

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

MARCH 8, 2022

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: Messina, Fleming, Ingalls, Luttropp, Mandel, McCracken, Ward

PLEDGE:

ELECTIONS:

Chair and Vice Chair

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

February 8, 2022

PUBLIC COMMENTS:

STAFF COMMENTS:

COMMISSION COMMENTS:

ADMINISTRATIVE:

1. Applicant: Barghausen Consulting Engineers, Inc
Location: 355 E. Neider Avenue
Request: A request for an additional 335 parking stalls and landscaping plan
ADMINISTRATIVE, (LS-1-22)

Presented by: Mike Behary, Associate Planner

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

1. Applicant: Ignite CDA
Location: 64.01 Acres Located South of Seltice Way, West of Riverstone, East of River's Edge, And Flanking the North Bank of The Spokane River. Affiliated Property Addresses are 2598, 2755 And 2850 W. Seltice Way.
Request: A modification to the Atlas Waterfront Development PUD
QUASI-JUDICIAL, (PUD-4-19m.3)

Presented by: Hilary Anderson, Community Planning Director

2. Applicant: Kerr Family Properties, LLC
Location: 7820 N. Ramsey Road
Request: A proposed +/- 15-acre annexation from County Ag Suburban to City R-17.
LEGISLATIVE, (A-1-22)

Presented by: Sean Holm, Senior Planner

3. Applicant: Aspen Homes & Development, LLC
Location: 1808 N. 15th Street
Request: .A proposed +/- 6.191-acre annexation from County Ag to R-1&R-17
LEGISLATIVE, (A-2-22)

Presented by: Mike Behary, 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 Shana Stuhlmiller 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 Commission is appealable within 15 days of the decision pursuant to sections [17.09.705](#) through [17.09.715](#) of Title 17, Zoning.***



MINUTES



**PLANNING COMMISSION
MINUTES
FEBRUARY 8, 2022
LOWER LEVEL – LIBRARY COMMUNITY ROOM
702 E. FRONT AVENUE**

COMMISSIONERS PRESENT:

Tom Messina, Chairman
Lynn Fleming
Peter Luttrupp
Sarah McCracken
Brinnon Mandel

STAFF MEMBERS PRESENT:

Hilary Anderson, Community Planning Director
Sean Holm, Senior Planner
Shana Stuhmiller, Public Hearing Assistant
Randy Adams, Deputy City Attorney

COMMISSIONERS ABSENT:

Phil Ward
Jon Ingalls, Vice-Chair

CALL TO ORDER:

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

APPROVAL OF MINUTES:

Commissioner Fleming noted a change to the minutes on page 10 in the packet where the vote was wrong for item PUD-3-21 which was 6-0 and the count should have been 4-2.

Motion by Fleming, seconded by Luttrupp, to approve the amended minutes of the Planning Commission meeting on December 14, 2021. Motion approved.

Motion by Luttrupp, seconded by Mandel, to approve the minutes of the Planning Commission meeting on January 11, 2022. Motion approved.

STAFF COMMENTS:

Hilary Anderson, Community Planning Director, provided the following statements.

- She announced that Chairman Messina will be voting starting with this meeting.
- She announced that on February 15th we have a second meeting scheduled on the Comprehensive Plan and on the next Planning Commission scheduled for March 8th there are four public hearings scheduled including one administrative item.
- She stated before the public hearing gets started, she wanted to thank the commission for all their time, effort and dedication to this project and to thank staff including Sean Holm, Senior Planner who had taken the lead for the city, Alex Dupey, MIG, CDA 2030, all volunteers that were a part of the committees and Envision Coeur d'Alene.

PUBLIC HEARINGS

1. Applicant: City of Coeur d’Alene
Request: The City of Coeur d’Alene is seeking approval for the City’s Comprehensive Plan for 2022-2042 (Envision Coeur d’Alene). The Planning Commission will be asked to make a recommendation to the City Council regarding adoption of the new plan.
LEGISLATIVE, (P-1-22)

Presented by: Hilary Anderson, Community Planning Director, Sean Holm, Senior Planner and Alex Dupey, Director of Planning Services, MIG

Hilary Anderson, Community Planning Director provided the following statements:

- She stated with city staff, CDA 2030 and our consultants at MIG bringing forward the final draft of the City of Coeur d’Alene, Comprehensive Plan for 2022-2042.
- She explained this is the Planning Commission public hearing on the Comprehensive Plan in advance of the final hearing for the plan before City Council. She added we are seeking a recommendation from the Planning Commission that the City Council adopt the 2022-2042 Coeur d’Alene Comprehensive Plan.
- She provided an agenda showing the outline of how we will be covering the information that will be helpful to the public.
- She presented a Power Point slide explaining that Envision Coeur d’Alene is a unified community vision and a collaborative engagement effort that has been in full force for the past 27 months. This has been a partnership between the city and CDA 2030.
- She added that community and long-range planning was created to develop a city-wide plan and road map for the community’s future through the year 2042. She added through this effort we knew was a collaboration to include our community members to understand the desires of the future as the community grows and making decisions at the council level. She stated we knew that there would be two different plans and for the city it’s the Comprehensive Plan that is State mandated and one for CDA 2030 that is an update to the vision and implementation plan.
- She explained that the city and CDA 2030 have their own plans with some shared overlapping goals, vision and objectives with action items that are different.
- She explained the reason we partner and that the city has a Comprehensive Plan currently adopted in 2007-2027, but in 2014 the city council adopted CDA 2030 vision and implementation plan and in that plan 48% of the action plans were city-led. She added that the implementation plan included an action item that the city and CDA 2030 should align the two documents to have more update on the visioning, validation and implementation plan within our comprehensive plan.
- She addressed the confusion over the years since the implementation plan was adopted and people were confused that this was the comprehensive plan for the city, so it was important to engage our community for this vision and come up with two different plans.
- She explained that the partnership with CDA 2030 and the City has been beneficial providing a single public process resulting in two unified plans, enhanced the staff and financial resources saving lots of money, increased citizen participation in development of the plan and streamlined the engagement process from the citizen perspective.
- The project used volunteers and board and spent lots of hours on this process including this last year looking at the action items, getting input from the community, getting input from the Planning Commission, City Council, CDA 2030 board and heard from the community some of the action’s items don’t fit within the cities Comprehensive Plan and explained those items are more under the CDA 2030 “umbrella” and those aren’t in the City’s plan.
- She explained that there is some shared joint actions and city specific ones.

Sean Holm, Senior Planner and Alex Dupey, Director of Planning Services, MIG provided a Power Point with the following items discussed. Click [here](#) to view the Power Point.

- Mr. Holm read the definition for "What is Envision CDA"
- He noted the Comprehensive Plan requirements. The plan guides future growth decisions and land use planning for the next 20 years, meets the State of Idaho Comprehensive Plan requirements and implements the reasons how to achieve the community's vision.
- Mr. Dupey provided a timeline showing that this was a plan developed by the community with the help of community partners with a public kickoff.
- Mr. Dupey explained that we formed a Community Advisory Committee and Focus Groups with volunteers from the community that came up with a vision and goals including community priorities survey, and held a virtual public open house
- He explained with many hours of discussion the two groups came up with Place Types that will provide guidance on future land uses within the Area of City Impact (ACI), that implement the vision and guiding principles implemented through the City's development code.
- The following are the Place Types: Single-Family, Compact and Urban Neighborhoods, Mixed Use, Downtown, Retail/Corridor Center, Industrial, Civic, Planned Development, and Historic Overlay, and removed "Neighborhood Center" Place Type, and made an amendment to the Place Types for mobile home parks to reduce the density it to make it more compatible with what there is today.

Mr. Holm and Mr. Dupey finished their joint presentation and asked if there were any questions.

Commission Comments:

Chairman Messina noted under the three Place Types is the compatible zoning district and asked if staff could explain why those are listed. Mr. Dupey explained the zoning identified in that Place Type already occurs in that Place Type and that the zone isn't changed within those Place Types but just suggestions used to provide guidance.

Commissioner McCracken questioned the population numbers we are using and how it filters through the plan. Mr. Dupey explained the population numbers are from KMPO which is the number they used for growth assumption through the city and we used those numbers as a base on how to accommodate the growth. Commissioner McCracken inquired about the requirements for the Comprehensive Plan and questioned what was the source used for those population numbers. Ms. Anderson explained that KMPO's number were primarily used for population projection and explained that our existing zoning could get us to 85,000 and that we aren't inviting growth with this new plan, but the plan will be used to direct growth where the community would like to see growth happen in the next 20 years. Mr. Dupey concurred and reinforced that we aren't changing the zoning and that the population projections predict what the existing zoning could allow with that much growth over time.

Commissioner Mandel questioned how does our Comprehensive Plan relate to KMPO or other regional plans for example. This plan is focused on the city but because we are part of a growing region, asked if staff can clarify other regional efforts. Mr. Holm explained every 10 years we do a census and where we base our 10-year growth patterns looking at projections based on how many buildings permits we are issuing based upon how many people per unit, what the vacancy rate is and over the last 30-40 years the city has grown approximately 1,000 people per year, which is consistent over 10 years, and we took that number and made an assumption to be at a certain point. He added we worked with KMPO and knowing where the vacant land is including corridors and that KMPO looks at the bigger picture and how the city aligns and where those connections either/are or aren't and where is the traffic coming from etc. based on a modeling system that looks at it regionally. So, we looked at that with KMPO and predict growth in various places inside city limits and our ACI and determine what improvements need to be made. Commissioner McCracken stated so is that number based over 20 years. Mr. Holm explained we estimated high in anticipation on some growth. Ms. Anderson clarified that the city has remained at an approximately 2.5-3% growth rate.

Commissioner Mandel asked for clarification on the process each year and whether the Planning Department and the City will give a report on progress towards the goals, objections, activity. She also stated that the action items are opportunities of what we can do and that nothing in this plan is obligated. It is just a tool to use as a guide when making a decision. Ms. Anderson explained that the implementation plan is required by the State and that the action items are used to implement the goals and objections that are throughout the plan and added that we will be doing a 5- year update on implementation plan portion and an update on some of the accomplishments. She clarified that the Planning Commission's decisions will mostly be based on goals, objectives, Future Land Use Map and Place Types, and not the action items.

Public testimony open.

Jeff White stated he has heard many points regarding rezoning based on developer dollars and everyone is guilty for "Pimping our State out". He added that he hasn't seen any development turned down and is in the building industry which has been uncontrolled and unchecked. He added that infrastructure is overloaded and the Prairie is disappearing.

Doug Eastwood stated that he would like to put emphasis on opportunities that will be coming your way over the next 20 years. He stated that parks and trails make lots of money for the city from events scheduled throughout the park system. If you were to take that money out of community, many jobs would be eliminated. He explained living next to a designated trail raises property values between 4-12% and even higher around parks and golf courses. He explained that if we are going to have a vibrant economy, we need to invest in those assets and in time through property values the money will come back to the community many times over. He added in the past, he has heard various elected officials saying "We can't afford parks, trails and open space" and he responded to that comment saying you can't afford not to have these assets. He commented that Coeur d'Alene has a good thing and advised to complete the trail connections, stay on top of care for users and staff ahead of population growth by acquiring the land.

Glen Warriner stated that the last Comprehensive Plan was done in 2007 and the city has spent two years on a new comprehensive plan and according to the Coeur d'Alene Press the public has two weeks for comment and based on the importance of the Comprehensive Plan. this isn't appropriate.

Commissioner Mandel inquired if there was a way for people to comment prior to this hearing. Ms. Anderson replied that people could have submitted written comments as well as requesting a hard copy of the plan if online access to review the plan wasn't available to them.

James Anton commented that long term planning is great, but questioned if this long-term plan been vetted regarding previous comment and questioned if there was a committee designated to look at this plan to vet out all the problems and feels two weeks isn't long enough. He added this plan looks like the beginning stages of turning Coeur d'Alene into California, Portland and Minneapolis.

Don Eichler stated he is concerned with the many apartments that are going into the city and with those comes crime.

Melissa Moulton inquired if all the community groups that were working on the plan formed by CDA 2030 those ideas are a reflection of the community. Ms. Anderson explained we reached out to all different organizations and the community at large asking for volunteers for the advisory committee or the six focus groups, with the requirement that people who applied lived, worked, owned property or owned a residence or business in the City of Coeur d'Alene. Ms. Moulton stated in the plan it also says "Develop increased housing and shelter options to better address the needs of the homeless community" She questioned where is the homeless community supposed to be in the city.

Tommy Benches commented this plan doesn't sound like it's the cities plan but a plan of social engineering and we don't want it.

David Groth commented he is a retired teacher and thanked the commission for their vision to promote orderly growth, preserve the quality of Coeur d'Alene, protect the environment, promote economic prosperity and foster the safety of its residents. He thanked the people who wants to come to this community and suggested to keep the word "kindness" in the plan - that is something to be treasured in this community.

Todd Butler explained that he has practiced architecture here for many years and is overwhelmed with work. He wanted to say he appreciates what Coeur d'Alene has been doing with their work on the Comprehensive Plan and has heard a lot of opposition and remembers a couple years ago, in the paper when this process was starting and he did sign up to get more information. He regrets not attending any of the meetings. He added that he kept getting notices to join the various meetings and did see a copy of the draft plan so he respects the process. He stated he is confused why there is so much opposition now when the plan is done.

Nash Mahuron commented that he has concerns with the aligned zones associated with the districts and noticed that many of them says C-17 which can be many things within that zone. He added he feels Neighborhood Commercial (NC) and Community Commercial (CC) zoning districts should be used more especially in the medical district. He added that he likes the plan, but feels the zones labeled with those districts makes no sense. Ms. Anderson explained those zones listed on the bottom of the page are suggested zones that might be compatible with future requests and clarified that C-17 is the broadest zone that does allow three story buildings.

Bruce Mattare commented that density is an issue and seen in the last year a lot of growth with an increase in traffic. He added we have a lot of growth going on in the city with a lot of people relocating here.

Daniel Owsley stated is an architect and when looking at this plan it might have been appropriate in 2015 or 2018 and that the pandemic has changed what is occurring in this area with the addition of people who are doing remote work that is increasing dramatically. He suggested we need to focus on single family housing even if that means we move farther out past the city boundary.

Wildman stated that there are many CDA 2030's all over the state and questioned what is the need for 2030 and explained that there is a state law that nonprofits aren't allowed to lobby at the state level and feels that CDA 2030 is similar to a lobbyist that represents us at the local level. He noted in the plan many words stating equity that is a fancy word for socialism and that sustainability is another word that means "environmental control" which is designed to be deceptive. He added our City Council has gone rogue and that this commission is following in their footsteps.

The commission took a 5-minute recess and reconvened at 7:43 p.m.

Ms. Anderson clarified that 2030 is a nonprofit and not associated with Agenda 2030 or the United Nations and has nothing to do with the other 2030's in Idaho.

Mike Birdsong inquired if you are taking money for development and hopes that this commission can be truthful when representing the people.

Ron Hartman stated we don't have the growth rate right and stated that he has lived all over the United States and life changed with the pandemic since people can work from home and that is why many people are locating here. He suggested that the plan should talk more about control of the lake, the boat traffic, launches, slips, storage and boat rentals and would like a plan to control this situation.

Erin Barnard commented this process started before the pandemic with the goal before that was growth, which is no longer the goal. She added that she fears no developments will be turned down especially if they fit in the required zone and need to go back to the board to stop growth.

Lynda Putz stated most of us have come from other states and that she regrets missing these meetings

but fears that what has happened in the states we have left is going to happen in Coeur d'Alene. She added this is a "Trojan Horse" coming here which looks beautiful, but feels this is connected to Agenda 21 or the UN, then you are naïve.

Mark Anthony commented that he has lived in many big places and has been paying attention to all agendas when traveling to various cities and feels that this plan is meant to take over foreign land and that the UN is taking over local offices.

Ed Austin stated this is the community and we don't want to lose what we got and doesn't know what side staff is on but feels 2030 is corrupt.

Chet Gaede commented that this has been a fascinating meeting with some great things said. He stated that I haven't read the plan, but has been a participant on various city committees and was involved with 2030 when that started in 2010. The plan was supposed to last for 20 years and that is how it came to be known as 2030. He stated one of the values for North Idaho is personal liberty, personal freedom and a lack of regulation. He advised if you want to have the community to stay the way it is, it will take more regulations than what is mentioned in the Comprehensive Plan. He explained many projects that don't get turned down are guaranteed by the State legislature in an effort to protect personal property rights and that the council is limited by the State legislature. He suggested before you get to the UN that you should stop by the State legislature and tell them to get rid of regulations and they might agree. He commented that he hasn't heard many comments tonight reference this plan that's been online. He supports the Comprehensive Plan.

Phoenix commented talked about farms and people growing their own food on their land and that we need to have a balance of community and need to look out for the smaller man. She added the big box stores are taking over the ability to have your own land.

Karen stated she had a question to staff. She is new and that we are looking at crisis of food chain supplies. She questioned what do we do when things break down and agrees we need to keep our farms to have the community to be self-sustaining.

Jeanette Laster commented that she has served on the outside/inside of this process as a community member and a non-profit leader in the community and works with the homeless community and has concerns about the message stating that we don't have a homeless population. She added that many of the homeless are seen in bigger cities and currently have 400 students considered homeless and receiving services. She stated for her in this plan is on how to provide affordable housing and a need for public transportation. She thanked staff and CDA 2030 who spent many hours working on this plan.

Teresa Baurenpool thanked the commission for all your work done and stated it was "text book" and everything I learned about engaging community members was done through this process. She was impressed how playing games help engaged the community and so thankful to have St. Vincent's close by to help our community in ways that are important with the visioning for our future. She explained that she had been listening to this meeting online and heard someone referencing the homeless in North Idaho and to please respect the homeless by showing respect.

Public testimony closed.

Discussion:

Chairman Messina commented we have worked on this plan for a long time and he is surprised that people are stating that they are just hearing about this now with so many workshops and meetings we have had throughout the process. He stated that he is comfortable with this plan because it is a vision and not set in stone. It's something that is going to help us as we grow. Staff has put in many hours including taking input through the community.

Commissioner Fleming stated this is state mandated and she has worked for 7 years with the City of Hayden as a volunteer as a Planning Commissioner working on their Comprehensive Plan. She stated that the city has a lot of existing structures that are dilapidated, mobile homes on their last leg and considered our affordable housing in the city. She respects those people, because that is what they can afford with a deserve to live in this community, as much as anyone else coming from California, Oregon and Washington. She commented that she supports rapid transit and transit to move the disabled and the elderly who can't drive and can't expect all people living here will live in a home. She commented that the Comprehensive Plan is a living document and needs a chance to evolve and adapt, react and to solve problems going forward and nothing in this document tells people what they can or should do on their property. She explained that projects come to us we don't solicitate if someone wants to build a high-rise and can't tell them what they can do with their money or land. She added that the passing of this plan will protect the assets of the city and hopefully improves them. She noted that the most important asset to the city is the people and would like a better bus system. She concluded this document will give us the tools to help make the city better and supports this document.

Commissioner Mandel thanked staff and the advisors on this process that has taken 2.5 years through some difficult times. She also wanted to thank the public for participating in this process. There has been a lot of passion and testimony. She added that we had 11,000 data points and 1500 people who participated in the process who shared their concerns. So, to say the commission has to listen to the community and to us the people, we did and we can't make everyone happy. We have listened for 2.5 years. She challenged everyone to read the Comprehensive Plan because there is probably more in common than what you think. She stated that she thinks about density when she takes her kids to school and as a Planning Commissioner she is concerned with where are we going to put all these people and that everyone can't afford a high-end home. So, we have to manage the growth that honors the vision and principles that have been expressed from the community. She fully supports this plan, which gives us a good tool to use when making decisions.

Commissioner McCracken stated she appreciates the comments and she does notice the growth and shares common goals of being responsible with the growth and not compounding the problems we see including traffic that has changed through the years. But if we don't plan for growth, we aren't going to find a solution to catch up from the growth we were expecting at the rate it has come. She added there are important parts of the plan to improve on some of the catch up on above-average growth that we have had through the years. She explained that she has been involved for a couple years with her family in a couple of roles throughout this process volunteering. She added a benefit is this plan doesn't change the zoning, or individual lot uses and property rights which will come on a case-by-case basis if someone requests a zone change, which will be a public hearing providing comments from the public. This will be used as a tool to make those decisions. She supports the plan and invites the public to use the plan and give us feedback.

Commissioner Luttrupp concurs with all comments made and stressed the public to please attend future meetings.

Motion by Fleming, seconded by Mandel, to approve Item P-1-22. Motion approved.

ROLL CALL:


Commissioner Fleming	Voted	Aye
Commissioner Mandel	Voted	Aye
Commissioner McCracken	Voted	Aye
Commissioner Luttrupp	Voted	Aye
Chairman Messina	Voted	Aye

ADJOURNMENT:

Motion by Luttrupp, seconded by Fleming, to adjourn the meeting.

The meeting was adjourned at 8:30 p.m.

Prepared by Shana Stuhlmiller, Public Hearing Assistant



ADMINISTRATIVE

PLANNING COMMISSION STAFF REPORT

FROM: MIKE BEHARY, ASSOCIATE PLANNER
DATE: MARCH 8, 2022
SUBJECT: LS-1-22: DETERMINE THE AMOUNT AND SPACING OF PARKING LOT LANDSCAPING FOR A 4.48 ACRE PARCEL WITH 335 PARKING SPACES FOR THE PROPOSED COSTCO PARKING LOT EXPANSION
LOCATION: 355 E NEIDER AVENUE

APPLICANT: Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032

OWNER: Costco Wholesale
355 E Neider Avenue
Coeur d'Alene, ID 83815

DECISION POINT:
Costco Wholesale is requesting Planning Commission approval of the amount and spacing of landscaping for a parking lot with 335 parking spaces.

The Planning Commission must approve the following:

- 1. The amount of parking lot landscaping.
- 2. The spacing (maximum distance) between landscaped areas.

GENERAL INFORMATION:

AERIAL PHOTO:







AERIAL PHOTO – ZOOM IN:



AERIAL ZOOM IN WITH LANDSCAPING PLAN:



LANDSCAPING PLAN LEGEND:

PLANT SCHEDULE						
<u>DECIDUOUS TREES</u>	<u>BOTANICAL / COMMON NAME</u>	<u>SIZE</u>	<u>MATURE HXW</u>	<u>CLASS</u>	<u>QTY</u>	<u>REMARKS</u>
	ACER TRUNCATUM 'PACIFIC SUNSET'™ PACIFIC SUNSET MAPLE	2" CAL. B&B	35'X30'	CLASS II	26	MIN. 2" CAL. B&B. MIN. 12'-14' HEIGHT WELL BRANCHED ABOVE 8'. ↓
	GLEDITSIA TRIACANTHOS 'SHADEMASTER' SHADEMASTER LOCUST	2" CAL. B&B	40'X30'	CLASS II	21	
	PYRUS CALLERYANA 'CHANTICLEER' CHANTICLEER PEAR	2" CAL. B&B	40'X15'	CLASS II	14	
<u>EXISTING TREES</u>	<u>BOTANICAL / COMMON NAME</u>	<u>SIZE</u>	<u>MATURE HXW</u>	<u>CLASS</u>	<u>QTY</u>	<u>REMARKS</u>
	EXISTING TREES TO REMAIN PRESERVE AND PROTECT	EXISTING	VARIES	CLASS II	41	SEE TREE PROTECTION NOTES SEE KEY NOTE 6

LANDSCAPING CALCULATION:

LANDSCAPE CALCULATIONS				
PARKING LOT LANDSCAPE CALCULATION				
PARKING STALLS PROVIDED	PARKING LOT LANDSCAPE (SF)	* CALCULATION	REQ	PRVD
335	10,693	10,693 SF / 67,532 SF OF PARKING LOT	12.70%	15.80%
TOTAL PARKING LOT LANDSCAPE			12.70%	15.80%
PARKING LOT TREE CALCULATIONS (1TREE/300 SF REQUIRED LANDSCAPE)				
REQUIRED LANDSCAPE (12.7% OF 67,532 SF)	CALCULATION		REQ	PRVD
8577	8577 / 300		29.00	61.00
TOTAL PARKING LOT TREES			29.00	61.00
MITIGATION REQUIREMENTS				
THERE ARE NO HEALTHY STREET TREES OR TREES WITHIN 20' OF ROADWAY PROPOSED FOR REMOVAL				

LANDSCAPING CODE REQUIREMENTS AND LANDSCAPING PROVIDED:

Costco Proposed Site Plan	
Number of Parking Spaces	Square Feet of Parking Lot
335	67,532

Required		
Percent of Landscaping Required	Square Feet of Landscaping Required	Number of Parking Lot Trees Required
12.7 %	8,577	29

Provided		
Percent of Landscaping Provided	Square Feet of Landscaping Provided	Number of Parking Lot Trees Provided
15.8%	10,693	61

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 Commission** shall determine;

1. 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,
 2. 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

PERFORMANCE ANALYSIS:

- A. The intent of the Landscaping Regulations as they pertain to parking lots is to mitigate the impact of noise, glare, sun, and air pollution through the use of landscaping.
- B. The standards the **Planning Commission** must use are in Section 17.06.835.E, as follows:

For parking lots with more than three hundred 300 parking spaces, the Planning Commission shall determine:

1. *The amount and spacing of landscaping required up to a maximum not to exceed 2% additional area per each 100 additional cars or fraction thereof*

and;
2. *No parking space shall be more than 100 feet from a landscaped area.*

- C. The Code requires 12% gross area to be landscaped if the number of parking spaces in a parking lot is between 100-300. For spaces over 300 the percent of landscaping required shall be up to a maximum not to exceed two percent (2%) additional area per each one hundred (100) additional cars or fraction thereof. The percent (fraction thereof) required for the 35 parking spaces over 300 equates to 12.7%.
- D. Applying the above standards to the 335 spaces, there would be a minimum of 8,577 sq. ft. of parking lot landscaping required, a maximum of 100 feet from a landscaped area and a parking space, and a minimum of 29 parking lot landscape trees.
- E. The proposed plan shows 10,693 sq. ft. of parking lot landscaping contained in planter islands, end caps, and landscaped areas on the north, west, and south of the subject site. There are 61 proposed new landscape trees within or on the perimeter of the parking lot.

SUMMARY:

- 1. The amount of environmental landscaping that is required is 8,577 square feet and the applicant is providing 10,693 square feet.
- 2. The percent of area to be landscaped is 12.7% and the applicant is providing 15.8%.
- 3. The maximum distance allowed between any parking stall and a landscaping area is 100 feet and the applicant is providing a maximum distance of 50 feet.
- 4. The minimum amount of parking lot trees that is required is 29 and the applicant is providing 61 parking lot trees.

PLANNING DEPARTMENT ANALYSIS – LANDSCAPING PLAN CODE REVIEW:

The Planning Department has reviewed the proposed landscaping plan for code compliance in regards to Environment Landscaping (17.06.835) requirements and the proposed landscaping plan meets the minimum requirements for environmental landscaping for commercial parking lots. The applicant's proposed landscaping plan has more landscaping than the minimum landscaping that is required by code.

ACTION ALTERNATIVES:

The Planning Commission must consider this request and by simple motion approve, deny, or continue the item for further study. Findings are not required.

Attachment: Applicant's Narrative



**APPLICANT'S
NARRATIVE**



February 1, 2022
Email: planningdiv@cdaid.org

Hilary Anderson, MS
Community Planning Director
City of Coeur d'Alene
Planning Department
710 East Mullan Avenue
Coeur d'Alene, ID 83814

RE: Landscape Plan Review Application
Costco Wholesale – Parking Addition
355 East Neider Avenue, Coeur d'Alene, Idaho 83815
Costco Loc. No. 773 / Our Job No. 10933

Dear Hilary:

On behalf of our client Costco Wholesale (Costco), Barghausen Consulting Engineers, Inc. is submitting a Landscape Plan Review request for a parking addition at the existing Costco warehouse.

The project site is approximately 195,418 square feet (4.486 acres), located within the Commercial (C-17) Zone, and includes the removal of an existing structure, 203 parking stalls and associated improvements, to be replaced with a 335-stall parking lot and associated landscape, which will serve the Costco Warehouse.

Enclosed are the following documents for your review and approval:

1. Parking Expansion Site Plan (DD11-06), dated January 28, 2022, prepared by MG2
2. Landscape Plan Set:
 - a. Preliminary Landscape Plan (L1.0), dated December 2021, prepared by KM Engineering
 - b. Preliminary Landscape Details (L2.0), dated December 2021, prepared by KM Engineering
3. Landscape Plan Render Set:
 - a. Preliminary (render) Landscape Plan (L1.0), dated December 2021, prepared by KM Engineering
 - b. Overall Costco Site, dated December 2021, prepared by KM Engineering

In accordance with Coeur d'Alene Municipal Code (CDAMC) Section 17.06.835 (E), the Planning Commission may approve an Environmental Landscape Plan based on the following findings:

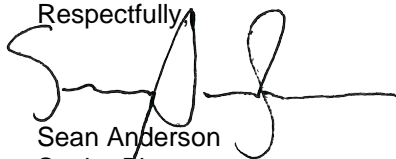
- 1) *For parking lots with more than three hundred (300) parking spaces, the Planning Commission shall determine the amount and spacing of landscaping required up to a maximum not to exceed two (2) percent additional area per each one hundred (100) additional cars or fraction thereof, and no parking space shall be more than one hundred (100) feet from a landscaped area.*

Response: The project landscape coverage and design exceed the minimum requirements of the Environmental Landscape Code. Specifically, the project includes 10,693 square feet (15.8 percent coverage) of landscaping, and all parking stalls are within 50 feet of the required landscaping. Based on the 335-stall parking count, the project is required to provide 8,577 square feet (12.7 percent coverage) of landscaping.

