

PLANNING COMMISSION AGENDA
CITY COUNCIL CHAMBERS

JANUARY 27, 2009

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

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

5:30 P.M. CALL TO ORDER:

ROLL CALL: Jordan, Bowlby, Evans, Luttropp, Rasor, Messina


WORKSHOP:

1. Applicant: City of Coeur d'Alene
 Request: Establishing the East Sherman Gateway District

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 24 hours in advance of the meeting date and time.***



0-9-08

Note: The underline & strikeouts show the comparison to the existing C-17 District.

EG	DRAFT 11.25.08 PERMITTED USES		
East Gateway Mixed-Use District	Principal Uses		Special Use Permit
<p>The intent of this district is to create a diverse and visually appealing entry into the city from the freeway. Infill development is encouraged – whether retail, office, residential or a mix. Intensity and height should recognize the presence of lower scale residential areas that immediately abut both sides but still allow for a mid-rise form of development. The district would contain features that would enhance the streetscape and the approach to the downtown but would be considered separate and distinct from the downtown core, with its greater height and intensity</p>	<p>residential activities:</p> <ol style="list-style-type: none"> 1. single family housing (as specified in the R-8 district) 2. duplex housing (as specified in the R-12 district) 3. pocket residential 4. multiple family (as specified in the R-17 district) 5. home occupation 6. boarding house 7. group dwelling <p>civic activities:</p> <ol style="list-style-type: none"> 1. child care facility 2. community assembly 3. community education 4. community organization 5. essential service 6. handicapped or minimal care facility 7. hospital / health care 8. juvenile offenders facility 9. neighborhood recreation 10. nursing/ convalescent homes 11. public recreation 12. rehabilitative facility 13. religious assembly <p>sales activities:</p> <ol style="list-style-type: none"> 1. ag. supplies & commodity sales <u>Indoor</u> 2. automobile & auto accessory sales 3. business supply retail sales 4. construction retail sales 5. convenience sales 6. department stores 7. farm equipment sales <u>indoor</u> 8. food & beverage sales, (on & off site consumption) 9. retail gasoline sales 10. home furnishing retail sales 11. finished goods retail sales 12. specialty retail sales 	<p>service activities:</p> <ol style="list-style-type: none"> 1. administrative & professional offices 2. automotive fleet storage 3. automotive parking 4. automobile rental 5. automobile repair & cleaning 6. banks & financial institutions 7. building maintenance service 8. business support service 9. commercial film production 10. communication service 11. consumer repair service 12. convenience service 13. funeral service 14. general construction service 15. group assembly 16. kennels: commercial & noncommercial 17. laundry service 18. motel/hotel 19. mini-storage facility 20. personal service establishments 21. veterinary clinic (indoor) <p>accessory uses:</p> <ol style="list-style-type: none"> 1. carport, garage and storage structures (attached or detached) 2. private recreation facility (enclosed or unenclosed) 3. management office 4. open areas and swimming pools. 5. temporary construction yard 6. temporary real estate office. 7. apartment for resident caretaker 8. accessory dwelling unit 	<p>residential activities:</p> <p>4. residential density @ R-34</p> <p>civic activities:</p> <ol style="list-style-type: none"> 1. criminal transitional facility 2. extensive impact 3. wireless communication facility <p>service & sales activities:</p> <ol style="list-style-type: none"> 1. adult entertainment service & sales 2. auto camp 3. veterinary office utilizing some outdoor space. 4. retail gasoline sales <p>wholesale & industrial activities:</p> <ol style="list-style-type: none"> 1. custom manufacturing 2. underground bulk liquid fuel storage 3. warehouse/storage <p>PROHIBITED USE</p> <ol style="list-style-type: none"> 1. Outdoor storage or inventory, materials, or supplies

Note: The underline & strikeouts show the comparison to the existing C-17 District.

SITE PERFORMANCE STANDARDS			
Maximum Height	Minimum Lot Size Requirements	Minimum Yard/Setback Requirements	
principal structure			
<p>single family, duplex & pocket housing 32 foot (2 1/2 stories). An additional story may be permitted on hillside lots that slope down from the street. (see Sec. 17.06.330) 32 foot Pocket residential multiple family 45 foot (3 1/2 stories) detached carports & garages with low slope roof (<2 1/2: 12): 14 feet with high slope roof (> 2 1/2: 12): 18 feet other accessory structures: 18 feet remaining uses: no height limits</p>	<p>single family 5,500 sq. ft. per dwelling unit duplex 7,000 sq. ft.</p> <p>multiple family & pocket residential 7,500 minimum site size 2,500 sq. ft per dwelling unit</p> <p>remaining all uses no minimum except those as required by State or Federal laws.</p> <p>Pocket: maximum lot coverage 50%</p> <p><u>Allowable Floor Area Ratio</u> <u>Basic: 2.0</u> <u>With Bonuses: 3.5</u></p> <p><u>The Basic Allowable FAR is permitted by simply complying with basic standards and guidelines.</u></p>	<p>single family & duplex front: 20 feet from property line side, interior (with alley): 5 feet side, interior (with no alley): one side 10 ft., the other side 5 ft. side, street: 10 feet however, garages that access streets must be 20 ft. from property line. rear: 25 feet — 12 1/2 ft. if adjacent to public open space. Zero setback side yards are allowed for single family. (see 17.05.080e) Pocket- project perimeter front: 20 feet from property line side, interior: 10 feet side, street: 15 feet rear: 15 feet project interior: 0 feet</p>	<p>multiple family front: 20 feet from property line side, interior: 10 feet side, street: 20 feet rear: 20 feet — 10 ft. if adjacent to public open space.</p> <p>remaining uses front yard: <u>0 feet</u> 10 feet unless 51 % of block is developed to 0 feet; then setback is 0 feet. side: 0 feet unless abutting district with greater setback; then 10 ft. max.</p> <p>Extensions into these yards are permitted in accordance with Sec. 17.06.495</p>
<p><u>Basic Allowable Height:</u> <u>45 ft.</u></p> <p><u>For Sherman Avenue From 11th street to 23rd St. Building height may be increased to 75 feet if all of the following conditions are met:</u></p>	<p><u>1. For each foot of height above 45 feet, the required setback from the rear property line shall increase by one foot.</u></p> <p><u>2. Above a height of 45 feet, the maximum dimension of a building shall be 100 feet.</u></p>	<p><u>3. Pitched roof forms shall be incorporated.</u></p> <p><u>4. All parking shall be contained within structure(s).</u></p>	<p><u>5. At least one Minor Amenity and one Major Amenity shall be incorporated.</u></p>

Note: The underline & strikeouts show the comparison to the existing C-17 District.

For Sherman Avenue east of <u>23rd St., 23rd street, and Coeur d'Alene Lake Dr., Building height may be increased to 165 feet if all of the following conditions are met:</u>	<p>1. Above a height of <u>45 feet, the maximum dimension of a building shall be 100 feet.</u></p> <p>2. <u>Pitched roof forms shall be incorporated.</u></p>	<p>3. All parking shall be <u>contained within structure(s).</u></p> <p>4. At least one Minor Amenity and one Major Amenity shall be <u>incorporated</u></p>	
	<p><u>Development Bonuses</u></p> <p><u>If a development incorporates amenities from the lists below, the FAR may be increased through a discretionary review process intended to ensure that the each amenity both satisfies its design criteria and serves the intended purpose in the proposed location.</u></p> <p><u>1. Minor Amenities</u> <u>Each feature from the following list may allow an increase of .2 FAR from the Basic Allowable FAR to the Maximum FAR</u></p> <p><u>a. Additional Streetscape Features</u> <u>Seating, trees, pedestrian-scaled lighting, and special paving in addition to any that are required by the design standards and guidelines.</u></p> <p><u>b. Common Courtyard or Green</u> <u>This space shall be available to tenants or residents of the development. It shall be an area equal to at least 4% of the floor area of the building. There should be both paved areas and landscaping, with planting consuming at least 30% of the area. Seating and pedestrian-scaled lighting shall be provided.</u></p> <p><u>c. Canopy over the Public Sidewalk</u> <u>A permanent structure extending over the sidewalk at least 5 feet in width that extends along a minimum of 75% of a building's frontage. The height above the sidewalk shall be between 8 and 10</u></p>	<p><u>d. Alley Enhancements</u> <u>Decorative paving, pedestrian-scaled lighting, special paving, and rear entrances intended to encourage pedestrian use of the alley.</u></p> <p><u>e. Upgraded Materials on Building</u> <u>Use of brick and stone on the building façades that face streets.</u></p>	<p><u>2. Major Amenities</u></p> <p><u>Each Public Amenity from the following list may allow an increase of .5 FAR from the Basic Allowable FAR to the Maximum FAR</u></p> <p><u>a. Exterior Public Space</u> <u>This space shall be available to the public between dawn and dusk. It shall be an area equal to at least 2% of the total interior floor space of the development. No dimension shall be less than 8 feet. Landscaping, textured paving, pedestrian-scaled lighting, and seating shall be included.</u></p> <p><u>b. Public Art or Water Feature</u> <u>Appraised at a value that is at least 1% of the value of building construction. Documentation of building costs and appraised value of the art or water feature shall be provided.</u></p> <p><u>c. Through-Block Pedestrian Connection</u> <u>A walkway at least 6 feet wide allowing the public to walk between a street and an alley or another street. The walkway shall be flanked with planting and</u></p>

Note: The underline & strikeouts show the comparison to the existing C-17 District.

	<u>feet.</u>		<u>pedestrian-scaled lighting.</u> <u>d. Below-ground Structured Parking</u> <u>All required parking shall be contained within a structure that is below grade.</u>
Landscaping	Fences	Parking	
<p>Landscaping, including street trees, is required for all uses in this district. See Planning Department for details.</p> <p>Other</p> <p>As a general rule, 5 foot sidewalks with a 5 foot "tree lawn" is required with new residential construction.</p> <p>For other uses a 5- or 8-foot sidewalk is generally required. See the Engineering Department for details.</p>	<p>front yard area: 4 feet side & rear yard area: 6 feet All fences must be on or within the property lines.</p> <p>Fences within the buildable area may be as high as the height limit for principal use.</p> <p>Higher fence height for game areas may be granted by Special Use Permit.</p>	<p>parking, single family & duplex: 2 paved off-street spaces for each unit.</p> <p>parking, pocket: 1 space for each 1 bedroom unit. 2 paved spaces for 2+ bedrooms.</p> <p>parking, multiple family: studio: 1 1/2 paved spaces are required for each unit. 1 bedrm: 2 paved spaces are required for each unit. 2-3 bedrm: 3 paved spaces are required for each unit. 4+bedrm: .75 paved spaces are required for each bedrm. <u>One off-street parking stall shall be provided for each bedroom (or studio) Exception: Residential restricted to people over 62 years of age may be .5 sp/ unit.</u></p> <p>parking, general commercial uses: retail sales (non-restaurant): 1 paved off-street space for each 250 <u>330</u> sq. ft. of gross floor area. restaurant: 1 sp. / 400 <u>330</u> sq. ft. of gross floor area. <u>Exception: Restaurants greater than 1000 square feet shall provide one sp/ 200 sf of interior floor area</u> office (non-medical): 1 space / 300 <u>330</u> sq. ft. of gross floor area.</p> <p>Off-Site Parking</p> <p>Parking requirement may be satisfied on off-site lots, so long as the parking is located within 400 feet of the development.</p> <p><u>Shared Parking</u></p> <p><u>If different uses within a development share parking, the Director may reduce the total amount of required parking by 20%.</u></p> <p><u>Design Guidelines</u></p> <p><u>In addition to above standards, development shall comply with the design guidelines adopted by reference to this section. Although a project proponent must demonstrate how each guideline is being addressed, there is some flexibility in the application of each, provided that the basic intent is determined to be satisfied through the design review process.</u></p>	

DISCUSSION DRAFT 11.25.08

East Gateway Mixed-Use District

A. Intent

The intent of this district is to create a diverse and visually appealing entry into the city from the freeway. Infill development is encouraged – whether retail, office, residential or a mix. Intensity and height should recognize the presence of lower scale residential areas that immediately abut both sides but still allow for a mid-rise form of development. The district would contain features that would enhance the streetscape and the approach to the downtown but would be considered separate and distinct from the downtown core, with its greater height and intensity.

