The folks who live near businesses should expect some noise. He is comfortable with both requests.

Chairman Jordan stated that he is comfortable with the approval based on the site plan that was submitted by the applicant. The site plan gives more control.

Commissioner Ward stated that the size and the bulk of the building is not a concern for him.

Commissioner Luttrupp stated that he would like to know how many trees will be saved on the property and he would like to ask the applicant.

Deputy City Attorney Wilson explained that public testimony was closed and a motion would be required needed to reopen testimony.

Motion by Luttrupp to reopen testimony.

There was not a second to Commissioner Luttrupp's motion and the motion failed.

Chairman Jordan inquired if this is approved, he would like to see a condition added to save as many trees on the property as possible.

Deputy City Attorney Wilson explained that if the commission feels that this should be a condition, they could request to retain the existing trees on the site plan.

Commissioner Ingalls stated that before making a motion, he would like to add the following conditions:

- Participation in the signalization of the adjacent Atlas Road/Seltice Way intersection.
- Sewer study will be required to assure there would be sewer capacity for the additional density on the site.
- Flow testing may be required to determine that there is adequate water supply for the proposed development, which is the applicant's responsibility.

Motion by Ingalls, seconded by Luttrupp, to approve Item A-3-14. Motion approved.

ROLL CALL:

Commissioner Bowlby	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Luttrupp	Voted	Aye
Commissioner Ward	Voted	Aye

Motion to approve carried by a 4 to 0 vote.

Commissioner Ingalls stated he would like to add the following conditions to the special use permit:

- The proposed project must adhere to the site plan as depicted on the record for item SP-1-14.
- Retaining the existing tree cover and/or plant new trees, outside the building envelope, as depicted on the site plan.

Motion by Ingalls, seconded by Ward, to approve Item SP-1-14. Motion approved.

ROLL CALL:

Commissioner Bowlby	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Luttrupp	Voted	Nay
Commissioner Ward	Voted	Aye

Motion to approve carried by a 3 to 1 vote.

2. Applicant: Jennifer McMeekan
Location: 1583 W. Dalton Avenue
Request: A proposed Community Education special use permit in the R-12 zoning district
QUASI-JUDICIAL (SP-2-14)

Planner Holm presented the staff report and answered questions from the commission.

Commissioner Luttrupp inquired what the time-frame for a special use permit is.

Deputy City Attorney Wilson explained that this property has had two different uses through the years; a church and a daycare. The special use permit expires in one year.

Public testimony open:

Jennifer McMeekan, applicant, stated that she is requesting to open a Montessori school for preschool and kindergarten children. This will be the first Montessori school in Coeur d'Alene that will provide quality education to preschool children. She then asked if the commission had any questions.

Commissioner Bowlby inquired if she could estimate how many students will attend the school.

Ms. McMeekan stated she would estimate 75 students.

Motion by Bowlby, seconded by Luttrupp, to approve Item SP-2-14. Motion approved.

ROLL CALL:

Commissioner Bowlby	Voted	Aye
Commissioner Ingalls	Voted	Aye
Commissioner Luttrupp	Voted	Aye
Commissioner Ward	Voted	Aye

Motion to approve carried by a 4 to 0 vote.

3. Applicant: City of Coeur d'Alene
Request: Below grade residential units in the
NC & CC zoning districts
LEGISLATIVE (0-1-14)

Deputy City Attorney Wilson presented the staff report and then asked if the Commission had any questions.

The commission had no comments.

Motion by Bowlby, seconded by Ward, to approve Item 0-1-14. Motion approved.

ADJOURNMENT:

Motion by Bowlby, seconded by Luttrupp, to adjourn the meeting. Motion approved.

The meeting was adjourned at 9:00 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant

**PLANNING COMMISSION
STAFF REPORT**

FROM: TAMI STROUD, PLANNER
DATE: MAY 13, 2014
SUBJECT: S-5-14 – “ASPEN TRAILS” - 470-LOT PRELIMINARY PLAT SUBDIVISION
LOCATION: +/- 144 ACRE BETWEEN ATLAS AND HUETTER ROADS AND SOUTH OF THE LANDINGS AT WATERFORD SUBDIVISION.

APPLICANT/OWNER:

Coeur Development
1859 N. Lakewood Dr. #301
Coeur d’Alene, ID 83814

DECISION POINT:

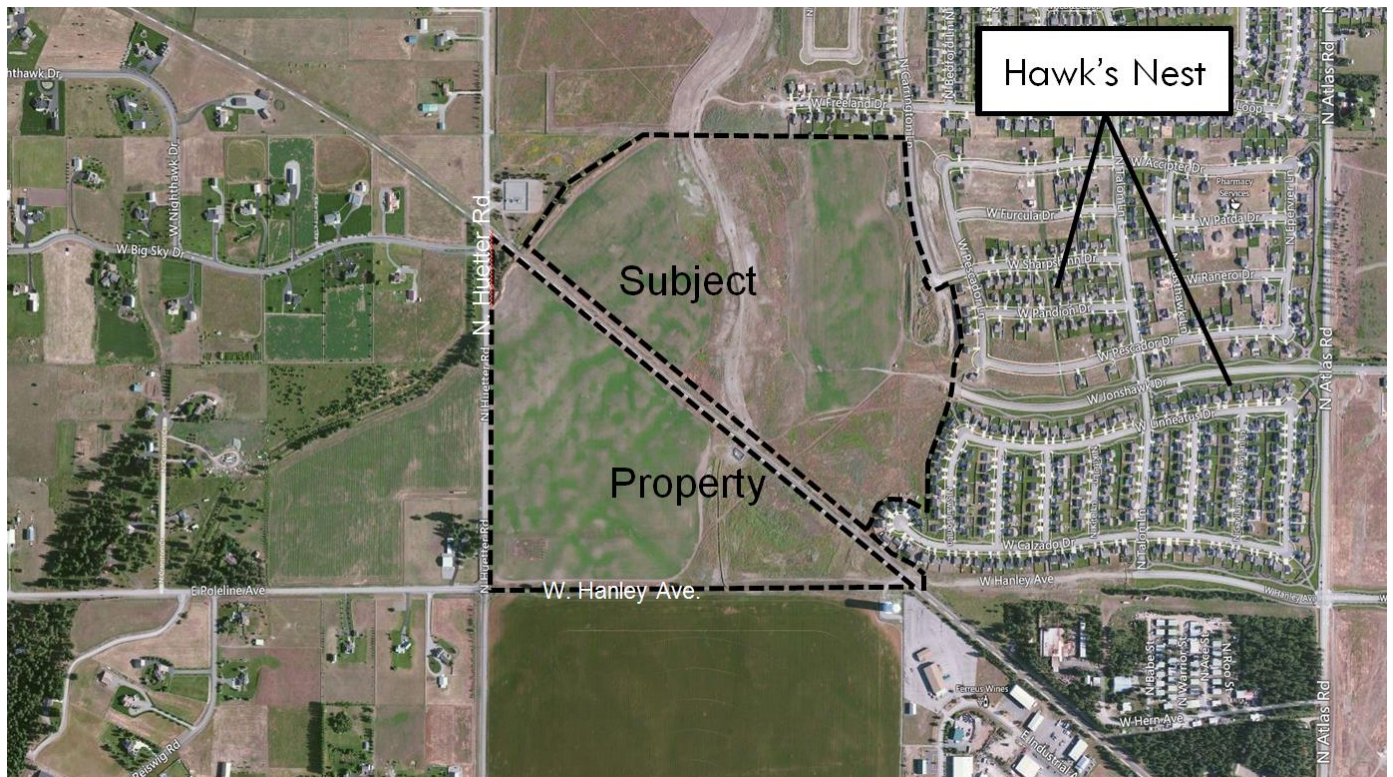
Coeur Development is requesting the approval of "Aspen Trails" a 470-lot Preliminary Plat on +/- 144 acres to be built in 13 phases with the following elements:

- A. 470 lots zoned R-8 and built to a gross density of 3.26 units per acre.
- B. A 7.5 acre neighborhood park.
- C. A ped/bike trail system throughout the development.
- D. Approximately 16.47 acres of open space for perimeter and buffer landscaping.
- E. Extension of Hanley Avenue from Atlas Road to Huetter Road.