- 2) *Except as provided in subsection E1 of this section, parking lot landscaping should 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 (60) feet from a landscaped area, and there shall be at least one (1) tree for each three hundred (300) square feet of required landscape area.*

Response: The project landscape includes 61 new parking lot trees, consisting of three (3) different deciduous species, in addition to a mix of shrubs, perennial flowering plants, and groundcover. The project requires 29 parking lot trees, and a minimum distance of 60 feet from a parking stall to the nearest landscape area. The project meets the minimum distance and tree planting requirements and exceeds the minimum distance requirement between stalls and landscaping described in the Environmental Landscape Code.

The responses above and the enclosed Landscape Plan set demonstrate that this project meets the submittal criteria for an Environmental Landscape Review in order for the City to deem this request complete and undertake review of this project. If you have any questions or comments regarding this exemption request, please contact me at (425) 656-7460. Thank you for your consideration.

Respectfully,

Sean Anderson
Senior Planner

JA/ps
10933c.058.docx
enc: As Noted
cc: John Ellingsen, Costco Wholesale
Steve Bullock, MG2
Jay S. Grubb, Barghausen Consulting Engineers, Inc.
Chris S. Ferko, Barghausen Consulting Engineers, Inc.



PUBLIC HEARINGS

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PLANNING COMMISSION STAFF REPORT

FROM: HILARY ANDERSON, COMMUNITY PLANNING DIRECTOR

DATE: MARCH 8, 2022

SUBJECT: ATLAS WATERFRONT PUD AMENDMENT #3

LOCATION: 64.01 ACRES LOCATED SOUTH OF SELTICE WAY, WEST OF RIVERSTONE, EAST OF RIVER'S EDGE, AND FLANKING THE NORTH BANK OF THE SPOKANE RIVER. AFFILIATED PROPERTY ADDRESSES ARE 2598, 2755 AND 2850 W. SELTICE WAY.

APPLICANTS/OWNERS:
ignite cda
105 N 1st Street
Coeur d'Alene, ID 83814

PROJECT ENGINEER:
Phil Boyd, P.E., Welch Comer Engineers
330 E. Lakeside Avenue
Coeur d'Alene, ID 83814

DECISION POINT:

Approval of amendments to the Planned Unit Development to include Development Area 20 and make minor modifications to the development standards as noted in Attachment 1.

PUD AMENDMENT OVERVIEW:

PUD Amendment #3

The PUD Amendment for the Atlas Waterfront project would revise the final Development Standards for the project to include Development Area 20 and make some slight changes to the standards for the development areas to respond to market conditions and phases 1 and 2 of the project, and provide clarification for development areas within phase 3. The addition of Area 20 allows the option for additional housing in the project responding to community needs. The amendment includes the requirement for pocket parks, clarifications on commercial/retail spaces and urban street forms, and additional dwelling types. It also provides for conditional height increases in Areas 5A and 13 if public benefits can be achieved to the satisfaction of ignite cda.

This information is also found in table form, supplemental exhibits, and amended pages of the Development Standards in Attachment 1.

Areas 1 & 2:

- Allow porch flatwork to extend into the front yard setback. Minimum 2-foot front yard setback for porches while requiring posts or other porch/roof encumbrances to have a 5-foot setback.
- Allow wrap around porches to extend into the side yard setback for corner lots so long as the porch does not impede on the vision triangle at the intersection. Minimum 2-foot side yard setback for porches while requiring posts or other

porch/roof encumbrances to have a 5-foot setback. Also, require analysis of the vision triangle by the City Engineer.

Justification:

- Front porches are connected to the retaining walls and stairs along the right of way.
- The builders proposed wrap around porches/decks for the row homes help reduce the buildings' mass but are not allowed in the current design standards. This amendment will allow the encroachment.

Areas 3 & 4:

- Reduce the minimum lot townhome lot depth on the lots fronting Lumber Lane from 80 feet to 76 feet.
- Require minimum 12,500 square feet of pocket park

Justification:

- When the City transferred the triangle parcel to ignite cda, it became possible to add another street and row of lots to increase density. This requires 11 of the 51 lots in Areas 3 & 4 to have a shorter depth.
- Provide nearby recreational space for townhome residents.

Area 3:

- Increase height from 40' to 45' to have the same height maximum as Area 4

Justification:

- Many of the same building types are proposed in Areas 3 and 4. Roof top decks have stairwell walls higher than 40'.

Area 5A:

- Conditional height increase of maximum building height from 45 to 60 feet if there is some public benefit that can be reached through the ANE/DDA negotiations with ignite cda.
- Allow public space to be another option in addition to the street wall urban form listed in the PUD

Justification:

- The proposed multifamily building height is 45 feet. Ignite cda desires the flexibility to negotiate with the builder to add an additional level in exchange for additional revenue or other public benefit from the builder. The ignite board would then consider using the additional revenue/public benefit to support workforce housing on the Atlas site or in the Atlas URA district. Other public benefits will also be considered by ignite cda.
- The street wall urban form was intended to give an urban close-in feel to the development. Energetic public spaces achieve this same goal.

Area 6:

- Require townhomes with rear frontage on Suzanne to have a prominent and direct pedestrian route from the public sidewalk to the alley front doors.

Justification:

- The topography between Suzanne Road and Area 6 creates a challenging design to achieve the Development Standard Frontage Type B with a strong connection to the front door. This deviation would allow the strong connection to the front door (on the Alley side) to be created with a prominent route.

Areas 7, 11 & 20:

- Add cottage homes and cottage courts as a land use type/building type (also see map showing Area 20)
- Add front and rear loaded townhomes as building type.
- Add rear-loaded duplexes as building type use type.
- Cottage Courts access (Note: Units could front on green space, alleys, and roadways.)

Justification:

- It could provide an alternative to townhomes to residents who desire smaller homes and less maintenance without shared walls on both sides. The cottages can either be on individual lots or condo platted. In both instances, shared open space is prevalent.
- Townhomes may be an alternative to single family to potentially provide essential worker housing in this area, should that type of housing be a priority.
- Rear-loaded duplexes (either zero lot line, condo platted, or normal duplexes) may be an alternative to single family to potentially provide essential worker housing in this area, should that type of housing be a priority.
- Cottage Courts can be served by an alley or public street. Alley-loaded dwellings in cottage courts do not require frontage on a public or private street.

Area 12:

- Set a minimum commercial/retail space of 4,000 SF
- Allow for 4-foot front yard setback

Justification:

- Residents in multifamily units will benefit from commercial/retail space nearby.
- Originally, the shared use path connecting the Seltice Way shared use path with the Atlas Waterfront Park was located on the west side of Atlas Road and crossed two driveway approaches. Working with the Area 12 builder and the neighboring property, ignite was able to negotiate a dedicated connection along the “back” property lines for a shared use path that is safer because it does not cross any approaches. Diagonal parking was designed on Atlas Road, where the shared use path was previously located, pushing the sidewalk closer to the buildings. The previous setback was 6 feet from the back of sidewalk. In some cases, the public sidewalk will now need to be in an easement.

Area 13:

- Conditional building height: Increase to 53 feet for 2,800 SF or 22% of the roof area, whichever is less, for pool roof deck. Conditional building height increase to 60 feet for 2,300 sf or 17% of roof area, whichever is less, for pool support facilities, food and beverage area, elevator, and stair tower. Height increases will only be allowed if an agreement can be reached with ignite cda that addresses public benefit.

Justification:

- A pool deck, food and beverage area, and pool support facilities are desired to support the proposed hotel. Additionally, the Building Code requires elevators/stairs to access a roof if there is a use or mechanical equipment. Any projections and rooftop equipment screening would be subject to the maximum height. As part of ignite's Agreement to Negotiate Exclusively (ANE) with a developer, ignite will negotiate a public benefit in exchange for this allowance.

Area 20 (NEW DEVELOPMENT AREA):

- Add Area 20 for residential development with potential for essential worker housing.

Justification:

- There is an opportunity to convert space that was previously shown as Mt. Hink into residential areas (potentially essential worker housing).

All Areas:

- Various techniques are being employed to treat and convey stormwater. The PUD narrative and stormwater overview map are updated to reflect these techniques.
- Detailed fence style, material and types will be included in the HOA master declaration document.
- Corner lots, alley parking and surface parking lots must be screened in conformance with the City's Commercial Design Standards Parking Lot Screening Requirement.
- Clarify that fencing cannot impede the vision triangle.

Justification:

- Not all Atlas Roadside areas are conducive to roadside swales for stormwater treatment because of the site density, character and landscape aesthetic that is desired in the PUD. The other stormwater treatment options allow for more compact stormwater treatment, with equal or better treatment technique, and allows ignite cda to create a denser development with more aesthetic landscape treatments in the road-side landscape areas.
- Currently, fencing is per City code with maximum heights of 4 feet and 6 feet at front yards and side yards/ respectively. Greater specificity of style, material and type is desired to maintain the development aesthetic.
- Currently, corner lot alley parking is required to be screened per the development standards, but greater specificity and uniformity is desired to maintain the development aesthetic.
- Further clarify fencing requirements within the project.

Note: *The new total unit count anticipated is up to 537 residential units, which is reflected in this PUD Amendment #3. This is well below the number of units that the project could have supported under the C-17 zoning district at 17 units per acre, which would have allowed as many as 1,098. Both ignite cda and the City representative believe these PUD amendments will provide for a more desirable neighborhood, while meeting the original PUD goals.*

READER'S NOTE:

This staff report is largely unchanged from the version that went to the Planning Commission in November 2019 for the initial PUD and Subdivision approval, the March 2020 staff report for a minor PUD amendment and interpretation in order to provide the full analysis required for the commission to make findings, and the February 4, 2021 PUD #2 amendment staff report that included the triangle property. It is noted below where there are changes or no changes to the information, analysis and/or conditions. See highlighted text.

HISTORY:

In 2018, the City of Coeur d'Alene, in collaboration with ignite cda, purchased the Atlas Mill site which had operated as a lumber mill for more than 100 years and which had closed in 2005. The mill site was annexed into the City in 2017 and assigned as a C-17 (Commercial at 17 units/acre) zoning district. In 2017/18 the mill site was master planned to determine the financial feasibility of the property being included in an urban renewal district (URD). Considerable public input was solicited for the public spaces. The intent of the City and ignite cda is to transfer blocks of development in phases over the next couple years as site development efforts progress, instead of selling the property all at once.

The Atlas Waterfront project is intended to create a unique and desirable neighborhood with a significant waterfront public open space. The City acquired the parcel to achieve two objectives: 1. Preserve the waterfront for the community; and 2. Stimulate private investment on a former mill site that has been vacant for more than a decade. The PUD will allow the higher densities necessary to make the project financially feasible, while protecting the most valuable real-estate, the waterfront, from development and preserving it for the public.

BACKGROUND INFORMATION: CHANGED – UPDATED TEXT

The subject site is located to the west of Riverstone and south of Seltice Way, flanking the north bank of the Spokane River with the River's Edge development bordering the property to the west. The subject property is more formally described as Blocks 5, 8, 9, 10, 11 and 12 and Tract 1 of Atlas Waterfront First Addition, recorded in Book I of plats, pages 519, 519A Through 519I, records of Kootenai County, Idaho. Together with that portion of the Government Lots 1 and 2 of Section 10, Township 50 north, Range 4 west, Boise Meridian, Kootenai County, Idaho, lying southerly of the right of way of Seltice Way and northerly of Atlas Waterfront First Addition, recorded in book I of plats, pages 519, 519A through 519il records of Kootenai County, Idaho.

The approximately 64-acre site is actively under construction with phases 1 and 2. The former railroad right-of-way that runs through the property was acquired by and annexed into the City in 2015 to provide opportunities for parkland, a trail, and public access through to the waterfront. The project will be developed under the C-17 (Commercial at 17 units/acre) zoning district with the "Atlas Waterfront Neighborhood Development Standards" in place for the development of residential uses including single-family dwellings, townhomes, commercial, and multi-family units. The Atlas Waterfront project will be primarily residential with opportunities for office/retail on the western edge and near Seltice Way. In addition, two "commercial only" nodes are located adjacent to the waterfront park as both locations are desirable restaurant locations.

The Atlas Waterfront PUD development will include three different frontage types: Residential fronting Riverfront Drive (rear-loaded); Residential fronting interior streets (rear-loaded); and

Residential fronting interior streets (front-loaded), with additional frontage options based upon lot circumstances, as noted in the Development Standards.

The “Development Areas Key Plan” notes the area of development on the Atlas Mill Site property and the standards that apply to each of those areas including the use, building types, lots (width, depth, area) for the townhouses and duplexes, setbacks, and building height showing different ways that buildings and lots can be configured to meet the design intent and development standards.

The development currently has 38% open space, including a 12-acre waterfront park, and upland open spaces to provide pedestrian circulation routes in addition to sidewalks. The waterfront park provides a grassy open play area, playground, picnic shelter, food truck parking, separate pedestrian and bicycle waterfront trails, a water dog park, ADA accessible swim area and kayak launch and several other water access points.

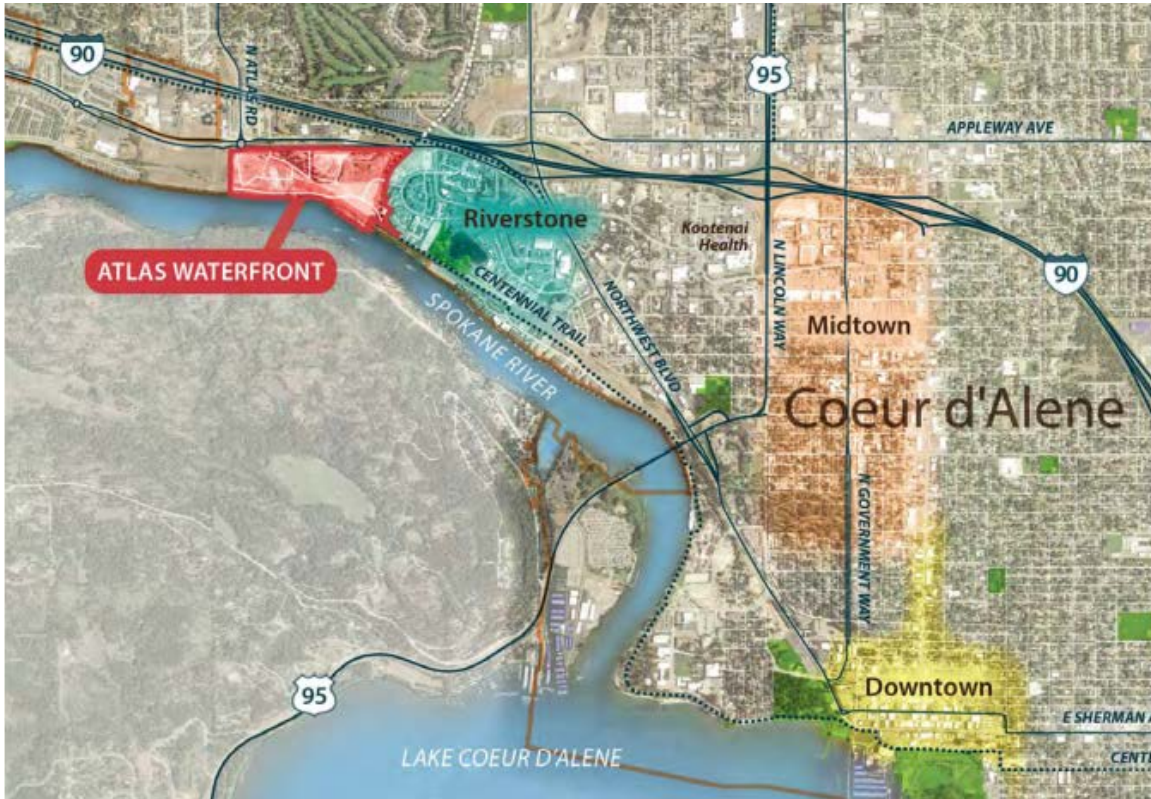
The project will be developed in phases as shown on the Revised Phasing Map (page 8). The property is being sold by ignite CDA, the urban renewal district, through a request for proposal (RFP) process, in partnership with the City of Coeur d’Alene. The intent of the City and ignite is to transfer areas of land for development in phases over the next couple of years as site development efforts progress.

CHANGED – UPDATED TEXT

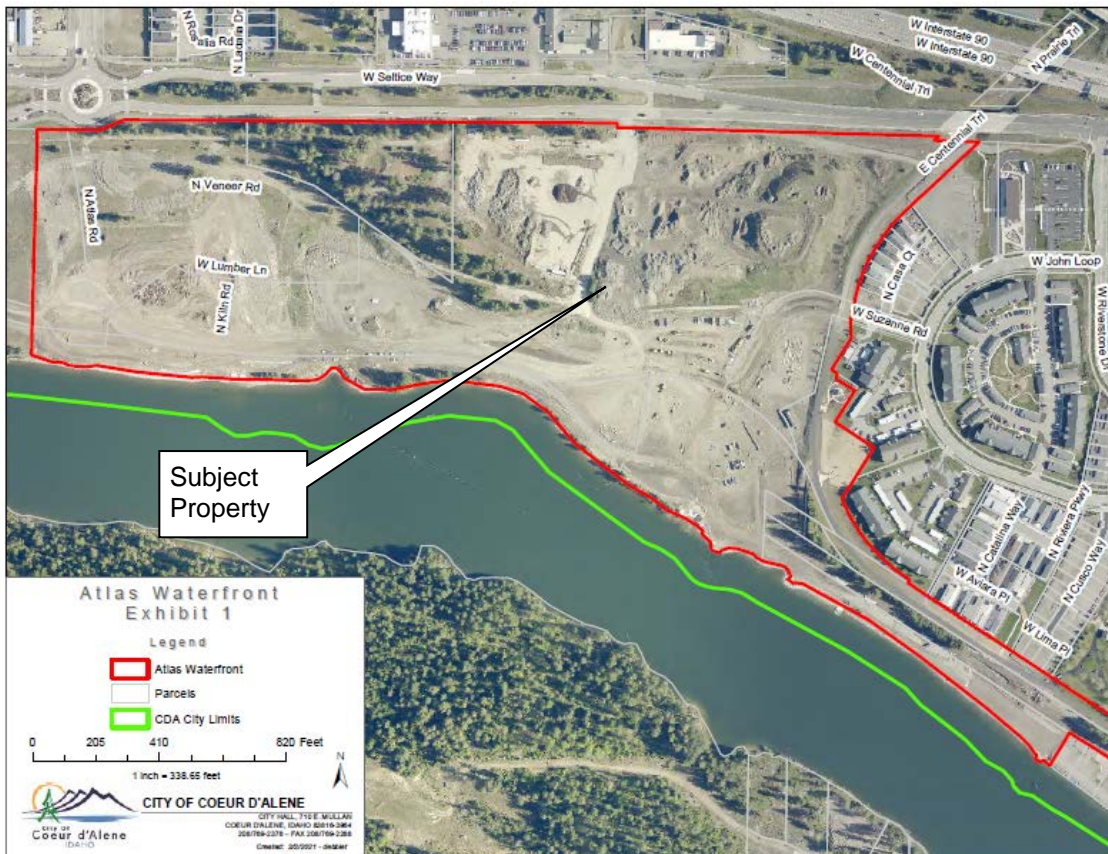
The Planning Commission approved the PUD and Preliminary Plat in November 2019 and approved the first PUD amendment and an interpretation in May 2020. It also approved an amendment to the PUD and preliminary plat in February 2021.

Ignite cda contracted with T. LaRiviere for the Waterfront Park and shoreline stabilization, which is now complete and open to public use. Many of the infrastructure improvements for phase one are complete and the first phase of residential and mixed-used development began in 2021. Development of Phase 1 infrastructure and the park improvements were largely completed by the end of December 2020. Development is occurring within Areas 1, 2, 5B, 6, 8, 10, and 12, and development disposition agreements are being negotiated in Areas 3, 4, 5A and 13. RFP #5 was issued recently for Areas 9, 14, 15, 16, 17, 18 and 19.

LOCATION MAP:



AERIAL MAP:



UPDATED IMAGES BELOW

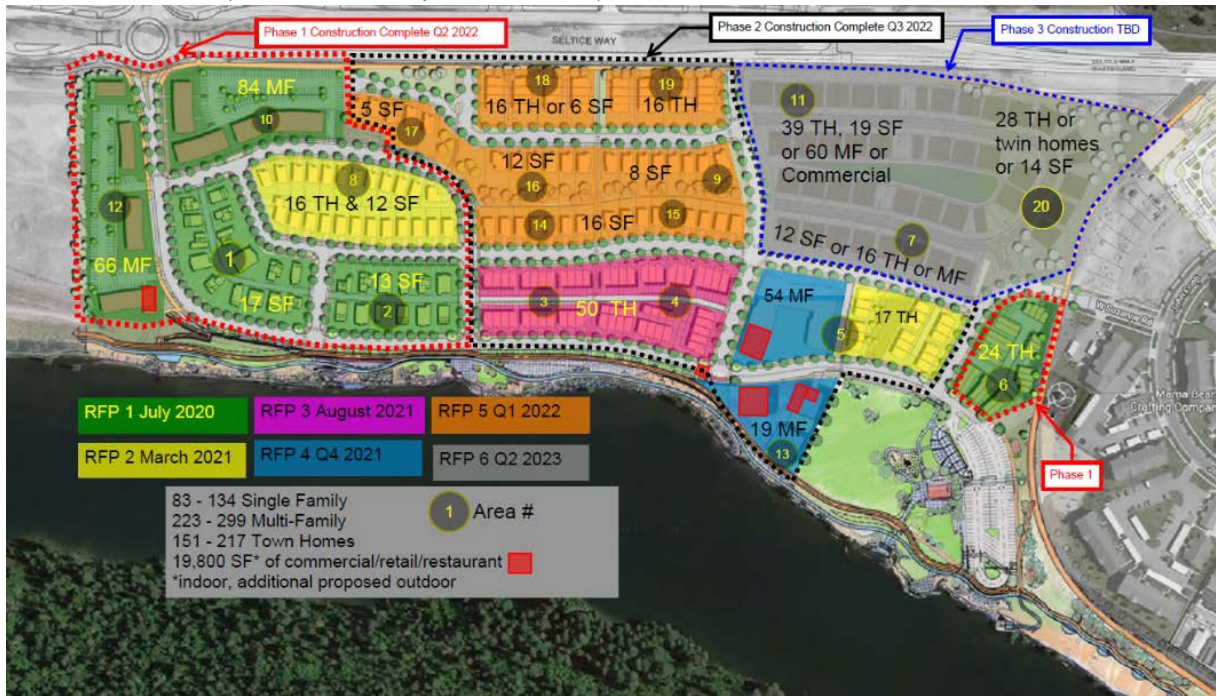
ATLAS MILL SITE ILLUSTRATIVE PLAN:



DEVELOPMENT AREAS KEY PLAN:



PHASING PLAN: (Includes Development Area 20)



DRONE PHOTO LOOKING DOWN RIVER – Atlas Waterfront Public Beach and Park:



DRONE PHOTO LOOKING UP RIVER – Areas 5A, 5B and 13, and Atlas Waterfront Park:



PLANNED UNIT DEVELOPMENT AMENDMENT REQUESTS:

CHANGED – UPDATED TEXT

As noted above, the requested PUD Amendment #3 for the Atlas Waterfront project would revise the final Development Standards for the project to include Development Area 20 and make some slight changes to the standards for the development areas to respond to market conditions and phases 1 and 2 of the project, and provide clarification for development areas within phase 3. It also provides for conditional height increases in Areas 5A and 13 if public benefits can be achieved to the satisfaction of ignite cda.

The proposed amendments, if approved, would be integrated into the Development Standards and a new version would be incorporated into the project approval.

PUD-2-19: PLANNED UNIT DEVELOPMENT FINDINGS:

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:

REQUIRED FINDINGS (PUD):

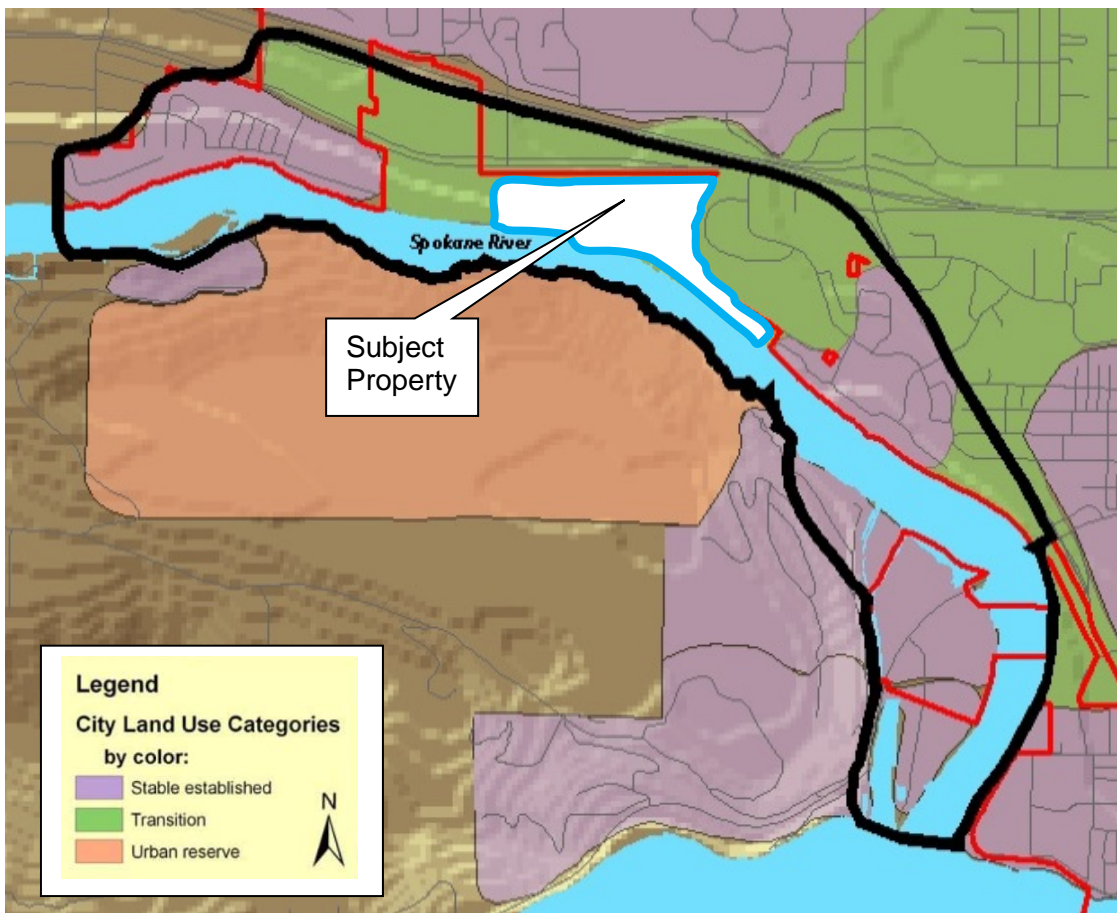
Finding #B8A: The proposal (is) (is not) in conformance with the Comprehensive Plan.

Please note: This proposal is being analyzed under the 2007-2027 Comprehensive Plan since the new 2022-2042 Comprehensive Plan was not adopted by the February 1, 2022 submittal deadline for the March Planning Commission meeting.

2007 COMPREHENSIVE PLAN- LAND USE CATEGORY:

- The subject property and portion of the Spokane River are both within the City of Coeur d'Alene's Area of City Impact Boundary.
- The City's 2007 Comprehensive Plan designates this area as the Spokane River District.
- The subject property falls within the "Transition" Land Use Category as described below.
- The subject property is also within the Shoreline boundary, which is a special area.

2007 COMPREHENSIVE PLAN MAP: SPOKANE RIVER DISTRICT



Transition Areas:

These are areas where the character of the neighborhoods is in transition and should be developed with care. The street network, the number of building lots, and general land use are expected to change greatly within the planning period.

Spokane River District Tomorrow

This area is going through a multitude of changes and this trend will continue for many years. Generally, the Spokane River District is envisioned to be mixed-use neighborhoods consisting of housing, and commercial retail and service activities that embrace the aesthetics of the proximity to the Spokane River. As the mills are removed to make way for new development, the Spokane River shoreline is sure to change dramatically.

The characteristics of the Spokane River District neighborhoods will be:

- Various commercial, residential, and mixed uses.
- Public access should be provided to the river.
- That overall density may approach ten to sixteen dwelling units per acre, but pockets of denser housing are appropriate and encouraged.
- That open space, parks, pedestrian and bicycle connections, and other public spaces will be provided throughout, especially adjacent to the Spokane River.
- That the scale of development will be urban in nature, promoting multi-modal connectivity to downtown.
- The scale and intensity of development will be less than the Downtown Core.
- Neighborhood service nodes are encouraged where appropriate.
- That street networks will be interconnected, defining and creating smaller residential blocks and avoiding cul-de-sacs.
- That neighborhoods will retain and include planting of future, large-scale, native variety trees.

NEIGHBORHOOD CHARACTER:

2007 Comprehensive Plan: Spokane River District Today

This Spokane River District is in a state of flux from its historic past use as a site of four major water front sawmills and other industrial uses. In place of sawmills, recently subdivided property in this area along portions of the shoreline is developing into commercial, luxury residential units, and mixed use structures. Recent subdivisions aside, large ownership patterns ranging from approximately 23 acres to 160+ acres provide opportunities for large scale master planning.

SPECIAL AREAS: AREAS OF COEUR D'ALENE REQUIRING UNIQUE PLANNING

Shorelines:





Shorelines The City of Coeur d'Alene is known for its shorelines. They are an asset and provide a multitude of benefits. Community pride, economic advantages, transportation, recreation, and tourism are just a few examples of how shorelines affect the use and perception of our city. Public access to and enhancement of our shorelines is a priority. Shorelines are a positive feature for a community and they must be protected. To ensure preservation, the city has an ordinance that protects, preserves, and enhances our visual resources and public access by establishing limitations and restrictions on specifically defined shoreline property located within city limits. To increase desired uses and access to this finite resource, the city will provide incentives for enhancement. Efficient use of adjacent land, including mixed use and shared parking where appropriate, are just a few tools we employ to reach this goal.

