

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

AUGUST 11, 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, Coppess, McCracken, Ward, Jamtaas

PLEDGE:

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

July 14, 2026 – Planning & Zoning Commission Meeting

PUBLIC COMMENTS:

STAFF COMMENTS:

COMMISSION COMMENTS:

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

1. Applicant: 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)

Presented by: Sean Holm, Senior Planner

PUBLIC HEARING: ***ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.

- 1 Applicant: Dobler Engineering on Behalf of David Swenson
 Location: 3050 W. Prairie Avenue and 7790 N. Atlas Road
 Request: A proposed 9.27-acre Annexation in conjunction with zoning from County Agriculture to City R-17 (Residential at 17 units per acre)
 QUASI JUDICIAL (A-2-26)

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*

****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.***

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.



MINUTES

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**PLANNING & ZONING COMMISSION
MINUTES
LOWER LEVEL – LIBRARY COMMUNITY ROOM
702 E. FRONT AVENUE
JULY 14, 2026**

COMMISSIONERS PRESENT:

Jon Ingalls, Vice Chair
Phil Ward
Kris Jamtaas
Sarah McCracken

STAFF MEMBERS PRESENT:

Hilary Patterson, Community Planning Director
Sean Holm, Senior Planner
Randy Adams, City Attorney
Traci Clark, Administrative Assistant
Chris Bosley, City Engineer
Kyle Marine, Water Department Director
Mike Anderson, Wastewater Department Director
Adam Rouse, Parks & Recreation Director
Monte McCully, Urban Forester
Craig Etherton, Fire Marshal
Jared Reneau, Police Sergeant

COMMISSIONERS ABSENT:

Mark Coppess
Lynn Fleming
Tom Messina, Chairman

CALL TO ORDER:

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

APPROVAL OF MINUTES:

Motion by Commissioner McCracken, seconded by Commissioner Jamtaas to approve the minutes of the Planning and Zoning Commission meeting on February 10, 2026. Motion carried.

PUBLIC COMMENTS:

Suzanne Knutson introduced herself and read the commission's duties from the City of Coeur d'Alene Planning and Zoning webpage. She then stated because planning is a public process, it is standard and completely acceptable for a commission to vote differently than what staff recommends, provided their decision is based on solid evidence and required findings of fact. She said that commissioners must listen to testimony, impartially evaluate community concerns and use public feedback to help shape their recommendations to the governing bodies, such as City Council.

STAFF COMMENTS:

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

- At the August 11th P&Z meeting, we will have two items. One is a public hearing, an annexation request, and the other is a subdivision extension for an item you approved last winter.

COMMISSIONER COMMENTS:

Vice Chair Ingalls stated this will be a public hearing, but first I want to take a minute and cover a couple of notes. There are quite a few comments that have been sent in. There is a development agreement that is in our packet and I'd like to just point out, mainly for everybody, that the agreement was entered into between the city and the developer in 2023, and it establishes the required roadway connections, and vests the property owner with development rights for the Coeur Terre project. I point this out because the commission cannot discuss amending the development agreement tonight or address roadway connections this evening. We have really no purview there. Secondly, the scope of the meeting tonight is on the subdivision aspects, which is the preliminary plat approval and four elements that we're looking at are whether the preliminary plat requirements have been met. This would include provisions for sidewalks and streets and utilities, stormwater, lighting, etc. to determine if those have been met. We look at code requirements such as typical design of the lots, lot frontages and sizes of things, as well as the zoning and density to determine if those have been met. Those are standard verifications of the subdivision requirements. Finally, I'm going to point out that this is a quasi-judicial hearing, and everyone that wishes to testify will be sworn in, and I'm going to do that as a big group later on. Public comment will be limited to three uninterrupted minutes, and again, the process here is that Sean Holm is going to do a staff report, followed by the applicant, and then I'll open it up for public testimony. I will poll the commission to see whether there are any conflicts of interest. Seeing none, thank you. And I'd also ask that we be respectful. We will be respectful tonight. I mean, there's I think some passion. We're all interested in this. Whether you're the presenter, the applicant, commenter, whoever, pro, con, whichever. I'd ask that you not go to applaud people. We're not going to boo people. Let's have some decorum and some basic respect.

PUBLIC HEARING : *****ITEM BELOW IS CONSIDERED TO BE AN ACTION ITEM.**

1. Applicant: Connie Krueger, AICP
 Location: Property located in the southern portion of the Coeur Terre master planned community, north of W. Woodside Ave., south of the future W. Nez Perce Rd. extension, east of N. Huetter Rd., and West of N. Buckskin Rd.
 Request: A Preliminary Plat request to subdivide 202 acres into 284 single-family and 36 multi-family lots, a public park, a public school site, and associated non-buildable tracts zoned R-3, R-8, & R-17, known as Coeur Terre 2 Subdivision QUASI-JUDICIAL (**S-2-26**)

Mr. Holm, Senior Planner provided the following statements

Mr. Holm stated I haven't seen you for a little bit, I just wanted to wish America a happy 250th birthday. The request this evening is for approval of a Preliminary Plat to subdivide approximately 202.01 gross acres of existing properties into 284 single-family and 36 multi-family lots, a public park, a public-school site, and associated non-buildable tracts, known as the Coeur Terre 2 Subdivision (S-2-26). Lakeside Companies, through their representative Connie Krueger, AICP, is requesting approval of the Coeur Terre 2 preliminary plat, a proposed subdivision that ends up being approximately 126.35 developable acres of the 202 total acres. The preliminary plat would create 320 residential lots with up to 213 multifamily dwelling units in the R-17 zoning districts, a park and the school site, plus the tracts.

The decision point is that the Planning Commission and Zoning Commission must determine whether the proposed preliminary plat meets the required subdivision findings, including applicable subdivision design standards, which are found in Chapter 16.15, and the subdivision improvement standards, which are found in Chapter 16.40.

Mr. Holm stated he put a slide in here for the presentation regarding the development agreement. This is between the city and the developer. Both of those parties would have to agree to any sort of change, because it has been signed and recorded. That means neither the Planning Commission nor the public

have the authority to alter them at this level. We have also received a lot of comments about traffic studies; I think there's some misconceptions out there about what a traffic study takes into account. Chris Bosley, the City Engineer, is here, and he can speak to that in depth. I am certainly not a traffic expert, but as I understand it, is that they take existing and proposed conditions into account, and increases to capacity are not based on full buildout, but rather incremental increases of the whole, so that's when it says that the whole area or the whole of Coeur Terre would be considered as they build this. It's incrementally as it grows, so that the roads are able to handle the traffic that would be generated by any sort of approval as they progress.

Mr. Holm noted there are four findings that must be made for a subdivision, Findings B1-B4.

Finding B1 That all of the general preliminary plat requirements (have) (have not) been met as attested to by the City Engineer. Chris Bosley, stated the preliminary plan submitted contains all of the general preliminary plat elements required by the Municipal Code.

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. Sidewalks are proposed on both sides of all local streets throughout the development, supplemented by perimeter multi-use paths and mid-block walkways where block lengths exceed 600 feet. The sidewalk system provides continuous pedestrian connectivity within the Coeur Terre 2 subdivision request and connections to the master plan trail network. For streets, the internal street network is designed to city street standards for alignment grade intersection geometry and surfacing. Collector streets include Coeur Terre Boulevard and Nez Perce Road. No frontage improvements are required on Huetter Road per the development agreement. That is also the edge of the city, where the city limits sit. Off-site transportation improvements include a roundabout at Huetter Road and Access A, and northbound left turn lane at Huetter and Mullan Roads, which is consistent with the traffic impact analysis. Stop-controlled intersections will be identified on construction plans. No alleys are proposed. Street rights-of-way, easements and intersection geometry are designed to city standards. The plat identifies all proposed rights-of-way consistent with the development agreement. Easements: the minimum of 20-foot easements are centered over water mains, and 30-foot for combined sewer water easements where they are required, as applicable. All utility easements for public sewer shall be dedicated to the city prior to building permits. Street lighting shall be installed to city standards, concurrent with each phase of the development agreement. The development agreement, Section 3.5, discusses that. Fire Protection, the water distribution mains are sized to meet fire flow standards and hydrant spacing standards. Fire department access roads meet minimum width requirements, which is 20 feet for buildings up to 30 feet, and 26 feet wide for buildings over 30 feet tall. Hydrant placement and spacing will be reviewed prior to final plat recordation. A secondary means of egress shall be constructed prior to building permits for more than 30 single-family dwellings or more than 200 multi-family dwelling units per the International Fire Code. I want to stop here just in case this gets glossed over or missed because it's not directly handled until fire's comments, and then there's also a condition. But the Woodside neighborhood to the south was originally constructed beyond the Fire Code requirements and it does not have a secondary access, and so the Fire Department has made a condition for an emergency access only, it is not for vehicular traffic for the public, so that they can bring that neighborhood up to code for fire protection. Planting, street trees and landscaping shall be installed to city standards concurrent with each phase at the time of permitting. Tree setbacks of 10 feet from water infrastructure are required. Sometimes those are also required at the time of building permit, depending if it's commercial or residential. Drainage and stormwater management is handled on site by on-site infiltration. All storm drainage shall be retained on individual lots. A stormwater management plan shall be submitted and approved prior to any construction activity. Pedestrian and bicycle facilities. The development agreement provides for perimeter trail systems, which are a 12-foot asphalt multi-use path on the eastern boundary and a 10-foot path along the southern boundary. Trail corridors will extend to the full length of the development. As development progresses by phase, they won't build the trail all in one big swoop. That'll happen as the phasing takes place. The applicant has agreed to develop and dedicate two traversing north-south trails and two traversing east-west trails to city standards. Water systems include distribution mains sized for fire flow demand, connecting to the municipal system. Sewer systems connect to the municipal systems via the Appaloosa

trunk main, which shall be extended prior to the 454th equivalent residential unit per the development agreement, which is found in section 3.2.1.3, all utilities are designed to city standards. I want to point this out for people in the audience that may not understand what this looks like. The R-8 development and then the R-3, which abuts the existing neighborhoods. The water and sewer utilities that are proposed for each lot will all have the standard connections.

Finding B3 That the proposed preliminary plat (does) (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). The applicant has submitted a subdivision application checklist with responses addressing each applicable provision of Chapter 16.15. The checklist indicates compliance with all applicable standards. No design deviations have been requested. The street network and pedestrian connectivity are designed to the applicable design standards. Utilities are designed to City standards. Compliance with Chapter 16.40 improvement standards will be confirmed through engineering plan review and permitting for each phase. Chris Bosley, City Engineer, states the plan are compliant and the preliminary plans meet both subdivision design standards (Chapter 16.15) and improvement standards (Chapter 16.40).

Finding B4 The lots proposed in the preliminary plat (do) (do not) meet the requirements of the applicable zoning district, including any deviations approved through the PUD process. The project has three zoning districts. Mr. Holm provided an overview of the zoning districts and project components.

- **R-3** (Residential at 3 units/acre): Single-Family homes
- **R-8** (Residential at 8 units/acre): Single-Family and public park
- **R-17** (Residential at 17 units/acre): Multi-Family and school site

Coeur Terre 2 Phasing:

- Addition 87 total lots
- 1st Addition 90 total lots
- 2nd Addition 47 total lots
- 3rd Addition 69 total lots
- 4th Addition Public park
- 5th Addition Public school
- 6th Addition 27 lots / 213 units

Proposed Lots/Units by zoning district:

- R-3: 48 single-family lots
- R-8: 236 single-family lots
 - 12.309-acre community park
- R-17: 36 lots (mix of single-family & multi-family)
 - 10.065-acre school site

Affordable Housing:

A minimum of 26 affordable/workforce housing units (approximately 5% of total units), distributed across phased additions as follows:

- Addition: 5 units (5.75%)
- 1st Addition: 4 units (5.08%)
- 2nd Addition: 4 units (5.80%)
- 3rd Addition: 2 units (5.12%)
- 6th Addition: 11 units (5.16%)

Mr. Holm provided an overview of the 31 conditions of approval.

Commissioner McCracken commented that she wanted to respond to some of the public comments about the ability for the project to have an unlimited number of accessory dwelling units as a result of new legislation. They are allowed in any of these zones, but due to the lot sizes and setbacks, most of the lots probably will not have setbacks to actually fit an accessory dwelling unit.

Mr. Holm replied, an ADU is what you're speaking about. An accessory dwelling unit. That is a very good comment. The development agreement limits the property to have a total of 2,800 ERUs (equivalent residential units), and that is the maximum. I would look to our attorney and the developer to explain how they are going to handle that to ensure that counts towards the ERUs and keep the number current.

Commissioner McCracken asked, what if the homeowner wanted to build an ADU five years later and if the HOA would restrict that.

Mr. Holm replied he would have to defer to the applicant.

Commissioner McCracken asked about the 5% affordable housing and if that will be administered by addition. On the R-3 lots, it might be hard to make those fit in an affordable category.

Mr. Holm replied, yes, and that that is an excellent question. The way that the development agreement handles that is that they have to be different types of housing. They have to be different from each other in terms of number of bedrooms and whether they're owned or rented. What that is saying is the developer can't just take one corner of the development and put a bunch of one bedroom, one-bathroom units in there and have that meet their affordable housing requirement. It does allow for flexibility. That is not set in stone the way that it's shown. It's what they anticipate. So that may change. But staff will have oversight over that to make sure that they're meeting the minimum standard in the development agreement with each phase.

Decision Point:

Mr. Holm noted the action alternatives will need to consider the Subdivision request and make findings to approve, approve with conditions, deny, or deny without prejudice.

Mr. Holm concluded his presentation.

Commissioner Ward stated, he has read a lot of these reports. This is the most comprehensive report he has seen in any development. It detailed everything from the beginning to the current time. Thank you. It really makes it a lot easier to review what we need to do.

Mr. Holm replied, thank you, Ms. Patterson was instrumental in helping me rework it.

Commissioner McCracken commented on one of the conditions. The secondary means of egress to be constructed and accepted by the city prior to issuance of building permit of more than 30 single-family dwellings or more than 200 multi-family for the Fire Department condition. Do you know where those will be while construction is happening?

Mr. Holm replied, most likely it will be here at Woodside. That would be the emergency access, and then it will depend on what their phasing ultimately is. The Fire Department will pay attention to those numbers, and they can answer that better than I can. This (connection into Woodside) will be for emergency access for the Fire Department only and pedestrians.

Vice Chair Ingalls swore in the applicant team as a group.

Public testimony opened:

Melissa Wells introduced herself and stated she is the president of the Kootenai County Land Company and she will be presenting this evening. The request is for approval of the preliminary subdivision within the already annexed Coeur Terre Master Plan. The purpose of tonight's presentation is to walk through how this subdivision implements the zoning, development agreement and the city code standards that were established through the annexation process. But before we begin, we wanted to take just a quick moment to address the public's comments. First and foremost, our comment is to thank you. We are fortunate to receive a great deal of feedback from the community. We often receive a lot of positive comments and strong support for our communities, and that means a great deal to us. Our team members all live here locally, and we're very proud of the work that we do in the communities that we help create. Now, I do understand that not every decision is favorable to everyone, and from my perspective, it is important that we understand all the opinions, both positive and negative, because public input is really an important part of this process. As you can imagine, many of the comments are emotional, and understandably so. Growth, traffic, neighborhood change, and development can be personal, but just note that these opinions are valued, and again, we fully agree that they're an important part of the process. At the same time, it's equally important to understand that these decisions have to be guided by accurate information and facts that are provided by qualified professionals. So today our goal is to provide very data-driven information supported by professional engineers, planners, and attorneys. And while we believe it's important for everyone to be heard, we also believe it's our responsibility to help clarify the record, correct inaccuracies, and provide factual context so that decisions can be made fairly and thoughtfully. We're going to start tonight hearing from Mischelle Fulgham. She's a land use attorney that will begin with a short legal and procedural overview, so that everyone is very clear about the process of this application and the standards that apply. For the past 34 years, she has represented property owners, developers, neighborhood groups, and municipalities in land use cases in both Idaho and Washington. She has successfully represented clients at all levels of judicial review in the state court and federal court, including prevailing in numerous land use cases before the Idaho Supreme Court.

Mischelle Fulgham introduced herself and said she will be addressing the legal and procedural matters tied to the subdivision application. In the past, much of the discussion about this property focused on whether the land should be annexed into the city and what conditions and what obligations should attach to that annexation, and those were made in the annexation and development agreement about three years ago. The annexation decision and the development agreement were implemented in March of 2023 when the property was brought into the city, and through that annexation approval, the city established the zoning for the property, and they entered into the contractually binding development agreement that defines the framework, the obligation, and the conditions for the development of the land. Now, that contractually binding development agreement was negotiated, debated, fully vetted, approved and signed by both parties, the city and the developer. It was then recorded against title for the property, and it became a binding encumbrance, establishing development rights on the real property. The agreement is legally binding and it vests the owner with established property development rights, and those rights are recorded and have permanently attached to the subject real property, as indicated in the staff report and also by Vice Chair Ingalls. The decisions in the development agreement are final, they're binding, they're recorded against title of the property, and they cannot be altered through this subdivision application process. Having gone through annexation, having implemented and recorded the development agreement, we're now here as planned, as anticipated, with a subdivision application, and this subdivision application is an outright permitted use. There are no deviations, waivers, conditions, or changes being sought because the application is for a residential subdivision. The city's subdivision code governs as the binding legal standard, and the development agreement that's been recorded as an encumbrance against the property and granting development rights governs. Those are the legal authorities, the parameters that warrant review. So long as this applicant complies with the applicable city code for subdivision requirements, and the applicant complies with the development agreement requirements, then as a matter of land use law and contract law, the applicant's entitled to subdivision approval and to move forward through the process, and that's precisely the factual and legal record you have before you tonight. The staff report indicates the application meets all the requirements. Both City Planner Sean Holm and City Engineer Chris Bosley have documented that the application fulfills the requirements for preliminary plat approval under both the Subdivision Code and the development agreement. The development agreement establishes road connectivity and the traffic study requirements. Under the development

agreement, the subdivision is required to have the agreed-upon street connectivity plan, the connection at Appaloosa, and the connection at Nez Perce. The applicants also completed a traffic study as required through the concurrency analysis, and a licensed traffic engineer, Sean Messner with CivTech, will be here to talk through and explain that traffic impact analysis. But from my perspective as a land use attorney, it's important to point out the legally binding and applicable standards for analyzing the traffic impact and the mitigation to be imposed based upon that traffic impact. It has to be demonstrated that there is a rational nexus between the impact of the development at issue in the application and the mitigation being imposed upon that development in the application. No mitigation is required for future development impacts that are outside the pending application. Under land use law and constitutional property rights law, an applicant is not required to mitigate traffic impacts that are created from other projects, from other developments, including a future phase of the Coeur Terre Master Plan, such as the commercial development that may or may not come forward in the future. That's not part of this application, so that's not part of the impact being created by this application to be mitigated as part of this application. The impact and mitigation analysis must be rationally related. We look at the average daily trips; that's the impact from the subdivision application and the mitigation turn lane on Huetter a roundabout and those have to be rationally related and proportionate in their analysis and comparison. If the mitigation imposed on the impacts is overreaching, then it's unlawful and it constitutes an unconstitutional taking, and it could be an exaction in violation of Idaho land use law. So, the rational nexus and the proportionality controls. In conclusion, with that legal framework in mind, the applicant team will now work through how Coeur Terre complies with all requirements, including the approved zoning, the density standards, the development agreement, subdivision standards, utilities, transportation, parks, trails-all phasing and concurrency requirements, all findings through B1 and B4 are met, and the subdivision application warrants approval.