GENERAL INFORMATION:

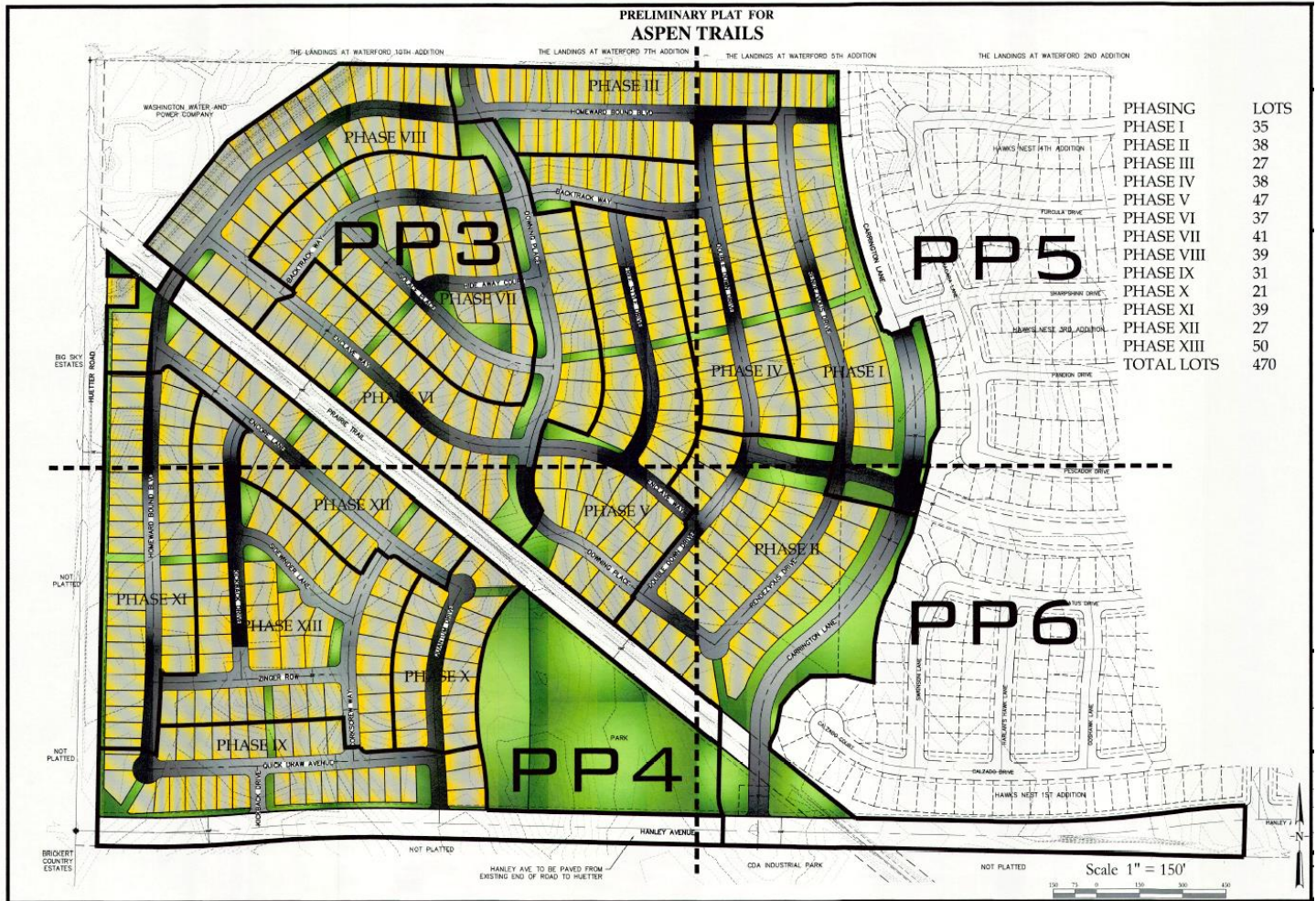
The subject property is located between Atlas and Huetter Roads and south of the Landings at Waterford subdivision. In 2006, Hawks Nest subdivision was platted into 867 lots. 477 of those lots were developed and have been mostly built on. The proposed subdivision has been reconfigured to replat a 470- lot subdivision known as “Aspen Trails”.

Aerial photo:

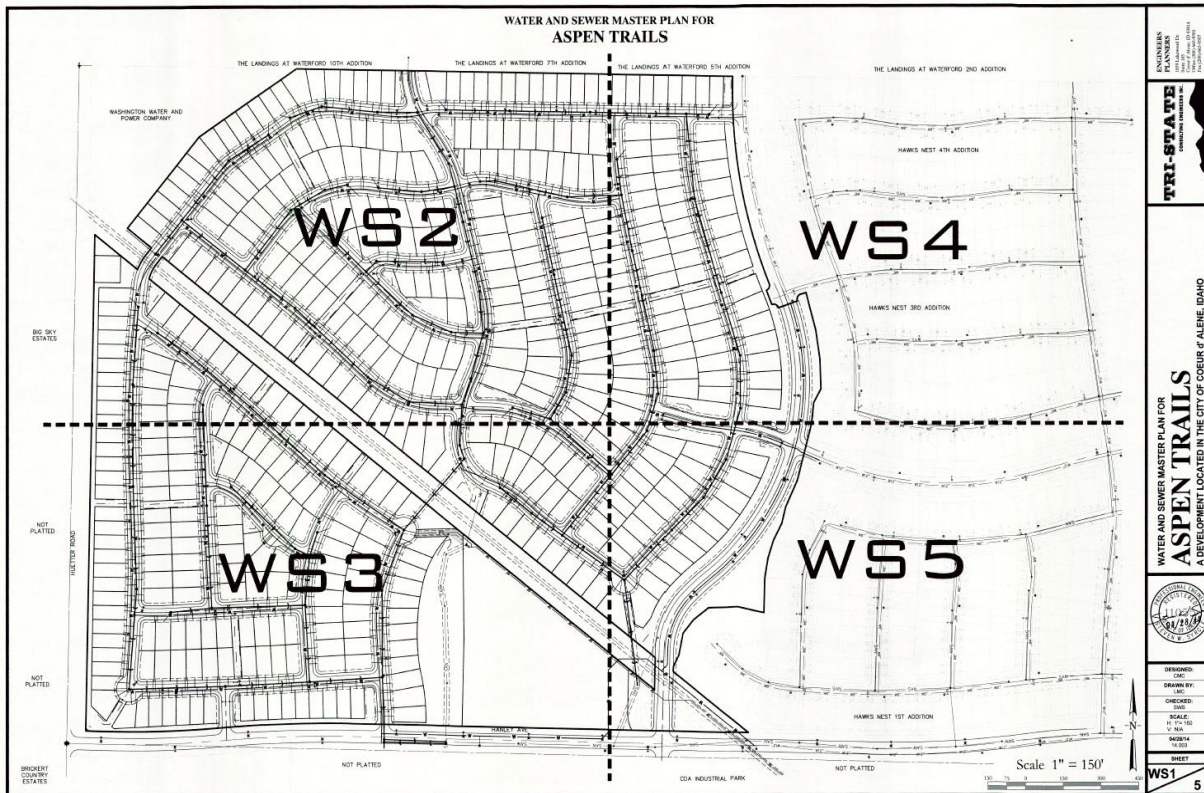


REQUIRED FINDINGS:

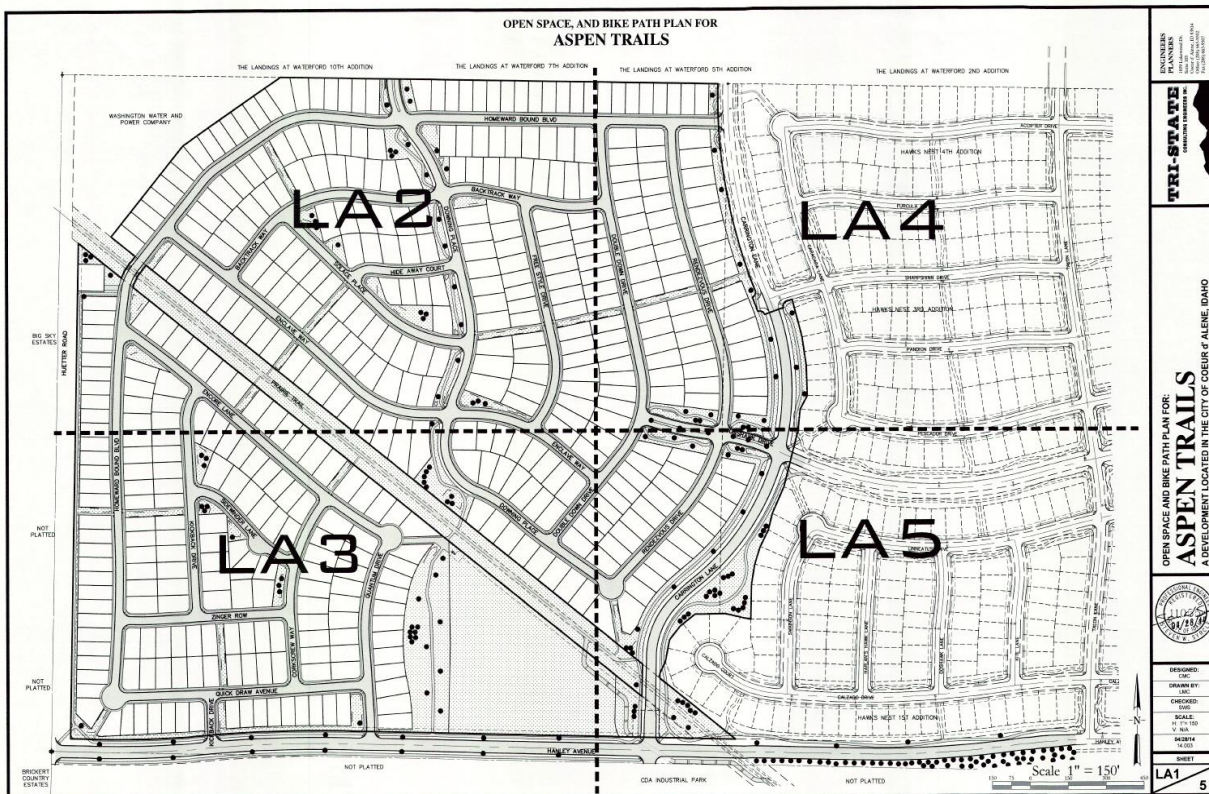
- A. **Finding #B8A: That all of the general preliminary plat requirements (have) (have not) been met, as attested to by the City Engineer.**
1. Per Gordon Dabler, City Engineer, the preliminary plat submitted contains all of the general information required by Section 16.12.020 of the Municipal Code, General Requirements.
 2. Proposed Preliminary Plat "Aspen Trails":



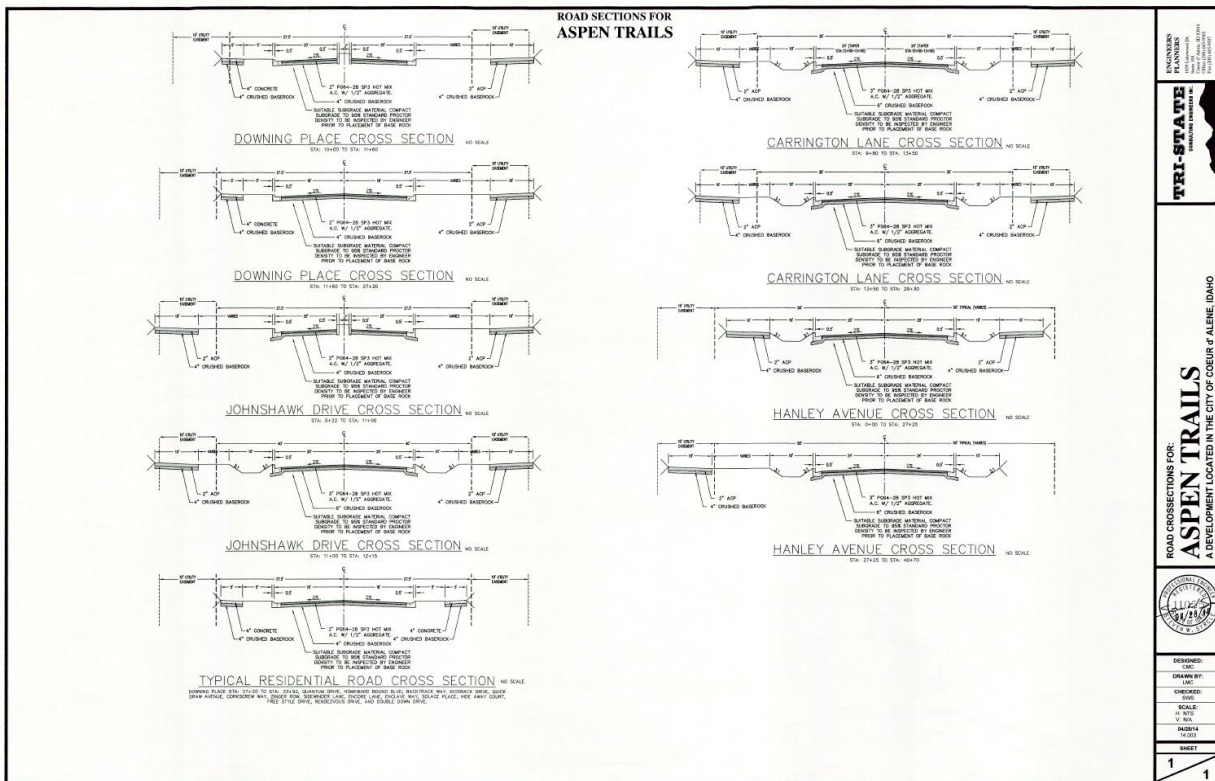
Aspen Trails Water and Sewer Master Plans:



Aspen Trails Open Space and Bike Paths:



Aspen Trails Road Sections:



Evaluation: The Planning Commission must determine, based on the information before them, whether all of the general preliminary plat requirements have or have not been met, as attested to by the City Engineer.

B. Finding #B8B: That the provisions for streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, and utilities (are) (are not) adequate.

WATER

There is sufficient capacity in the public water system to provide domestic, irrigation and fire flow to the proposed subdivision. The subdivision will require the installation of additional water infrastructure in the form of new water mains, fire hydrants, domestic services and any potential irrigation services. All expenses for such improvements will be the responsibility of the developer.

