



Coeur Terre 2 Appeal Presentation

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Coeur d'Alene City Council Meeting
August 31, 2026

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Introduction & Purpose of Appeal

Enforce the signed Development Agreement (DA).

We are not here to stop development or change the designated uses of Nez Perce and Appaloosa.

We want to ensure that roads, intersections, sidewalks, bicycle facilities and emergency access keep pace with development.

Addressing specific findings that lack substantial evidence:

General Findings Violations:

B1 and B2

Findings of Fact Violations:

A8, A12, A13, A19, and A21

The Planning & Zoning Commission was instructed to evaluate this plat in a vacuum.

The City Council is the only body with authority to enforce the Development Agreement.

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Fact A8 (Unresolved ADU Development)

435* by-right Accessory Dwelling Units (ADU) were omitted from the subdivision application, concurrency analysis, and the Traffic Impact Analysis (TIA).

ADUs are protected, highly feasible, **and permitted by right in R-3, R-8, and R-17 Zones.** SB-1354 has removed the city's parking and setback requirements making them easier to build in R-8 and R-17 zones.

ADUs are not just detached units; **they can also be within in the primary dwelling.**

Examples of ADUs within a single family residence or townhome include:

- In Basements
- Above Garages
- As Additions
- Garage Conversions

City staff confirmed at the 7/14/26 P&Z meeting that ADUs count against the unit cap. Therefore:

If ADUs count as sewer generating units, they must also count as traffic generating units.

The Traffic Impact Analysis incorrectly counts the trips from by-right ADUs as zero.

*** ADUs were not included in the CT 1 or 2 Traffic Analysis. The Development Agreement and traffic study were done before the legislation which expanded ADU property rights.*

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Fact A12 (Traffic Impact Analysis Timeline)

The Concern (DA § 4.2.3)

Fails to address "Cumulative Impact" of the development.

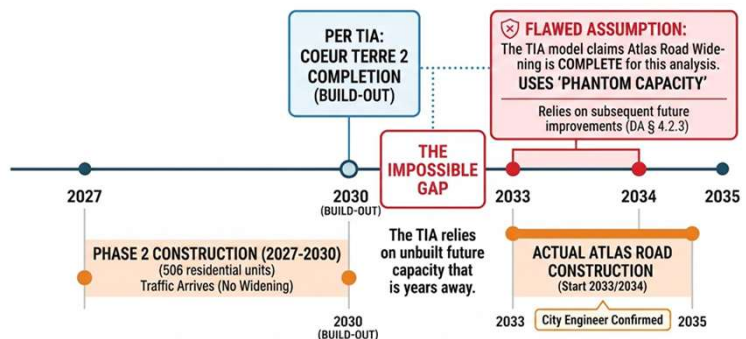
Unrealistic Build-Out Date

The TIA uses an early 2030 build-out date (Horizon date is 2035) and included the Atlas Rd widening as a baseline improvement. **An early build-out date improves intersection performance by reducing regional background traffic.**

The Reality & Violation

The City Engineer confirmed at the 7/14/26 P&Z hearing that **Atlas Road widening will not occur until 2033/2034, which is after the 2030 build-out date in the TIA.**

The DA prohibits relying on subsequent improvements anticipated in future phases.



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Fact A13 (Street Network)

The street design contradicts DA § 4.3:

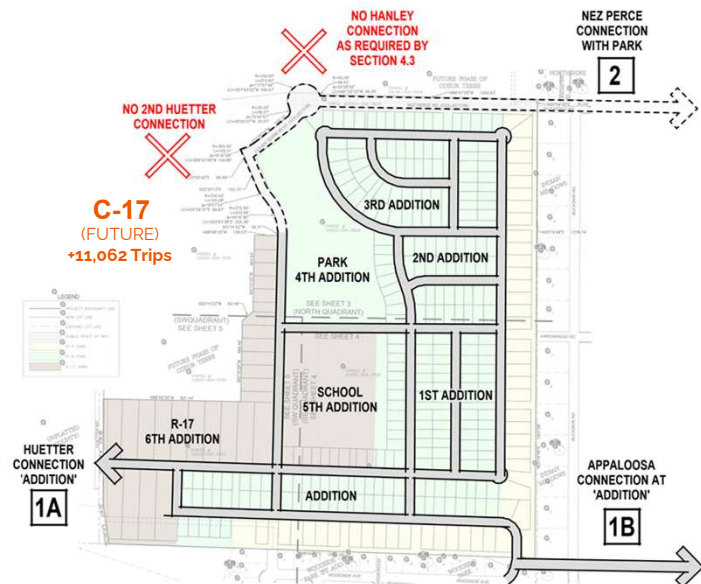
"...shall design and construct the connections with traffic calming features to discourage speeding and, to the greatest extent reasonably possible, through-traffic, and to ensure designs that encourage traffic originating in Coeur Terre to exit onto W. Hanley Ave. and N. Huetter Rd. instead of to the east."

The plat creates a 2-to-1 eastern exit bias.

2 exits through Indian Meadows/1 exit to Huetter.

TIA projects **50% of traffic goes** through Indian Meadows. **No connection to Hanley is provided.**

The Staff claims that no direct connections to the future C-17 zone design "limits through-traffic," yet the zone is specifically excluded from Coeur Terre 2. Therefore, it cannot be used as justification.
"CT2 Staff Report, 'Additional Details', Streets commentary



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Fact A13 (Nez Perce Rd. Safety Hazards)

There are zero continuous sidewalks to safely connect families between Faith Walk Park, Northshire Park, and the future Coeur Terre 2 park.

Vehicles frequently park in the 28-foot median, creating dangerous visual obstructions that will worsen with thousands of new CT2 vehicle trips.

Plow berms shrink the already limited 16-foot travel lanes, forcing pedestrians and vehicles to share a tightly constricted and icy bottleneck

Snow piled along the median also creates a visual blind spot, making intersection crossings and routine navigation exceptionally dangerous all winter long.

Approving this plat without upfront developer mitigations exposes existing homeowners to financial liability. A future City Council could invoke the sidewalk code (§ 12.28.210) to force current residents to pay out-of-pocket for sidewalk installations.



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Fact A19 (Phasing & Capacity Cliff)

The "Capacity Cliff":

Immediate Traffic Surges +
Delayed Infrastructure =

Neighborhood Road Failure.

Development to the 3rd Addition creates a "capacity cliff" by front-loading traffic on Appaloosa before the Nez Perce connection opens.
Per CivTech at the 7/14/26 P&Z commission hearing, **Appaloosa Road has a physical limit of 3,000 daily trips.**

If the Nez Perce connection is delayed after the 3rd Addition, **Appaloosa's capacity will be exceeded by local and regional cut-through traffic indefinitely, resulting in the failure of the existing road network.**

Coeur Terre 2: Phasing Exhibit

Diagram based on fig. 2, Coeur Terre 2 Preliminary Plat



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Fact A19 (Phasing & Capacity Cliff)

Coeur Terre 2 P&Z Presentation (7/14/26)

Appaloosa Existing Traffic Counts (7/16/26)

7/16/26 Traffic Counts
Existing Appaloosa
Volume is 1,598 ADT

Per CivTech presentation
Appaloosa max capacity
is 3,000 ADT

**Note: Total CT 2 volume
through neighborhoods
is ~4,200 ADT**

Coeur Terre Transportation

Required street connections to east

- Nez Perce Road
- Appaloosa Road

Nez Perce Road – Minor Arterial

- Minor Arterial capacity = 18,000 ADT
- Collector reclassification=15,000 ADT
- Existing volume=1,400 ADT
- Modeled volume = less than 5,000 ADT with Coeur Terre 2

Appaloosa Road – Local/Residential

- Local Residential Capacity = 3,000 ADT
- Existing volume=1,200 ADT
- Modeled volume = less than 1,800 ADT with Coeur Terre 2