B. Uses

1. Permitted Uses

Uses permitted within the underlying district shall be allowed, with exceptions as noted below. The purpose is to create an environment suitable for mixed-use development in close proximity to low density residential development.

2. Uses Expressly Prohibited in the Overlay District

Adult entertainment

Automobile parking, unless serving a principal use

Commercial kennel

Criminal transition facilities

Gasoline sales (except by Special Use Permit)

Juvenile detention

Manufacturing and fabrication

Outdoor storage of inventory, materials, or supplies

Rehabilitation centers

Sales, repair, parts, service, or washing of vehicles or boats

DISCUSSION DRAFT 11.25.08

C. Development Intensity

Allowable Floor Area Ratio

Basic: 2.0

With Bonuses: 3.5

Exclusions from Floor Area Calculations:

- Floor area dedicated to parking
- Elevators, staircases and mechanical spaces
- Exterior decks, porches and arcades open to the air

The Basic Allowable FAR is permitted by simply complying with basic standards and guidelines.

D. Development Bonuses

If a development incorporates amenities from the lists below, the FAR may be increased through a discretionary review process intended to ensure that the each amenity both satisfies its design criteria and serves the intended purpose in the proposed location.

1. Minor Amenities

Each feature from the following list may allow an increase of .2 FAR from the Basic Allowable FAR to the Maximum FAR

a. Additional Streetscape Features

Seating, trees, pedestrian-scaled lighting, and special paving in addition to any that are required by the design standards and guidelines.

b. Common Courtyard or Green

This space shall be available to tenants or residents of the development. It shall be an area equal to at least 4% of the floor area of the building. There should be both paved areas and landscaping, with planting consuming at least 30% of the area. Seating and pedestrian-scaled lighting shall be provided.

c. Canopy over the Public Sidewalk

A permanent structure extending over the sidewalk at least 5 feet in width that extends along a minimum of 75% of a building's frontage. The height above the sidewalk shall be between 8 and 10 feet.

DISCUSSION DRAFT 11.25.08

d. Alley Enhancements

Decorative paving, pedestrian-scaled lighting, special paving, and rear entrances intended to encourage pedestrian use of the alley.

e. Upgraded Materials on Building

Use of brick and stone on the building façades that face streets.

2. Major Amenities

Each Public Amenity from the following list may allow an increase of .5 FAR from the Basic Allowable FAR to the Maximum FAR

a. Exterior Public Space

This space shall be available to the public between dawn and dusk. It shall be an area equal to at least 2% of the total interior floor space of the development. No dimension shall be less than 8 feet. Landscaping, textured paving, pedestrian-scaled lighting, and seating shall be included.

b. Public Art or Water Feature

Appraised at a value that is at least 1% of the value of building construction. Documentation of building costs and appraised value of the art or water feature shall be provided.

c. Through-Block Pedestrian Connection

A walkway at least 6 feet wide allowing the public to walk between a street and an alley or another street. The walkway shall be flanked with planting and pedestrian-scaled lighting.

d. Below-ground Structured Parking

All required parking shall be contained within a structure that is below grade.

DISCUSSION DRAFT 11.25.08

E. Building Height

Basic Allowable Height: 45 feet.

For Sherman Avenue From 11th street to 23rd St. building height may be increased to 75 feet if all of the following conditions are met:

1. For each foot of height above 45 feet, the required setback from the rear property line shall increase by one foot.
2. Above a height of 45 feet, the maximum dimension of a building shall be 100 feet.
3. Pitched roof forms shall be incorporated.
4. All parking shall be contained within structure(s).
5. At least one Minor Amenity and one Major Amenity shall be incorporated.

For Sherman Avenue east of 23rd St., 23rd street, and Coeur d'Alene Lake Dr., Building height may be increased to 165 feet if all of the following conditions are met:

1. Above a height of 45 feet, the maximum dimension of a building shall be 100 feet.
2. Pitched roof forms shall be incorporated.
3. All parking shall be contained within structure(s).
4. At least one Minor Amenity and one Major Amenity shall be incorporated.

F. Parking Standards

1. Residential Uses

One off-street parking stall shall be provided for each bedroom (or studio).

Exception: Residential restricted to people over 62 years of age may be .5 stall per unit.

2. Commercial and Other Uses

DISCUSSION DRAFT 11.25.08

One off-street parking stall shall be provided for each 330 square of interior floor

Exception: Restaurants greater than 1000 square feet shall provide one stall per each 200 square feet of interior floor area.

3. Off-Site Parking

Parking requirement may be satisfied on off-site lots, so long as the parking is located within 400 feet of the development.

4. Shared Parking

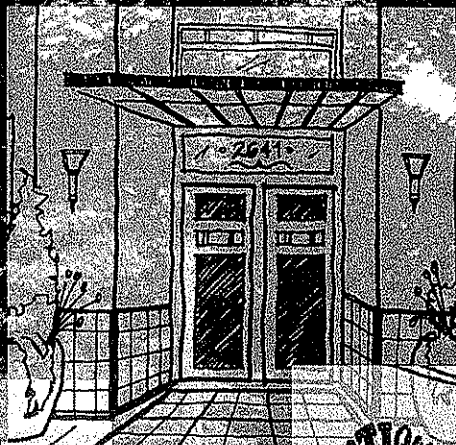
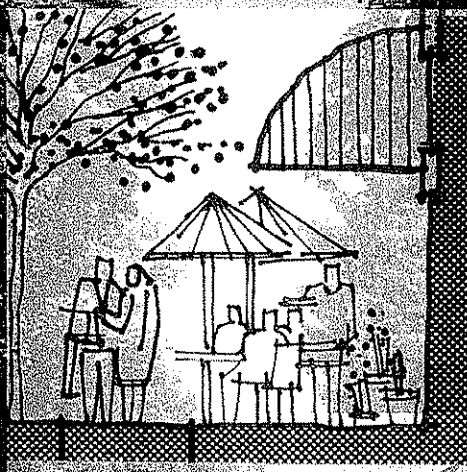
If different uses within a development share parking, the Director may reduce the total amount of required parking by 20%.

G. Design Guidelines

In addition to above standards, development shall comply with the design guidelines adopted by reference to this section. Although a project proponent must demonstrate how each guideline is being addressed, there is some flexibility in the application of each, provided that the basic intent is determined to be satisfied through the design review process.

GOLENE

PRELIMINARY DRAFT
East Sherman District
Design Standards and Guidelines



MAY 12, 2008

I. DESIGN STANDARDS

A. GENERAL LANDSCAPING

In order to reinforce the natural setting of the surrounding area and to reduce the impacts of the built environment, development subject to the requirements of district must comply with the following requirements:

1. General Requirements:

All areas of the site being developed that are not otherwise devoted to site improvements shall either be planted and/or maintained with plant material meeting the requirements of this section.

a. Native and/or Drought Resistant Species:

Plant material should consist of native and/or drought resistant species that are adapted to the region's climatic conditions. (Refer to the City's Approved Tree List)

b. Year Round Interest:

Plant varieties must provide year-round interest.



Site Area Planting



Accent Pedestrian Area



Accent Vehicular Entrance

I. DESIGN STANDARDS

B. SCREENING OF PARKING LOTS

In order to reduce the visual impacts of surface parking lots, the following requirements shall be met:

1. General Requirements:

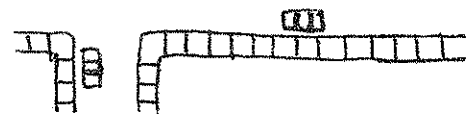
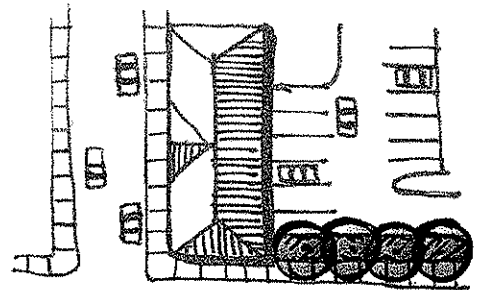
Parking lots that abut the public street shall be screened with a continuous screen that is at least 2 feet in height but no more than 3 feet in height. The screen may be one or a combination of the following treatments:

- a. Landscape plantings consisting of evergreen shrubs and groundcover materials.
- b. Low walls made of concrete, masonry, or other similar material.
- c. Continuous raised planters planted with evergreen shrubs.

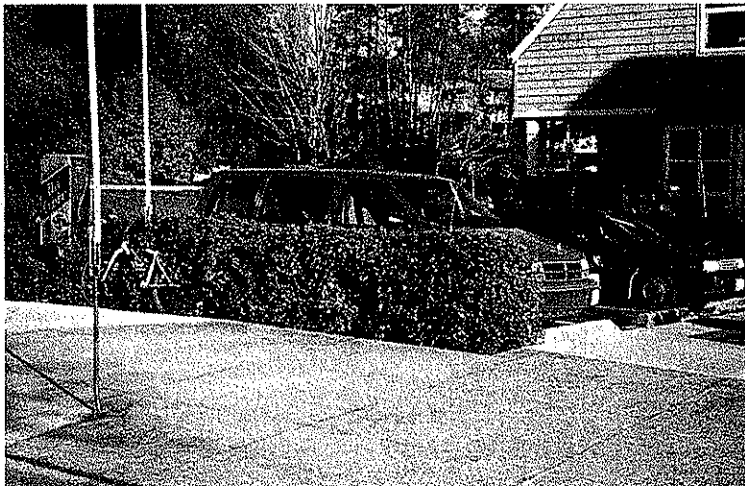
2. Exceptions:

a. Use of Railings:

In the event that there is insufficient space to allow the use of evergreen plant material or low walls to screen parking areas, a railing with articulation of detail may be used.



Parking Lot Screening



Plant Material Screen



Railing

I. DESIGN STANDARDS

C. SCREENING OF TRASH/SERVICE AREAS

In order to reduce the visual impacts of trash and service areas, the following requirements shall be met:

1. General Requirements:

a. Location of Trash and Service Areas:

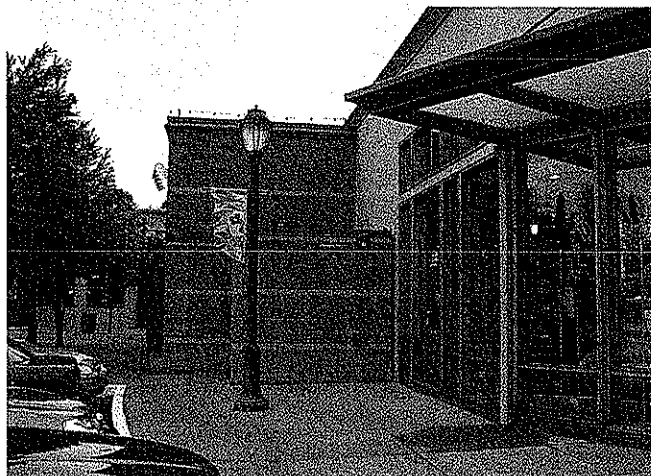
Trash and service areas shall be placed away from the public right-of-way.

b. Screening:

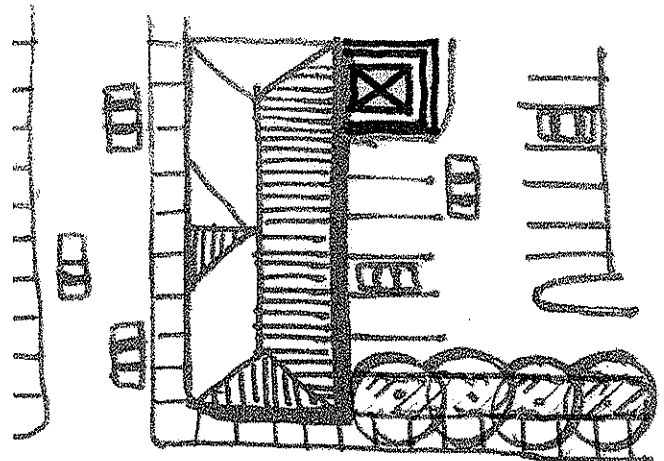
Trash and service areas shall be screened from view on all sides with solid evergreen plant material or architectural treatment similar to the design of the adjacent building.