As a condition of development, a new level, graded well lot, above known flood plain with sufficient road access, will need to be dedicated in replacement of the existing well lot which is potentially in proposed roadway access. The developer will be required to properly abandon the test well on the existing well lot per state standards. All applicable water rights, domestic or irrigation for the plat, if not already done so, will need to be transferred to the city.

-Submitted by Terry Pickel, Assistant Water Superintendent

SEWER

Based on the Preliminary Plat stamped and dated 03/26/2014 most of the concerns have been addressed by the Applicant with the exception of the following:

1. The Applicant is required install a manhole at the future intersection of Hanley and Quantum and extend the 15" public sewer with a temporary tee (future Huetter Interceptor) to the southerly Hanley Avenue Right-of-Way Line.

Evaluation: *The 2013 Wastewater Collection System Master Plan identifies Junction #232 as the sanitary sewer manhole (head-works) to the Huetter Interceptor. Junction #232 currently has an invert target elevation of 2244.88' (NGVD29). This target elevation is a requirement in order to permit the subject property and adjacent Hawks Nest development to have positive drainage without pumping. This will reduce ultimate build-out sewer demands on the City owned and operated Hawks Nest Pump Station. Extending the pipe with temporary tee per City Standards to the southerly right-of-way line should minimize disturbance of Hanley Avenue when the future Huetter Interceptor is constructed.*

2. Per Sewer Policy # 713, the Applicant is required to pave an all-weather access over the existing public sewer within the proposed park east of Quantum Drive.

Evaluation: *Sewer Policy #713 requires an accessible all weather vehicular route to be provided to all off street manholes. A 10' wide asphalt trail centered directly over the public sewer line will permit City crews year round unobstructed maintenance access to the public sewer.*

3. Connection to the Public Deep Sewer Infrastructure in Downing Lane will not be permitted.

Evaluation: *In accordance to the 2013 Wastewater Collection System Master Plan Update, the entire subject property ultimately discharges their wastewater into the Huetter Interceptor. This will reduce demand on the existing Hawks Nest Pump Station, increase the pump station's useful life and reduce the long term operating costs to the City. Until the Huetter Interceptor is constructed, operations can continue to use the pump station on an interim basis.*

-Submitted by Mike Becker, Utility Project Manager

STORMWATER

City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.

Evaluation:

1. The stormwater management plan, with swale location, sizing and justifications, is required to be a component of any infrastructure plan submittal for the subject property. All swale upkeep and maintenance will be the responsibility of the homeowners/property owners association for the subdivision. If there is no association, all stormwater maintenance will be the responsibility of the individual lot owners. City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.
2. Although is it the developer's prerogative on the design of the stormwater treatment/containment facilities, the preference of the City would be for them to utilize a centralized swale area to facilitate ease of maintenance.

TRAFFIC

The ITE Trip Generation Manual estimates the project at build out may generate approximately 4,474 trips per day. A.M. and P.M. peak hour generation rates could be upwards of 360 and 480 trips per day respectively.

Evaluation: *At build out, adjacent and connecting streets will accommodate the additional traffic volume. Completion of the Carrington Lane/Hanley Avenue connection and the extension of Jonshawk Drive will facilitate initial traffic flow through the proposed development, and, completion of the Hanley Avenue corridor to the intersection with Huetter Road will facilitate general traffic movements to the west.*

STREETS

1. The proposed subdivision is bordered by Carrington Lane on the east, undeveloped Hanley Avenue right-of-way on the south and Huetter Road on the west.

Evaluation: *The completion of Carrington Lane, and, the portion of Hanley Avenue from Carrington to*

the existing Hanley Avenue to the east will be required to be completed with the initial construction of the development. This connection was required to have been completed with the previous phase of the underlying, adjoining, Hawk's Nest development but never was. This connection is required to facilitate traffic flows into and out of the development, through a signalized intersection. The road sections to be constructed are the full sections depicted in the plan submittal. A temporary channelization may be required in the area of the future Prairie Trail "tunnel/trail crossing", however, the developer can work with the City Engineer to facilitate that connection.

2. Hanley Avenue to the west from Carrington Lane to Huetter Road is a major east/west arterial connection that is in need of construction. It is identified in the KCAT (Kootenai County Area Transportation) study and was previously to have been completed with the underlying development's Phase 6.

Evaluation: *Any development (designated phasing, or, park construction) that occurs to the south of the Prairie Trail multi-use path will require the construction and completion of the Hanley Avenue connection to Huetter Road.*

3. Street names are under the purview of the Kootenai County Building & Planning Department, and, all street names must receive their approval prior to use.

Evaluation: *An approved street name list, signed and stamped by Kootenai County, must be submitted to the City prior to any naming of streets in the proposed development. Roadways that are a continuation from the development to the north (Landings), must contain the same designation (i.e.: road, street, lane, etc). All proposed street names are required to conform to the approved designations noted in Section 12.40.025 of the City Code.*

4. The developer is proposing a median island in Downing Place, at the northerly junction with the Landings at Waterford subdivision.

Evaluation: *If the developer desires to construct this type of median feature in the noted roadway, it must be located south of "Homeward Bound" street, and the lane widths on each side of the median must be a minimum of twenty feet (20') to meet fire department access requirements.*

5. Two principal streets in the development are Carrington Lane (N/S collector), and, Hanley Avenue (E/W arterial),

Evaluation: *Carrington Lane is required to be constructed to a forty foot (40') street width with six foot (6') bike lanes signed and striped on both sides, from the street noted as Homeward Bound, south to Hanley Avenue, per the approved City bike plan.*

Hanley Avenue is required to be constructed to a forty eight foot (48') street width from Talon Lane westerly to Huetter Road. Hanley Avenue at both the Talon and Huetter intersections will be required to be four lanes with dedicated striped turn lanes per the City Engineer's direction. Bike lanes, six feet (6') in width will also be required to be striped and signed on the roadway from Talon to Huetter.

6. Hanley Avenue which is being constructed along the southerly boundary of the proposed development, is a major east/west arterial roadway running from Dalton Gardens, through Coeur d'Alene and Post Falls, almost to the ID/WA border. Eventual completion of this roadway will carry a large volume of local commuting traffic and will impact a number of intersections over its course of travel. The proposed development will create an impact on the intersection of Hanley Avenue and Huetter Road at the subdivision's southwesterly corner.

Evaluation: *The developer shall design and install a signalized intersection at Carrington and Hanley when Hanley is extended to Huetter. The signal and intersection shall be constructed to extend to the southerly curb radius of the south leg of Carrington. If the permanent north and east legs of the intersection are constructed prior to the extension of Hanley, then the signal must be designed and the permanent underground facilities installed on those legs.*

SUBDIVISION IMPROVEMENTS

1. The gross surface area of the proposed development is +/- 140 acres of rolling agricultural fields that is intended to be divided up into thirteen (13) separate phases and a +/- 7.5 acre park.

Evaluation: Due to the size of the development, and, in order to have broad plan for the entire site, submission of a mass grading plan will be required for the entire development. This plan will need to be approved prior to the movement of any material on the site. Grading of the site in any manner that impacts the adjacent developments will not be allowed.

2. Due to the arterial classification of Hanley Avenue, and its importance as a major east/west roadway, the future intersections of Carrington/Hanley, and, Hanley/Huetter will be signalized.

Evaluation: Design of the Carrington/Hanley traffic signal will be a requirement of the Phase I improvements, as well as installation of the underground infrastructure for the "3-legs" of the signal. The balance of the "3-legs" of the signal installation cost will be required paid to the City and retained for such time that the above ground superstructure is required to be installed. Fees "in-lieu" will be required to be paid for the easterly "leg" of the Hanley/Huetter intersection signal at the time that Hanley Avenue is constructed to the west of Carrington Lane which will occur with any development south of the Prairie Trail multi-use path.