Ms. Wells stated each subdivision within Coeur Terre will need to come forward for review and approval, and we just felt it was important to remind the public of this process. The fact that we're here tonight does not mean that there's an underlying land use change. It simply means that we're following the steps required by city code and the development agreement to move this forward project forward over time. Coeur Terre 2 is located on the south end of the property, and it includes about 126 developable acres. The subdivision is within the existing R-17, R-8 and R-3 zoning districts. We do not have any deviations proposed with this application, it's straightforward. This proposed subdivision fits within the zoning and development agreement already approved for on this property. On this slide, we just wanted to show all the various zoning districts that are in the application. In the R-8 zone, we have proposed 236 single family lots and a perimeter trail. We are including the community public park, and as was discussed, that will be dedicated to the city prior to the 199th acre of development. In the R-3 zone, there will be 48 single-family lots with a net density of 2.6 units an acre. There's also the perimeter trail. The R-17 zone will have a limited number of single-family and multifamily lots, along with the donated 10-acre elementary school site and the perimeter trail. We did want to point out that throughout the whole project, we will meet or exceed our affordable housing commitment. The proposed densities are well within the approved framework, and they certainly are going to help deliver the mix of housing, parks, trails, and public facilities that were contemplated during annexation. We just showed a sample here of a gathering area, and just wanted to point out that the Coeur Terre Master Plan is not simply a lot layout. It includes very meaningful public and private amenities. Our plan includes open space, perimeter trails, linear park areas, a community park, HOA maintained areas, and future school sites. These elements all help implement the broader Coeur Terre commitments for parks, trails, neighborhood connectivity, and community infrastructure, and just pointing out that they're not afterthoughts. We're everything has been integrated into the subdivision and are part of how the Coeur Terre meets both the code and the development agreement requirements. We did coordinate very closely with the city's water and wastewater Departments regarding the public utility infrastructure. We are consistent with the city's direction; this project has been designed to connect to and extend the existing public utility systems. The proposed water and sewer improvements are intended to serve this phase of the development, while also fitting into the broader utility framework established for Coeur Terre. For sewer, the project will be served by a gravity sewer main that connects to the existing mainline and Appaloosa Road, and the development agreement identifies when the future improvements to the Appaloosa sewer line are required. We coordinated the water with the city Water Department, and a water system study was completed to

determine the appropriate main sizing and related improvements. And in addition, the project includes relocating an existing 12-inch water main and the associated PRV into the public street. Traffic has been one of the main topics raised in the public comments, and again, we very much take those concerns seriously. As part of this application, we have followed the city's concurrency analysis requirements, and we did, of course, complete the required traffic study for Coeur Terre 2. Sean Messner is a traffic engineer with CivTech, and we have him here tonight to walk through this process. He'll explain the methodology used, summarize the findings, and talk about the recommended mitigation measures from the study. He is an experienced and licensed civil and traffic engineer with more than 24 years of experience preparing traffic studies and traffic design. He has prepared and reviewed over 1000 traffic studies, including master traffic studies for large multi-phase projects and their subsequent phase TIAs, and has served as a city traffic engineer for public communities implementing agency standards.

Sean Messner introduced himself he states we've already completed as part of the project over the years in terms of traffic studies, and then hone in on the specific Coeur Terre 2 traffic study and talk a little bit about the process that we used to go through that. The master traffic study was completed back in 2022 and brought forward through the development agreement in 2023. We coordinated with the KMPO and had Ali Marienau, Senior Transportation Planner, take our master site plan and plug it into the regional travel demand model. The reason that's really important is when you have a really large development like this, you want to plug it into a regional travel demand model to see how it interacts with other developments surrounding it, including development within Post Falls and to the north, and take a look from a high level to see and ensure that the facilities serving the area have adequate capacity. That's the purpose of that master traffic study to take that information and look at the roadways and see if the number of lanes is correct, determine what that capacity is, and if there are limitations, to make note of that. What we found with the KMPO model and what the city concurred with was there were adequate facilities to serve not only this development, but all future development within that regional travel demand model. As part of the master traffic study, and as part of our development agreement, we are required to do a traffic study for each one of these phases, or update the master traffic study every two years. Having said that, we did a traffic study for Coeur Terre 1 that went through the city review process, and we used national standards, the ITE traffic manual, traffic study manual, the ITE trip generation manual, highway capacity manual, and manual on uniform traffic control devices. All of these are national standards that apply to regional and local items as well in terms of developing traffic studies. We are in compliance with that. It also helps us determine what traffic data needs to be collected, how to analyze the site in terms of residential units and commercial, and then look at the study intersections for capacity constraints and for what improvements might be needed to serve the development. With Coeur Terre 1, the outcome of that were two things: project improvements and then system improvements. Project improvements are improvements that are the sole responsibility of Coeur Terre or the developer, whereas system improvements are improvements that we contribute to. But there's background traffic from other development or what's out there today, and the city collects transportation impact fees to address those. The table to the right here, in terms of system improvements, identifies what our percentage of contribution would be, and helps the city to allocate or direct where the traffic and or transportation impact fee funding might go to help improve the system. Skipping ahead to Coeur Terre 2. Let me go back. Coeur Terre 1 was the sub piece. The master study is this big, overarching analysis, and as each phase comes in, we hone in on each one of those developments and each one of the phases to look at. The improvements that correspond with the development at the time. These aren't done in isolation. Coeur Terre 1 was the first one. The Coeur Terre 2 (traffic study), which was recently approved by city staff, incorporated the traffic generated from Coeur Terre 1 that's already been approved. We're not discounting it; we're adding that to it and accounting for it. With Coeur Terre 2, much like Coeur Terre 1, there were both project improvements and system improvements. The improvements in the project, as you've heard, were the roundabout at Huetter and Access A, and a northbound left turn lane at Huetter and Mullan. But there's also system improvements that we identified in the traffic study, and those are to the right in the table, and it also shows the percent contribution that our site has to what is needed at each one of those study intersections. Again, the city collects transportation impact fees, and this table can be used to help guide where those fees go to help improvements where they're needed. We appreciate the public comment. We value that, and transportation and traffic is a concern for all people. I wanted to address the connections at Nez Perce and Appaloosa. Nez Perce today is a minor arterial as a classification, and we

understand the city is trying to reclassify that as a collector roadway. But I wanted to share the capacities of roadways in terms of average daily trips or average daily traffic that each one of the types of facilities can accommodate. So, as a minor arterial, a roadway can be expected to accommodate up to 18,000 daily trips. As a collector, it can be expected to accommodate up to 15,000. When we collected the traffic count data, the existing volumes on Nez Perce are about 1,400 daily trips. We are adding traffic to it. We have a connection from Coeur Terre 2 into Nez Perce, and so we're increasing that traffic slightly to the total of about 5,000 daily trips. That's not overnight. That's when Coeur Terre 2 is fully constructed, which we're assuming will happen by 2035, so nine years. That is still about a third of the capacity of what a collector can accommodate. With Appaloosa, it will remain as a local roadway. We've gone through site plan exercises and internal roadway network configurations to really make it so that traffic will want to go to Huetter or want to go north and away from the neighborhood, rather than through Appaloosa. Gabe will talk a little bit more about that in the coming slides. But a local roadway capacity is about 3,000 daily trips. The daily volume that's there today is very similar to Nez Perce. It's about 1,200 daily trips, and we're only adding about 600 daily trips more, and that's partly because of how we're designing Coeur Terre 2 and the roadway network. With that, the total ADT (average daily trip) in 2035 will be about 1,800 vehicles per day, which is about just over half of the capacity that the road can handle. Gabe Gallinger will talk a little bit more about some of the traffic calming and what we've done with the roadways internally and we've taken great strides through the site plan and the plat to show how that can be accommodated and where we are accommodating that. Regarding construction traffic, that was also a major comment, and we agree 100% with that. We will be posting very large signs on Appaloosa and Nez Perce during construction that states residential traffic only, no thru construction traffic. We're also going to direct our contractor to make sure that they don't have any deliveries, and all the construction workers come in from Huetter and not through Appaloosa or through Nez Perce.

Gabe Gallinger introduced himself and stated he is a licensed civil engineer with Kootenai County Land Company. He will be addressing the internal street connections and layout of Coeur Terre 2 and the connections to the existing neighborhoods. He said he wanted to begin by revisiting a key part of the annexation process during the City Council hearings. City Council specifically asked us to demonstrate how the proposed roadway network would direct traffic toward Huetter Road and reduce reliance on the Nez Perce and Appaloosa neighborhood connections. The information on the next few slides was presented to the City Council in March of 2023. We thought it would be helpful to revisit this discussion because this roadway approach was an important factor in the Council's decision to approve the annexation. We proposed removing the two mid-block connections to Nez Perce on both the north and south sides by eliminating these connections. Traffic generated in Coeur Terre 2 is now naturally directed south and west toward Huetter Road, instead of traveling north onto Nez Perce and east through the existing neighborhood. Now moving to the south side of the site, we first eliminated the two prohibited street connections at Woodside and Arrowhead, as required by the development agreement. Next, we incorporated the required connection to Appaloosa Road and proposed reconfiguring it to a three-way stop-controlled intersection. This requires that traffic leaving Coeur Terre 2 must stop and make a left turn onto Appaloosa, rather than providing a straight-through, uninterrupted connection. To further discourage neighborhood cut-through traffic, we disconnected the two easternmost north-south streets and redirected them to the west. We also extended the east-west local access street all the way to Huetter and created a direct route to the arterial system through the new roundabout that's been discussed. The result of this street network, that naturally encourages residents to access Huetter rather than relying on the existing neighborhood connections to the east. Now this exhibit shows the overall street connections for Coeur Terre 2. As you can see, the subdivision includes the required street connections, while intentionally directing traffic west toward Huetter Road, while minimizing reliance on the Nez Perce and Appaloosa connections. In conclusion, the application before you this evening is very straightforward. We're not requesting any modifications, exceptions, or deviations from the city's standards or the development agreement, and as confirmed in the staff report, the proposed preliminary subdivision complies with all applicable city requirements. We appreciate your time and consideration and respectfully request your approval of the application as presented.

Vice Chair Ingalls asked for clarification on the timing of the roundabout in relation to the seven phases.

Mr. Gallinger replied that phase one, which is what we call the Addition.

Vice Chair Ingalls stated, it certainly showed the data that Nez Perce, even with the added traffic, that you're at a third of the capacity, and half of the capacity on Appaloosa. That said, he likes the calming features, the three-way and the reconfiguration. That's going to make a big difference, and that's new information. The question he has is on the construction traffic. So even though the ultimate buildout is within capacities or whatnot during construction, that could really be ugly, cement mixers and all this and that. It sounded like there's going to be some effort put into making sure the construction traffic comes via Huetter. Help us understand what you would do to really make that happen.

Mr. Gallinger replied we will be putting up very large no construction signs on both sides of Appaloosa, and both ends of Nez Perce for the duration of construction. If you're on Atlas Road turning onto either one of those streets, you would see this sign. Same if you're leaving Coeur Terre and you want to head east, you would see that sign, and you would not go that way. Now, in addition to that, all the contractors that we hire, we will specify that they are not to go east through the residential subdivision. They are to access Coeur Terre for the duration of construction through Huetter Road, and that's one of the reasons that we're building the roundabout construction with the first phase of the development, so we have a permanent open access to Huetter Road to facilitate construction traffic.

Commissioner McCracken asked Mr. Gallinger to walk them through the plan on which roads will be developed when the trails are going to be built and when you are going to connect to Huetter in the first addition.

Mr. Gallinger replied that the connection to Huetter would be in the first phase, the Addition, that's the legal term that will be on the final plat. We try to keep that consistent because it does get confusing because the numbers don't line up, but it goes up to this point down. It's south of the school property, comes back and includes the connection at Appaloosa, and then along the southern boundary of the property. Really in that first phase, we will get the permanent connection to Huetter. We will get the emergency access connection at Woodside, and we will get the permanent connection and reconfiguration at Appaloosa.

Commissioner McCracken asked if the southern trail would be developed at the same time.

Mr. Gallinger replied yes, the southern trail and then the east perimeter up to the north boundary of that phase.

Commissioner McCracken asked for clarification on the timing of the roads and if they would follow the additions as they go. She also asked if there would be any painting or beacons at the trail crossings.

Mr. Gallinger stated the north south trail along the east boundary, it's going to be in a common area tract owned by the HOA, and it is within Coeur Terre 2. It won't cross any streets. The north or the east west trail will cross this Appaloosa connection. I think we'll work with Chris Bosley and the city staff to determine what is appropriate for pedestrian and bicycle safety. Most likely it would be crosswalks for the trail crossings. We'll see what level of facilities are needed for those. But we do anticipate a lot of utilization on these.

Commissioner McCracken said she lives in Indian Meadows, full disclosure. When it comes up to Nez Perce, when you're going to be coming behind homes, just to make sure that if someone is crossing up there, that there landscaped in a way that, or if there's a way to calm the traffic, maybe with beacons, because Nez Perce is going to be a straight shot all the way to Atlas, and that while the trail is super nice, when you get onto Nez Perce and you don't have a trail to connect into the trail on Atlas or other systems, she was kind of wondering if there was anything planned for sidewalks or trail connectivity on to Appaloosa or Nez Perce to get to the Atlas Trail? Or how about the intersection for the pedestrians and cars that that could be looked at?

Mr. Gallinger stated that's a design level discussion that we really haven't had yet. We're certainly amenable to provide whatever is necessary for public safety. I think curb bump outs are typically done at high volume trails for crossings to shorten the distance that you're in the street. This is certainly something we can look at.

Commissioner McCracken said there is concern with the trail crossings on Atlas. When you come up to those stop signs at trail crossings, it's easy for a bike to just go straight through, and then you're likely going to have more bike riders to the school. She wants to make sure that those intersections of pedestrian and cars are kind of thought about throughout the process, and she doesn't know if the developer would be amenable to have a condition for that, especially with the school site.

Mr. Gallinger stated we do trails and pathways in a lot of our communities and coordinate with city staff during the civil design review process on all of those and take staff comments. Staff have the ability to give us those conditions at that time based on the particulars and specifics of the trails and the street crossings.

Commissioner McCracken asked if Mr. Gallinger could explain the plan for landscaping along the perimeter of the neighborhood and if there would be any fencing.

Mr. Gallinger stated we don't have a finalized landscape plan at this point, but we have talked to our landscape architect about providing more natural grasses along that corridor that doesn't require daily watering and weekly mowing and fertilization and heavy maintenance. We will have more dryland grasses that grow six to 12 inches and maybe get mowed down once or twice a year just to kind of keep them from getting unruly, but more of a natural scape with trees and you know little landscape pockets. Something like you would see on the Prairie Trail.

Commissioner McCracken asked if there will be perimeter fencing.

Mr. Gallinger replied there will be fences on the back lot line of the lots that are adjacent to the west side on the north south and the north side on the east-west trail, we really haven't decided if there's going to be fencing at the back of the existing lots that will be next to the perimeter trail. I know during the annexation, public comment was a little mixed on a perimeter fence. Some residents would prefer a perimeter fence, and some wouldn't.

Commissioner Ward commented there are only two east roads, either Nez Perce or Appaloosa, and they talked about the distribution of traffic. He asked for clarification on the distribution of traffic going east and how someone would connect to Nez Perce or Appaloosa if they were traveling east.

Mr. Gallinger replied that if you live somewhere in this area and pointed to the middle of the screen of Coeur Terre 2. If you wanted to go east on Appaloosa, you could go south on this street, and then you would head east, go down to the stopped controlled intersection, take a left on Appaloosa, and continue east to Atlas. If you wanted to use Nez Perce, you would come down, go west, head north, turn right on Coeur Terre Boulevard, which is the main central collector for the whole master plan. Go north, take a right, and head east on Nez Perce. The portion of Nez Perce and Coeur Terre 2 has no direct lot access or street access from the neighborhood.

Commissioner Ward asked if Coeur Terre Boulevard is intended to go due north at some point.

Mr. Gallinger stated yes. I can scroll back to the overall master plan, but that goes all the way up and connects into Hanley, and with a future signalized intersection that we're currently designing now and will construct in the next couple of years.

Commissioner Ward stated if anyone chooses to go to Nez Perce or Appaloosa winds up at Atlas, but there's not a whole lot there. There's not a grocery store or gas station. They're almost forced to come back to Huetter, or when the Coeur Terre is finished, will this eventually go north. Right now, and after

this particular subdivision is completed. What is the level of service on Huetter and Atlas now, and what will it be after the subdivision is completed?

Ms. Patterson stated I think it might be helpful to explain what the average daily trips and what does that mean. To explain, those trips that are from the house and out and back to the house. My understanding is it includes trips that are taken beyond your first point, for example it might be an Amazon driver. If you could explain that, it might be helpful for everyone to understand.

Mr. Messner stated for the average daily trips, a single-family household would typically generate about 10 trips per day, and so that's me going to and from work, my wife going to and from the grocery store, an Amazon driver coming, dropping things off, my oldest son going to and from work, going to and from the gym, things like that. That would add up to our total trips throughout the day from our house going to whether it's employment or commercial or activity. Typically, a single-family household will generate that. It's total trips throughout the day over a 24-hour period, AM peak hour, PM peak hour, and then throughout the day. What the levels of service are determined by are two things. There's a capacity from a roadway perspective, the daily capacities that was shown before, and then level of service at intersections are typically based off of the a.m. and PM peak hours. Those are the two worst hours typically for intersections on the roadways. Regarding trip distribution, we were showing that about 13% of the traffic from Coeur Terre would use Appaloosa and about 37% would use Nez Perce, and the remaining traffic would go back over to Huetter because it's a more direct connection, and it'll be a faster way to get to and from Coeur d'Alene or Post Falls and Spokane. The second question was about level of service. At the intersection of Atlas and Nez Perce before our site comes on board, the northbound left is an A. The eastbound approach is a level of service C at the worst condition, so that'd be the PM peak hour. With our site, because it's residential, the morning traffic generates more delays, and so it'll be a level of service D at Atlas and Nez Perce. At Atlas and Appaloosa, the worst condition is the eastbound direction. There, in the morning time, before our site would be a level of service C. After our site, because we're not adding that many more trips, it's still a level of service C. But the delay does increase. At Huetter, before our site, there's no intersection, so our access point at Huetter works just fine. Everybody just drives straight through it. With the roundabout, there's ample capacity with a single lane roundabout, the levels of service after our site is implemented and the roundabout is constructed is a level of service B.

Commissioner McCracken said that the commission received copies of the traffic study and there are a lot of calculations. She asked Mr. Messner to help explain if the traffic counts in the traffic study were based on the "ropes" that you might see stretched across a roadway and if each time a car drives over the "rope" that the trip would be counted.

Mr. Messner replied that they typically do two types of traffic counts. There'll be the segment counts, which are the tubes that you're talking about. If you see two tubes out there, it's collecting both traffic count data and then weight and speed. We can determine the number of trucks, and we can determine the speed of the vehicles traveling along the roadway. Then at intersections, we typically use either manual traffic counters, people out there actually counting the cars, making the lefts, throughs, and the rights, or sometimes there'll be cameras or radar units that collect that data.

Commissioner McCracken asked if the trip count information might include the same vehicle multiple times in a system as you drive down a street.