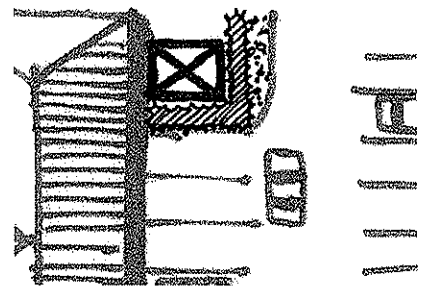
Plant Material Screen



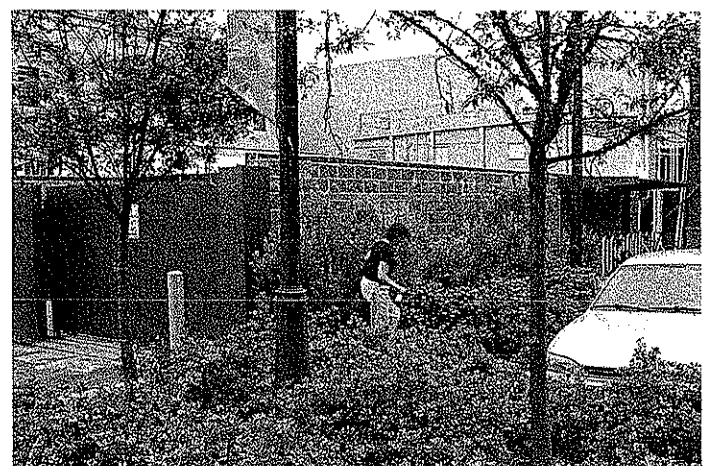
Architectural Treatment



Trash/Service Area with Architectural Screen



Trash/Service Area with Landscape Screen



*Plant Material Screen and
Architectural Treatment*

I. DESIGN STANDARDS

D. LIGHTING INTENSITY

In order to conserve energy, prevent glare and reduce atmospheric light pollution while providing sufficient site lighting for safety and security, the following requirements must be met:

1. General Requirements:

a. Light Trespass:

All fixtures must be shielded to prevent light trespassing outside the property boundaries.

b. Minimize Up-Light Spill/Glare:

All fixtures used for site lighting shall incorporate shields to minimize up-light spill and glare from the light source.

c. Flashing Lights Prohibited:

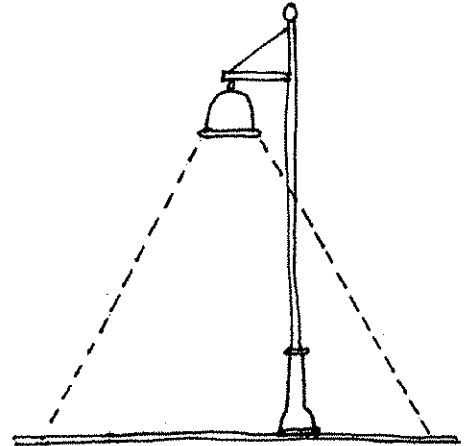
Flashing lights are prohibited with the following exception:

- i. Low wattage holiday and special occasion accent lights.

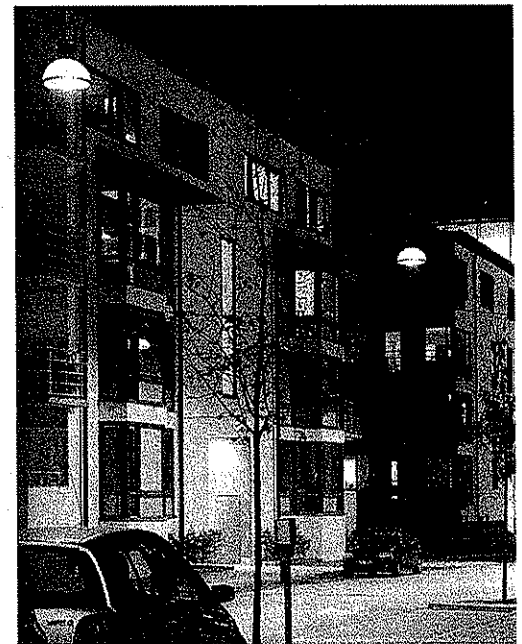
d. Up-Lighting Prohibited:

Lighting directed upwards above the horizontal plane (up-lighting) is prohibited, with the following exception:

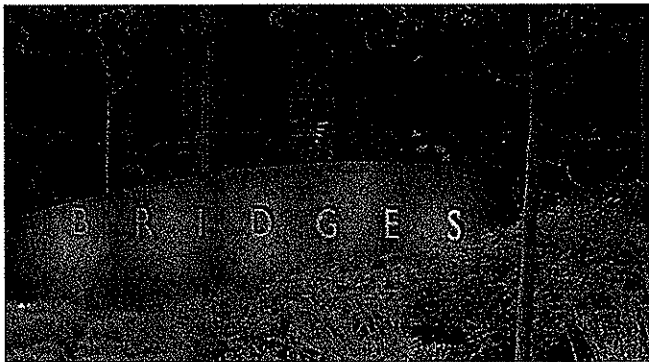
- i. Up-lighting of Government Flags. Government flags used for advertisement are discouraged.



Cut-off Fixture



Example of Atmospheric Light Pollution



Signage Lighting

I. DESIGN STANDARDS

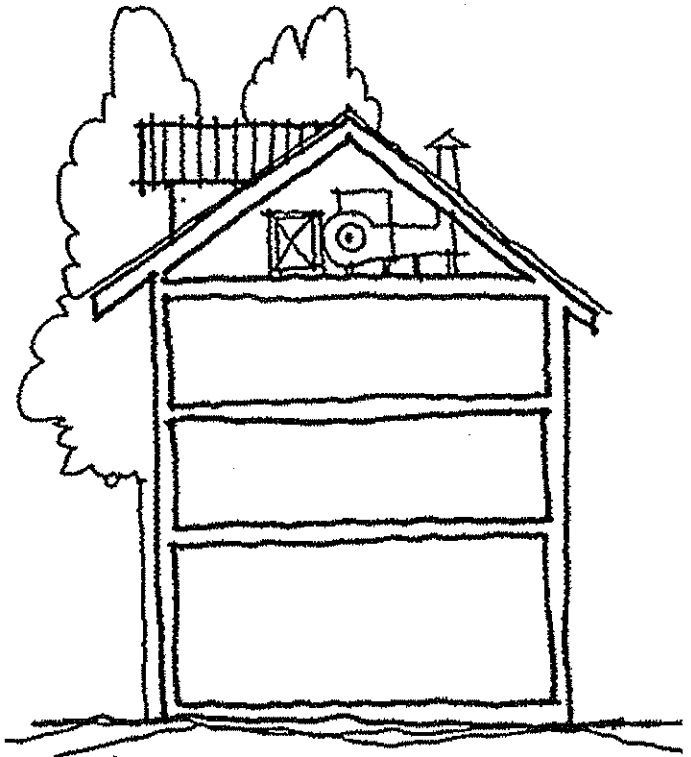
E. SCREENING OF ROOFTOP MECHANICAL EQUIPMENT

In order to screen rooftop mechanical and communications equipment from the ground level of nearby streets and residential areas, the following requirements must be met. Painting rooftop equipment or erecting fences are not acceptable methods of screening rooftop equipment.

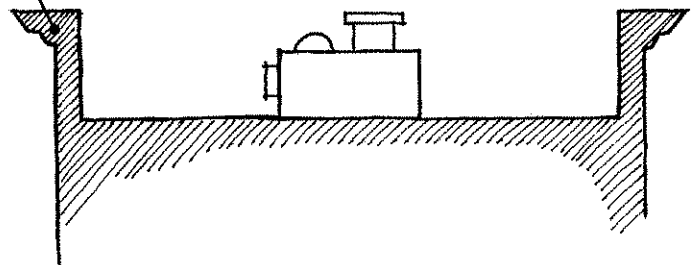
1. General Requirements:

- a. Use of Parapet Walls or Other Integrated Roof Structures Required:
Mechanical equipment must be screened by extended parapet walls or other roof forms that are integrated with the architecture of the building.

- b. Integration of Rooftop Mounted Voice/Data Transmission Equipment:
Any rooftop mounted voice/data transmission equipment shall be integrated with the design of the roofs, rather than being simply attached to the roof-deck.



Raised Parapet



I. DESIGN STANDARDS

F. WIDTH AND SPACING OF CURB CUTS

In order to maintain continuous uninterrupted sidewalks within the district, the following requirements must be met:

1. General Requirements:

a. Non-residential Curb Cuts:

Curb cuts for non-residential uses shall not exceed 24 feet for combined entry/exits for every 100 feet of street frontage.

b. Continuous Sidewalk Pattern and Materials:

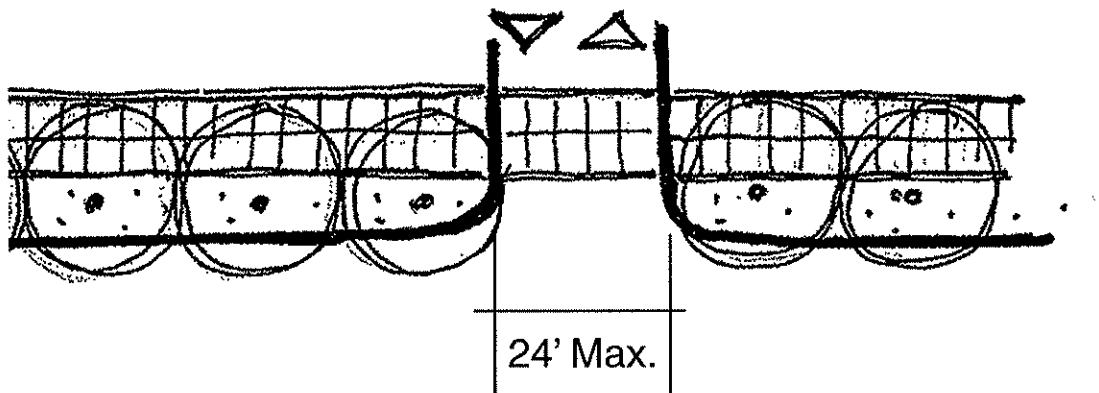
The sidewalk pattern and material shall carry across the driveway.

c. Shared Use of Driveways:

Adjacent developments shall share driveways, to the greatest extent possible.



Sidewalk pavement is visibly continuous

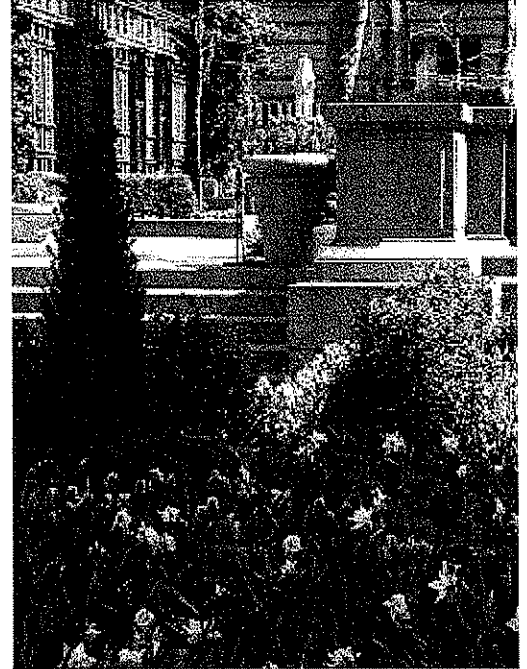
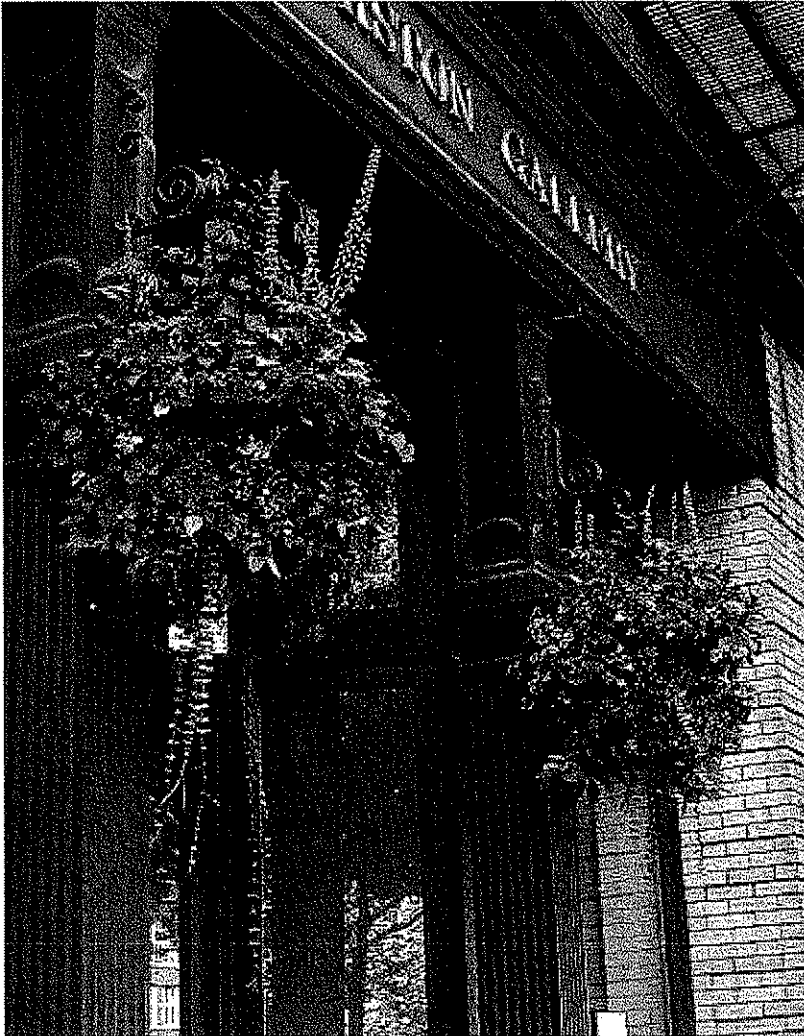


II. DESIGN GUIDELINES

BE IT FURTHER RESOLVED, that the City Council adopts the following Design Guidelines pursuant to Coeur d'Alene Municipal Code Section 17.07.940.