3. The original annexation agreement for the subject property allowed for the payment of annexation fees at the time of final plat approval.

Evaluation: Per the agreement, prior to the final plat of any phase of the development being presented to the City Council for final plat approval, payment of \$750.00/lot is required to occur. Upon receipt of funds, the final plat will be scheduled for the next available Council meeting.

4. The proposed development contains large amounts of open space, trails, common and landscaped areas, and, centrally located community drainage swales.

Evaluation: A homeowners association will be required to be formed prior to recordation of the initial phase final plat in order to provide upkeep, maintenance, repair and rehabilitation to the noted areas.

Submitted by Chris Bates, Engineering Project Manager

PARKS

The Parks Department is requiring that the Bike Paths/Trails be constructed to meet City standards as shown on the April 28th, 2014, revision of the preliminary plat. The applicant shall construct the trail along Huetter Road adjacent to the subdivision when any development occurs to the south of the Prairie Trail multi-use path. If the trail along Huetter Road is not constructed, a fee in lieu of will be required prior to development on the south side of the Prairie Trail.

PLANNING

All lots in the proposed subdivision that are double frontage lots and will have to meet the requirements of Section 16.20.240 of the Municipal Code, which requires an easement at least 10-feet wide for a planting screen that must be landscaped in accordance with Section 17.06.830 of the buffer yard standards in the zoning ordinance for all double frontage lots. A landscaping plan must be approved by the Planning Department with improvements installed or bonded for, prior to approval of the final plat for each phase. Lots adjoining Huetter Road, Hanley Avenue, and Rendezvous Drive are double frontage lots. All double frontage lots are required to comply with the planting screen standards of the Subdivision Ordinance.

1. A 10-foot wide planting screen easement on all double frontage lots shall be dedicated on the final plat as a tract.
2. A landscaping plan, pursuant to Section 16.20.240 of the Municipal Code, for all planting screen easement areas must be approved by the Planning Department with improvements installed or

bonded for by the applicant, prior to approval of the final plat for each phase of development.

3. The planting screen areas will be the responsibility of the homeowner's association to maintain.

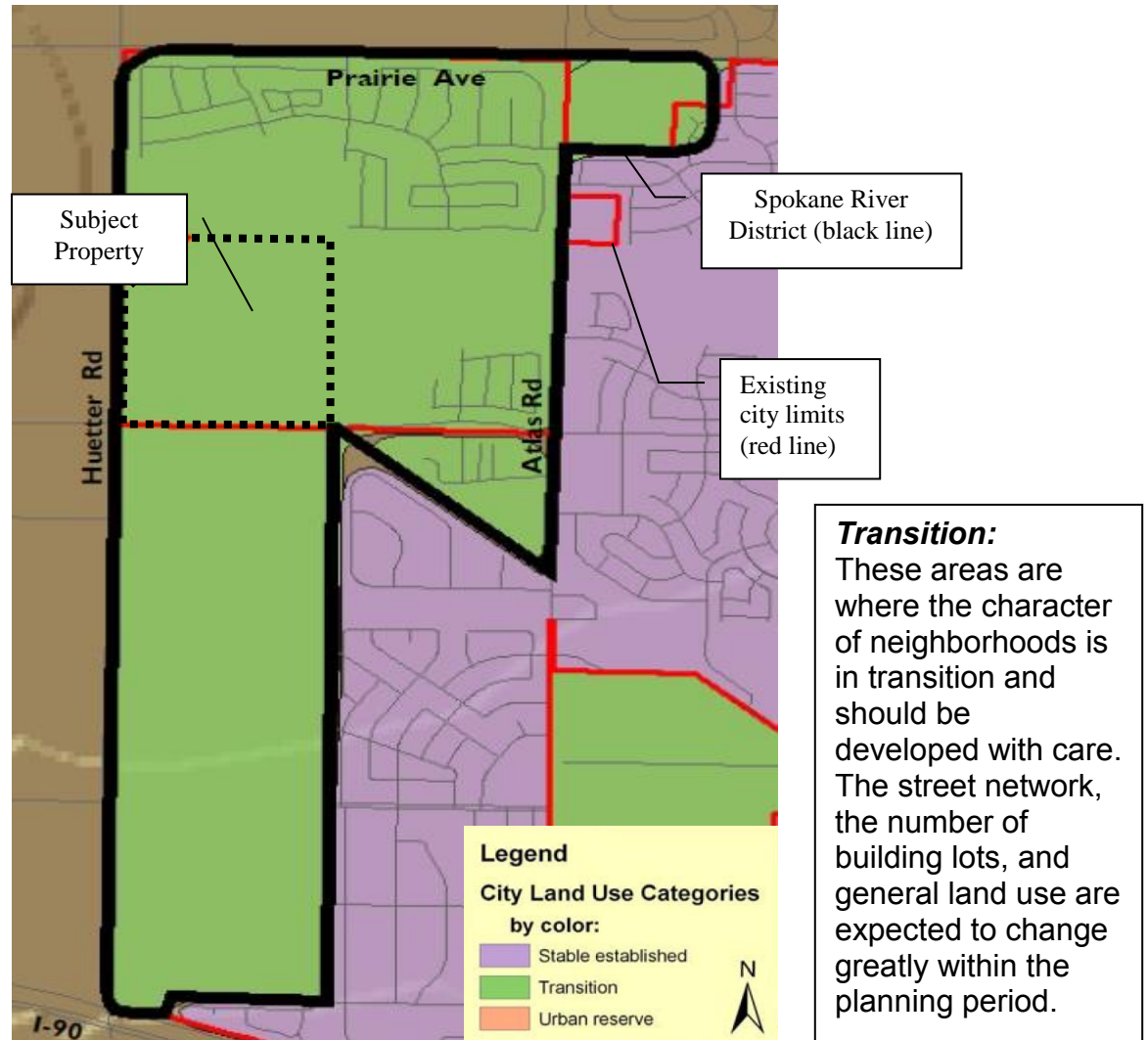
FIRE

The Fire Department works with the Engineering and Water Departments to ensure the design of any proposal meets mandated safety requirements for the city and its residents. 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 and/or building permit approval, utilizing the currently adopted International Fire Code (IFC) for compliance. *Submitted by Bobby Gonder, Fire Inspector*

Evaluation: *The Planning Commission must determine, based on the information before them, whether the provisions for streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, and utilities are or are not adequate.*

C. Finding #B8C: That the preliminary plat (is) (is not) in conformance with the Comprehensive Plan as follows:

1. The subject property is within the existing city limits.
2. The City Comprehensive Plan Map designates the subject property as Atlas-Prairie Transition



Atlas-Prairie Tomorrow

Generally, this area is envisioned to be a residential area, lower in density, which develops with interconnected neighborhoods providing a mix of housing choices.

The characteristics of Atlas-Prairie neighborhoods will be:

- That overall density may approach four to five residential units per acre (4-5:1), however, pockets of higher density housing and multi-family units are appropriate incompatible areas.
- Annexing requires careful evaluation of infrastructure needs.
- Open space, parks, and pedestrian and bicycle connections will be provided.
- Developments adjacent to the Area of City Impact (ACI) boundary will provide for a distinctive entrance to the city.
- Neighborhood service nodes where appropriate.
- The street network will be interconnected, defining and creating smaller residential blocks and avoiding cul-de-sacs.
- A bypass study is underway to determine how traffic will be distributed to ease pressure from US 95.

COMPREHENSIVE PLAN GOALS & OBJECTIVES:

Goal #1: Natural Environment

Our Comprehensive Plan supports policies that preserve the beauty of our natural environment and enhance the beauty of Coeur d'Alene.