Traffic calming is required by development agreement

Construction traffic on Appaloosa

- Residential access only-No Thru Construction Traffic

7/14/2026, 12:00 AM

Start Date	7/14/2026, 12:00 AM
End Date	7/16/2026, 12:00 AM
Location	APPALOOSA W OF BELMONT
Total Counts	3195.000000
Direction	MERGE
Lane	
Avg Speed	26
Avg Temp	
Notes	HOUSTON RADA 2026
Info	ADDITIONAL FILES IN FOLDER
Leg	
Alt Direction	
Zoom to	

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Fact A19 (Phasing & Capacity Cliff)

Scenario: Development stalls after 3rd Addition.

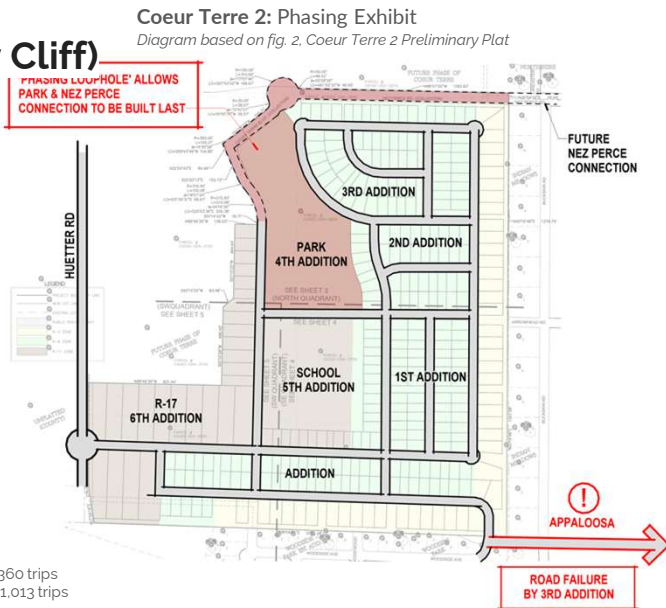
Appaloosa Capacity:	3,000
Trips	
Existing Traffic:	-1,598
trips	
3rd Addition (293 units)	-1,360
Note: This margin is erased when factoring in regional growth and by-right ADUs.	
Margin of Error:	Only 42 Trips

THE "CONCEPTUAL" PHASING LOOPHOLE:

Phasing is "conceptual" and reorderable. The 199-acre trigger for the park & Nez Perce Road (4th Addition) is not reached in Coeur Terre 2 (CT1 & 2 = 190.5 acres).

RESULT: The applicant can skip the 4th Addition, build all 506 homes, and dump 100% of all eastbound traffic onto Appaloosa (~5,800 trips)!

*293 Units @ 9.28 Trips (ITE210) = 2,720 trips. 2,720 x 0.5 (50% Appaloosa) = 1,360 trips
 ** 293 ADUs @ 6.91 Trips (ITE220) = 2,025 trips. 2,025 x 0.5 (50% Appaloosa) = 1,013 trips



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Fact A21 (Concurrency)

The finding disregards 2045 Kootenai Metropolitan Planning Organization (KMPO) 2045 regional traffic modeling.

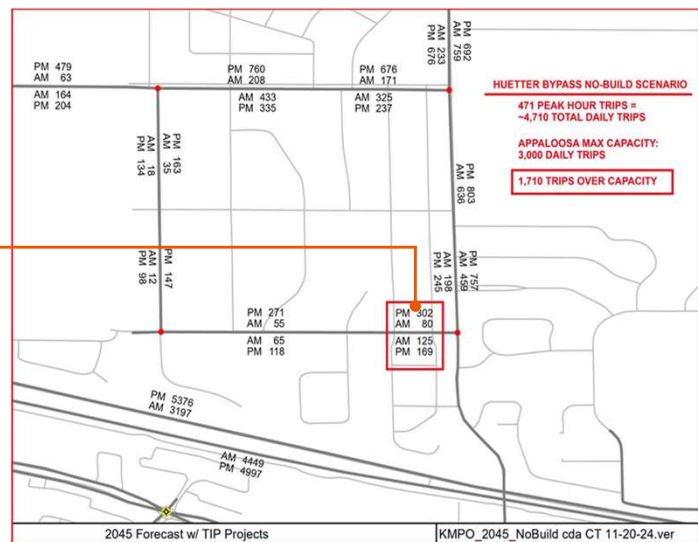
KMPO regional traffic modeling analyzes current traffic patterns and predict future roadway needs.