Mr. Messner replied, yes.

Commissioner Ward asked if it is possible to estimate the traffic generated by the future school, particularly incoming traffic in the morning.

Mr. Messner replied it's typically hard to do, mostly because it relies on the number of students and such. But yes the school has been factored into the study.

Commissioner McCracken asked if there was an estimation for the school.

Mr. Messner replied the reason it's hard to determine is because it's typically reliant on the number of students. We know this is going to be a public school, but the number of students help determine the number of school buses, and then thereby the number of people that are likely going to be dropping kids off and picking them up. But we did assume that this elementary school would have 415 students, and that traffic is incorporated within our traffic study. Admittedly, some of that traffic that's generated by the school will all be from internal trips. Somebody that lives up at the northwest might not want to walk there, but they'll drive their drop their kid off and then heads on to work. But we did account for the school within the traffic study. The one thing we did not account for was the 12-acre park. Typically the size of the park and the facilities that are provided will determine whether we need to account for that in a traffic study. Because it's a 12-acre park, if we looked at just the trips that would be generated using ITE land use codes, it would be about six trips during the peak hour, and so with that said, a lot of the traffic that's going to be using the park because we haven't determined the facilities yet. There's not likely going to be playing fields per se. It's an attraction from the internal subdivision and by those that are living adjacent to it that want to walk to it. That while you might not see that within the traffic study, the purpose of or the reason for that was the number of trips generated are so low, and it's likely to be mostly used by the internal community.

Commissioner McCracken asked why a traffic signal at Nez Perce and Atlas wasn't included in the list of improvements. She understands that part of that is because it is in our capital improvement plan for the impact fees, but it isn't suggested that it is signalized. Even maybe adding a right turn lane could be a system improvement. You said the intersection would be a level of service D after the study. Could that come at a later date with an additional phase?

Mr. Messner commented it likely will show up as a later improvement through a different phase. The master traffic study that was talked about at the beginning noted that Nez Perce and Atlas would need to be signalized in the future, so we're keeping an eye on that intersection. Before you install any kind of traffic signal, you want to make sure that you have adequate traffic, that it warrants a traffic signal, and that the operations are such that you need a traffic signal to help it. Level of service D is still a fairly good operation for a stop-controlled intersection, but it's likely with the next study that we do when we get updated traffic counts because the time limits of our traffic counts are ending. The next study we do will have new traffic counts. We'll take a closer look at that at that time, and it's possible that with the next study, depending on which phase it is, that it could generate the need for a traffic signal.

Commissioner McCracken asked what letter generates a traffic signal.

Mr. Messner stated if a stop controlled is required for lower than level service E, so we're right there.

Commissioner Jamtaas commented out of the 480 students or potential students, has it been estimated how many of those would be coming from existing communities, or how many would be coming from Coeur Terre 2?

Mr. Messner stated, no, typically we'll use the same type of trip distribution that we use for the overall site. We would think about 13% or 15% might come from the adjacent community, and then others will come from within the community. There will be some trips but's it's really hard to do that until we get more information from the school.

Vice Chair Ingalls swore in the public in as a group.

There was a five-minute recess.

Maggie Lyons introduced herself and stated she serves as the executive director of Panhandle Affordable Housing Alliance, or PAHA. "Tonight, I'm speaking specifically about Coeur Terre's commitment to workforce housing. As part of its development agreement with the city, Coeur Terre made a specific

commitment to provide dedicated workforce housing, and I'm here to tell you tonight that commitment is real. We are encouraged to be working with the Coeur Terre team as they designate 5% of the homes as deed restricted, keeping them permanently affordable for local workers earning between 80% and 130% of AMI per the development agreement, and just as we do at Miracle on Britton, PAHA will manage the deed restrictions that preserve the affordability of these homes every time they sell. The homeowner will build equity, but through a resale formula, the homes will never price to market. This model works. We've proven it with 28 homes in Miracle on Britton in Post Falls. Our Britton homeowners are the people we need to live here. They're nurses, firemen, law enforcement officers, teachers. We have an electrician. We have two welders. We have small business owners. We have an IT specialist and computer technician's, and the list goes on. They are young and hardworking. Many are starting families. Most grew up right here in Kootenai County. With the median home price in Kootenai County now at an all-time high of \$565,000. What Coeur Terre and the City of Coeur d'Alene are doing here is critically important. You are setting a brilliant template for what can happen when a city, a developer, and a certified organization like PAHA work together to create homes our workforce can actually afford and preserving that affordability in perpetuity. The Britton model for home ownership works, and Coeur Terre is committed to making it work in this development. This is what workforce housing can look like when we stop talking about the problem, actually start implementing solutions. I believe in this partnership. I'm absolutely convinced this partnership will become a model for other builders and other cities to follow."

Pat Taylor introduced herself and stated she lives on Queen Anne which is the first block south of Nez Perce. She said she has lived there and owned her home since '94. Her comment would probably be that Nez Perce is already a problem accessing Atlas Road, and the heavy traffic isn't just AM and PM; it is also school dismissal time, and that creates a lot of backlogs, in which traffic is already blocked from traffic at Kathleen northbound, and it's backing up beyond Abbey, and almost to the dog park, at times, at that time of day, and so if the level of service is going to be a D for Nez Perce to Atlas traffic. It's already so bad that at times she needs to come out of my street, access Nez Perce and meander through Northshire to get to the light at Kathleen as a means to turn left. She is impressed with the level of care and concern and effectiveness for planning everybody's shown.

Tim Bushman introduced himself and stated that he lives right close to the intersection of Atlas and Appaloosa. When he goes out there in the morning at 8 o'clock to make his right to get to Atlas to either turn north or south, it's as many as two minutes to two and a half minutes, and he's the first car in the line because you get the traffic from Kathleen coming down, and that light hits, and everybody's 110 feet apart. You can't get in anywhere, and then all the roundabouts coming from Seltice going north, same thing. With all those cars come through, it is difficult to get through there. Are they doing anything about Atlas to put a center lane in? He doesn't know if there's enough room or not to put a left turn lane. If traffic backs up on Appaloosa, it's difficult to make a right out of his driveway. There'll be so many cars, it could potentially take 10, 15, 20 minutes just to get to Atlas, because each of these cars are going to have to wait their turn when the traffic's bad, and that's in the morning, and when school's in, somewhere around 2:30 to 3:30 and anything 4:30 to 5:30 is a nightmare. It's parking lot. There are cars that stretch all the way down, cars coming from the traffic light. The other concern he has is there are a lot of children that play in this area. On his street, the kids are always out riding around. And of course, they'll get out on the street once in a while to visit the kid across the street or whatever. He's concerned. One, they're not as attentive that a driver of a car would be, obviously. But he's concerned about their safety. The final thing he wants to comment on is real estate values. According to what he's read on AI and research, is that when you have a community back there like that's currently there, where there's really only one way out, pretty much, and you open it up to allow access from another large community to come through, your real estate values go down anywhere from 3 to 15% depending on the area. Even if it was 5%, on a \$700,000 home, that's \$30-35,000 that he could be upside down now because of traffic. He expressed concern trying to show a house that is listed for sale during peak hour traffic and the challenge getting to his own home. You could go out of that, go the other direction, and go west to Huetter, turn left and go to Seltice. That's a quarter of a mile. It takes 25 seconds. If you came out of that on Appaloosa to Atlas, it takes 25 seconds. Except you have a traffic light to control if you're going to Seltice, whereas there you're stuck at Atlas. You're waiting for people back and forth constantly.

Pam Holcomb introduced herself along with Carol Root and said they both live on Nez Perce Road. She stated she has lived there for 34 years, and what she wants to focus on tonight is the impact that Coeur Terre traffic will have on their neighborhood. If you review some of the discussions from the last Planning and Zoning meeting in December of 2025, and discuss solutions for east-west traffic from Atlas to Coeur Terre. She is requesting that Phase Two of Coeur Terre be denied tonight and brought up to City Council. She requests that Phase Two of Coeur Terre be denied until using Industrial Loop as an arterial is approved. She requests that Phase Two of Coeur Terre be denied until there is a plan for pedestrian safety for our roads, and she requests that Phase two of Coeur Terre be denied until the developers are financially responsible for the road improvements needed for Nez Perce and Appaloosa roads. They are both aging and deteriorating roads, but they can handle our current traffic. They can't handle the increased Coeur Terre traffic from 1,100 to 11,000 cars per day on Nez Perce. We as taxpayers should not be responsible for the road improvements caused by Coeur Terre traffic. In the current 2026 traffic impact analysis, Nez Perce Road is designated as an arterial road. Arterial roads are not compatible with neighborhood roads that have driveway approaches, as this creates unsafe conditions. Our driveway is one of 16 driveways that exit directly onto Nez Perce Road, and in addition, there are two driveways from the children's park and the pickleball courts onto Nez Perce, examples of other arterial streets in Coeur d'Alene are Seltice, Government Way, Atlas, and Kathleen. Our rural road should not be in this category. Using Appaloosa and Nez Perce as connecting streets to Coeur Terre affects our neighborhood safety, quality of life and property values, as the last speaker really told us, and any road upgrades needed due to increased Coeur Terre traffic are not covered in the developer's agreement. There are also five school bus routes traveling through Indian Meadows, making a total of 24 daily stops on our streets. Most of these children walk to these bus stops, and she's concerned about their safety if traffic is diverted into our neighborhood. The Kootenai Metropolitan Planning Organization projected that Nez Perce will have an increase from 1,100 cars per day to 11,000 cars per day. Now this was based on the master traffic study in 2022. This was not limited to the phase 2 numbers that were given tonight. The TIA at that time showed that 85% of the vehicles on our street speed, so when Nez Perce is connected to Coeur Terre, the number of speeding vehicles will increase from 935 to 9,350 per day. Nez Perce does not have any sidewalks. In the Coeur Terre development, sidewalks are proposed on both sides of all local streets to meet safety requirements. So, where is our pedestrian safety? How can the safety rules for the subdivision not apply for our existing neighborhoods? Increasing the distribution of traffic by using Industrial Loop is part of the solution. At the December meeting, we learned that in December 2022, the developer purchased the parcel of land which was privately owned to connect Industrial Loop to the Coeur Terre development. The purpose stated by their engineer was to improve traffic distribution and emergency response times. We also learned at the last Planning & Zoning meeting that Industrial Loop is not classified in the federal functional classification system, where Nez Perce is classified as an arterial. Industrial loop was never studied or considered by our city planners with the master traffic study because at that time there wasn't a connection. After Phase One of Coeur Terre was approved, Chris Bosley stated that Industrial Loop could be classified in the future as an arterial or collector. One factor for us not appealing the approval of Coeur Terre Phase 1 was the understanding that Industrial Loop could be reclassified later, so the main factor for not using Industrial Loop is money for road repair, because Industrial Loop doesn't have a classification. The city cannot apply for grant funds. She and her husband had a meeting on July 8 with Chris Bosley and Todd Feusier where they learned that the Water Department is replacing old water lines on Industrial Loop, the Water Department and the Street Department are splitting the costs of repaving after the water lines are replaced. This will occur somewhere in the range of 2027 to 2028. In conclusion, Industrial Loop will now be repaved, funded by the Water Department and the Street Department. Classifying Industrial Loop will make it eligible in the future for grant funds, which would decrease the cost to us taxpayers. Atlas is especially congested south of Kathleen, and if Industrial Loop is used as a main east-west connector, it will reduce some of that congestion. As the developer's engineer said, Industrial Loop will improve traffic distribution and emergency response times. So once again, she requests that Phase 2 of Coeur Terre be denied tonight and brought up to City Council. She requests that it's denied until using Industrial Loop is approved as an arterial, she requests that Phase 2 of Coeur Terre be denied until there is a plan for pedestrian safety for our roads, and she also requests that Phase Two of Coeur Terre be denied until the developers are financially responsible for the road improvements needed. And she realizes that this committee is a voluntary position, and wants to thank the commission for their time and service.

Ethan Holcomb introduced himself and stated his only concern is on construction and the restrictions for construction going through our neighborhood. He would like this to be denied until the City Council can look at this because there is no enforcement for construction traffic. Putting a sign at the end of the street and the developer asking their contractors not to is not going to apply in five years. A semi from Ziggy's with a load of lumber is not going to drive all the way around. He's going to come down Nez Perce or Appaloosa, and he would like an enforcement clause put into this development deal that there is some form of enforcement to keep the semis, the cement trucks, the dump trucks off our street. Our street can't handle it. It is not stable enough for that. It wasn't built for that kind of traffic in the first place. It doesn't have the bed underneath it to handle that. He would like this to be denied until there is some form of enforcement to keep the contractors coming through our neighborhoods because with the traffic that's going out right now, contractors are going to have the same problem that that we do getting out. You got to cut down on Tamarac. You got to cut down Buckskin to get down to somewhere else to get out. There's going to be contractors going up and down all the side streets, not the big semis, maybe, but all the electricians, all the painters, all of those folks are going to be in. It's going to take years of this build out when all this construction is going on, so he would for the safety of the people that is up and down those streets and the kids walking getting to school, it is not safe for the semis and all the big equipment coming in and out of there. He thinks we need some kind of enforcement that the city can use. It's our tax money that's going to fix our roads when they screw them up. He thinks there needs to be some kind of enforcement applied.

Will Cushman introduced himself and stated that the planning and zoning here deny their request for Phase One and Phase Two in 2022 and 2023. They, Coeur Terre, had stated that they were going to start building their layout on the north end of the property, and they wouldn't hit the southern end of the property for approximately 20 years, which he thought was okay. Well, we can live with it till then. That'll be fine. This added traffic is going to be a nightmare. You can't get out on Appaloosa. You can't get out to Atlas Road at all from any of the corresponding intersections associated with Indian Meadows and Nez Perce. It's just a nightmare. There's been times where he has to sit for 10-15 minutes to get out onto Atlas because the traffic has backed up so far. The roundabout at Seltice failed. Traffic backs up there constantly. How long is it going to be until somebody gets run over on one of the bike paths because they don't stop like they're supposed to? All the vehicles have to stop. There's stop signs on all those pathways, and nobody stops. They just keep going. They don't care. They take their life in their own hands. Well, how long is it going to be till one of them gets hit by this added congestion, this added traffic that they're adding to our existing neighborhood that the roads can't handle that, and also because it's going to drop my property value too much. That just absolutely disgusts me. Thank you.

Bill Todd introduced himself and stated he lives on Appaloosa. He lives directly across the street from where they're going to be putting the three stop signs. He concurs with everything people say. The traffic on Atlas has gotten worse. Heading north, if you come down Appaloosa and you want to go north, it's very difficult to get out. You have people barreling up off of Seltice up the hill there, and it's hard to get out. It's just going to create a big dangerous situation there when you add all the additional traffic there. He's a little disappointed with the traffic analysis. Nothing's been said about Atlas. What are we going to do with Atlas? Nothing's been said about Appaloosa that has clear coats over the street, is not made for the traffic that is going to happen there. It's just a little bit disappointing there. The other thing he wanted to talk about is the summary of facts for the subdivision on A13 it states that the proposed street system is designed to align with the master plan and the development agreement. The internal street network avoids creating a direct route through the subdivision to discourage through traffic. That's exactly what it says. He pointed to the map and said that's straight through. You're going to put stop signs in there and some calming things to slow people down. Well, it's not going to. Thirteen percent (13%) of the people are not going to be coming down to Appaloosa. It's going to be much greater than that. Nobody looked at it. He knows that's not in that stage yet, but nobody's looked at when you add that school in there, how many more trips are going to be going down Appaloosa. He said he can guarantee you that people are going to take Huetter as a shortcut to come right down, and it's there's the straight path to Appaloosa Road, and then on to Appaloosa they go and down. He would like to have this denied and have it go to council. He doesn't feel like the development itself is great. He has no problems with the development.

Architerra is a great builder. He thinks they're going to build great homes there.

Jack Daughery introduced himself and said he would like to look at this from a different angle. He is a resident of Post Falls and apologized to the people that live in these communities for taking three minutes of their time. He wants to know how much of this traffic is going to get pushed down Mullan towards the golf course that's just been bought by the developer. Have any studies been made when they start building in all those alfalfa fields (west of Huetter). He used to drive these routes to get to the specialty hospital and Walmart and doctors and all of that and the fastest way is to run up Mullan and shoot through Inverness down the hill to connect to Highway 41.

Kevin McClelland introduced himself and said he was reading this traffic study. He reached out to Mr. Bosley and had a conversation with him the other day. He thinks the traffic study, even though it was only 15 months ago, seems a little bit out of date. He understands the KMPO has a model to try to grow whatever that data was from 2025 to make up for what we've seen is recent congestion, but he asks the commission to use their own eyes and take a look. He referenced the exhibit on page 161 of the packet that shows the buildout of the plan. The amount of traffic that's going to flow to Nez Perce is a problem, and he thinks it's a safety problem for pedestrians. If you just look at what's happened to Hanley and Poleline in the last year and a half when that's open. This city is starved for east-west corridors and as soon as Nez Perce and Appaloosa have an outlet to Huetter, they're going to explode. That's just a fact, not even Coeur Terre's fault. Just other people, other neighborhoods that are accessing those roads to get through. That's what the Hanley Poleline corridor has shown us. He thinks it's fine to review the traffic study, but also use your own eyes and say, well, maybe these models could be wrong, and what we know to be true is likely going to be true. He's concerned with traffic, but really, it's safety. We need housing, and he's glad that the developer has accommodated some traffic calming measures. You've talked about driving up and down Atlas. You guys ever see what's going on with pickleball? It's crazy, right? For three days a week. There's like 40 cars in Nez Perce, and it's great. It's welcoming. We've got the new Faith Park there. All that means more pedestrian traffic, people walking through. What we don't see in this submittal is a pedestrian impact analysis, and I would ask that you deny or delay approval of this phase until that is complete. It's part of the comprehensive plan that we are thinking forward, thinking about the safety of our residents. Be a good neighbor. Let's work together on asking for accountability from the developer for solving pedestrian problems before they become an issue.

Nate Dyk introduced himself and stated he lives on Appaloosa Road in Coeur d'Alene. Thank you for hearing from us out here. When Coeur Terre was annexed, the City Council approved it under a critical condition. Traffic was to be directed away from existing neighborhoods. That protection was enshrined in Section 4.3 of the development agreement. Traffic must be directed to Huetter and Hanley, and through traffic discouraged to the greatest extent reasonably possible. However, this mandate does not align with their road network. The traffic study projects 50% will go through Huetter and 50% will go through our neighborhoods. This proves it is not discouraging neighborhood traffic; it is sending it through by design. Beyond the street issues, phase two has more problems. First, the traffic study, 2030 build-out timeline is unrealistic. By shortening the build-out date, it reduces background traffic values, making failing intersections pass on paper. This effectively reduces the fair share of infrastructure costs and shifts those burdens onto the public. If the data shows 50% is directed on our streets, in the best-case scenario, what happens when the 20-year buildout is complete? KMPO projections show that Appaloosa will exceed 3,000 trips a day with regional development. Second, phase two has been segmented to hide commercial impacts. The application strategically ignores the commercial area, which is to project it, which is projected to produce another 11,000 trips a day. They assume that avoiding a direct connection to the commercial area will limit through traffic, but the C-17 zone is specifically excluded from the traffic model, so we don't know that. This assumption also ignores the elephants in the room: the extension of Coeur Terre Boulevard that will connect Nez Perce to Huetter, and the developer's other 600 acres, which could have even more apartments and commercial land uses. You can't claim through traffic will be discouraged when Phase Two lays the groundwork for cut-through routes from Atlas to the commercial hubs on Huetter. Once the roads are built, you can't change this. In conclusion, the 50/50 split shown in the traffic study is proof of failure, not compliance. As a result, this subdivision clearly does not fulfill the contract's promise to direct traffic away from our neighborhood. The subdivision findings, specifically B2

and B3, have not been met. Additionally, ADUs have not been counted in the concurrency analysis nor the TIA. This application must be deemed incomplete. Thank you.