Objective 1.11

Community Design:

Employ current design standards for development that pay close attention to context, sustainability, urban design, and pedestrian access and usability throughout the city.

Objective 1.12

Community Design:

Support the enhancement of existing urbanized areas and discourage sprawl.

Objective 1.14

Efficiency:

Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.

Goal #2: Economic Environment

Our Comprehensive Plan preserves the city's quality workplaces and encourages economic growth.

Objective 2.05

Pedestrian & Bicycle Environment:

Plan for multiple choices to live, work, and recreate within comfortable walking/biking distances.

Goal #3: Home Environment

Our Comprehensive Plan preserves the qualities that make Coeur d'Alene a great place to live.

Objective 3.01

Managed Growth:

Provide for a diversity of suitable housing forms within existing neighborhoods to match the needs of a changing population.

Objective 3.04

Neighborhoods:

Encourage the formation of active neighborhood associations and advocate their participation in the public process.

Objective 3.05

Neighborhoods:

Protect and preserve existing neighborhoods from incompatible land uses and developments.

Objective 3.08

Housing:

Design new housing areas to meet the city's need for quality neighborhoods for all income and family status categories.

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management in city government.

Objective 4.06:

Public Participation:

Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision making process.

Evaluation: *The Planning 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.*

D. Finding #B8D: That the public interest (will) (will not) be served.

The subject property is located in the northwestern portion of the City of Coeur d'Alene and will provide the opportunity for a variety of housing options that are compatible with the existing development in the area. The street layout plan is compatible with existing roads in the area. The proposed plat has a residential density of 3.26 dwelling units per acre. The preliminary plat also provides for openspace and trails/paths throughout the subdivision.

Evaluation: *The Planning Commission must determine, based on the information before them, whether the request will or will not serve the public interest. Specific ways in which this request does or does not should be stated in the finding.*

E. Finding #B8E: That all of the required engineering elements of the preliminary plat (have) (have not) been met, as attested to by the City Engineer.

The preliminary utility design was provided by the applicant and reviewed by the City Engineer indicating that all subdivision code design standards and improvement requirements have been met and approved.

Evaluation: *The Planning Commission must determine, based on the information before them, whether all of the required engineering elements of the preliminary plat have or have not been met, as attested to by the City Engineer.*

F. Finding #B8F: That the lots proposed in the preliminary plat (do) (do not) meet the requirements of the applicable zoning district.

ZONING



Aspen Trails preliminary plat is proposed as an R-8 (Residential at 8 units/acre) zoning district. Minimum lot size in the R-8 (Residential at 8 units/acre) zoning district is 5500 SF. Lot sizes range from a minimum of 6098 SF, average lot size of 7840 SF and maximum lot size 13,503 SF.

The R-8 zone has the following performance standards, which will be met as building permits are issued on each lot:

Front yard –	20-feet
Side yards –	5/10-feet
Side street yard	10-feet
Rear yard –	25-feet
Minimum lot size -	5,500 sq. ft.
Street frontage -	50-feet on a public street (Unless requested as a deviation)
Building height -	32 feet

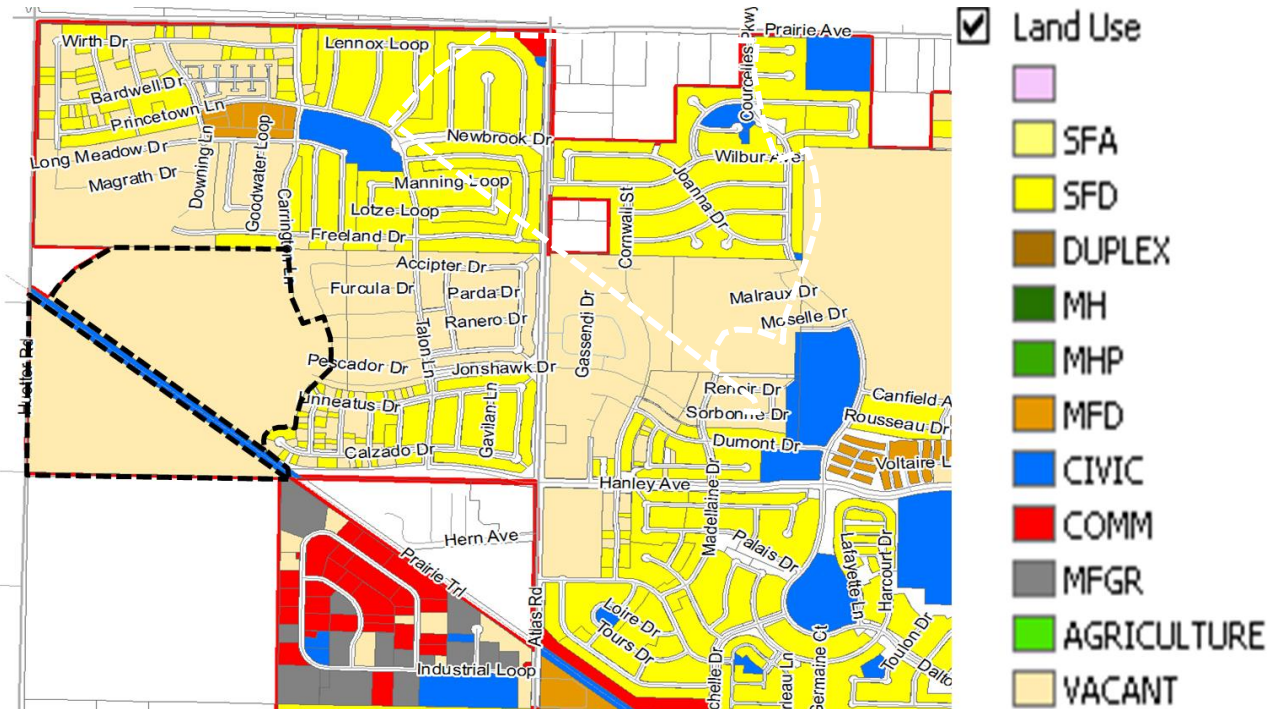
DEVIATIONS:

Lot frontages on lots that are situated in “knuckles” of the development, will be required to have a deviation approved to allow for the reduced frontage length for the applicable zone. The requested R-8 zoning designation requires a minimum of fifty feet (50’) of frontage and a number of the proposed lots are less than that. Lots located on cul-de-sacs and have been approved in other subdivisions through deviations from standards.

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

- G. **Finding #B9:** That the proposal (would) (would not) adversely affect the surrounding neighborhood at this time with regard to traffic, neighborhood character, and existing land uses.

LAND USE



TRAFFIC

The ITE Trip Generation Manual estimates the project at build out may generate approximately 4,474 trips per day. A.M. and P.M. peak hour generation rates could be upwards of 360 and 480 trips per day respectively.

Evaluation: At build out, adjacent and connecting streets will accommodate the additional traffic volume. Completion of the Carrington Lane/Hanley Avenue connection and the extension of Jonshawk Drive will facilitate initial traffic flow through the proposed development, and, completion of the Hanley Avenue corridor to the intersection with Huetter Road will facilitate general traffic movements to the west.

NEIGHBORHOOD CHARACTER

2007 COMPREHENSIVE PLAN- Land Use: Atlas-Prairie

Atlas-Prairie Today:

This area consists largely of prairie farmland and native conifer forest. The northern tier of the district contains a rapidly developing, suburban subdivision. This area lies over the Spokane Valley-Rathdrum Prairie Aquifer, and also holds the last, large tract of vacant land within the Area of City Impact (ACI).

