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

NOVEMBER 10, 2026

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

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

5:30 P.M. CALL TO ORDER:

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

PLEDGE:

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

August 11, 2026 – Planning & Zoning Commission Meeting
August 25, 2026 – Planning & Zoning Commission, Design Review Commission & Historic Preservation Commission Joint Workshop with the Downtown Core Working Group

PUBLIC COMMENTS:

STAFF COMMENTS:

COMMISSION COMMENTS:

ADMINISTRATIVE: ***ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.**

1. Applicant: Glacier 505, LLC (Parkwood)
   Location: 505 W. Kathleen Avenue
   Request: An interpretation for the "Junction at Kathleen" Preliminary Plat S-3-25 ADMINISTRATIVE, (I-1-26)

   Presented by: Barbara Barker, Associate Planner

ADJOURNMENT/CONTINUATION:

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

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

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

This Page Intentionally Left Blank

MINUTES

This Page Intentionally Left Blank

PLANNING & ZONING COMMISSION
MINUTES
LOWER LEVEL – LIBRARY COMMUNITY ROOM
702 E. FRONT AVENUE
AUGUST 11, 2026

COMMISSIONERS PRESENT:

Jon Ingalls, Vice Chair
Lynn Fleming
Sarah McCracken
Kris Jamtaas

STAFF MEMBERS PRESENT:

Hilary Patterson, Community Planning Director
Traci Clark, Administrative Assistant
Sean Holm, Senior Planner
Randy Adams, City Attorney
Barbara Barker, Associate Planner
Chris Bosley, City Engineer
Mike Anderson, WW Superintendent

COMMISSIONERS ABSENT:

Chairman Messina
Phil Ward
Mark Coppess

CALL TO ORDER:

The meeting was called to order by Vice Chair Ingalls at 5:30 p.m.

APPROVAL OF MINUTES:

Motion by Commissioner McCracken, seconded by Commissioner Jamtaas, to approve the minutes of the Planning & Zoning Commission meeting on July 14, 2026. Motion carried.

PUBLIC COMMENTS:

None.

STAFF COMMENTS:

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

- We did not receive any public hearing items, so we will not be meeting in September.
- We do have the joint workshop scheduled with the Planning and Zoning Commission, Design Review Commission and Historic Preservation Commission to discuss recommendations from the Downtown Core Working Group. Members of public are welcome to attend, but there will not be any opportunity for public comment, which is typical of a workshop.
- We received an appeal on the Coeur Terre 2 subdivision, that will go to City Council for an appeal hearing on August 31st. Per the Municipal Code, that will be conducted as a de novo hearing, meaning it will be a full hearing. It's different than some appeal hearings where they're only dealing with the matter that has been appealed. That will take place as a special meeting of the City Council on August 31st at 5 p.m. For you, commissioners, please do not communicate with any members of the neighborhood or the applicant team in case that does get remanded back to you.

DRAFT

Commissioner McCracken asked if there was a reason why it will be a full hearing again.

Ms. Patterson stated that's in the code. This falls under the Subdivision Code provisions versus in the Zoning Code provisions for an appeal hearing. There are different sections of the code that specify how the hearing is held. It was very clear in the code that it's a de novo hearing, which is handled differently.

COMMISSION COMMENTS:

Commissioner Fleming stated that on July 21st, she had the honor of talking to the North Idaho Building Contractors Association (NIBCA). She introduced them to the thought of dark sky illumination and restricting the excess use of light and how to prevent sky glow. She presented to them a slideshow and introduced them to limiting light for residential uses, trying not to overlight or uplight into the sky, and how to be aware of the adjacencies that you are now illuminating your entire backyard, and that illuminates your neighbor's backyard. She also spoke about using LED lighting in a warm spectrum, keeping that warmer so that nature, and all things that grow and feed off this earth are not impacted by too much light. We're losing our night sky. We're not seeing our stars in our city, and you have to go way out there to find it. It was really fun to work with them to try to encourage education and plant the seed that maybe when they're meeting with their clients, that they will talk about something called Dark Sky lighting.

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

1. Applicant: Olson Engineering on behalf of Eugene P. Haag, Jr. Trust
   Location: 2248 E. Stanley Hill Road
   Request: A request for a 1-year extension for a 5-lot, subdivision known as Haag Estates (S-1-25)

Mr. Holm, Senior Planner provided the following statements:

Olson Engineering is requesting a one-year extension. On September 9, 2025, the Coeur d'Alene Planning Commission held a public hearing on a request for annexation (A-1-25) and a five-lot preliminary plat subdivision known as "Haag Estates" (S-1-25) at 2248 E. Stanley Hill Road. The preliminary plat was approved by the Planning Commission contingent upon approval of the annexation request and associated R-3 zoning with Hillside Overlay. The City Council approved the annexation on December 2, 2025, which was recorded as Ordinance 3764 on February 6, 2026. With the annexation now final, the property is within the Coeur d'Alene city limits.

The applicant's engineer, Olson Engineering, submitted a written request dated June 12, 2026, requesting a twelve (12) month extension of the preliminary plat approval for "Haag Estates" pursuant to Section 16.20.040 of the Municipal Code. The letter states that the applicant continues to make progress toward satisfying the conditions of approval but requires additional time to complete the final plat engineering and address outstanding department requirements before the preliminary plat approval expires.

There are 7 conditions that would still apply to the project if this extension request is approved.

Mr. Holm noted the action alternative this evening: The Planning and Zoning Commission must consider the request by motion by granting a one-year extension of the approved subdivision permit to September 9, 2027. Or the commission may, by motion, deny the 12-month extension of the preliminary plat approval. If it's denied, the preliminary plat approval expires on September 9th of 2026, and the applicant would have to submit a new application for a plat approval.

Mr. Holm concluded his presentation.

Vice Chair Ingalls stated that as he understands it, the code allows for five such extensions. He said he couldn't remember that the commission has ever denied a subdivision extension and he can't think of a

downside. He asked Mr. Holm for confirmation.

Mr. Holm replied that is correct. He provided some history on the need for extensions. During the Great Recession, the code allowed for fewer extensions and there were some subdivision approvals that were expiring and only one or two extensions were permitted at the time. A few years later, the City changed the code to allow five extensions.

Motion was made by Commissioner Fleming, to grant a one-year extension to end on September 9, 2027, seconded by Commissioner McCracken. Motion Carried.

PUBLIC HEARING:

1. Applicant: Gordon Dobler on behalf of David Swenson
   Location: 3050 W Prairie Ave & 7760 N Atlas Road
   Request: A proposed 9.27-Annexation from County Ag to City R-17 at 17 units per acre QUASI-JUDICIAL, **(A-2-26)**

Vice Chair Ingalls stated let me just set the tone here, there's a lot of people here, and there's going to be some passion. From reading the comments it is clear this is very important to folks. He asked that we set a very respectful tone tonight. Whether you're in favor or opposed, and you come up and provide testimony, others are not going to clap or boo, just treat this like this is what it is. It's a quasi-judicial hearing. Conduct yourselves like you're in a court of law. Give everybody respect. That's the respect we'll give you. You give one another, and we'll get we'll get through this. When we get to the point just before the applicant's going to give testimony, he will ask for everybody that is going to provide testimony to rise, and we'll swear everyone in as a group.

Ms. Barker, Associate Planner, provided an overview of the request and noted the action alternatives this evening. The Planning and Zoning Commission must consider the request and make a recommendation of adoption or rejection of the requested City R-17 zoning prior to annexation of 9.27 acres to City Council.

This property is currently two abutting properties which are currently located in the County Agriculture zone, suitable for one single-family dwelling or one two-family dwelling, with a minimum lot size of 2 acres unless in a conservation development. The sizes of the properties are 4.53 and 4.74 acres. The existing lots are considered conforming lots, as per the Kootenai County Land Use and Development Code.

The R-17 zoning district provides the widest range of housing options, suitable for residential development with single-family housing, duplex housing and multi-family housing. The Comprehensive Plan envisioned the future land use for this property to be higher density, and the Urban Neighborhood place type supports R-17 zoning.

The subject properties are not currently connected to City utilities. If the annexation is approved, the applicant would connect to city sewer at the time of development to better serve this property and meet all other requirements and policies imposed by the City. The water is provided by Hayden Lake Irrigation District.

The owner has three (3) dwelling units on the two parcels which will remain until time of development. The applicant is not requesting a subdivision at this time.

If approved, the R-17 zoning would allow higher density than the zoning of the adjacent properties which

are R-3 and R-8 zoning districts. R-17 zoning is found 0.5 miles to the west and 0.7 miles to the east (aerial distance). There is a C-17 zoned property at the southwest corner of Atlas Road and Prairie Avenue.

Ms. Barker noted there are four findings that must be made, Findings B1-B4.

The first finding is Finding B1, that this proposal (is) (is not) in conformance with the Comprehensive Plan policies. The Comprehensive Plan includes Place Types that represent the form of future development, as envisioned by the residents of Coeur d'Alene. These place-types will in turn provide the policy-level guidance that will inform the City's Development Ordinance. The review for compliance with the Comprehensive Plan is based on:

1. Conformance with envisioned future land use/ place types;
2. Provision of transportation networks; and
3. Conformance with Policy Framework (Goals and Objectives).

R-17 and R-34SUP, NC, C, C-17, and C17L are the compatible zoning districts for the Urban Neighborhood Place Type.

Finding B2, that public facilities and utilities (are) (are not) available and adequate for the proposed use.

Ms. Barker noted that the commission will review the information provided, summary of facts, and testimony from the hearing, to make this determination. She shared images and information related to:

- Existing Infrastructure
- Photos of existing conditions along Prairie Avenue and Atlas Road
- Staff comments and conditions.

Ms. Barker noted that Hayden Lake Irrigation District (HLID) provides water in this location. They have provided a Will Serve letter and the applicant has provided a draft hydraulic study. To summarize, they are generally stating that they have the capacity in their system to serve the property at the proposed zoning density. However, when definitive development is proposed, they are requiring a hydraulic study to show what updates may be required to serve the proposed uses.

Finding B3, that the physical characteristics of the side (do) (do not) make it suitable for the request at the time.

Ms. Barker noted that the commission will review the information provided, summary of facts, and testimony from the hearing, to make this determination. She shared images and information related to the subject property and physical characteristics.

Findings B4, that the proposal (would) (would not) adversely affects the surrounding neighborhood regarding traffic, neighborhood character, (and) (or) existing land uses.

Ms. Barker noted that the commission will review the information provided, summary of facts, and testimony from the hearing, to make this determination.

Post Falls Highway District has denied access, other than emergency access, from the properties to Prairie Avenue. Currently, the only allowed access to the subject property would be through W. Daylily Drive's dead-end and from Atlas Road.

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 R-17 zoning for the approximately 9.27-acre property. Without knowing what housing type is proposed, a theoretical maximum of 161 apartment units is being assumed which could result in over 1071 trips/day or 82 trips during the AM peak hour and 100 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 request but will require a traffic impact analysis prior to issuance of building permits or subdivision of the property.

Regarding neighborhood character, directly south of the subject property is 4.75 acres within Kootenai County Agriculture zone with a private residence and a commercial auto repair shop. North and west of the subject property are two parcels with a total of 3.98 acres also in Kootenai County Agriculture zone with private homes and agricultural use.

West of the subject property is the major subdivision known as Landings at Waterford (annexed in 2003) with R-3 zoning and lots that are approximately 12,500 square feet. To the east is a planned development known as Garden Grove (annexed in 2017) with R-8 PUD zoning and lots that are approximately 5,000 square feet. The larger surrounding area is R-8 zoned developments known as Landings at Waterford First Addition and Sunshine Meadows with 7,000 to 10,000 square feet lots, annexed in 2003 and 2006 respectively.

These neighborhoods in the surrounding areas are conventional suburban layouts with public streets, sidewalks, and access to city utilities. These areas exhibit a cohesive residential character with well-maintained lawns, mature trees, and minimal commercial uses. On the southwest corner of Prairie Avenue and Atlas Road is The Landings strip center with a small convenience grocery store, food and beverage, and personal service uses.

Ms. Barker noted the seventeen recommended conditions and provided the commission with the action alternatives this evening. The Planning and Zoning Commission will need to consider this request for R-17 zoning prior to annexation and make findings to recommend that the City Council adopt the requested R-17 zoning with or without conditions to be included in the Annexation Agreement or reject the requested R-17 zoning.

Ms. Barker concluded her presentation.

Vice Chair Ingalls stated thank you for a very thorough report, Mr. Barker. He asked for clarification on condition #6 from staff recommending a condition to impose an increased setback to 25 feet and what is the default dimension without that increase.

Ms. Barker replied that the standard setback for multi-family is 10 feet to the side and 20 to the side if it was next to a street, and 20 feet for the rear setback. The condition would be for 25-foot setbacks along Garden Grove for principal buildings.

Vice Chair Ingalls stated depending on how a multi-family building might be oriented, it could be as little as five feet if it wasn't for this condition.

Ms. Barker replied, not a multi-family, the minimum would be 10 feet.

Vice Chair Ingalls stated it would increase from 10 to 25 feet.

Ms. Barker stated, correct. For a duplex or a single-family use, the front setback is 20 feet. The side setback for a duplex or single-family is where you may only have a five-foot setback because the code requires one side to be five feet and 10 feet on the other side.

Vice Chair Ingalls asked how that recommended condition came about.

Ms. Barker stated we obviously got a lot of concern from the residents at Garden Grove. They have rather shallow rear yards that are abutting this property. Looking at the typical rear setback of 25 feet for most development, staff felt it would help mitigate concerns and provide a buffer between an intensified use, which is multi-family, and single-family or duplex.

Vice Chair Ingalls asked if this condition was like other examples, such as the one in the Landings where there's some R-17, Carrington apartments, and then some that are close to Ramsey and Prairie, where there's R-17 in there and buffering was a condition.

Ms. Barker said she would respond to the Landings. In this particular case we don't have a subdivision to look at, so it's just a wide open field, and we don't know what they're planning. In comparison, when they did the planning for the Landings, they knew exactly where they're going to put that R-17.

Chairman Ingalls swore the applicant and the group in as a whole.

Gordon Dobler, applicant's representative, introduced himself and he stated he would like to start out by complimenting staff on that fine staff report. It's one of the better ones that he's seen, and he thinks you're fortunate to have competent staff. The more information that you get, the easier the decision-making process becomes. Looking at this, in just general terms, you have a little island that's surrounded by the city. The whole piece, including property owned by others, is about 17.5 acres. It is inevitable that this will come into the city eventually. The applicant's plan does not include annexing the corner property. The plan, though, does not include the development of the Atlas frontage. Where we're headed with the owner Swenson is that the pumpkin patch and the farm, and those residents will stay. If you can imagine a middle north south line just extending to the south, his client's intention is to ultimately parcel that off and leave the front half undeveloped.

Commissioner Fleming asked for clarification on access from Atlas Road. We have an exit problem. We can only go through Hydrangea and down, and then a deadhead. We need a road and access to Atlas Road. You will need to carve out a bit of the pumpkin patch for a roadway access.

Mr. Dobler replied that they will. Water and sewer will be connected. Water comes up Atlas and there will be at least a 30-foot utility easement because water and sewer will be brought along the southerly portion of the property and that could be used for access.

Commissioner Fleming asked about having curb cuts and sidewalks on the street.

Mr. Dobler replied that there will be improvements to the Atlas Road frontage. There will be a curb, sidewalk, etc. He said he would provide more information about access to Atlas before the conclusion of his presentation. There is a need for this annexation because of the economy, the demand for housing and the scarcity of land. It's inevitable that this is going to be annexed into the city. How it's annexed or what zoning, that is yet to be determined. But to those that would say they want it to remain as a field, he would say growth is inevitable. Staff did a great job of presenting the surrounding zoning and the appropriateness of the requested R-17 zoning. He reiterated that the Comp Plan calls this out as an Urban Neighborhood, and R-17 is certainly one of the enabling or compatible zones. In fact, R-17 is probably one of the less dense zoning districts for the Urban Neighborhood Place Type, other than if a property was developed with single family residential in the R-17 zone. Most of the surrounding areas are zoned R-8 with C-17 at the corner. The property owners at the southeast corner intend to request annexation with C-17 zoning pending the outcome of this annexation request. You've got a major arterial

collector intersection and you've already seen C-17 on one corner. The other corner is ripe for C-17. The question is what will happen with the rest of this area in the future and is R-17 zoning compatible? He would say that it is going to be compatible with the kind of uses you'll see on the remaining pieces coming in and the kind of zoning. The R-17 does allow for a variety of uses. It's probably one of the broader ones, where you can go single-family all the way up to multi-family. The intent of the Urban Neighborhood Place Type is to have denser residential development. Regarding utilities, sewer will come up Atlas and be brought into the property along a utility easement. Whether it extends as far north here, there is no sewer available. There is sewer out in this intersection, but it's way too shallow for us to access. Water is from Hayden Lake Irrigation District. As part of the requirement to get the will serve, we did a modeling study on probable extensions of water mains into this development. Prairie Avenue has a 12-inch. Atlas Road has a 12-inch, and we will be looping from Daylily and connecting to probably both of them. The modeling study predicted the flows and the resulting pressures. There's actually an increase in pressure when we connect these two because of the additional flow capacity. There's no negative impact at all on pressures in the existing subdivision. He then touched on one of the concerns of the residents that was in some of the comments you read. Some of the houses in Garden Grove have an easement and an existing four-inch water main that comes down behind the houses that is pretty much under the fence, and that currently connects out and provides service to this house to the west. With the development of this parcel, that four-inch line becomes obsolete. It will be abandoned by Hayden Lake Irrigation District. He has had discussions with Brandon, the supervisor at HLID, as recently as this afternoon to confirm it and they indicated they would vacate the easement and abandon that four-inch water line. This also responds to concerns about having backyards ripped up. That line will be abandoned and the easement will be vacated. It actually would allow them more use of their backyards, as far as putting structures and whatnot in that easement because it would be going away. This is a benefit. Regarding transportation, let's talk about access because it is important. As staff pointed out, Post Falls Highway District manages Prairie Avenue and they won't allow direct access. But they would permit secondary fire access onto Prairie Avenue, if needed. The applicant has also been in the process of discussions with the property owner to the west about creating a secondary access to Atlas Road. Having that additional connection would be a benefit to developing this property and we understand that. That ends up being an important mitigation for any and all the impacts to traffic. Traffic is always an issue and it's really not one specific development that's the issue. It's traffic patterns, traffic flow, signal timing. It's really more of a regional or local issue. Any development of any kind will contribute incrementally to that new traffic. Any new growth will do that. It's really the effective management of traffic is more at a regional or a local level. The City of Coeur d'Alene is part of the Kootenai Metropolitan Planning Organization (KMPO), and they do have model forecasts out 20 years that predict traffic given the predicted land uses. They come through and identify land uses all through the city, and then generate traffic and trips and route it on the streets. Atlas Road is pretty much at its ultimate width of 40 feet with three lanes. The regional planning is really more of the answer to how are we going to alleviate our traffic issues. When Hanley was opened all the way over to Huetter Road, you have seen that the traffic on Atlas Road really jumped up. It was a regional impact. Interestingly enough, single-family generates about 50% more trips than one multi-family unit. So let me just throw some numbers at you. If you had 10 acres and you developed it as an R-17 in a peak hour, you'd get about 114 trips in the peak hour. If you developed it as R-12, you're going to get about 120 trips in the peak hour. If you developed it as R-8, you'll get less. Then you start to reduce it. You'd get about 80 trips in the peak hour. The whole point of it is not to remember the numbers, but the trend, and say just because it's R-17 doesn't mean you're going to get more traffic generated than some of the other residential uses or some of the other zoning and development density that would be allowed in the urban neighborhood. Well, because when you have single family as opposed to multi-family, you generate more trips for things like deliveries, for lawn care, for a variety of additional uses that come along with single family. Even Amazon will deliver to a CBD, so they make one stop to those multiple mailbox things, they make one stop for 15 units versus 15 separate stops. That's why you get more traffic for detached than you would for multifamily. Lastly, regarding the recommended conditions for the annexation agreement, we didn't see any red flags or any fatal flaws. We would suggest a refinement of a few of them, and one of them was the condition for a traffic study. We don't have any problem with that, but we would want an opportunity to discuss the scope of the traffic study. The buffer zone was an interesting condition but not a surprise given the public comments. We just want an opportunity to review that and discuss it with staff as we move forward through negotiating the annexation agreement. Remember when we talk about

impacts of development that all of the development here is going to pay significant amount of impact fees that go to street projects, public safety, parks to acquire land. That is part and parcel with any annexation and any development.

Commissioner Jamtaas asked Mr. Dobler to help him understand the decision that was made about not allowing access onto Prairie Avenue, and if that determination was made by the Post Falls Highway Department that you couldn't have an exit, or access or egress onto Prairie Avenue. It seems that same number of people are now going to be going through Daylily to access Prairie Avenue. They're just going to go through the neighborhood. What is that rationale?

Mr. Dobler said he wished he could explain it all. The highway district doesn't allow access onto Prairie. It's that simple. He did ask about a right in, right out. They were concerned that with the 45 miles an hour speed limit that access would slow traffic down. That is just the highway district's policy.

Vice Chair Ingalls asked for clarification on the access. He recalls reading something in the staff report about Atlas Road and Daylily Drive. He knew some traffic would go out Daylily but wants clarification on access off of Atlas Road. Help us understand why we don't have some definite Atlas Road connection.

Mr. Dobler stated that the applicant has the ability to develop access where the property fronts Atlas Road but the property owner doesn't want a throughfare on the side. The specifics are yet to be negotiated with the property owner, but clearly it'll be an easement, and both utilities will require access over that easement. There will be a developed, limited access for utilities here, and we're in negotiations to plus that up depending on what we can do with this before we develop.

Commissioner McCracken asked if the limited access to Atlas Road would have sidewalks or connection into the trail on Atlas or anything like that.

Mr. Dobler responded that it would basically be a driveway or drive aisle and is not anticipated as a dedicated city street.

Commissioner Fleming asked if Mr. Swenson owns the pumpkin patch.

Mr. Dobler replied that he does.

Commissioner Fleming asked if the owner wants road access through the southerly border of his property.

Mr. Dobler replied that they are not looking for a public street to go through there, but they understand that there will be access of some sort.

Commissioner Fleming commented that this access needs to be more than emergency-only access. It must be a dedicated road. Even if this didn't go to multi-family, which is high density and 161 units, it is truly a mistake to think that we can't exit a lot of people out onto Atlas Road because you would be shoving all 1,000 cars a day through a small development with closely stacked houses. That would be a real concern. If you cannot dedicate a real road accessing Atlas Road that belongs to this development, it's a no-go for me. It's dangerous and it's thoughtless. If this were to go to full multi-family, high density, lot of people, sometimes two and three cars per unit, because the people are triple bunking now here to afford it, that we need to get people out. We need to move them north and south, up north, up south. They need to be able to turn left and go down Atlas. And yes, we will be improving Atlas over time. It will come, maybe in time to catch this development. This is just an annexation. She knows it may not be developed as high density housing. The drive now for affordability drives us into multi-family because the young people can't afford housing. This is where we are. This request needs a proper road on that southerly border. That's the reality.