A. GENERAL LANDSCAPING

The planting of perennials and annuals is encouraged to accent building and vehicular access areas, entrances, pedestrian areas, public open spaces, etc.



B. PARKING LOT LANDSCAPE

In order to reduce the visual mass of parking lots the following requirements must be met.

1. Side or Limited Front Parking Lots:

Where the parking lot is located to the side of the building and partially abuts the public street, one shade tree for every six spaces shall be provided. (In those rare instances in which lots are in front of buildings this same guideline shall apply.)

2. Rear Parking Lots:

Where the parking lot is located behind the building and is not visible from the public street, one shade tree for every eight spaces shall be provided.

3. Required Tree Type:

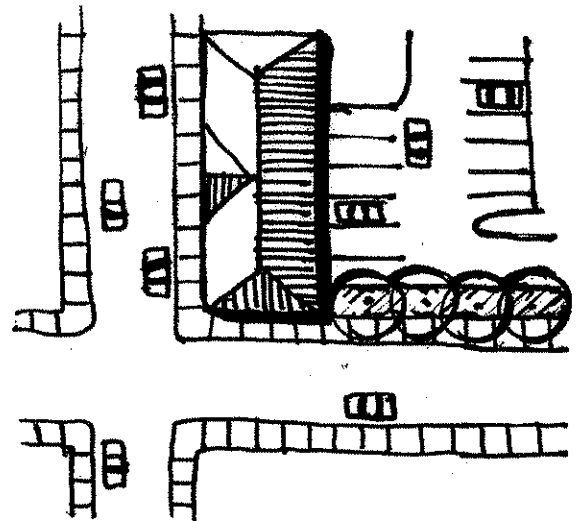
Parking lot trees shall have rounded umbrella like canopies that provide shade. Parking lot trees shall be selected based upon mature size, soil conditions, drainage, exposure, built environment space constraints and hardiness zone. Non-native columnar and pyramidal type tree canopies are discouraged.



Interior Landscape

C. LOCATION OF PARKING

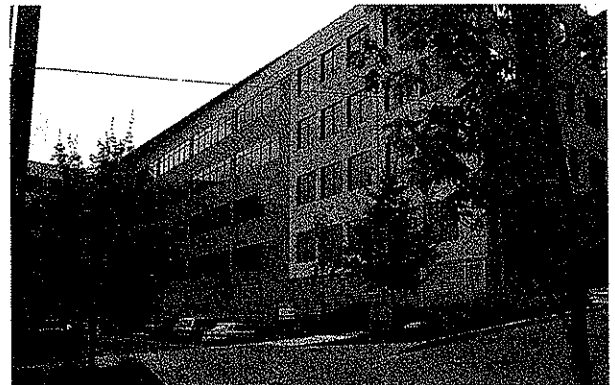
In order to diminish the visual impact of parking areas and to enhance the pedestrian experience, parking lots shall be located behind buildings to the greatest extent possible. If necessary, parking lots may be located to the side of the building. Parking lots should never be located between the public street and the building or at intersection corners.



Parking Located Behind



Parking Located to the Side



Parking Located Behind

D. CURBSIDE PLANTING STRIPS

In order to maintain the existing boulevard streetscape setting, the following guidelines must be met:

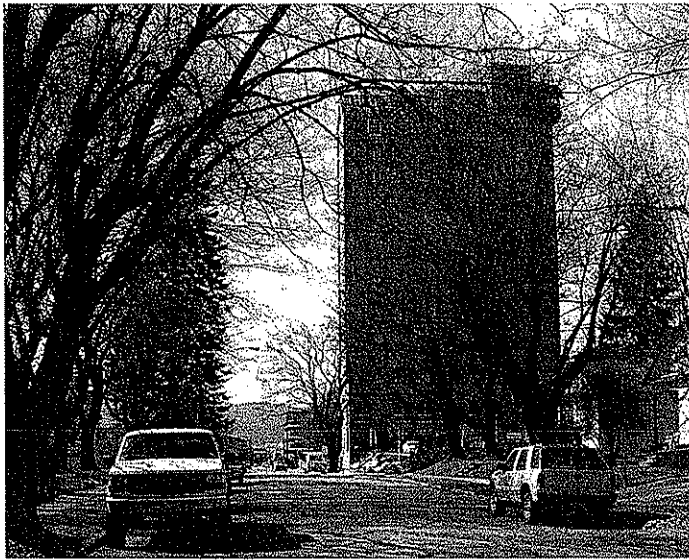
1. Required Planting Strips:

Continuous planting strips shall be provided between the street curb and sidewalk on both sides of the public street.

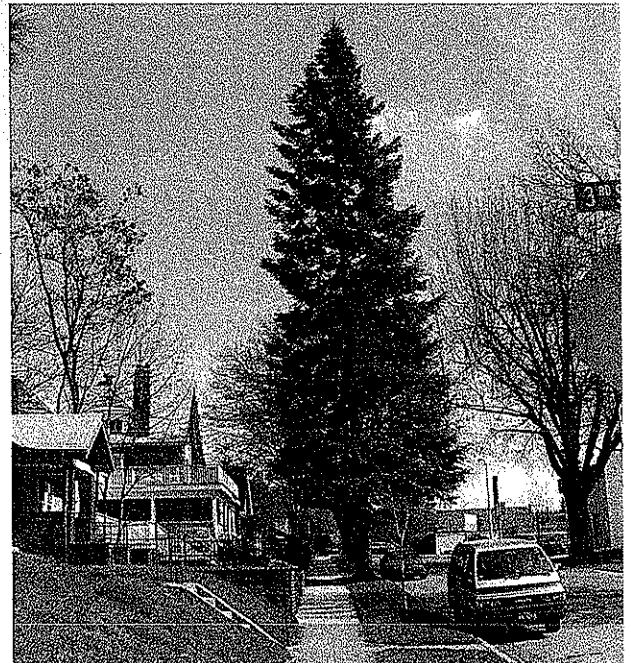
2. Required Plantings and Street Trees:

Planting strips shall be planted with living ground cover and street trees. Street trees should be a combination of evergreen (where space allows) and deciduous varieties.

Curbside Planting



Deciduous Street Trees



Evergreen Street Tree

E. ENTRANCES

In order to ensure that building entrances are welcoming to pedestrians, easily identifiable and accessible from streets and sidewalks, the following guidelines must be met:

1. Visual Prominence:

The principal entry to the building shall be marked by at least one element from each of the following groups:

Group A

- i) recess
- ii) overhang
- iii) canopy
- iv) portico
- v) porch

Group B

- i) clerestory
- ii) sidelights flanking door
- iii) ornamental lighting fixtures
- iv) large textured entry door(s)

Group C

- i) stone, masonry or patterned tile paving in entry
- ii) ornamental building name or address
- iii) pots or planters with flowers
- iv) fixed seating

2. Weather Protection:

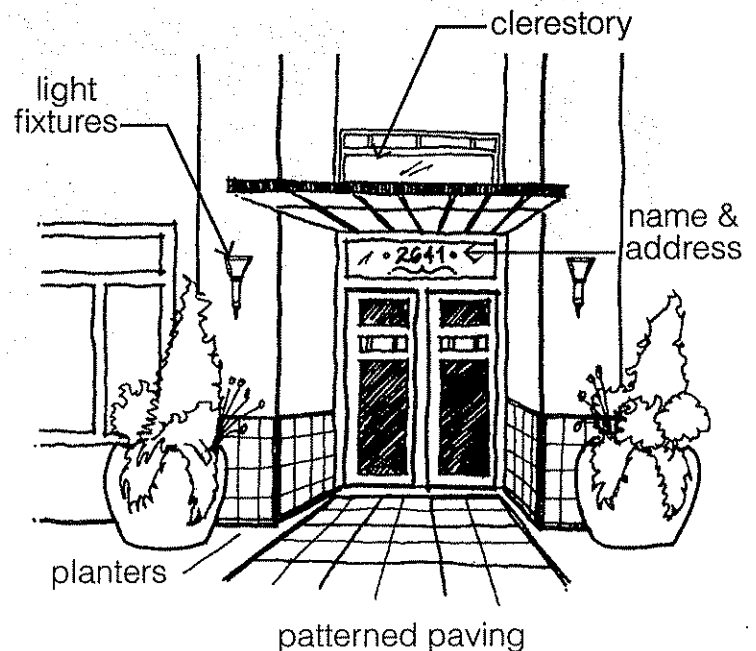
Some form of weather protection (wind, sun, rain) shall be provided. This can be combined with the method used to achieve visual prominence.



Residential example



Commercial example



F. ORIENTATION TO THE STREET

In order to provide a clearly defined, welcoming, and safe entry for pedestrians, from the sidewalk into the building, the following guidelines must be met:

1. Clearly Identifiable Entry:

Architectural elements shall be used to provide a clearly identifiable and defensible entry that is visible from the street.

2. Required Entry Design Elements:

Developments shall include at least two of the following:

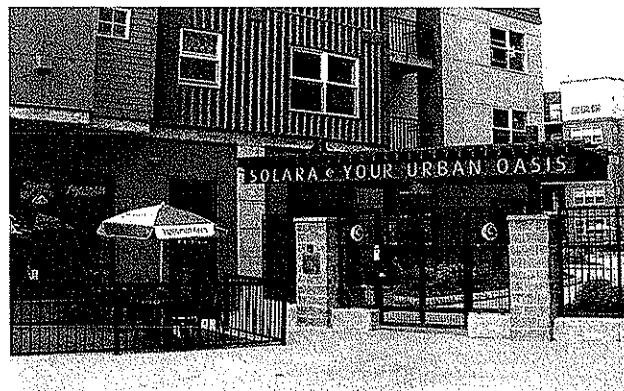
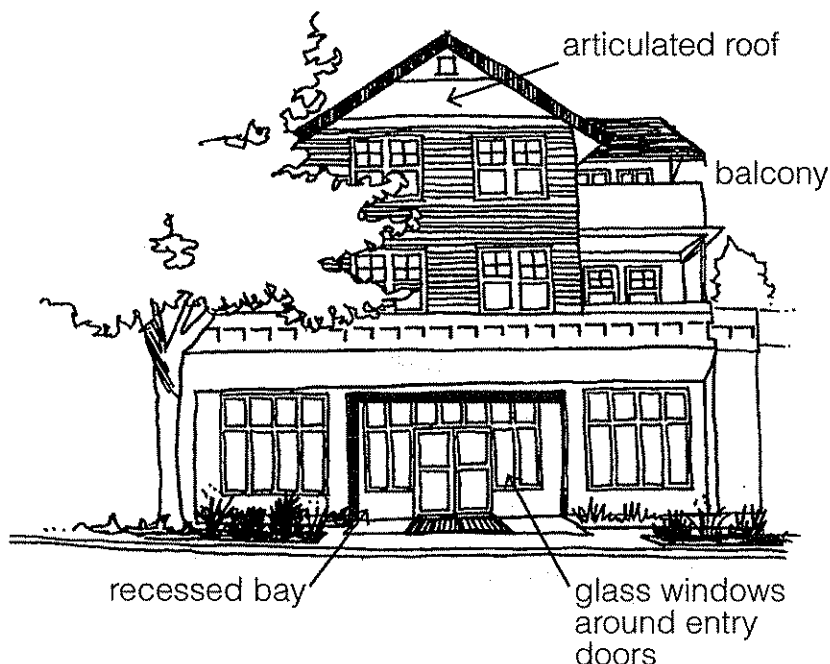
- | | |
|---------------------------|--|
| a) recesses | e) arches |
| b) balconies | f) trellises |
| c) articulated roof forms | g) windows at sides and/or above entry doors |
| d) front porches | h) awnings and/or canopies |

3. Pedestrian Scale Lighting Required:

Pedestrian scale lighting and/or lighted bollards shall be provided.