Rob Knutson introduced himself and stated he has redrafted his thoughts tonight. He wants to go on the record in a complaint about the process that we're going through. You've probably heard of the butterfly effect, where a butterfly in South America will flap its wings, and a hurricane will form in Texas. This is not on that scale, obviously, and there have to be certain limits, boundaries that can be drawn around a problem that's trying to be solved. Take that into account. However, he said he finds it troubling that with the emphasis that's been placed on the development agreement has to be completely removed from the discussion that's happening tonight. For example, the project proponents have mentioned how the development agreement overlays and casts this umbrella over this particular phase of the development, and that's true. But at the same time, through the education that has been given tonight, this process is almost by mandate has to ignore the development agreement. The reason he thinks this is a problem is because the findings don't give any sway to the development agreement. In other words, the problem before you, the one that you're trying to solve, you're trying to decide whether or not to approve this particular phase. You don't get to consider this overarching umbrella. Just by way of example, we've heard from several of my neighbors about the issues associated with traffic. That's been a constant theme. The transportation safety and so forth, but the question he wants to pose is if this body is not equipped to speak to the development agreement, which body is? In approving the subdivision tonight, in ignorance of the development agreement and the requirements of the development agreement, he's concerned that a certain part, a very important part of the process, gets left out. He just wants to call out section or condition 6.4 of the development agreement, which requires that the city, each phase of the subdivision request, shall be accompanied by a concurrency analysis of the development as a whole, as well as the phase, and we're hearing about the phase tonight, but we can't consider the whole. He thinks that's a problem that perhaps the city and municipal code in the future can look to resolve. Thank you for the time.

Suzanne Knutson introduced herself and she states she lives on Appaloosa Road. Just a little bit of history from this project. October 11, 2022, the application for annexation and zoning was heard before Planning and Zoning Commission. The commission voted unanimously 6-0 to recommend approval of the annexation, zoning, and development agreement as presented at the public hearing, originally at 5,000 homes. We were then told it would go to City Council. We were not told that we could appeal the Planning and Zoning Commission's decision, we were told to wait for council, which was incorrect information, and then in February 2023, the public hearing with the City Council and the council took place, and the council disagreed with the commissioner's unanimous decision and voted to table the annexation until they could back down on that density, and they backed it down to 2,800, so that was that was a big difference from 5,000 to 2,800. March 21st, 2023, under a questionable and possibly illegal hearing process, council approved a lower density from 5,000 to 2,800. It's not as simple and clear as the packet portrayed tonight. Continuing with what Rob was saying about section 6.4, it states that future approvals must be accompanied by a concurrency analysis addressing both the individual phase and the development as a whole. She would think that that would include the commercial, but we heard tonight that it doesn't. The three minutes that we're allowed doesn't allow us time to give you all of our credentials. We're not allowed to have a land attorney. We're not allowed to have our own private traffic study entered, and but these things matter to us because whether the roads and the public a concurrency analysis explains that whether roads and other public infrastructure can support development without reducing services below acceptable standards, and this will reduce the acceptable standards. The traffic study that was presented tonight I didn't see all of that before said 18,000 car trips are expected on Nez Perce. That's a lot of car trips, and there's not 1400 car trips a day on Nez Perce right now, and there's not 1100 or 1200 on Atlas or on Appaloosa right now. If that 18,000 car trips is over 24 hours period, we're looking at one car every five to six seconds, and if it's over 18 hours, when people are actually sleeping for a few hours at home, that's one car trip every five seconds. So, or every one second. So that's a lot of cars. And if there's no way to get out onto Atlas. Where are those cars going to stack up in front of our homes, in front of our driveways? So, this matters because traffic impacts can't be accurately understood one phase at a time. Every phase contributes to cumulative impacts on Appaloosa and Nez Perce, Atlas Road and surrounding neighborhoods. Reviewing each phase in isolation risks understating those impacts and not

considering them is faulty at best. Thanks.

Madelyn Knutson introduced herself and stated she lives on West Appaloosa Road. She said she wants to lend her voice to all of the great points and evidence her neighbors have brought forth tonight. She would like to bring forth an additional piece of information about this plan here, specifically towards traffic. The traffic impact analysis in the phase 2 documents assumes full buildout at the year 2030. Yet it does not evaluate road network for additions one through four with only Appaloosa connected. It only looks at the development with Nez Perce and Appaloosa both connected. It doesn't account for ADU development based on new Idaho state legislation, Senate Bill 1354, which went into effect on July 1st of this year. That anyone in a city of 10,000 or more people, no matter their lot size, has the right to build an ADU on their property. They did say it counts zero trips to the park. She won't go over and rehash everything her neighbors have stated already, but she does want to say that there have been no other internal road options explored, ignoring Industrial Way when we were ignoring the development agreements in phase one regarding looking at traffic as a whole in each phase. She urged the commission to look closely at all of this being presented tonight. She would like this to be denied and taken to City Council for all of the reasons her neighbors have stated. Phase 2 is not following the City Council's direction and the development agreement requirement to discourage through traffic and consider traffic as a whole in each phase. It is really nice that phase 2 provides adequate sidewalks and streets and pedestrian and bicycle facilities for Coeur Terre, but it sucks that if this phase is approved without following City Council's direction and the development agreement's requirement, you are sacrificing the adequacy of our neighborhood streets and the sidewalk-less safety of our pedestrians, the kids who are already waiting on the bus route, the kids who will be going to the school. She would agree that a pedestrian impact analysis would be fantastic. There are some things that might not be required by law but are required by decency. Thank you for your time.

Mike Fitzsimmons introduced himself and stated he lives in the Indian Meadows area. Statistics, human nature, and the 800-pound gorilla in the living room. We heard a lot about statistics. He is reminded about the statistician who drowned in the river because he thought statistically it was only three feet deep. We have got to be careful about those numbers. The human nature part. He watches cars go up and down in front of his house on Broken Arrow all the time. He has a camera that captures them, and he's done a little bit of a study over the last few years since we started this discussion and came to the conclusion that the one element that none of this process even addresses is human nature. He is concerned because a lot of kids in my neighborhood that somebody's going to get killed and soon on those roadways now, and that will only be aggravated in the future because we have not solved the traffic problem. That's the 800-pound gorilla in the living room, and the 800+ pound gorilla's name is Atlas Road. All problems exist on Atlas Road. That is, as we speak, that is an obsolete thoroughfare, and we're putting lipstick on a pig to try to figure out how to make it look like we're providing safety and mitigation issues. We're not doing that at all. We really aren't, and we're going to just kick the can through phase, until once eventually we're going to have to realize that we got to fix Atlas Road. It's not just because of this development; it's because of a lot of development that's going on that is affecting it. But the very first time it effaced itself was when we finished the mill project down here, and then we put the rotary up there. The traffic has just gone through the roof. Statistically, we can handle almost twice as much as there is. We both know that's not true. We cannot do that. That's just an asinine punt because we haven't got the ability to fix it. I remember statistics are about never having to say you're certain. Let's go back and stop doing this process until we fix the 800-ton gorilla. He thinks the City Council needs to deny any further phased development of this operation until such time as the traffic issues are truly resolved, instead of kicking the can down the road. Thanks.

David Cloe introduced himself and stated he lives in Coeur d'Alene. Even though he knows a lot of this is kind of a dog and pony show, he's going through the paces because we have to do this to approve anything through Planning and Zoning, and congratulations on your presentation it was very good. But as Mr. Messner put it in his traffic study, that 1,500 to 5,000 cars on Nez Perce is just a slight increase. If my math is right, that's close to triple the amount of cars coming down Nez Perce. My neighbors have all said things. He lives on Nez Perce at the corner of Tamarac and Abbey, facing the new Faith Walk Park, pickleball court, and the playground right there. His office is there. He's a disabled veteran that works

from home instead of going to an office. His office faces the road, and he looks right at the sign that says Nez Perce and Abbey. He sees the people and the kids walking across the street all day long, taking their dogs to the park, playing on the playground, or going to New Faith Walk. It's not a matter of when; it's a matter of how soon it'll be before some kid is killed. We already have speeders going up and down that road on a ridiculous amount. He sits at his desk for 8 to 10 hours a day, looking out the window on Nez Perce. He has a front row seat to everything that happens. You know the study says a lot of things, and like Mr. Holcomb said, you know we're not counting for all the plumbers, electricians, and all the other construction guys, and not counting the big cement trucks and all the lumber trucks. We're talking about all the little guys that work in construction that are going to be on site. The foreman's everybody else. That's added to traffic that's not counted. The study, the two schools that are proposed are not added to any traffic for those either, so the numbers don't add up. Atlas, we know, can't handle it. There's no way to get in and out. There's no turn lane to get in, and it's right. Sometimes it's backed up to the dog park just to get through Kathleen. The roads can't handle it. My biggest concern is safety. There're no sidewalks because the sidewalk ends at my property line on Nez Perce. There's not a sidewalk on the other side; it ends right where Abbey Street is. The kids have a bus stop on Nez Perce. They get off and walk down Nez Perce to go to their adjoining roads or to their homes. There's nobody protecting them. Nobody protects the hundreds of people walking through neighborhood to play pickleball, take their kids to the park, or going to the new faith walk. That burden does not belong to the dream team over here. Their phase of their presentation was brilliant, loved it, and they did a great job, no doubt about it. And this is eventually going to be approved, but he asks that it be denied until that that impact study is actually completed. He has not seen a traffic counter. He has not seen any hoses across the road counting how many vehicles are going across. He's been there three years and hasn't seen any of that. And having a traffic study done by the developers is like hiring your uncle to appraise your home. It's a little bit of a conflict of interest. He thinks a third party inspection or a report should be done. Thank you for listening.

Roger Ruddick introduced himself he states he lives in Coeur d'Alene. We've heard a lot from people who aren't experts tonight, but they're also wise. Their residents can see what's going on, and they can anticipate what will happen with a development like this. It's not just Indian Meadows that would be impacted. Any community that had a development next door, where traffic was going to pass through and affect the surrounding streets would be impacted just like Indian Meadows. We're no different. He noticed you have a mission or vision statement on the agenda here tonight, and it says that you seek to promote orderly growth. We're kind of getting the cart before the horse. You hear people talking about the safety risks. You hear people talking about traffic problems. Why don't we fix those, address those issues before we build the houses and put the residents there that caused the problem? He's asking that the commission would delay this and reconsider until we address the issues that have been laid out very articulately by the people here tonight. Thank you.

Bridget Sundahl introduced herself and said she lives in Coeur d'Alene. Thank you for your service. Thank you, neighbors. A couple of key things. It's a beautiful development. You know we got some calming features. We have trails. We have things that we will eventually enjoy, but what we don't have is that was pretty and colorful, and then our neighborhood was all gray. There's nothing calming anything. How about that westward traffic barreling down to get back to Coeur Terre. What's going to happen with that part or the right turn off of the arterial of Nez Perce or Moccasin? Every street is open for business. There's nothing to protect this historic neighborhood. We don't have sidewalks. We're okay with it, and the roads are crumbling, and we've heard over the years we'll deal with that. We know when the Audubon was opened up, when Hanley opened up, and Post Falls and Coeur d'Alene joined together in the fastest, most popular road right now, and Atlas is there for the taking. When the roads are bad and the snow is falling, and you're trying to go right, left, north, south, you're in trouble. We're talking about fire trucks, police trucks. If you want to get to and from our neighborhood in bad weather and traffic's there, it is impossible. We all know it, and anyone who lives in that area knows it. So, to your point, Huetter has no traffic right now. You will be barreling through in this beautiful development, but there's nothing. It's like yeah, it will work itself out. We said in the plan you're supposed to work it out before you start building. Let's work it out and figure out what to do. We have a beautiful community. We are welcoming our arms to everyone who should be here. It's wonderful. We want housing, but we want to have it be safe. If you can't ride your bike on Atlas and you can't, and God help you if you're on the trail stopping at every street

and how many times? How many times have you almost hit a cyclist, or have a cyclist almost hit you? You can't bike on Atlas. You can't go on the road. There's no ditch. There's nothing. It's an outdated model. Let's wait and figure out everything and then give them the green light because it's going to be beautiful. But let's plan for it, please. Thank you.

Rena Scott introduced herself and said she is coming as a supportive neighbor. Honestly, everything she has heard tonight has been wonderful, great plan, beautiful community, and all the passion from the neighbors. She lives on Evergreen Drive, which is in Fairway Hills. Moved to Fairway Hills as a teenager 50 years ago with my parents. They picked it. It was a beautiful, calm neighborhood around the golf course. She moved back 23 years. Traffic races down Evergreen. There's no way to get from Atlas to Ramsey except cutting through Fairway. She would prefer Seltice or Kathleen or one of those. The best laid plans. You put some materials in, and you hope people will use them. They don't. We've called about putting in speed bumps and speed dips and all that because Evergreen is the only one. It's the one with the island in it off Atlas. It's the only one that goes straight through to Fairway to get to Kathleen or Ramsey, and people use it all the time. She has counted as many as 350-400 a day on her security camera racing down. That's a concern to me. She works at a hospital and drives on Atlas. She wants to turn left and go down to Seltice, which is the quickest way to get to work. She can't turn left in the morning, so she has to go through the whole entire neighborhood to get out. Not only can she not turn left, people are cutting quickly onto Evergreen to cut through, and it's not the Coeur Terre problem, but she would agree with everything that everybody said to date, and would also say that Atlas is dilapidated. It's an old road. It's narrow. There're not a lot of room. It should be expanded. She would really hope the commission denies or delays until that can really be looked at because we always do infrastructure last in Coeur d'Alene. She has been a resident here for a long time. Our infrastructure never keeps up with what we need. Afterwards, we can't stop growth. It's a beautiful place. People will keep coming. It will grow and grow, and we will develop, but what we can do as a community is guide it so that it is the most functional and most community, so people don't start turning and hating Coeur d'Alene because of bad access. And right now, there's not a really good way. It does back up quite a way down between Seltice and Kathleen; it's a problem. She had to raise her kids in her backyard. They couldn't be on the street on their bikes and that's because Evergreen was too fast. There were too many cars coming down too fast, and mainly because they were non-residents using it as a cut through. Thanks for your service.

Patricia Martin introduced herself and said she lives on Broken Arrow. There's one house between me and Nez Perce. The traffic on Atlas, getting in and out, is also a great concern of mine. She left home early tonight to come to this meeting. She got here late because she couldn't get down to the traffic circle from Atlas to Seltice. She waited for over a dozen cars to get to the circle and then had to wait for a couple dozen more coming down Seltice before she could get out to come up here. Also, she believes this traffic study was done last March, which was before the Faith Walk Park opened, which also has generated more traffic on Atlas. She has waited three of four times for the light to turn green trying to get onto Atlas from Nez Perce to turn left to go up to Kathleen. There's a playground for the kids, there's a pickleball court, there's a dog park on the corner, and now the Faith Walk Park. People who play pickleball don't have enough places to park, so they are in the median down the middle of Nez Perce. She doesn't know where they're going to go or what's going to happen in terms of safety. The traffic is scary and it's completely disrupting our neighborhood. Speaking about 30% of the traffic coming from Coeur Terre to come down Nez Perce, that's 1/3 of their traffic coming through our neighborhood, coming down our street, coming through our front yards and our backyards. We have quite a few new neighbors with children down the street from me. There are two families now: one with five kids, one with six. They're out on their bikes. They're out on their scooters. She has a 10-year-old grandson that lives with her. She doesn't let him go to the playground by himself anymore already because of traffic that's coming down there.

Chris Housick introduced himself and said everything's been covered that's been on his sheet. He believes our mandate as a community is clear. Future growth must be managed proactively through rigorous planning, comprehensive traffic analysis, and robust financial mechanisms like impact fees. This is essential to ensure that our existing neighborhoods are protected. We must treat traffic infrastructure as a prerequisite for growth and not an afterthought to be dealt with later.

Applicant Rebuttal:

Ms. Wells stated, as discussed earlier this evening, planning and zoning's decision tonight should focus on whether or not our subdivision complies with the city's adopted codes, which already take into account things like public safety and also, of course, the development agreement established through our annexation. Through very, very thoughtful planning and supported by factual analysis from an independent third-party engineer, who, by the way, is not employed by our organization, we have definitely responsibly designated road networks to direct traffic away from the existing neighborhoods and towards Huetter. The new connections, in fact, within our development will help provide additional routes to Huetter, giving direct alternatives to traveling east, and you know from the people that are currently going east on Atlas. These new connections are going to help. They're going to definitely help distribute traffic across the roadway network, rather than carrying it out on the existing routes. We have followed the roadway connection requirements specifically directed to us by the city's fire and emergency service professionals. We are required to connect Nez Perce and Appaloosa Road. These locations were not selected by us, and they're not arbitrary. The city designated that these two connections take place. Not one connection, not three, not five connections, but these specific two, based on the access, connectivity, and emergency response needs identified for public safety by public safety professionals. We have developed a clear plan, supported by signage and contractor negotiations, to discourage traffic from construction through the nearby neighborhoods, as the traffic engineer explained, the traffic volumes they are expected to increase over the next nine years, but even with that projected growth, the roadway system will continue to operate within acceptable level of service. With average daily trips below capacity, and again, please, we've stated, traffic conditions will not be simply evaluated once and then forgotten. With each phase of development or with the two-year requirement, we will update traffic studies, and as they identify necessary improvements, we will be required to address the appropriate needs in mitigation. We're not requesting any modifications, exceptions, or deviations from the plans and commitments that were presented at annexation. The city staff report confirms that the subdivision complies with all the applicable standards and satisfies the conditions, and for these reasons, we are respectfully requesting that you approve our application as presented.