Commissioner McCracken asked for clarification on the timing of the different elements and if the

roadway connections and improvements to the trail would be done at time of subdivision or construction.

Mr. Dobler responded that he can't speak for staff, but the way the condition reads is prior to construction. We're not planning any subdivision at this point. It would be prior to construction of whatever units or whatever development is constructed, and staff controls that because we would have to come in and present site plans for the on-site development, and they approve it.

Commissioner McCracken asked Ms. Patterson for clarification on the requirement for infrastructure.

Ms. Patterson stated Mr. Dobler is correct in saying that it would be required as part of development or prior to, if it's subdivided that would be before a plat is finalized, there's the requirement for the infrastructure to be put in place. If it was built as an apartment complex, that would be part of the building permit process. We'd require one or the other.

Commissioner McCracken asked for clarification on needs of the Fire Department. Their only comment was related to the flow and the pressure of Hayden Lake Irrigation District. Does the Coeur d'Alene Fire Department does not require access on Atlas? She said she is surprised that's not the findings.

Ms. Patterson stated that staff's understanding was that there would be access from Atlas as well as Daylily. That was kind of presumed that you have frontage there and there'd be frontage improvements and access.

Commissioner McCracken stated it wouldn't be unreasonable to add that if it because it seems like they were assuming that was the case.

Ms. Patterson replied, "correct".

Mr. Dobler responded that secondary access for Fire is required after we reach so many units. We expect that, and that's what I said, that at least on Prairie there would be an emergency fire access, and certainly that at this point, that utility road would be used as a fire access also.

Commissioner McCracken said it is hard to say if the criteria would be met if there's no access on Prairie Avenue and no guarantee of what access to Atlas Road could look like.

Mr. Dobler suggested that access could be addressed in an additional condition of approval that would be worked out through the annexation agreement and give us time to come back and talk to Mr. Swenson about what he may or may not have.

Commissioner McCracken stated it's hard having a lot of loose ends.

Mr. Dobler stated let's just pretend if you made a condition of approval saying that you must have an vehicular access for this development out to Atlas, the applicant team can meet with staff before it goes to council. The code defines if it's a vehicular access, it's got to be minimum 24 feet, you know, drive aisle, paved, etc.

Vice Chair Ingalls stated that might make sense here to just get this moving forward. He doesn't believe it needs to be a full street width but it needs to be more than a teeny little easement thing too. He lives just south of there in a neighborhood that turns right off Atlas, and it works. There are 60 homes there, and it's certainly not a full city public road. It's a little private street, and there's one just like it to the north of his neighborhood. Those work and this could too.

Commissioner Fleming stated the trick to this is though that you are forcing the predominance of that traffic through Daylily. It's impacting an existing neighborhood in a profound sense. It behooves the developer/owner, or whomever' s packaging this up, to understand that that's detrimental to the

neighborhood. We keep talking about neighborhoods, established neighborhoods. That's an impact one cannot ignore. We have to give them decent access to the south (to Atlas Road), so that they don't fully feel the weight of that traffic. Knowing that there's a secondary access, whether it's a street that is 25 feet with curbs and sidewalks and a nice walking path, that would be a really nice bonus. But in reality, we should not lay all that traffic onto Daylily.

Commissioner McCracken stated that the commission has to consider the density too. If a private drive works for more for 60 homes, or there's a little loop on Mocha, like a handful of residences, but at a density of you know R-17, there's a significant difference of the amount of funneled traffic there, even if it was more of the same homes right there might fit more to fit right into Daylily.

Mr. Dobler stated, even if it wasn't R-17 to continue to make the point, whatever traffic is generated, even if zoned R-12 or R-8, we would resonate and say second access is not only benefits Daylily, but it benefits this subdivision or this development as well. And that's why he suggested an additional condition that gives us chance to work through the specifics.

Commissioner Fleming stated it's problematic thinking that you're going to turn left to go west on Prairie, as we all know it's getting harder and harder to get that left turn. The people are putting on the pedal to the metal, and they're heading straight for you as you're trying to turn left into them into the median.

Kurt Vitali introduced himself and said he has four reasons why he oppose the property or the zone change – property value, traffic, safety, and finally aesthetics. Property value studies show that multi-family units in close proximity to single-family homes do not necessarily lower the value of the single-family homes, nor do they necessarily increase the value. Either way, it's kind of neutral. However, studies do show that urban homes in close proximity to small-family farms typically have a 3 to 4% higher resale value than homes not near a farm. A zone change to R-17 from this farm will negatively affect my home's value as well as that of my neighbors. The second is traffic, which we've already talked a little bit about. His office window overlooks Atlas. He knows that as soon as Hanley was opened up to Huetter, that the traffic increased significantly. He’s going to make a guess at 50 percent increase when those subdivisions along Hanley are completed, that traffic is going to continue to intensify, and adding another subdivision right, there at Atlas and Prairie is only going to would be totally irresponsible with regard to traffic patterns. He can sit in his office right now and overlook Atlas, and can say that between the hours of 4:30 and 6:00 p.m., he knows when there's a red light on Prairie because the traffic's backed up past his house. When the Hanley development gets completed, that potential traffic could be backed up past Wilbur. The other issue is semi-truck traffic. There was virtually no semi- truck traffic on Atlas before Hanley opened up, and now the big rigs travel that every day. That adds not only to the congestion but also adds to noise and air pollution along that road. He knows the City Engineer said that Atlas can handle the traffic, but you know the roads in Seattle and LA and Portland can handle the traffic too, but you don't want to be on those roads between five and 6o'clock, do you? No, because it's a parking lot, and that’s going to happen too along Atlas eventually when all these subdivisions get built. The next one is safety. He knows the police and fire departments have stated they can handle the impact of 161 new units, but the question is, do they want to? Any firefighter will tell you it's more difficult to fight a fire in a multi-family dwelling than it is in a single-family home, and statistics support that as well. Also, traffic safety statistics show that a 50% increase in traffic flow results in a 60- 80% increase in traffic accidents, so that's significant. The other is just aesthetics. Currently that farm is a peaceful rural oasis in the midst of this urban sprawl, and it's one of the reasons he bought my house there. He likes looking out over the mature trees, the open land, the nice yellow barn that's there, which he knows was said that it's going to stay there for the time being, but you know who knows how long that that means. He also likes to hear the rooster crowing in the morning. That's kind of nice. Re-zoning this property robs him and his neighbors of these simple pleasures. In your packet, one of the things you said in your growth and development goal is "preserve the qualities that make Coeur d’Alene a great place to live”. This proposed zoning change will accomplish just the opposite of that. With every pasture that's turned under, every mature tree that's cut down to make room for another subdivision, the quality of life in Coeur d’Alene diminishes. It's been going downhill for the past 25 to 30 years, so please, do the right thing and recommend that this zone change request be denied. Thanks.

Dennis Tanner introduced himself and said he lives in Coeur d'Alene. He is here to speak as a property owner that doesn't want the quality of life in his neighborhood, which is the Landings, or the property values of the Landing to go down. How many stories might these be? He would guess three. That's 45 feet. Second could low-income housing be part of this package of R-17? He would appreciate an answer to that. Would it be possible, as a response to this request, to say how about R-8 instead of R-17. That would be my third question. Say yes, but let's do this with different zoning because despite what the gentleman said, he believe that would result in less traffic. The fact that we have limited access over here on Atlas and no access on Prairie, and we're going through a neighborhood to get it's like no access to this place, and that should be a reason for you to say no. This doesn't work. There's virtually no access here. It doesn't work. It's not enough access to make this work, and it's going to be problems for the neighborhoods on both sides. Thank you for listening.

Sandra Moulton introduced herself and said she lives in Coeur d'Alene. We are right next to Daylily right on the corner, and it will greatly impact us with that much traffic. Depending on what you build and if it is apartments, it has got to be at least three stories, and they're going to be right up against our fence with everybody looking down into our backyard. Also, the infrastructure on the streets there at Atlas and Prairie, like the other gentleman said, if you're there and you're looking out, and we can see both from our backyard, the traffic is terrible. And God help us if they're doing any redirection because of other road construction in other places. It makes it 10 times worse. Going through the red light there at the corner. Sometimes you're sitting there through two cycles of the red light. Also, please take into consideration not only the farm animals because we love the farm back there. That's one reason why we bought where we did. But there's also the wildlife. That lone pine tree that sits on that property has a pair of nesting red-tail hawks, which she understands are under federal and state protection. We see them there all the time. What's going to happen to that tree and those hawks because who's going to speak for them? We love the farm. We love the animals. We enjoy it. We're also worried about the four-inch water main that runs through our backyards. She said she knows he said that Hayden Lake told them that they're not going to use that four-inch water main. It actually goes through the backyards of the first five houses from Daylily down, and the backyards get smaller as they go down from Daylily on through Hydrangea there, and we're wondering: Are they actually going to shut that water main down because it does go to the barn? It provides water, and if not, if they're going to try and use that as part of the water for the development. If it breaks, then they come through and they tear up our backyards all the way down to fix that main. We understand that the property owner has the right to do with what you know they want to do with it. It's just that you know we really like the farm, and I hope everybody takes that into consideration too. Thank you.

Cal Whitfield introduced himself he states we own the five acres directly to the north of the proposal. He lives in the County and has a lot of questions. He actually came here not in opposition to this. We've known the Swenson's for years. We knew that this was something that they were working towards and we do support them in the idea of it. Next door to it, we do have an auto repair shop. We ran it for many years. We sold the business itself last year to one of my employees. On the back half of the property is a small farm with a house. We occupied it for many years. At this point, we're using it as a VRBO. Right now, the business generates a lot of traffic. It does. It's been there for 41 years. It's one of the oldest auto shops in the city. Well, in the area. And right now, you get over there in any kind of traffic times, and it is deadlocked. Atlas is absolutely deadlocked, and with him talking about punching an access right on our property line, my shared property line with the Swenson's. Now you're talking the other corner of my property, right down over here. My property is about 330 feet wide, directly opposing that other property line is the entrance to the Landings. Anybody who goes in or out of the Landings anytime near or around traffic times knows what it's like getting on Atlas. Now we're talking 330 feet from that Landings, another entrance with potentially better than 1000 cars a day, feeding in and out of Atlas on it. Right now, it's going to completely deadlock access to our property, because already we can't hardly get in and out. Another big question is about the sewer main. It sits on the far corner of his property. He has already talked to the city, and they said any development that happens, they're going to have to punch that sewer main through the front of his property. He didn't see a single picture showing the extension of the sewer main and if that would affect the front of his property. There's absolutely no discussion with how that's going to impact our property or our business as they do this, nor what are they going to do the put back

together the front of my property? Is it going to match the proposed annexation? Does he have a say in it? And then once it's done, does he get to maintain something that somebody else put together? None of these questions are being answered in this. Not to mention the fact that he doesn't love the idea of having a road with potentially over 1000 people a day running up and down his property line. He is not opposed to this project, but really thinks somebody needs to be talking to him and the more impacted neighbors to get people on board, and not coming here with a lot of ambiguous answers to questions that everybody in this room has. Thank you for your time.

Anthony Walker introduced himself and said he lives in Coeur d'Alene Place, which is just another side down from Garden Grove. He states he is in support of this annexation because he is young and has a lot of friends that live in the apartments off of Prairie and Ramsey. He graduated college seven eight years ago. He started living in an apartment when he graduated from University of Idaho. He grew up in the County just north of Coeur d'Alene. He had his first job in 2019 for $40,000 a year. He wanted to make this home, and so he did. He rented an apartment and then COVID happened. Obviously this made everything more expensive, everything more unattainable. But he worked hard to afford a home, and now he has a family. He is in favor of this because he wants to see more urban infill projects in our city and the overall area. We see a lot of urban sprawl. Highway 41 is going to be full before we even know it, and there's going to be more and more houses that take up the actual big, farms and the fields that are actually farmed for hay and alfalfa. This is kind of a hobby farm right now, but he does think it's a great development site for something that can provide attainable housing for younger generations to keep them here, keep my friends here who are waiting for the hospital to be built down the road and want to live kind of close to the hospital. It's going to be built in Post Falls, and they want to see their families raised here. They're for the next generation. He'd rather keep areas like this more density and have our actual farms remain undeveloped. If you look at Boise, they have subdivisions in the middle of farmlands because projects like this aren't approved but if we do approve them with the density, we have the open fields once you leave town. He'd prefer to see that personally and see a project like this approved. Thank you.

Justin Sherfey introduced himself and said he lives in Coeur d'Alene. He states he also represents the younger generation tonight. He appreciates everybody coming out. There are peers and people older than me who want to live here, and it's hard. A lot of my friends live in their mom's basements in Post Falls. Where do you want to live? They would love to live in Coeur d'Alene. He knows some developers that own apartments and he asked them about the rental market in Coeur d'Alene. They said it is their best market. They're 95% full and beating rents by 100 bucks on their pro forma. What does that tell you? It tells you that there's a lack of supply, and there's a true demand for people who want to be here. The Swenson's have owned this property since 2013. He is sure they probably weren't thrilled when Garden Grove came in. A lot of those property owners bought in 2018, and 2020, they weren't here. They also have property rights. This is Idaho. That's why people live here, and we're not doing a zone change tonight. From what he can tell, this is following the Comp Plan and filling in a color for the City of Coeur d'Alene on what your Comp Plan calls for. Traffic sucks. Until we have something in writing that says what's going to happen, he actually thinks that coming off a Daylily, and if you want to take a left on Prairie, he'd rather come through this development and then take a right out on the Atlas instead of trying to dodge cars on Prairie Avenue. This is your neighbor. It's their time. They've chosen now to sell for different reasons. A lot of people have done this in the past. This isn't the best time. But we're in an affordability crunch, and others my age are out there who don't know about these meetings, who don't come here, who don't share their concerns. They're just like, "It is what it is". My buddy's an elevator mechanic, who makes a great income. He's like, "Yeah, I just kind of come to the reality I'm never going to own anything in Coeur d'Alene because it's just gotten so crazy". And this does help. It's surrounded by city. Yeah, the restricted access onto Prairie, he doesn't like that either. That they won't let us come in and out. He thinks that that's for the residents there. It's not great. he just appreciates you guys listening to your future generation and the problems, the real problems that we're facing. And if we can find a solution to some of the issues brought up tonight. Thank you.

Eric Sorenen introduced himself and stated that he lives right on the border in Garden Grove. One of the big problems he sees with the R-17 zoning is that not only is it really tall because it's going to tower over his property, but it also allows for the possibility to be converted to an R-34 later. He doesn't know if

there's going to be a hearing on that or if that's just a thing that goes on behind closed doors. So that's a huge concern of his. He doesn't want people staring into his backyard in the privacy of his home, and also the light, the effect of this that it'll have on the sunlight. He has a lot of plants that he has spent a lot of time cultivating, and they rely on that sunlight because we have such a short growing season already. He would like to see if it's possible to have a sun study if this were to go through. Plus, he has solar panels also on that side too. If they block that, then it's literally cost me money. Another concern he has is with Atlas. It sounds like, if he heard correctly, that the Parks Department is requiring a 10-foot-long path on the side, and Atlas Road is still only one lane. He doesn't know how they're going to accomplish that and also put all these people in that property and push them all through Atlas. So that's another huge concern. Dr. Wayne Strickland introduced himself and said he lives on Lockston Loop. He has several reasons for wanting to oppose this request. First of all, there are not very many details, so he is assuming R-17 multi-family residents throughout this would be the proposal. He is concerned that the gentleman indicated that the bottom third of that property there would not be developed contiguous to Atlas, and that reduces the effect of acreage by 2.3 acres approximately. That increases the density of the remaining pieces of property that would be constructed. Another concern was a lack of adequate notice. Many people who live on his street did not receive notices. They were across the street from me, and that's a concern for me that we need to broaden the notice and give them opportunity to be able to testify with regard to this. He is also concerned about traffic, current traffic patterns and congestion on Atlas Street. If all of the entrances are going to be on Atlas. He is concerned with damaging the character of the neighborhood. The vast majority of homes are single-family homes in this particular area, and having multi-residence structures is going to severely impact negatively the neighborhood. He is also concerned that there may be substantial increased noise. He didn't hear that addressed in the planning document that you summarized tonight. He is concerned about the impact on schools with that kind of building of structures, and is wondering if that issue has been addressed. He thinks it's not inevitable that this is going to be developed at least at this density R-17. There may be reasons to ask for it to be reduced to an R-8 or something along that line, restricting it to single-family residences. Thank you very much for your attention to my comments.

Cindy Spence introduced herself and said she lives in the Garden Grove neighborhood, right off Daylily, which would have tremendous impact should this be approved. She said we've heard from younger people in our community, but we haven't heard from the older people. Our neighborhood, Garden Grove, is comprised mostly of retired people, of older people that have worked their entire lives to buy a small property. We're not multi-million-dollar homes there. Many of us, many of our neighbors, including us, my husband is a retired Vietnam veteran. He depends, along with many, of our neighbors, on the safety of Daylily to cross the road to go to the park, or maybe to walk up and look at the horses and the mules that occupy this little piece of land, which is our haven in that neighborhood. We're surrounded by cement, and it's a haven for so many of us. For us, it's a safety issue. At any time of the day or night, you can see our residents walking with walkers, some are in wheelchairs, going over to the little grassy area, and they use Daylily, and that would make it impossible for the majority of our neighbors to safely get to where they want to go. Daylily is not a good place for 1000 cars a day to be going through. She can't even imagine it. It's absurd to think that we could safely funnel traffic through our little neighborhood to accommodate this development. She would respectfully ask you to consider that this has not been well studied, and ask that the commissioners take a closer look on how it would impact the culture of their small neighborhood and the surrounding neighborhoods, and to respectfully consider the older population that have fought for this country and have worked their entire lives to have a little piece of quiet.

James Lechner introduced himself and said he lives in Coeur d'Alene. He stated that he lives on the corner of Daylily and Hydrangea. His house is right up to the back of the field. He doesn't really want to have a three-story apartment complex behind his property. He doesn't live in a dream world where he has a field behind him. He did not ever hope that it would be developed anytime soon. Eight years is a little sooner than he liked, but he doesn't live in a dream world where he doesn't think that that's ever never going to get developed. His preference would be that it not be developed with three-story apartment buildings. He prefers single-family homes, or in the worst-case duplexes. Lower houses would be preferred if it ever happened. That's what he would like. Most of his neighbors probably would like neither of those. That part of Daylily right there that comes in that would be absorbing this traffic. It's a very

narrow road. He recalled when they moved in or we were looking at the property that they were originally told that the city wasn't even going to accept those roads, and that plowing was going to be in the neighborhood, not on the city. They do plow our streets, but that road right there, Daylily, is very narrow. If there's one car parked on the side of the road beside his house, you can't get two cars through there. Once you've done that, you can't get a plow through there. They have issues as is right now with some of renters that fill their garages with all their belongings, so their road cars are always on the road. Winter time it becomes a real hazard trying to get the roads plowed. But if you put one car through there, you can't get two cars through there at the same time, and you can't widen that because it's only the swale and then his house. Daylily, the road that everybody keeps talking about would be their exit, but the road going in and out of our neighborhood is Celebration, and that's the one that's going to catch the backup of traffic of people trying to go left on to Prairie if they need to, it's going to impact that street also. We do have a road that goes in the back of our development and exits out, but also that exits out into Sunshine Meadows, which they would absorb that too. Because the shallowness of our backyards and our lots are not that big. If you put a three-story apartment on there, they're going to be looking into house and see what he eats for dinner. His preference is that this gets zoned for single-family, not for apartment-type complexes. Thank you.

Joyce Zurn introduced herself and said she lives on Hydrangea, in the Garden Grove district. She stated she is not behind the farm. She pays HOA dues in the complex as well as the rest of the homeowners, and knows that if they put in a big R-17 complex that they're going down Daylily. First, it's dangerous because it is so narrow, and the kids go back and forth right there. We have a park right there. You can't tell me that those people are not going to use our park that we pay part of the HOA dues for so, which means it will deteriorate faster, which means that she has to pay more HOA dues, to repair it. She knows that the school is down both ways on that street there, and she is just afraid that they're going to have a lot more accidents with the kids with Atlas Elementary and Nexa. Thank you.

Josie Krahn introduced herself and said she lives in Coeur d'Alene. She stated that her mother's house backs up on Hydrangea, and she was the realtor that did this neighborhood that was very well thought out and planned out. It's 20 acres with 95 homes, and they have five parks, and it's just a pretty neighborhood. And yes, the residents pay for the private park there. What she is not seeing in this new neighborhood is really all the pictures that were presented tonight were all the other beautiful neighborhoods around. There's not anything that that they're offering in this neighborhood and that's a concern to her. And the closeness. Tonight, when Ms. Barker was talking, she pointed out other examples of R-17. This is Carrington Place in the Landings, and that is on 8-acres, and it is surrounded by streets all the way around it. And then across the street is another 8-acre park. There's plenty of buffer for that kind of density. Then on the other side here, this is Prairie Point. That's on 15 acres, and that is they have four openings to get out. Carrington has three openings to get out. Get people moving. This neighborhood that they're proposing – it's just too high density. That corner is so busy, and they need to provide two openings on Atlas. In my opinion, if they don't get another one on Prairie Avenue, because it just doesn't work. There's no way they're going to be able to funnel traffic. They'll be backed up all the way through that neighborhood. Speaking of which, it took her about 45 minutes to get from there after she went up and looked at it tonight to get downtown to Coeur d'Alene. She also want to talk about the schools. We have Atlas, which is at capacity. We have Skyview in Coeur d'Alene Place, which is beyond capacity. We have Ramsey, which is also beyond capacity. Where are these kids going to go to school? The Landings, half of that school goes to Post Falls School District. She thinks compatibility with the other neighborhoods just needs to be single family.

Public testimony closed

Applicant rebuttal:

Mr. Dobler said he wanted to clarify and provide information about the Hayden Lake Irrigation District and the four-inch water line. They're on record saying that it will be abandoned. It won't be dug up, and the easement will be vacated. The sewer main extension along Atlas Road is not going on private property. There's about a six-eight-foot gravel shoulder off the edge of the pavement, and it'll go there. The sewer

is only six feet deep, so it's not a huge trench, and it will fit within there. It must stay in the right-of-way of Atlas. It's not going on private property. We have no right to go on anybody's property. The R-34 that someone referenced would have to be approved with a special use permit. That would have to be approved by Planning Commission. It's not a foregone conclusion. Regarding the path on Atlas, the city is asking for an additional 20 feet of right of way on the piece that we're annexing. The path would be developed in the 20 feet of right of way and the road would be widened to 40 feet; it's about 36 right now to the edge of the pavement. When the curb goes in, the road gets to be 40 feet, with a swale, and a 10-foot asphalt path. He understands the frustration with access to Daylily, but when that subdivision was crafted, Daylily was stubbed to this property. So clearly, the master plan was for the road to be developed and extended. However as this develops, it's going on Daylily, and they would have known when Garden Grove was developed that Post Falls Highway District was not going to allow another access. Expectation of no traffic is, in his humble opinion, not realistic. The amount of traffic, certainly there's an impact there, and we've talked about that, and that's up to you. But certainly, it's crafted that access was always going to be from this property. One of the accesses was always going to be on Daylily. The last one is the backyard views. Those homes that abut the property have minimal backyards, so even if you had a two-story single-family, you're still going to be up against a viewshed with a 25-foot setback in an R-12 or an R-8. That problem isn't going to go away. Whether it's apartments or single-family, you would have to preclude two-story to obviate that altogether.