Policy:

- o Make public access to river and lake shorelines a priority. Methods:
- o Shoreline ordinance will govern appropriate development in designated areas. Special Areas: Areas of Coeur d'Alene Requiring Unique Planning Shoreline Coeur d'Alene Lake & Spokane River shorelines Independence Point
- o Ensure scale, use, and intensity are suitable with location.
- o Promote protection and connectivity along shorelines.

Related Objectives:

- o 1.01, 1.02, 1.03, 1.04, 1.05, 1.17, 3.14

Comprehensive Plan (2007-2027)		Page 27
<p>Special Areas: Areas of Coeur d'Alene Requiring Unique Planning</p>		
<p>Shorelines</p> <p>The City of Coeur d'Alene is known for its shorelines. They are an asset and provide a multitude of benefits. Community pride, economic advantages, transportation, recreation, and tourism are just a few examples of how shorelines affect the use and perception of our city.</p> <p>Public access to and enhancement of our shorelines is a priority. Shorelines are a positive feature for a community and they must be protected. To ensure preservation, the city has an ordinance that protects, preserves, and enhances our visual resources and public access by establishing limitations and restrictions on specifically defined shoreline property located within city limits.</p> <p>To increase desired uses and access to this finite resource, the city will provide incentives for enhancement. Efficient use of adjacent land, including mixed use and shared parking where appropriate, are just a few tools we employ to reach this goal.</p> <p>Policy:</p> <ul style="list-style-type: none"> • Make public access to river and lake shorelines a priority. <p>Methods:</p> <ul style="list-style-type: none"> • Shoreline ordinance will govern appropriate development in designated areas. 	<ul style="list-style-type: none"> • Ensure scale, use, and intensity are suitable with location. • Promote protection and connectivity along shorelines. <p>Related Objectives:</p> <ul style="list-style-type: none"> • 1.01, 1.02, 1.03, 1.04, 1.05, 1.17, 3.14 	 <p style="text-align: center;"><i>Coeur d'Alene Lake & Spokane River shorelines</i></p>
 <p style="text-align: center;"><i>Shoreline</i></p>	 <p style="text-align: center;"><i>Independence Point</i></p>	 <p style="text-align: center;"><i>Coeur d'Alene Ironman starting line</i></p> <p>Special Point of Interest</p> <ul style="list-style-type: none"> • The Coeur d'Alene shoreline, measuring 5.16 miles within city limits, contains 2.36 public shoreline miles.

2007 COMPREHENSIVE PLAN GOALS & OBJECTIVES THAT APPLY:

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 1.01 Environmental Quality:

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

Objective 1.02 Water Quality:

Protect the cleanliness and safety of the lakes, rivers, watersheds, and the aquifer.

Objective 1.03 Waterfront Development:

Encourage public and private development to incorporate and provide ample public access, both physical and visual, to the lakes and rivers.

Objective 1.04 Waterfront Development:

Provide strict protective requirements for all public and private waterfront developments.

Objective 1.05 Vistas:

Protect the key vistas and view corridors of the hillside and water fronts that make Coeur d'Alene unique.

Objective 1.09 Parks:

Provide an ample supply of urbanized open space in the form of squares, beaches, greens, and parks whose frequent use is encouraged by placement, design, and access.

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 1.13 Open Space:

Encourage all participants to make open space a priority with every development and annexation.

Objective 1.14 Efficiency:

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

Objective 1.15 Natural Terrain:

Wherever possible, the natural terrain, drainage, vegetation should be preserved with superior examples featured within parks and open space.

Objective 1.16 Connectivity:

Promote bicycle and pedestrian connectivity and access between neighborhoods, open spaces, parks, and trails systems.

Objective 1.17 Hazardous Areas:

Areas susceptible to hazardous conditions (e.g. flooding, landslides, earthquakes, etc.) should be left in a natural state unless impacts are mitigated.

Goal #2: Economic Environment

Our Comprehensive Plan preserves the city's quality workplaces and policies, and promotes opportunities for economic growth.

Objective 2.01 Business Image & Diversity:

Welcome and support a diverse mix of quality professional, trade, business, and service industries, while protecting existing uses of these types from encroachment by incompatible land uses.

Objective 2.02 Economic & Workforce Development:

Plan suitable zones and mixed use areas, and support local workforce development and housing to meet the needs of business and industry.

Objective 2.05 Pedestrian & Bicycle Environment:

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

Objective 2.06 Cooperative Partnerships:

Encourage public/private partnerships to procure open space for the community while enhancing business opportunities.

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 3.02 Managed Growth:

Coordinate planning efforts with our neighboring cities and Kootenai County, emphasizing connectivity and open spaces.

Objective 3.05 Neighborhoods:

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

Objective 3.06 Neighborhoods:

Protect the residential character of neighborhoods by allowing residential/commercial /industrial transition boundaries at alleyways or along back lot lines if possible.

Objective 3.08 Housing:

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

Objective 3.13 Parks:

Support the development acquisition and maintenance of property and facilities for current and future use, as described in the Parks Master Plan.

Objective 3.14 Recreation:

Encourage city-sponsored and/or private recreation facilities for citizens of all ages. This includes sports fields and facilities, hiking and biking pathways, open space, passive parks, and water access for people and boats.

Objective 3.16 Capital Improvements:

Ensure infrastructure and essential services are available for properties in development.

Objective 3.18 Transportation:

Provide accessible, safe and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation, requesting input from authoritative districts and neighboring communities when applicable.

Goal #4: Administrative Environment

Our Comprehensive Plan advocates efficiency and quality management.

Objective 4.01 City Services:

Make decisions based on the needs and desires of the citizenry.

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.*

Finding #B8B: **The design and planning of the site (is) (is not) compatible with the location, setting, and existing uses on adjacent properties.**

To the South:

The subject site is adjacent to the Spokane River on its southern boundary. The Spokane River is primarily used for recreational activities and has the Navigable Water Zoning District designation.

To the North:

The subject site is adjacent to Seltice Way on its northern boundary. Seltice Way is an arterial road that has been recently rebuilt as a complete street. The site plan indicates that there will be two access points onto Seltice Way. The properties along the north side of Seltice Way have residential and commercial uses on them with commercial zoning that is in the County.

To the East:

To the east of the subject site are the Riverstone and the Bellerive subdivisions, as well as the Centennial Trail and an existing dog park. Uses within Riverstone include multi-family apartments, a retirement community, single family dwellings, restaurants, a mixed use village with retail uses, and other commercial and professional office uses.

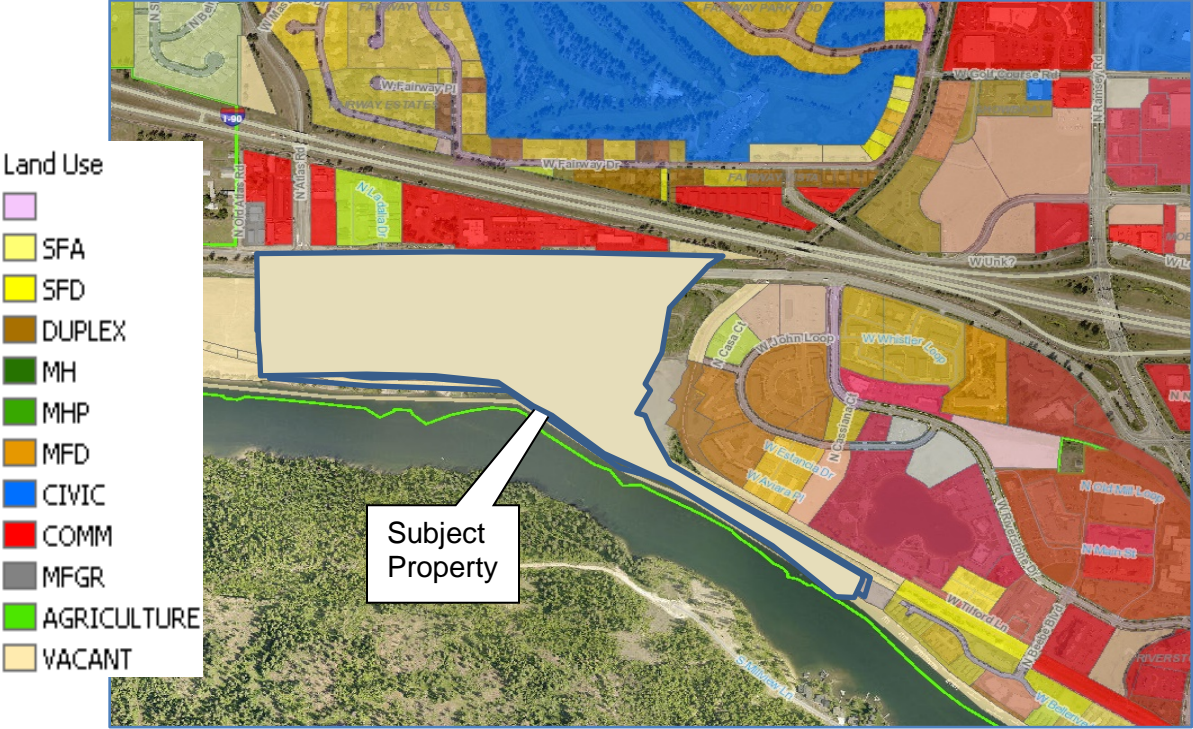
To the West:

To the west of the subject site is the 22 acre site owned by Lanzce Douglass which is under construction. The project was approved for 384 apartments, a mini-storage facility and 28 single-family residential lots and two open space tracts to be known as "Rivers Edge".

Further to the west beyond the recently approved PUD and subdivision are single family dwellings and a commercial office space that is used as a call center. The properties to the west that have single family dwellings on them are zoned R-8PUD. The commercial call center property is zoned C-17LPUD. There is also a vacant undeveloped property, formerly a railroad right-of-way, owned by the City that will be developed with a 12-foot wide multi-use trail. *See Generalized Land Use Map on the next page.*

GENERALIZED LAND USE MAP:

(Note: The map still shows the property as vacant even though construction is underway.)



CHANGED – UPDATED TEXT

As noted previously, the requested PUD Amendment #3 for the Atlas Waterfront project would revise the final Development Standards for the project to include Development Area 20 and make some slight changes to the standards for the development areas to respond to market conditions and phases 1 and 2 of the project, and provide clarification for development areas within phase 3. The changes associated with this PUD amendment will make the neighborhood even more desirable and livable.

Evaluation: *The Planning 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 #B8C: The proposal (is) (is not) compatible with natural features of the site and adjoining properties.

The subject property is higher along Seltice Way and slopes downward toward the Spokane River to the south. The pre-existing grade had an approximately forty-five foot (45') elevation drop on the subject site as shown on the Topographic Map. Significant grading work has been done on the site to prepare it for development and remove pits that existed from the previous mill operations. The grade changes across the site will be advantageous to providing more views of the river and shoreline. There are no topographical or other physical constraints that would make the subject property unsuitable for the PUD request. The Mt. Hink area is currently being used to stockpile non-structural soil and bark excavated from Phases 2B and 3 pits. Those areas will be filled with structural soils to make them saleable lands. Mt. Hink is within Phase 4 of the project. The soils will be removed from Mt. Hink and the site remediated to allow for the land to be developed. The new Development Area 20 is in the location of Mt. Hink.

CHANGED – UPDATED PHOTOS TO SHOW RECENT PROGRESS

SITE PHOTO 1 – Atlas Waterfront Park:



SITE PHOTO 2 – Atlas Waterfront Park and Swale:



SITE PHOTO 3 – Public Access to the Spokane River:



SITE PHOTO 4 – Atlas Waterfront Dog Park:



SITE PHOTO 5 – Drone Photo of the Atlas Waterfront Park:



SITE PHOTO 6 - Drone Photo Looking at Areas 1, 2, 8 and 12:



SITE PHOTO 7 - Drone Photo Looking at Areas 1, 2, 8 and 10:



SITE PHOTO 8 - Drone Photo Looking at Areas 1, 2, 8, 10, and 12, and Seltice Way:



Evaluation:

The Planning 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.

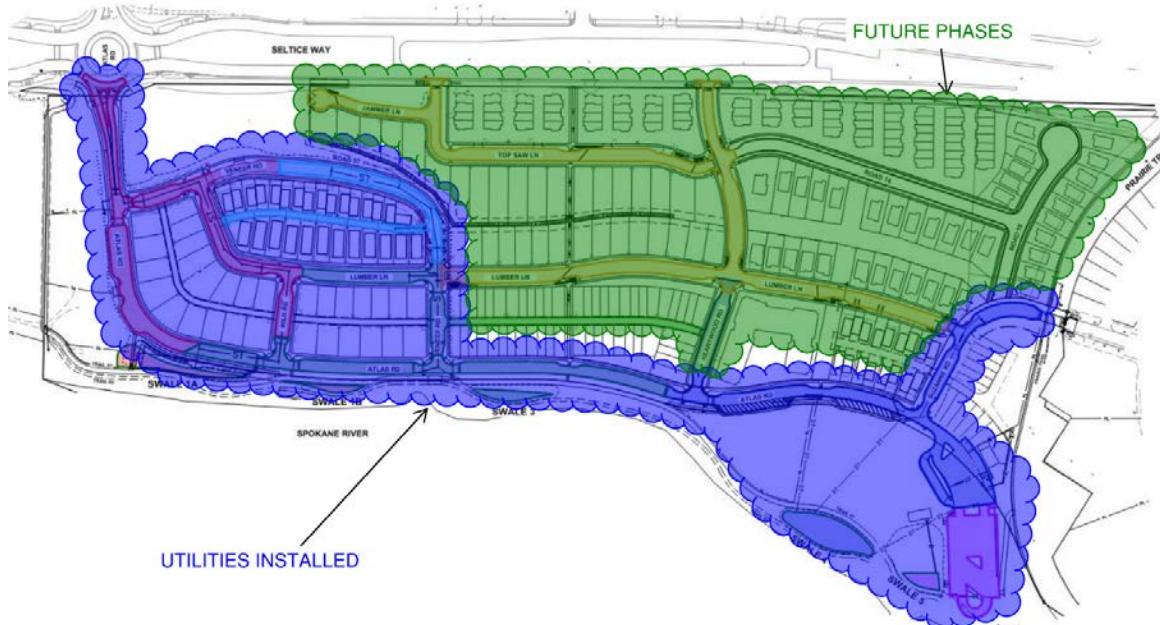
Finding #B8D: The location, design, and size of the proposal are such that the development (will) (will not) be adequately served by existing public facilities and services.

Updated Utility Information: NEW

Prior to construction within the PUD, utilities did not exist at the site. There have been two phases of infrastructure construction to date, which include public water, sewer, and stormwater, and private utilities such as gas, power, phone, and fiber in some areas. Future phases of infrastructure construction will provide for public and private utilities to all areas of the PUD.

The map below shows the areas where utilities have been installed and future phases.

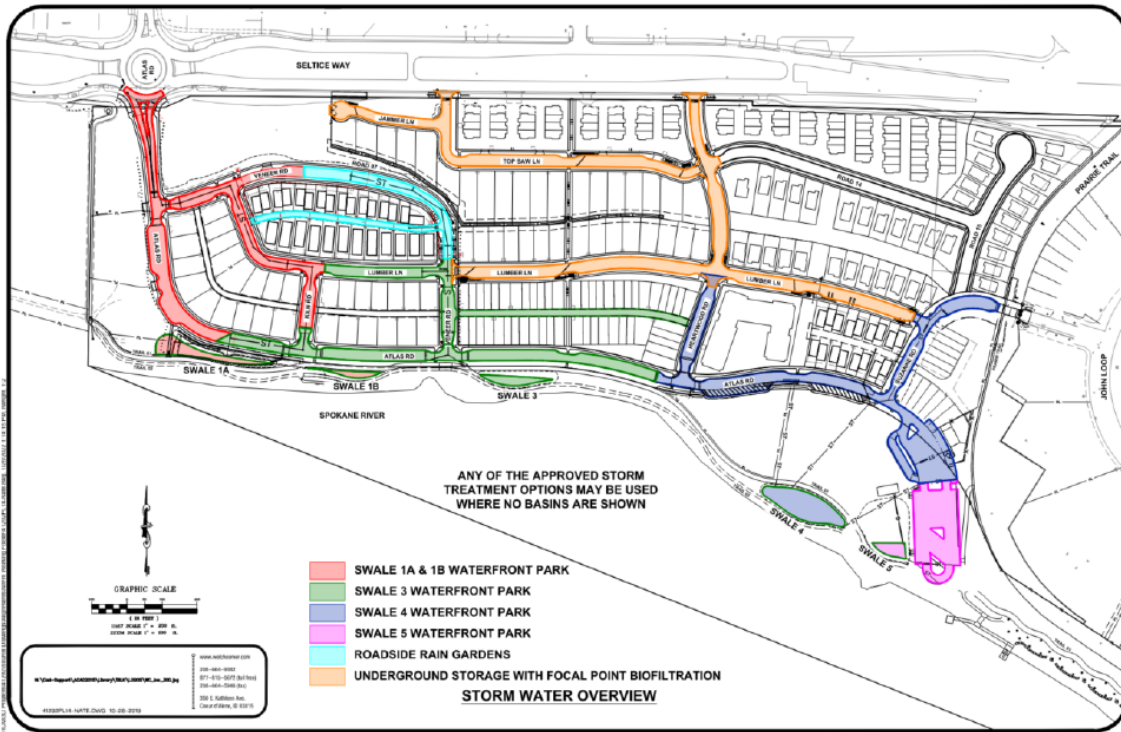
UTILITY MAP: NEW



Street and parking lot stormwater will be collected by a piped collection system and conveyed to stormwater treatment facilities. This will consist of combinations of roadside treatment (roadside swales, rain gardens, underground storage/treatment facilities) or centralized swales located in the waterfront parks space or other specified areas designated for stormwater treatment. Power, gas, telecom, fiber optic will be buried.

UPDATED STORMWATER OVERVIEW MAP: NEW

(Shows locations of various stormwater treatment, storage, and conveyance amendments in multiple areas.)



STORMWATER: CHANGED – UPDATED TEXT

The proposed PUD amendment has been reviewed by the Streets and Engineering Department. We have no comments or objections to the proposed amendment.

-Submitted by Chris Bosley, City Engineer

STREETS: CHANGED – UPDATED TEXT

The proposed PUD amendment has been reviewed by the Streets and Engineering Department. We have no comments or objections to the proposed amendment.

-Submitted by Chris Bosley, City Engineer

TRAFFIC: CHANGED – UPDATED TEXT

The proposed PUD amendment has been reviewed by the Streets and Engineering Department. We have no comments or objections to the proposed amendment.

PREVIOUS COMMENT:

A traffic study was completed for this property by Welch Comer and Associates in January, 2019. The addition of this property to the overall development plan is expected to have little impact since the higher density development previously proposed for that site was taken into consideration in the traffic study. Additionally, a recommended mitigation measure proposed in the traffic study was to optimize traffic signal timing on the Northwest Boulevard/Ramsey Road corridor near I-90. The City entered into an agreement with the Idaho Transportation Department to upgrade those six traffic signals in the corridor and give control to the City. Work was completed in early 2020 and has improved traffic flow in the corridor. Streets and Engineering has no objections to the proposed PUD.

-Submitted by Chris Bosley, City Engineer

WATER: NO CHANGES

There is adequate capacity in the public water system as a whole to support domestic, irrigation and fire flow for the project, including the addition of the triangle parcel. The 12" main extension to the east that was previously anticipated and required when the apartment project was slated for the triangle parcel will now be abandoned because it won't be necessary to serve the proposed single-family and townhouse uses on the 4.6 acres. A thorough review of the recently supplied hydraulic study will likely confirm that current and planned improvements should support the project.

-Submitted by Kyle Marine, Assistant Water Superintendent and Terry Pickel, Water Department Director

WASTEWATER: CHANGED – UPDATED TEXT

Welch Comer has provided an updated Sewer Basin Letter summarizing the changes in density of the project and how wastewater will be handled, including an updated Sewer Basin Map. The initial density was based on max densities outlined in the PUD and the original layout allowed for up to 630 dwelling units. The actual number of units is less than planned. Welch Comer is now estimating the total number of Equivalent Residential Units (ERU's) 544. This includes a reduction of density in some areas, the addition of new areas, and increased density in other areas.

Wastewater has the following comments and/or requests for information on the PUD Amendment #3:

Areas 11 and 20:

- a. These areas along with parcels along Top Saw and Jammer Lanes will be required to be serviced using gravity sewer. Manhole RIV1-28G appears to be a viable route. Pumped sewerage is not in the best interest of the City due to the increase in cost of maintenance and treatment.

All previous comments are still applicable.

-Submitted by Mike Anderson, Wastewater Department Director

PREVIOUS COMMENTS:

1. Sewer Policy #719 requires an "All-Weather" surface permitting unobstructed O&M access to the public sewer.
2. City Resolution 14-025 requires all EDUs discharging wastewater within the Mill River Lift Station Sewer Service Area to pay into the capacity system upgrades to the Mill River Lift Station.
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. As stated in the March 2, 2020 Atlas Proposed PUD Amendment No. 1, the Wastewater Department concurs that the Riverside Pump Station has the potential capacity to serve up to 390 Atlas Dwelling Units (DU's). However, per Welch Comer's August 27, 2020 Riverside Pump Station Capacity Report, the build-out sewer flows from the aforementioned 390 Atlas DU's when combined with the Bellerive Development flows will exceed the City's mandatory standby storage response time. In the event the Riverside Pump Station experiences a power outage, an emergency standby generator with automatic transfer switch and related operational controls will be necessary operate the pump station during power outages until the City crews arrive. As stated in the report, installation of this equipment should be contingent upon the Atlas PUD Amendment # 2.
6. Presently, the current pumps have reached their useful life and the Wastewater Department has replaced the pumps. The new pumps, rated at 345 gallons per minute (gpm) plus or minus, will pump into the existing 4" force main at nearly 7.4 feet per second (fps). Due to the abrasive nature of sewer, higher velocities tend to shorten the life of the force mains. Typically, design velocities range 4 to 5 fps.
7. The Subject Property is within the City of Coeur d'Alene Area of City Impact (ACI) and in accordance with the 2013 Sewer Master Plan and the aforementioned evaluation; the City's Wastewater Utility presently has the wastewater system capacity, willingness and intent to serve this PUD Amendment No. 2 as proposed. Any further increase in density may require additional hydraulic modeling the sewer flows acceptable to the Wastewater Utility and upsizing of public sewer.

-Submitted by Larry Parsons, Utility Project Manager

FIRE: NO CHANGES

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.

Fire department access to the site (road widths, surfacing, maximum grade, turning radiuses, no parking-fire lanes, snow storage and gate access), 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 process, utilizing the currently adopted International Fire Code (IFC) for compliance.

There is a need for a +/- 1-acre lot close to Seltice Way for CD'A Fire Department's future fire station #5. If there is an opportunity as part of this project or nearby development projects, the Fire Department would like to be involved in discussions about a future fire station.

-Submitted by Bobby Gonder, Fire Inspector / IAAI – CFI

POLICE: NEW

PD does not have any issues with the development.

-Submitted by Lee White, Police Chief

PARKS: NO CHANGES

The Parks Department requires a 12-foot wide shared-use path, with sections up to 16 feet wide at the Southeast end, and an 8-foot wide gravel walking path along the waterfront for this development.

The asphalt mix used in the trail should have 3/8-inch rock instead of the typical 3/4-inch. This is referred to as driveway mix and provides a smoother surface for bicycles, wheelchairs, skateboards, rollerblades and strollers. Our standards require 4 inches of compacted gravel and 2 inches of asphalt. It is also helpful to sterilize the surface under where the trail will go to prevent weeds from growing through and damaging the trail.

-Submitted by Monte McCully, Trails Coordinator

Evaluation: *The Planning 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 #B8E: **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.**

CHANGED – REVISED TEXT

The Atlas Waterfront development currently has 38% open space consisting of approximately 24 acres of public open space areas, including 12 acres of open space along the waterfront to include a waterfront park, and upland open spaces to provide pedestrian circulation routes in addition to sidewalks. The waterfront park provides a grass open play area, playground, picnic shelter, food truck parking, separate pedestrian and bicycle waterfront trails, a water dog park, ADA accessible swim area and kayak launch and several other water access points.

Evaluation: *The Planning 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 #B8E: **Off-street parking (does) (does not) provide parking sufficient for users of the development.**

CHANGED – UPDATED TEXT

The approved Atlas Waterfront PUD is consistent with the City Code parking requirements for land uses in the project with some flexibility with parking requirements for food/beverage uses by allowing up to 50% of the required parking for food and beverage sales (on-site consumption) over 1,000 square feet to be provided in the public realm. PUD Amendment #2 allowed for a few additional deviations for commercial/retail parking requirements within Areas 12 and 13, and residential condominium parking in Area 13. It allowed for up to 15% of the on-street parking

fronting Area 12 to count towards satisfying the commercial/retail parking requirements. It also allowed up to seven on-street parking spaces fronting the parcel to count towards satisfying the Area 13 commercial/retail parking requirement if the Area 13 owner funds construction of 12-14 diagonal parking spaces fronting Atlas Waterfront Park, and allows for tandem parking within a building for residential condominium units. The other parking requirements would remain unchanged. Those approved changes to parking for Areas 12 and 13 would make the desired commercial/retail uses required by the project be more viable and encourage parking for residential condominium uses in Area 13 to be within the building or below grade rather than taking up valuable surface property. The approved PUD Amendment #2 also adjusted the road right-of-way to accommodate additional on-street parking and parking along the frontage for Area 13.

PUD Amendment #3 does not include any changes to off-street parking.

Evaluation: *The Planning 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 #B8G: **That the proposal (does) (does not) provide for an acceptable method for the perpetual maintenance of all common property.**

NO CHANGES

The common, privately owned property will be maintained by a Master Association controlled by the City/ignite CDA until such time that the ignite CDA districts sunset (River District 2027 and Atlas District 2038) and/or the private land ownership exceeds 80% of the for sale land area, at which time the private property owners will assume control of the Master Association. The City/ignite CDA will have the ability, at their sole discretion, to transfer the Master Association control to private party(s) if they determine it is the best interest of the City/ignite CDA.

Evaluation: *The Planning 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.*

CONDITIONS: NO CHANGES

- 1) 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 permits.
- 2) An unobstructed City approved "all-weather" access shall be required over all public sewers.
- 3) Mill River Lift Station Surcharge Fees will be required on all EDUs discharging sewer into the Mill River Service Area during the building permit process.
- 4) This Project shall be required to comply with the City's One Lot-One Lateral Rule.
- 5) All public sewer plans require IDEQ or QLPE Approval prior to construction.

- 6) Prior to WW signoff on the Atlas Mill Phase 2 plat, this project will be required to install an emergency standby generator with automatic transfer switch and related operational controls at the Riverside Pump Station.
- 7) The minimum width of the cul-de-sac on Jammer Ln. shall not be less than 96 feet.
- 8) Single access road over 150 feet requires a FD approved turn-around.
- 9) Turning radiuses for FD is 25' interior and 50' exterior.
- 10) Minimum street width for FD access is 20' with no parking allowed on both sides of the street. 20' to 26' width – no parking on one side of the street.
- 11) Fire hydrant placement is based on the required minimum fire flow. Maximum distance between fire hydrants is 600 feet.
- 12) Building address numbers shall face the street that they are addressed to.
- 13) Over 30 single family residents on a single fire department access road requires a secondary FD egress road (20' minimum).
- 14) Build a 12-foot shared-use path and an adjacent 8-foot gravel path along the waterfront.
- 15) Use 'Driveway Mix' asphalt in the construction of the paved trail.
- 16) Sterilize the ground with herbicide before laying down gravel and asphalt.

NOTE: With the comments outlined above under Finding B8D regarding gravity sewer for Top Saw and Jammer Lanes, the City of Coeur d'Alene Wastewater Department presently has the wastewater system capacity, willingness and intent to serve this PUD Amendment No. 3 as proposed.

ORDINANCES & STANDARDS USED FOR 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
 2017 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

The Planning Commission will need to consider the PUD amendment request and make findings to approve, deny, or deny without prejudice. The findings worksheet is attached.

The Planning Commission will also need to approve or deny the interpretation request.

Attachment: **NEW**

Attachment 1 -- Atlas Waterfront Requested Deviations Table, Exhibits and revised pages of the Development Standards (PUD Amendment #3)



**APPLICANT'S
NARRATIVE**

March 2, 2022

Ms. Hilary Anderson
Community Planning Director
City of Coeur d'Alene
710 E. Mullan Avenue
Coeur d'Alene, ID 83814

RE: Amendment No. 3 to Atlas Waterfront PUD REVISED (2)

Dear Ms. Anderson:

Amendments are proposed to the Atlas Waterfront PUD, as summarized in the following table.

AREA(S)	PROPOSED AMENDMENT	JUSTIFICATION
1 & 2	Allow porch flatwork to extend into the front yard setback. Minimum 2-foot front yard setback for porches while requiring posts or other porch/roof encumbrances to have a 5-foot setback.	Front porches are connected to the retaining walls and stairs along the right of way. Refer to Exhibit 1.
1 & 2	Allow wrap around porches to extend into the side yard setback for corner lots so long as the porch does not impede on the vision triangle at the intersection. Minimum 2-foot side yard setback for porches while requiring posts or other porch/roof encumbrances to have a 5-foot setback. Also, require analysis of the vision triangle by the City Engineer.	The builders proposed wrap around porches/decks for the row homes help reduce the buildings' mass but are not allowed in the current design standards. This amendment will allow the encroachment. Refer to Exhibit 1.
3 & 4	Reduce the minimum lot townhome lot depth on the lots fronting Lumber Lane from 80 feet to 76 feet.	When the City transferred the triangle parcel to ignite cda, it became possible to add another street and row of lots to increase density. This requires 11 of the 51 lots in Areas 3 & 4 to have a shorter depth. Refer to Exhibit 2.
3 & 4	Require minimum 12,500 square feet of pocket park	Provide nearby recreational space for townhome residents.
3	Increase height from 40' to 45' to have the same height maximum as Area 4	Many of the same building types are proposed in Areas 3 and 4. Roof top decks have stairwell walls higher than 40'. Refer to Exhibit 3.
5A	Conditional height increase of maximum building height from 45 to 60 feet if there is some public benefit that can be reached through the ANE/DDA negotiations with ignite cda.	The proposed multifamily building height is 45 feet. Ignite cda desires the flexibility to negotiate with the builder to add an additional level in exchange for additional revenue or other public benefit from the builder. The ignite board would then consider using the additional revenue/public benefit to support workforce housing on the Atlas site or in the Atlas URA district. Other public benefits will also be considered by ignite cda.