4. Entry to Face Street:

Primary building entries should face the street. If the doorway does not face the street, a clearly marked and well-maintained path shall connect the entry to the sidewalk.



G. MASSING: BASE/MIDDLE/TOP

In order to reduce the apparent bulk of multi-story buildings and maintain pedestrian scale by providing a sense of “base,” “middle,” and “top”, the following guidelines must be met:

1. Top:

The “top” of the building shall emphasize a distinct profile or outline with elements such as projecting parapets, cornices, upper level setbacks, or pitched rooflines.

2. Middle:

The “middle” of the building must be made distinct by change in material or color, windows, balconies, step backs, or signage.

3. Base:

Buildings shall have a distinct “base” at the ground level, using articulation and materials such as stone, masonry, or decorative concrete. Distinction may also be defined by the following:

- | | | | |
|------|----------|-----|--------------------------------|
| i) | windows | iv) | bays |
| ii) | details | v) | overhangs |
| iii) | canopies | vi) | masonry strips & cornice lines |



Commercial or Mixed-Use



H. TREATMENT OF BLANK WALLS

In order to mitigate blank walls within public view by providing visual interest, the following guidelines must be met:

1. Required Architectural Elements:

Walls within public view shall have windows, reveals or other architectural detail.

2. Additional Guidelines for Long Blank Walls:

Uninterrupted expanses of blank wall, façade or foundation longer than 30 feet shall be broken up by using two or more of the following:

a. Vegetation:

Vegetation, such as trees, shrubs, groundcover and/or vines, adjacent to the wall surface;

b. Artwork:

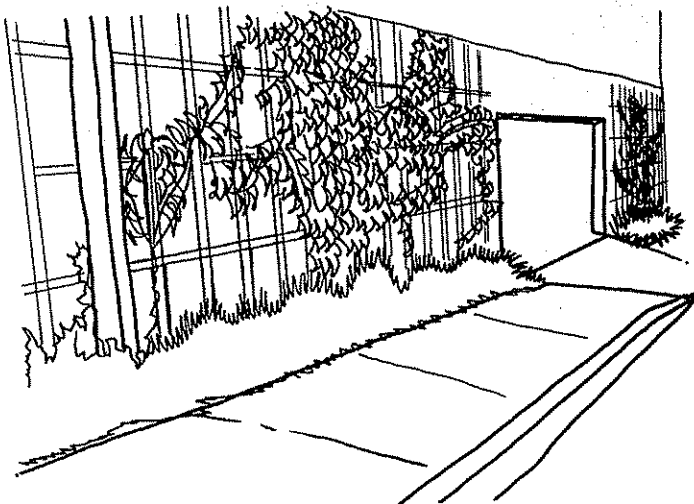
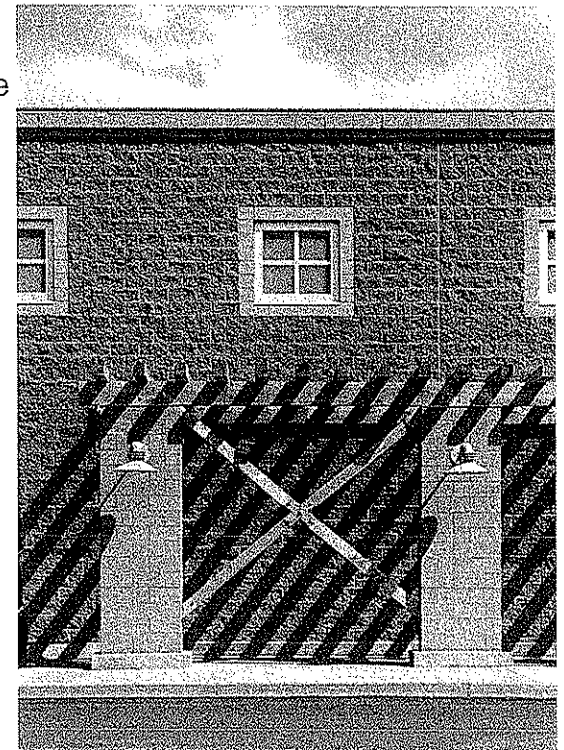
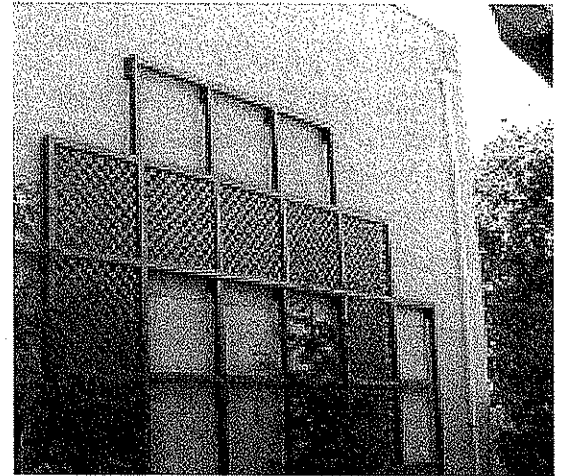
Artwork, such as bas-relief sculpture, mural or trellis/vine panels;

c. Seating:

Seating area with special paving and seasonal planting.

d. Architectural details:

Architectural detailing, reveals, contrasting materials or other special interest.



I. INTEGRATION OF SIGNS WITH ARCHITECTURE

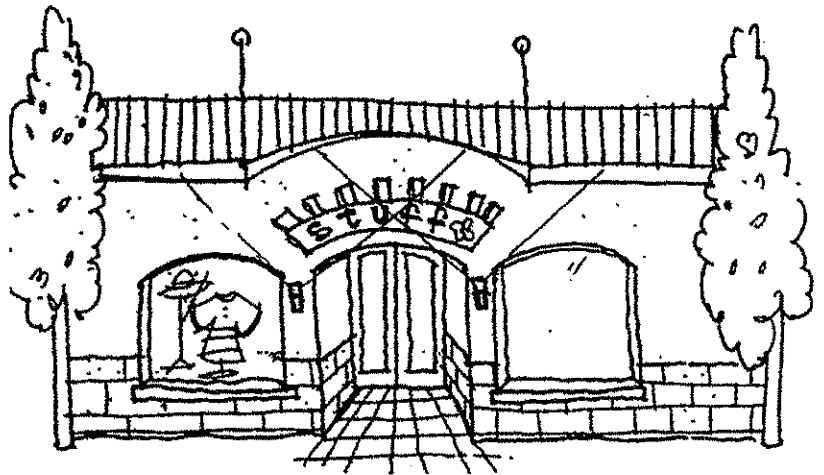
In order to ensure that signage is part of the overall design of a project, the following guidelines must be met:

1. Sign Plan Required:

The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with an overall sign plan that allows for advertising which fits with the architectural character, proportions, and details of the development. The sign plan shall indicate location, size, and general design.

2. Projection Above Roof Prohibited:

Signs shall not project above the roof, parapet, or exterior wall.



Sign Integrated with the Entrance



Sign integrated with building order and bays

J. CREATIVITY/INDIVIDUALITY OF SIGNS

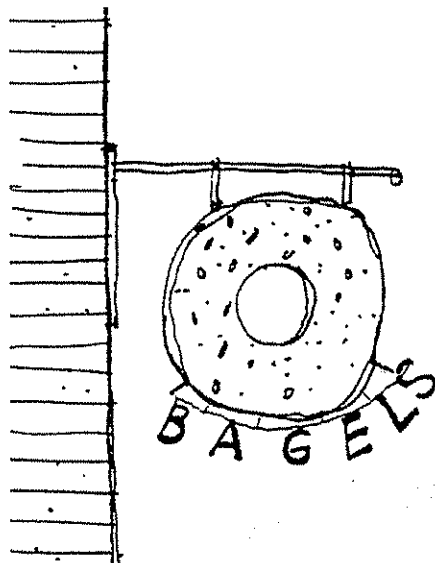
In order to encourage interesting, creative and unique approaches to the design of signs, the following guidelines must be met:

1. Graphic Signs:

Signs should be highly graphic in form, expressive and individualized.

2. Projecting Signs:

Projecting signs supported by ornamental brackets and oriented to pedestrians are strongly encouraged.



Sign expressing the product, integrated with graphic form



Unique Projecting Signs



K. SIDEWALK USES:

In order to create a pedestrian friendly "streetscape" by providing street trees and sidewalks, the following guidelines must be met:

1. Amenity Zone:

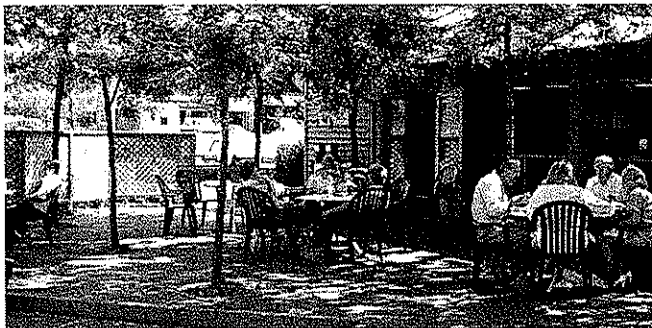
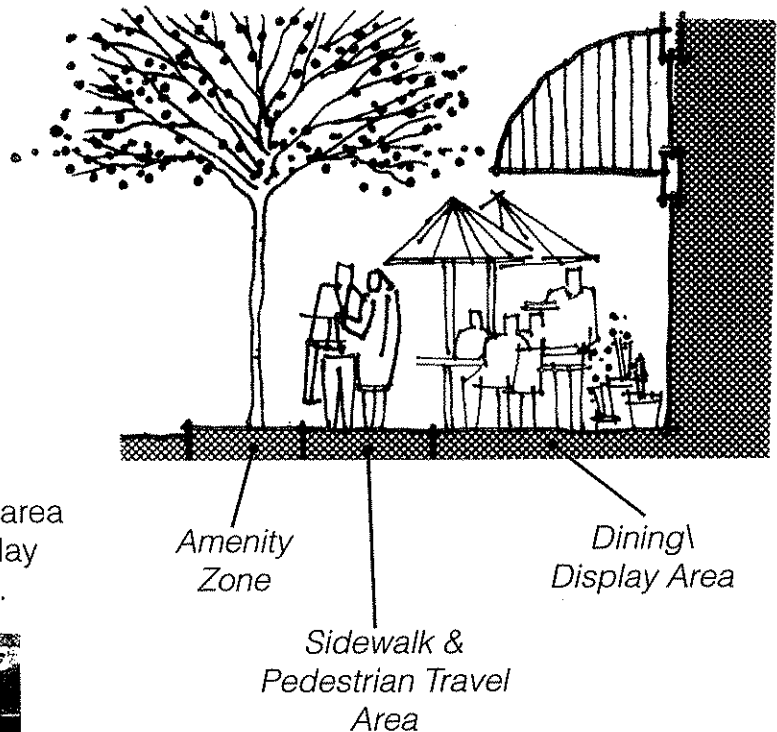
Street trees shall be spaced 20 feet to 40 feet apart, located in the amenity zone in tree grates or continuous 5 foot wide planted area.