Commissioner Fleming asked if this was evaluated with R-12 zoning.

Mr. Dobler responded that R-12 in the City of Coeur d'Alene only allows duplexes.

Commissioner Fleming stated yes duplexes or single-family dwellings. It's less dense. Yes, the car traffic may be impactful, but she was just curious to know if the numbers had ever been studied.

Mr. Dobler stated that it was not the first choice, and for a few reasons. One of them is the traffic impact is not much less than an R-17.

Commissioner Fleming stated she recognizes that, but the density is less.

Mr. Dobler stated, it's market driven too.

Commissioner Fleming stated, correct.

Mr. Dobler commented that the market is better for duplex versus the market for condos or townhomes.

Commissioner Fleming asked if it is to purchase and home ownership foot in the door?

Mr. Dobler commented that's what cottage duplexes now are rented for rental income.

Commissioner Fleming commented we didn't really look at when in fact the pumpkin patch is extricated out of this currently or possibly in the future, it comes in. It's being annexed in the whole, but the quantification of units would go down by that 2.3 acres, correct?

Mr. Dobler stated that 161 units is for the whole property. If whatever isn't developed, it's 17 per acre. If we don't develop three acres, then you're 30 to 50 units less.

Commissioner McCracken stated but you do intend to parcel it off?

Mr. Dobler stated not exactly. They plan to do a boundary line, which is technically different than parcel it off.

Commissioner McCracken asked if the pumpkin patch would this be its own parcel.

Mr. Dobler replied yes. It would be a smaller piece of R-17, but at a later date, it could come in and have all the rights of R-17.

Commissioner Fleming stated it's a delay to this parcel. This would come in eventually and join the whole parcel.

Mr. Dobler stated absolutely, and staff can extrapolate on that. But yes, they could conceivably come in with that smaller piece, whatever it is, 2.5 acres. It would already be zoned R-17. They can come in and develop it as R-17.

Commissioner McCracken stated, right, it'll remain its own parcel with the full rights of R-17.

Mr. Dobler stated yes.

Commissioner Fleming stated if the owner currently on Atlas has a problem with us insisting on a roadway, would that be a deal stopper for this one? Is that a no go?

Mr. Dobler stated it gives us the opportunity to go back to him and negotiate. If we're successful, then we've met your conditions. If we aren't successful, we haven't. Depending on how you were to condition it's a bit of a roadblock.

Commissioner Fleming raised concerns with impacts to Daylily if it's only 25 feet wide. She is not sure if on-street parking would be possible anymore if this were to come in because of the traffic that we would force through that area.

Mr. Dobler stated that Daylily Street is standard street width. It's 32 feet and would allow parking on both sides of the street. And that happens all over the place. If you happen to have two cars parked at the same street on any street, Daylily on any standard city street, yeah, it narrows it, and we've all driven it. That's the city's standard. They've taken this into consideration. He's sure they've considered, possibility-wise, you would have two cars parked? And we've all driven it, so we all know. Yeah, I've driven streets where there's two parked cars parked. You sit and wait for the other guy to go. It's the city's standards.

Vice Chair Ingalls asked Mr. Dobler to speak to a few of the recommended conditions. One being the 25-foot setback. He thinks that one must stay. You'd indicated you're not wild about a traffic study. The actual condition says a traffic impact analysis will be required. It doesn't really define the full scope of what that is. Whether it's a limited, you know, just the certain legs and turns and whatnot. He would think that Mr. Bosley would work with you and define what an analysis means. It doesn't mean some exhaustive $50,000 traffic study deal.

Mr. Dobler responded and said it wasn't to say that they opposed it. It was more to say, they want the opportunity to clarify with staff what are we focusing on.

Vice Chair Ingalls stated it seems that that's not a big deal that you two could work that out. And you're nodding your head. He thinks there ought to be a fourth condition under engineering, something to the extent of requiring a second access from Atlas.

Commissioner McCracken stated that Ms. Patterson alluded that fire had already made that assumption. She would even step that up and say that that access should be a full city street with sidewalks. We really tout that we have connectivity to all these great trails, and Atlas is one of them. Atlas is a main trail that people can ride all the way downtown to City Beach on. She thinks you put 1000 car trips a day or however many units, all those people would not have a way to get to get to that trail system from Daylily that we the city has intentionally put along Atlas both sides most of the way to connect into the Prairie Trail, to connect to the Kroc Center, to connect downtown. She struggles with it being not just a full standard access with trail connecting into what we already have as conditions to require the 10-foot. There's a reason why the city is requiring the 10-foot trail on both Prairie and Atlas, because we want that

connectivity, and then to make an entrance that doesn't have that. She feels it would be a conflict, especially with the density, because a lot of the people in those units will want to recreate and use the trail system. If it was the condition that she was adding, it would be a full street with trails connecting into the 10-foot trail on Atlas Road.

Vice Chair Ingalls stated when you have a full street that brings in a whole maintenance agreement and deeding of property to the city. What we're all describing here, recognizing we don't have subdivision kind of data up here, this is a plot of ground. If we're going to move forward with some kind of condition, he thinks it could be the intent of connecting something that has some connectivity for people, cars and bikes, and gets people in and out of Atlas.

Mr. Dobler stated that he didn't disagree. From staff's standpoint, the staff may not want a city street that they have to maintain. But it doesn't mean we couldn't give the commission that opportunity. As Vice Chair Ingalls stated you could ask for connectivity to the paths to extend into the development, and that they connect and provide connectivity, pedestrian and trail connectivity in the development to Atlas and Prairie. That accomplishes your desire to make sure that the people in this development can get to the trails. Then we kind of avoid that staff hasn't had an opportunity to weigh in on this as a city street. But if you were going to do a city street, he would say it probably wants to go through the whole subdivision. Well, now you're really opening up more of a can of worms that gets more difficult to solve and really does not or what you want can be accomplished without a dedicated street. It can provide public access. The access can provide vehicle and pedestrian access to Atlas and pedestrian access to Prairie. Hopefully, that makes some sense to you.

Commissioner McCracken commented that in general she is struggling with answering the neighborhood impact without knowing those things. She knows that's the order of events that we're in right now, and to do the zoning. It feels like there's a lot of moving parts and a lot of neighbors that want to know what's happening. It's a little hard to leave a bunch of loose conditions out there.

Mr. Dobler suggested making it a condition, so there's no mystery about it and the project moves forward with the condition.

Vice Chair Ingalls asked if we recommend R-17 zoning to Council, what if we had a fourth condition regarding this Atlas that said the annexation agreement will require connectivity to be provided for access to and from Atlas for vehicles, pedestrians, and bicycles.

Mr. Dobler responded he thinks that's a better solution than just denying an R-17 altogether, at least without giving us an opportunity as we move forward to address these concerns.

Vice Chair Ingalls commented that he thinks that captures the essence of what we're talking about here. It allows future study to roll in about the time the annexation agreement and everything else is going forward, and before you start coming in with detailed development plans.

Mr. Dobler stated fair enough.

Commissioner Fleming stated, this is an annexation. You're going for R-17, which is the top of the heap. It could be less, and we know that. We don't know who's going to develop this. We don't know how their vision is forming. All we can do is try to prevent what we believe to be the most challenging aspect, which is that secondary egress. I think that that would be safe to add that fourth point, if you don't mind.

Vice Chair Ingalls stated we are providing a recommendation. This is not an action that we have final say on. What we decide here goes to the City Council. They will make the final decision, and that's not the end of the story. There are more pieces to follow. Perhaps a subdivision, perhaps a PUD, you know, other pieces, building permits.

Commission discussion:

Commissioner Jamtaas commented that he thanks the youth of Coeur d'Alene for coming and appropriately saying that we need badly R-17 zoning in our city for a number of reasons. He's not convinced this is the right property to have R-17 zoning, particularly with the lack of information about road access and all of the other complications that have come up. Also he wants to remind ourselves that it wasn't 15, 20, 25 years ago when none of these communities out here that we live in were here. That was all farmland. All the trees had birds in them. All of them had deer. All of the comments from people that were here before us had probably the same conversations that we had today. This property is going to change. It's not going to stay agriculture land. He think that at this point in time, with as much thought has been put into it, it doesn't fit in his mind as R-17 zoning and he would not be in support of voting for it.

Commissioner McCracken stated she is probably in agreement. She doesn't feel it's appropriate to zone at such a high residential density without having those things figured out. She would support a deny without prejudice. You can come back in a month, come back and have some things sorted out, especially with the neighboring properties. Considering if we do want access that the auto mechanic to the south, and not knowing from the owner they keep saying they want a minimal access, but we don't really know what that means. She thinks it could come back, and we can chat about it some more. She would feel more supportive if it was annexed at a lower zone, but annexing at a higher density without kind of figuring those pieces out feels like we're not being very responsible in in our findings, because she doesn't feel like we could fully address neighborhood compatibility without knowing what is going in there when the zone next to it is two zones down on density. If it was the same density as the neighbor, you're like, sure, more of the same. But two zones up, we want to see the buffer. We want to see kind of what that might look like, because it's hard to say that the neighborhood wouldn't be adversely affected, and at least if we could address the majority of concerns, which she feels are still kind of loose. She would consider deny without prejudice

Ms. Patterson commented, "Mr. Chairman if I may clarify for the commission this evening, you don't approve or deny. You're recommending that city council either adopt the zoning or you recommend that they reject the zoning, and you could provide conditions, or you could say a different zoning is appropriate If you need it to come back, you need to table it and be specific about what other information is needed. Otherwise, your recommendation goes on to City Council."

Commissioner McCracken stated my recommendation would be to reject the zoning due to what's been presented this evening.

Commissioner Fleming stated she is looking back at our conclusions of law. We followed the guidance of our Future Land Use Map. This is an Urban Neighborhood designation, and so that is part of the R-17. We can serve it. We also have a flat site. It's very buildable, very desirable building. It is a donut in our current land use in our city. It's coming into our city. It'll benefit by coming into our city. My hitch is the B4 point that the proposal would or would not adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, or existing land uses. There will not be more horses and cattle and llamas or whatever on this piece of land. It is destined to become something, but right now today she is having a hard time not feeling comfortable with just hitting so hard an adjacent neighborhood, and yes, it's a PUD, and yes, they have tiny backyards that sit off their fence by maybe 10 feet off the building side of the building, and that's an impact. She thinks the city's gone out of its way to make sure that 25 feet from that fence line is the beginning, but it also could be the beginning of a 45-foot tall roof line, and that is a sun blocker. She guesses you won't see the red sun from the smoke. But that could be a good thing in Smogust. She does have an issue with not seeing enough. We do not see a development in front of our eyes. We see an annexation. She wishes we had a little more flesh on the bones. She just thinks it's too wide open right now, and she doesn't feel comfortable that we don't have good exiting. We don't have a good address to the congestion into that neighborhood, and it would be great if the guy up north would say, "Yeah, you can come through and bring, Daylily through to Atlas and give us a good exit". But right now, she's not comfortable.

Vice Chair Ingalls responded and said we eventually need to get to a motion and close this up. But to the

applicant's credit, right out of our Comp Plan, defines the Urban Neighborhood Place Type, and it specifically says R-17 is appropriate for that very spot. How can we argue with our own Comp Plan? We sat in this very room right here, with big maps. We had tables, all kinds of community people in here, and we put little monopoly-like boxes on the map, saying where the high density should go. Some of it went on 15th at a different project of yours, on a street that's worse than Atlas, and it seems to be functioning. And the same Comp Plan said that's a good spot for R-17. That's good. We've crossed this bridge. He shares the dilemma that we face at times. This is an annexation decision and we really don't normally have them come in with all the details. Here's where all the buildings go. Here's what they look like. Here's how wide the little drive aisle looks like, and all of this to give us that warm and fuzzy. What I'm hearing here is, you'd be okay maybe with a recommendation if it were too cancel at R-8 or something because it'd be less density because I don't have those details of where things go and what the aisles and the and the traffic exactly looks like. He’s concerned too, and that's why he would advocate it as a minimum, that fourth condition if it were to go forward at R-17.

DRAFT

Motion by Commissioner Fleming, seconded by Commissioner Jamtaas, to adopt the foregoing Findings and Order and recommend adoption of the R-17 zoning in conjunction for item A-2-26 with 18 conditions, including a fourth condition under Engineering to Include a southerly road dedicated to the city with full access to Atlas Road for vehicles, pedestrians, and bicyclists.

ROLL CALL:

Commissioner Fleming	Voted	Aye
Commissioner Jamtaas	Voted	Nay
Vice Chair Ingalls	Voted	Aye
Commissioner McCracken	Voted	Nay

Motion failed by a 2 to 2 vote.

Chairman Messina, Commissioners Coppes and Ward were absent.

The motion tied and therefore failed. The Commission did not come up with an alternate motion. The annexation request will move forward to the City Council without a recommendation on zoning.

Vice Chair Ingalls stated it's in the Comp Plan and there's other things that Ms. Barker pointed out. There are other examples in the vicinity and other places around town, again out in the room, we played the game and we indicated where in the town the higher density should be.

Commissioner Jamtaas stated it doesn't mitigate. There is no access to the north, and forcing people through the neighborhood.

Commissioner McCracken stated people would also use the neighborhood amenities.

Vice Chairman Ingalls asked what happens if we are at an impasse?

City Attorney Adams states the statute says that the that the Planning Commission may make a recommendation. At this point, it goes to City Council without a recommendation.

Vice Chair Ingalls stated so be it. He thinks that's a good idea. One way or the other, for everyone in this room, this is going to get the benefit of a second hearing, no matter what, and that gives you know the applicant time to maybe shore up a few things that we know were a little bit fuzzy or needing maybe a little tune-up. With that, maybe that's not a bad result. Is just it going forward, correct?

Mr. Adams stated correct.

ADJOURNMENT:

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

The meeting was adjourned at 8:08 p.m.

Prepared by Traci Clark, Administrative Assistant

DRAFT

MINUTES

This Page Intentionally Left Blank

PLANNING & ZONING COMMISSION
DESIGN REVIEW COMMISSION & HISTORIC PRESERVATION COMMISSION
JOINT WORKSHOP WITH THE DOWNTOWN CORE WORKING GROUP
MINUTES
LOWER LEVEL – LIBRARY COMMUNITY ROOM
702 E. FRONT AVENUE
AUGUST 25, 2026

P&Z COMMISSIONERS PRESENT:

Phil Ward
Lynn Fleming*
Kris Jamtaas
Sarah McCracken

P&Z COMMISSIONERS ABSENT

Tom Messina (Chair)
Jon Ingalls (Vice Chair)*
Mark Coppess

STAFF MEMBERS PRESENT:

Hilary Patterson, Community Planning Director
Sean Holm, Senior Planner
Tami Stroud, Associate Planner
Barbara Barker, Associate Planner
Randy Adams, City Attorney
Chris Bosley, City Engineer
Mike Dominguez, City Administrator
Traci Clark Administrative Assistant

DESIGN REVIEW COMMISSIONERS PRESENT:

Denise Lundy
Kevin Jester*
Brian Smith

WORKING GROUP MEMBERS PRESENT:

Emily Boyd
Jef Lemmon
(Note: other members indicated with an *)

DESIGN REVIEW COMMISSIONERS ABSENT:

Tom Messina (Chair)
Michael Pereira (Vice Chair)
Kori Keller
Jon Ingalls*

HISTORIC PRESERVATION COMMISSIONERS PRESENT:

Walter Burns (Chair)*
Anneliese Miller*
Rick Shaffer
Doug Harro
Shannon Sardell

HISTORIC PRESERVATION COMMISSIONERS ABSENT:

Dan McCracken
Danielle Rhodes
Stephen Shepperd
Sandy Emerson (Emeritus)

DRAFT

CALL TO ORDER: the workshop was called to order at 11:00 a.m.

The meeting was called to order by Commissioner Fleming for the Planning & Zoning Commission
The meeting was called to order by Commissioner Lundy for the Design Review Commission
The meeting was called to order by Chairman Burns for the Historic Preservation Commission

WORKSHOP DISCUSSION: ***ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM OF THE PLANNING & ZONING COMMISION

Downtown Core Development Regulations and Design Guidelines –

Workshop with the three commissions and the Downtown Core Working Group to gather input on possible code amendments

Mr. Holm stated City Council directed staff to work with the Downtown Core (DC) Working Group to create a recommendation for revised development codes regarding downtown building heights and regulation. The group has been working toward this since the Spring of 2024. Before proceeding to public hearings, we are seeking input from the three commissions to ensure that the recommendation is thoroughly discussed and vetted. We prepared an input survey that took place in fall of 2025. We had a total of 258 respondents. The overarching question was whether building height in downtown should be reviewed. It came back as an overwhelming yes with 80% of the people that took the survey saying it is time to look at our code and make some adjustments, and that is probably the biggest point of agreement. It's very difficult to come to a consensus per se, where consensus is an overwhelming majority of people that find the same thing appropriate. We have a lot of different groups that have ownership or live here, and ideas of what the ideal downtown should be can differ extensively. As part of this, we broke it down into the top 10 themes, and as you can see, building height regulations by an order of magnitude were much more important to the people that took this survey than the remaining questions. Preservation, Downtown Core Development, Landscape and View Protection were also very important to the community. Responses started to trail off related to Parking, Zoning/Regulatory Framework, Urban Planning, Design, Economic Development, Urban Density, and Growth. We had a follow-up meeting a few months after the survey with about 50 stakeholders. Staff strategized how to break up the groups and separated them into different interest groups at each table. We did get great feedback from this meeting. A lot of the feedback during that stakeholders meeting ranged across the zoning and height that we're looking at right now, as well as some of those other design review and parking/vehicular access topics - elements that will come into our future efforts. The majority of the support is to have a historic feature requirement so that the buildings fit into our downtown area. Walkability matters. Everybody that we talked to was very adamant that our large sidewalks and the intimate feeling that you get when you're downtown should remain. There is a consensus that heights should be limited in key areas, specifically where we consider our historic core along Sherman, and to protect that downtown character. There was also agreement that the floor area ratio (FAR) calculations and the bonuses do not necessarily bring the positive outcomes that the code is seeking. The feedback from stakeholders was for Sherman Avenue to Indiana should have a maximum height of 45 feet and there should be a residential buffer with a lower maximum height, and Lakeside should have a 45-foot max between Sixth and Eighth Avenues. The tower spacing right now is 50 feet. We'd like to see that increased to 80 feet and ~~also~~ increase the upper step backs from 10 feet to 20 feet and then re-define tower plate sizes. A tower would still be considered anything that is 75 feet or taller, making sure that there's no loopholes or exclusions. The Design Review Commission's review would include historic design concepts and vehicular access and parking, considering the towers and Coeur d'Alene's maximum building heights in the Downtown Core. The Code right now does allow for no maximum height for properties zoned C-17 if it's a commercial development with 51% or more commercial use. If 51% or more of the floor area is dedicated to residential, it does have a 45-foot maximum height. But there is a lot of potential in C-17 if someone really wanted to build something on the commercial side of things and there is currently potential for tower locations if the code is not revised. The negative impacts are for city utilities as well as local traffic. We looked at our region and compared ourselves to other cities as well as locally and nationally, and then also looked at similar waterfront communities. Having the ability of the 3-D modeling allowed us to address what was asked at the same time, "Hey, take a look at what shadows are generated by these taller buildings". We were

DRAFT

asked to do it at extremes, at the solstice and equinox, but very rarely during those times do you have clear blue skies like today. We have shown what the existing conditions are under code versus what proposed code was imagined initially, so our first iterations of code change reflect the differences between what existed now and what was initially proposed at that time, so you can see what a 220-foot tower looks like in height, and the impacts that it would have to our downtown versus something with a lower height of 90 feet in height, which is what we were talking about at the time. We've currently landed more along the 110-foot tower height after additional input from the development community as well as locals, trying to balance everybody's wants and desires.

It's also important to note and to point out that the DO-N, the Downtown Overlay – Northside ("Downtown North") infill district does restrict height quite a bit to the north, and the Downtown Overlay – Eastside (DO-E) ("Downtown East") infill district limits height, too.

Since Coeur d'Alene allows up to 220' with bonuses and architectural projections, we looked at a mixed height scenario. Then we looked at what our neighbors are doing. Post Falls has a maximum of 60 feet. This is similar to Kalispell, MT, Twin Falls, Pocatello, Idaho Falls, and Caldwell, and you can see that height limit is low in scale compared to Coeur d'Alene. Some areas south of us, such as Nampa, have an unlimited height in their business district, but limit the height to 105 feet in their downtown area. It's important to look at their population. Boise also has an unlimited height in a portion of their Downtown. However, they must also provide parking within the footprint of the building.

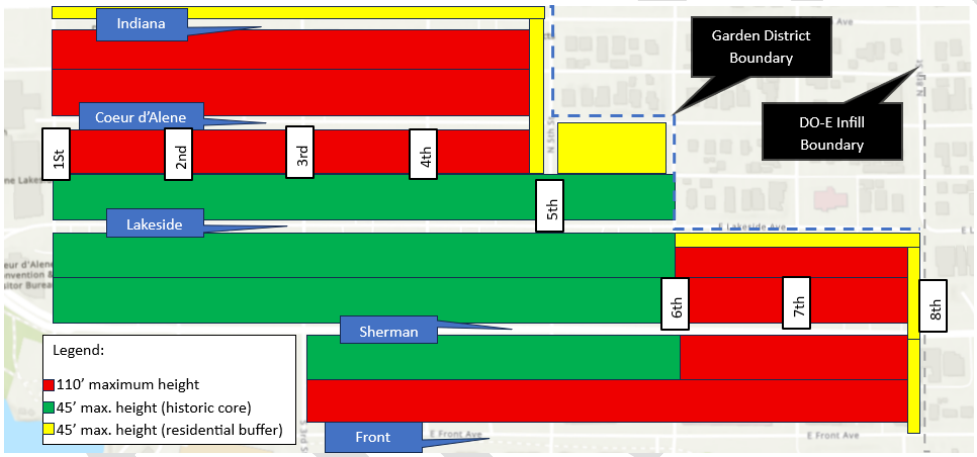
Cities in Region:
Coeur d'Alene - 220' with bonuses
Post Falls – 60'
Kalispell – 60'
Twin Falls – 65'
Pocatello – 75' or 150' with Special Use Permit
Idaho Falls – 90'
Caldwell – 65'

Cities allowing 200' in Downtown Core:
Nampa – Unlimited in Business District, 105' Downtown (pop 117,000)
Boise – Unlimited. In practice, 100-200' and must have parking within footprint (Pop 238,500)

Barbara Barker, Associate Planner, provided an overview of the communities she researched related to height. Ms. Barker commented that she wanted to clarify that the comparison on height is with other cities in the region with a similar population as Coeur d'Alene. In all of Idaho, the only other communities that allow 200+ feet are Nampa and Boise, as Mr. Holm already pointed out. The other thing that's interesting to point out is that this is for the Downtown Core. If you look at those other municipalities, they have business districts that are around the downtown areas that allow increased height. We are the only city with a population our size that allows 220 feet in the downtown core. We also looked at communities in other states with comparable population size, and then we also looked at waterfront communities. We also looked at Sarasota, Florida, which was interesting because of its similarity in terms of having the same population and a tourist area on the waterfront. We did some deep dives looking through how other municipalities have dealt with height, and some of them are very complicated. It was almost impossible to find out from the website what the requirements were. We liked how Kalispell, MT has taken into consideration the historic buildings and adjacencies. You might be able to have higher buildings, but you do not put it right next to a historic building that's very low. Adjacency was super important. As people have already attested to, trying to figure out the sweet spot is quite difficult because what you're trying to balance. We need to have a downtown area that has activity and has development; otherwise, there's nobody there. On the other hand, we do want to keep the small-town charm and protect the historic buildings. Trying to do that took some effort, and there were a lot of iterations that we went through.