5A	Allow public space to be another option in addition to the street wall urban form listed in the PUD	The street wall urban form was intended to give an urban close-in feel to the development. Energetic public spaces achieve this same goal.
6	Require townhomes with rear frontage on Suzanne to have a prominent and direct pedestrian route from the public sidewalk to the alley front doors	The topography between Suzanne Road and Area 6 creates a challenging design to achieve the Development Standard Frontage Type B with a strong connection to the front door. This deviation would allow the strong connection to the front door (on the Alley side) to be created with a prominent route. Refer to Exhibit 4.
7, 11 & 20	Add cottage homes and cottage courts as a land use type/building type (Add a map to show 20)	It could provide an alternative to townhomes to residents who desire smaller homes and less maintenance without shared walls on both sides. The cottages can either be on individual lots or condo platted. In both instances, shared open space is prevalent.
7, 11, & 20	Add front and rear loaded townhomes as building type	Townhomes may be an alternative to single family to potentially provide essential worker housing in this area, should that type of housing be a priority.
7, 11, & 20	Add rear-loaded duplexes as building type use type	Rear-loaded duplexes (either zero lot line, condo platted, or normal duplexes) may be an alternative to single family to potentially provide essential worker housing in this area, should that type of housing be a priority.
7, 11, & 20	Cottage courts access	Cottage Courts can be served by an alley or public street. Alley-loaded dwellings in cottage courts do not require frontage on a public or private street.
12	Set a minimum commercial/retail space of 4,000 SF	Residents in multifamily units will benefit from commercial/retail space nearby.
12	Allow for 4-foot front yard setback	Originally, the shared use path connecting the Seltice Way shared use path with the Atlas Waterfront Park was located on the west side of Atlas Road and crossed two driveway approaches. Working with the Area 12 builder and the neighboring property, ignite was able to negotiate a dedicated connection along the “back” property lines for a shared use path that is safer because it does not cross any approaches. Diagonal parking was designed on Atlas Road, where the shared use path was previously located, pushing the sidewalk closer to the buildings. The previous setback was 6 feet from the back of sidewalk. In some cases, the public sidewalk will now need to be in an easement. Refer to Exhibit 5 for more detail.
13	Conditional building height: Increase to 53 feet for 2,800 SF or 22% of the roof area, whichever is less, for pool roof deck. Conditional building height increase to 60 feet for 2,300 sf or 17% of roof area, whichever is less, for pool support facilities, food and beverage area, elevator, and stair tower. Height increases will only be allowed if an agreement can be reached with ignite cda that addresses public benefit.	A pool deck, food and beverage area, and pool support facilities are desired to support the proposed hotel. Additionally, the Building Code requires elevators/stairs to access a roof if there is a use or mechanical equipment. Any projections and rooftop equipment screening would be subject to the maximum height. As part of ignite’s Agreement to Negotiate Exclusively (ANE) with a developer, ignite will negotiate a public benefit in exchange for this allowance. See Exhibit 9.
20	Add Area 20 for residential development with potential for essential worker housing.	There is an opportunity to convert space that was previously shown as Mt. Hink into residential areas (potentially essential worker housing). Refer to Exhibit 6.
ALL	Various techniques are being employed to treat and convey	Not all Atlas Roadside areas are conducive to roadside swales for stormwater treatment because of the site

	stormwater. The PUD narrative and stormwater overview map are updated to reflect these techniques.	density, character and landscape aesthetic that is desired in the PUD. The other stormwater treatment options allow for more compact stormwater treatment, with equal or better treatment technique, and allows ignite cda to create a denser development with more aesthetic landscape treatments in the road-side landscape areas. Refer to Exhibit 7.
ALL	Detailed fence style, material and types will be included in the HOA master declaration document.	Currently, fencing is per City code with maximum heights of 4 feet and 6 feet at front yards and side yards/ respectively. Greater specificity of style, material and type is desired to maintain the development aesthetic.
ALL	Corner lots, alley parking and all surface parking lots must be screened in conformance with the City's Commercial Design	Currently, corner lot alley parking is required to be screened per the development standards, but greater specificity and uniformity is desired to maintain the development aesthetic.
ALL	Clarify that fencing cannot impede the vision triangle.	Further clarify fencing requirements within the project.

Both ignite cda and the City representative believe these PUD amendments will provide for a more desirable neighborhood, while meeting the original PUD goals.

Sincerely,



Philip F. Boyd, P.E.
President, Principal Engineer

PFB/srd

Enclosure: PUD Amendment Application; Development Standard Amendments

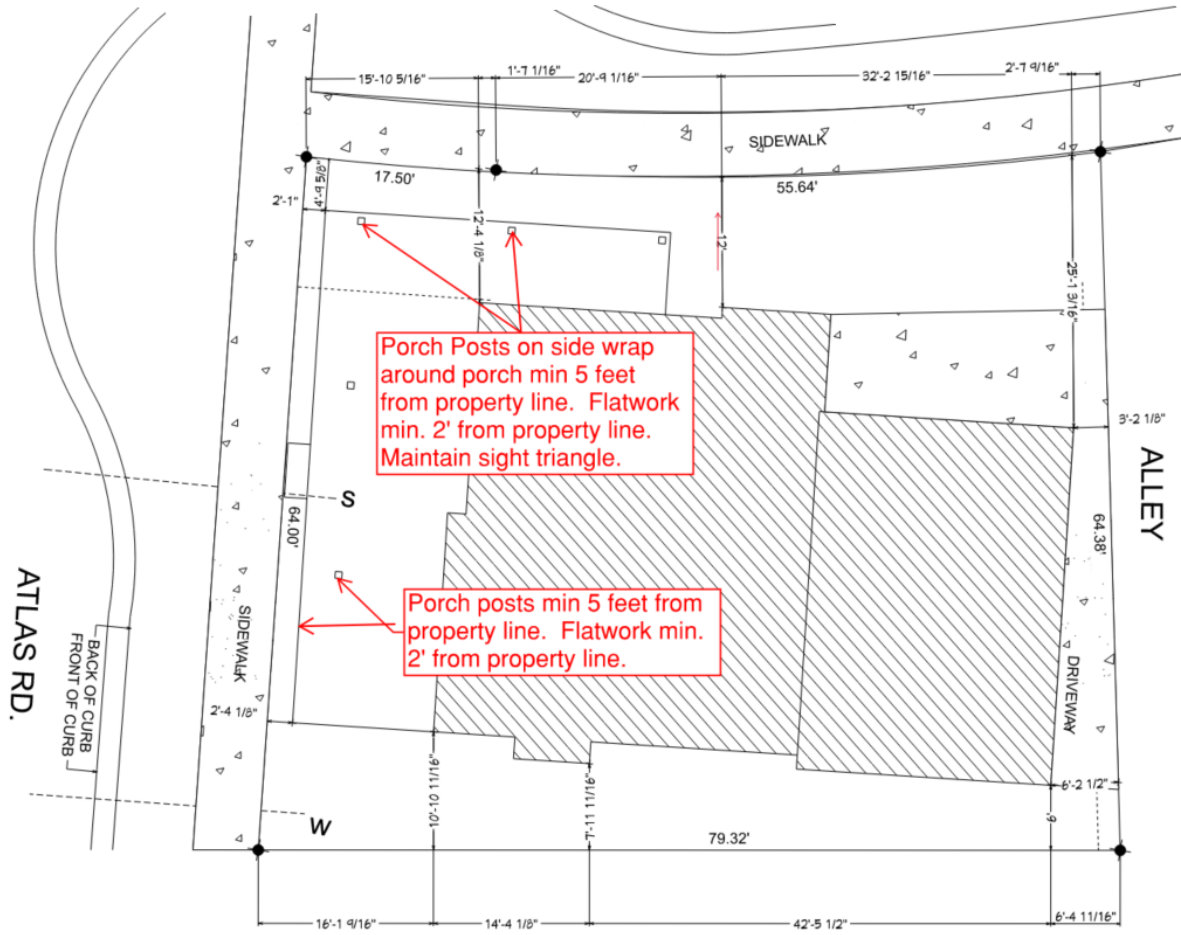


Exhibit 1 – Areas 1 and 2 Encroachment into Front and Side Setbacks.

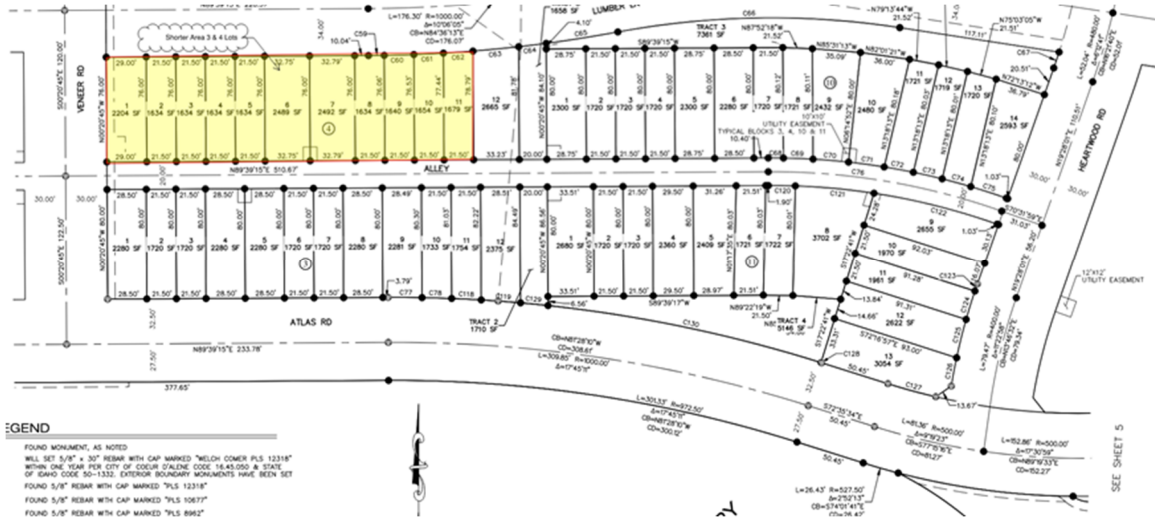


Exhibit 2 – Areas 3 and 4 need townhome lot depth to be less than 80 feet. Those highlighted are less than 80 on the preliminary plat.



Exhibit 3 – Area 3 Explanation of the need for building heights taller than 40-feet which is consistent with the building heights in Area 4.

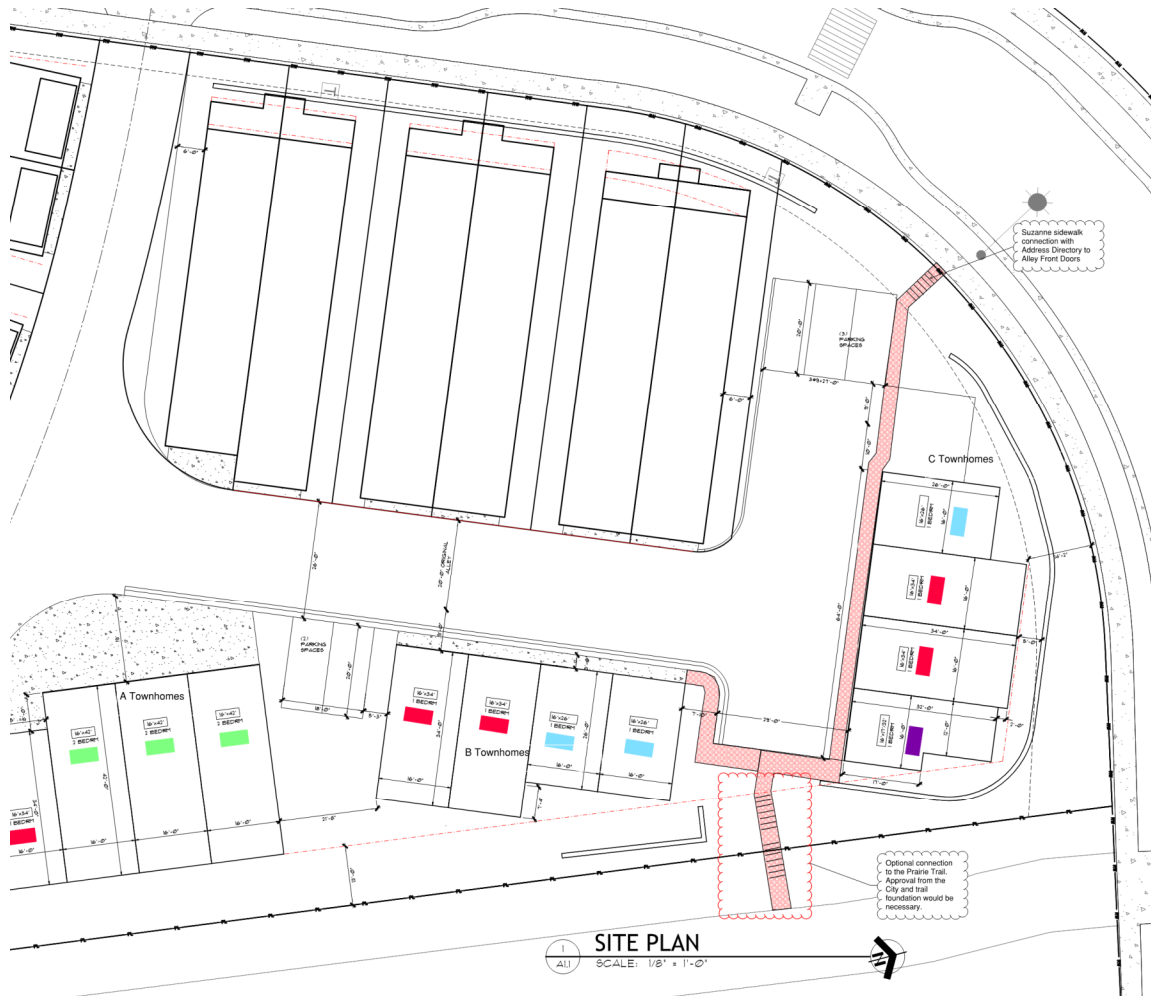


Exhibit 4 – Area 6 explanation of the need for ped access route to the townhome buildings rather than rear entry.

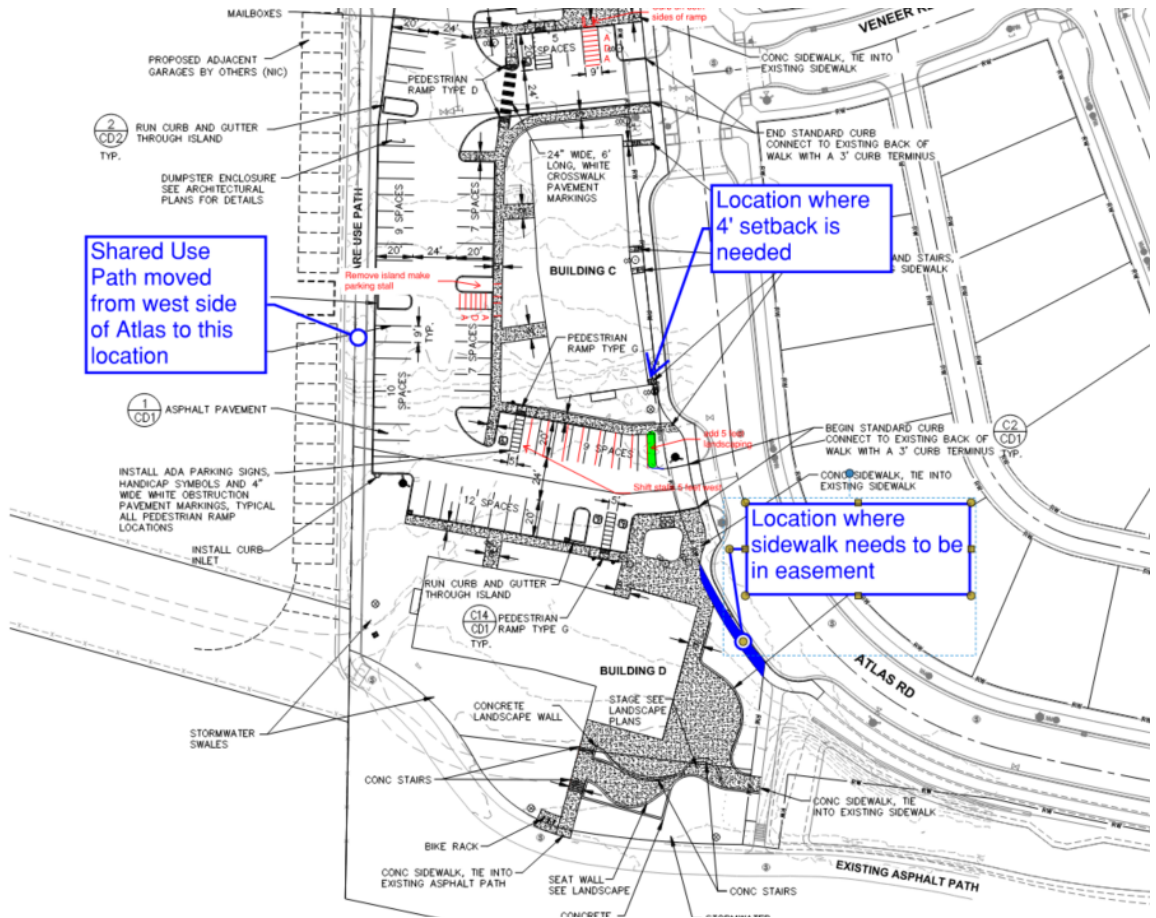


Exhibit 5 – Area 12 Explanation of the shared-use path shift, setback at diagonal parking, and sidewalk in easement.



Exhibit 6 – Adding Area 20 to the PUD where Mount Hink open space was proposed.

PUD Narrative Amendment:

Utilities

Prior to construction within the PUD, utilities did not exist at the site. There have been two phases of infrastructure construction to date, which include public water, sewer, and stormwater, and private utilities such as gas, power, phone, and fiber. Future phases of infrastructure construction will provide for public and private utilities to all areas of the PUD. Street and parking lot stormwater will be collected by a piped collection system and conveyed to stormwater treatment facilities. This will consist of a combinations of roadside treatment (roadside swales, rain gardens, underground storage/treatment facilities) or centralized swales located in the waterfront parks space or other specified areas designated for stormwater treatment. Power, gas, telecom, fiber optic will be buried.

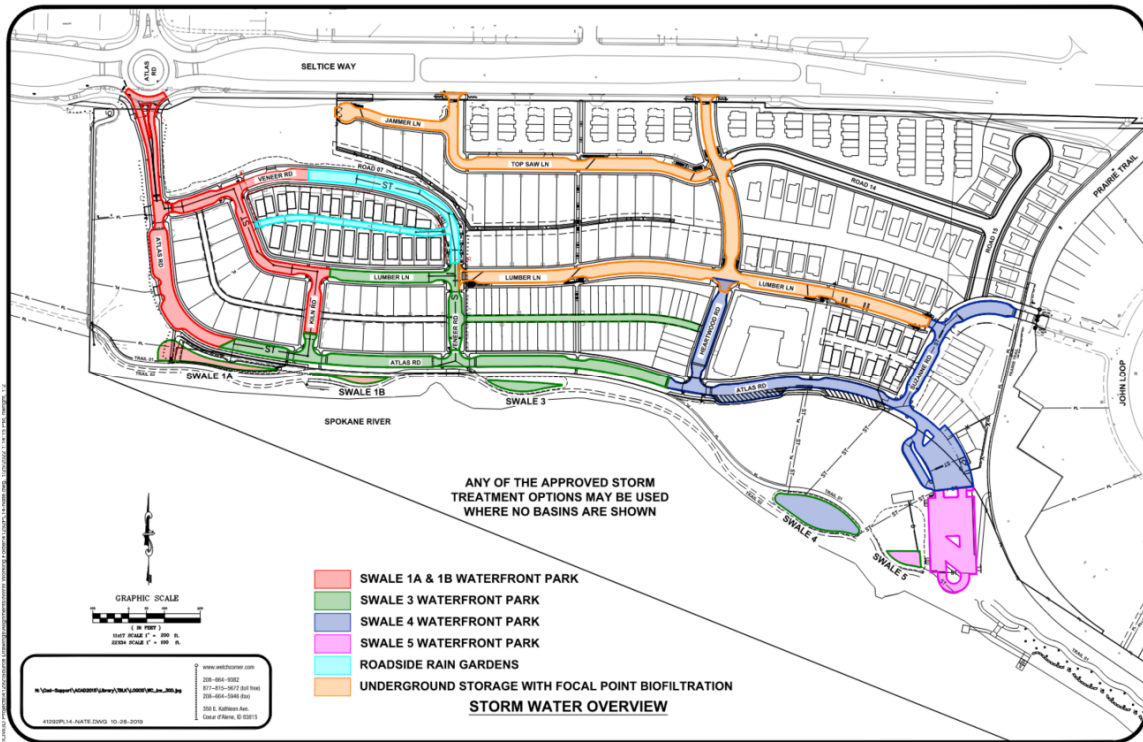


Exhibit 7 – Stormwater overview showing locations of various stormwater treatment, storage, and conveyance amendments in multiple areas.

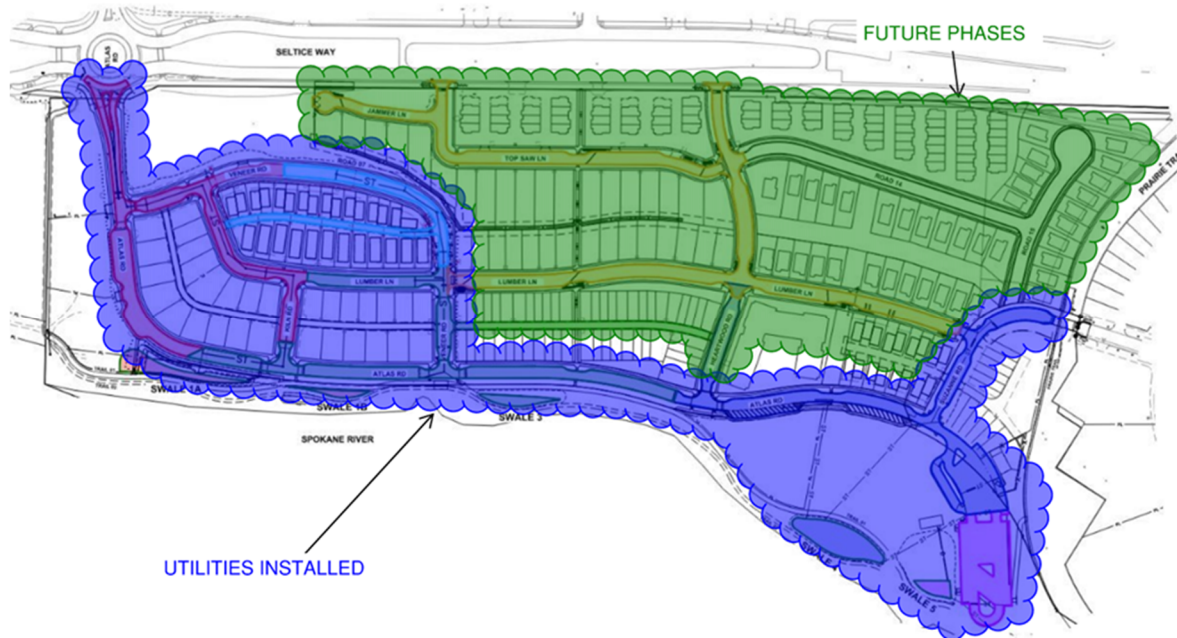


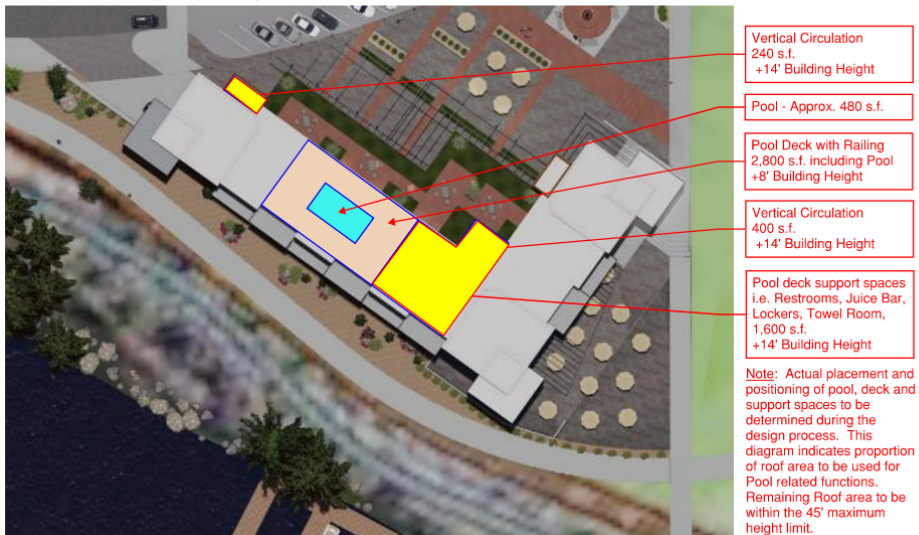
Exhibit 8 – Exhibit indicating the areas to which utilities have been provided as of February 2022

Exhibit 9 – Area 13 (left – Hotel) and Area 5A (right-condominium) Concept



Area 13 - Hotel Concept
Roof-Top Pool
Additional Building Height Request

Area Summary
Roof Top Area = 13,000 s.f. +/-
Pool Deck Raised Area = 2,800 s.f. (22% of total roof area)
Support Space and Circulation Raised Area = 2,240 s.f. (17% of total roof area)



ATLAS WATERFRONT NEIGHBORHOOD DEVELOPMENT STANDARDS

UPDATED 3/10/2020 TO REFLECT PUD AMENDMENT NO. 1

UPDATED 02/17/2021 TO REFLECT PUD AMENDMENT NO. 2

DRAFT PUD AMENDMENT NO. 3 (1/28/2022)

*Only amended pages are included.



SILTICE WAY

SILTICE WAY (EASTBOUND)

AREA 12

AREA 10

AREA 17

AREA 18

AREA 19

AREA 11

AREA 20

AREA 8

AREA 16

AREA 9

AREA 1

AREA 2

AREA 14

AREA 15

AREA 7

AREA 3

AREA 4

AREA 5A

AREA 5B

AREA 6

AREA 13

Mama Bear's Grafting Company

John Loop

John Loop

W. Riverside Dr

W. Riverside Dr

W. Sunrise Rd

John Loop

John Loop

John Loop

John Loop

John Loop

John Loop

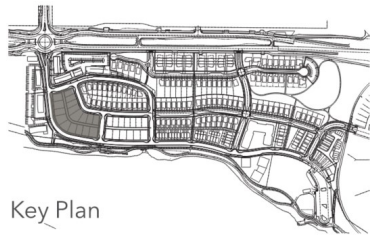
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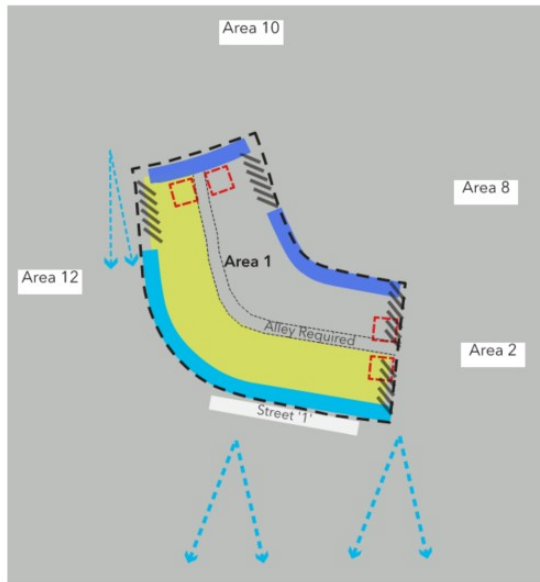
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DEVELOPMENT AREA 1 | STANDARDS



Key Plan



- Frontage Type A
- Frontage Type B
- Minimum Building Height Area
- Corner Lots/ Side Street Orientation
- Waterfront View
- Alley Parking Screening

Introduction

- Development in Area 1 is a key part of the western entry sequence into the neighborhood.
- As illustrated in Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 1 requires an alley to achieve this goal.

Use

- Residential

Building Types

- Single-Family rear-loaded
- Duplexes rear-loaded
- Townhouses rear-loaded

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions along with the required setback.

Perimeter Streets

- On-street parking is allowed on all sides of this area.
- Curb cuts for individual driveways are not allowed.

Setbacks (Minimum Yard)

- Front - for lots facing Street 1 (Atlas Rd.) see Frontage Type A for all elements that shall be addressed between the building and the property line.
- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 5' min
Flatwork only 2' min.