2. Sidewalk Area:

Sidewalk area shall maintain a clear 7-foot dimension for pedestrian travel.

3. Dining and Display Area:

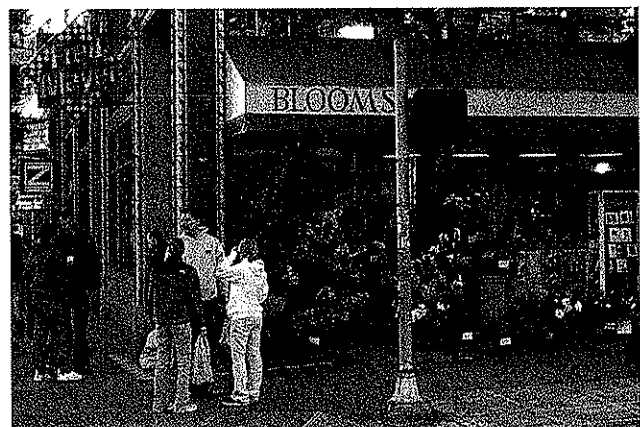
Sidewalk area outside the pedestrian travel area may be used for outdoor dining and/or display areas delineated at grade or by a low fence.



Dining Area



Dining\Display Area



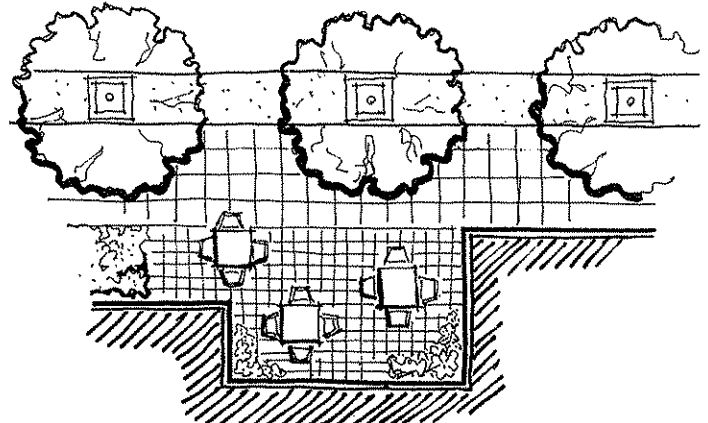
Display Area

L. MAXIMUM SETBACK

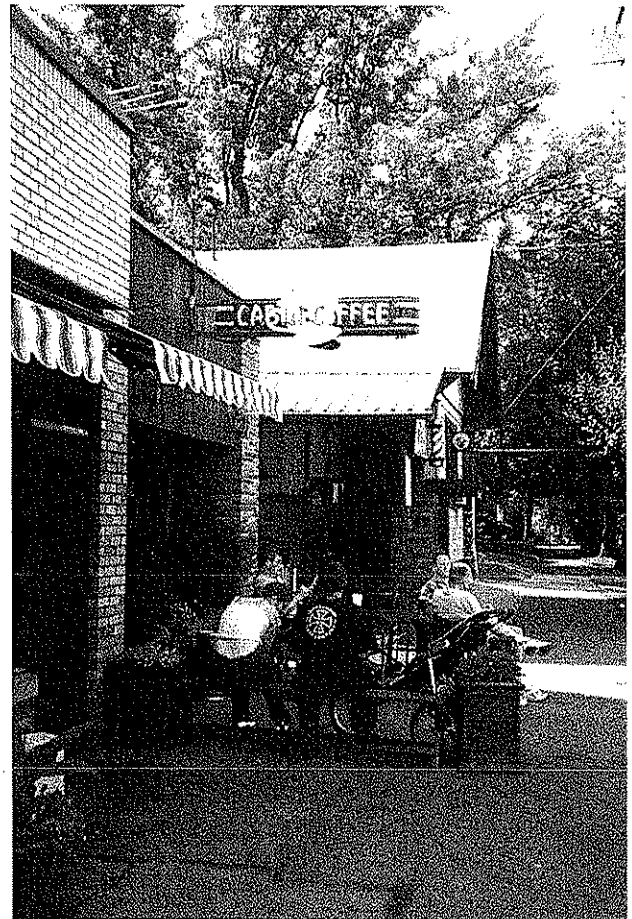
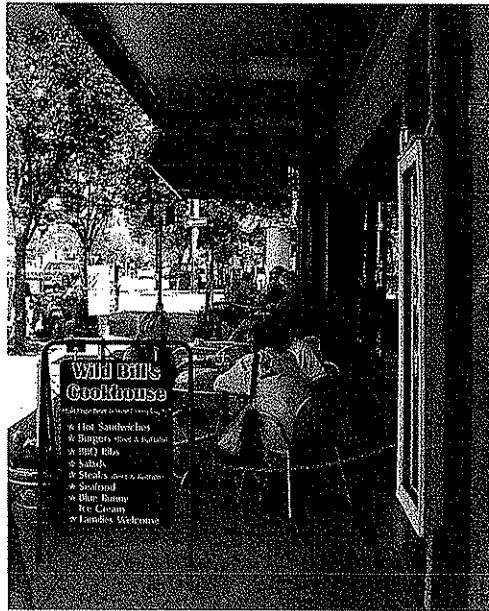
In order to create a lively, pedestrian friendly sidewalk environment buildings shall be set up to the back of the sidewalk along pedestrian streets.

1. Exception:

Buildings may be set back up to 10 feet for the purpose of providing a publicly accessible "plaza", "courtyard" or recessed entrance.

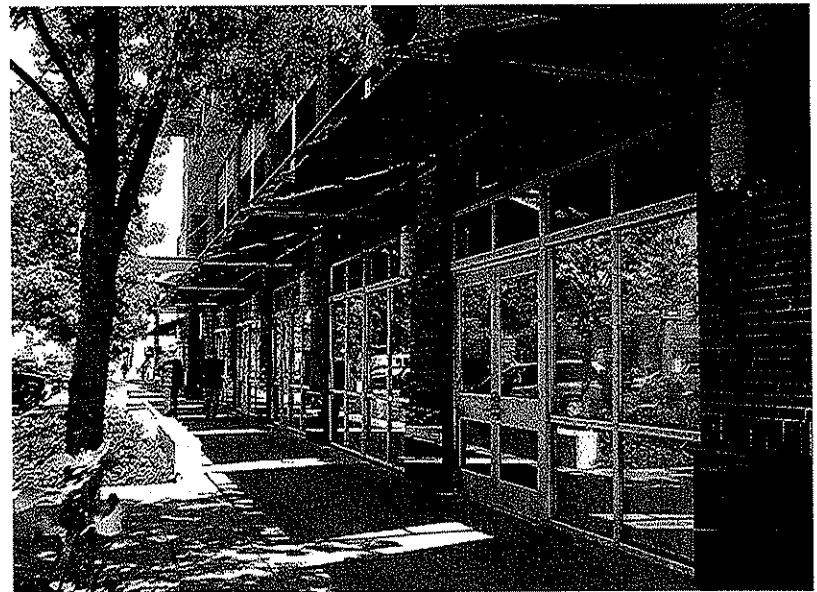
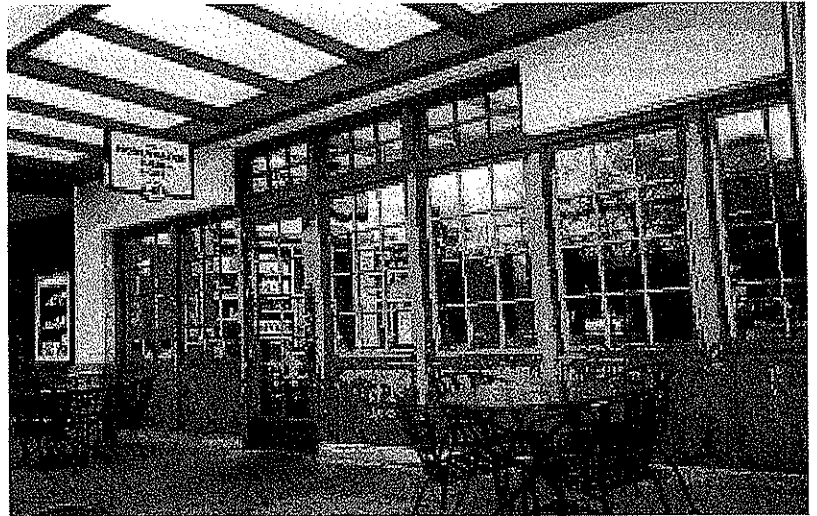
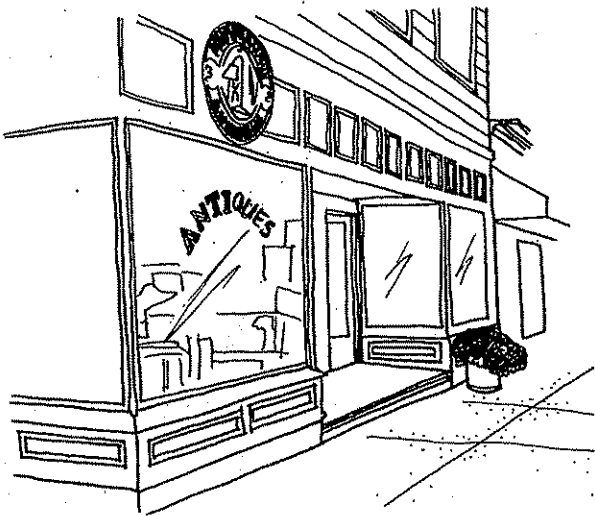


Building set back from sidewalk to create plaza



M. GROUND FLOOR WINDOWS

In order to provide visual connection between activities inside and outside the building, a minimum of 60% of any ground floor façade facing the street shall be comprised of windows with clear, "vision" glass. Display windows may be used to meet half of this requirement.

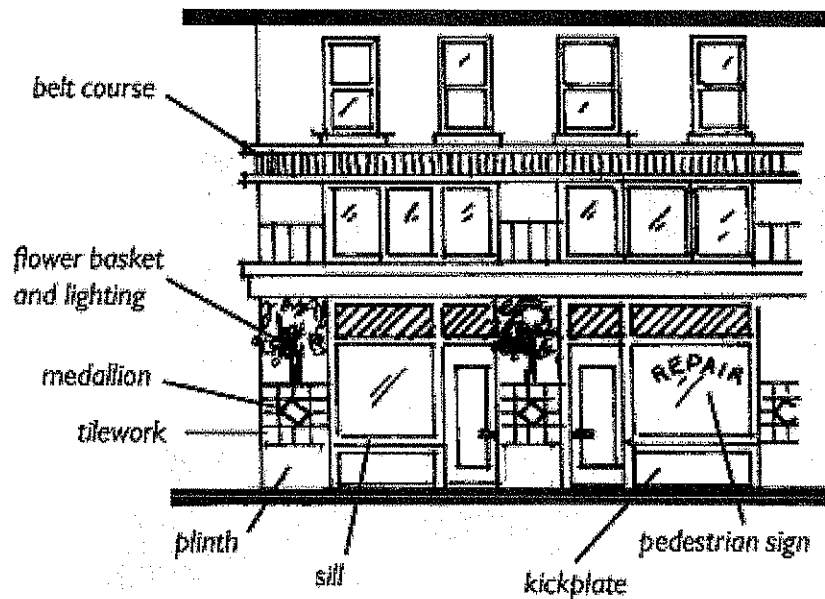


Facade with 60% Transparency

N. GROUND LEVEL DETAILS

In order to ensure that buildings along any abutting street display the greatest amount of visual interest and reinforce the character of the streetscape, the façades of commercial and mixed-use buildings that face the street shall be designed to be pedestrian-friendly through the inclusion of at least three of the following elements:

- 1) Kick plates for storefront window.
- 2) Projecting sills.
- 3) Pedestrian scale signs.
- 4) Canopies.
- 5) Plinth.
- 6) Containers for seasonal planting.
- 7) Ornamental tile work.
- 8) Medallions.