KMPO modeling (11/20/24) projects Appaloosa Road will receive up to **4,700 daily trips** in 2045. **Appaloosa will be 57% over its capacity.**

Deferring safety to future "periodic concurrency studies" is a fatal error. By the time a study confirms failure, the homes are built and engineering options are gone.

The question is not if Appaloosa will exceed its capacity, but how soon? What will the city do when it does?

KMPO 2045 Regional Traffic Model: No Huetter Bypass Scenario



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Finding B1 (General Concurrency)

TIA Concerns

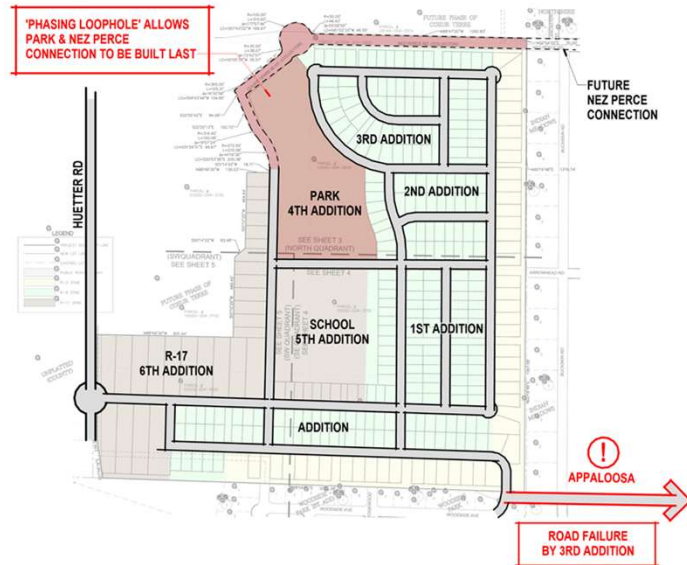
The TIA ignores ADU traffic loads, interim capacity issues (3rd Addition), and KMPO 2045 projections of long-term failure of Appaloosa Rd.

DA § 4.2.3 Concerns

The TIA incorrectly relies on the unbuilt 2034 Atlas widening as a baseline improvement and assumes it, and 506 units, are complete by 2030.

'Flexible Phasing' Concern

'Flexible phasing' legally permits the developer to delay the Nez Perce connection, funneling 100% of eastbound traffic onto Appaloosa Rd. which will result in indefinite failure.



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Finding B2 (Streets & Safety)

Violates Section 4.3 by creating a 2-to-1 eastern exit bias that funnels trips into residential neighborhoods. There is no access provided to Hanley from Coeur Terre 2.

No Infrastructure

Appaloosa and Nez Perce are already unsafe for walking and cycling, lack bike lanes, and have zero designed or funded improvement plans.

The Taxpayer Trap

Appaloosa structurally cannot be widened without massive retaining walls. Approving this layout without pedestrian infrastructure paves the way for a future council to use the sidewalk code (§ 12.28.210), forcing existing homeowners to pay for sidewalks to fix a developer-induced crisis.