Farmland is broken into parcels ranging from approximately 23 to 160+ acres. Subdivisions are developing with approximately three houses per acre (3:1). The remaining parcels provide opportunities for large-scale master planning. Public infrastructure for development is not present in some locations and would require extensions from existing main lines.

Evaluation: The Planning Commission must determine, based on the information before them, whether the proposal would or would not adversely affect the surrounding neighborhood at this time with regard to traffic, neighborhood character, and existing land uses.

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 shall be dedicated and constructed to City of Coeur d'Alene standards.
6. Street improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
7. All required street 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.

GENERAL

10. The final plat shall conform to the requirements of the City.

PROPOSED CONDITIONS:

ENGINEERING

1. The stormwater management plan, with swale location, sizing and justifications, is required to be a component of any infrastructure plan submittal for the subject property. All swale upkeep and maintenance will be the responsibility of the homeowners/property owners association for the subdivision. If there is no association, all stormwater maintenance will be the responsibility of the individual lot owners. City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.
2. The completion of Carrington Lane, and, the portion of Hanley Avenue from Carrington to the existing Hanley Avenue to the east will be required to be completed with the initial construction of the development.
3. Any development (designated phasing, or, park construction) that occurs to the south of the Prairie Trail multi-use path will require the construction and completion of the Hanley Avenue connection to Huetter Road.
4. An approved street name list, signed and stamped by Kootenai County, must be submitted to the City prior to any naming of streets in the proposed development. Roadways that are a continuation from the development to the north (Landings), must contain the same designation (i.e.: road, street, lane, etc). All proposed street names are required to conform to the approved designations noted in Section 12.40.025 of the City Code.
5. A mass grading plan will be required for the entire development. This plan will need to be approved prior to the movement of any material on the site. Grading of the site in any manner that impacts the adjacent developments will not be allowed.

6. The developer shall design and install a signalized intersection at Carrington and Hanley when Hanley is extended to Huetter. The signal and intersection shall be constructed to extend to the southerly curb radius of the south leg of Carrington. If the permanent north and east legs of the intersection are constructed prior to the extension of Hanley, then the signal must be designed and the permanent underground facilities installed on those legs.
7. Construction of any type of median feature in the proposed roadway's, must have lane width's on each side of the median of a minimum of twenty feet (20') to meet fire department access requirements. Any median constructed on Downing street is required to be to the south of "Homeward Bound" street in order to ease traffic movements out of the adjoining Landings development to the north.
8. The developer will be required to perform a traffic signal warrant analysis at the intersection of Hanley Avenue and Huetter Road. If the signal warrant indicates the need, the developer will be required to pay a pro rata share of the full cost of the design and construction of the signal for the Hanley Avenue leg which is 25% of the intersection that would be adding to the impact. Payment of the pro rata share would be required prior to the completion of the Hanley/Huetter connection.
9. Carrington Lane is required to be constructed to a forty foot (40') street width with six foot (6') bike lanes signed and striped on both sides, from the street noted as Homeward Bound, south to Hanley Avenue, per the approved City bike plan.
10. Hanley Avenue is required to be constructed to a forty eight foot (48') street width from Talon Lane westerly to Huetter Road. Hanley Avenue at both the Talon and Huetter intersections will be required to be four lanes with dedicated striped turn lanes per the City Engineer's direction. Bike lanes, six feet (6') in width will also be required to be striped and signed on the roadway from Talon to Huetter.
11. Per the agreement, prior to the final plat of any phase of the development being presented to the City Council for final plat approval, payment of \$750.00/lot is required to occur.
12. A homeowners association will be required to be formed prior to recordation of the initial phase final plat in order to provide upkeep, maintenance, repair and rehabilitation to the large amounts of open space, trails, common and landscaped areas, and, centrally located community drainage swales.

PARKS

13. The applicant shall construct the trail along Huetter Road adjacent to the subdivision when any development occurs to the south of the Prairie Trail multi-use path. If the trail along Huetter Road is not constructed, a fee in lieu of will be required prior to development on the south side of the Prairie Trail.

WASTEWATER

14. The Applicant is required install a manhole at the future intersection of Hanley and Quantum and extend the 15" public sewer with a temporary tee (future Huetter Interceptor) to the southerly Hanley Avenue Right-of-Way Line.
15. Per Sewer Policy # 713, the Applicant is required to pave an all-weather access over the existing public sewer within the proposed park east of Quantum Drive.
16. Connection to the Public Deep Sewer Infrastructure in Downing Lane will not be permitted.

WATER

17. As a condition of development, a new level, graded well lot, above known flood plain with sufficient road access, will need to be dedicated in replacement of the existing well lot which is potentially in proposed roadway access. The developer will be required to properly abandon the test well on the existing well lot per state standards. All applicable water rights, domestic or irrigation for the plat, if not already done so, will need to be transferred to the city.

PLANNING

18. A 10-foot wide planting screen easement on all double frontage lots shall be dedicated on the final plat as a tract.
19. A landscaping plan, pursuant to Section 16.20.240 of the Municipal Code, for all planting screen easement areas must be approved by the Planning Department with improvements installed or bonded for by the applicant, prior to approval of the final plat for each phase of development.

ORDINANCES AND STANDARDS USED IN EVALUATION

- 2007 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.
- 2010 Trails and Bikeways Master Plan

ACTION ALTERNATIVES:

The Planning Commission must consider this request and make appropriate findings to approve, deny or deny without prejudice. The findings worksheets are attached.



**APPLICANT'S
NARRATIVE**

TRI-STATE

CONSULTING ENGINEERS, INC.

Project Narrative

For:

ASPEN TRAILS SUBDIVISION

Prepared for:

**Coeur Development, LLC
1859 N. Lakewood Drive, Suite 301
Coeur d'Alene, Idaho 83814**

1859 N. Lakewood Drive, Suite 103 ♦ Coeur d'Alene, Idaho 83814
(208) 665-9502 Office ♦ (208) 665-9507 Fax

INTRODUCTION

On behalf of Coeur Development, LLC we are pleased to introduce "Aspen Trails" to the City of Coeur d' Alene. This project is located within the currently approved subdivision known as "Hawks Nest" and is proposed to create 470 single family dwelling units in thirteen phases. In 2006 Hawks Nest was proposed and approved for 867 lots of which 477 lots were created and mostly built on. During the design phase of this project the Prairie Trail did not exist and this was railroad right-of-way. With that in mind we showcased the lots internally with roads and open space tracts blocking the residents to the railroad tracks.

Since the "Prairie Trail" has been created and developed over the years this provides for a fairly large pedestrian connectivity corridor for the entire community. With a new development team and better knowledge of the surrounding improvements a reconfiguration of the original plat was necessary for many reasons. Aspen Trails has been completely overhauled to provide for more pedestrian connectivity to and through the neighborhoods with direct access to a new city park site which is located in the same place as originally approved. We have redesigned the lot configurations to complement showcase the prairie trail and create warm safe neighborhoods.

ACCESS

Aspen Trails has been has been designed to have full access from Hanley Avenue (Southside) and Carrington Lane (Eastside). Several points of access from both roadways have been provided along with internal connections from the north through the Landings Development. We have integrated pedestrian block end and midblock pathways which all lead to the city park location and the Prairie Trail.

SEWER

City sanitary sewer was designed and reserved when the original plat was approved and through several meetings and discussions with the City Wastewater Department there is adequate capacity to continue to provide for the proposed development.

WATER

Aspen Trails has been designed for adequate water flows and along with cross connecting mains within the project limits and the Landings to the north. The plat also provides for a new future City well site located in the northwest corner of the plat. Coordination with the City Water Department has been very helpful throughout our conceptual design phase of the project.