August 2026 Recommendations (current):

- Prospective Tower Heights:
    - **Front Avenue: 110'**
    - **Sherman Avenue:**
        - **45'** from 2nd to 6th Streets (***Historic Core***)
        - **110'** from 6th to 8th Streets (***East Gateway***)
    - **Lakeside Avenue:**
        - **45'** west of 6th Street
        - **110'** from 6th to 8th Streets ***(East Gateway)***
    - **Coeur d'Alene Avenue: 110'** west of 5th Street
    - **Indiana Avenue: 45'**
    - **Add buffer abutting Garden District and DO-E**
    - *No additional 220' towers in Downtown Core*
    - *Grandfather in existing towers through code*
    - *Residential buffer is 50' wide from street centerline*
    - Tower Spacing: **80'** (increased from 50')
    - Upper Stepback: **20' stepback at 45' tall from R-O-W**



Ms. Barker walked through the previous iterations which ended with the diagram above. She explained each diagram with the date it was proposed. After a lot of delibration and a lot of monthly meetings and speaking with the stakeholders and taking surveys, the Working Group has proposed various options for the height recommendations. In February 2026, we were saying, "Let's keep Indiana low and let's keep Sherman low," which you see here (pointing to February iteration), then we said, "Let's do that wedding cake tier". We're going to start high here and then step down. But we were stepping back up on Front Avenue because we thought that's a great place to have a little bit more height (pointing to that iteration diagram). And then notice we were stopping here at Seventh Street. Let's keep it low to the west of Seventh Street. Let's go high to the east of Seventh (pointing to that iteration). In the April 2026 iteration, what happened? We said, maybe we pull Indiana out of the Downtown Core. Now, what's interesting about this is you'll see everything here keeps saying 110 feet. So, you might ask yourself, where's the 220s? Most people felt comfortable with the 110-foot limit. Some developers said, "I think we should be able to go to 220." The historic people are saying, "I think we need to keep it at 45." This just seemed like let's hit the median here. The 110 feet that you're going to see throughout the rest of the iterations was really trying to bring consensus with the groups together, with those two opposing views. In April 2026, you can see now we've got 110 feet almost everywhere except for Sherman. When we went to Council, and one of the Council members said we should be protecting the Garden District, which we thought was a great idea. That's the difference here, where we added this residential boundary, which gives a limit of 45 feet. Whatever is happening up here in the 110-foot area, the single-family historic homes are going to have that buffer. That's where the buffer came in, and then we also buffered the DO-E area as well. That

was July. In August, which is our current recommendation, there was a discussion last week when we were looking at the results of the stakeholders, and we said, maybe we want this Downtown walkable area to be larger because before, if we just had it only on Sherman. It was considered ideal to expand the historic core up to Lakeside. Now we have two full streets for the historic core and more walkable spaces. We're suggesting going to go up higher on Coeur d'Alene Avenue on both sides. On Indiana, we're splitting it with 45 feet on the north and 110 on the south. We went back up to 110 on Front. You're also going to see there was an increase from the previous recommendation where we increased some areas of the block to 110 feet because there's already taller buildings there now. From Six Street to the east, we are proposing that you could also go high. That's the recommendation that we're bringing forward today.

Ms. Patterson stated we have representation from the Historic Preservation Commission on the Working Group, but we also were able to have training here in May of this year. CAMP training, which stands for Commission Assistance and Mentoring Program. This is training we received for our Historic Preservation Commission, and we invited other historic preservation commissions, mostly from the north part of the state. One of trainers was an attorney, Christopher Cody with the National Trust for Historic Preservation. One of his talking points was about new development within historic districts and he also talked about design guidelines. She asked him the question about modifying height and told him about the concerns from a few of the property owners or developers that if we're changing height, what does that mean to them? Such as they bought the property with some expectation, even if maybe they bought it in the 80s and haven't done anything until now. Would it affect their value. She asked him that question. He has litigated cases across the country, and he is adamant that modifying height is not a regulatory takings. He said, if we get a challenge, the National Trust for Historic Preservation would be willing to assist us in that. He did state there is a balancing act. Just because if you're looking at modifying height, you're not taking away all economic development potential. There's still development opportunity. There are best practices across the country. We have been studying with this Working Group and the recommendation is we want to allow new growth but make sure it's compatible. Zoning is largely about how we want our community to look moving forward. We talked about it in our Working Group as well. The view protection only exists if you have the easements in place. We've heard property owners are concerned with the development happening, and taking away their views. There are no view easements downtown, There's no view protection without that. We also ask the question about transfer of development rights, which is allowed in Idaho, and that's something that in Sarasota, Florida, a community that Ms. Barker mentioned, that has done that. He said it can be done, but it is very difficult to manage. A couple months ago, the Working Group did look into transfer of development rights. We've since said that's going to be way too complex because that's something that the Planning Department is going to have to manage sending and receiving zones. We decided to stray away from that. But as you can see on this slide and the text to the side shows the best practices coming from the National Trust for Historic Preservation and Secretary of the Interior standards for when you have development in a historic district or have historic properties on a block. Best practice is to have it so that the scale, the overall heights, the dimensions, and the bulk of new construction are consistent with the historic buildings. Then if you allow something new, that maybe that's up above that height to have a step back so the façade matches the historic buildings as shown in the image here. The best practice is for the height of the new construction to fall within the ranges seen for the block. We don't want to create a false history. We want to have some historic design characteristics as part of any changes we recommend; but we don't want people to create buildings that look like they were built in 1905. We want them to have similar fenestrations, and incorporate similar massing or cornices, to reflect the old but with newer styles, so that they are more compatible. We have gone back and forth many times over the two and a half years that the Working Group's been working on this, and it's because it's not easy. There is not a simple, straightforward answer to this, and so we have really been studying communities in the region across Idaho, across the U.S. and into Canada. We have been seeking input from community members of all different perspectives, from property owners and developers, and trying to come up with what makes sense for Coeur d'Alene moving forward. As noted, we said at first we want everything low. We don't want any towers, and 45 feet is a maximum height, and then we have gone up from there. The latest recommendation is the August 2026 recommendation that Ms. Barker just presented where we would expand that historic core one street further to the north. Ms. Boyd can talk about this, but the Downtown Association has been trying to work on this for years to have it so that the walkability for the downtown goes beyond Sherman Avenue. Looking at that, but then also

pulling back, allowing a little bit more height to the west on Sherman and Lakeside.

Ms. Patterson said the goal today is to get some guidance from the commissions on the following:

- Modify boundary to remove Indiana Avenue from DC boundary?
- Establish maximum building heights per diagram?
- Add residential buffer for 110' allowable height areas?
- Remove F.A.R. calculations and bonuses?
- Maximize bulk and massing below 45' before going up?
- Increase tower spacing to 80'?
- Increase stepbacks to 20' above 45' height along roadway frontages?
- Other?

We would love to come out of here with some actual recommendations for what we can do. The first step that we're proposing is amendments to the zoning code and looking at the height and the bulk and tower spacing and step backs, and then if we can get that through, it'd be a public hearing with the Planning and Zoning Commission, and then a public hearing with City Council. Then we would come in quick order with amendments to the design guidelines. Are you good at modifying that boundary to remove Indiana Avenue from the downtown core boundary? This is something that resoundingly we heard from all the stakeholder participants at the stakeholder meeting last year, and we actually hadn't even had it as a survey question. The goal would be to removed it from the Downtown Core and cap that at 45 feet.

Commissioner McCracken asked where does the Midtown Overlay start?

Mr. Holm stated it wraps around the DO-N on the northeast corner and it drops down and then runs up Third and Fourth Streets.

Commissioner McCracken commented I know but if you take Indiana out, are you going have a gap before you get to the Midtown Overlay? Would it make sense whether they meet each other?

Ms. Patterson stated we have talked about how we can clean up the boundaries and also make DO-N into a separate zoning district instead of an overlay. We currently have three different standards because the DO-N overlays DC and R-17 zoning.

Commissioner McCracken stated agreed. She feels we need to be cognizant of that Midtown zoning too, so that there that you don't have going up Third and Fourth Streets like a gap of nothing. It would make that corridor consistent.

Ms. Patterson stated that the group wasn't looking at changing the Midtown boundary. The group was looking at the Downtown North, Downtown East and Downtown Core to make sure the boundaries matched up.

Commissioner Ward asked if there were any buildings over four stories along Lakeside Avenue.

Ms. Patterson stated that one of the things is that the code would be written to grandfathering in existing buildings so that it is clear they would be able to rebuild at that height. She believes the majority of the buildings are two stories in that swath.

Commissioner Ward asked what are we buffering from and to along Lakeside Avenue.

Ms. Patterson stated there's a historic district, the Garden District to the north. That's the reason for the buffer. City Council asked us to create a historic buffer and this is something that Ms. Barker had come up with in the graphic based on our discussions to have the buffer be 50 feet wide from the street center line. It would just be the portion of that building that's 110 feet tall would have that kind of inherent step back to address the compatibility. They'd still be able to gain the height. They just would have the buffer as it's shown along this street.

Commissioner Ward asked if we limit the height on Sherman to under 220 feet, is there any need for that buffer?

Ms. Patterson stated no. If you limit the height to 45 feet, there wouldn't be the need for a buffer. The buffer would depend on what you are lowering it to. Is everything 45 feet ,or is everything 75 or 90 feet or some other height? If everything was 45, like our first recommendation, there would be no need for a buffer.

Ms. Stroud wanted to clarify that Midtown goes up to 45 feet and that allows a single-family home to be 45 feet tall, whereas the DO-N. is 38 feet if you have a residential commercial blend. Otherwise, it's 35 feet tall. Not a huge difference.

Commissioner McCracken asked if we are talking about simplifying the code, could the Midtown district be expanded and Downtown North removed.

Ms. Patterson replied we could look at that, and that would be a separate round of amendments anyway. She asked the commissions to provide input on establishing maximum building heights per the diagram. This is our latest round of recommendations. How are you feeling about this? If any of the working group members want to chime in on why we landed on this and why the different iterations, please chime in.

Chairman Burns stated one of the things he wanted to mention is that early on the Working Group was looking at all aspects of zoning in the Downtown Core area, but over time realized that the real lightning bolt is building heights. That's really what everybody is focused on. All the other things we were discussing were kind of secondary in terms of people's perceptions of things, particularly with all the cranes around at the time. We have on our radar to talk about Downtown North and Downtown East in the future. But right now, we're just focusing on the Downtown Core because that's what's of interest to most people.

Commissioner Harro asked how the area is zoned right now and if it is all commercial or is it residential. If somebody wants to build a condo, is that considered residential and would it be permitted.

Ms. Patterson stated residential use is permitted, but it's still based on the Downtown Core. Within the Downtown Core boundaries, you can build up to 220 feet, even on Indiana Avenue. That's the current zoning. Pretty much all uses are allowed unless they're restricted, and then it would be treated based on the uses and the floor area ratio. The larger the property, the bigger floor area ratio and allowed height. If you have a bigger parcel, you would be able to go taller. As an example, the Thomas George is just about 220 feet tall. They had a larger parcel, and they were able to get taller by meeting the floor area ratio with the bonuses.

Commissioner Harro commented that the demand right now is for condos.

Ms. Patterson stated that the demand is for higher-end condos. We're seeing that across the city and across the whole region with sales above a million dollars. This is where the demand has been. One of the things that we've had as a bonus for doing development downtown is to do workforce housing. We've heard some property owners downtown say that we would be taking away workforce housing by taking away height. But we have not had one project since this code came into effect that has taken advantage of that bonus by doing workforce housing either in the Downtown Core or elsewhere. That was a consideration of the Working Group to try to incentivize workforce housing. After the latest round of discussions and surveys, the group said to take away the incentives and bonuses and simplify the code. The residential would still be allowed. It was just on which streets would additional height be granted.

Commissioner McCracken asked about parking and if it would still be provided.

Ms. Patterson stated that with the current code, the parking would need to be within the project or pay the

fee in lieu of. That's something we've been asked to look at – the parking ratios for downtown. That's not in this first round, but it will be looked at. Some of council have said they don't love the fee in lieu of and they may want to take that away. We have increased the fees for that so that if we have projects that move forward before this is amended, or if we if council says to keep the parking fee in lieu of, then those fees have been adjusted to address the actual cost. It's very expensive to do structured parking.

City Administrator Dominquez asked why the Working Group changed their recommendation from nothing over 45 feet to the current recommendation of the 110.

Ms. Patterson stated that the group was hearing from some property owners and also looked at the likelihood of new construction being homogenous with a lower height. The group wanted diversity and different architectural styles. She asked Jeff Lemmon if he wanted to weigh in because he had spoken about how if everything was capped at 75 feet then it could look like big refrigerator boxes. We wanted to allow a little bit more variation. If there is a recommendation from this group, or if Council decides to lower it, there still is support and justification to do that. Looking at the input from different community members and responding to some of the development community and allowing a little bit of height on some of the streets seemed to make sense for having that economic development potential but still meeting the goals of addressing the towers, historic preservation, and keeping the character of downtown.

Commissioner Jester responded and said these recommendations are the result of listening to the stakeholders and listening to Council and starting with a presumption that you're not going to make everybody happy. What the recommendations are trying to do is to look at best practices, and then look at the character of the city, and then combine all of that. Our recommendations are kind of a mix of all of that, and we think we hit a sweet spot. He feels confident that the Working Group hit a really nice sweet spot. Now, is everybody going to be happy? Probably not. But generally, the feedback that he's heard has been positive. That it was a good effort, and as you can see from the presentation by staff today, it was very comprehensive and very thorough. He feels comfortable with where we are heading. After all the study was done, and listening to all the different groups, he thinks that we have really consolidated this into a good recommendation.
Commissioner Sardell stated the Historic Preservation Commission just finished its Downtown Core survey. There was a recommendation for a historic district. Has that boundary been overlaid on what the recommendations are to understand where that district would be or if it would change what those boundaries or what those recommendations might be?

Ms. Patterson stated that the group loosely considered the survey area, but did not overlay the historic survey map over the recommendations. She and Chairman Burns had talked about it. It depends on Historic Preservation Commission wants to move forward to make a recommendation to City Council for a historic district in the downtown. The other question is if we take into consideration the recommendation from the consultant and SHPO in terms of having lower heights for that district. If we wanted to mirror the survey and recommended historic district, the consultant had recommended that the Roxy and STCU buildings be included. That could mean that Front Avenue should probably be lower in height one because it would just kind of jump down and grab that and go back up.

Commissioner Sardell stated that the survey area and potential district consider contributing resources. Her concern would be trying to keep it as concise as possible with the idea of the historic district and to look at where those things sit with those heights. She would like to see a more compact historic district if possible.

Mr. Lemmon suggested that the Working Group ended up with Lakeside having a lower height because of a possible historic district. There are a lot of historic resources on Lakeside Avenue.

Commissioner Lundy asked if there's been any shadow modeling done on the impacts of buildings up to 110 feet tall on Coeur d'Alene Avenue to the properties to the north if they're limited to 45 feet. She supports lower heights on Indiana, but it curious how that would look.

Ms. Barker responded that the team looked at about 30 different model scenarios for height and shadows for different times of the year. We just grabbed a few for the presentation to give an idea of the analysis that was done.

Commissioner Fleming stated that the Working Group is also recommending increased spacing. We widened the space between towers from 50 to 80 feet. We've also increased the step back, which was currently 10 feet, which is barely a balcony, to 20 feet. You're getting that wedding cake effect, and you're going to get light through crossing back and forth. We have tried to simplify the code by removing the bonuses. We want to make it easy and amenable to all parties, and not harm the landowners and the developers, but also not harm the Downtown Core, which is such a big part of our city, and open up because we're crushed on Sherman in the summer. If we expand the walkable streets to Lakeside, you encourage more street side businesses. She believes this is a very even balance that doesn't harm anyone, but everyone takes a hit in some mild fashion, and that we open up the possibilities. We want downtown businesses to come here and set up shop. The cost to build right now is off the charts, and it's more economical as you go up. But at some point, is a developer spending 200 million or 75 million? We're at that proximity right now, where steel is more costly, glass, everything is more costly. We looked at everything. She thinks this is probably the kindest to all parties, and the kindest to our city. We can't handle the water if everyone flushed the toilet at the same time and built up to 220 feet, there would be no water in the tank. We can't provide enough parking. We can't get enough cars down to these areas if we're fully occupied. She thinks we're at that point where our sewer can't handle it, our water can't handle it, our streets can't handle it. She believes this is a good compromise, and she thinks we need to move it forward to City Council. We've reached out to everybody; we've gotten it all the feedback. We have to keep everybody in balance. She thinks we're there.

Commissioner McCracken stated that she likes the height recommendation. It feels more balanced on both sides and providing development opportunity on different sides of Downtown. She said the residential buffer seemed thin and asked if the step back on a property would achieve the same thing.

Ms. Patterson stated the buffer is based on the distance of 50 feet from the street center line. In essence it would kind of achieve that same thing as the step back.

Commissioner McCracken said she agrees with what others have said about just making clean lines and getting rid of some double overlay districts.

Chairman Burns stated one of the things that came out of our meeting with the stakeholders, and this is kind of where the 110 feet came from because we were looking really strongly at 45 feet for a lot of places, but in that discussion from some of the developers and the landowners, etc. they're saying, "Well, that would just completely stifle all development in Downtown." That's not a goal that we can really embrace because we do need to keep growing and developing and things of that nature. The 110 feet gives the opportunity for that to still happen without building us into a city skyline all the way across with buildings that are 100 or 220 feet tall.

Commissioner Ward said that the presentation referred to Miami as one of the cities that had been studied. He's somewhat familiar with Miami. He wouldn't recommend using it, but Miami has a shadow ordinance that he believes refers to the longest shadow of the year being on December 21st and the concern isn't the shadow falling on the building next door but on the beach. He has no problem with shadow study but wants to know what we're protecting by imposing that.

Ms. Patterson said that she would let the Working Group chime in on that. If we were to keep the current code and if we were to see the worst-case scenario that Mr. Holm showed you with towers throughout the Downtown, then you might feel a dark wind tunnel with shadows throughout, especially in the fall to spring months. The group looked at how the shadows affect the walkability and property owners if a building was always in the shadows. It was just one of the things we looked at as directed by City Council. We also talked about wind tunnels.

Mr. Holm responded that unlike Miami that doesn't have winter, some of these larger structures can cast a shadow and keep an entire streetscape in the shadow during winter, and it doesn't thaw at all which means you have icy sidewalks. It depends on time of year and you're going to have those outcomes anyway depending on the weather but you don't necessarily want to encourage that.

Commissioner Lundy stated that by going up and then coming back down again, it creates a great opportunity between First and Fifth to the north for increased density in the form of townhomes, which she thinks is a more compatible way to bring density downtown.

Ms. Patterson asked the group if they like the increased height on the south side of Indiana.

Commissioner Lundy replied yes. She's just getting her head wrapped around 110 feet to 45 feet, but she does see the great opportunity there for townhomes and whatnot to the north that would fit that height. If it was more town homes and similar projects that would probably withstand better than single-family houses next to 110-foot-tall buildings. We're starting to see townhouses coming online right now.

Mr. Lemmon stated that the Working Group also discussed that the topography actually starts going up there. It's not going to feel as bad as it looks like on paper.

Commissioner Jester stated when we talk about shadow studies that there's a real subtle difference with shadows and daylight. Shadows of course are relative to the sun and the time of year and how it throws a shadow. However, when you've got a corridor of tall buildings, what you're losing is daylight, and so it's just dark all the time. That's one of the things you want to protect against, as much as shadows, is to have that daylight penetrate into the core.

Ms. Patterson asked the group if they are good with this height recommendation. *The group was agreeable.*

Ms. Patterson asked how everyone feels about the residential buffer for the 110-foot allowable height? Is everyone comfortable with that recommendation?

Commissioner Harro asked if it is a one block buffer.

Mr. Lemmon stated the towers would have to do the step back anyway.

Ms. Patterson replied, yes at 45 feet tall you would have to step back 20 feet anyway. Right now it is only 10 feet. This would probably be redundant to have the buffer in addition to the step back. This is really the area where there's additional protection next to the historical district.

Commissioner Harro commented on Fifth and Indiana, on the northeast corner, there's a little house with a circular porch, and it's got a little Statue of Liberty on the porch. Right now, you're talking about allowing a 110-foot condo kitty corner from that historic home.

Ms. Patterson stated It would allow for a 110-foot building, depending on if a parcel was large enough to do that. As mentioned, the parking would need to be within the project or pay the fee in lieu of parking. If that fee option goes away, all the parking would need to be within the project. Depending on the size of a parcel that someone owns, or if they own multiple parcels, it would allow them to go taller. If you had just a standard 50 x 110 lot, you're not going to get to 110 feet tall.

Commissioner Harro stated the feeling he gets in the neighborhood is that it's not just the building rights. It's the people who live there. It's the part-timers who just live there part-time and then split. He thinks in some ways we're missing the point here that there's a lot of animosity for people coming in buying these million-dollar condos, and then not really supporting the community. He asked why we're not pushing all this height east on Sherman Avenue.

Ms. Patterson stated that's something we've also talked about, in conjunction with looking at this is looking at the other areas of the city where heights are already allowed. As Mr. Holm mentioned, in the C-17 zoning district, there's no height limit if you have more than 50% of the building as commercial use. This applies to a mixed-use building with commercial and residential. Parking and setbacks requirements would apply. There is a revitalization plan for East Sherman that has recommendations on looking at some changes to zoning. There might be other steps to this, right? We're looking at the Downtown Core regulations and design guidelines. But we expect iterative changes to the code to look at the Downtown North and Midtown. We have talked about other areas where we could encourage more height and residential potential.

Commissioner McCracken said she wanted to speak on behalf of the Planning Commission members that hear a lot about parking. She would be in favor of getting rid of the fee in lieu of parking option in this zone. Paying a fee pushes people parking in the neighborhoods, and that is one of the biggest complaints, especially when you're abutting the Garden District.