CDA 2042 Comprehensive Plan: Existing and Planned Bicycle Network



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A Better Path Forward

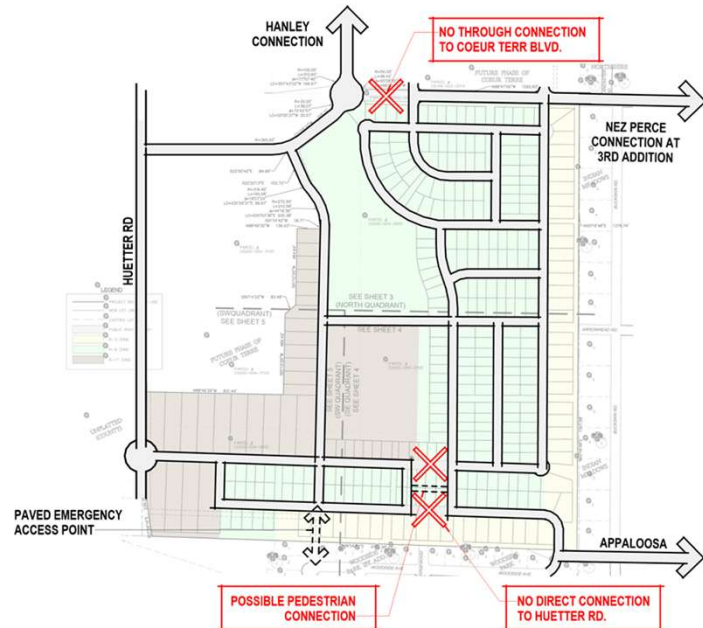
A Potential Solution

Simple internal street realignments can satisfy the DA § 4.3 mandate to discourage eastern through-traffic.

Remove the Straight-Shots: Remove the direct through-connection from Nez Perce Rd. to Coeur Terre Blvd.

Interrupt the Grid: Disconnect Halide Ave. and Feldspar Ave. from directly feeding into the Huetter connection.

This internal geometry actively encourages traffic westward toward Hanley and Huetter, rather than funneling regional cut-through traffic into Indian Meadows.



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Requested Action

Revise Internal Connections

Require revisions to the internal street network to eliminate the eastern-exit bias and discourage through traffic.

Require Revised Traffic Modeling

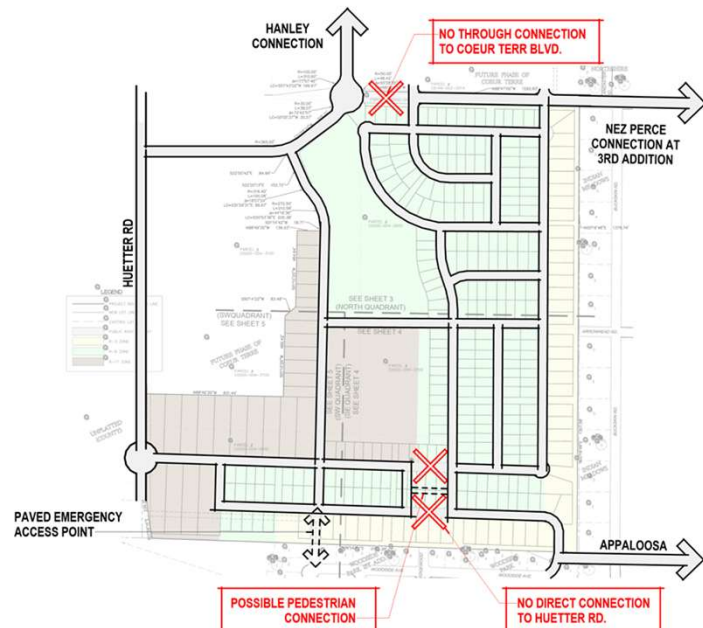
Require updated TIA and KMPO models, factoring in realistic build timelines and by-right ADUs, to prove residential roads and intersections will not fail.

Require Safe Phasing

Require the Nez Perce connection to be fully operational prior to the issuance of the 225th Coeur Terre 2 residential building permit to prevent Appaloosa Rd. from failing.

Protect Taxpayer Liability

Require the City to secure funding and plans for safety improvements *before* opening residential connections, shielding existing homeowners from out-of-pocket sidewalk installation costs.



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