O. ROOF EDGE:

In order to ensure that rooflines present a distinct profile and appearance for the building and expresses the neighborhood character, the following guidelines must be met:

1. Buildings with Pitched Roofs:

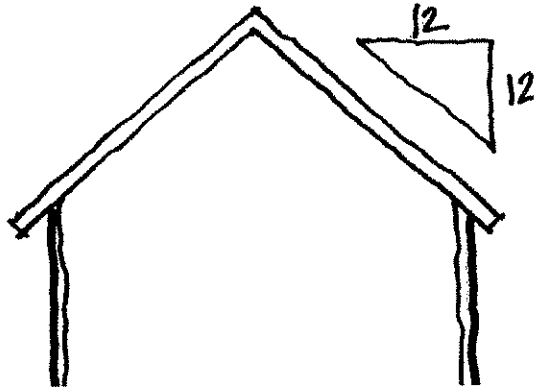
Buildings with pitched roofs shall have a minimum slope of 4:12 and maximum slope of 12:12.

2. Buildings with Flat Roofs:

Buildings with flat roofs shall have projecting cornices to create a prominent edge when viewed against the sky. Cornices shall be made of a different material and color than the predominate siding of the building.



Minimum Roof Pitch



Maximum Roof Pitch



Projecting Cornice

December 15, 2008

MILLER
STAUFFER
ARCHITECTS, P. A.

City of Coeur d'Alene
Planning Commission
710 Mullan Ave
Coeur d'Alene, ID 83814

Re: East Sherman Overlay Zone - 2nd Commentary

I know we missed the 2nd comment period for the recently held hearing for east Sherman, but it appears there is still opportunity for input. We were pleased to see that many of our initial comments were heard.

This draft document is significantly improved from the original draft and as a whole we find it enlightened and workable. Almost all the design guidelines offer opportunity for creative solutions within the stated criteria. The language regarding signs, lighting and entrances is designer friendly and will help achieve the goal of a diverse and interesting street scape.

The densities, parking ratios, heights and bonus criteria also seem fair and workable.

We continue to take exception to the following issues:

1. Pitched roof criteria: Why is it important to include pitched roofs in taller buildings? Why is the pitch important, especially on the maximum side? Why not arched roofs? Why not different heights of flat roofs? It would seem that roof variation is the goal rather than specific roof pitches.
2. The requirement that all parking be contained within a structure over 45' is not appropriate or practical. Short term parking, convenience parking, loading, retail uses in a mixed use setting would all benefit from some outside parking. There are already requirements for screening and landscaping. A limit of 20% or similar figure would be a more practical restriction.
3. Some limited coordination with the City of Fernan is highly recommended if not already accomplished.

Thank you for your consideration.

Professionally,

Richard Stauffer, AIA
Miller Stauffer Architects P.A.

Cc: Dave Yadon
Jim Elder
Steve Saunders
Scott Hicks
Lisa Key

September 18, 2008

City of Coeur d'Alene
ATTN: Planning Commission
710 Mullan Avenue
Coeur d'Alene, ID 83814

Re: East Sherman Overlay Zone

We have had the opportunity to review the draft overlay ordinance for the east Sherman commercial corridor. Our comments are as follows:

General:

1. The C-17 zones throughout the City need to be overhauled and updated.
2. There appears to be two district zones within the area of consideration – the Sherman Avenue properties from 11th to 23rd and the properties abutting the freeway. The properties along the freeway do not have low density residential neighbors. Similar treatment of these two zones does not seem appropriate.
3. Design Standards – As Architects, we are always resistive to having legislated design. It's a very subjective area, and legislation assures nothing but differences of opinion on what is good design.
4. Parking – Relaxing of parking ratios sounds great, but it should be accompanied by a plan for public lots which will catch the over flow. The downtown area works because there is an abundance of public lots and on street parking.
5. Fernan – Has the City of Fernan been actively engaged to promote uniform zoning required on the adjacent properties?

Specific:

1. Uses – There are four existing fuel stations within the proposed overlay. Although I'm sure they're grandfathered in, an absolute prohibition of this use would seem to overreach. If the big Y were to burn – there would be no mechanism to rebuild. This fuel station is strategic and needed. The express prohibition of manufacturing and fabrication is also a narrow view. How about a small foundry or fabrication of artsy building materials? A special use permit would seem appropriate.
2. Height – Again, there appears to be two distinctive zones within the proposed overlay. The lots on Lakeview Drive do not border low density residential or the entry corridor to the City Center. They should be viewed differently. The requirement that all parking must be within a structure to qualify for the 75' height would seem to be extreme. A percentage might be a more practical and fair, maybe 75%.
3. Setbacks – What is a pocket?
4. Entry Design – What is a "Defensible" entry?
5. Roof Edge / Pitch – Why on the earth would the ordinance be interested in roof pitch? Why not 14/12? Why not 3/12? Why, allow flat roofs at 45' but not at 75'? The discussion of contrasting color and material is really a reach. Who interprets neighborhood character?
6. Prohibition of parking in front of a project would seem to be a hardship on a small property. On a 50' lot, designing a 6 space parking lot behind or to the side can be terribly inefficient in land use and would require considerably more paving and loss of frontage to a retail developer.

We would appreciate being on the mailing list for future information on this proposal.

Professionally,

Richard M. Stauffer, AIA
Miller Stauffer Architects P.A.

Cc: Pat Acuff
Jim Elder
Steve Saunders
Scott Hicks

To: Sandy Bloem, Mayor
Coeur d'Alene City Council
Coeur d'Alene Planning Commission

From: Joe Morris, President
East Mullan Historic District Neighborhood Association

Re: Building Height on East Sherman

Date: December 1, 2008

The East Mullan Historic District Neighborhood Association is bounded on the north by Lakeside and on the south by Young, extending from 8th street to Coeur d'Alene Lake Drive. We therefore have a strong interest in the current and any proposed changes in the allowed building height on east Sherman. As is stated in the East Gateway proposal, the intent of this zone change is to create a diverse and visually appealing entry into the city with an intensity and height that recognizes the presence of lower scale residential areas that immediately abut both sides of this district. Members of our association have met to discuss options for the allowable building height on east Sherman. It is our conclusion that the draft of the East Sherman Gateway District does not meet that intent and is not in the best interest of the residential neighborhoods surrounding this new district.

The proposed height limit from 11th street to 23rd street of 45 to 75 feet with the elimination of all setbacks under 45 feet would be devastating to the majority of property owners adjacent to this district since these properties are single family residences. Also, the proposed height limit of 165 feet at the east end of Sherman is completely out of scale for the surrounding area and out of character for our town.

We recommend that the 38 foot building limit in place on Sherman between 8th and 11th street be extended east along Sherman to 23rd Street. We make this recommendation for the following reasons.

- 1) On the south side of Lakeside Avenue and the north side of Front, between 11th and Coeur d'Alene Lake Drive, the neighborhoods consist mostly of single family homes. These homes have only an alley separating them from the buildings on Sherman and are directly impacted by the size of these buildings.
- 2) The height of residential structures currently allowed on east Sherman is 45 feet. A reduction to 38 feet would therefore not have a big impact but would protect the neighborhoods.
- 3) We are aware that there is no height limit for commercial structures on east Sherman. We do not think there is a significant risk of large commercial structures being built in this area since the best economic use of this property is small scale commercial, residential in the form of condominiums or mixed commercial/residential. However, we would propose a commercial height limit of 38 feet to be consistent with Sherman from 8th to 11th.
- 4) Cities that have retained their sense of community in the face of significant growth and development have not been timid about imposing height limits to preserve neighborhoods and the character of their community. Eagle, Santa Fe, and Santa Barbara are examples of cities that have used strict height limits (two, three, and four stories, respectively) to preserve their character while still growing rapidly. By preserving their sense of community, they have become even more desirable places.
- 5) We realize that height is only one factor to consider in an effort to maintain a sense of openness and our unique small town charm. Size and scale as well as landscaping next to the sidewalks and setbacks should all be considered when developing the best solutions for this neighborhood.

We are receptive to a different height limit for the area bordering Coeur d'Alene Lake Drive from the freeway south to the Resort golf course since this area is not adjacent to single family home neighborhoods. Even so, height limits should be reasonable to maintain the character of what makes our community a special place to live. Neighbors at the east end of our district have concerns about losing

sunlight and views of the surrounding hills. The proposed height limit of 165 feet is too high.

If you walk through the neighborhoods east of downtown, both north and south of Sherman, you will notice many homes that have been remodeled or are in the process. A revitalization of the neighborhoods east of downtown is currently underway. A healthy community with a sense of place is dependent on year around residents living in the neighborhoods surrounding a downtown core. These residents maintain their homes, support area businesses and participate in the affairs of the city. If vacant and seasonally occupied condominiums replace year around residences, the life and soul of a neighborhood and community is diminished or lost.

We appreciated the invitation to the East Sherman Gateway workshop last September. However, comments from those living in the neighborhood did not have enough influence to change the proposed regulations. Those who live in this area need to be fully informed and have a chance to voice their concerns. We believe that the East Gateway proposal should be tabled so that those in this neighborhood have ample time to have their views heard.

In conclusion, any consideration of height limits of structures on east Sherman should have as a first priority, the preservation of the neighborhoods bordering that area.

Sincerely,

A handwritten signature in cursive script that reads "Joe".

Joe Morris, President

East Mullan Historic District Neighborhood Association

Dec. 09, 2008

City of Coeurdalene
Attention Planning Commissioners
710 Mullan Avenue
Coeurdalene, ID. 83814

Regarding: East Sherman Overlay Zoning

TO whom it may concern:

I am a property owner of the current area of impact with regard to the City Of Couerdalene to change the zoning from C-17 Commercial to East Sherman Gateway Zoning District.

I understand the Sherman Ave. aspect of the change but we on Coeurdalene Lake Shore Drive do not impact any of the neighbors with height. As there are no neighbors there. I feel it should be treated separately. And stay the C-17 zoning in which it was when we bought the land.

This area should change as of now it is a blighted area. If you change the zonig it leaves us with less incentive to develop the properties to improve the east entry into the beautiful city of Coeurdalene.

To encourage development you should lesson restrictions and increase zoning.

I own several properties on Coeurdalene Lake Shore Drive and paid more then the going rate at the time. My thought was to develop this area at a later date. Over the years I have owned this property I have personally looked for investors to develop it. As the market has changed there is no need for it to be developed at this time but if you change the zoning it will seriously impact the value of my properties.

Sincerely,



George Mitchell
Phone: 661-8572

NORD, SARAH

From: YADON, DAVE
Sent: Friday, September 12, 2008 8:15 AM
To: NORD, SARAH
Subject: FW: upcoming public workshop on E. Sherman Gateway

-----Original Message-----

From: STUHMILLER, SHANA
Sent: Friday, September 12, 2008 8:10 AM
To: YADON, DAVE
Subject: FW: upcoming public workshop on E. Sherman Gateway

-----Original Message-----

From: siemensten@aol.com [mailto:siemensten@aol.com]
Sent: Thursday, September 11, 2008 8:12 PM
To: STUHMILLER, SHANA
Subject: re: upcoming public workshop on E. Sherman Gateway

Dear Shana,

Thank you for making this format available for comments. My husband, Ed, and I own a rental cottage on 21st and Lakeside avenue and we would love to see that part of the downtown area developed for business. I feel it would add to the housing on either side of Sherman avenue, and could in fact, have it's own "personality" as it is quite far from the main downtown area. Count us in for supporting this plan!
Wish we could attend your meeting, please continue to keep us informed.
Sincerely,
Debbie & Ed Siemens

NORD, SARAH

From: YADON, DAVE
Sent: Friday, September 12, 2008 9:56 AM
To: NORD, SARAH
Subject: FW: East Sherman Gateway Zoning

From: STUHELMILLER, SHANA
Sent: Wednesday, September 10, 2008 3:03 PM
To: YADON, DAVE
Subject: FW: East Sherman Gateway Zoning

From: Dave Rucker [mailto:drucker@tw-ins.com]
Sent: Wednesday, September 10, 2008 3:00 PM
To: STUHELMILLER, SHANA
Cc: DLR Properties
Subject: East Sherman Gateway Zoning

Shana,

As a property owner on East Sherman (I have a building on the N.W. corner of 14th and Sherman), I would be very supportive of meaningful efforts to improve the look of that section of town. With the proximity to downtown, the freeway, Sanders Beach, etc., it has always seemed odd to me that this section of town seems to have been left behind by the latest wave of development.

With this being one of the main gateways to the City, I feel it will be beneficial to all residents and visitors to put some energy into improvements.

While I will not be in town for this upcoming meeting, I would appreciate being kept on the list for future meetings and opportunities to participate.

Thank you very much.