(Livable space allowed above porches in homes north/east of alley)

- Side street: 5' min. Side interior 6' minimum.
Flatwork only 2' min. Requires vision triangle approval from City Engineer.
- Side separation between buildings if there is no property line: 12' min.
- Side setback allowance- fireplace and enclosures and chimneys may extend upto 1.5' into side setback.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 40'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

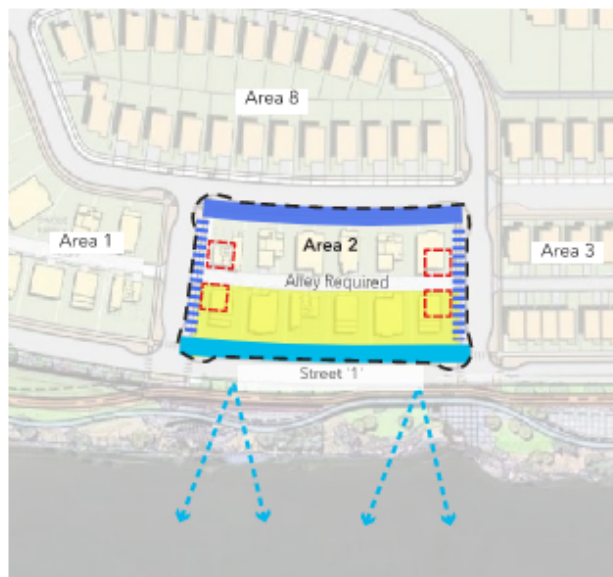
- Area 1 will have an alley delineated within a 20'-wide tract and a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots shall be configured so that vehicular access to off-street parking is from the alley.
- At the end of an area, where an alley meets a street, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a garage or vegetation.
- The area diagram shows alley curb cuts at the narrow ends of the area. The northern curb cut may be relocated to the interior street on the northeast side of the area.

DRAFT PUD AMENDMENT NO. 3 (2/1/2022)

DEVELOPMENT AREA 2 | STANDARDS



Key Plan



- Frontage Type A
- Frontage Type B
- Minimum Building Height Area
- Corner Lots / Side Street Orientation
- Waterfront View
- Alley Parking Screening

Introduction

- Development on Area 2 plays a key role in shaping the character of Street '1'.
- As illustrated in Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 2 requires an alley to achieve this goal.

Use

- Residential

Building Types

- Single-Family rear-loaded
- Duplexes rear-loaded
- Townhouses rear-loaded

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- A building's primary (front) facade may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks (Minimum Yard)

- Front - for lots facing Street 1 (Atlas Rd.) see Frontage Type A for all elements that shall be addressed between the building and the property line.
- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 5' min

Flatwork only 2' min.

(Livable space allowed above porches in homes north/east of alley)

- Side street: 5' min. Side interior 6' minimum.
Flatwork only 2' min. Requires vision triangle approval from City Engineer
- Side separation between buildings if there is no property line: 12' min
- Side setback allowance- fireplace and enclosures and chimneys may extends upto 1.5' into side setback.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 40'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

- Area 2 will have an alley delineated within a 20'-wide tract and a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots shall be configured so that vehicular access to off-street parking is from the alley.
- At the end of an area, where an alley meets a street, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a garage or vegetation

Perimeter Streets

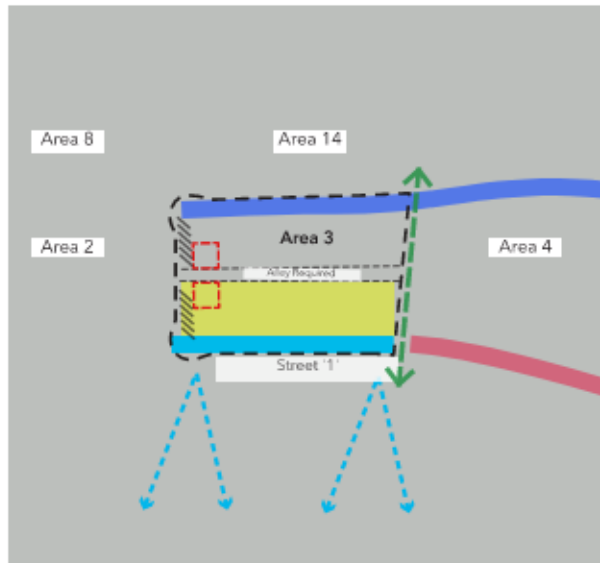
- On-street parking is allowed on all sides of this area.
- Curb cuts for individual driveways are not allowed.

DRAFT PUD AMENDMENT NO. 3 (2/1/2022)

DEVELOPMENT AREA 3 | STANDARDS



Key Plan



- Frontage Type A
- Frontage Type B
- Minimum Building Height Area
- Corner Lots
- Waterfront View
- Required Pedestrian Walkways
- Alley Parking Screening

Introduction

- Development on Area 3 plays a key role in shaping the character of Street '1'.
- As illustrated in Frontage Type A, buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Area 3 requires an alley to achieve this goal. The alley will extend east into Area 4.
- The tract between Area 3 and Area 4 is planned to have a pedestrian hillclimb (stairway) that provides access to the waterfront from the upper portions of these areas and area 9.
- The standards for area 3 accommodate the sloped topography and unique shape of this site.

Use

- Residential

Building Types

- Single Family rear-loaded on area 3 front-loaded on alley only
- Duplexes rear-loaded on area 3 front-loaded on alley only
- Townhouses rear-loaded
- Multiple Family

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min. - 76' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- The primary (front) facade of a building or unit may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks (Minimum Yard) - South of Alley

(also applies to area north of alley if configured with rear-loaded Townhouses, Duplexes, Single Family)

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 5' min. (Livable space allowed above porches in homes north of alley)
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)
- Side setback allowance- fireplace and enclosures and chimneys may extends upto 1.5' into side setback.

Setbacks (Minimum Yard) - North of Alley

Front-loaded - Townhouses, Duplexes, Single Family

- Front - for lots facing Street 1 (Atlas Rd.) see Frontage Type A for all elements that shall be addressed between the building and the property line.
- Front - garage door: 20' min. (measured from back of sidewalk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have a ground-level projection or porch that extends at least 4' beyond the garage, toward the street.
The width of the projection or porch shall be equal to or greater than half the width of the garage door.
- Side: 6' min.

DEVELOPMENT AREA 3 | STANDARDS

- Side separation between buildings if there is no property line: 12' min.

Setbacks (Minimum Yard) - North of Alley Multiple Family

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.
- Side - interior: 10' min.
- Side - facing street: 10' min.
- Side - facing alley: 5' min.
- Side separation between buildings if no property line: 20' min.
- Rear - to primary building wall: 13' min.
- Rear - to porches and projections: 7' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: ~~40'~~ 45'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Alley

- Area 3 will have an alley delineated within a 20'-wide tract and a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots on Area 3 (south of alley) shall be configured so that off-street parking is accessed from the alley.
- Buildings and lots on Area 3 (north of alley) that are adjacent to the alley shall be configured so that off-street parking is accessed from the alley.
- At the end of an area, where an alley meets a street, screening is required between parking and the

sidewalk to fully or partially hide alley parking from public view. Screening may be a garage or vegetation.

Perimeter Streets

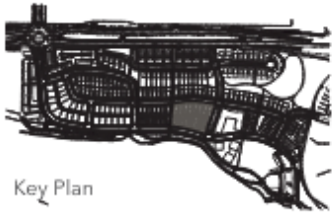
- On-street parking is allowed on Street '1' and potentially on the west side of the area.
- Curb cuts are not allowed along Street '1'.
- Curb cuts for individual driveways are allowed along the west side of the area, in the section of Frontage Type C.

Pocket Parks

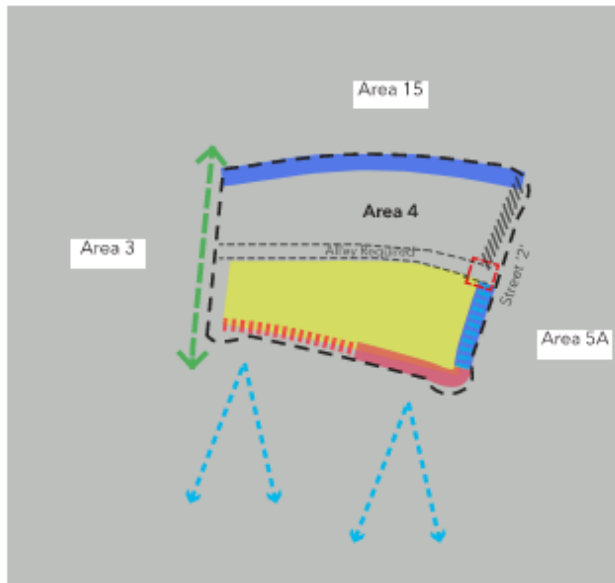
- 12,500 square feet of pocket park minimum required between Areas 3 and 4

DRAFT PUD AMENDMENT NO. 3 (2/1/2022)

DEVELOPMENT AREA 4 | STANDARDS



Key Plan



- Frontage Type A or D
- Frontage Type B
- Minimum Building Height Area
- Flexible Frontage Type A or B
- Flexible Frontage Type A or D
- Corner Lots
- Waterfront View
- Required Pedestrian Walkway
- Alley Parking Screening

Introduction

- Development on Area 4 (south of alley) plays a key role in shaping the character of Street '1'.
- Like other blocks along Street '1', the buildings on Area 4 (south of alley) are intended to create a streetwall that compliments the overall design of the street.
- Area 4 requires an alley to achieve this goal. The alley will extend west into Area 3.
- One or more buildings with street facing retail or a similar active use is required at the southeast corner of Area 4. Additional retail is allowed along Street '1'.
- Alley alignment may be revised to accommodate a larger building at the southeast corner of the block.
- Area 4 is sloped site where the topography steps down from north to south (toward the river).
- The tract between Area 3 and Area 4 is planned to have a pedestrian hillclimb (stairway) which provides access to the waterfront from the upper portions of these areas and from Area 9.

Uses

- Residential
- Specialty retail sales
- Food & beverage sales (on-site consumption)
- Business supply retail sales
- Group assembly/clubhouse
- Real estate/leasing office

Building Types

- Single-Family alley-loaded
- Duplex alley-loaded
- Townhouse alley-loaded
- Multiple Family
- Mixed Use (multiple family with commercial base)
- Free-standing retail

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min. - 76' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Corner Lots

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- The primary (front) facade of a building or unit may be orientated to the side street.

Setbacks (Minimum Yard) - rear-loaded Townhouses, Duplexes, Single Family (Also applies to area north of alley if configures with rear loaded TH, DU or SF)

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 5' min. (Livable space allowed above porches in homes north of alley)
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)
- Side setback allowance- fireplace and enclosures and chimneys may extends upto 1.5' into side setback.

Setbacks (Minimum Yard) - Multiple Family

- Front (to primary building wall): 15' min. - 20' max.
- Front (to porches and projections): 9' min.
- Side (interior): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Side (facing street): 13' min.
- Rear: 7' min.

Setbacks (Minimum Yard) - Mixed Use and Stand-Alone Retail

- Front: 6' min. (measured from back of sidewalk)
- Side (facing street): 6' min. (measured from back of sidewalk)

Front and Street-Facing Side Setbacks provide an

DEVELOPMENT AREA 4 | STANDARDS

opportunity to place buildings with active ground-level uses close to the street. In these locations the setback area is intended to create a wider sidewalk that can accommodate outdoor dining and other retail functions that may occupy the sidewalk during business hours.

- Side (interior): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Side or Rear (facing alley): 8' min.
- Rear (to property line): 8' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: 45'

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development

Alley

- Area 4 will have an alley within a 20'-wide tract and with a 16'-wide, center-aligned, paved driving lane.
- All buildings and lots on Area 4 shall be configured so that off-street parking is accessed from the alley.
- At the end of a area, where the alley meets a street, screening is required between parking and the sidewalk to fully or partially hide alley parking from public view. Screening may be a building, garage or vegetation.
- The alley alignment may be adjusted to accommodate a larger building or different development configuration at the southeast corner of the area.

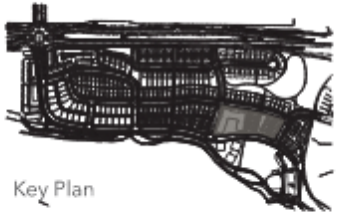
Perimeter Streets

- On-street parking is allowed on Street '1' and Street '2'.
- Curb cuts for driveways to individual residential units are not allowed.
- The eastern end of the alley may connect to either Street '1' or Street '2'.
- If the proposed development concept contains a internal parking where access is required in two different locations (likely on two different levels), then a second curb cut is allowed on the street that does not contain the alley curb cut.

Pocket Parks

- 12,500 square feet of pocket park minimum required between Areas 3 and 4

DEVELOPMENT AREA 5 | STANDARDS



- Frontage Type A
- Frontage Type D
- Frontage Type B
- Minimum Building Height Area
- Flexible Frontage Type A Or D
- Similar To Frontage Type B / Side Street Flexibility
- Waterfront View
- Required Mid-Area Pedestrian Walkway
Specific Location Is Flexible

Introduction

- Like other areas adjacent to Street '1', Area 5 plays a key role in shaping the character of the street. Buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- Describe mid-area pedestrian walkway / hillclimb, park connectivity, view corridor, and potential front door access (primary bldg face) for adjacent residential units. Developer required to build.
- Alignment and coordination with area north of alley.
- Depending on the proposed building types and their configuration, an alley may or may not be necessary to achieve the intended frontage condition for Street '1'. Alternatively, an alley may be necessary for only a portion of the block.
- One or more buildings with street facing retail, or a similar active use, is required at the southwest corner of Area 5. Additional retail is allowed along Street '1', extending east to the mid-block pedestrian crossing.

Use

- Residential
- Minimum 1,500 sf of
 - 1. Specialty retail sales
 - 2. Food & beverage sales
- Business supply retail sales
- Real estate/leasing office
- (on-site consumption- may be achieved with 1,000 sf internal and 500 sf external)
- Public spaces (plazas and gathering places)

Allowed Building Types

- Single family alley-loaded
- Duplex alley-loaded
- Townhouse alley-loaded
- Multiple family (flats)
- Mixed-use (multiple family and retail)
- Free-standing retail
- Cottage court

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.

- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Side Street Orientation

- All buildings that occupy an area corner or corner lot condition shall physically address both public exposures. One of these building faces may be primary and the other secondary, and design responses may reflect this orientation hierarchy.
- Side Street Flexibility: the area edges Street '2', the mid-area pedestrian walkway may become primary frontages.

Setbacks & Building Separation

Area 5 West is a particularly unique area where the orientation of buildings or lots cannot be determined until after a design is proposed. Therefore, setback standards are identified geographically.

Frontage D - Buildings with street-level retail:

- Street '1' and Street '2': 6' - 9' accommodates the a wider sidewalk and street furnishing zone
- Side (facing mid-block ped. walkway): 5' min.
- Side separation between buildings: 12' min.
- Public spaces are exempt from urban form street walls.

Frontage A - Residential-only buildings:

- Front - for lots facing Street 1 (Atlas Rd.) see Frontage Type A for all elements that shall be addressed between the building and the property line.
- Street '1' (primary bldg wall): 15' - 20'
- Street '1' (porches and projections): 9' min.
- Street '1': outdoor privacy threshold required per Frontage Type A
- Side street: 5' min. Side interior 6' minimum.
- Side (facing mid-block ped. walkway): 5' min.
- Side setback allowance- fireplace and enclosures and chimneys may extends upto 1.5' into side setback.
- Side separation between buildings: Townhouses, duplexes and single family: 12' min. & multiple family: 25' min.

DEVELOPMENT AREA 5 | STANDARDS

- Rear: 2' min. if an alley is provided

Setbacks & Building Separation (continued)

Frontage B - Residential-only buildings or residential-only portions of mixed use buildings:

- North area edge (primary bldg wall): 15' - 20'
- North area edge (porches and projections): 9' min.
- Side (facing Street '2', mid-area ped. walkway and Suzanne Rd.): 5' min.
- Side separation between buildings:
 - Townhouses, duplexes and single family: 12' min.
 - multiple family: 25' min.
- Rear: 2' min. if an alley is provided

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a streetwall along Street '1'.)
- Maximum: ~~45 ft~~ 60 ft

Alley Conditions & Off-Street Parking Access

- If an alley is provided, it shall be in a tract 20' wide, with a 16' paved lane and 2' additional space on either side for snow storage between parking pads or garages.
- Where an alley or parking lot meets a street, screening is required behind the sidewalk to fully or partially hide the parking from public view. Screening may be a garage or vegetation.

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets
 - the parking lot associated with the waterfront park
 - other public spaces that may be built as part of this development

Perimeter Streets

- On-street parking is allowed on all streets surrounding Area 5.
- Curb cuts for individual driveways are not allowed on the streets surrounding Area 5.

To accommodate different development options, one alley curb cut is allowed in each of the following area edge.

- Street '1': between Street '2' and mid-area pedestrian walkway
- Street '2': entire length
- northern street: between Street '2' and mid-area pedestrian walkway
- northern street: between mid-area pedestrian walkway and Suzanne Rd.
- Suzanne Rd.: entire length

DEVELOPMENT AREA 6 | POTENTIAL CONFIGURATIONS

Perimeter Streets

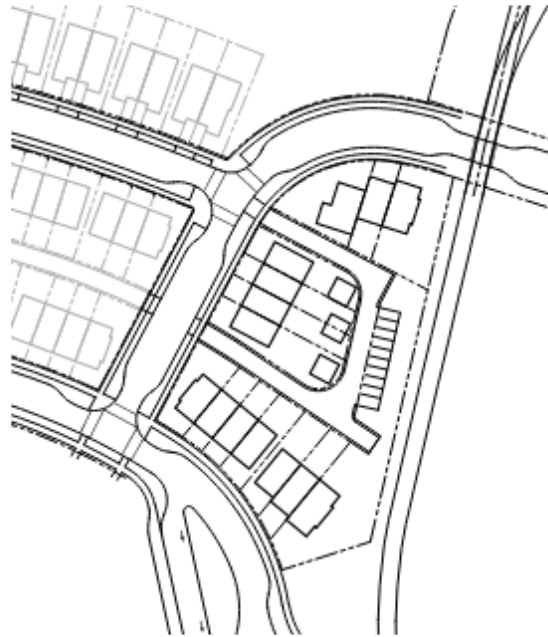
- On-street parking is allowed on Street '1' and Street '4'
- No curb cuts are allowed along Street '1'
- Curb cuts for individual driveways are not allowed in Area 6.
- When the backs of townhomes are oriented toward the public street and topography does not allow for direct public access to the units, require a prominent and direct pedestrian route from the public sidewalk to the alley front doors.



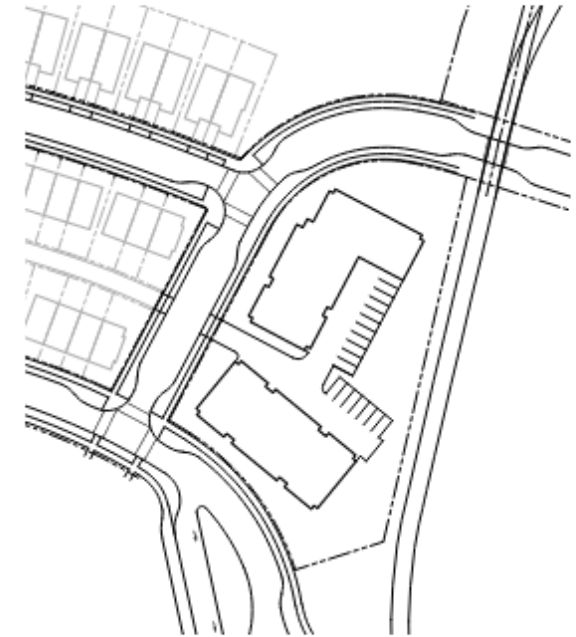
1. Single family and duplexes



2. Townhouses



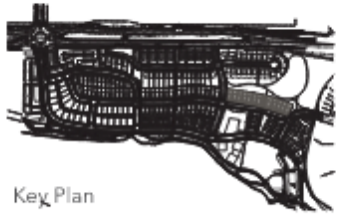
3. Multiple family (with tuck under and surface parking)



These diagrams show different ways that buildings and lots can be configured to meet the design intent and development standards for this area. Developers may propose other layouts that comply.

DRAFT PUD AMENDMENT NO. 3 (2/1/2022)

DEVELOPMENT AREA 7 | STANDARDS



Key Plan



- Frontage Type C
- Corner Lots
- Waterfront View
- Required Pedestrian Walkway
- Potential vehicle access to Area 7

Introduction

- Hillside block that will be developed with front-loaded houses or duplexes
- Buildings and lot configurations shall be designed to minimize the visual impact of garages facing the street.
- The north side of area 7 abuts the southern edge and lower slopes of the upland nature park.
- Area 7 must contain a public corridor that roughly bisects the block. It is intended to create a view corridor and provide pedestrian connectivity between the upland and riverfront parks.
- The specific location of the public corridor is flexible, but it must fall within the middle 1/3 of the overall block length. It also must be aligned with the same corridor through Area 5.

Use

- Residential

Allowed Building Types

- Single family front-loaded
- Duplex front-loaded and rear-loaded
- Multifamily (parking within building)
- Cottage Court (cottage-style twin-homes or single family) on individual lots or condo platted.
- Front and rear-loaded townhomes

Lots

- Width: 32' min. - 75' max.
- Depth: 100' min. - 90' min
- Area: 3200 sf min

Corner Lots & Building Side Expression

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- A building's primary (front) facade may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks & Building Separation - Single Family

- Front - garage: 20' min. (measured from back of side walk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have, at a minimum, a ground-level projection or porch that extends 4' beyond the garage, toward the street.
The width of the projection or porch shall be equal to or greater than half the width of the garage door.
- Side - facing street or public corridor: 5' min.
- Side - separation between buildings: Single Family and Duplexes: 10' min.
- Rear: 15' min.

Setbacks (Minimum Yard) - Multiple Family

- Front (to primary building wall): 15' min. - 20' max.
- Front (to porches and projections): 9' min.
- Side (interior): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Side (facing street): 13' min.
- Rear: 7' min.

Building Height

- Maximum: 35' Single Family (SF) and Duplexes
- Maximum 45' Multifamily (MF)

Off-Street Parking (quantity and dimensions)






- See Coeur d'Alene City Code - Chapter 17.44

Perimeter Streets

- On-street parking adjacent to Area 7 is allowed on Street '2' and Suzanne Rd.
- Driveway curb-cuts are allowed on the street south of the block. See Building Types for requirements that ensure the provision of regularly spaced street trees.
- Cottage courts can be served by an alley or public street. Alley-loaded dwellings in cottage courts do not require frontage on a public or private street.

DEVELOPMENT AREA 11 | STANDARDS



-  Frontage Type C
-  Similar to Frontage Type B
Applies only to residential development.
Within Area 11, any residential buildings placed adjacent or near Street '2' shall have a front or side orientation to the street.
-  Potential vehicle access to Area 11
-  Required pedestrian walkway
-  Retain existing trees where possible

Introduction

- Area 11 occupies an upland plateau that has visibility from W Seltice Way. Compared to most other blocks within the Atlas Waterfront Neighborhood, Area 11 has a wider range of potential uses and layouts.
- Due to topography and the boundary of development due to soil conditions, vehicle access to Area 11 is limited to the northwest and north sides of the site. Access may be provided from Street '2' and W Seltice Way.
- Area 11 should have link to the pedestrian walkway / hillclimb that runs through Development Areas 7 and 5 and connects the Upland Park to the Waterfront Park.

Use & Building Types

- Residential
 - Single family
 - Duplexes (both front and rear-loaded)
 - Multiple family
- Cottage Court (cottage-style twin-homes or single family) on individual lots or condo platted.
- Front and rear-loaded townhomes
- Civic
 - Child care facility
 - Community assembly, education and organization
 - Handicapped or minimal care facility
 - Hospital / health care
 - Nursing / convalescent homes
 - Neighborhood recreation
 - Public recreation
 - Religious assembly
- Sales
 - Food & beverage sales (on & off site consumption)
 - Specialty retail sales
- Service activities
 - Administrative & professional offices
 - Commercial recreation
 - Group assembly

Lots - Single Family & Duplexes

- Width: 32' min. - 75' max.
- Depth: 60' min.
- Area: 2500 sf min.

Lots - Multiple Family

- No minimum or maximum size requirements

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Corner Lots (Applies only to Residential)

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions along with the required setback.

Setbacks (Minimum Yard)

Residential - Duplexes, Single Family

- Front - garage door: 20' min. (measured from back of sidewalk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have a ground-level projection or porch that extends at least 4' beyond the garage, toward the street.
The width of the projection or porch shall be equal to or greater than half the width of the garage door.
- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 15' min.

DRAFT PUD AMENDMENT NO. 3 (1/28/2022)

DEVELOPMENT AREA 11 | STANDARDS

Setbacks (Minimum Yard)

Residential - Multiple Family

- Front (to primary building wall): 15' min. - 25' max.
- Front (to porches and projections): 8' min.
- Side (interior): 10' min.
- Side (facing street): 15' min.
- Side separation between buildings if there is no property line: 20' min.
- Rear (to primary building wall): 13' min.
- Rear (to porches and projections): 6' min. .

Setbacks (Minimum Yard) - Non-Residential Uses

- Front: 5' min.
- Side & Rear:
 - 0' min. except as required by life safety or uniform building codes
 - see Coeur d'Alene City Code Chapter 17.05.560.C for full description

Building Height

- Maximum: 45'

Off-Street Parking - Quantity and Dimensions

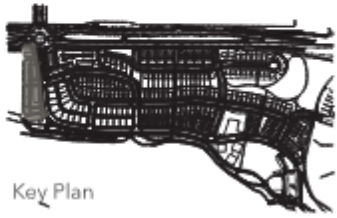
- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development

Perimeter Streets

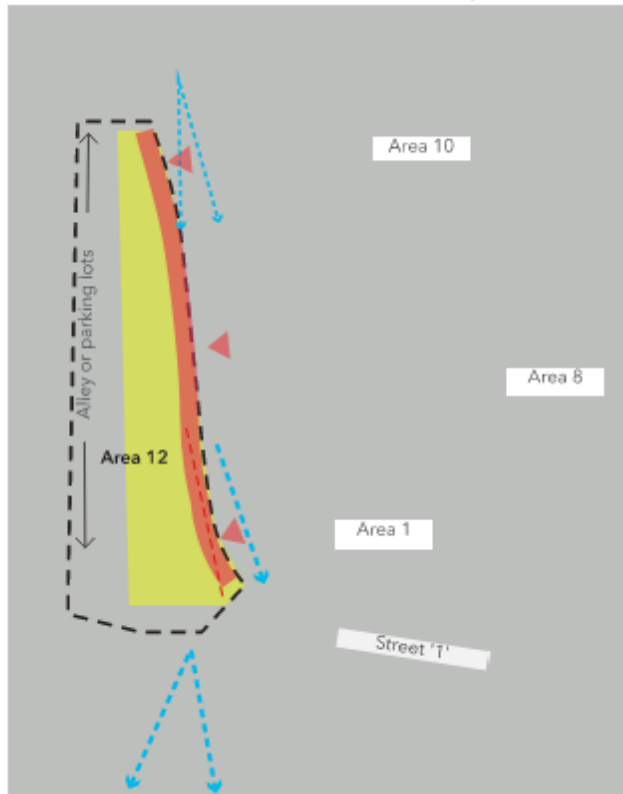
- Vehicular access to Area 11 may only be provided from Street '2' and Seltice Way.
- On-street parking is accommodated on Street '2' at the west side of this site.
- Cottage courts can be served by an alley or public street. Alley-loaded dwellings in cottage courts do not require frontage on a public or private street.

DRAFT PUD AMENDMENT NO. 3 (1/28/2022)

DEVELOPMENT AREA 12 | STANDARDS



Key Plan



- Frontage A, if developed with residential
Frontage D, if developed with retail or similar
- Minimum building height area
- Implied extension of Street '1' ROW, for determining setback & preserving view corridor
- Potential vehicle access to Area 12
- > Waterfront view

Introduction

- Area 12 lies at the western edge of the site and helps define the western entrance into the neighborhood.
- Buildings along Street '1' are intended to create a streetwall that compliments the overall design of the street.
- To achieve this goal, rear parking lots and/or an alley are required on Area 12.

Uses

- Residential
- Min. 4,000 sf specialty retail or food & beverage sales (max. 1,000 sf on-site outdoor consumption credit)
- Real estate/leasing office
- Hospitality
- **Mixed Use- Upper floor residential allowed with min. 1000 sf ground floor retail/food and beverage/ office in waterfront buildings.**

Building Types

- Single family rear-loaded
- Duplex rear-loaded
- Townhouse rear-loaded
- **Hotel**
- Free-standing retail
- **Mixed Use**
- **Office**

Lots - Townhouses and Duplexes

- Width: 20' min. - 36' max.
- Depth: 80' min.
- Area: 1600 sf min.

Lots - Single Family

- Width: 32' min. - 75' max.
- Depth: 80' min.
- Area: 2500 sf min.

Lots - Non-Residential Uses

- No minimum or maximum size requirements

Setbacks (Minimum Yard)

Residential - Frontage Type A

- Front - to primary building wall: 15' min. - 20' max.
- Front - to porches and projections: 9' min.

Red text reflect PUD amendment no. 1 approved on 3/10/2020

- Side: 6' min.
- Side separation between buildings if there is no property line: 12' min.
- Rear: 2' min. (from alley, which would be required for vehicular access to garages or parking stalls)

Setbacks (Minimum Yard)

Retail **Mixed Use** or Similar Uses - Frontage Type D

- Front: ~~6' min.~~ - 9' max. (Accommodates the creation of a wider sidewalk along Street '1', extending to the building wall, for street furnishing or other features, consistent with Frontage Type D)
- Side: 0' min. 4' min.

Building Height

- Minimum: 20' (Applies to all buildings within the minimum building height area, for the purpose of creating a street wall along Street '1'.)
- Maximum: 35 ft. within 450 ft. of ordinary High Water Mark (OHWM)
- Maximum: 45' greater than 450 ft. OHWM
- Maximum: 45' within 450' of OHWM with sufficient pitched roof elements as determined by the city planning department.

Off-Street Parking - Quantity and Dimensions

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development
 - Planning department may allow upto 15% of on street parking to count towards food and beverage required parking.