Mr. Lemmon responded that right now with the current code, someone could build a 220-foot tower on that parcel that you're talking about.

Ms. Patterson replied that's true.

Mr. Lemmon stated that's kind of a happy medium and gets that compromise.

Commissioner Harro stated what we're trying get is that distinction without a difference. Whether it's 11 stories or 20 stories, it's still really high and really huge.

Ms. Patterson asked if he would propose an increased buffer around the Garden District. That's one way, because you could increase the buffer on the west side of it.

Commissioner Harro responded that he doesn't think anybody's losing money in this town and asked are we wanting for developers.

Commissioner Fleming stated they have power and they have a phone, and they talk to council. That's where they react, and they send us back to do another workshop where we keep retreading the same thing. The big developers and the big landowners want to go up with no restriction, versus those who are humble, the older homes who want to stay low. So somewhere we must hit a happy medium for all parties. She doesn't know any other way to preserve a city that is a tourist mecca.

Commissioner Harro stated we have got to think about the property values of the homeowners near there. He would support a wider buffer. That is something that should be on the table, otherwise you're going to take away a lot of value from that home.

Commissioner Fleming stated that you're preserving one home and impacting somebody else's ownership by increasing that 50 feet. You could take an entire residential home out of their pocket by doing 100 feet.

Mr. Holm stated that cuts both ways too. The residential areas aren't always exclusively lived in by locals either. A number of those are short-term rentals.

Ms. Patterson asked the group about the recommendation to remove the floor area ratio calculations and bonuses. Is there any concern with that and simplifying the code? *There were no concerns with the group.*

Ms. Patterson asked about the maximizing bulk and massing below 45 feet before going up. She stated this is one of the things that we thought if we're changing this code and taking away the bonuses, that we would kind of force some of that bulk to happen between the first three levels before you hit the 45 feet,

so that you can't just go automatically into a tower and go up to the 110 feet. You would force that into the lower levels, and then you can taper up, so that's the goal of that. *There were no concerns with the group.*

Ms. Patterson next asked about the increased tower spacing to 80 feet. She stated currently, it's 50 feet. Are there any concerns with that? We did hear from the development community that they were supportive of increasing the tower spacing and step back. *There were no concerns with the group.*

Ms. Patterson asked about the increase stepback to 20 feet above the 45-foot height along roadway frontages. Again, at 45 feet on any building that goes above that, you have a step back. It's currently 10 feet. We looked at what exists for the towers and the 20 foot is consistent with what has been built. Just to clarify, that's along roadway frontages. That would not be interior property boundaries, and that would not be from the alley right of way. *There were no concerns with the group.*

Ms. Patterson commented on the fee in lieu of parking option. We're trying to take bite-sized pieces of this code to bring forward amendments. We will go Planning and Zoning Commission and City Council with the first amendments and hopefully get something adopted. Then we'll come back and address some other things. The first round is specifically for the Downtown Core.

Ms. Patterson stated we have discussed some changes to the design guidelines and to change vehicular-oriented streets to pedestrian-oriented streets. There have been a lot of the changes in the downtown from when this was adopted in 2008. We want to make sure that any development that's on a street frontage is focused on pedestrians. We might have to address the access and circulation and achieve the aesthetics as well.

Mr. Holm stated that's something that the Thomas George really did well. Initially that was designed as concrete facing the resort shops. They really did step up, and it's a beautiful building on that side.

Ms. Patterson replied yes that building really does incorporate the pedestrian safety and inviting elements and features. Even though they have vehicular access, they have really done that. She showed examples of photos on the screen incorporating historic design concepts and explained that the goal is not to create a false history, but just maybe do a bit more in our design guidelines to say this is what we want a vibrant downtown, and then showing examples of Kalispell, MT where it shows how do you incorporate a modern building next to a historic building, and how it works together. We would like to require ground floor design to support retail uses. It may not be retail initially, or at some point in the future, but as long as it's designed to be activated, that's something that was really important to the Working Group. The other items are to address vehicular access, circulation, and loading zones. We've heard that Design Review Commission members and the public have said we want this to be part of the Design Review considerations.

Guidance Requested on Expanded: DRC Review:

- DRC to review all new projects in DC boundary?
- Pedestrian-oriented versus vehicle-oriented streets?
- Incorporate ground-floor design to support retail uses?
- Preserve and incorporate Historic Design concepts?
- Materials and architectural features that relate to other buildings in Downtown Core?
- Other?

Ms. Patterson stated the Working Group's recommendation is for the Design Review Commission to review all new projects in the Downtown Core boundary. Mr. Holm shared that you can go 220 feet tall right now, but part of that isn't even reviewed by the Design Review Commission. That's kind of a big miss in our current code, and we want to fix that. We want to have whatever our new Downtown Core boundary is to have any new construction project or significant facade improvement that's not under staff's purview go to the Design Review Commission rather than potentially having a 220-foot tower not reviewed by the commission. *There were no concerns with the group.*

Ms. Patterson stated pedestrian-oriented versus vehicular-oriented streets. She asked if the commissioners had any heartburn over that. *There were no concerns with the group.*

Ms. Patterson asked about incorporating ground-floor design to support retail-uses as a requirement. *There were no concerns with the group.*

Ms. Patterson asked to preserve and incorporate historic design concepts? *There were no concerns with the group.*

Ms. Patterson asked about the materials and architectural features that relate to other buildings in Downtown Core. This is another issue we heard from residents and the Mayor and Council have said it'd be nice if we did a little bit more to have a project when it's coming forward for Design Review Commission to have the applicant developer share how the building design relates to what's already downtown. Now you don't have to replicate the building. You don't have to look identical to the building next door to you. But what are some aspects of some other buildings in the Downtown Core, and how does that relate to materials, architectural features, etc. One of the things we're also looking at in the iteration of design guideline amendments is materials. We don't want to have a whole list of approved materials, but we want to have a list of things that we don't like such as vinyl siding and T1-11, as well as fencing materials such as restricting the use of chain link. Otherwise, we looked at buildings downtown where they use a variety of building materials. You can do cool things with concrete and plywood and other things as well as the metals and we didn't want to restrict that, but we did want to have this line item where does it relate to something that exists in Coeur d'Alene and it feels unique to Coeur d'Alene.

Commissioner McCracken asked how that would be captured.

Ms. Stroud replied right now during Design Review, when the applicant submits their documentation, they need to describe the materials they're using and then give us a little snip of the material samples that they're going to use, and the need to bring the samples to the hearing. They also currently need to show an example of how they will use the samples on the buildings.

Commissioner McCracken asked how do you define it so that someone can read if they did not relate enough to the neighboring property.

Ms. Patterson replied that's something the Design Review Commissioners could weigh in on and let staff know what they would like to see. We do not want this to be subjective. It needs to be achieved. It can't be someone's opinion of how it relates.

Ms. Boyd asked about paint colors since that was discussed at the last Working Group meeting. Does that apply to this?

Ms. Patterson stated we talked about paint colors as a group and determined we don't want to dictate color like we don't dictate architectural styles. But with paint the one thing that we do need to bring up to this group, and it'll probably need to be something the Historic Preservation Commission addresses, is if you put paint on a historic brick, your brick will corrode. That is kind of a separate thing. We aren't going to say what color you can or can't do, but there are examples downtown that you can see where the brick is corroding because it was painted, and it's not designed to be painted. We probably need to address that maybe in some other manner, but that wouldn't be something I don't think the Design Review Commission would weigh in on.

Commissioner Fleming commented that her big beef is LED lighting. There is strip lighting everywhere, and everyone wants to light everything up. She thinks the DRC should weigh-in on lighting and see a proposal on how they're going to illuminate this building and the impact to the adjacencies. She thinks the new courthouse looks great. It has up lighting, has down lighting, and the uplighting stops at the soffit. It's not going up into the sky. There are examples of good lighting, and the DRC needs to weigh in on that.

Mr. Lemmon stated there are some lighting standards in the DRC already. Again, with the Design Review Commission, we just have no teeth. We may not like a certain element, but they meet the code or the ordinance, and there's not really much we can say about it. He thinks that the biggest thing that we are looking for is the ability to require a change to the design if it is bad.

Commissioner McCracken stated that she's not opposed to that. She's just wondering in practice how that is achieved, or if that is maybe like a rubric point system, and you get some points for lighting, being compatible with or relating to neighboring buildings, etc. It should be something that is achievable and measurable, and not subject to just the opinion of whoever is there that day to vote on it.

Commissioner Jester stated that there must be some ordinances out there with this type of point system that we could find. Even some dark sky guidelines should be considered so the commission can decide what fits here and require a change to the lighting.

Commissioner McCracken stated that she liked some of the examples from Kalispell, MT. Maybe their zoning has some examples of a point system. It looks like they're doing a good job with the design.

Commissioner Fleming stated the DRC should follow more of an HOA approach.

Commissioner Lundy stated part of the packet though is the lighting, and they show us actual examples of the lighting they're going to do, and it must be down lighting. As long as it meets code, there's not really a lot we can do. Could lighting be more a part of the applicant's presentation, where they show different buildings that they've pulled some inspiration from or that they feel they're compatible with.

Ms. Patterson asked are we feeling good about the materials and architecture if we can figure out how to verbalize it? *The group was agreeable.*

FUTURE AMENDMENTS:

- Adequate/feasible parking for proposed development with City Engineer review?
- Traffic impacts, access, circulation and loading considerations with City Engineer review?
- Construction impacts?

Ms. Patterson stated we've been tasked with looking at parking, current parking ratios downtown, and the fee in lieu of parking. Obviously, we'd make sure that Mr. Bosley, our City Engineer, gets involved early in the process with that, as well as the next bullet point, which is another thing we've heard from the commission. They want to look at how a project is affecting circulation, traffic, pedestrian safety, loading- all those things. That would be an important consideration.

Mr. Bosley stated that pedestrian safety needs to be added, depending on where the vehicular access is for that building. That's what made the Thomas George nice in that area. They opened it all up to see people on the sidewalk when they came in and out of the building.

Ms. Patterson stated construction impacts is another thing the City has been experiencing as growing pains with the development in Downtown. Ms. Boyd from the Downtown Association has heard a lot from some of the businesses where it is difficult to have new construction, especially a tower that's happening over multiple years and the impacts such as alleys getting blocked, affecting trash collection, parking being removed temporarily, etc.

Mr. Bosley commented on the impact of cranes. When One Lakeside building was constructed, the crane was inside the building, and the crane shaft became the elevator shaft or the stairwell. Then the next couple of buildings that came in, they had to bury the crane footings in our street, and he asked, "Well, can't you just put the crane inside the building structure?" They said no, we've already designed it. It's done. We can't. It'll cost too much to change it at this point. They come into it with the cheaper design of putting the crane outside the structure. But that's a huge impact to us because some of these footings go

25 feet down into the ground, and then we ask them to chip them off 10 feet below, and they push back, and we settle on five feet, and so we've got all these piers stuck under our pavement, and it would just be nice if we just did not allow that. He doesn't know how feasible that is, but we know it can be done. If they knew ahead of time and they just designed them that way, right out of the gate, then maybe it's not a big deal. But these cranes taking up our right of way has huge impacts.

Ms. Patterson asked if there are other things the commissions would like to see that are critical for this first round of amendments to the design guidelines, or can even the code in general that's expanding the review of Design Review Commission?

Commissioner Harro asked if the design review has a written definition for what Downtown character is.

Ms. Patterson stated we have looked at that with some draft amendments we've been playing with for the design guidelines. She asked the group if they are comfortable with the list as is. *The group was comfortable.*

Ms. Patterson asked the group if there is consensus that the proposed recommendations should be presented to the Council for modification to the development code and guidelines and increased DRC role?

Commissioner Ward stated from what he has heard and what he has seen, the height of 220 feet on Sherman Avenue is horrendous. We would have approved that in Miami. He understands we need to do something. He understands what Commissioner McCracken said about the need to keep it simple. The first thing to do is to try to stop any additional height on Sherman Avenue. Now the building moratorium creates a lot of heartburn for a lot of people, but an ordinance prohibiting demolition may not, because everything on Sherman is either a four-story building or an occupied lot. They're not vacant. On Front Avenue, he thinks there is one lot that is vacant, and it's a parking lot. We can impose the same requirement there, and he has great trust in the planners. He just thinks at this point it'd be good if the planners would start looking at some ordinances that address the concepts we're dealing with here. He's not saying Sherman shouldn't be higher, and he started to think Front should be higher. To be honest with you, he thinks we need to look at what we want to be. We like the ground floors to be retail and business, so they orient to requiring a pedestrian use. If they're building housing, how about putting some regulations in that say you're going to build housing? If you're going to make something affordable, that means some type of restriction to ensure it remains affordable. Some places that have some type of accessibility for residential units, not compliance with fair housing, but an effort to go in that direction, with some accessible units. Maybe it's not all the units if you want to build an eight-story building. You can do it, provided everything above four floors are affordable units. Now they don't have to be above the fourth level. Just whatever number of units are at that level, should mainly be made affordable. He would rather see some ordinance language at the next meeting so that we understand we're dealing with height and can look at whatever overspill there is on Lakeside. On final thing, the Development Review Committee has a certain amount of authority, and the right to land use is governed or granted through the police powers. Now, the fact that I don't like the doorway in a house is not grounds to deny that. Wanting historic elements to be incorporated is perfectly legitimate, and we can do that. He just thinks we need to be a little careful of what we thoroughly we're giving to the Design Review Commission.

Commissioner McCracken motioned to direct staff to incorporate the discussion in the workshop today for a Zoning Code amendment, seconded by Commissioner Jamtaas. Motion carried.

Commissioner Jamtaas Voted Aye
Commissioner Fleming Voted Aye
Commissioner McCracken Voted Aye
Commissioner Ward Voted Nay

Commissioner Fleming stated we are trying to move this forward to the Council, and there will be a lot to iron out of all those things that you've talked about, that will be the next stage. This is the trigger that we can then move back into all the ordinances and all the rules and regs. There are so many codes in the nation that we must adhere to. The architects and engineers have to adhere to. She's not worried about that. We have come to the conclusion that we're going to move this as it stands, and she's assuming we are signing off and moving. Let me move the August 2026 recommendation of that particular plan forward to council for their review with all of this that we put into this.

Commissioner Harro asked if that effort will include the discussions that we've had here.

Commissioner McCracken stated, yes, it will include the discussion that we have had today.

Ms. Patterson stated that the commissioners will see the actual draft code, and that'll be scheduled as a public hearing with the Planning and Zoning Commission. We would love to hear committee feedback because you guys have spent so much time on it. This will then go on to City Council.

ADJOURNMENT:

Motion by Commissioner McCracken, seconded by Commissioner Jamtaas to adjourn the meeting for the Planning and Zoning Commission. Motion carried.

Motion by Chairman Burns, seconded by Commissioner Sardell, to adjourn the meeting for the Historic Preservation Commission. Motion carried.

Motion by Commissioner Lundy, seconded by Commissioner Jester, to adjourn the meeting for the Design Review Commission. Motion carried.

The meeting was adjourned at 12:52 p.m.

Prepared by Traci Clark, Administrative Assistant

DRAFT

ADMINISTRATIVE

This Page Intentionally Left Blank

STAFF REPORT

This Page Intentionally Left Blank

PLANNING & ZONING COMMISSION
STAFF REPORT

FROM: BARBARA BARKER, ASSOCIATE PLANNER

DATE: NOVEMBER 10, 2026

SUBJECT: I-1-26: INTERPRETATION OF THE "JUNCTION AT KATHLEEN" PRELIMINARY PLAT (S-3-25)

LOCATION: +/- 15.8 ACRES ZONED C-17 LOCATED AT THE NORTHWEST CORNER OF KATHLEEN AVENUE AND HIGHWAY 95 IN COEUR D'ALENE

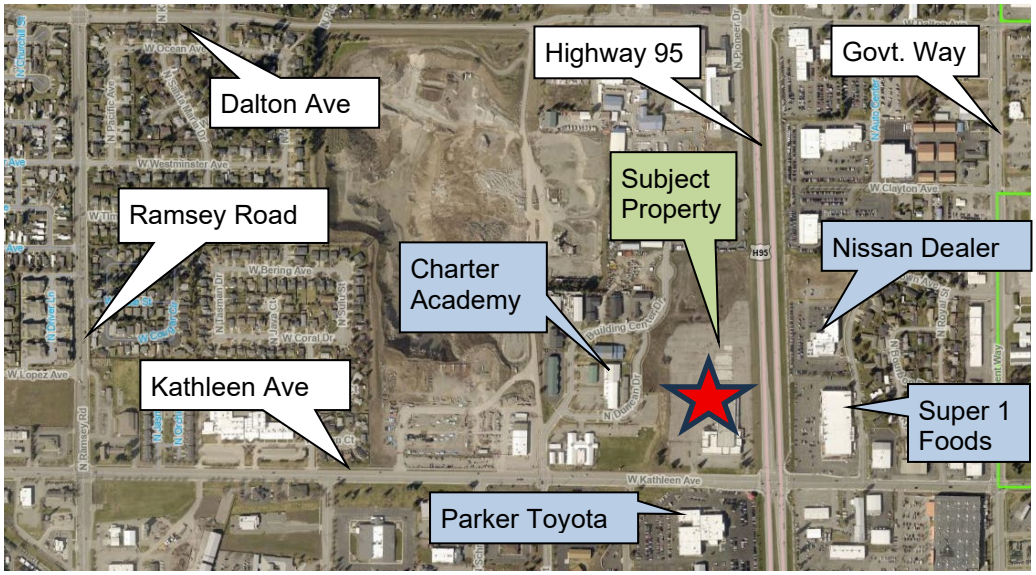
OWNER:
Glacier 505, LLC (Parkwood)
2100 NW Blvd, Ste. 350
Coeur d'Alene, ID 83814

APPLICANT:
JUB Engineers, Inc.,Cole Henderson
7825 Meadowlark Way
Coeur d'Alene, ID 83815

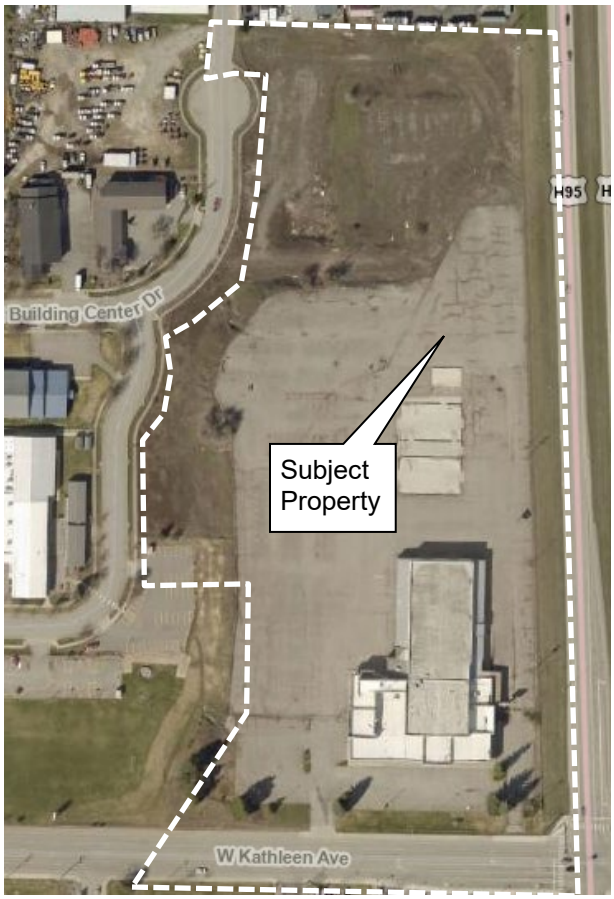
DECISION POINT:
Should the Planning and Zoning Commission determine that the requested revisions to the Junction at Kathleen Preliminary Plat regarding lot layout and internal circulation are consistent with the Preliminary Plat which was approved on December 9, 2025?

SITE CONTEXT:

Area Map *NO CHANGE*



Property Boundaries Map *NO CHANGE*

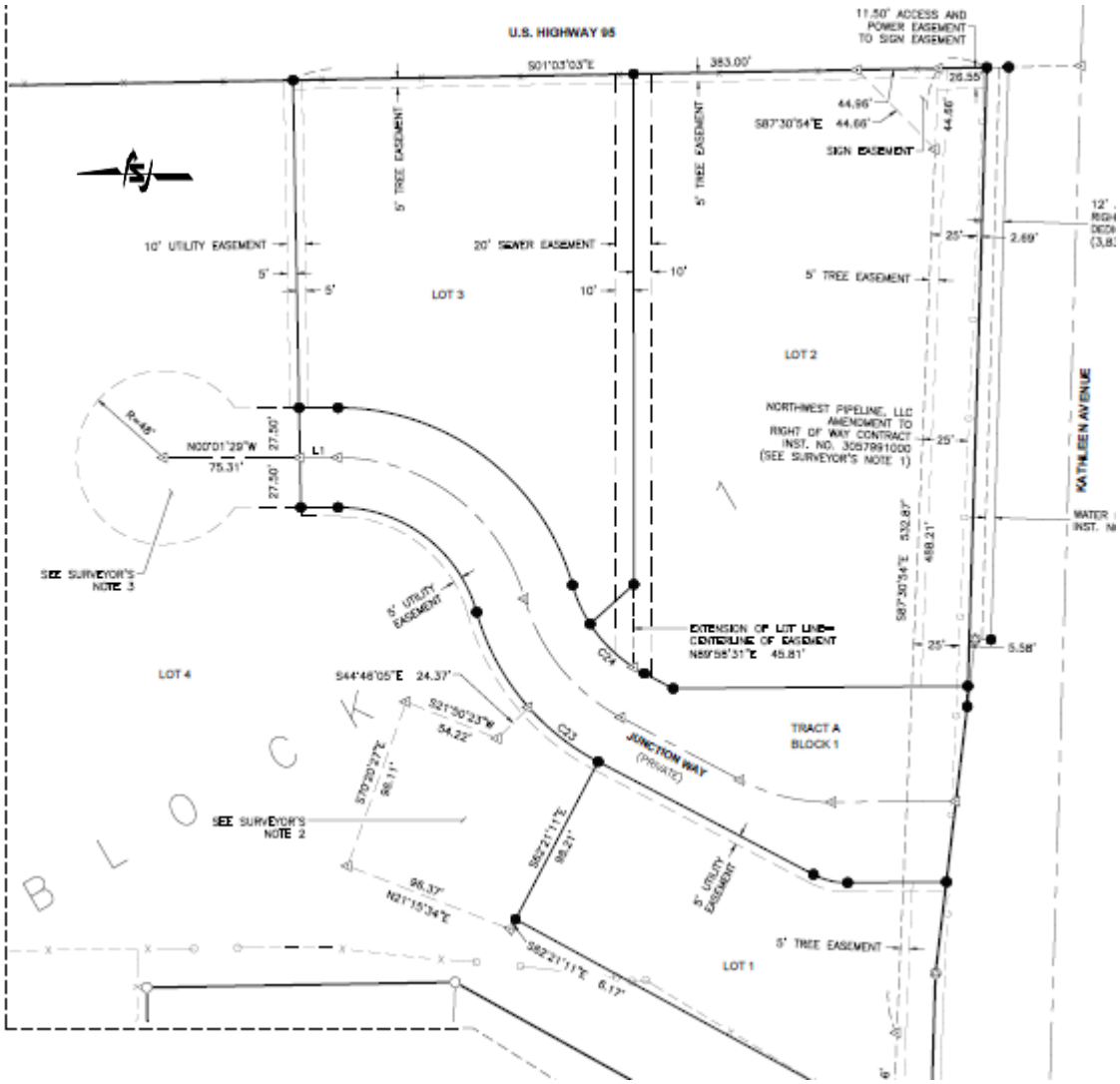


Current Imagery *(NEW) Phase 1 infrastructure under construction*



PROPOSED LOT LAYOUTS AND TRACTS: *NEW*

Phase 1 infrastructure, with Lots 1-3, is currently under construction per the approved drawings.