Dave Rucker
208 660 0623

September 18, 2008

City of Coeur d'Alene
ATTN: Planning Commission
710 Mullan Avenue
Coeur d'Alene, ID 83814

Re: East Sherman Overlay Zone

We have had the opportunity to review the draft overlay ordinance for the east Sherman commercial corridor. Our comments are as follows:

General:

1. The C-17 zones throughout the City need to be overhauled and updated.
2. There appears to be two district zones within the area of consideration – the Sherman Avenue properties from 11th to 23rd and the properties abutting the freeway. The properties along the freeway do not have low density residential neighbors. Similar treatment of these two zones does not seem appropriate.
3. Design Standards -As Architects, we are always resistive to having legislated design. It's a very subjective area, and legislation assures nothing but differences of opinion on what is good design.
4. Parking – Relaxing of parking ratios sounds great, but it should be accompanied by a plan for public lots which will catch the overflow. The downtown area works because there is an abundance of public lots and on street parking.
5. Fernan – Has the City of Fernan been actively engaged to promote uniform zoning required on the adjacent properties?

Specific:

1. Uses – There are four existing fuel stations within the proposed overlay. Although I'm sure they're grandfathered in, an absolute prohibition of this use would seem to overreach. If the big Y were to burn – there would be no mechanism to rebuild. This fuel station is strategic and needed. The express prohibition of manufacturing and fabrication is also a narrow view. How about a small foundry or fabrication of artsy building materials? A special use permit would seem appropriate.
2. Height – Again, there appears to be two distinctive zones within the proposed overlay. The lots on Lakeview Drive do not border low density residential or the entry corridor to the City Center. They should be viewed differently. The requirement that all parking must be within a structure to qualify for the 75' height would seem to be extreme. A percentage might be a more practical and fair, maybe 75%.
3. Setbacks – What is a pocket?
4. Entry Design – What is a "Defensible" entry?
5. Roof Edge / Pitch – Why on the earth would the ordinance be interested in roof pitch? Why not 14/12? Why not 3/12? Why, allow flat roofs at 45' but not at 75'? The discussion of contrasting color and material is really a reach. Who interprets neighborhood character?
6. Prohibition of parking in front of a project would seem to be a hardship on a small property. On a 50' lot, designing a 6 space parking lot behind or to the side can be terribly inefficient in land use and would require considerably more paving and loss of frontage to a retail developer.

We would appreciate being on the mailing list for future information on this proposal.

Professionally,

Richard M. Stauffer, AIA
Miller Stauffer Architects P.A.

Cc: Pat Acuff
Jim Elder
Steve Saunders
Scott Hicks

NORD, SARAH

From: STUHMILLER, SHANA
Sent: Tuesday, September 16, 2008 8:16 AM
To: YADON, DAVE; NORD, SARAH
Subject: FW: Public Workshop - Sherman Ave.

From: Sue Hustad [mailto:sue@custombody.com]
Sent: Tuesday, September 16, 2008 12:13 AM
To: STUHMILLER, SHANA
Subject: Public Workshop - Sherman Ave.

Hello - I received an invitation to participate in a Public Workshop being held in CDA tomorrow, Sept. 16 at two times during the day.

Due to my being out of town, I did not receive the invitation until this afternoon. I will not likely be able to attend, however, I am wondering if you could e-mail me any further info on this matter and also let me know if there are upcoming meetings regarding the same.

I am the managing member of the building located at 1602 E. Sherman. Our tenants include the Moontime Restaurant, as well as other businesses.

Thank you for your assistance.

Sincerely, Susan Hutton-Hustad

9/23/2008

NORD, SARAH

From: STUHMILLER, SHANA
Sent: Friday, September 19, 2008 9:56 AM
To: NORD, SARAH; YADON, DAVE
Subject: FW: East Sherman Gateway

From: F Fuller [mailto:luckilady99206@yahoo.com]
Sent: Friday, September 19, 2008 9:49 AM
To: STUHMILLER, SHANA
Subject: East Sherman Gateway

Good morning, we meant to attend the 9/16/08 meeting, but got sidetracked. I have a question: Your flyer mentioned the areas from 15th to I90 & 23rd & CDA Lake Drive from the I90 to Floating Green Drive. However the map on the back shows from 11th. Please clarify.

We have a shop at 1107 E. Sherman, so are certainly interested in this issue. Please email any important information.

Question: what cost would there be to residents, businesses, city?

Thanks so much for your reply. hope to see you at the next meeting.

Cordially,
Freya

9/23/2008

Public Workshop Comments

To: City of Cd'A Planning Commission

Re: The establishment of the East Sherman Gateway Zoning District:

In your invitation to participate in the public workshop you state that "Intensity and height should recognise the presence of lower scale residential areas that immediately abut both sides but still allow for a mid-rise form of development."

I would prefer to see "Intensity and height must recognise the direct negative impacts on lower scale residential areas that immediately abut both sides, and any development must be limited in height to a 50' mid-rise or less."

Please don't let this process be hijacked by the speculators and developers who pushed thru' the 200' height allowance in the downtown core. Those of us who live next to Sherman Avenue will have to suffer the consequences of decisions you make for the rest of our lives. The promise of short term gains should not override the common sense needed for good long range planning.

Thank you for the opportunity to comment, Marie Anderson and
Tom Anderson
1119 Lakeside, Cd'A

11-07-2008

From: Phillip Riccomini
To: Coeur d' Alene Planning Commission
Subject: East Sherman Gateway

I apologize for such a late response for the workshop on the Sherman Gateway Proposal. I own property on the corner of 15th and Sherman Way. It is and has been for some time and automobile and R.V. repair shop. My concern is that under category B, section 2, Uses Expressly Prohibited in the Overlay District. It states that sales, repair, parts, ~~service, or washing of vehicles or boats would be prohibited~~. My question is: if there is already one of these services in operation would a grandfather clause apply? And if not why? And what other if any restrictions might apply for the type of operation I own?

I feel that it would be unfair for the city to require existing businesses to uproot and move. This could cause undue hardship on the business as well as a property owner.

I would appreciate being on the mailing list for future information on this proposal.

Sincerely



Phillip Riccomini
389 Southcourt
Los Osos, Ca. 93402
805 528-0562

Dear Planning Committee,

Albert Einstein once said, "The significant problems we face cannot be solved at the same level of thinking when we created them."

As I think of this phrase, it makes me think of the of the upcoming changes to the east end of downtown Coeur d'Alene. It inspires me to embrace the potential of these changes and hopefully to affect another thought process that can create a sustainable vibrant economy throughout the year.

I have lived in Coeur d'Alene for more than a decade and feel a strong tie to this area. After much deliberation, I have chosen to raise my family here, mostly because of the prevalent sense of community. Coeur d'Alene is a special town, with much to offer, but without the problems associated with a large city.

One of the best things I like about living here, is the size of the community. I love living in a small town, where we are all members and not just pedestrians. I love living in a place where I can walk downtown, and without fail wave at various people I know.

Having said that, I am very excited about the proposed changes to the area defining Sherman Ave. between 11th and 23rd, through Cd'A Lake Drive. As a homeowner in the heart of this area, it thrills me to think of the beautification process that will occur in my area of town. It is important to me to live and raise my kids in a safe neighborhood, while developing strong ties to our community. That is a major part of the reason I enjoy living so close to downtown.

As I listened to the proposal for this area, parts of it excited me, while other parts gave me cause for concern. First of all, I feel that we should keep a height limit of 38' through 23rd Avenue. Perhaps it seems like a reasonable compromise to allow taller buildings on Coeur d'Alene Lake Drive.

Secondly, I believe our focus for the east end of Sherman should be on reaching locals. Our current economy is based largely on tourism and as gas prices continue to skyrocket and the stock market continues to plummet, we will see the effects trickle down to our local economy. If we want to ensure the economic success of our town, we should focus on meeting the demands of the locals with reasonable prices. If locals buy from locals, regardless of the state of the nation, our economy will remain strong.

I am personally doing my part to ensure the economic success of this concept by starting a local market in the Plaza Shoppe's downtown this winter, providing the basic needs to our locals. These needs, being produced by other locals, include beef, hummus, some fruits, veggies, and other food stuff. In addition, creating this market also draws locals downtown, thereby supporting local stores as well.

Having said this, one thing I suggest for the upcoming changes to the east end of Sherman, is to designate an area that could potentially become a year-long market for Cd'A and the surrounding areas. I see the Pike Place Market in Seattle as inspiration for this idea.

My other concern is that of incorporating the city engineer into the planning of this area. Front Avenue and Lakeside Avenue will become alternate roads to destination points along Sherman. The spill over effect must be taken into account into the planning aspect. It is my strong belief that the residents of these streets have the right to be kept safe by adding stop signs, speed bumps, round-a-bouts, or any other means necessary to slow traffic, thereby preventing an accident or fatality.

In closing, let me reiterate my excitement for the upcoming changes. I hope that these changes come with vast amounts of consciousness with regards to the economic success of our town and the safety of the current residents.

Sincerely,
Anissa Duwaik

A handwritten signature in dark ink, appearing to read "Anissa Duwaik", with a large, sweeping flourish extending to the right.

From: DonnelTR6@aol.com [mailto:DonnelTR6@aol.com]
Sent: Tuesday, December 09, 2008 2:13 PM
To: STUHMILLER, SHANA
Subject: Gateway Re-zoning

Hello Shana:

My name is Donnel Schmidt and I live at 1924 E. Lakeside Ave. It appears that I am to be impacted by your definition for growth and renewal. This is fine with me as long as all the facts are on the table and there are no hidden agendas.

First off I want to thank you for notifying me and keeping me abreast of the changes coming to my neighborhood. Secondly, I am a bit perplexed as to the driving force for this zoning change, surely it is not that East Sherman is a blight? It most certainly is not. Granted there are some older businesses and clapped out motels that have seen their day but progress is taking care of that, be it slowly but reinvention is taking place.

I guess my question to you is who is waiting in the wings to profit from this beautification of East Sherman? Is the city in need of additional tax revenue, I'm sure they are? Why don't they just annex the property adjacent to Sanders Beach area on the East side and down the lake, say to Bennett's Bay? Lots of nice tax money there.

If it is not the tax money then maybe we don't have enough red germanium's at this end of town? Maybe you have not looked close enough at the "gateway" intersection? The city has done a beautiful job of landscaping the intersection, maybe we could have another big iron feather stuck in the lawn to bring it up to west entrance standards?

All sarcasm aside, I am not opposed to progress if this zone change is truly for the betterment of "ALL" those directly affected and for the community at large. Please keep in mind your responsibility is to reasonable and prudent growth that will stand the test of time not just to fatten a few individuals short term bank accounts.

Thank you once again for allowing me to express my concerns. I know you can't please everyone, just do the honest thing and we will all be better off.

Donnel Schmidt
208-664-5062
donneltr6@aol.com

From: Heidi Acuff [mailto:heidi@c21beutler.com]
Sent: Tuesday, January 27, 2009 2:23 PM
To: STUHLMILLER, SHANA
Subject: East Sherman Gateway Zoning meeting

To; CD'A Planning commission
From: Pat Acuff
1105 Sherman Ave.

I was looking forward to attending the hearing tonight, but I have come down with the flu.

I will try to keep my comments short.

First, I think it is imperative that you look to the lots fronting on Lakeside and Front streets for parking lots for the buildings on Sherman. You simply cannot get enough parking for bigger buildings without it. This area cannot grow without adequate parking for employees and customers. This is the third time I have mentioned this and I don't seem to get anywhere. I think you are overlooking a very important piece of this project.

Second there is no need to rush this. I think we have an opportunity to look at the whole area, from Pennsylvania to Mullan, residential to commercial. The height issue, to me, is not as important as making it easier, not harder, to do improvements to your property. How can government help this area? How do we get people interested in East Sherman? We don't have these answers and to pass this without further study, I think is a lost opportunity.

The commercial owners need to work with the residential owners. The East Mullan Assoc. is doing a fine job, but I think their main goal is to limit height on Sherman. Outside of the East Mullan Assoc. is much larger area that has over 60% rentals. What about them?

It seems to me we have an opportunity to come up with some good solutions for the East Sherman area.

Thanks,

Pat Acuff

Pat Acuff
Acuff Investments
Coeur d'Alene, ID 83814
Cell 208.660-3203
pat@cdalakerental.com