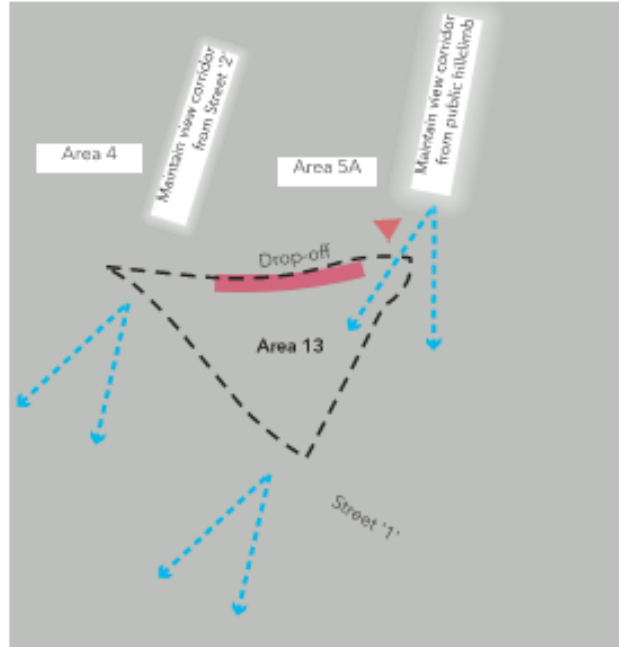
Perimeter Streets

- On-street parking is allowed Street '1', adjacent to Area 12

DEVELOPMENT AREA 13 | STANDARDS



Key Plan



- Frontage Type D
- Potential Vehicle Access To Area 12
- Waterfront View

Introduction

- Area 13 lies at the western edge of the waterfront park and is intended to help create the commercial heart the neighborhood.
- Buildings within Area 13 should address Street '1' in a way that's consistent with Frontage Type D.

Uses

- Specialty retail sales
- **Hotel**
- Food & beverage sales (on-site consumption)
- **Mixed Use: Upper floor residential or office allowed with ground floor original PUD allowed land uses.**
- **Ground floor residential when there is minimum 1500 sf ground floor retail or food & beverage in the same building**
- **Stand alone food & beverage or retail building, min 3500 sf.**

Building Types

- Free-standing retail / restaurant
- **Hotel**
- **Mixed use**

Lots

- No minimum or maximum size requirements.

Setbacks (Minimum Yard)

Retail **Mixed Use** or Similar Uses - Frontage Type D

- Front: 6' min. - 9' max. (Accommodates the creation of a wider sidewalk along Street '1', extending to the building wall, for street furnishing or other features, consistent with Frontage Type D)
- Side: 10' min.
- Rear: 10' min.
- 32.5' when on-site diagonal parking is provided for food & beverage/ retail uses
- Allow seven public realm parking spaces to count towards food & beverage/retail parking required when area 13 owner funds 12 diagonal spaces at the park frontage.

Red text reflect PUD amendment no. 1 approved on 3/10/2020

Building Height

- Maximum: 45' with sufficient pitched roof elements as determined by the city planning department.

Additional building height:

Increase to 53 feet for 2,800 SF or 22% of the roof area, whichever is less, for pool roof deck.

Increase to 60 feet 2,300 sf or 17% of roof area, whichever is less, for pool support facilities, food and beverage area, elevator, and stair tower.

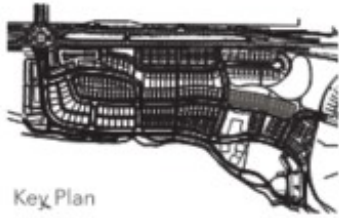
Off-Street Parking - Quantity and Dimensions

- See Coeur d'Alene City Code - Chapter 17.44
- Exception - parking for food and beverage sales (on-site consumption) over 1000 sf:
 - minimum quantity = 1 space per 250 sf of floor area
 - upto 50% of required parking may be provided in the public realm, which includes:
 - public streets,
 - the parking lot associated with the waterfront park,
 - other public spaces that may be built as part of this development
- Condominium (residential) may have tandem parking within building

Perimeter Streets

- One curb cut is allowed on Street '1' for access to off-street parking.
- On-street parking is accommodated on the north side of Street '1'.
- To the east of Area 13, on-street parking is also provided on the south side of Street '1' and in the surface lot associated with the waterfront park.

DEVELOPMENT AREA 20 | STANDARDS



Key Plan



←→ Required Pedestrian Walkway

Introduction

- Hillside block that will be developed with front-loaded houses or duplexes
- Buildings and lot configurations shall be designed to minimize the visual impact of garages facing the street.
- The north side of area 7 abuts the southern edge and lower slopes of the upland nature park.
- Area 7 must contain a public corridor that roughly bisects the block. It is intended to create a view corridor and provide pedestrian connectivity between the upland and riverfront parks.
- The specific location of the public corridor is flexible, but it must fall within the middle 1/3 of the overall block length. It also must be aligned with the same corridor through Area 5.

Use

- Residential

Allowed Building Types

- Single family front-loaded
- Duplex front-loaded and rear-loaded
- Multifamily (parking within building)
- Front and rear-loaded townhomes
- Cottage Court (cottage-style twin-homes, duplex, or single family) on individual lots or condo platted.

Lots

- Width: 32' min. - 75' max.
- Depth: 100' min. - 90' min
- Area: 3200 sf min

Corner Lots & Building Side Expression

- Buildings on corner lots shall physically address both public exposures. One of these facades may be considered primary and the other secondary, and the design response may reflect this hierarchy.
- A building's primary (front) facade may be orientated to the side street.
- Buildings on corner lots may have wrapped porches or other architectural projections that extend beyond the typical footprint toward the side street. As such, corner lots should have an appropriate width to accommodate these conditions, along with the required setback.

Setbacks & Building Separation - Single Family

- Front - garage: 20' min. (measured from back of side walk)
- Front - ground-level porches and projections: Any building that has a garage on the front facade is required to have, at a minimum, a ground-level projection or porch that extends 4' beyond the garage, toward the street.

The width of the projection or porch shall be equal to or greater than half the width of the garage door.

- Side - facing street or public corridor: 5' min.
- Side - separation between buildings: Single Family and Duplexes: 10' min.
- Rear: 15' min.
- Cottage Court front yard setback: 5' min when alley loaded

Setbacks (Minimum Yard) - Multiple Family

- Front (to primary building wall): 15' min. - 20' max.
- Front (to porches and projections): 9' min.
- Side (interior): 10' min.
- Side separation between buildings if there is no property line: 20' min.
- Side (facing street): 13' min.
- Rear: 7' min.

Building Height

- Maximum: 35' Single Family (SF) and Duplexes
- Maximum 45' Multifamily (MF)

Off-Street Parking (quantity and dimensions)

- See Coeur d'Alene City Code - Chapter 17.44

Perimeter Streets

- On-street parking adjacent to Area 7 is allowed on Street '2' and Suzanne Rd.
- Driveway curb-cuts are allowed on the street south of the block. See Building Types for requirements that ensure the provision of regularly spaced street trees.
- Cottage courts can be served by an alley or public street. Alley-loaded dwellings in cottage courts do not require frontage on a public or private street.

FENCING & SCREENING

Per City Code 17.06.815 Fencing Regulations with the following modifications:

A. FENCES NEXT TO SIDEWALKS, if fences are used to provide privacy, control circulation, provide security, and emphasize entryways next to sidewalks, the following guidelines must be met:

1. Visual Impact of Fences: If fences are used, they must be more visually transparent than opaque when located adjacent to public streets.
2. Stepped Fences Required: Fences shall be "stepped" rather than sloping with the grade.
3. Wire/ industrial Fences Prohibited: Wire fences constructed of "industrial" type materials such as chainlink are not allowed when located adjacent to public streets.

B. FENCE HEIGHT

1. Residential and Non-Residential uses: Front yard no more than 4 feet and 6 feet for side/rear yard.

No road gates are allowed for roads servicing a development area (block)

Fencing cannot impede the vision triangle.

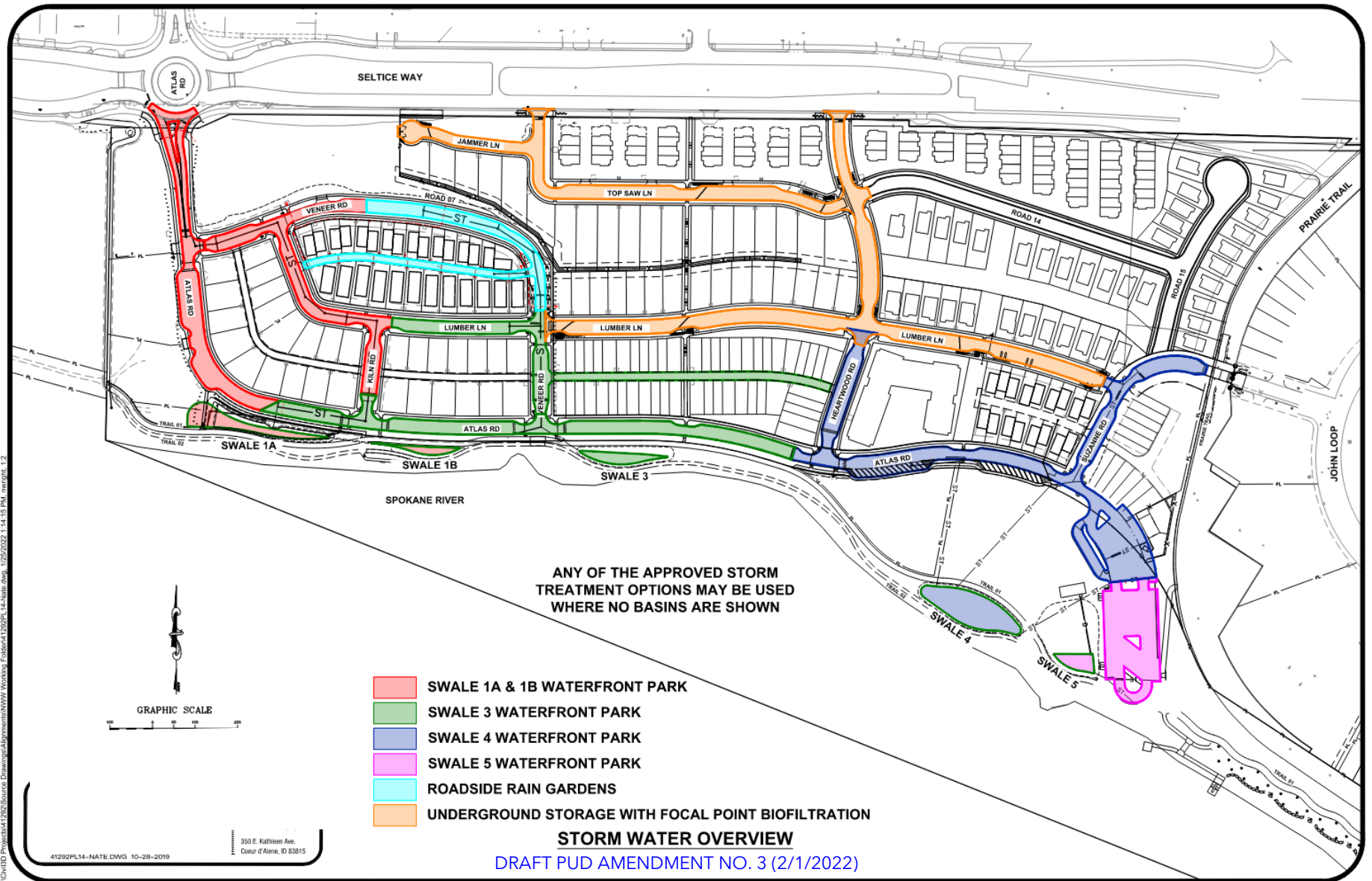
Detailed fence style, material and types will be included in the HOA master declaration document.

Corner lots, alley parking and surface parking lots must be screened in conformance with the City's Commercial Design Standards Parking Lot Screening Requirement.

Edits to PUD Narrative

Utilities

Prior to construction within the PUD, utilities did not exist at the site. There have been two phases of infrastructure construction to date, which include public water, sewer, and stormwater, and private utilities such as gas, power, phone, and fiber. Future phases of infrastructure construction will provide for public and private utilities to all areas of the PUD. Street and parking lot stormwater will be collected by a piped collection system and conveyed to stormwater treatment facilities. This will consist of a combinations of roadside treatment (roadside swales, rain gardens, underground storage/treatment facilities) or centralized swales located in the waterfront parks space or other specified areas designated for stormwater treatment. Power, gas, telecom, fiber optic will be buried.



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ITEM A-1-22



PUBLIC HEARINGS

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**PLANNING COMMISSION
STAFF REPORT**

FROM: SEAN E. HOLM, SENIOR PLANNER
DATE: MARCH 8, 2022
SUBJECT: A-1-22 – ZONING PRIOR TO ANNEXATION OF +/- 15.1 ACRES FROM COUNTY AG SUBURBAN TO CITY R-17.
LOCATION: +/- 625 FEET SOUTH OF PRAIRIE AVE. ON THE EAST SIDE OF RAMSEY ROAD NORTH OF THE TERMINUS OF BARBIE AND AARON STREETS (NO ASSOCIATED ADDRESS).

APPLICANT(S):

Owner:

Kerr Family Properties, LLC
945 W. Honeysuckle Ave.
Hayden, ID 83835

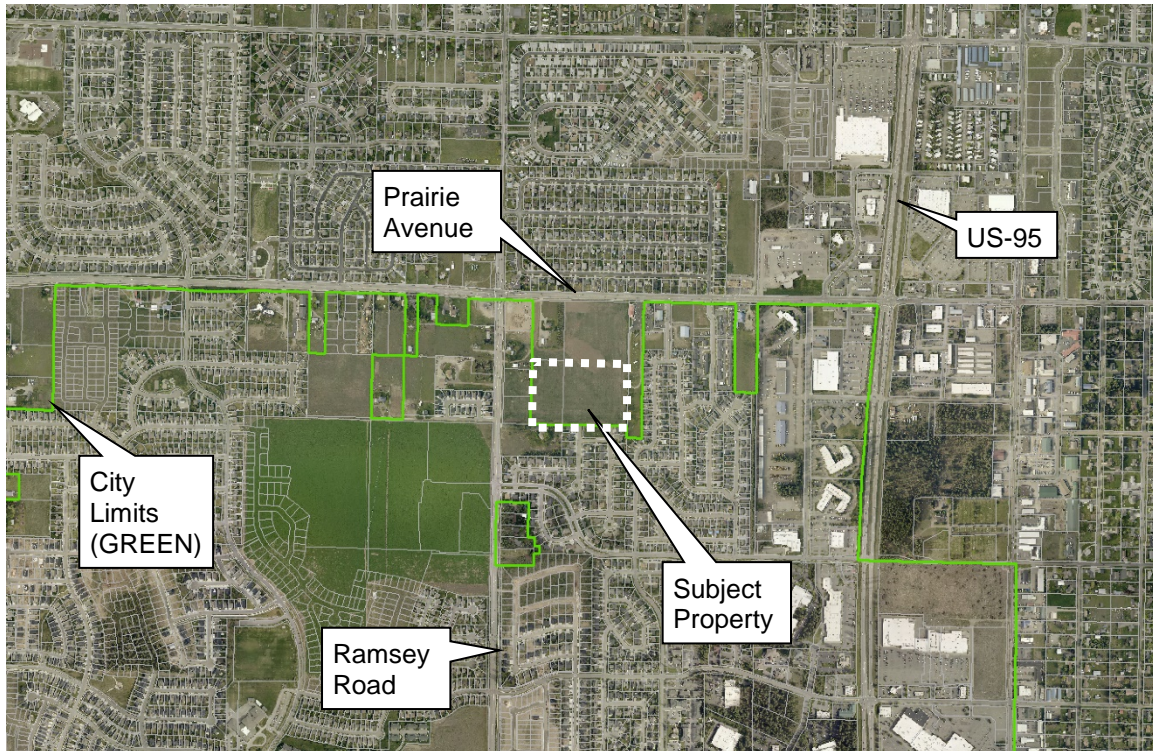
Consultant:

Olson Engineering
PO Box 1894
Post Falls, ID 83877

DECISION POINT:

Kerr Family Properties, through their representative Olson Engineering, is requesting consideration of annexation for a +/-15.1-acre parcel in Kootenai County, currently zoned AG-Suburban, to be incorporated into City Limits with an R-17 zoning designation.

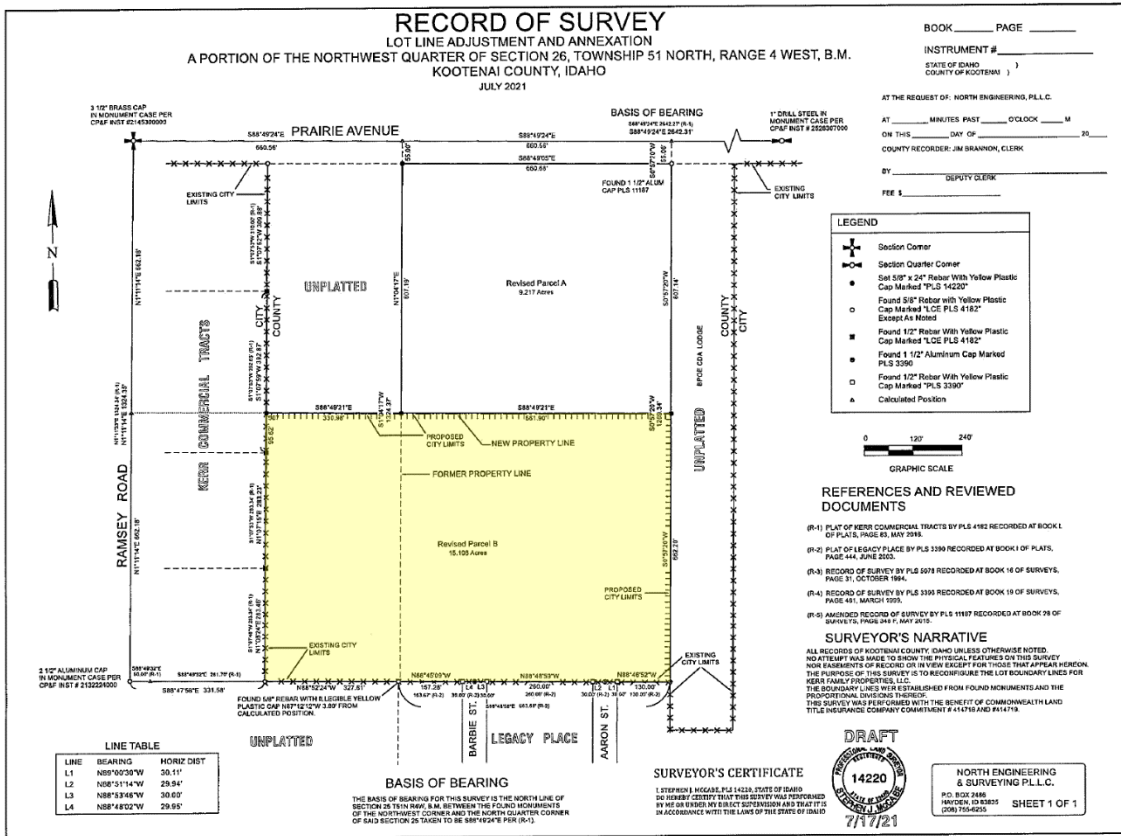
VICINITY MAP:



AREA MAP:



ANNEXATION MAP:



GENERAL INFORMATION:

The subject property is located north of the Legacy Place neighborhood, east of Ramsey Road, and south of Prairie Avenue. Currently the subject property is vacant. A mix of uses and zoning districts, both in the city and county, exist in the area.

Planning Commission makes a recommendation to City Council whether or not to annex a property into the city, and if so, what zoning designation Council should consider. The applicant is requesting an R-17 zoning designation.

Requested R-17 Zoning District:

17.05.250: GENERALLY:

- A. 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.
- B. This district permits single-family detached housing as specified by the R-8 District and duplex housing as specified by the R-12 District.
- C. 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.
- D. 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.
- E. 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:

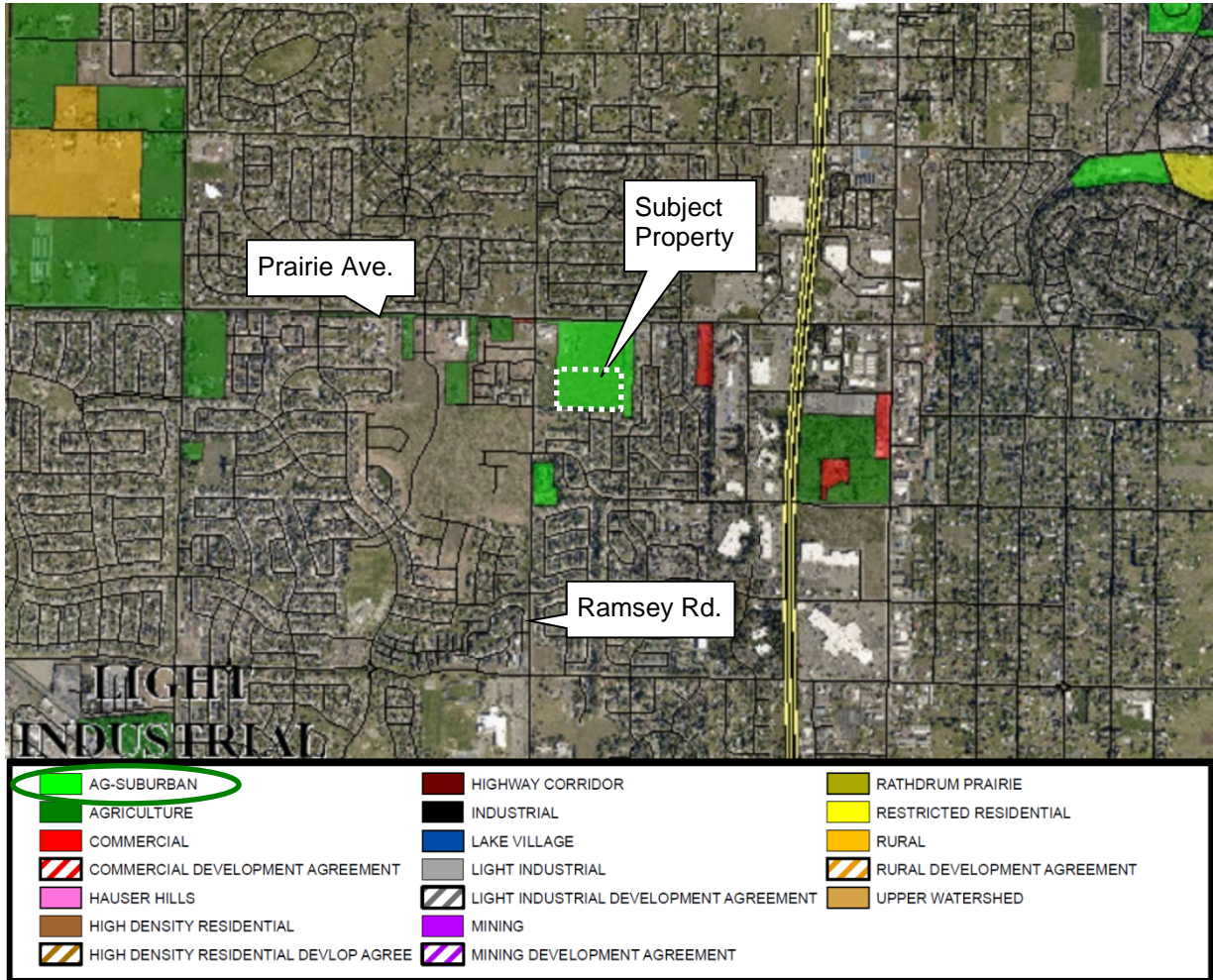
- Accessory dwelling units.
- Garage or carport (attached or detached).
- Mailroom and/or common use room for multiple-family developments.
- Outside area or building for storage when incidental to the principal use.
- Private recreation facility (enclosed or unenclosed).

17.05.280: PERMITTED USES; SPECIAL USE PERMIT:

Permitted uses by special use permit in an R-17 District shall be as follows:

- Automobile parking when the lot is adjoining at least one point of, intervening streets and alleys excluded, the establishment which it is to serve; this is not to be used for the parking of commercial vehicles.
- Boarding house.
- Commercial film production.
- Commercial recreation.
- Community assembly.
- Community organization.
- Convenience sales.
- Group dwelling - detached housing.
- Handicapped or minimal care facility.
- Juvenile offenders facility.
- Ministorage facilities.
- Mobile home manufactured in accordance with section [17.02.085](#) of this title.
- Noncommercial kennel.
- Nursing/convalescent/rest homes for the aged.
- Rehabilitative facility.
- Religious assembly.
- Residential density of the R-34 District as specified.
- Three (3) unit per gross acre density increase.

KOOTENAI COUNTY ZONING MAP:



CURRENT KOOTENAI COUNTY ZONING:

ARTICLE 2.3. AGRICULTURAL SUBURBAN ZONE

8.2.301: GENERAL DESCRIPTION:

The Agricultural Suburban Zone is a zoning district in which the land has been found to be suitable for residential and small-scale agricultural uses.

8.2.302: RESTRICTIONS:

In the Agricultural Suburban Zone, no building or premises shall be used, nor shall any building or structure hereafter be erected or altered (unless provided in this title), except for the following uses in accordance with the standards set forth in this article.

8.2.303: LOT SIZE, DENSITY AND SITE AREA:

The minimum lot size in the Agricultural Suburban Zone, except in conservation subdivisions, shall be two (2.00) acres.

REQUIRED FINDINGS FOR ANNEXATION:

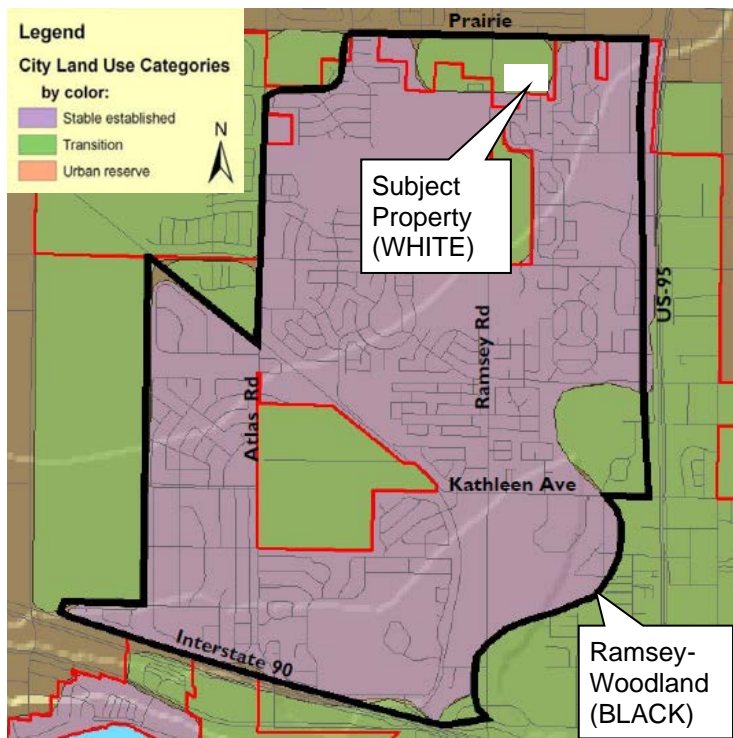
Finding #B8: That this proposal (is) (is not) in conformance with the Comprehensive Plan policies.

Please note: This proposal is being analyzed under the 2007-2027 Comprehensive Plan since the new 2022-2042 Comprehensive Plan was not adopted by the February 1, 2022 submittal deadline for the March Planning Commission meeting.

2007 COMPREHENSIVE PLAN- LAND USE CATEGORIES:

- The subject property is contiguous with existing city limits
- The City Comprehensive Plan Map designates this area as: **Ramsey-Woodland:**

COMPREHENSIVE PLAN MAP - RAMSEY-WOODLAND:



Transition:

These areas are where the character of neighborhoods is in transition and should be developed with care. The street network, the number of building lots and general land use are expected to change greatly within the planning period.

LAND USE:

Ramsey - Woodland Today:

The development pattern in this area is mixed with established subdivisions, such as Coeur d'Alene Place, that are continuing to expand to the north. Passive and active parks have also been provided for the residents of these housing developments. Industrial uses are prominent to the west of Atlas Road with a mix of residential zoning on the south side of Hanley Avenue.

Neighborhood service nodes can be found throughout the Ramsey-Woodland area.

Ramsey - Woodland Tomorrow

Characteristics of the neighborhoods have, for the most part, been established and should be maintained. Development in this area will continue to grow in a stable manner. Lower density zoning districts will intermingle with the existing Coeur d'Alene Place Planned Unit Development (PUD) providing a variety of housing types.

The northern boundary is the edge of the community, offering opportunities for infill.

The characteristics of Ramsey – Woodland neighborhoods will be:

- That overall density may approach three to four residential units per acre (3-4:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas.
- Pedestrian and bicycle trails.
- Parks just a 5-minute walk away.
- Neighborhood service nodes where appropriate.
- Multi-family and single-family housing units.

COMPREHENSIVE PLAN GOALS & OBJECTIVES:

- **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 1.13 - Open Space:**
Encourage all participants to make open space a priority with every development and annexation.
- **Objective 1.14 - Efficiency:**
Promote the efficient use of existing infrastructure, thereby reducing impacts to undeveloped areas.

- **Objective 1.16 - Connectivity:**
Promote bicycle and pedestrian connectivity and access between neighborhoods, open spaces, parks, and trail systems.
- **Objective 2.02 - Economic & Workforce Development:**
Plan suitable zones and mixed use areas, and support local workforce development and housing to meet the needs of business and industry.
- **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 3.05 - Neighborhoods:**
Protect and preserve existing neighborhoods from incompatible land uses and developments.
- **Objective 3.10 - Affordable & Workforce Housing:**
Support efforts to preserve and provide affordable and workforce housing.
- **Objective 3.16 - Capital Improvements:**
Ensure infrastructure and essential services are available prior to approval for properties seeking development.
- **Objective 3.18 - Transportation:**
Provide accessible, safe and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation, requesting input from authoritative districts and neighboring communities when applicable.
- **Objective 4.02 - City Services:**
Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling and trash collection).
- **Objective 4.06 - Public Participation:**
Strive for community involvement that is broad-based and inclusive, encouraging public participation in the decision-making process.