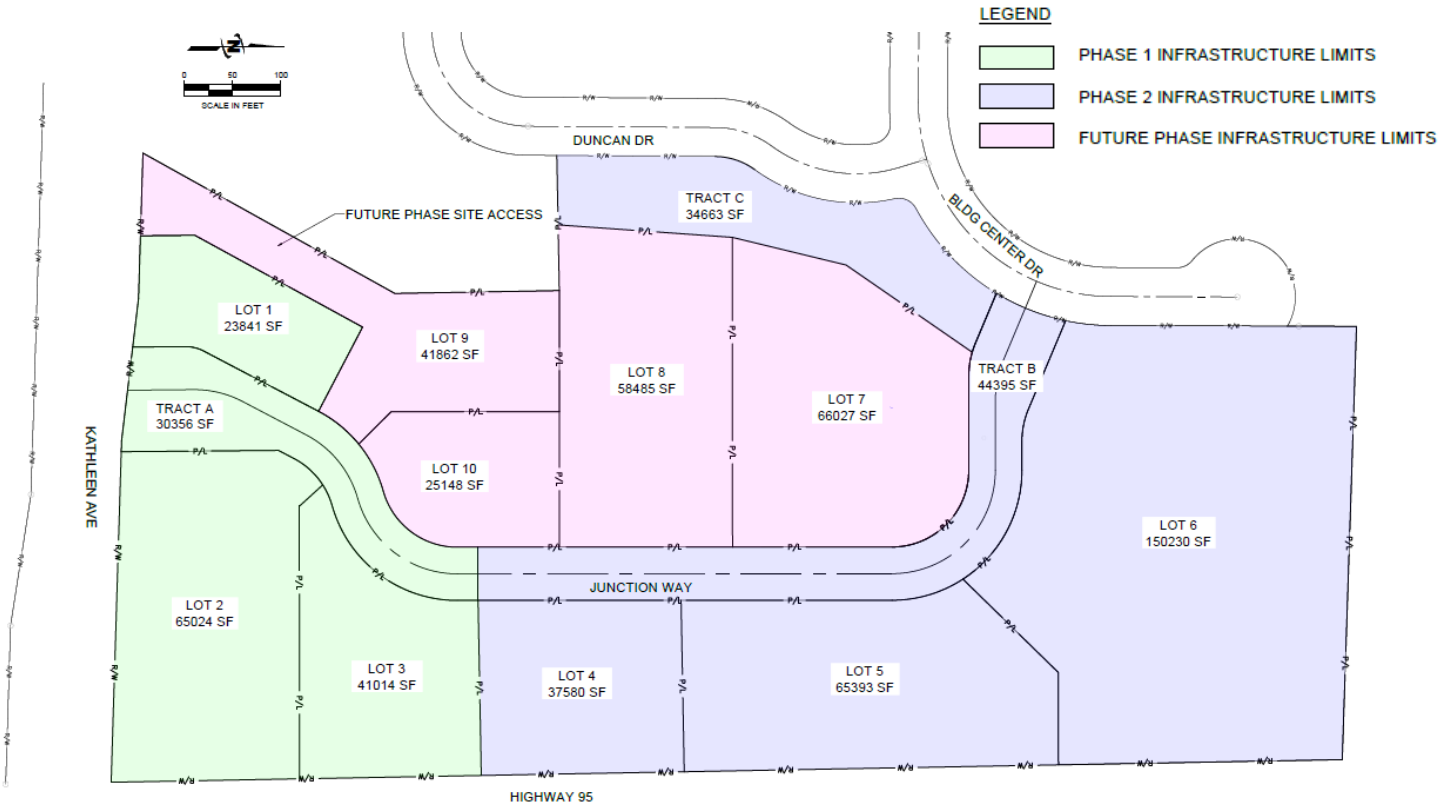
As noted in the applicant's letter requesting interpretation, with Phase 2 the owner intends to remove the second circulation driveway that accessed Lots 3,4,5 and 6 in the previously approved plat. The remaining private roadway "Junction Way" has been shortened and creates abutment for Lot 6 to the right-of-way at US95. This was driven by a potential dealership to be located on that lot which desires visibility to US95. Junction Way has migrated to the south but still has direct access to Building Center Drive providing a north access point to

the properties (same as previous). The lots have been adjusted so that all are now accessed by Junction Way, simplifying the circulation patterns. Phase 2 will incorporate Lots 4,5 and 6 as well as the Tract C for stormwater management.

Tract A is the portion of Junction Way that is in Phase 1. Tract B is the portion of Junction Way in Phase 2. Tract C is the swale that captures the stormwater for the entire site. Future phases will incorporate Lots 7,8,9 and 10 as well as a secondary access to Kathleen as needed for traffic mitigation.

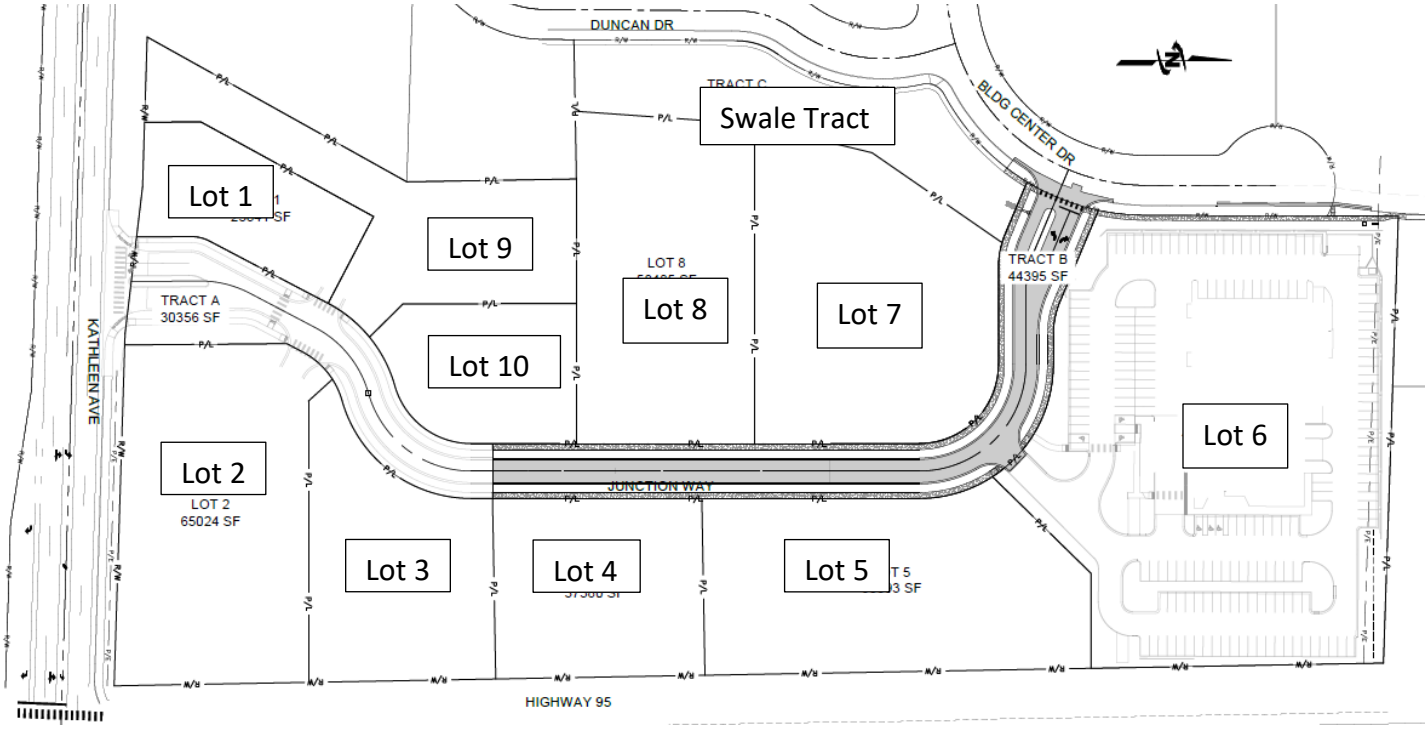
The revised lot layout has 10 lots as did the preliminary plat approved prior.

REVISED LOT LAYOUT WITH PHASING
(Junction Way/Bldg.Center Dr. intersection migrated south of original)

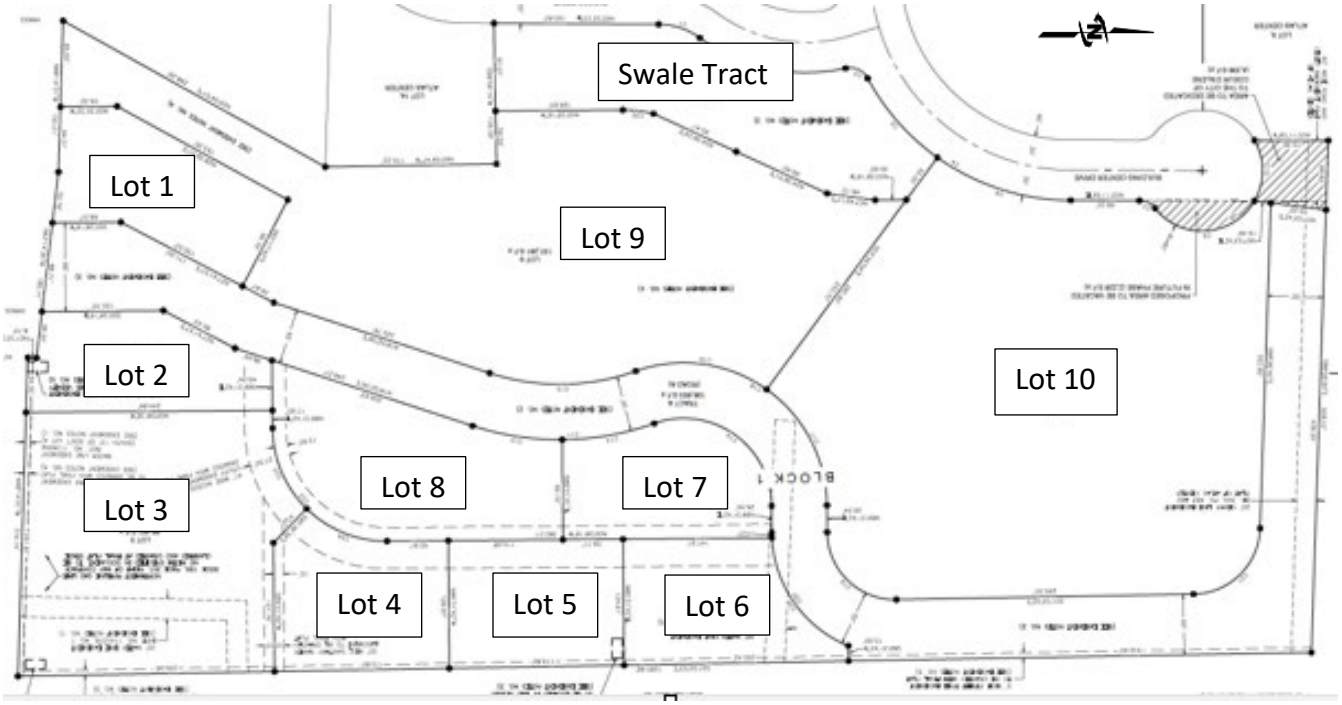


SIDE-BY-SIDE COMPARISON *NEW*

Revised Preliminary Plat (November 2026)



Approved Preliminary Plat (December 2025)



SUMMARY OF FACTS:
The following facts are from the December 9, 2025 public hearing.

Some points have been updated to integrate development progress. Those changes are shown in red italics below. They have been reviewed by staff and found to be consistent with the revised Preliminary Plat in consideration for interpretation by the Commission.

REQUIRED SUBDIVISION FACTS:

A1. All public hearing requirements have been met for item S-3-25.

- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.
- Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025 seven days prior to the hearing.
- Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Fifty (50) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on November 21, 2025.
- Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.
- Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate petroleum products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land

being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline companies providing services within 1,000 feet of the subject property on November 21, 2025.

- The Planning and Zoning Commission *held* a public hearing on this matter on December 9, 2025.

- *The Planning and Zoning Commission will hold an Interpretation meeting on the question of a revised preliminary plat drawing on November 10, 2026.*

A2. Glacier 505, LLC is requesting a ten (10) lot Preliminary Plat known as the "Junction at Kathleen" subdivision on +/- 15.8 acres. The project would allow for ten commercial lots with uses as allowed in the C-17 zoning district. No deviations from the Subdivision Code or Zoning Code have been requested. This is a phased project and the first phase for Lots 1 through *3*. For Phase 1, access will be off Kathleen Avenue alone. *For Phase 2, access will be off Kathleen Avenue to the south and Building Center Drive to the north.*

A3. The subject property is currently comprised of five (5) existing lots. The property is located at the northwest corner of Kathleen Avenue and US95 and has access from Kathleen Avenue and is adjacent to Building Center Drive. *With Phase 2, the owner intends to vacate a portion of the bulb turnaround at the north end of existing Building Center Drive. The internal private roadway "Junction Way", will have both north and south access from Building Center Drive.* There is an existing 50,000 square foot building on the property that has been used for warehouse and distribution services since it was constructed in 1979. The remainder of the site is undeveloped. *The existing building has been demolished as part of this project.*

A4. As attested by the City Engineer, the preliminary plans submitted contain all the general preliminary plat elements required by the Municipal Code. *NO CHANGE*

A5. City staff have reviewed and provided comments concerning the adequacy of provisions for sidewalks, streets, alleys, rights-of- way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities for particular consideration by the Planning and Zoning Commission. City staff have also provided

recommended conditions to ensure code compliance for each phase of the project. *NO CHANGE*

A6. The City Engineer has indicated that for the purposes of the preliminary plans, both subdivision design standards and improvement standards comply with municipal code. *NO CHANGE*

A7. Planning staff have reviewed the applicable zoning district (C-17) for the lots proposed in the Preliminary Plat. There are no requested PUD deviations or Special Use Permit requests made in conjunction with the Subdivision application, and as such, the lots must meet the minimum standards of municipal code for the stated zoning. *NO CHANGE*

The following are findings to be evaluated from review of the Revised Preliminary Plat drawings provided with the request for interpretation.

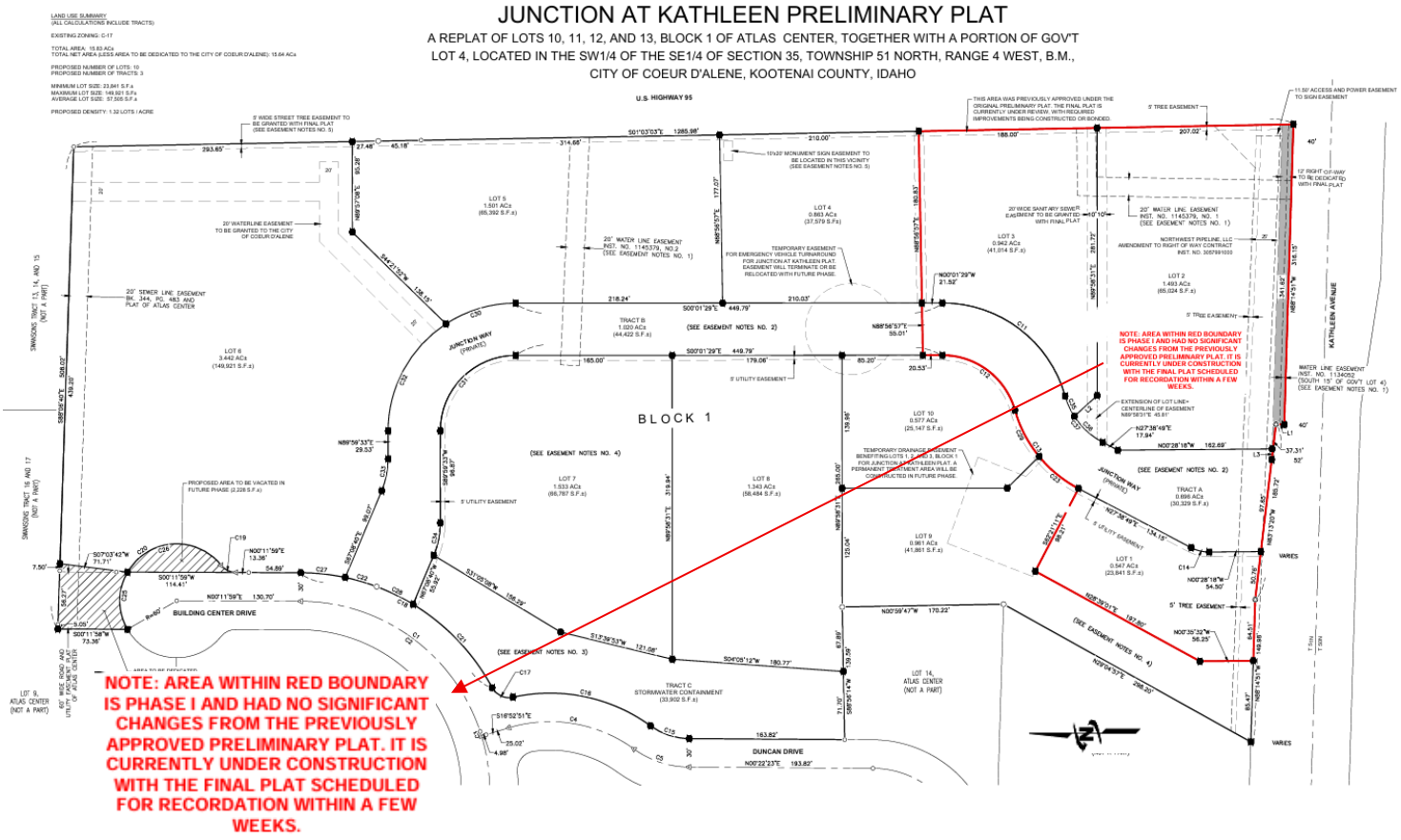
They have been reviewed by staff and found to be consistent with the original Preliminary Plat approved by the Commission in December 2025.
Review notes are in RED.

THE COMMENT AND CONDITION REGARDING TRAFFIC IMPACT ANALYSIS HAVE BEEN UPDATED BASED ON DEVELOPMENT PROGRESS.

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

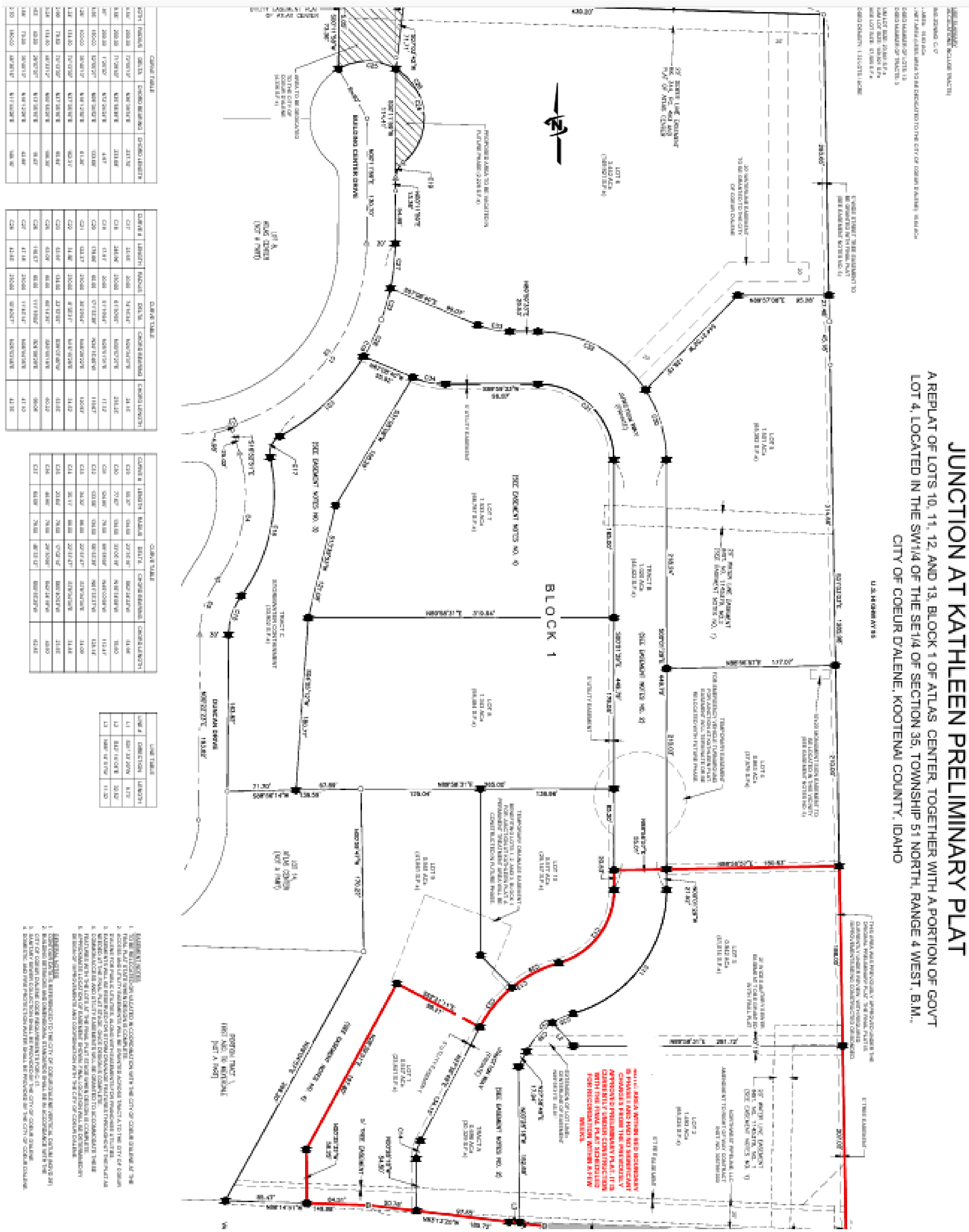
Use the following information as well as testimony from the hearing to make this finding. This corresponds with Statement of Facts A4.