TRI-STATE

CONSULTING ENGINEERS, INC.

STORMWATER

In the previous phases we have provided stormwater compliance through roadside grassy treatment swales. Aspen Trails has been designed to provide regional treatment swales in engineered low areas for better conveyance and handling of the stormwater. This concept will also provide more green space than before and allow the homeowner enjoy their front yard with a green strip between the detached sidewalk and curb.

CITY PARK

Aspen Trails will have a City Park located along Hanley Avenue and south of the Prairie Trail. Through conceptual design with the City Parks Department we have established connection points to and from the park to the Prairie Trail. Within the limits of the proposed plat we plan to improve the landscaping along the trail with grass and other potential amenities like bushes, trees and a bench or two. We will work with the City to enhance this area and plan to maintain this area through our Homeowners Association.

Aspen Trails Subdivision is one of the last large portions of land in the City limits for which we are eager to complete. With our redesigned roadways, lots and open space we are confident that this neighborhood will be one that the community will be proud of.

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**COEUR D'ALENE PLANNING COMMISSION
FINDINGS AND ORDER**

A. INTRODUCTION

This matter having come before the Planning Commission on May 13, 2014, and there being present a person requesting approval of ITEM: S-5-14 a request for preliminary plat approval of "Aspen Trails" a 470-lot preliminary plat subdivision in the R-8 (Residential at 8 units/acre zoning district.

APPLICANT: COEUR DEVELOPMENT

LOCATION: +/- 144 ACRE BETWEEN ATLAS AND HUETTER ROADS AND SOUTH OF THE LANDINGS AT WATERFORD SUBDIVISION.

B. FINDINGS: JUSTIFICATION FOR THE DECISION/CRITERIA, STANDARDS AND FACTS RELIED UPON

(The Planning Commission may adopt Items B1-through7.)

- B1. That the existing land uses are: single-family residential, commercial, manufacturing, agriculture and vacant land.
- B2. That the Comprehensive Plan Map designation is Transition.
- B3. That the zoning is R-8.
- B4. That the notice of public hearing was published on April 26, 2014, which fulfills the proper legal requirement.
- B5. That the notice was not required to be posted on the property.
- B6. That 172 notices of public hearing were mailed to all property owners of record within three-hundred feet of the subject property on April 25, 2014.
- B7. That public testimony was heard on May 13, 2014.
- B8. Pursuant to Section 16.10.030A.1, Preliminary Plats: In order to approve a preliminary plat, the Planning Commission must make the following findings:

B8A. That all of the general preliminary plat requirements **(have) (have not)** been met as attested to by the City Engineer. This is based on

B8B. 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. This is based on

B8C. That the preliminary plat **(is) (is not)** in conformance with the Comprehensive Plan as follows:

B8D. That the public interest **(will) (will not)** be served based on

Criteria to consider for B8D:

1. Does this request achieve the goals and policies of the comp plan?
2. Does it provide for orderly growth and development that is compatible with uses in the surrounding area?
3. Does it protect the public safety by providing adequate public utilities and facilities to mitigate any development impacts?
4. Does the it protect and preserve the natural beauty of Coeur d'Alene?
5. Does this have a positive impact on Coeur d'Alene's economy?
6. Does it protect property rights and enhance property values?

B8E. That all of the required engineering elements of the preliminary plat **(have) (have not)** been met, as attested to by the City Engineer. This is based on

B8F That the lots proposed in the preliminary plat **(do) (do not)** meet the requirements of the applicable zoning district for the following reasons:

Criteria to consider for B8F:

1. Do all lots meet the required minimum lot size?
2. Do all lots meet the required minimum street frontage?
3. Is the gross density within the maximum allowed for the applicable zone?

B9. That the proposal **(would) (would not)** adversely affect the surrounding neighborhood at this time with regard to traffic, neighborhood character, and existing land uses because

Criteria to consider for B10:

1. Can the existing street system support traffic generated by this request?
2. Does the density or intensity of the project "fit" the surrounding area?
3. Is the proposed development compatible with the existing land use pattern? i.e. residential, commercial, residential w churches & schools etc.
4. Is the design and appearance of the project compatible with the surrounding neighborhood?

B10. Deviations from Provisions Criteria, Section 16.32.010, Standards for Granting. In specific cases, the Commission may authorize deviations from the provisions or requirements of this title that will not be contrary to public interest; but only where, owing to special conditions pertaining to a specific subdivision, the literal interpretation and strict application of the provisions or requirements of this title would cause undue and unnecessary hardship. No such deviation from the provisions or requirements of this title shall be authorized by the Commission unless they find that all of the following facts and conditions exist:

A. Exceptional or extraordinary circumstances or conditions applying to the subject subdivision or to the intended use of any portion thereof that does not apply generally to other properties in similar subdivisions or in the vicinity of the subject subdivision. This is based on

- B. Such deviation is necessary for the preservation and enjoyment of a substantial property right of the subdivider or is necessary for the reasonable and acceptable development of the property. This is based on
- C. The authorization of such deviation **(will) (will not)** be materially detrimental to the public welfare or injurious to property in the vicinity in which the subdivision is located. This is based on
- D. The authorization of such deviation will not adversely affect the Comprehensive Plan.
- E. Deviations with respect to those matters originally requiring the approval of the City Engineer may be granted by the Commission only with the written approval of the City Engineer.

C. ORDER: CONCLUSION AND DECISION

The Planning Commission, pursuant to the aforementioned, finds that the request of **COEUR DEVELOPMENT** for preliminary plat of approval as described in the application should be **(approved) (denied) (denied without prejudice)**.

Special conditions applied to the motion are:

ENGINEERING

1. The stormwater management plan, with swale location, sizing and justifications, is required to be a component of any infrastructure plan submittal for the subject property. All swale upkeep and maintenance will be the responsibility of the homeowners/property owners association for the subdivision. If there is no association, all stormwater maintenance will be the responsibility of the individual lot owners. City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site.
2. The completion of Carrington Lane, and, the portion of Hanley Avenue from Carrington to the existing Hanley Avenue to the east will be required to be completed with the initial construction of the development.
3. Any development (designated phasing, or, park construction) that occurs to the south of the Prairie Trail multi-use path will require the construction and completion of the Hanley Avenue connection to Huetter Road.
4. An approved street name list, signed and stamped by Kootenai County, must be submitted to the City prior to any naming of streets in the proposed development. Roadways that are a continuation from the development to the north (Landings), must contain the same designation (i.e.: road, street, lane, etc). All proposed street names are required to conform to the approved designations noted in Section 12.40.025 of the City Code.

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7. Construction of any type of median feature in the proposed roadway's, must have lane width's on each side of the median of a minimum of twenty feet (20') to meet fire department access requirements. Any median constructed on Downing street is required to be to the south of "Homeward Bound" street in order to ease traffic movements out of the adjoining Landings development to the north.
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18. A 10-foot wide planting screen easement on all double frontage lots shall be dedicated on the final plat as a tract.

19. A landscaping plan, pursuant to Section 16.20.240 of the Municipal Code, for all planting screen easement areas must be approved by the Planning Department with improvements installed or bonded for by the applicant, prior to approval of the final plat for each phase of development.

Motion by _____, seconded by _____, to adopt the foregoing Findings and Order.

ROLL CALL:

Commissioner Bowlby	Voted _____
Commissioner Ingalls	Voted _____
Commissioner Luttrupp	Voted _____
Commissioner Messina	Voted _____
Commissioner Ward	Voted _____

Chairman Jordan Voted _____ (tie breaker)

Commissioners _____ were absent.

Motion to _____ carried by a ____ to ____ vote.

CHAIRMAN BRAD JORDAN