Evaluation: *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.*

Finding #B9: That public facilities and utilities (are) (are not) available and adequate for the proposed use.

STORMWATER:

Stormwater will be addressed as the area proposed for annexation develops. A stormwater management plan, conforming to all requirements of the City, shall be submitted and approved prior to the start of any construction.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject site is currently undeveloped and abuts Barbie Street and Aaron Street to the south. As described in the applicant's narrative, "Access to the property will be provided through the owner's adjacent parcel to the west along Ramsey Rd. and connectivity can be provided at Barbie St. and Aaron St. to the south." This is reflected in the requested considerations for the annexation agreement recommended for Planning Commission and City Council. Ramsey Road, Barbie Street, and Aaron Street have been constructed to City standards, so no frontage improvements are required. However, a median island may be required on Ramsey Road, depending on the required traffic impact study.

-Submitted by Chris Bosley, City Engineer

WATER:

Please find attached the "conditional will serve" letter from Hayden Lake Irrigation Administrator Branden Rose concerning water service for the subject property.

The property proposed for annexation lies outside the City of Coeur d'Alene water service area and is serviced by Hayden Lake Irrigation District (HLID).

-Submitted by Terry Pickel, Water Department Director

WASTEWATER:

Public sewer is NOT available to service this annexation request. A separate agreement with the developer to upgrade the sewer line will need to be signed. This request can be supported by the Wastewater Department if there is a signed agreement between the Developer and the City of Coeur d'Alene to upgrade the 8 inch sewer line along Highway 95 from Wilbur Ave to Hanley Ave.

-Submitted by Mike Anderson, Wastewater Superintendent

FIRE:

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.

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. The CDA FD will address all concerns at site development and building permit submittals.

-Submitted by Bobby Gonder, Fire Inspector

Evaluation: *Planning Commission must determine, based on the information before them, whether or not the public facilities and utilities are adequate for the request.*

Finding #B10: **That the physical characteristics of the site (make) (do not make) it suitable for the request at this time.**

PHYSICAL CHARACTERISTICS:

The subject property is relatively flat and vacant. Context of the site is described under neighborhood character & land use in finding #B11 below. Also see the “Ramsey-Woodland” descriptions from the 2007 Comprehensive Plan listed in Finding #B8 as well as the photos of subject property below.

ELEVATION MAP:



SITE PHOTOS:

Existing City Park in Legacy Place looking northwest from W. Joy Avenue:



Terminus of N. Barbie Street showing sidewalks, park, and existing home:



Existing City Park in Lecacy Place looking northeast from W. Joy Avenue:



Terminus of N. Aaron Street showing sidewalks, park, and existing home:



Looking east toward N. Ramsey Road from N. Aaron Steet showing the grove of trees in Legacy Park:



Looking north toward the gas station, home on acreage, and W. Prairie Avenue (subject property in the foreground):



Looking west along the southern boundary of the subject property toward an existing home, the southern end of the RV park, and homes in the Heartland subdivision:



Evaluation: *Planning Commission must determine, based on the information before them, whether or not the physical characteristics of the site make it suitable for the request at this time.*

Finding #B11: **That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.**

TRAFFIC:

The proposed annexation itself would not adversely affect the surrounding area with regard to traffic, as no traffic is generated from an annexation. However, the applicant is requesting R-17 zoning for the approximately 15-acre property, which could result in over 1600 trips/day or 158 trips during the PM peak hour. The estimated traffic was derived from Land Use Code 220 – Apartments in the ITE Trip Generation Manual. The Streets and Engineering Department is requiring a traffic impact study to be completed for the proposed development. A connection (or multiple connections) to Ramsey Road will be required to disperse traffic as

well as connectivity to the south, as more access option will help to minimize traffic impacts. A future traffic signal is planned for the Wilbur Ave/Ramsey Road intersection, which will help mitigate traffic to the south.

-Submitted by Chris Bosley, City Engineer

NEIGHBORHOOD CHARACTER & LAND USE:

This is a rapidly changing area within Coeur d'Alene. Multiple annexations, subdivisions, and Planned Unit Developments have been approved in the area within the last five years. Some of the larger projects include: Garden Grove, Vista Meadows, existing Kerr Properties (all west of this request), and the Prairie Trails subdivision.

To the north of this request there are two parcels: an existing large parcel of vacant property (9.22 ac.) and a single-family residential home on acreage (4.61 ac.) both zoned as "AG-Suburban" in the county.

To the south is an existing single-family neighborhood "Legacy Place", zoned R-5. Lot sizes in Legacy Place generally measure from one-quarter to one-third acre in size. Two homes share a boundary with the subject property. There is an existing public park (0.77 ac.) at the north end of Legacy Place flanked by N. Barbie Street and N. Aaron Street that both terminate into the south end of the subject property. Lake City Baptist Church is also abutting the subject property which gains vehicular access from Ramsey Road.

To the east is an existing Recreational Vehicle (RV) park, currently located in Kootenai County.

A gas station, coffee stand, restaurant, and food truck court are services nearby located along Prairie Avenue.

If approved, the density count may vary based upon characteristics of the site and the nature of a future subdivision/building permit request. Any land conveyed to the city for a public right-of-way or for a future park will reduce the unit calculation. As such, the 15.11-acre annexation may require a 1.7-acre public park, as staff considerations for an annexation agreement request. Theoretical unit count would drop from 263 to 234. Other real-world limitations exist, such as parking, setbacks, height, access, etc. that may limit the overall units.

See the "Ramsey-Woodland" descriptions from the 2007 Comprehensive Plan listed in Finding #B8 as well as the photos of subject property. An existing land use and zoning map are provided below to assist in depicting the context of the area.

PARKS:

The developers have agreed to transfer 1.7 acres of land to the City to be used as a neighborhood park. This acreage, in addition to the current .77-acre Legacy Place Park, will fulfil the City's need for a neighborhood park in this section of town, as spelled out by the 2021 Parks and Recreation Master Plan. The overall density of future development will not be decreased as a result of this dedication. The

donated park land can be used to satisfy any applicable open space requirements for development.

The developer agreed to build or provide the following amenities this park will need to service the neighborhood: A small playground, adequate parking, and the stub outs for water, sewer and electrical into the park so the City can build a restroom facility at a later date. Also, a second water stub out for irrigation along with the meters for both water services. A sidewalk will also be provided around the new park with the development. The developer will buy the play equipment and the City will install it. The shape of the park will be at the discretion of the developer so the park fits the needs of the development. Park impact fees will be waived for the development as a part of this agreement.

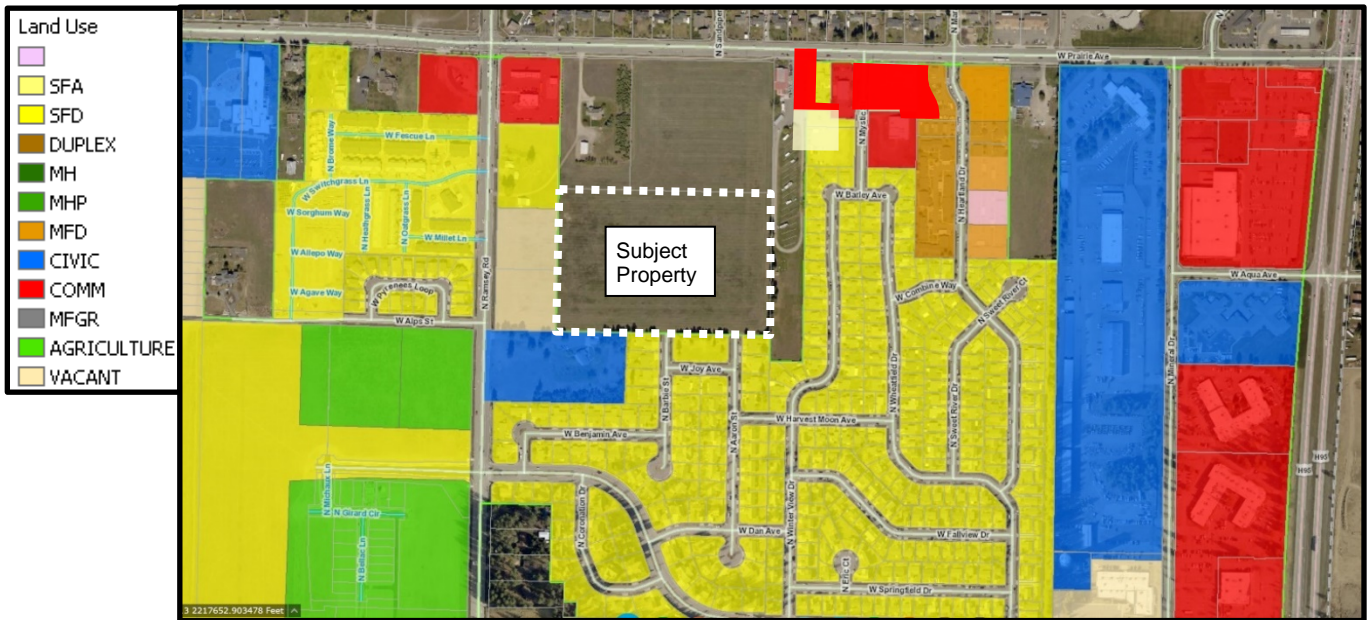
-Monte McCully, Parks Department Trails Coordinator

POLICE:

As long as ingress/egress concerns are properly addressed by Streets and Engineering through a traffic study, then PD does not have any major issues with this annexation request.

-Lee White, Chief of Police

GENERALIZED EXISTING LAND USES:



Parks:

8. The developer(s) will transfer 1.7 acres of land contiguous to the existing park to the City to increase the size of the neighborhood park (shape TBD). Park impact fees will be waived for the development as a part of this agreement.
9. The developer will build or provide the following amenities for continuation of the existing park to service the neighborhood: A small playground, adequate parking, and the stub outs for water, sewer and electrical into the park so the City can build a restroom facility at a later date.
10. A second water stub out for irrigation along with the meters for both water services.
11. A sidewalk will be provided around the new park with the development.
12. The developer will buy the play equipment and the City will install it.

ORDINANCES & STANDARDS USED FOR 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
2021 Parks Master Plan
2018 Coeur d'Alene Trails Master Plan

ACTION ALTERNATIVES:

Planning Commission must consider this annexation (which includes zoning classification request of R-17) and make separate findings to recommend to City Council: **Approval, denial, or to deny without prejudice**. The findings worksheet is attached.



**APPLICANT'S
NARRATIVE**

Project Narrative- Kerr Annexation Request

Overview

Olson Engineering, on behalf of Kerr Family Properties LLC, is requesting annexation of a portion of land located near the corner of Ramsey Rd. and Prairie Ave. The property is currently two separate taxable parcels within Kootenai County (AIN 184865 and AIN 120493). The developer is also requesting a boundary line adjustment between the two parcels in order to create a +/- 15 acre parcel as depicted on the accompanying record of survey. The property identified as parcel B on the survey is contiguous with city limits and is the parcel to be annexed.

Characteristics

The property is currently flat, undeveloped land with no existing trees and sparse vegetation. Access to the property will be provided through the owner's adjacent parcel to the west along Ramsey Rd. and connectivity can be provided at Barbie St. and Aaron St. to the south.

Zoning

Current zoning of the property is AG-Suburban in Kootenai county. The Coeur d'Alene Comprehensive Plan Land Use Category designation for the property is transition area. The developer is requesting R-17 zoning designation if the annexation is approved by council.

Comprehensive Plan

The Coeur d'Alene Comprehensive Plan separates the city and surrounding area into several land use areas and gives characteristics for each of these areas. The characteristics are typically identified as current conditions and provide a vision for future development. The Ramsey-Woodland area currently has a mix of single-family residential neighborhoods, planned unit developments, commercial and multi-family developments. These are consistent with the plan's vision for this area as summarized in the first objective. This objective reads: "That overall density may approach three to four residential units per acre (3-4:1), however, pockets of higher density housing and multi-family units are appropriate in compatible areas."

The Land Use section of the comprehensive plan also identifies areas that are near the intersection of two arterials as areas that can support commercial users and recent land use decisions would indicate that the city desires to buffer these areas from traditional single-family neighborhoods with lower impact commercial uses and multi-family developments.

Within the Comprehensive Plan, the city also identifies the major employers in the area and alludes to the continued need for work-force housing which can be accomplished through additional multi-family housing developments.

Summary

The population growth within Kootenai County over the past several years is outpacing the rate that was anticipated by experts and has created a need for additional housing products throughout the community. Annexing land that is easily served by infrastructure in infill areas can help provide additional housing with less impact on a city by increasing the tax base with a minimal strain on services. The property in question is well positioned to provide much needed work-force housing for a rapidly growing community.

HAYDEN LAKE IRRIGATION DISTRICT

2160 W. Dakota Ave.
Hayden, Idaho 83835-5122
PH (208) 772-2612 / FAX (208) 772-5348
www.haydenirrigation.com

Conditional Will Serve

September 7, 2021

Olsen Engineering
PO Box 1894
Post Falls, Idaho 83877

RE: Unknow Named Project

To Whom It May Concern:

Hayden Lake Irrigation District will agree to provide water for the 15+/- acre parcel. Currently the lot lines are being adjusted from parcels 51N04W-26-3150 and 51N04W-26-3500 to make up three new parcels, parcel B of which will be +/-15 acres. The District will have the capacity in 2022 and the intent to serve water to the referenced future 255 units (maximum density development).

This letter is a 'Conditional Will Serve' intent and will be limited to the extent of the District's readily available capacity at the time the following requirements have been addressed prior to final acceptance by the District:

1. All Idaho Department of Environmental Quality requirements are met.
2. Plans are submitted to the District, ensuring compliance to the District's construction standards.
3. A Development Agreement will be provided by District. The agreement must be signed by the developer and the District before construction may begin

4. All District water line easements must be recorded with the county, on the face of the plat. The easement language must include the following:

THE OWNER(S) HEREBY GRANT A 20.00-FOOT-WIDE WATER LINE EASEMENT TO THE HAYDEN LAKE IRRIGATION DISTRICT FOR INSTALLATION AND MAINTENANCE OF ALL UNDERGROUND WATER LINES.

THE OWNER(S) HEREBY GRANT A 10-FOOT DIAMETER EASEMENT FOR METER VAULTS AND FIRE HYDRANTS TO THE HAYDEN LAKE IRRIGATION DISTRICT FOR INSTALLATION AND MAINTENANCE 24-HOUR, 7 DAYS A WEEK. NO SHRUBBERY, TREES, BUSHES OR BORDERS ARE ALLOW WITHIN THIS 10 FOOT DIAMETER EASEMENT.

At this present time, the District has readily available capacity to serve this project; however, the District cannot unconditionally guarantee that capacity will be available due to unforeseen events. This will serve expires in one year on September 7, 2022

Sincerely,



Doris Fleming

Board Chairman

Hayden Lake Irrigation District



PUBLIC HEARINGS

**PLANNING COMMISSION
STAFF REPORT**

FROM: MIKE BEHARY, ASSOCIATE PLANNER

DATE: MARCH 8, 2022

SUBJECT: A-2-22 – ZONING IN CONJUNCTION WITH ANNEXATION OF 5.9 ACRES FROM COUNTY AG-SUBURBAN TO R-1 AND R-17.

LOCATION: 1808 N 15th STREET.

APPLICANT:
Aspen Homes and Development LLC
1831 N Lakewood Dr. Suite A
Coeur d'Alene, ID 83814

DECISION POINT:

The applicant is requesting approval of an annexation of 5.9 acres in conjunction with zoning approval from County Ag-Suburban to R-1 and R-17 residential zoning districts.

BACKGROUND INFORMATION:

The subject property currently has a single family residence on it and is located in the unincorporated area of the county on 5.9 acres. The subject site obtains its access off of 15th Street. The subject site is adjacent to the city limits on the west and south sides. The property is currently zoned County Ag-Suburban and is located within the city's Area of City Impact (ACI).

The subject site is located at the base of Best Hill and has some significant sloping topography on the northern and eastern part of the property. If annexation is approved, the 5.9 acre property will be subject to the Hillside Ordinance regulations.

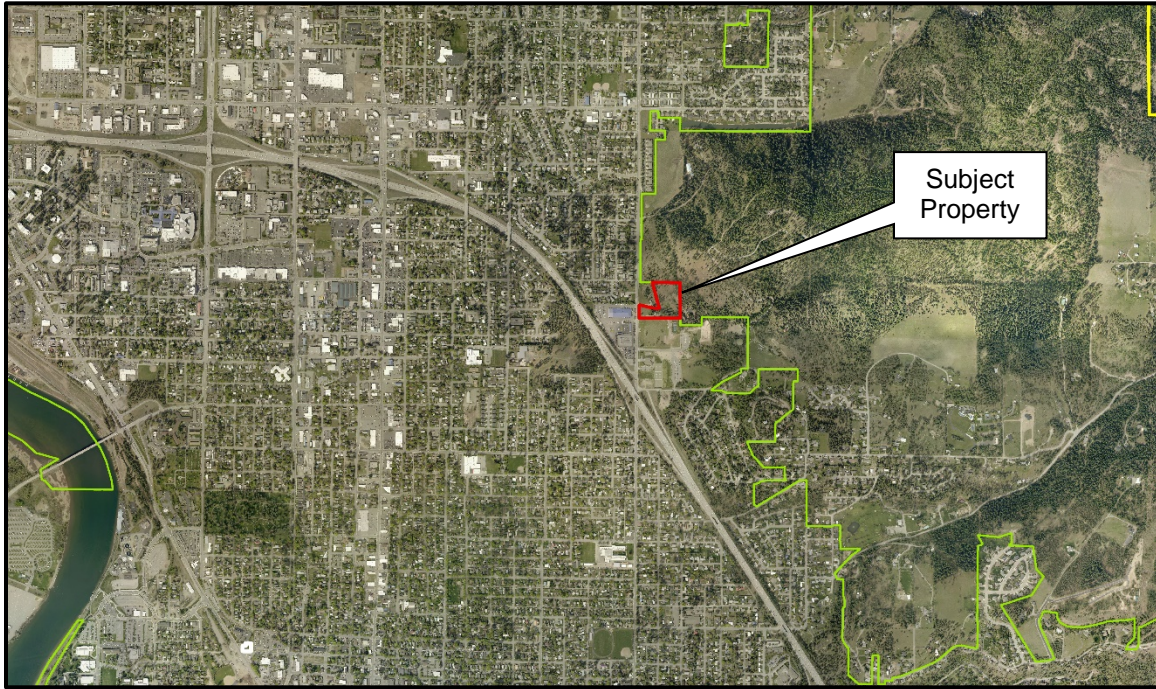
The part of the property that has the significant sloping topography contains 3.7 acres and the applicant is proposing R-1 zoning for this part of the property. The applicant has been working with the City Parks Department on possibly dedicating this land to the City or the Parks Foundation for a natural area/park.

In the event the R-1 zoned area is not gifted to the city as a park or opens space area, then the applicant would have the potential to build up to four single family dwellings, provided it can meet the requirements of the Hillside Ordinance and all other applicable Zoning, Subdivision, Building and Fire Codes.

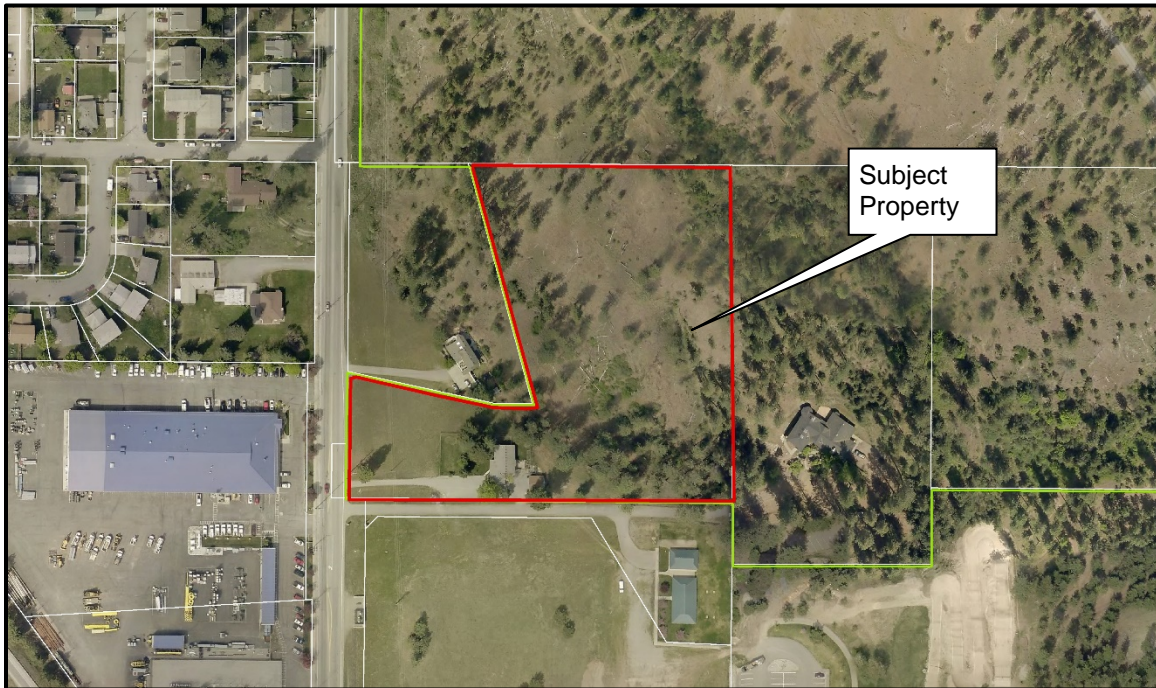
The two acres adjacent to 15th Street is proposed to be zoned R-17 residential. This is a multi-family residential zoning district that allows up to 17 units per acre. The applicant is proposing to build a multi-family living complex on the two acres that would be zoned R-17 (See annexation

map on page 4). The proposed R-17 zoned area of the property is relatively flat and gradually slopes toward the west. The two acres in the R-17 would allow up to a maximum of 34 units.

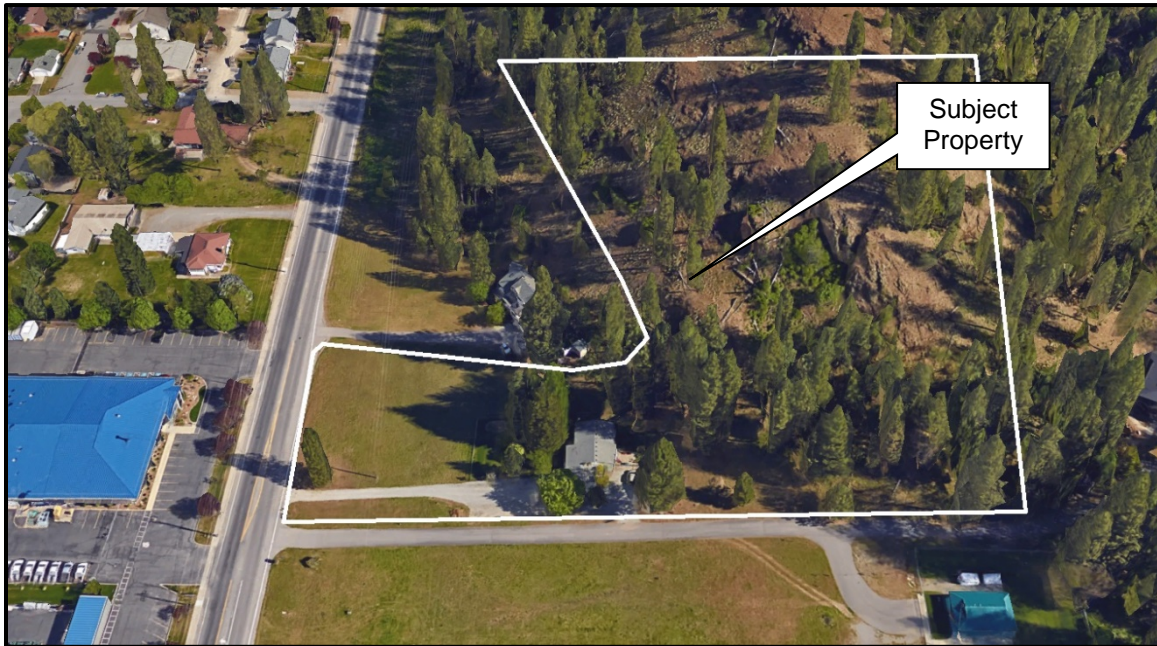
PROPERTY LOCATION MAP:



AERIAL PHOTO:



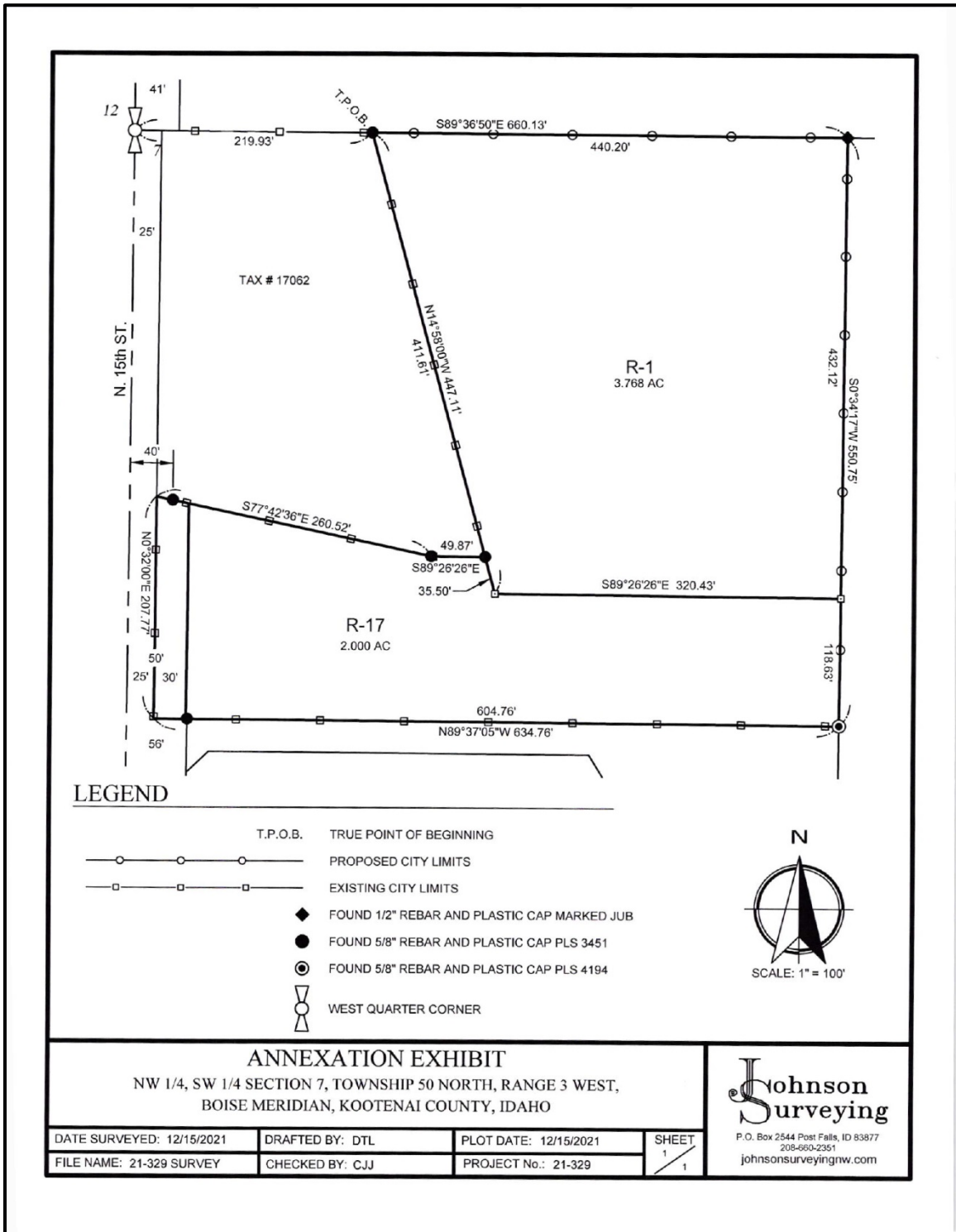
BIRDSEYE AERIAL -1: Looking North



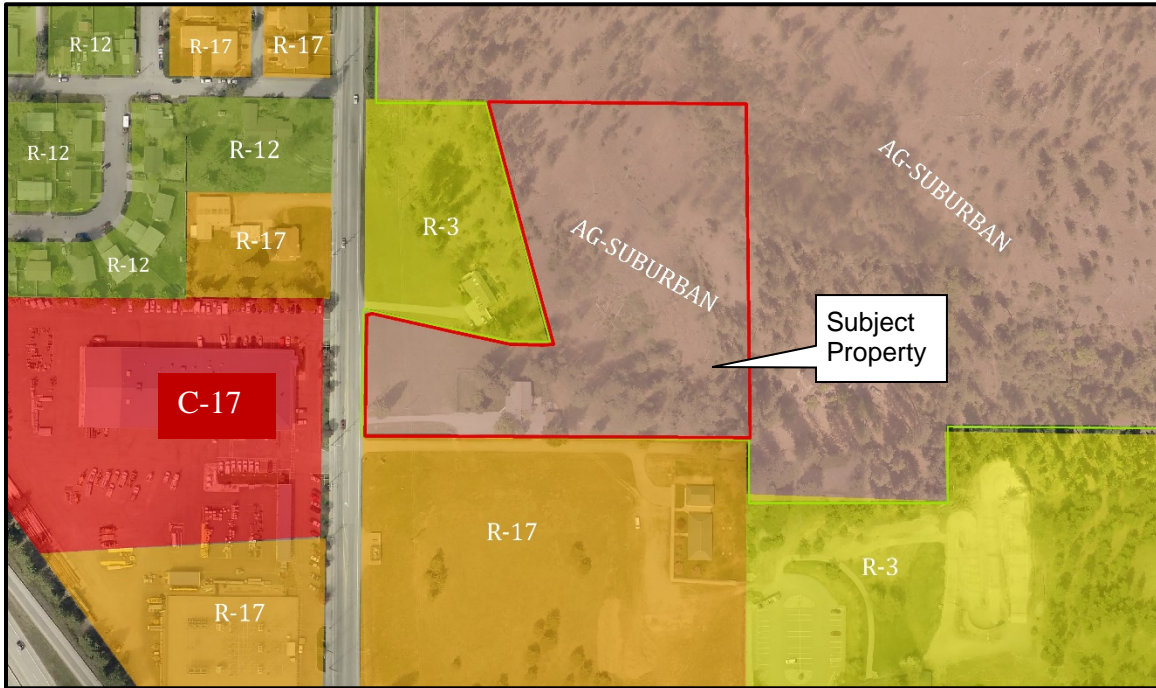
BIRDSEYE AERIAL-2: Looking East



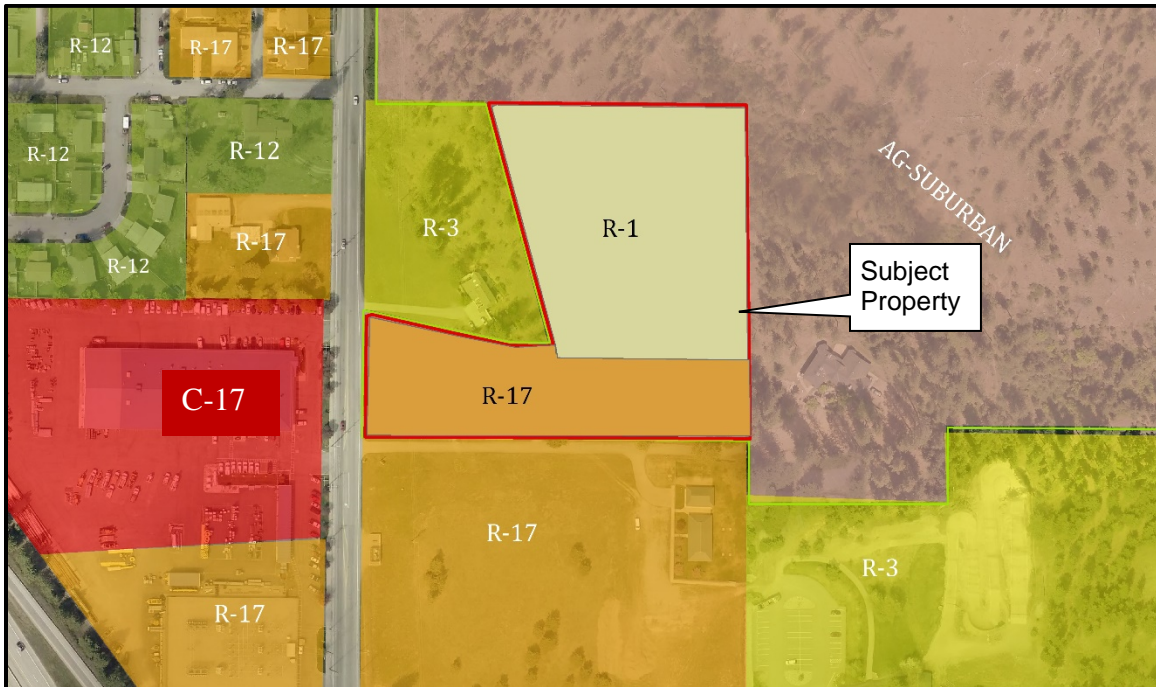
ANNEXATION MAP:



EXISTING ZONING MAP: with County Zoning District



PROPOSED ZONING MAP:



Proposed R-1 Zoning District:

The R-1 District is intended as a residential area that permits single-family detached housing at a density of one unit 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 maximum of 1 unit). 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.