Revised Preliminary Plat (see enlarged image on the following page)



As attested by Chris Bosley, City Engineer, the "Junction at Kathleen" Preliminary Plat submitted for consideration contains all of the general preliminary plat elements required by the Municipal Code. *NO CHANGE*

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

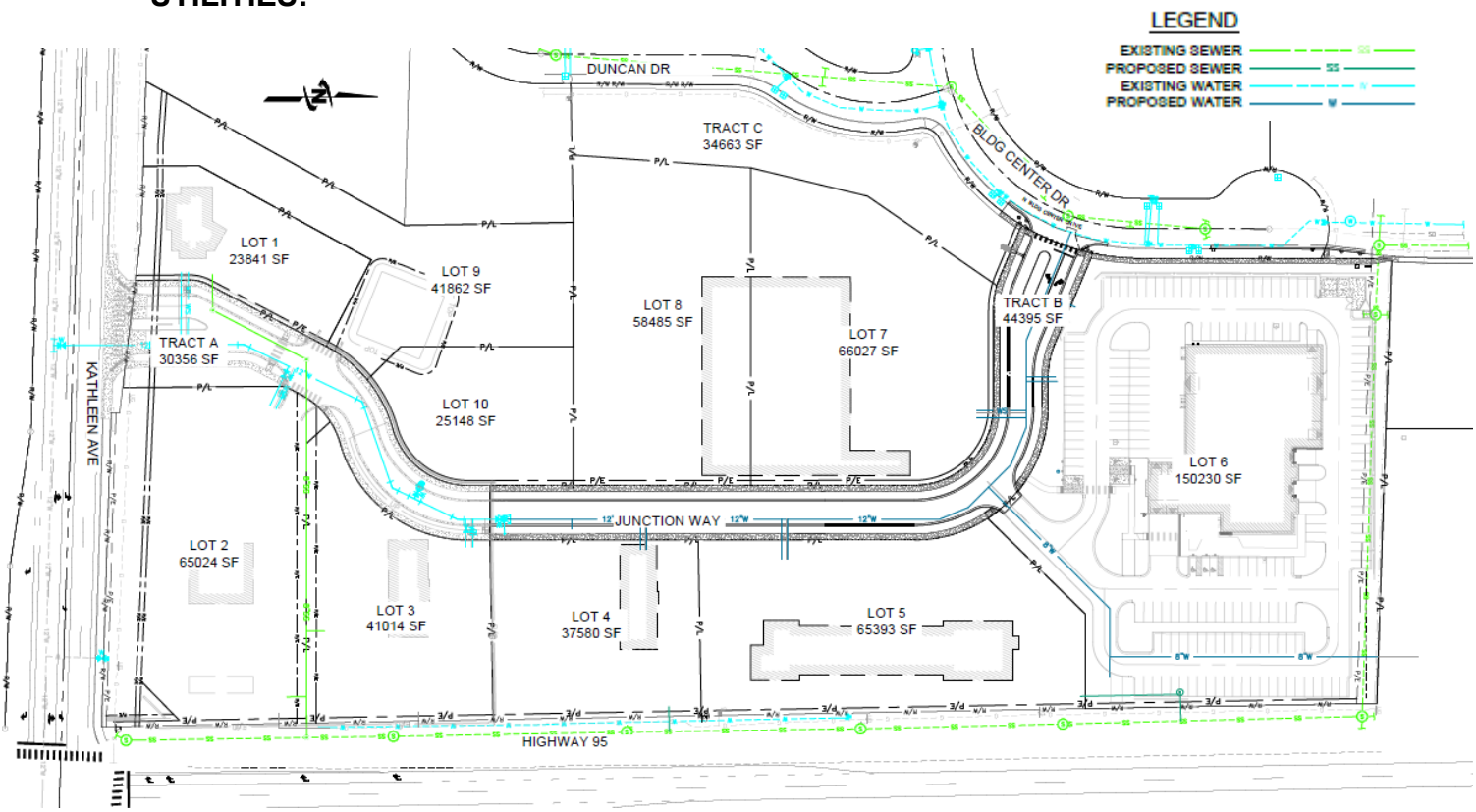

JUNCTION AT KATHLEEN PRELIMINARY PLAT
A REPLAT OF LOTS 10, 11, 12, AND 13, BLOCK 1 OF ATLAS CENTER, TOGETHER WITH A PORTION OF GOVT
LOT 4, LOCATED IN THE SW1/4 OF THE SE1/4 OF SECTION 35, TOWNSHIP 51 NORTH, RANGE 4 WEST, B.M.,
CITY OF COEUR D'ALENE, KOOTENAI COUNTY, IDAHO
BLOCK 1

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

Use the following information as well as testimony from the hearing to make this finding. This corresponds with Statement of Facts A5.

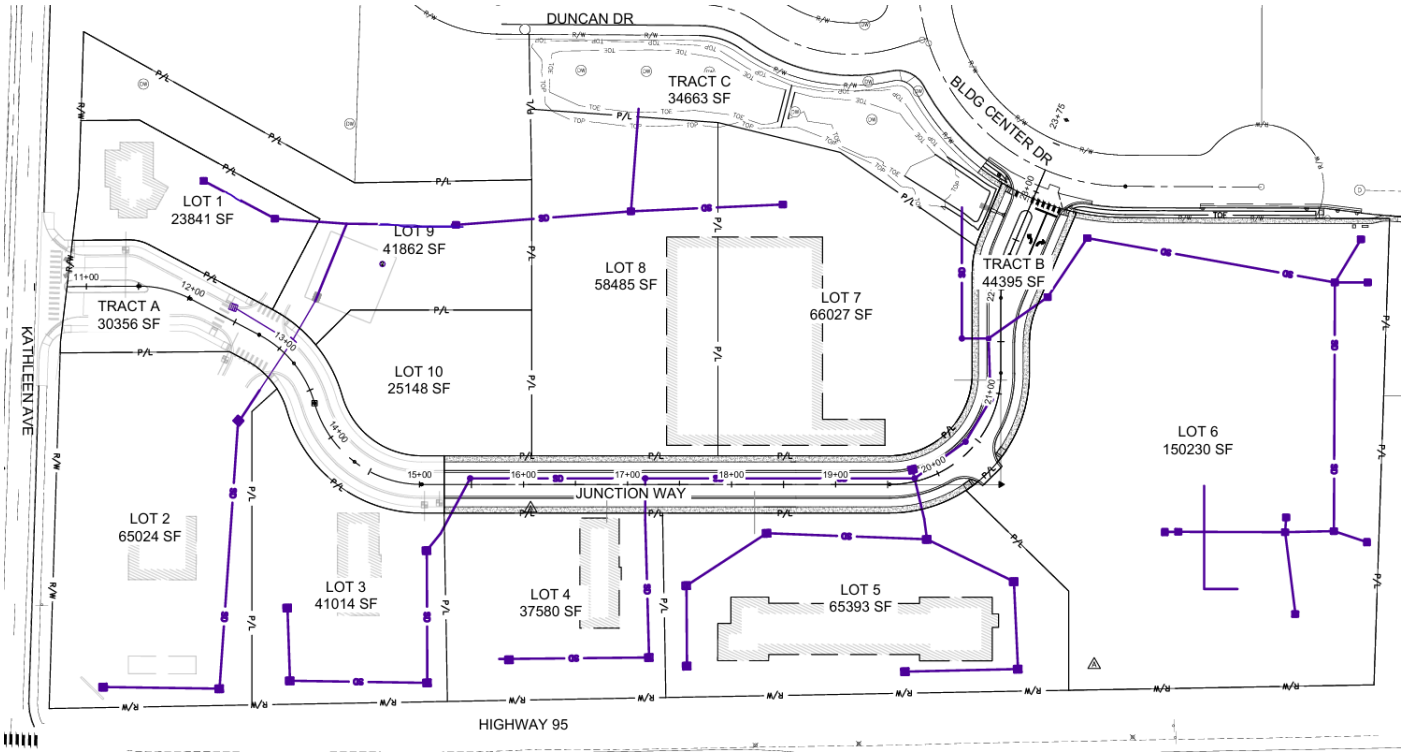
Applicant has worked with the City for integration of existing utility networks as well as new water mains down Junction Way. Fire hydrant locations are coordinated during infrastructure construction drawing review. *NO CHANGE*

UTILITIES:



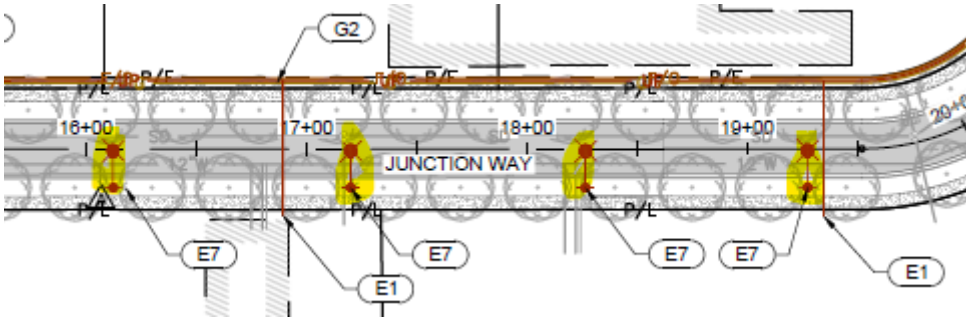
The strategy for stormwater management remains the same with all drainage piped to the Tract C swale along Duncan Drive and Building Center Drive. *NO CHANGE*

DRAINAGE: (Stormwater Management):



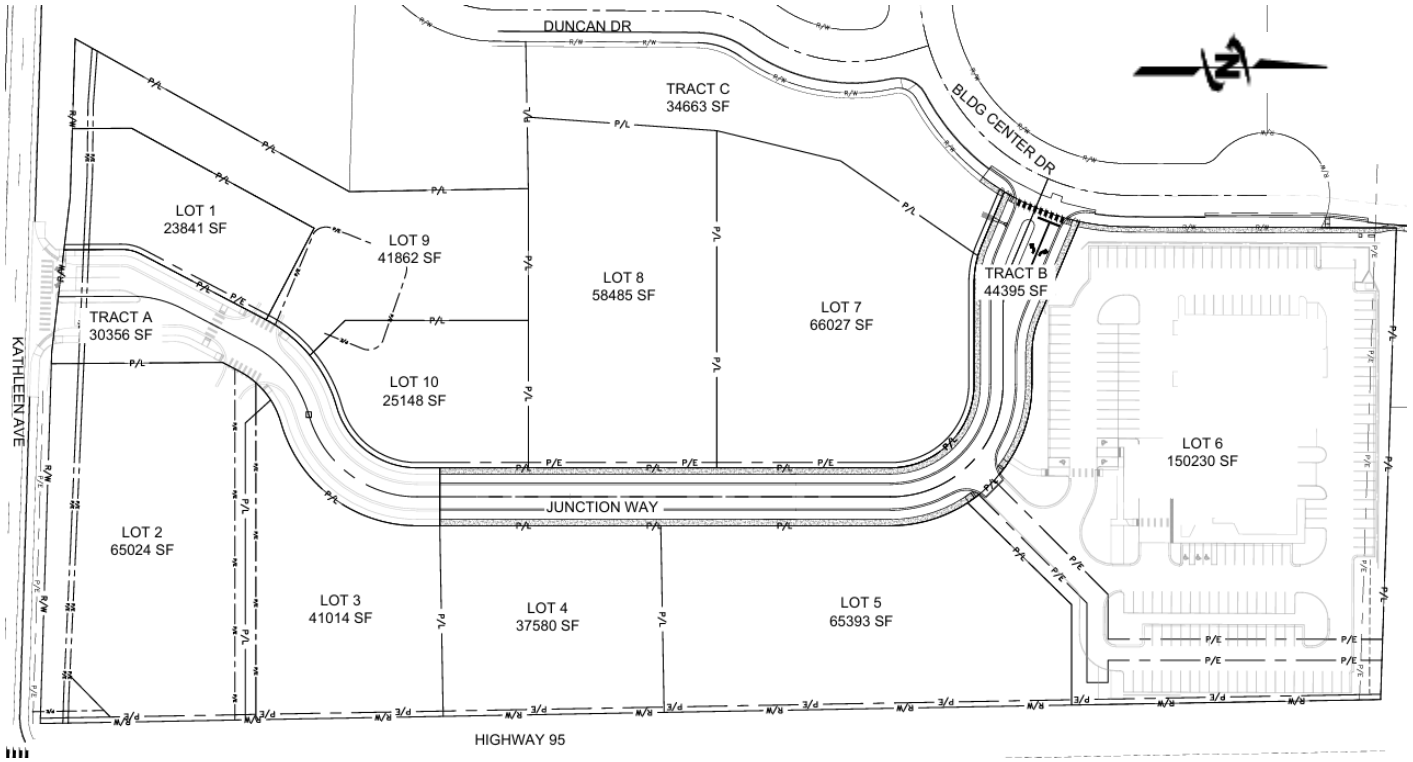
LEGEND	EXISTING	PROPOSED
STORM DRAIN MAIN		
STORM DRAIN MANHOLE		Ⓓ
STORM DRAIN INLET		▤
DRYWELL	DW	DW

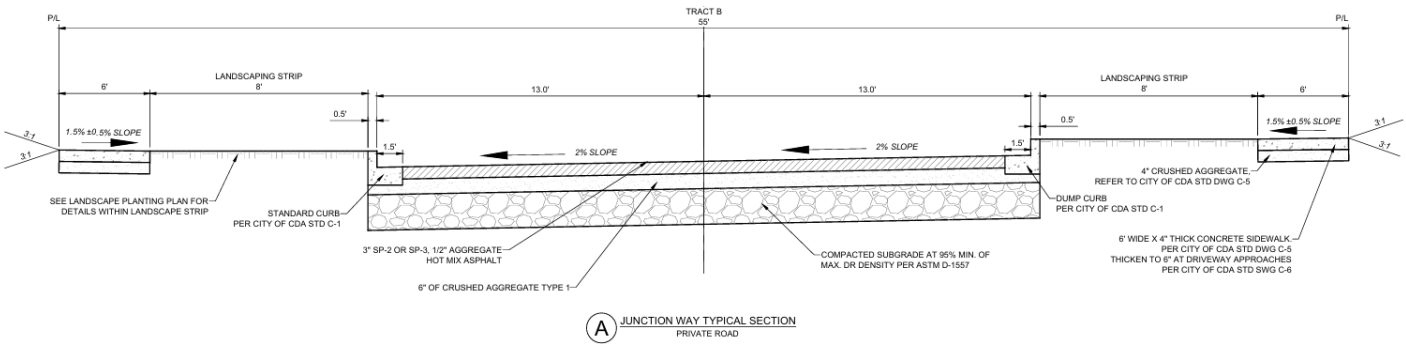
STREET LIGHTING: (Included along Junction Way) *NO CHANGE*



The private road (Tract A and B) is planned with 26’ curb-to-curb width (total of 55’ width) including 8’ planting strips (for parking screening and street trees) as well as 6’ sidewalks on both sides for connectivity. *NO CHANGE*

STREETS & SIDEWALKS:

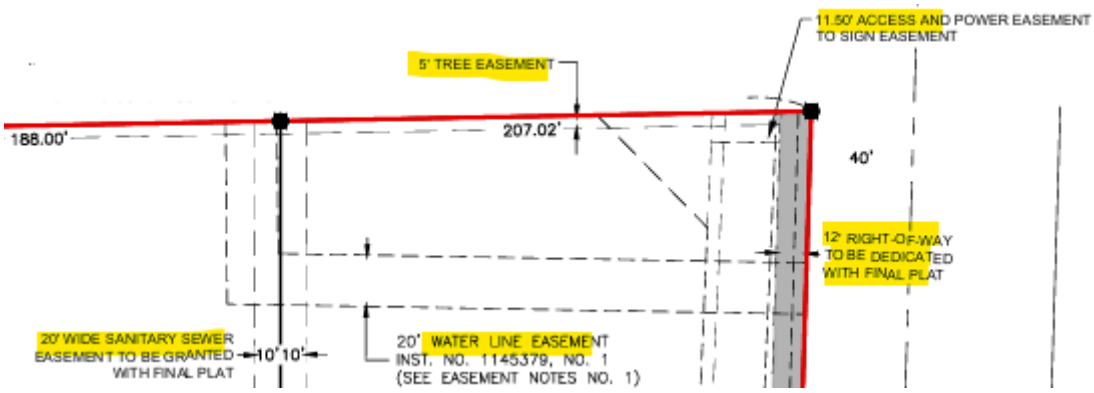




A JUNCTION WAY TYPICAL SECTION
PRIVATE ROAD

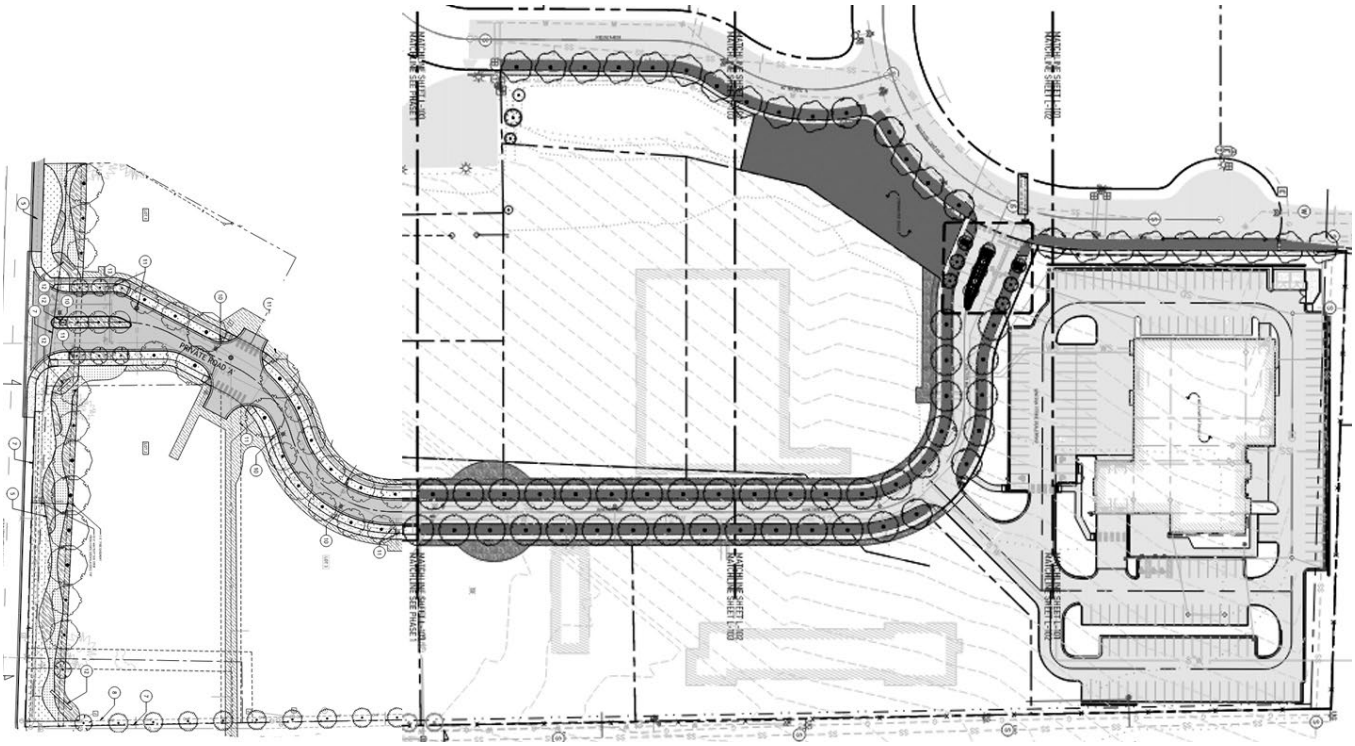
EASEMENTS:

Sewer and water easements provided per City Code. 5’ wide street tree easement provided along US95 and Kathleen. *NO CHANGE*



LANDSCAPING:

Street trees are shown along private roadway, Junction Way, along Building Center Dr and Duncan Dr., and along Kathleen Avenue and US95. Trees along US95 will be installed at time of development of individual lots. *NO CHANGE*



RELEVANT DEPARTMENTS, COMMENTS ON PROPOSAL:

STORMWATER: *NO CHANGE*
City Code requires a stormwater management plan to be submitted and approved prior to any construction activity on the site. Development of the subject property will require that all storm drainage be retained on site. This issue will be addressed at the time of plan review and site development of the subject property.

-Submitted by Chris Bosley, City Engineer

STREETS: *NO CHANGE*
The subject property is bordered by Kathleen Ave to the south, US-95 to the east, and Duncan Drive and Building Center Drive to the west. Any sidewalks bordering the property must be brought into ADA compliance at the time of site development.

-Submitted by Chris Bosley, City Engineer

TRAFFIC: *UPDATED*
A Traffic Impact Memorandum was completed by CivTech for Phases 1 and 2 of the proposed development. No mitigation measures will be required for Phases 1 and 2. A future Traffic Impact Analysis will be required prior to bringing forward final plats for the remaining lots that are expected in future phases.

-Submitted by Chris Bosley, City Engineer

WATER: *NO CHANGE*
There is adequate capacity in the public water system to serve this project with appropriate domestic, irrigation, and fire flow demands. There is currently an 8” water main stubbed into the property with 4 fire hydrants, 1-2” service, and 1-1” service tied into the main. There is a 12” AC water main on W Kathleen Ave and 8” water mains bordering both the NW and NE side of the property.

-Submitted by Glen Poelstra, Water Assistant Director

WASTEWATER: *NO CHANGE*

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

-Submitted by Torri Green, Assistant Office Project Manager

FIRE: *NO CHANGE*
The fire department has discussed this project with the applicant and the water department for water supply requirements. There are no concerns with serving this proposed subdivision.

-Submitted by Craig Etherton, Deputy Fire Marshal

POLICE: *NO CHANGE*
Deferring potential traffic concerns to Engineering review.

-Submitted by Jeff Walther, Police Captain

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

Finding B3: **That the proposed Preliminary Plat (does) (does not) comply with all of the subdivision design standards (Ref. Chapter 16.15.) and all of the subdivision improvement standards (Ref. Chapter 16.40.)**

Use the following information as well as testimony from the hearing to make this finding. This corresponds with Statement of Facts A6.