Ms. Fulgham the applicant's land use attorney said your decision has to be based on and supported by substantive evidence. That's what land use law requires, and the substantive evidence as presented by the licensed professionals, by the traffic engineer, indicates that the traffic impact analysis is being mitigated. That's the substantive, credentialed, licensed traffic engineers' data. People want to talk about their personal experience and their personal opinions, but when they ignore the numbers or be suspicious of the data, that's contrary to relying upon substantive evidence to support a land use quasi-judicial ruling, and so the substantive evidence in the record is really un rebutted. The staff report indicates the application meets all of the legal standards and all of the requirements. Sean Holm and the city engineer Chris Bosley have documented in their staff report that the application fulfills preliminary plat requirements under city code and the development agreement. And if we look at the staff report on page 15, category A8, the project meets the density requirements. Category A9, the project meets lot size, zoning frontage. Category A10, no design deviations are being requested. It meets the legal requirements. Category A11 subdivision design standard checklist indicates compliance with each applicable standard, including street and path conformance, continuity of street network, local street design, pedestrian connectivity. connectivity and all other applicable design standards. It is being addressed. It's being met, and that evidence is documented in the report, page 16 of the staff report checklist. Items A12 through A21 are fulfilled. It states, "The matrix confirms each term is satisfied for Coeur Terre 2 consistent with the development agreement." All of the categories A12 through A21 public utilities, pedestrian and bicycle facilities, the community park, phasing, affordable housing, concurrency- all of those the staff has analyzed and indicate they meet the standards. So that substantive evidence really weighs and supports a land use decision by a quasi-judicial ruling for approval. On page 17 of the staff report, Chris Bosley, the city engineer, wrote, "The preliminary plans submitted contain all of the preliminary elements required by the municipal code." It's met. On page 23 of the staff report, Chris Bosley documents that engineering has vetted the plans for compliance, and the preliminary plans meet both. Subdivision design standards, City Code 16.15, and improvement standards, City Code 16.40. On

page 28 of the staff report, City Engineer Chris Bosley wrote, "All proposed roadway sections meet or exceed city design standards." People have opinions and personal views that they don't like some of the traffic issues, but it's uncontested based on the substantive evidence that they meet the design standards set out in city code. On page 28, city staff senior planner Sean Holm documented what you've heard numerous times, which is that the development agreement requires the connections be Appaloosa and Nez Perce. Previously, the applicant had proposed numerous other connections, and that was rejected because the neighborhood didn't want seven other connections. Those were taken away to protect the neighborhood, so we're following through with what we've been trying to respect the neighborhood, eliminate the seven previous connections that were proposed, follow the two connections that are binding in the development agreement. Also in the staff report it indicates that the additional vehicular connection to and through the Industrial Park in Coeur Terre 1 will not replace and does not allow for removal of the access for Appaloosa or Nez Perce roads. The signed development agreement specifically governs these as allowed, and they cannot be altered by the subdivision request. Finally, on page 29, Chris Bosley indicates under traffic, the streets and engineering department agrees with the mitigation measures identified in the traffic impact analysis. There you have it. That's the substantive evidence that supports approval. The traffic impact analysis sets out the impact, sets out the mitigation that helps the city avoid an unlawful regulatory taking by trying to impose a mitigation that exceeds the rational relationship and the proportionality of the impact of that application. The traffic impact analysis looked at the impacts. It came up with mitigation. It's scientifically sound, and the city engineer agrees with those traffic impact mitigation measures. So there really is no basis to deny, to delay, or not follow the city subdivision code or the staff report recommendations.

Commissioner McCracken said she has heard 11,000 or 8,000 or 10,000 cars on Appaloosa and Nez Perce. Do you have the number of current without the development daily trips on those two streets?

Mr. Messner stated on Nez Perce there will be 1,400 daily trips approximately, and this can fluctuate daily. Then, with the development looking into the future, in the year 2035, that was going to go from 1,400 to 5,000. On Appaloosa, it's about 1,200. Again, with some daily fluctuations. Then in the future, with our site, again, nine years into the future, it is projected at 1,800 trips.

Commissioner McCracken thanked Mr. Messner and said she wanted to clarify those because we have heard lots of different numbers. And then with the Nez Perce connection in the future, and we've already talked about this, eventually there will be a light at Atlas and Nez Perce, and right now we're at a (level of service) D. She asked Mr. Messner if he could explain how far we are from an E, because the traffic study is about 15 months old, and if we're really close to an E, she might propose an additional condition that when Nez Perce connects with the project that the traffic signal be done at that point. It looks like the 4th Addition when that road would pop through. She feels like the traffic study is over a year old and it sounds like we're hovering between that (level of service) D and E, and she's wondering if that's a reasonable ask, a good faith effort to calm that traffic.

Mr. Messner responded and said he will start with the traffic study that was just submitted this year. The date of the counts were from 2025. And we grew those with the growth rates. So typically, traffic counts have a shelf life of about two years and no more than two years, and that's what you can use the traffic counts from a previous year as long as you're growing those up by the by typical growth rate. How we determine that is taking those counts at this point in time and looking backwards at what the growth trends are, and using that growth rate to apply it. Accounting for some of that residual growth that has happened due to development surrounding the area. In the future the city already has an improvement project for Atlas to add a turn lane on it, and so that was accounted for within our study, knowing that in the future in 2035 there would be a turn lane, a left turn lane, a two-way left turn lane included on Atlas. The other part on Atlas and how we've heard today about additional traffic backups and such. Part of our improvements in that table was Atlas signal timing coordination, and so that's something that cities often don't have staff to go out there and do it constantly. It's usually a couple of years in between looking at signal timing and making changes. It's just purely staff time. It takes a lot of data to collect it and adjust signal timing, but that's something that we've included as those mitigations that need to happen as development continues to occur. With the signal timing adjustments, that'll help traffic flow for both Atlas

and for the side streets that come in.

Commissioner McCracken asked how close we are to that (level of service) E and how do some of the improvements planned for Atlas line up on the timing? She has lived off Atlas for 20 years. She is wondering if there's a way to communicate those improvements together with the improvements on Atlas and kind of time where it makes sense. Is there a deadline or has funding been allocated yet? One question that I have is the timing of the Atlas and Nez Perce intersection and if the signal timing could line up with the timing of the road punching through. It looks like the 4th Addition is when that road will come through. The next question is about sidewalks on Appaloosa and Nez Perce. She knows that is not a requirement, but with the schools, and you're connecting multiple parks, so you're connecting a trail system, she thinks it would be a benefit to your neighborhood as well that they could access the pickleball courts and the dog park and those type of things. Connecting trails or a sidewalk on those roads would make the safety of Indian Meadows better. That's a total flat out ask. She knows it's not required, and then she would like a condition that the crossing of the North-South Trail and the two connections on Appaloosa and Nez Perce have some mitigation measures or striping or flashing for safety. Maybe the applicant can address if something's a hard no or if they would consider it.

Mr. Messner responded to Commissioner McCracken's question about the timing of Atlas changing from level of service D to E. If we use the same growth rate, it would be probably four years, going from 2035 to 2039, so there's some buffer in there from the D to the E.

Commissioner McCracken asked if that is when the project would be getting to the 4th Addition.

Mr. Messner replied possibly.

Ms. Wells stated at this point in time, things like addressing the striping and flashing or whatnot that we would do for pedestrian safety, that's certainly something that we would definitely take into consideration. In terms of front loading a signal or whatnot, she doesn't think that's really an appropriate action to do at this point in time. With every phase of construction, we are going to be looking at the traffic and the mitigation, and it's the traffic doesn't warrant it now. She doesn't think it's an appropriate ask, and so we wouldn't necessarily agree, at least at this point on the spot, to front load something because it wouldn't be normal protocol.

Commissioner McCracken asked if the commission could make a condition that the intersection is to be evaluated before the roadway connection is opened up, maybe four years from now, to just spot check that for signal timing.

Mr. Gallinger stated we will be doing a concurrency analysis as required in the development agreement every two years, or with every subdivision or application that comes forward, whichever sooner. So in in four years from now, at a minimum, there would be two more concurrencies analyses that would look at the study intersections and evaluate how they are functioning versus what's been proposed or shown in the in the current study.

Commissioner McCracken asked if she could propose it as if before the intersection of Atlas and Nez Perce is open to go through, the latest concurrency analysis be reviewed, and if you've migrated from a D to an E, that a signal be put in. Would that be a reasonable ask?

Mr. Gallinger stated a signal at that intersection at Atlas and Nez Perce would end up being a system improvement in the traffic study, meaning that we would have a proportionate share, the proportion of the traffic from the actual improvement, the signal installation, would be a city project utilizing traffic impact fees from Coeur Terre as a proportion.

Commissioner McCracken stated, but it would be expediated if you move from a D to an E before it.

Mr. Gallinger responded and said that would be the city's decision to do that based on available funding

and other priorities that they have within the city. So you could talk to Mr. Bosley more about that. The sidewalks would be beyond the scope at this point, without knowing what is the right-of-way, what are the impacts, what does the construction look like, and how much sidewalk are we talking about.

Vice Chair Ingalls stated a gentleman earlier stated there is an 800 pound gorilla in the room. He lives off of Atlas and drives Atlas all the time. He knows it's not perfect. There are times, like in the previous hearing, where we talked about a future right turn lane that would maybe benefit northbound traffic onto eastbound Kathleen, and you'd mentioned there's a grant in works for at least getting a center turn lane. Atlas functions very nicely from Kathleen north and we might see something like that in the future. He asked City Engineer Chris Bosley to share a little bit of his view and vision for Atlas going forward.

Mr. Bosley stated we have Atlas Road as a project on the State Transportation Improvement Program. We were awarded \$4.8 million to reconstruct that roadway from southeast Kathleen. It is to include one lane in each direction, a center turn lane, bike lanes, pathway improvements, and a couple rectangular rapid flashing beacon crosswalk areas to get pedestrians over to the west side from the Fairways subdivision. With that, we would look at putting in a signal at Nez Perce because it'll probably be warranted by then. We do have traffic impact fees that would cover that. We've also identified improvements that could be made to the roundabout at Atlas and Seltice with a right turn lane going southbound that's been identified in at least one, maybe two traffic impact analyses that have been completed over the last couple years. We would also look at putting in right turn lanes, like you suggest, and in areas where it would be warranted. With federal funding, of course, it takes a while for all this to happen. The design is planned for 2029. So, three years from now, we'd be getting into the design on that. The construction year right now is 2033 or 2034. These things often move ahead as funding becomes available. For instance, Ramsey Road project that we're going to be starting. It's going to go to bid soon, where we'll be upgrading signals from Hanley to Prairie, including a new signal at Wilbur. That one was slated for next year. It's going to bid this year. It'll be spring when that actually gets started. But they moved money forward because it became available as another project didn't make it. Then, as Mr. Messner mentioned there would be signal improvements in coordination between the signals that we can incorporate into that project at that time as well. We do have plans. It just takes time.

Commissioner McCracken asked if we do have funding for the light there.

Mr. Bosley replied we do have traffic impact fees that we've accumulated over the years, and we have not spent yet. But that is one thing that we certainly can spend it on.

Commissioner McCracken stated on Nez Perce and Northshire and Indian Meadows, connections in the middle don't line up with the streets, so some people have to go take a U turn or go the wrong way for a little bit, which is very common. A lot of people have said on Saturdays when there's pickleball, they're all parked in the middle. Has there been thought of improving that chunk of Nez Perce line the streets up a little better, because it'll be more used and not have people park in the middle?

Mr. Bosley replied that has not been looked at. But it's something we can certainly look at related to safety.

Commissioner McCracken stated there are some homeowners that live on that street that park in the middle, and then especially people using the dog park or the pickleball park in the middle. Recognizing the roadway connection is a few years out, maybe this is something that the city could put on the radar.

Mr. Bosley stated we certainly can. There is some benefit to having those things offset sometimes, like on Seltice Way, where there's no direct left turn across. There's a couple cut-throughs on Seltice Way, and it's so that you turn around and come back the other way and make a right turn. It's not really a left turn across traffic. It's safer, often referred to as a Michigan left. But that is something we can look at.

Commissioner Jamtaas asked Mr. Bosley if he could enlighten the commission if there are plans ahead already thought about and funding in place to do any improvements along Appaloosa and Nez Perce that

would address the safety issues that had been much of the conversation tonight.

Mr. Bosley stated there have not been any plans set yet for either of those roads, other than the fact that when the developer has to upgrade the sewer on Appaloosa when that time comes, that'll be an opportunity where we could look at further improvements there, whether it's widening the pavement or whatever to give people more room. Appaloosa is a tough one because there isn't much shoulder; it drops off into people's yards pretty steeply in some areas. Nez Perce has a lot more right of way and the ability to do that, even in the median. But that definitely needs to be looked at in the future.

Vice Chair Ingalls stated we anticipate Nez Perce will take more share than Appaloosa.

Mr. Bosley replied yes, like was mentioned earlier, it is it has been classified as an arterial long ago in the federal functional classification system. It was identified as an arterial that is going through revisions right now, and I had requested to downgrade that to a collector because I don't see it moving that much traffic. But for example, looking at a roadway and knowing whether it's an arterial or a collector isn't so easy because 15th Street south of I-90 is an arterial, but then north of it, where it's wider, it's a collector, which is counterintuitive.

Commissioner McCracken said it'd be nice to evaluate those or even put curbing. She has heard from Ms. Patterson that no trees will be removed, which has been a concern of some neighbors.

Ms. Fulgham commented that as she was listening to the city engineer, she remembered in the development agreement that the developer paid a \$2 million annexation fee, and that annexation fee, the parties agreed, the annexation fee was for city services, including but not limited to public safety and similar services. So there's \$2 million that we don't know what the city has used it for or where it's gone, but that \$2 million annexation fee is in addition to the impact fees that will be paid. Because the \$2 million annexation fee was paid a couple years ago, and City Engineer Bosley was indicating that part of the improvements is delayed because of federal funding, or because as funding becomes available, that \$2 million has been with the city for two years, and maybe that is a funding source.

Commissioner McCracken stated it sounds like Mr. Bosley concurred that there is funding there for that traffic light.

Ms. Fulgham stated those funds that were given to the city could be used for sidewalks and for you know whatever they want to do with that money.

Mr. Adams, City attorney stated Council indicated, the exact language in paragraph 5.1 of the annexation agreement says the negotiated \$2 million fee, as provided for in this agreement, is deemed by the parties to be a reasonable annexation fee for city benefits and services provided to the owner's property, including but not limited to public safety and other services, so it was not designated to make public safety off-site.

Public testimony is closed.

Commissioner Discussion:

Commissioner Ward commented that it's important to understand we have a good developer here. Now that's not a reason to approve the site, but it lets you know that going forward, that there are people who are trying to do what is right. Now they've given a school site, trailways, provided affordable housing. Probably the most important thing any community can you can do right now, and they're doing it voluntarily. Now, beyond that, at any public hearing across this country, when you have a zoning application, you can generally figure 60% of the attendees will be in opposition to the application, even though the same 60% may say we really need more housing. He understands the issue that people have. If he was living on Nez Perce, he'd be a little apprehensive as well, but knowing that he can, to the extent possible, trust the developer to know it's right, is really important. When you look at the site plan, the

developers have done everything possible in planning to minimize any type of cut through to Nez Perce and Appaloosa. In fact, the streets within their own development are designed to eliminate anyone cutting through to Huetter to Atlas, and that's really important. It's hard to develop a plan that lets your own people's traffic circulate and get where they need to go, but they're doing that, and that's really important too. Prior to this, the Industrial Loop road they put through to get access off the northern part of the property over to Atlas, but close to Prairie. It brings the traffic north, not further south on Atlas. A couple of times it has been brought up about accessory dwelling units. Well, there's a covenant on this property limiting the number of dwelling units. He knows what the state law said, but there's a covenant that must be abided by, and we're looking at development that is probably what 20 years before it's even close to being built out. It was approved four years ago. He hasn't seen anything built lately. The commission works hard to look out for the interest of your community, and he thinks we're doing that tonight.

Commissioner Jamtaas agreed that it seems like a great developer. They have built and designed a very functional plan. They've listened to the City Council and are saying they are doing everything they can to prevent any adverse impacts for the existing communities. He thinks the work that they did in designing the roads and adding the stop signs is commendable. He thinks the developer has done what they need to do. He thinks the problem is a city problem, and that problem being that we've got Appaloosa and Nez Perce roads that have a lot of traffic today. They're going to have a lot more traffic in the future. Even though we know the capacity of the roads will handle that, it's already unsafe. So there's a problem, and it's not the developer's problem. He thinks it's the city's problem to solve in the future, and we should be talking about that as we talk about future phases of what is the city going to do to help mitigate the additional usage of those two pretty rural roads that are going to be connected to a beautiful community that is going to be of great value to our city. We just got that kind of a dilemma. In the future, we should talk about what we can do to solve the safety issue.

Commissioner Ingalls said he agreed with Commissioner Ward. He thinks it's a good developer that's done well. That's immaterial. We're getting a park and a school, and we certainly need the housing, especially affordable housing. The density of this thing is less than they could push for. We see that. At the end of the day, this comes down to what we heard here. Some hard evidence. This is a permitted use. We heard that it's really permitted by right, as long as a few conditions are met. The plat elements and such, and the utilities are there and whatnot. Largely, this effort here is to check and make sure that those requirements have been met. As Sean Holm pointed out, findings B1 through B4 have been met completely and the facts in this matter support the findings. We live here too. It's good to hear that you know help is on the way. It's the city, and we're going to get help from development in the form of impact fees and such, and grant money from the feds and everything else. There will be a day not too far out there that south Atlas from Kathleen to the freeway, will approximate what you see from Kathleen north to Prairie and beyond, and that part functions pretty decently. With respect to this construction traffic, he would really emphasize that you work with the city on that.

Commissioner McCracken said she was wondering if we could put load limits on the roads but then realized it could impact construction in Indian Meadows. She would echo what a lot of my commissioners said. There's been a lot of thought in this. She is very familiar with this area because she lives on Buckskin. But when she opened her packet, she was like, "Oh, like I can see how the traffic would be moving. You know, you're already 80% of the way to Huetter. Why would you turn around and go all the way back to Atlas?" She sees the intention with the roads. We are required to have two connections for fire safety, and if you're unfortunately in the situation where minutes matter, you will appreciate having quicker response time. She thinks we're doing what we can here. She wants to remind her fellow neighbors that that there is R-3 zoning along the fence and the perimeter. That's a big win that we got with the first round of public comment. Instead of having multiple neighbors along your back fence line, most of them have some only have one, some have, you know, two and a little bit. Instead of having six neighbors on your back fence line, you know those are nice big lots there. She really appreciates the trails to Huetter and north. When one of her neighbors put a heat map in their comments, I was like, "Oh, Buckskin's the busiest street because it was one of the darker ones. But then I realized that was the trail that was darker than Buckskin." She knows how many people walk that and enjoy that trail. She is super glad the developer kept it. She's putting the ball in Mr. Bosley's court to really hone in on that pedestrian

safety piece at the trail crossings. It sounds like there's funding for a light and it sounds like it's on the radar. That's also great. They have met the conditions of it.

Motion by Commissioner McCracken, seconded by Commissioner Jamtaas, to approve item S-2-26 with 33 conditions. Motion carried.

The following two conditions were added:

32. At the perimeter and north-south trails where they intersect with Appaloosa Road and Nez Perce Road, the developer will work with the City on trail crossing mitigation and calming measures to address pedestrian and bike safety.

33. The developer will work in good faith with the City, to the greatest extent reasonably possible, to coordinate the opening of Nez Perce Road into Coeur Terre 2 with the installation of the future traffic signal at the intersection of Atlas Road and Nez Perce Road.

ROLL CALL:

Commissioner Ward	Voted Aye
Commissioner Jamtaas	Voted Aye
Commissioner McCracken	Voted Aye
Vice Chair Ingalls	Voted Aye

Motion to approve carried by a 4 to 0 vote. Commissioners Messina, Coppess and Fleming were absent.

Vice Chair Ingalls stated this is a final decision of the Planning and Zoning Commission, and please note that this decision is appealable within 15 days of the decision, pursuant to sections 17.09.705 through 17.09.715 of Title 17 of the zoning code.

ADJOURNMENT:

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

The meeting was adjourned at 9:09 p.m.