This district is intended for those areas of the city that are developed at this density or are preferably developed at this density because of factors such as vehicular access, topography, flood hazard, and landslide hazard. 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.

Principal permitted uses in an R1 district shall be as follows:

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

Permitted uses by special use permit in an R-1 district shall be as follows:

- Commercial film production.
- Community education.
- Essential service (aboveground).
- Noncommercial kennel.
- Religious assembly.

Maximum height requirements in an R-1 District shall be as follows:

Structure Type	Structure Location	
	In Buildable Area For Principal Facilities	In Rear Yard
Principal structure	32 feet	n/a
For public recreation, community education or religious assembly activities	45 feet ¹	n/a
Detached garages and carports		With low or no slope roof: 14 feet With medium to high slope roof: 18 feet
All other accessory structures	25 feet	n/a

The minimum lot requirements in an R-1 district shall be as follows:

- Thirty-four thousand five hundred (34,500) square feet. All buildable lots must have seventy-five feet (75') of frontage on a public street, unless an alternative is approved by the City through normal subdivision procedure, or unless a lot is nonconforming.

Minimum yard requirements for residential activities in an R-1 district shall be as follows:

- Front: The front yard requirement shall be twenty feet (20').
- Side, Interior: The interior side yard requirement shall be ten feet (10').
- Side, Street: The street side yard requirement shall be twenty feet (20').
- Rear: The rear yard requirement shall be twenty-five feet (25').

Proposed R-17 Zoning District:

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.

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

- Administrative
- Childcare facility
- Community education
- Duplex housing
- Essential service
- Home occupation
- Multiple-family
- Neighborhood recreation
- Public recreation
- Single-family detached housing as specified by the R-8 district

Permitted uses by special use permit in an R-17 district shall be as follows:

- Automobile parking when the lot is adjoining at least one point of, intervening streets and alleys excluded, the establishment which it is to serve; this is not to be used for the parking of commercial vehicles
- Boarding house
- Commercial film production
- Commercial recreation
- Community assembly
- Community organization
- Convenience sales
- Group dwelling - detached housing
- Handicapped or minimal care facility
- Juvenile offenders' facility
- Ministorage facilities
- Mobile home manufactured in accordance with section 17.02.085 of this title
- Noncommercial kennel
- Nursing/convalescent/rest homes for the aged
- Rehabilitative facility.
- Religious assembly
- Residential density of the R-34 district as specified
- Three (3) unit per gross acre density increase
- Religious assembly
- Retail gasoline sales
- Single-family detached housing (as specified by the R-8 district)
- Specialty retail sales
- Veterinary office

17.05.290: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

Maximum height requirements in an R-17 District shall be as follows:

Structure Type	Structure Location	
	In Buildable Area for Principal Facilities	In Rear Yard
Single-family and duplex structure	32 feet	n/a
Multiple-family structure	45 feet	n/a
For public recreation, community education or religious assembly activities	45 feet	n/a
Detached accessory building including garages and carports	32 feet	With low or no slope roof: 14 feet With medium to high slope roof: 18 feet

17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

A. Minimum yard requirements for single family and duplex residential activities in an R-17 District shall be as follows:

1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be five feet (5'). If there is no alley or other legal access behind a lot, each lot shall have at least one side yard of ten-foot (10') minimum.
3. Side, Street: The street side yard requirement shall be ten feet (10').
4. Rear: The rear yard requirement shall be twenty-five feet (25'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space

C. Multiple-family housing at seventeen (17) units per acre:

1. Front: The front yard requirement shall be twenty feet (20').
2. Side, Interior: The interior side yard requirement shall be ten feet (10').
3. Side, Street: The street side yard requirement shall be twenty feet (20').
4. Rear: The rear yard requirement shall be twenty feet (20'). However, the required rear yard will be reduced by one-half (1/2) when adjacent to public open space

17.44.030: RESIDENTIAL USES:

Unless otherwise allowed by the relevant zoning or overlay district, the following off-street parking

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

REQUIRED FINDINGS FOR ANNEXATION:

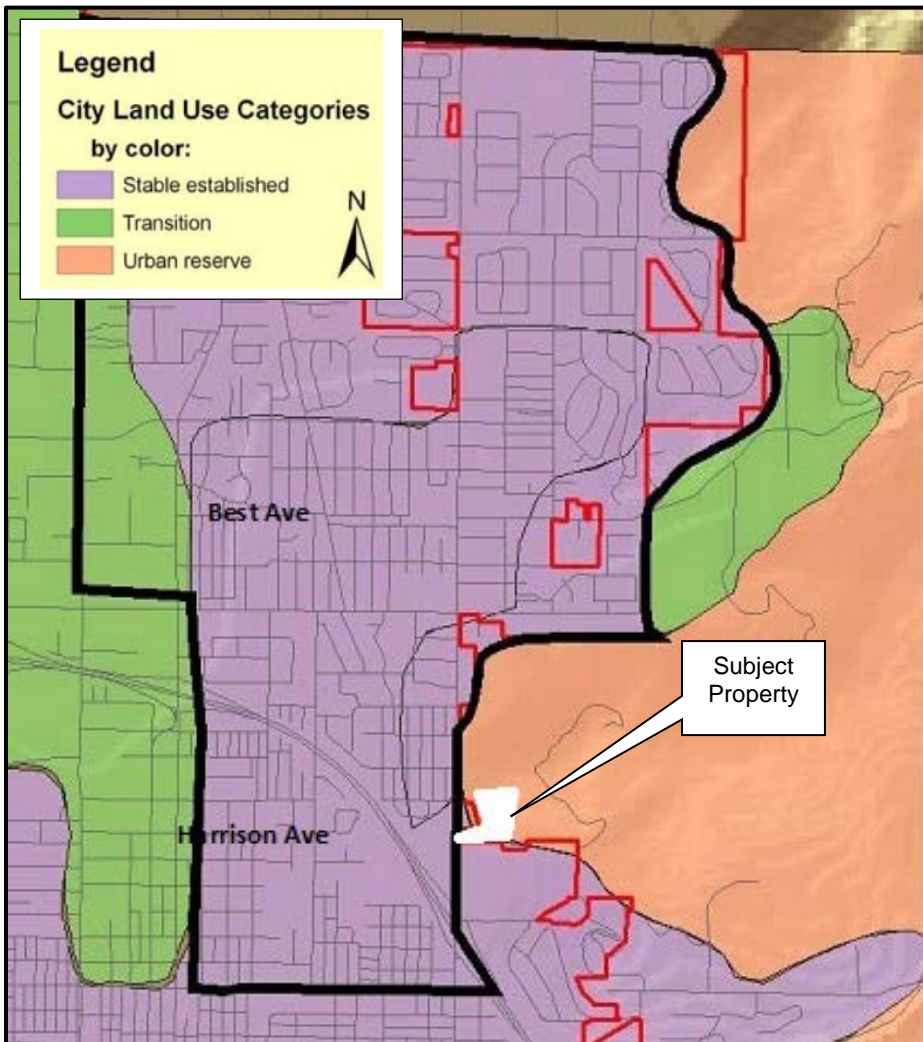
- A. **Finding #B8:** That this proposal (is) (is not) in conformance with the Comprehensive Plan policies.

Please note: This proposal is being analyzed under the 2007-2027 Comprehensive Plan since the new 2022-2042 Comprehensive Plan was not adopted by the February 1, 2022 submittal deadline for the March Planning Commission meeting.

2007 COMPREHENSIVE PLAN LAND USE CATEGORY:

- The subject property is not within the existing city limits.
- The City’s Comprehensive Plan designates this property within the NE Prairie area and is within both the stable established and in the urban reserve area.
- The subject site is also in part located in the Special Areas (Hillside)

2007 COMPREHENSIVE PLAN: NE Prairie



Stable Established:

These areas are where the character of neighborhoods has largely been established and, in general, should be maintained. The street network, the number of building lots, and general land use are not expected to change greatly within the planning period

Urban Reserve:

These areas represent lower priorities for the city growth due to natural constraints such as topography, soils, and wetlands. They also have city service constraints such as water, sewer, police and fire protection

NE Prairie Tomorrow:

It is typically a stable established housing area with a mix of zoning districts. The majority of this area has been developed. Special care should be given to the areas that remain such as the Nettleton Gulch area, protecting the beauty and value of the hillside and wetlands.

The characteristics of NE Prairie neighborhoods will be:

- That overall density may approach three to four residential units per acre; however, pockets of higher density housing and multi-family units are appropriate in compatible areas.
- Commercial uses are concentrated in existing commercial areas along arterials with neighborhood service nodes where appropriate.
- Natural vegetation is encouraged and should be protected in these areas.
- Pedestrian connections and street trees are encouraged in both existing neighborhoods and developing areas.
- Clustering of smaller lots to preserve large connected open space areas as well as views and vistas are encouraged.
- Incentives will be provided to encourage clustering.

2007 Comprehensive Plan Goals and Objectives that apply:

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 1.05 - Vistas:

Protect key vistas and view corridors of the hillsides and waterfronts that make Coeur d'Alene unique.

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 1.13- Open Space:

Encourage all participants to make open space a priority with every development and annexation.

Objective 1.14 - Efficiency:

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

Objective 1.15 – Natural Terrain:

Wherever possible, the natural terrain, drainage, and vegetation should be preserved with superior examples featured within parks and open spaces.

Objective 1.17 – Hazardous Areas:

Areas susceptible to hazardous conditions (flooding, landslides, earthquakes, etc.) should be left in a natural state unless impacts are mitigated.

Goal #2: Economic Environment

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

Objective 2.02 – Economic & workforce Development:

Plan suitable zones and mixed-use areas, and support local workforce development and housing to meet the needs of business and industry.

Objective 2.06 – Cooperative Partnership:

Encourage public/private partnerships to produce open space for the community while enhancing business opportunities.

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 3.05 - 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.

Objective 3.10 – Affordable & Workforce Housing:

Support efforts to preserve and provide affordable housing and workforce housing.

Objective 3.16 - Capital Improvements:

Ensure infrastructure and essential services are available prior to approval for properties seeking development.

Goal #4: Administrative Environment

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

Objective 4.01 City Services:

Make decisions based on the needs and desires of the citizenry.

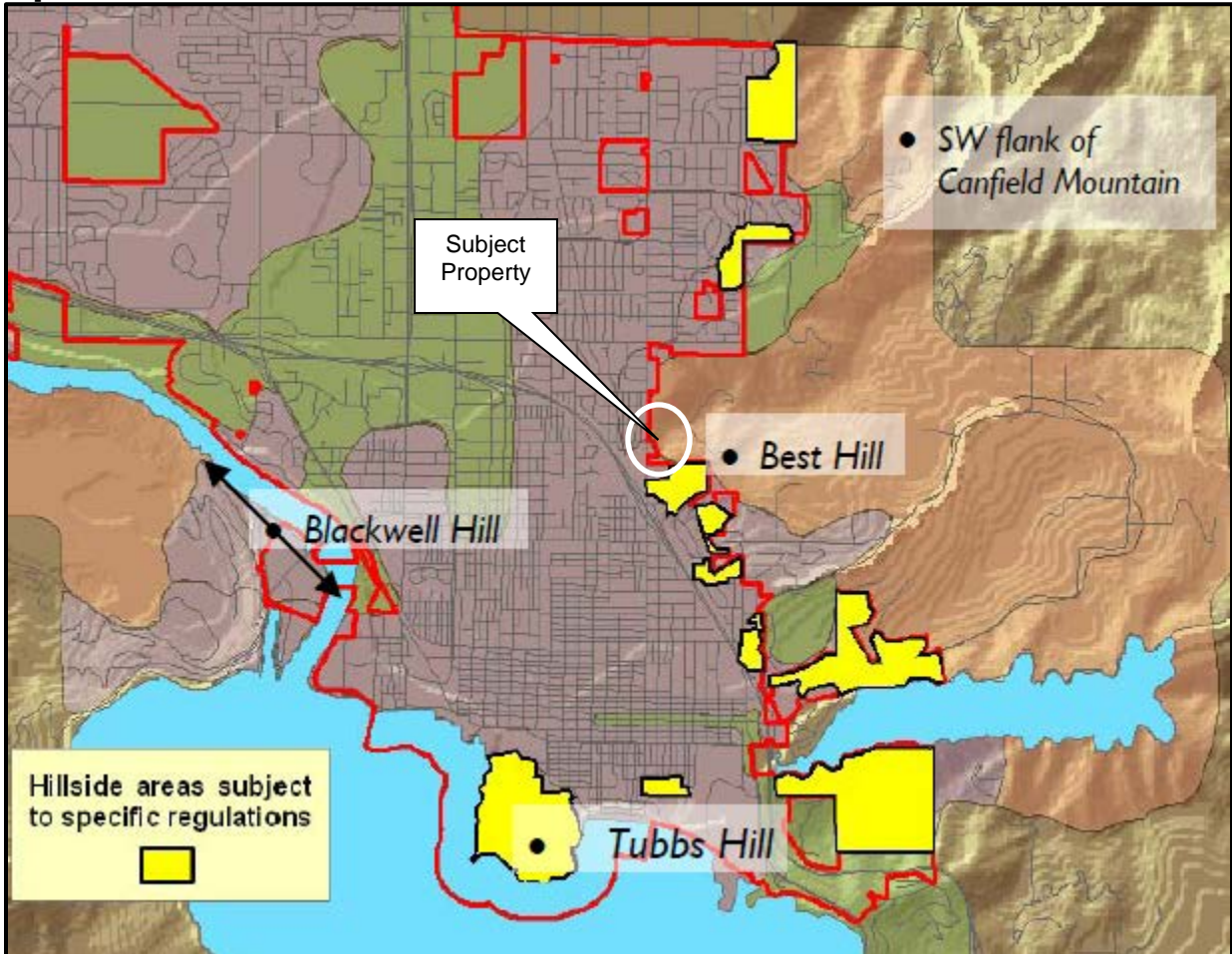
Objective 4.02 - City Services:

Provide quality services to all of our residents (potable water, sewer and stormwater systems, street maintenance, fire and police protection, street lights, recreation, recycling and trash collection).

Objective 4.06 - Public Participation:

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

Special Areas: Areas of Coeur d'Alene Requiring Unique Planning



Hillside Landmarks

The City of Coeur d'Alene enjoys a rich topography of mountains, hills, rivers, streams, flatlands, and lakes. This terrain frames the setting where we live and recreate. Because some of this rich land surface is often fragile, and because so much of the city's ambiance depends on its health and stability, it must be preserved for the entire community.

The protection of hillsides is particularly important to the community because of their panoramic prominence.

Best Hill, Canfield Mountain, and Tubbs Hill are recognized as unique landmarks for the City of Coeur d'Alene and its neighbors. Lakeview Hill, Blackwell Hill and the slopes above Fernan Lake within our planning area also contribute to the setting and help define our physical image.

In 2003, the City of Coeur d'Alene enacted the "Hillside Ordinance" to protect the hillsides and preserve the visual asset they represent to the entire community.

Policy:

We will protect the natural ecology and visual beauty of all hillsides.

Methods:

- Monitor the health and beauty of the city's hillsides to ensure that the Hillside Ordinance is sufficient to maintain our environmental and aesthetic goals.
- Encourage development that works in a cooperative effort to accomplish these public goals.
- Work with land owners, citizen groups, and governmental agencies to acquire additional lands or development rights for use as a city park or open space (also see Parks and Open Space Plan).
- Work with land owners, citizen groups, and governmental agencies to establish and maintain trails linking the city property to the established US Forest Service recreational trail system

Evaluation: *The Planning Commission will need to 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.*

B. Finding #B9: That public facilities and utilities (are) (are not) available and adequate for the proposed use.

STORMWATER:

Stormwater will be addressed as the area proposed for annexation develops. All stormwater must be contained on-site. A stormwater management plan, conforming to all requirements of the City, shall be submitted and approved prior to the start of any construction.

-Submitted by Chris Bosley, City Engineer

STREETS:

The subject site is currently undeveloped and has frontage on 15th Street to the west. 15th Street frontage shall be improved to City standards at the time of development. The Streets and Engineering Department has no objection to this annexation request.

-Submitted by Chris Bosley, City Engineer

WATER:

The property for proposed annexation lies within the City of Coeur d'Alene water service area. There is sufficient capacity within the public water system to provide adequate domestic, irrigation and fire flow service to the subject parcel at General Zone service elevation. Some of the property may fall above maximum General Zone service elevation and the developer may need to determine an acceptable alternate means of service if proposing to utilize the property.

Any proposed density increase for development of the parcel may require extension of the public water utilities at the owner/developer's expense. Services currently exist to 1808 and 1828 N 15th St. respectively as well as a private service that crosses the southern boundary to 1802 N 15th St.

-Submitted by Terry Pickel, Water Department Director

SEWER:

The nearest public sanitary sewer is located in 15th Street to the west of subject property. At no cost to the City, a sewer extension conforming to City Standards and Policies will be required prior issuance of any building permits. The subject property is within the City of Coeur D' Alene Area of City Impact (ACI) and in accordance with the 2013 Sewer Master Plan. The City's Wastewater Utility presently has the wastewater system capacity and willingness to serve this annexation request as proposed.

-Submitted by Larry Parsons, Utility Project Manager

FIRE:

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.

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. The CD'A FD can address all concerns at site and building permit submittals. The Fire Department has no conditions at this time. The CDA Fire Department will work with the development team utilizing the current adopted Fire Code (2018 Edition) for access, fire protection and hydrant placement at building permit time. The Fire Department has no objection to this Annexation request as proposed.

-Submitted by Bobby Gonder, Fire Inspector

POLICE:

The Police Department does not have an issue with the annexation.

-Submitted by Lee White, Chief of Police

PARKS:

The developer is proposing to gift the city with an approximately 3.5 acre natural open space. The Parks and Recreation Department is willing to take this parcel, but currently it is landlocked. The gifted parcel will either need to be enlarged to the access road or an easement will be required.

-Submitted by Monte McCully, Trails Coordinator

Evaluation: *The Planning Commission will need to determine, based on the information before them, whether or not the public facilities and utilities are adequate for the request.*

- C. **Finding #B10:** That the physical characteristics of the site (do) (do not) make it suitable for the request at this time.

PHYSICAL CHARACTERISTICS:

The topography slopes to the southwest and there is an approximately a hundred and fifty-foot elevation drop on the northeast (R-1) part of the subject property. The R-1 part of the property does have significant issues with development as a result of the slope and Hillside designation. The western (R-17) part of the property is relatively flat and slopes to the west.

The topographical or physical constraints of the subject property is primarily associated with the R-1 part of the property. The part of the property that remains (R-17) is the part of the property that is intended to be developed upon. The physical characteristics of the site with the proposed split zoning and hillside requirements do not make it unsuitable for the annexation request.

The entire property is subject to the Hillside Ordinance in its current configuration, with an average slope of approximately 24.5%.

Site photos are provided on the next few pages showing the existing conditions. (See topographic map below on page 11.)

TOPOGRAPHIC MAP:



SITE PHOTO - 1: View from 15th Street looking east.



SITE PHOTO - 2: View from the southwest corner of subject site looking east.



SITE PHOTO - 3: View from the southeast part of property looking northeast.



SITE PHOTO - 4: View from the south central part of property looking northeast.



SITE PHOTO - 5: View from the south central part of property looking north.



SITE PHOTO - 6: View from the central part of property looking southwest.



SITE PHOTO - 7: View from the west side of 15th Street looking south.



Evaluation: *The Planning Commission will need to determine, based on the information before them, whether or not the physical characteristics of the site make it suitable for the request at this time.*

- D. **Finding #B11:** **That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.**

TRAFFIC:

The proposed annexation itself would not adversely affect the surrounding area with regard to traffic, as no traffic is generated from an annexation. The proposed annexation is requesting a combination of R-1 and R-17 zoning for the approximately 6 acre property. The proposed R-1 area is largely hillside, so not much development is expected. The R-17 area is 2 acres which could generate approximately 225 trips/day or 21 trips during the PM peak hour. The estimated traffic was derived from Land Use Code 220 – Apartments in the ITE Trip Generation Manual. The Streets and Engineering Department has no objection to this annexation.

-Submitted by Chris Bosley, City Engineer

NEIGHBORHOOD CHARACTER:

2007 Comprehensive Plan: NE Prairie Today

This area is composed of a variety of zoning districts with a majority of residential density at three to eight units per acre. Lower density development becomes more prominent moving north. The NE Prairie provides a range of housing choices that includes a number of large recreation areas and small pocket parks.

Canfield Mountain and Best Hill act as the backdrop for this portion of the prairie. Much of the lower lying, less inhibitive areas have been developed. Pockets of development and an occasional undeveloped lot remain.

SURROUNDING LAND USES AND ZONING:

The properties to the west have a single family residence and across 15th street is a commercial use that entails Avista’s office and equipment yard. The property to the north of the subject site is part of Best Hill and is a native vegetative natural open space area. The property to the east is a residential land use with a single family dwelling located on it. The properties to the south have public and private civic uses on them. The public use is a park (Cherry Hill Park) owned by the city and the other use is the Coeur d’Alene Eagles’ special event center. *See Land Use Map on page 20.*

The properties to the west of the subject site are zoned R-3 residential and C-17 commercial for property that is across 15th street. The property to the south of the subject site is zoned R-17 residential. The properties to the north and east are zoned AG-Suburban in the County. *See Zoning Map on page 5.*

GENERALIZED LAND USE PATTERN:



Evaluation: *The Planning Commission will need to determine, based on the information before them, whether or not the proposal would adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and)/(or) existing land uses.*

ORDINANCES & STANDARDS USED FOR 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
2018 Coeur d'Alene Trails Master Plan

RECOMMENDATIONS FOR ITEMS TO INCLUDE ANNEXATION AGREEMENT:

1. This project will require the extension of sewer "To and Through" this annexation as proposed unless private sewer is approved to serve one parcel. Policy #716 states One Parcel, One Lateral.
2. This project will need to maintain a private service easement along southern edge of property to 1802 N 15th or provide alternate service provision if available.
3. 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 perming
4. All water rights associated with the parcels to be annexed shall be transferred to the City at the owner's expense.
5. Any utility extensions outside of public right of way would require a minimum 20' public utility easement for Water, 30' if combined with public sewer.
6. Continue working with the City Parks & Recreation Department on dedicating the 3.7 acre area that is to be zoned R-1 to the City or the Parks Foundation for a natural area/park that is accessible for public use.
7. In the event the R-1 zoned area is gifted, then access must be granted to this area in the form of either an enlargement of the gifted parcel (R-1: parks area/open space area) in order to have access to the public road, or a public access easement to this parcel across the R-17 property.
8. If the R-1 zoned area is to be gifted for public use, a lot split and land dedication of the park/natural area open space area must be completed prior to issuance to any site development or building permits within the R-1 portion of the property, and permits for any buildings within the R-17 portion of the property that would impede access to a future open space area for public use will be delayed until an agreement with the City or the Parks Foundation on access is reached.

9. Subdivision of the R-1 and R-17 lots shall take place before any site development or building permits are issued.
10. Any driveway or street cannot exceed 8% grade.

ACTION ALTERNATIVES:

Planning Commission will need to consider this request for zoning in conjunction with annexation and make findings to approve, deny or deny without prejudice. The findings worksheet is attached.

Attachments: Applicant's Narrative



**APPLICANT'S
NARRATIVE**



Mayor Steve Widmyer
Coeur d'Alene City Council
710 E Mullan Ave
Coeur d'Alene, ID 83814
October 12, 2021

To Mayor Steve Widmyer & Coeur d'Alene City Council:

Annexation of Parcel 50N03W-07-5580

Please accept this letter as Aspen Homes and Development LLC request to annex parcel number 50N03W-07-5580 into the City of Coeur d'Alene. Aspen Homes and Development LLC acknowledges that there are annexation fees and that an annexation agreement will need to be negotiated with the City. Aspen Homes and Development LLC also acknowledges that the mutually acceptable annexation agreement must be negotiated and executed within six months from the date of the City Council approval of the zoning designation or any previous approvals will be null and void.

Sincerely,

Todd Stam
Founder
Aspen Homes

1831 N LAKEWOOD DR STE A
COEUR D' ALENE, ID 83814

P: 208-664-9171
F: 208-664-9287

ANNEXATION OF PARCEL # 50N03W-07-5580

Aspen Homes and Development LLC is requesting that parcel # 50N03W-07-5580 be annexed into the City of Coeur d'Alene with a 2 acre portion of the flat, level area of the parcel zoned R-17 and the remainder in the hillside portion of the parcel zoned R-1, see attached zoning exhibit. The parcel is 6.191 acres and is located on N 15th Street just North of the I-90 interchange. The current address is 1808 N 15th Street. By annexing this parcel into the City of Coeur d'Alene, it would be possible to take advantage of the existing utilities and infrastructure to support the development of a future multi-family living complex. The proposed complex will provide high quality affordable housing in support of the Coeur d'Alene 2007 – 2027 Comprehensive Plan.

The proposed annexation will bring this 6.191 acre parcel into the Stable Established NE Prairie Land Use area. The comprehensive plan does acknowledge that ***“pockets of higher density housing and multi-family units are appropriate in compatible areas”*** within the NE Prairie Land Use area. The adjacent area is a mixture of R-17, R-12, C-17 and, R-3 zoning. The proposed R-17/R-1 zoning is compatible with the adjacent zoning in the area. The proposed R-17/R-1 zoning and a future multi-family housing complex is compatible with the current land use in the area, i.e. duplex and four plex housing units, and multi family housing. The parcel is conveniently located to neighborhood services along the Best Avenue and Government Avenue corridors. The parcel is also strategically located with regard to transportation needs with its convenient access to the I-90 interchange.

A portion of the subject parcel falls within the Hillside Overlay Area. Any development in that area will conform to the requirements of the Hillside Overlay Zone.

The proposed annexation and future multi-family housing complex support the Comprehensive Plan Goals and Objectives in the following ways

- Utilize existing utilities and infrastructure, objective 1.01, 1.02, 1.11, 1.14
- Provide desirable high quality affordable housing, objective 3.08, 3.10

In conclusion, the annexation of this 6.191 acre parcel into the city of Coeur d'Alene zoned as R-17/R-1 would benefit the city in that;

- It will take advantage of existing utilities and infrastructure along N 15th Street
- It is compatible with the Comprehensive Plan
- It is compatible with the current zoning and land use in the area
- It would provide desired quality and affordable housing to the area

We look forward to working with the city in annexing this parcel into Coeur d'Alene and further developing it into a superior multi-family housing complex.