Per Engineering and Planning review, for the purposes of the "Junction at Kathleen" Preliminary Plat, both subdivision design standards (chapter 16.15) and improvement standards (chapter 16.40) have been vetted for compliance. *NO CHANGE*

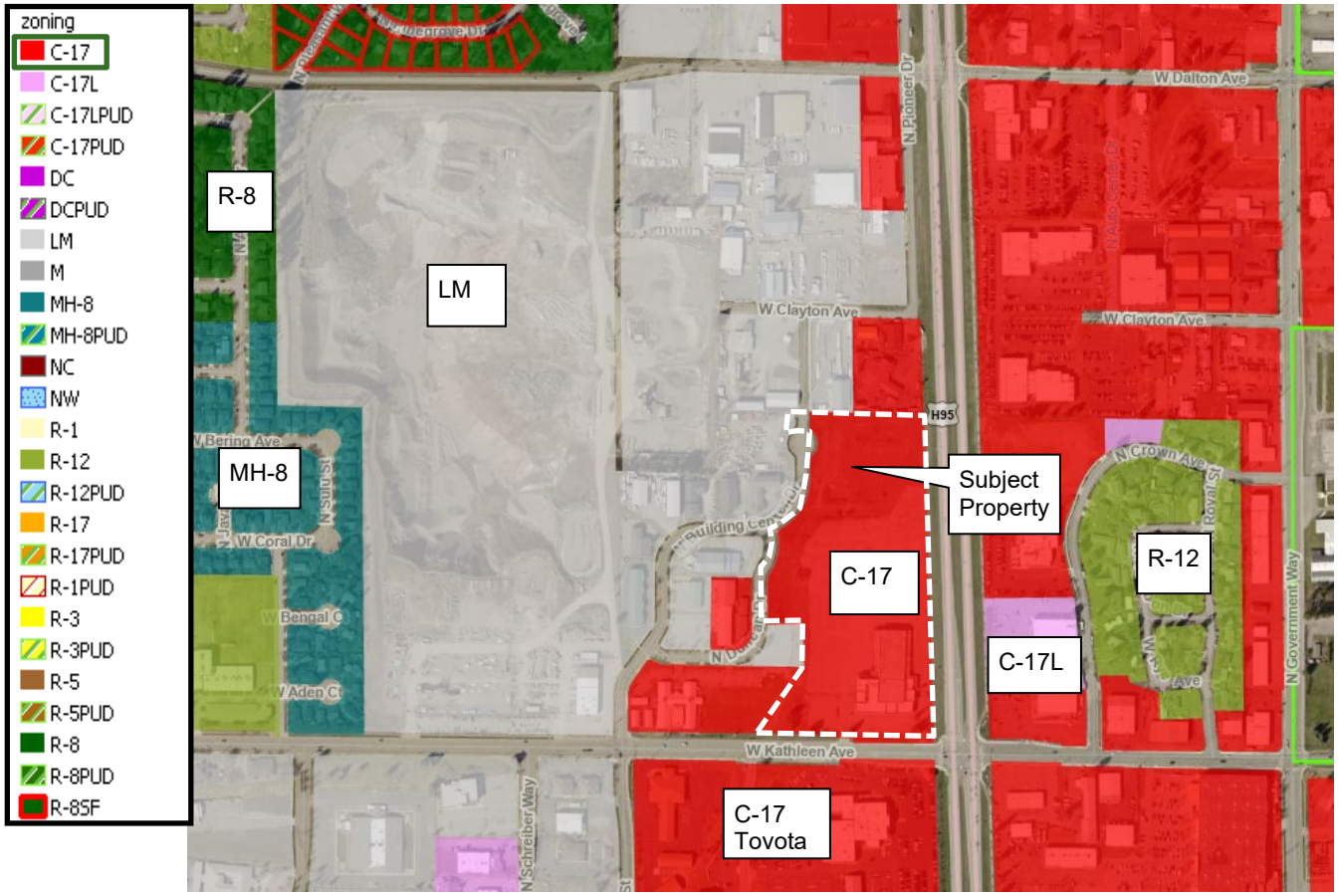
Evaluation: *The Planning and Zoning Commission must determine, based on the information before them, whether the proposed Preliminary Plat does (or does not) comply with all of the subdivision design standards (contained in chapter 16.15) and all of the subdivision improvement standards (contained in chapter 16.40) requirements. Specific ways in which the policy is/is not supported by this request should be stated in the finding.*

<u>Finding B4:</u> The lots proposed in the Preliminary Plat (do) (do not) meet the requirements of the applicable zoning district.

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

The applicant has proposed a total of ten (10) commercial lots on the subject property, which is zoned C-17. At the subdivision level, minimum site performance standards must be met. There is no current request for a Planned Unit Development (PUD). Development associated with this subdivision will be subject to all Municipal Code requirements and the Commercial Design Guidelines. *NO CHANGE*

Existing Zoning Map:



17.05.490: GENERALLY:

A. The C-17 district is intended as a broad spectrum commercial district that permits limited service, wholesale/retail and heavy commercial in addition to allowing residential development at a density of seventeen (17) units per gross acre.

B. This district should be located adjacent to arterials, however, joint access developments are encouraged.

C. A variance may be granted to partially waive off street parking and/or lot coverage requirements for commercial developments utilizing common parking facilities.

D. Residential developments in this district are permitted as specified by the R-17 district.

17.05.520: PERMITTED USES; SPECIAL USE PERMIT:

Residential density of the R-34 district as specified.

17.05.550: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

Minimum lot requirements in a C-17 district shall be as follows:

A. Residential lot requirements are as specified for the R-17 district.

B. For the remaining uses, there are no minimum lot requirements except as required by state or federal laws. (Ord. 1691 §1(part), 1982)

17.05.560: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

Minimum yard requirements in a C-17 district shall be as follows:

A. Single-family and duplex structures must meet the minimum yard requirements for a single-family structure established by the R-3 district.

B. For multiple-family housing, see the R-17 district.

C. For remaining uses:

1. Front: The front yard requirement shall be ten feet (10') except where a majority of the property of the same block is already developed to the property line, in which case the front yard setback is zero feet (0').

2. Side And Rear: The side and rear yard requirements shall be zero feet (0') except as required by life safety or uniform building codes and except when the side or rear abuts a lot in a different district that requires rear or side yards, in which case the property in this district shall have setbacks as specified in section 17.06.475 of this title. In no circumstance shall an eave extend over a property line or result in stormwater impacts offsite. The building shall be set back five feet (5') minimum from the eave to the property line where the roof slopes towards the property line. If a metal roof is being used, the setback or installation of snow brakes shall be determined by the Building Department.

D. For horizontal mixed-use projects with both multiple-family housing and commercial uses, the setbacks shall be those which are applicable to the individual use in that portion of the project.

E. There will be no permanent structures constructed within the corner cutoff. (Ord. 3674 §5, 2021: Ord. 3560, 2017)

C-17 Commercial Design Guidelines:

At the time of building permit, proposed development must meet the additional standards listed in the Design Guidelines as follows:

Site Design:

A. Approaches: Width and Spacing
B. Sidewalks along street frontages
C. Street Trees (Tree easement on US95 and Kathleen)
D. Grand Scale Trees (as noted at the Pre-Application meeting, no grand scale trees have been identified)
E. Walkways
F. Residential screening and Parking Lot Screening (tree easement on US95 and Kathleen Avenue)
G. Parking Lot Landscaping
H. Lighting
I. Screening for Service and Trash Areas

Building Design:

A. Screening of Rooftop Equipment
B. Entrance Visible from Street
C. Windows Facing Street
D. Treatment of Blank Walls

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

City staff has determined that an interpretation of the revised preliminary plat, instead of a modification of the subdivision, is appropriate in this case. We agree with the applicant that the revisions do not substantively change the original subdivision. The original facts and findings have been reviewed, in light of the revised preliminary plat, and have been found to remain valid.

The Commission is being asked to decide if the revised preliminary plat is substantially consistent with the preliminary plat approved in December 2025 so that the applicant may proceed with final plat of the remaining phases, subject to all applicable conditions, codes and policies.

ORDINANCES & STANDARDS USED FOR EVALUATION:

2022-2042 Comprehensive Plan
Transportation Plan
Municipal Code
Idaho Code
Wastewater Treatment Facility Plan
Water and Sewer Service Policies
Urban Forestry Standards
Transportation and Traffic Engineering Handbook, I.T.E.
Manual on Uniform Traffic Control Devices
2021 Parks Master Plan
2017 Coeur d'Alene Trails Master Plan

APPLICABLE CODES AND POLICIES:

Utilities**:**

1. All proposed utilities within the project shall be installed underground.
2. All water and sewer facilities shall be designed and constructed to the requirements of the City of Coeur d'Alene. Improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
3. All water and sewer facilities servicing the project shall be installed and approved prior to issuance of building permits.
4. All required utility easements shall be dedicated on the final plat.

Streets:

5. All new streets or alleys shall be dedicated and constructed to City of Coeur d'Alene standards.
6. Street or alley improvement plans conforming to City guidelines shall be submitted and approved by the City Engineer prior to construction.
7. All required street or alley improvements shall be constructed prior to issuance of building permits.
8. An encroachment permit shall be obtained prior to any work being performed in the existing right-of-way.

Stormwater:

9. A stormwater management plan shall be submitted and approved prior to start of any construction. The plan shall conform to all requirements of the City.

Fire Protection:

10. Fire hydrant(s) shall be installed at all locations as determined by the City Fire Inspectors. Hydrant placement shown on the exhibit is acceptable for FD.

11. Minimum Street width is 26 feet.
12. Turning radiuses are: 25’ interior, 50’ exterior.
13. Fire Code requires the minimum dimension for a dead-end cul-de-sac is 96’.

General:

14. The final plat shall conform to the requirements of the City.
15. Prior to approval of the final plat, all required improvements must be installed and accepted by the City. The developer may enter into an agreement with the City guaranteeing installation of the improvements and shall provide security acceptable to the City in an amount equal to 150 percent of the cost of installation of the improvements as determined by the City Engineer. The agreement and security shall be approved by the City Council prior to recording the final plat.

APPROVED CONDITIONS: (Updates noted in red)

Engineering:

1. Any future development of this property and/or final plat(s) requested after the development of Lots 1 through 6, shall require additional traffic impact studies which will be reviewed by City staff and an independent 3rd-party reviewer selected by the City at the expense of the developer. If approved, any resulting recommended mitigation will be completed at the expense of the owner for the proposed phase of development.

2. The final plat for Phase 1 shall include dedication of approximately 12 feet of right-of-way along the north side of Kathleen Avenue for the length of the subject property from the SE corner to the east edge of the new approach to create a uniform right-of-way for future road widening.

Planning:

3. Demolition of the existing building shall be completed prior to the Final Plat for Phase 1.

Water:

4. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional services will have cap fees due at building permitting.

5. The existing watermain will need to be abandoned at the southern property line prior to approval of any building permits. It may be utilized to serve one fire hydrant if desired.

6. All mains and fire hydrants for Phase 1 will be required to be installed prior to approval of any building permits. Services lines may be installed later as sizing requirements may change at timing of development.

7. Sizing of the water main infrastructure is contingent on a hydraulic study of the project through JUB Engineering. 12" water main will be required to be installed throughout the project unless the hydraulic study states otherwise.

8. An automatic flushing station will be required to be installed at the end of the 12" main with an adequate and approved place for drainage.

9. Any future development plats (beyond Lots 1 through 4) brought forward shall provide main lines and fire hydrants for the water connecting loop to the north and west of this property.

10. Each commercial lot will be required to have its own dedicated irrigation service as required per our standard specifications.

Wastewater:

11. Sewer policy requires a 20' wide sewer easement (30' if shared with City water) to be dedicated to the City for all City sewers in private roadways.

12. An unobstructed City approved "all-weather" access shall be required over all City sewers.

13. Proposed subdivision shall be required to comply with Sewer Policy requiring all legally recognized parcels to be assigned with a single (1) sewer connection complying with "One Lot, One Lateral" policy.

14. DEQ or QLPE to review and approve public infrastructure plans for construction as required by Idaho state code.

15. Cap any unused sewer laterals at the public main.

Trails and Urban Forestry:

16. If sidewalk along Kathleen is to be replaced, it shall be constructed as a 10' wide asphalt shared-use pathway.

17. Final plats shall include street tree easements along Kathleen Avenue and US95 as referenced in PP-02 Easement Note #5. Street trees shall be provided and maintained by owners. Species and spacing to be reviewed and approved by the City's Urban Forester and included in property CCRs for consistency throughout the development.

DECISION POINT:

The Planning and Zoning Commission should determine if the requested revisions to the Junction at Kathleen Preliminary Plat regarding lot layout and internal circulation are consistent with the Preliminary Plat which was approved on December 9, 2025, and approve or deny the interpretation request.

If approved, the applicant may proceed with final platting of phases 2 and 3 consistent with the revised subdivision layout, which would replace the preliminary plat drawings approved by the Commission in December 2025. They would be subject to all applicable conditions, codes and policies.

If denied, the applicant would need to submit a formal request to modify the preliminary plat, which would trigger a public hearing.

Attachments:

- *Applicant's Request for interpretation*

- *Coeur d'Alene Planning and Zoning Commission's signed Findings and Order for S-3-25 from December 9, 2025*

This Page Intentionally Left Blank

Applicant's Request for Interpretation

This Page Intentionally Left Blank

505 Kathleen Revised Narrative

Glacier 505 Kathleen, LLC requests an interpretation that its revised 10-lot Junction at Kathleen subdivision plat is substantively the same as the plat approved on December 9, 2025. The minor changes resulted from a development opportunity that arose several months ago. Eve Knudtsen, owner of Knudtsen Chevrolet in Post Falls, expressed interest in relocating her Spokane Lincoln dealership to our property at Kathleen and Hwy 95, specifically the north part of our 16-acre subdivision. To meet the Lincoln building prototype and site requirements, we adjusted the Junction Way road and lot configurations.

The revisions improve on the plat approved on December 9, 2025. Junction Way is now shorter and more efficient, with better circulation and access to our lots. The original design included a second arterial through shared parking lots via an easement, which has been deleted. The change also lets the Lincoln dealership park cars along the Hwy 95 right-of-way, which is critical to its business.

The lot configuration is also better. Some lots in the original design fronted a shared easement arterial; now every lot has access off Junction Way.

These revisions strengthen the project without changing our master plan. We still have 10 lots, as in the original preliminary plat, and the revised plan keeps the same three approaches: two onto Kathleen Avenue and one onto Building Center Drive. Provisions for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian facilities, and utilities will remain adequate. We have maintained our tree easement along Kathleen and Hwy 95, and we still plan for generous landscaping and trees along our private Junction Way road.

We are working with City staff to approve Phase 2, which would allow development of lots 4, 5, and 6. Phase 2 follows the previously approved Phase 1, which includes an STCU branch on Lot 2. We are making this request now so we can move forward with the Lincoln dealership on Lot 6. Although we have not yet completed financial feasibility for this deal, we are committed to making it a reality. The dealership would be new to North Idaho, creating jobs and considerable tax revenue for our community.

Our updated Traffic Impact Study shows that Phases 1 and 2 have minimal impact on the level of service of nearby roads and intersections, so no traffic mitigation is required.

Phase 3 would develop lots 7-10. We understand that, depending on use, Phase 3 may require traffic mitigation, and planning for it is already underway. ITD denied our Hwy 95 Right In / Right Out (RIRO) approach permit request on the northern part of the property earlier this year. After discussions with ITD and the City of Coeur d'Alene, we believe a RIRO permit connecting to Clayton Avenue, a public city road just north of our property, has

a better chance of approval. The City plans to submit that permit this week with our assistance. If it is approved, Parkwood is prepared to share in the construction costs.

FINDINGS

This Page Intentionally Left Blank

COEUR D'ALENE PLANNING AND ZONING COMMISSION

FINDINGS AND ORDER

S-3-25

INTRODUCTION

This matter came before the Planning and Zoning Commission on December 9, 2025 to consider S-3-25, a ten (10) lot preliminary plat known as "Junction at Kathleen" Subdivision.

APPLICANT: JUB Engineers, INC., Geremy Russell

OWNER: Glacier 505 Kathleen, LLC (Parkwood Business Properties)

LOCATION: +/- 15.8 Acres Zoned C-17 located at the northwest corner of Kathleen Avenue and Highway 95 in Coeur d'Alene

A. FINDINGS OF FACT:

The Planning and Zoning Commission finds that the following facts, A1 through A7, have been established on a more probable than not basis, as shown on the record before it and on the testimony exhibits presented at the public hearing. The testimony was conflicting and the Commission determined that the more credible and convincing evidence establishes the following.

A1. All public hearing requirements have been met for item S-3-25.

- Notice of the public hearing must be published in the official newspaper of the City at least fifteen (15) days prior to the hearing. Idaho Code § 67-6509(a). The Notice was published on November 22, 2025, seventeen days prior to the hearing.
- Notice of the public hearing must be posted on the premises no less than one (1) week prior to the hearing. Idaho Code § 67-6511(2)(b). The Notice was posted on the property on December 2, 2025 seven days prior to the hearing.
- Notice of the public hearing must be provided by mail to property owners or purchasers of record within the land being considered, and within three hundred (300) feet of the external boundaries of the land being considered. Idaho Code § 67-6511(2)(b). Fifty (50) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on November 21, 2025
- Notice of the public hearing must be sent to all political subdivisions providing services within the planning jurisdiction, including school districts and the manager or person in charge of the local public airport, at least fifteen (15) days prior to the public hearing. Idaho Code § 67-6509(a). The Notice was sent to all political subdivisions providing services within the planning jurisdiction, including school districts on November 21, 2025.

- Notice of the public hearing must be given to a pipeline company operating any existing interstate natural gas transmission pipeline or interstate petroleum products pipeline, as recognized by the pipeline and hazardous materials safety administration, with a center point within one thousand (1,000) feet of the external boundaries of the land being considered, provided that the pipeline company is in compliance with section 62-1104, Idaho Code. Idaho Code § 67-6511(2)(b). The Notice was sent to pipeline companies providing services within 1,000 feet of the subject property on November 21, 2025.

- The Planning and Zoning Commission held a public hearing on this matter on December 9, 2025.

A2. Glacier 505, LLC is requesting a ten (10) lot Preliminary Plat known as the "Junction at Kathleen" subdivision on +/- 15.8 acres. The project would allow for ten commercial lots with uses as allowed in the C-17 zoning district. No deviations from the Subdivision Code or Zoning Code have been requested. The owner anticipates this will be a phased project and the first phase will include Lots 1 through 4. For Phase 1, access will be off Kathleen Avenue alone. For future phases, access will be off Kathleen Avenue to the south and Building Center Drive to the south.

A3. The subject property is currently comprised of five (5) existing lots. The property is located at the northwest corner of Kathleen Avenue and US95 and has access from Kathleen Avenue and is adjacent to Building Center Drive. With a future phase, the owner intends to vacate a portion of the bulb turnaround at the north end of existing Building Center Drive which will create a continuous loop, thus providing north access to the site from Building Center Drive. There is an existing 50,000 square foot building on the property that has been used for warehouse and distribution services since it was constructed in 1979. The remainder of the site is undeveloped. It will be demolished as part of this project.

A4. As attested by the City Engineer, the preliminary plans submitted contain all the general preliminary plat elements required by the Municipal Code.

A5. City staff have reviewed and provided comments concerning the adequacy of provisions for sidewalks, streets, alleys, rights-of- way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities, and utilities for particular consideration by the Planning and Zoning Commission. City staff have also provided recommended conditions to ensure code compliance for each phase of the project.

A6. The City Engineer has indicated that for the purposes of the preliminary plans, both subdivision design standards and improvement standards comply with municipal code.

A7. Planning staff have reviewed the applicable zoning district (C-17) for the lots proposed in the Preliminary Plat. There are no requested PUD deviations or Special Use Permit requests made in conjunction with the Subdivision application, and as such, the lots must meet the minimum standards of municipal code for the stated

zoning.

B. CONCLUSIONS OF LAW:

Based on the foregoing Findings of Fact, the Planning and Zoning Commission makes the following Conclusions of Law.

B1. That all of the general preliminary plat requirements **have** been met as attested to by the City Engineer.

B2. That the provision for sidewalks, streets, alleys, rights-of-way, easements, street lighting, fire protection, planting, drainage, pedestrian and bicycle facilities **are** adequate.

B3. That the proposed preliminary plat **does** comply with all of the subdivision design standards (contained in chapter 16.15) and all of the subdivision improvement standards (contained in chapter 16.40) requirements.

B4. The lots proposed in the preliminary plat **do** meet the requirements of the applicable zoning district.

C. DECISION

The Planning and Zoning Commission, pursuant to the foregoing Findings of Fact and Conclusions of Law, has determined that the proposed preliminary plat does comply with the required evaluation criteria, and the request should be approved with the following conditions.

Engineering:

1. Any future development of this property and/or final plat(s) requested after the development of Lots 1 through 4, shall require additional traffic impact studies which will be reviewed by City staff. If approved, any resulting recommended mitigation will be completed at the expense of the owner for the proposed phase of development.
2. The final plat for Phase 1 shall include dedication of approximately 12 feet of right-of-way along the north side of Kathleen Avenue for the length of the subject property from the SE corner to the east edge of the new approach to create a uniform right-of-way for future road widening.

Planning:

3. Demolition of the existing building shall be completed prior to the Final Plat for Phase 1.

Water:

4. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional services will have cap fees due at building permitting.
5. The existing watermain will need to be abandoned at the southern property line prior to approval of any building permits. It may be utilized to serve one fire hydrant if desired.
6. All mains and fire hydrants for Phase 1 will be required to be installed prior to approval of any building permits. Services lines may be installed later as sizing requirements may change of time of development.
7. Sizing of the water main infrastructure is contingent on a hydraulic study of the project through JUB Engineering. 12” water main will be required to be installed throughout the project unless the hydraulic study states otherwise
8. An automatic flushing station will be required to be installed at the end of the 12” main with an adequate and approved place for drainage.
9. Any future development plats (beyond Lots 1 through 4) brought forward shall provide main lines and fire hydrants for the water connecting loop to the north and west of this property.

10. Each commercial lot will be required to have its own dedicated irrigation service as required per our standard specifications.

Wastewater:

11. Sewer policy requires a 20' wide sewer easement (30' if shared with City water) to be dedicated to the City for all City sewers in private roadways.
12. An unobstructed City approved "all-weather" access shall be required over all City sewers.
13. Proposed subdivision shall be required to comply with Sewer Policy requiring all legally recognized parcels to be assigned with a single (1) sewer connection complying with "One Lot, One Lateral" policy.
14. DEQ or QLPE to review and approve public infrastructure plans for construction as required by Idaho state code.
15. Cap any unused sewer laterals at the public main.

Trails and Urban Forestry:

16. If sidewalk along Kathleen is to be replaced, it shall be constructed as a 10' wide asphalt shared use pathway.
17. Final plats shall include street tree easements along Kathleen Avenue and US95 as referenced in PP-02 Easement Note #5. Street trees shall be provided and maintained by owners. Species and spacing to be reviewed and approved by the City's Urban Forester and included in property CCRs for consistency throughout the development.

Motion by McCracken, seconded by Fleming, to adopt the foregoing Findings and Order approve the request with conditions.

ROLL CALL:

COMMISSION MEMBER INGALLS	Voted	Aye
COMMISSION MEMBER WARD	Voted	Aye
COMMISSION MEMBER JAMTAAS	Voted	Aye
COMMISSION MEMBER COPPESS	Voted	Aye
COMMISSION MEMBER MCCRACKEN	Voted	Aye
COMMISSION MEMBER FLEMING	Voted	Aye
CHAIRMAN MESSINA	Voted	Aye

Motion to approve with conditions carried by a 7 to 0 vote.

T. Messina

CHAIRMAN TOM MESSINA
Date: December 15, 2025