Prepared by Traci Clark, Administrative Assistant

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**PLANNING COMMISSION
STAFF REPORT**

FROM: SEAN E. HOLM, SENIOR PLANNER
DATE: AUGUST 11, 2026
SUBJECT: S-1-25: ONE-YEAR EXTENSION OF PRELIMINARY PLAT
APPROVAL FOR "HAAG ESTATES," A FIVE-LOT SUBDIVISION
ON 3.19 ACRES
LOCATION: 2248 E. STANLEY HILL ROAD

APPLICANT:
Eugene P. Haag, Jr. Trust
2248 E. Stanley Hill Road
Coeur d'Alene, ID 83814

ENGINEER:
Olson Engineering
1649 N. Nicholson Center St. #102
Post Falls, ID 83854

DECISION POINT:

Eugene P. Haag, Jr. Trust, through their engineer Olson Engineering, is requesting a one-year extension of the Planning Commission's preliminary plat approval for "Haag Estates" (S-1-25).

PRIOR ACTIONS:

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.

DISCUSSION:

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

CONDITIONS:

If the extension is granted, the original conditions of approval attached to S-1-25 shall remain in full force and effect and are hereby incorporated by reference. No new or additional conditions have been proposed by departmental staff.

Original Subdivision Conditions:***Planning:***

1. Prior to final plat recordation, the applicant must remove the non-functional cistern(s) and remediate the disturbance. Doing this will accomplish two things: First, ending the easement for irrigation water that exists for land that has been subdivided in the county and is no longer a viable source of water, and second, would allow for the projected disturbance for future homesites.

Fire:

2. Water line connecting both sides of E Lilly Dr must be connected to ensure needed fire flows at fire hydrants 176-B and 177-C
3. The slope of the proposed Lilly Dr. connection must not exceed 8% grade with the road width to match existing road width minimum. It must be built to accommodate 75,000-pound fire apparatus.

Water:

4. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permitting.
5. A main extension will be required to serve this subdivision and be tied into the existing main on E Lilly Dr. Both ends of the water main on Lilly Dr. must be tied together.

Wastewater:

6. This project will require the extension of sewer "To and Through" for this annexation as proposed unless private sewer is approved to serve one parcel. Policy #716 states One Parcel, One Lateral.
7. Existing home on this parcel must connect to City sewer and pay appropriate sewer cap fees.

COMMISSION ALTERNATIVES:

1. The Commission may, by motion, grant the twelve (12) month extension of the Preliminary Plat approval for "Haag Estates" (S-1-25) to September 9, 2027, upon a finding that the preliminary plat continues to comply with current

development requirements and all applicable conditions of approval, pursuant to Section 16.20.040 of the Municipal Code.

2. The Commission may, by motion, deny the twelve (12) month extension of the Preliminary Plat approval. If denied, the preliminary plat approval expires on September 9, 2026, and the applicant must submit a new application for preliminary plat approval.

ATTACHMENTS:

Exhibit 1 – Applicant’s Extension Request Letter (dated June 12, 2026)

Exhibit 2 – Planning Commission Findings and Decision for S-1-25

A decorative border composed of a grid of purple diamonds, some solid and some outlined, framing the central content.

EXTENSION LETTER

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1649 N Nicholson Center St.
Post Falls, ID 83854
(208) 659-4776

June 12, 2026

City of Coeur d'Alene
Planning Department
710 E Mullan Ave
Coeur d'Alene, ID 83854

Haag Subdivision Extension Request Letter

To Whom It May Concern:

This letter is to request a 1- year extension for the above-mentioned project. The original hearing for this project was on December 2, 2025, and was good through December 2, 2026. We are requesting an extension to be good through December 2, 2027. A representative from Olson Engineering will be present at the hearing to present this extension request.

Sincerely,

Gregory Johnson, Olson Engineering

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

S-1-25

INTRODUCTION

This matter came before the Planning and Zoning Commission on September 9, 2025 to consider S-1-25 a request for approval of a 5-lot, preliminary plat known as "Haag Estates."

APPLICANT: Olson Engineering

OWNER: Eugene P. Haag, Jr. Trust

LOCATION: 2248 E. Stanley Hill Road, Coeur d'Alene, ID 83814

A. FINDINGS OF FACT:

The Planning and Zoning Commission finds that the following facts, A1 through A9, have been established on a more probable than not basis, as shown on the record before it and on the testimony presented at the public hearing.

A1. All public hearing notice requirements have been met for item S-1-25.

- 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 in the Coeur d'Alene Press on August 23, 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 August 22, 2025, eighteen 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-two (52) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on August 22, 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 August 22, 2025, eighteen days prior to the hearing.
- 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 August 22, 2025.

- A2.** Public testimony was received at a public hearing on September 9, 2025.
- A3.** The subject property is 3.19 acres and currently zoned Agriculture-Suburban in Kootenai county, with a request for R-3 zoning as part of a dependent annexation application.
- A4.** The subject property is proposed to be divided into five (5) single-family residential lots in the hillside overlay, with the existing home on a parcel exempt from hillside code due to a slope of less than 15%. The subject property is adjacent to or abutting single-family homes to the north, south, east, and west.
- A5.** The City Engineer has attested that the preliminary formal plat submitted contains all of the elements required by the Municipal Code.
- A6.** City departments have reviewed the preliminary plat for potential impact on public facilities and utilities, and provided an analysis of compliance with code requirements. Staff from various departments have determined that conditions are required to bring the plat into full compliance with code requirements and performance standards. All departments have indicated the ability to serve the project with the additional conditions as stated herein on pages 9 and 10.
- A7.** The City Engineer has vetted the preliminary plat for compliance with both subdivision design standards (chapter 16.15) and improvement standards (chapter 16.40). The City Engineer has reviewed the applicant's analysis regarding meeting subdivision standards and concurs with the findings.
- A8.** City staff have confirmed that the proposed subdivision meets all zoning standards for the proposed R-3 zoning district. Per Planning Commission and City Council feedback of prior subdivision and annexation hearings, the applicant team provided a Geotech study that includes: slope calculations and disturbance results showing hillside overlay code could be met (slope and disturbance calcs are provided in the staff report on pages 11 and 12).
- A9.** The applicant has proposed connecting E. Lilly Dr. which terminates on either side of the subject property. This street connection would provide access to the public and emergency services as well as provide city utility extensions through the property.

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 **does** meet the requirements of the applicable zoning district (R-3), if annexed.

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 **with conditions**, and the request should be **approved with the following conditions**.

Planning:

1. Prior to final plat recordation, the applicant must remove the non-functional cistern(s) and remediate the disturbance. Doing this will accomplish two things: First, ending the easement for irrigation water that exists for land that has been subdivided in the county and is no longer a viable source of water, and second, would allow for the projected disturbance for future homesites.

Fire:

2. Water line connecting both sides of E Lilly Dr must be connected to ensure needed fire flows at fire hydrants 176-B and 177-C
3. The slope of the proposed Lilly Dr. connection must not exceed 8% grade with the road width to match existing road width minimum. It must be built to accommodate 75,000-pound fire apparatus.

Water:

4. Any additional main extensions and/or fire hydrants and services will be the responsibility of the developer at their expense. Any additional service will have cap fees due at building permitting.
5. A main extension will be required to serve this subdivision and be tied into the existing main on E Lilly Dr. Both ends of the water main on Lilly Dr. must be tied together.

Wastewater:

6. This project will require the extension of sewer "To and Through" for this annexation as proposed unless private sewer is approved to serve one parcel. Policy #716 states One Parcel, One Lateral.
7. Existing home on this parcel must connect to City sewer and pay appropriate sewer cap fees.

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

ROLL CALL:

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

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



CHAIRMAN TOM MESSINA

Date: September 19, 2025



CITY HALL

710 E. MULLAN
COEUR D'ALENE, IDAHO 83814

PLANNING DEPARTMENT

Phone: 208.769.2240

February 10, 2026

Eugene P. Haag Jr.

Coeur d'Alene ID, 83814

RE: ITEMS A-1-25 a proposed Annexation from County Agriculture Suburban to City Residential R-3, and S-1-25 a 5-lot subdivision called "Haag Estates".

Greetings Mr. Haag,

On September 9, 2025 the Coeur d'Alene Planning & Zoning Commission held a public hearing on the above-referenced items. The Commission voted 6 to 1 to **recommend adoption of the R-12 zoning** in conjunction with annexation to the City Council. They voted 7 to 0 to **approve** the Subdivision requests, which was contingent on the annexation request.

The City Council held a public hearing on December 2, 2025 on the annexation request. The City Council voted 5 to 0 to **approve the annexation**. The annexation agreement was recorded with the County on February 9, 2026.

The Subdivision approval will **expire one year from the date of the public hearing, December 2, 2026** or if the applicant requests for an extension. The approval period may be extended by the Planning Commission for one year without public notice upon written request filed before said period has expired and upon stating conditions requiring the extension.

The Preliminary Plat approval will **expire one year from the date of the public hearing** unless substantial work has begun on the project, or unless an extension request has been submitted. Per Municipal Code 16.20.040, Preliminary plat approval, whether conditional or not, shall be effective for twelve (12) months from the date of planning commission approval or from the date of recordation of the final plat for the preceding phase of the development in an approved phased subdivision. The planning commission, upon written request, may grant up to five (5) extensions of twelve (12) months each upon a finding that the preliminary plat complies with current development requirements and all applicable conditions of approval. The planning commission may modify and/or add conditions to the final plat to ensure conformity with adopted policies and/or ordinance changes that have occurred since the initial approval. A request for an extension of a preliminary plat approval must be received by the planning director no later than ninety (90) days after the date that the approval lapsed and must be accompanied by the required fee.

It is important that you work closely with the Streets & Engineering Department (208-769-2235) during the design phase of the public improvements and the development of the final plat document. Approval of the public improvement plans by the Streets & Engineering, Water, and Wastewater Departments (if applicable), is required prior to construction. Processing of the improvement plans and final plat document typically takes six to eight weeks, so please keep that in mind when scheduling construction.

Once the improvement plans are approved by the applicable Departments, your required site development and encroachment permits will be available to pick up at City Hall. It is a requirement for you to schedule a preconstruction meeting with City staff prior to performing any work. Streets & Engineering Department inspections are required prior to placing concrete or paving within the City's right-of-way. Compaction tests reports are required and shall be emailed to eng-pwi@cdaid.org.

Upon satisfactory completion of construction and our receipt of your written request, the final plat will be forwarded to the City Council for acceptance of improvements and final plat approval. Please note that it is your responsibility to contact Kootenai County to verify the availability of all street names and designators prior to requesting your final plat's approval.

Should you elect not to immediately proceed with construction of public improvements, (other than the required public safety items such as water, sewer, and emergency access) you will need to provide an itemized cost estimate for the construction of the remaining required public improvements. A form of security, equal to 150% of the cost estimate's total, will need to be relinquished to the City for use in developing the required public improvements agreement. After the agreement has been signed by the owner and approved by staff, you may request final plat approval in writing. The final plat will be placed on the next available City Council agenda. If, after approval, the improvements are not constructed within the established three-year period, the security will be forfeited to the City and may be used to complete any outstanding work.

In either case, the final plat must be recorded and improvements substantially completed, before any building permits will be issued. For the improvements to be considered substantially complete, all water and sewer services, curb, gutter, streets, and street signs must be installed and accepted by the applicable Departments.

The Planning Department will function as the administrative coordinator of the subdivision process and be the clearinghouse for all application documents, requests, correspondence, and other submittals. Technical questions and issues relative to the plat documents and construction details can be addressed directly to the Streets & Engineering Department.

Should you require additional information or have any questions, please do not hesitate to contact me at 208.769.2240.

Sincerely,



Traci Clark
Planning Department, City of Coeur d'Alene
Administrative Assistant
208.769.2240

Cc: Eric Olson, Olson Engineering



PUBLIC HEARING

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STAFF REPORT

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**PLANNING AND ZONING COMMISSION
STAFF REPORT**

FROM: BARBARA BARKER, ASSOCIATE PLANNER
DATE: AUGUST 11, 2026
SUBJECT: A-2-26: A PROPOSED 9.27-ACRE ANNEXATION FROM
COUNTY AGRICULTURE TO CITY R-17 (RESIDENTIAL
AT 17 UNITS PER ACRE)
LOCATION: 3050 W PRAIRIE AVENUE AND 7790 N ATLAS ROAD

APPLICANT: David Swenson 7790 N. Atlas Rd. Coeur d'Alene, ID 83815	ENGINEER: Dobler Engineering P.O. Box 3181 Hayden, ID 83835
--	---

DECISION POINT:

Should the Planning and Zoning Commission recommend adoption or rejection of the requested R-17 zoning prior to annexation of 9.27 acres?

The Planning and Zoning Commission's role in the annexation request is to provide a recommendation to the City Council on appropriate zoning prior to annexation. The City Council will make the final decision on the requested annexation at a subsequent public hearing.

BACKGROUND INFORMATION:

The request is for 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.

Both parcels are requesting annexation under this application for a total of 9.27 acres.

The property is contiguous with Coeur d'Alene city limits and is within the Coeur d'Alene Area of Impact (AOI). The requested zone for this annexation is City R-17 (residential and 17 units per acre).

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.

SUMMARY OF FACTS:

The following facts align with the facts listed in the draft Findings and Order worksheet for the Planning and Zoning Commission's consideration. These facts can be modified and added to as part of the motion associated with the Findings and Order.

A1. All public hearing notice requirements have been met for item A-2-26.

- 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 July 25, 2026, 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 July 27, 2026, fifteen 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). One hundred-Two (102) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on July 24, 2026.

- 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 July 24, 2026, eighteen days prior to the hearing.
- 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 July 24, 2026.

A2. Public testimony will be received at a public hearing on August 11, 2026.

A3. The subject property is located in an unincorporated area of Kootenai County, is adjacent to City limits and within Coeur d'Alene's Area of Impact (AOI). The total area of the subject property measures 9.27 acres. It is zoned Agriculture and currently has three (3) single family dwellings with accessory structures as well as agricultural uses.

A4. If approved for annexation with City R-17 zoning, the project could potentially include 161 multifamily dwelling units with access from W. Daylily Drive and Atlas Road. Prairie Avenue is within the Post Falls Highway District and they have indicated that access on Prairie Avenue will be restricted. (Total square feet of 403,975 with 2,500 square feet per multifamily unit = 161 units) Properties within city limits in the vicinity of the subject property are residential of lower density and are zoned R-3 to the west and R-8 to the east and south. Property directly to the south is County zoned Agriculture with one (1) residential dwelling and one (1) commercial enterprise. Property to the north is located within the City of Hayden and zoned Single Family Residential with a density similar to the City's R-8 zoning district.

A5. The Comprehensive Plan Future Land Use Map designation is the Urban Neighborhood Place Type with higher residential densities. Urban

Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared green spaces and parking areas. They are typically served with gridded street patterns, and for larger developments may have an internal circulation system. Development typically consists of townhomes, condominiums, and apartments, with convenient access to goods, services, and dining for nearby residents. Supporting uses include neighborhood parks and recreation facilities, parking, office and commercial development. Compatible Zoning is listed as R-17, R-34SUP, NC, CC, C-17, and C-17L.

- A6.** The Comprehensive Plan includes transportation maps showing Existing and Planned Bicycle Networks, Existing and Planned Walking Networks, and Existing Transit Networks.
- A7.** The staff report includes applicable Comprehensive Plan goals and objectives. The commission will determine if there are other applicable goals and objectives to support their decision from the attached Comprehensive Plan goals and objectives worksheet.
- A8.** City departments have indicated the project will be served by existing streets, facilities and services with exception for water as noted, and have provided conditions of approval for consideration by the Planning and Zoning Commission.
- A9.** The subject property is within the Hayden Lake Irrigation District coverage area. They have provided a will serve letter and a hydraulic evaluation by Keller Associates.

SITE CONTEXT:

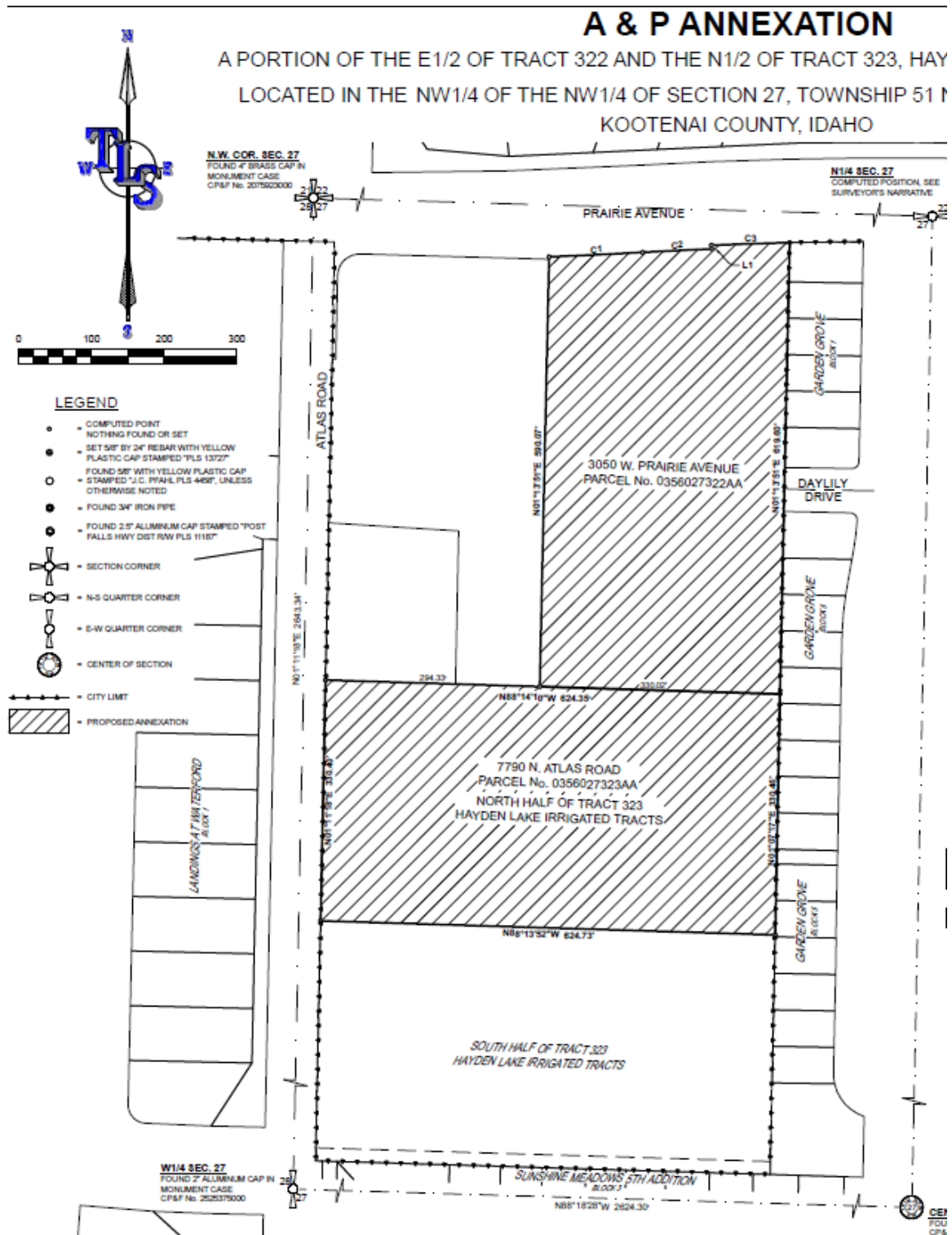
PROPERTY LOCATION MAP:



AERIAL PHOTO:



ANNEXATION MAP:



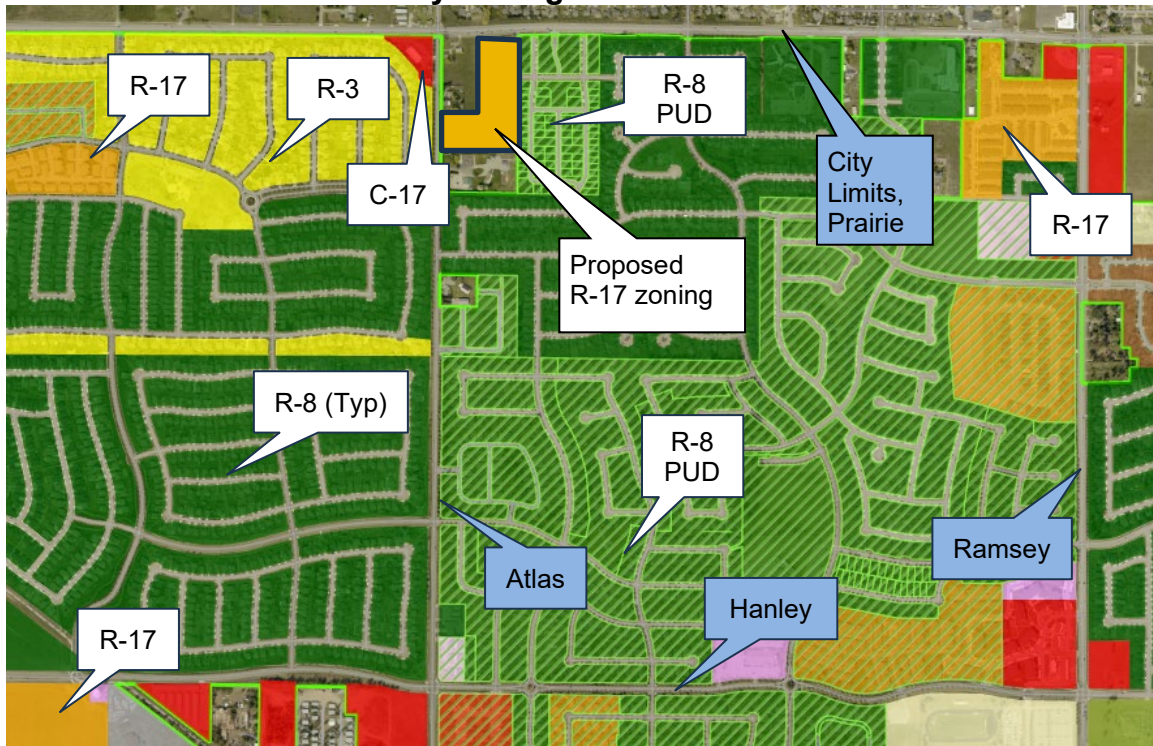
The property is located within an area of County Agriculture (AG) zoning surrounded primarily by city jurisdiction. The City borders the site to the east, west, and south, while the City of Hayden is located directly north across Prairie Avenue. Within this County AG (Agriculture) pocket, additional properties zoned AG are situated to the south and along portions of the western boundary.



Note that the Comprehensive Plan Future Land Use Map envisions the subject property at the higher density of Urban Neighborhood Place Type which lists R-17 as a compatible zone.

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.

EXISTING ZONING MAP: City Zoning Districts



Approval of the requested R-17 zoning would allow the following potential uses of the property. Also listed are the performance standards which would be required at the time of building permit.

17.05.260: PERMITTED USES; PRINCIPAL:

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

- Administrative.
- Childcare facility.
- Community education.
- Duplex housing as specified by the R-12 District.
- Essential service.
- "Home occupation", as defined in this title.
- Multifamily.
- Neighborhood recreation.
- Public recreation.
- Single-family detached housing.

17.05.270: PERMITTED USES; ACCESSORY:

Accessory permitted uses in an R-17 District shall be as follows:

- Accessory dwelling units.
- Garage or carport (attached or detached).
- Mailroom and/or common use room for multiple-family developments.
- Outside area or building for storage when incidental to the principal use.
- Private recreation facility (enclosed or unenclosed). (Ord. 3560, 2017)

17.05.280: PERMITTED USES; SPECIAL USE PERMIT:

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

- Automobile parking when the lot is adjoining at least one point of, intervening streets and alleys excluded, the establishment which it is to serve; this is not to be used for the parking of commercial vehicles.
- Boarding house.
- Commercial film production.
- Commercial recreation.
- Community assembly.
- Community organization.
- Convenience sales.
- Group dwelling - detached housing.
- Handicapped or minimal care facility.
- Juvenile offenders facility.

- Ministorage facilities.
- Mobile home manufactured in accordance with section 17.02.085 of this title.
- Noncommercial kennel.
- Nursing/convalescent/rest homes for the aged.
- Rehabilitative facility.
- Religious assembly.
- Residential density of the R-34 District as specified.
- Three (3) unit per gross acre density increase.

17.05.290: SITE PERFORMANCE STANDARDS; MAXIMUM HEIGHT:

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

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

17.05.310: SITE PERFORMANCE STANDARDS; MINIMUM LOT:

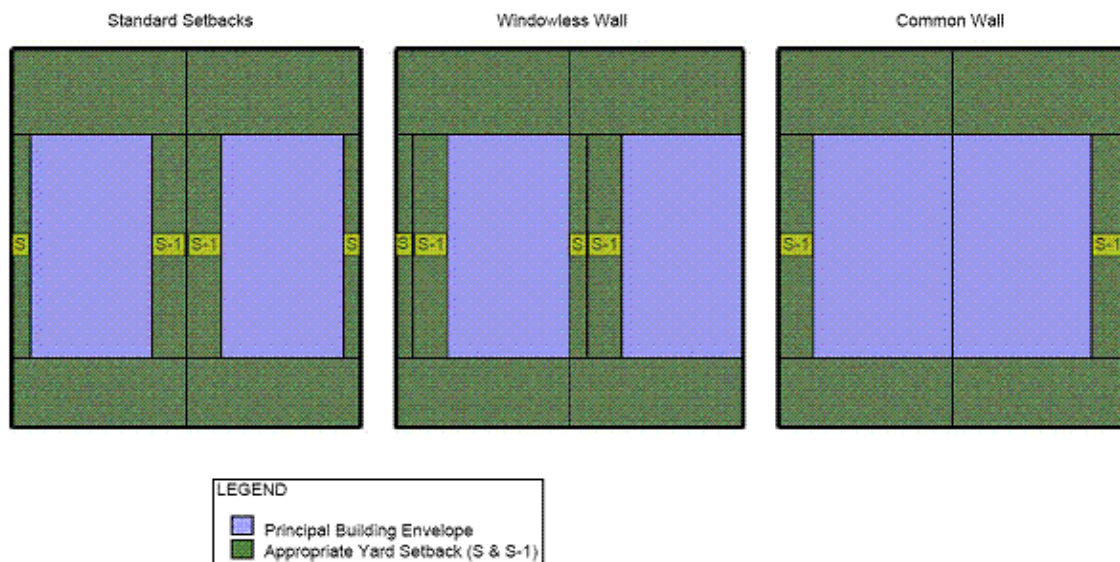
A. Minimum lot requirements in an R-17 District shall be as follows:

1. Two thousand five hundred (2,500) square feet per unit except for single-family or duplex housing.
2. Five thousand five hundred (5,500) square feet per single-family detached lot.
3. Three thousand five hundred (3,500) square feet per unit for duplex housing lots.

B. All buildable lots must have fifty feet (50') of frontage on a public street unless an alternative is approved by the City through the normal subdivision procedure.

17.05.320: SITE PERFORMANCE STANDARDS; MINIMUM YARD:

- A. Minimum yard requirements for single family and duplex residential activities in an R-17 District shall be as follows:
1. Front: The front yard requirement shall be twenty feet (20').
 2. Side, Interior: The interior side yard requirement shall be five feet (5'). If there is no alley or other legal access behind a lot, each lot shall have at least one side yard of ten foot (10') minimum.
 3. Side, Street: The street side yard requirement shall be ten feet (10').
 4. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half ($\frac{1}{2}$) when adjacent to public open space.
- B. Zero side yard setback is permissible for townhome dwellings as follows:



1. Front: The front yard requirement shall be twenty feet (20').
 2. Side, Interior: Zero feet (0') for the shared wall that is on the property line going through the building and the other side setbacks as shown as S-1 on the diagram above shall be eight feet (8').
 3. Side, Street: The street side yard requirement shall be ten feet (10').
 4. Rear: The rear yard requirement shall be twenty five feet (25'). However, the required rear yard will be reduced by one-half ($\frac{1}{2}$) when adjacent to public open space.
- C. Multiple-family housing at seventeen (17) units per acre:
1. Front: The front yard requirement shall be twenty feet (20').
 2. Side, Interior: The interior side yard requirement shall be ten feet (10').
 3. Side, Street: The street side yard requirement shall be twenty feet (20').

- 4. Rear: The rear yard requirement shall be twenty feet (20'). However, the required rear yard will be reduced by one-half ($\frac{1}{2}$) when adjacent to public open space.
- D. Minimum distances between residential buildings on the same lot shall be determined by the currently adopted Building Code.
- E. There will be no permanent structures erected within the corner cutoff areas.
- F. Extensions into yards are permitted in accordance with 17.06.495.

**17.05.325: NONRESIDENTIAL SITE PERFORMANCE STANDARDS;
MINIMUM YARD:**

Minimum yard requirements for nonresidential activities in an R-17 District shall be as follows:

- A. Front: The front yard requirement shall be twenty feet (20').
- B. Side, Interior: The interior side yard requirement shall be twenty-five feet.
- C. Side, Street: The street side yard requirement shall be twenty-five feet.
- D. Rear: The rear yard requirement shall be twenty-five feet (25'). However, the required rear yard will be reduced by one-half ($\frac{1}{2}$) when adjacent to public open space.

Note: staff is recommending condition #6 for consideration by the Planning and Zoning Commission that would slightly increase setbacks next to Garden Grove to address potential compatibility concerns.

ANNEXATION FINDINGS:

There are four required findings for an annexation request.

Findings:

B1: That this proposal is in conformance with the Comprehensive Plan

1. Future Land Use / Place Type
2. Provision of Transportation Networks
3. Policy Framework (Goals and Objectives)

B2: That public facilities and utilities (are) (are not) available and adequate for the proposed use.

B3: That the physical characteristics of the site (do) (do not) make it suitable for the request at this time.

B4: That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.

Finding B1: That this proposal (is) (is not) in conformance with the Comprehensive Plan.

Using the information provided below, the summary of facts in item A5, A6 and A7, and the testimony from the hearing, make finding B1 using the attached findings worksheet.

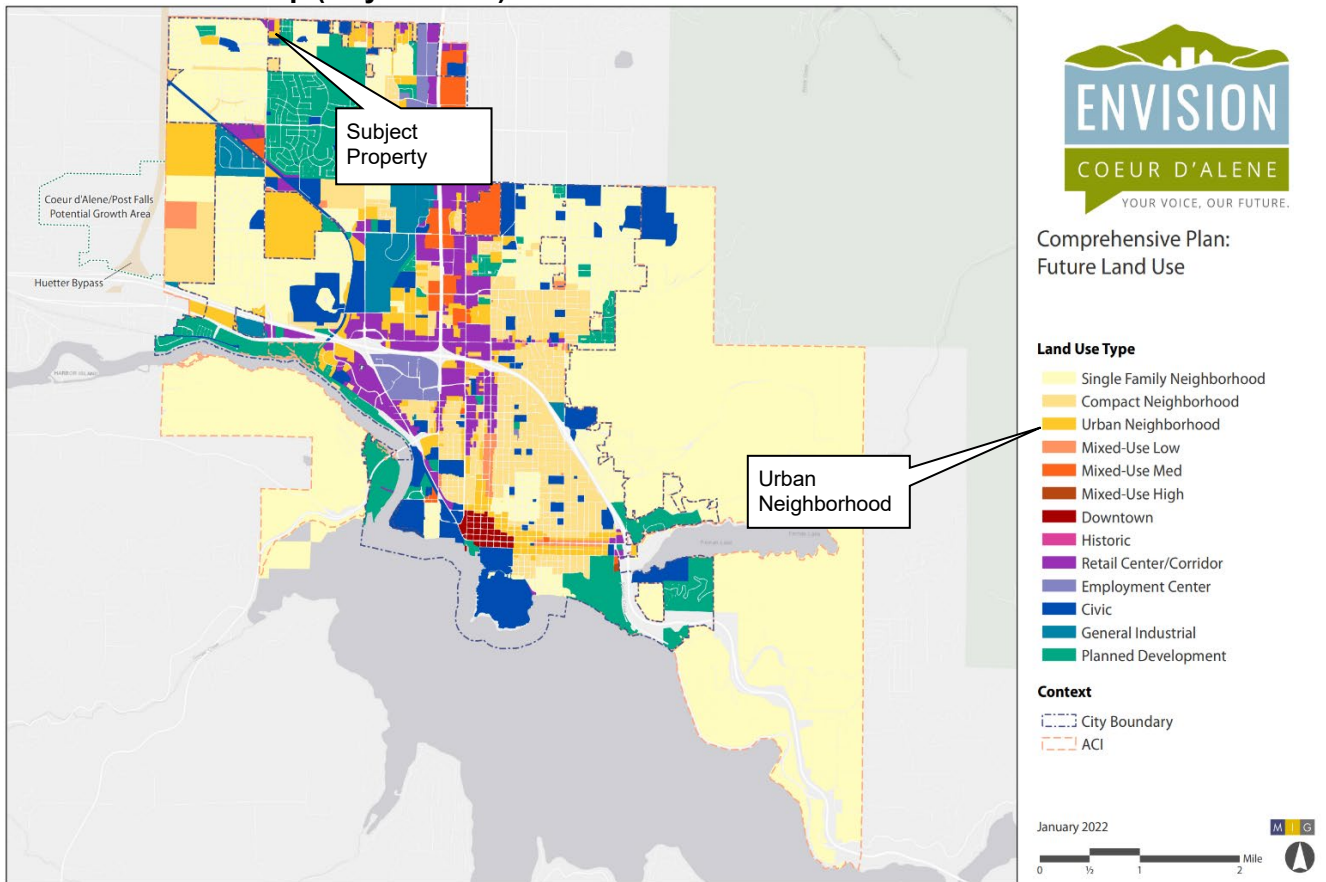
2022-2042 COMPREHENSIVE PLAN- LAND USE CATEGORY:

- The subject property is contiguous with city limits.
- The City's 2022-2042 Comprehensive Plan categorizes this parcel as *Urban Neighborhood* Place Type. (Urban Neighborhood Place Type lists R-17 as compatible zoning)

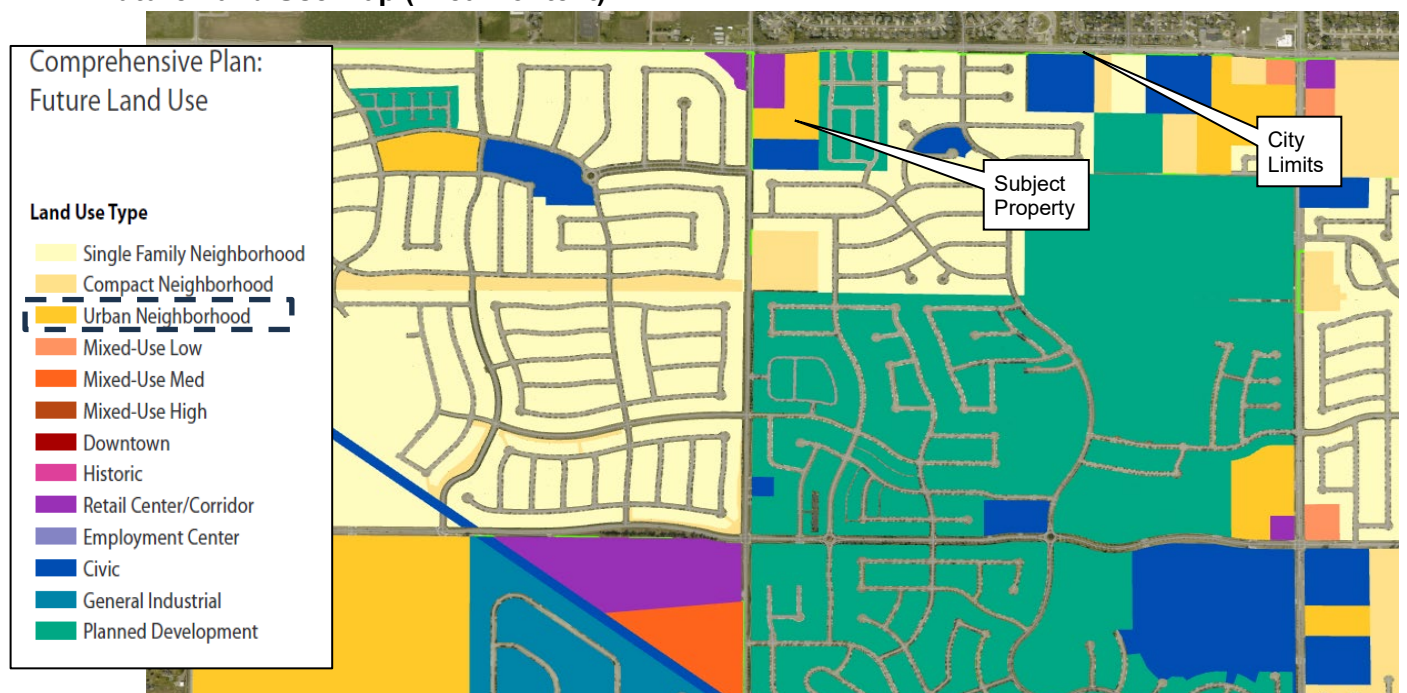
Place Types:

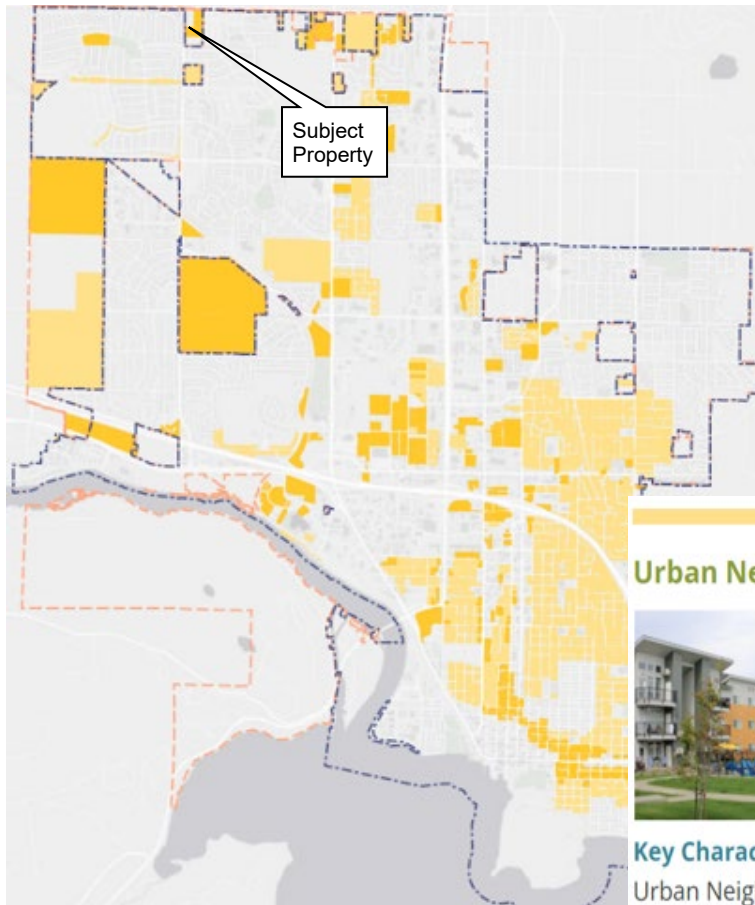
Place types in this plan represent the form of future development, as envisioned by the residents of Coeur d'Alene. These place-types will in turn provide the policy-level guidance that will inform the City's Development Ordinance.

Future Land Use Map (City Context):



Future Land Use Map (Area Context):





Place Type Map: Urban Neighborhood

Comprehensive Plan: Future Land Use

Land Use Type

- Single Family Neighborhood
- Compact Neighborhood
- Urban Neighborhood

Urban Neighborhood



Key Characteristics

Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared greenspaces and parking areas. They are typically served with a gridded street pattern, and for larger developments, may have an internal circulation system. Development typically consists of townhomes, condominiums, and apartments, often adjacent to mixed-use districts. Supporting uses include neighborhood parks and recreation facilities, parking, office and commercial development.

Transportation

- Gridded street pattern with internal streets in building complexes
- Should include high ease-of-use pedestrian and bicycle facilities

Typical Uses

- Primary: Multifamily residential
- Secondary: Neighborhood parks and recreation facilities, parking, office, commercial



Building Types

- Apartments, condominiums, townhomes

Compatible Zoning

- R-17 and R-34SUP; NC, CC, C17, and C17L

Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared greenspaces and parking areas.

They are typically served with gridded street patterns, and for larger developments, may have an internal circulation system.

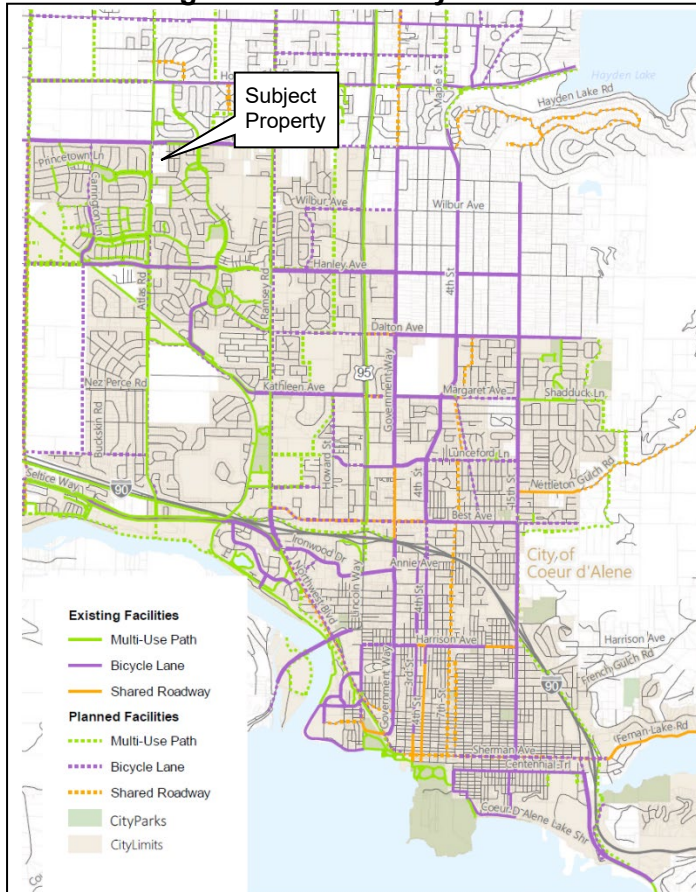
Development typically consists of townhomes, condominiums, and apartments, with convenient access to goods, services, and dining for nearby residents.

Supporting uses include neighborhood parks and recreation facilities, parking, office and commercial development.

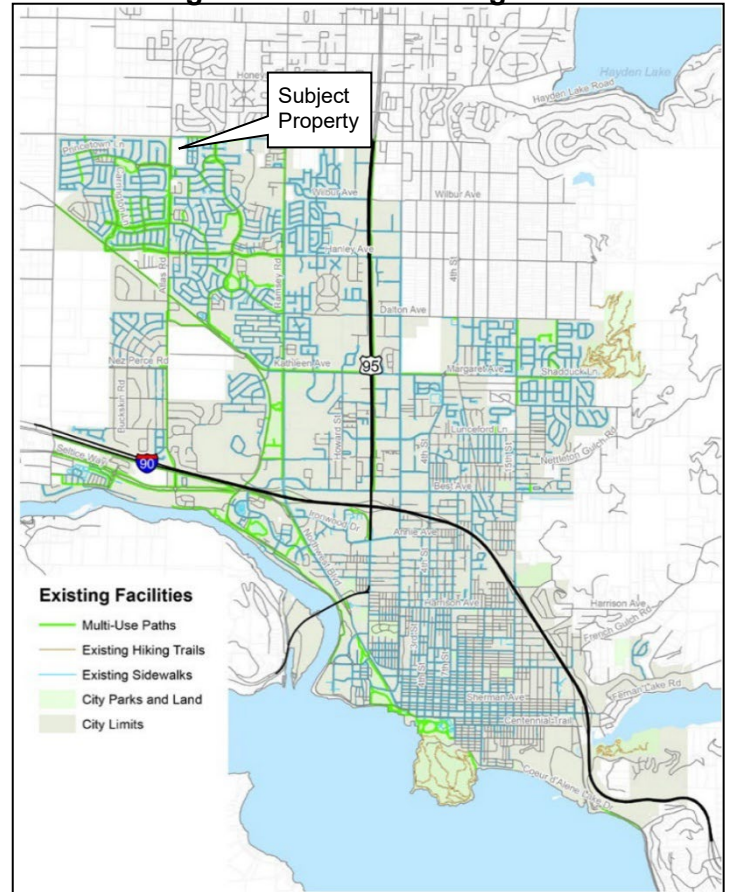
Compatible Zoning: R-17 and R-34SUP; NC, CC, C17, and C17L

Transportation

Existing and Planned Bicycle Network:



Existing and Planned Walking Network:



Existing Transit Network:



Policy Framework (Goals and Objectives)

The following goals and objectives are a curated list picked by staff. The full list from the 2022-2042 Comprehensive Plan is attached for review. The commission must review the full list and determine which goals and objectives support their decision

Community & Identity

Goal CI 1: Coeur d'Alene citizens are well informed, responsive, and involved in community discussions.

Objective CI 1.1: Foster broad-based and inclusive community involvement for actions affecting businesses and residents to promote community unity and involvement.

Growth & Development

Goal GD 1: Develop a mix of land uses throughout the city that balance housing and employment while preserving the qualities that make Coeur d'Alene a great place to live.

Objective GD 1.1: Achieve a balance of housing product types and price points, including affordable housing, to meet city needs.

Goal GD 2: Ensure appropriate, high-quality infrastructure to accommodate community needs and future growth.

Objective GD 2.1: Ensure appropriate, high-quality infrastructure to accommodate growth and redevelopment.

Health & Safety

Goal HS 3: Continue to provide exceptional police, fire, and emergency services.

Objective HS 3.2: Enhance regional cooperation to provide fast, reliable emergency services.

Evaluation: *The Planning and Zoning Commission will need to determine, based on the information before them, whether the Comprehensive Plan does (or does not) support the request. Specific ways in which the policies are or are not supported by this request should be stated in the finding.*

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

Using the information provided below, the summary of facts in A8 and A9, and the testimony from the hearing, make finding B2 using the attached findings worksheet.

The comments below note areas that will need to be improved to meet the City's infrastructure requirements at time of development. See recommended conditions on Pages 38-39.

STAFF COMMENTS:

WATER:

Hayden Lake Irrigation District (HLID) has provided a Will Serve letter. See Attachment 3. Applicant has also provided a draft hydraulic study which is Attachment 4. 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. *-Submitted by Kyle Marine, Water Department Director*

SEWER:

The nearest public sanitary sewer is located to the south of 7672 Atlas Road in the right-of-way. Any properties not in the City must annex into the City first before connection to city public sewer is permitted. At no cost to the City, a public sewer extension conforming to all city standards and policies will be required prior to issuance of any building permits. A sewer easement will be required to and through the subject property if not in the right-of-way. Individual lots are allowed one sewer connection to discharge to public sewer. Future development (to include subdivision or apartment complex) will determine allowable connection to city sewer. Properties must connect to city sewer within 365 days of annexation to City. Connection to domestic water (Hayden Lake Irrigation District) is required.

-Submitted by Torri Green, Assistant Office Project Manager

STREETS:

The subject site is currently undeveloped and has frontage on Prairie Avenue to the north and Atlas Road on the west. Prairie Avenue is controlled by Post Falls Highway District and approval will be required from them for any access to Prairie Avenue. The Highway District has indicated that no connection will be permitted. Connectivity to streets controlled by the City of Coeur d'Alene would help to disperse traffic. Atlas Road frontage must be improved to City Standards (curb, gutter, swales, and shared-use path) prior to the start of any construction. Approximately 20 feet of right-of-way must be dedicated to the City to achieve the required right-of-way width for Arterials. The Streets and Engineering Department has no objection to this annexation request.

-Submitted by Chris Bosley, City Engineer



Sidewalk on south side of Prairie Ave.



Curb and sidewalk at 3050 Prairie Ave.

PARKS/TRAILS:

The City of Coeur d'Alene's Trails and Bikeways Master Plan calls for a 10-foot multi-use path along Prairie Avenue in this area and a 10-foot-wide path along both sides of Atlas Road. Previous developers have developed sections of the trail, and it is nearly complete. Once these trails are finished, there will only be a few other gaps to complete a 4-mile trail loop that will serve all of Coeur d'Alene, especially the current and future residents in this area.

-Submitted by Monte McCully, Urban Forestry



Along Prairie Avenue where 10' pathway meets existing sidewalk and existing 10' pathway on west side of Atlas Road

URBAN FORESTRY:

Street trees are required along both Prairie Avenue and Atlas Road. If the Post Falls Highway District doesn't allow them in their right-of-way along Prairie Avenue, the trees will have to be planted outside the right-of-way, and a Street Tree Easement will need to be recorded with the City. The tree species must be chosen from our Approved Street Tree List and will need to be spaced appropriately. Spacing for small trees is 25 feet, medium is 35 feet, and large is 35 feet apart. They must be planted at the root flare and according to city planting standards. For an electronic copy of the planting details, contact the Urban Forestry Coordinator.

-Submitted by Monte McCully, Urban Forestry

FIRE:

Available fire flow at this location is calculated to be 1750 gpm at 20 psi. This meets minimum fire flows for some buildings but final approval of fire flows for proposed development will be determined at the time of permitting or subdivision.

-Submitted by Craig Etherton, Fire Marshal

STORMWATER:

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

-Submitted by Chris Bosley, City Engineer

POLICE:

Police Department does not have any concerns with this annexation.

-Submitted by Jeff Walther, Police Captain

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

Finding B3: That the physical characteristics of the site (do) (do not) make it suitable for the request at this time.

Using the information provided below, the summary of facts in item A4 and A8, and the testimony from the hearing, make finding B3 using the attached findings worksheet.

PHYSICAL CHARACTERISTICS:

The subject properties are relatively flat and primarily vacant with agricultural use. The properties abut Prairie Avenue, Daylily Drive and Atlas Road. The current road access points are single-access approaches on Prairie Avenue and Atlas Road. The Post Falls Highway District has stated that access from Prairie for new development will not be allowed. New developments would use an approach on Atlas and Daylily to access the property. The two existing homes and accessory structures will likely remain until time of development.

Site photos are provided on the next few pages showing the existing conditions.

SITE PHOTOS

SITE PHOTO 1. From the east looking west at the dead-end of Daylily Drive



SITE PHOTO 2. From the east looking due west



SITE PHOTO 3: From the east looking north towards the 3050 Prairie residence



SITE PHOTO 4: From the east looking southwest (red barn at 7790 Atlas)



SITE PHOTO 5: From the north looking southwest with 3050 Prairie storage in foreground and Garden Grove in the background



SITE PHOTO 6: From the west looking east, Atlas Rd in foreground, Garden Grove in background with Canfield Mountain beyond



SITE PHOTO 7: From the west looking east, “pumpkin patch” at 7790 Atlas with Atlas Road in foreground



SITE PHOTO 8: From the west looking east, property to the south of subject property in Kootenai County



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

Finding B4: That the proposal (would) (would not) adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, (and) (or) existing land uses.

Using the information provided below, the summary of facts in item A3, A4, and A8, and the testimony from the hearing, make finding B4 using the attached findings worksheet.

TRAFFIC:

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

STAFF COMMENTS Engineering:

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.

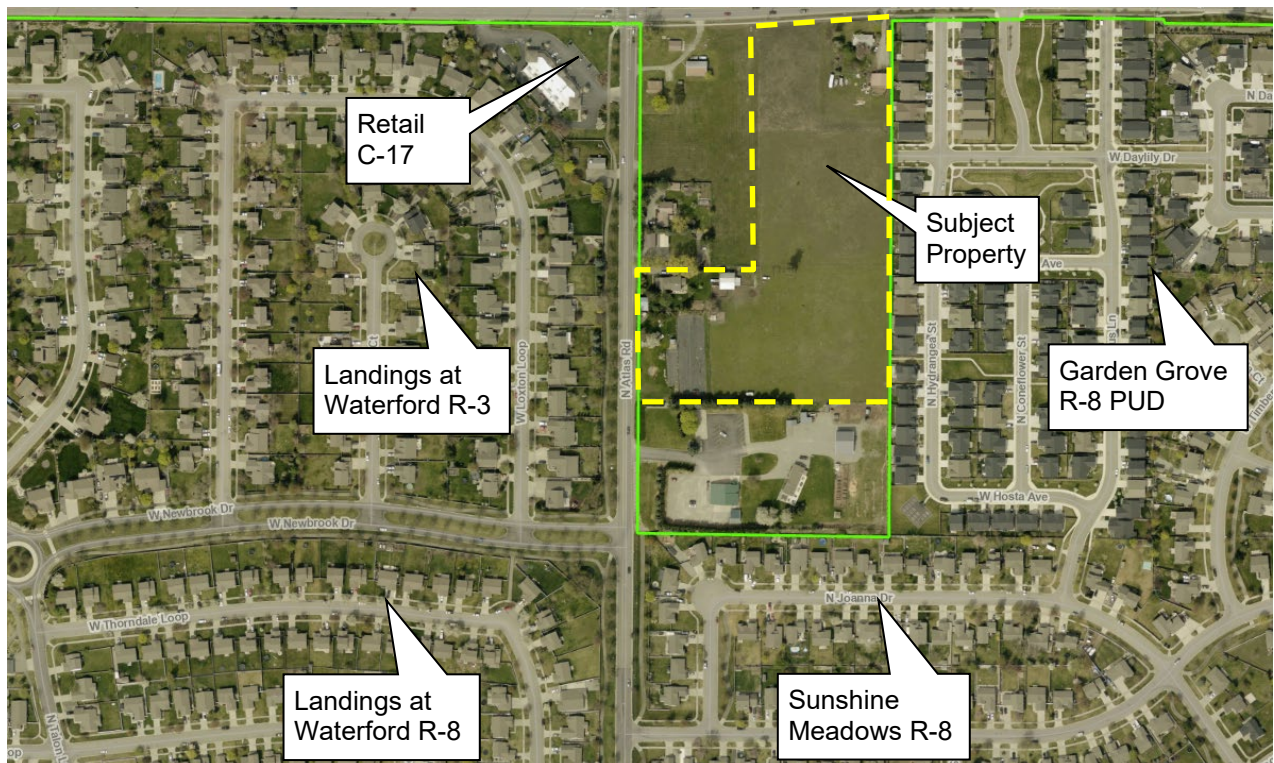
-Submitted by Chris Bosley, City Engineer

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 foot 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.



Sunshine Meadows: Subdivision to the South of Subject Property

Typical home in Sunshine Meadows



City pathway on east side of Atlas Road looking north abutting Sunshine Meadows



Garden Grove: PUD to the East of Subject Property

Community Garden in Garden Grove



Typical roadway, curbs, sidewalk



The Landings C-17 retail: to the West of Subject property on Atlas

Commercial center at the SW corner of Prairie Ave. and Atlas Rd.



West side of Atlas Road, facing south, pathway and street trees



The Landings at Waterford: to the West of Subject property

Typical homes, sidewalk and street trees



Landings Park



Carrington Place, Multifamily Apartments, zoned R-17



EXISTING LAND USES:

The R-17 zoning would provide a residential use which balances housing types in the surrounding areas.

GENERALIZED LAND USE PATTERN:



STAFF COMMENTS

Planning:

Future development must be designed with space allowances for R-17 setbacks per the building type proposed. Buffers for parking lot landscaping must also be considered in space use analysis. Multifamily apartments would require a buffer yard to visually separate the intensified use from abutting single-family homes.

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

ORDINANCES, POLICIES & STANDARDS USED FOR EVALUATION:

- 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 (MUTCD)
- 2017 Coeur d'Alene Trails Master Plan
- 2021 Parks Master Plan

RECOMMENDED ANNEXATION & DEVELOPMENT AGREEMENT CONDITIONS:

Engineering:

1. A traffic impact analysis will be required prior to issuance of building permits or subdivision of the property.
2. Approximately 20 feet of right-of-way along Atlas Road must be dedicated to the City to achieve the required right-of-way width for Arterials.
3. Atlas Road frontage must be improved to City Standards (curb, gutter, swales, and shared-use path) at the time of construction.

Planning:

4. For future development, any double frontage lots (backing up to Atlas Road or Prairie Avenue) will require a non-accessible buffer per City Code 16.15.180.
5. Limit the overall density of development on this property to 17 units per acre and the total number of dwelling units to 161. If the project includes a mix of densities, the higher density residential should be located adjacent to Atlas Road and lower densities shall be adjacent to the residential single-family neighborhoods.
6. Implement increased setbacks of 25 feet for principal buildings and 10 feet for accessory structures regardless of building type, as measured from the property lines of abutting residential uses in Garden Grove.

Water:

7. All defined improvements required by Hayden Lake Irrigation District (HLID) must be met prior to approval of any subdivision or issuance of a building permit. Failure to provide the required improvements, in the timeframe noted, will move the City to de-annex the subject properties.

Wastewater:

8. Sewer policy # 719 requires a 20-foot-wide utility easement centered over all public sewer mains (30 feet if shared with public water) or right-of-way dedicated to the city.
9. If lots are not further subdivided, 7790 Atlas will be required to connect to city sewer in Atlas Road (while adhering to Policy 719), and 3050 Prairie Avenue will be required to connect to sewer manhole in Daylily Drive.
10. 3050 Prairie Avenue will be required to show planned connection to public sewer.
11. City Code 13.12.035 requires connection to City sewer within 365 days.
12. No individual water wells will be allowed. Must adhere to Water Service Agreement between the City and Hayden Lake Irrigation District (HLID) dated August 12, 2003. Additionally, any connection other than SFDs, will

require agreement by HLID to provide the city with actual meter reading data for utility billing purposes.

Urban Forestry & Trails:

13. A 10' wide path is required on the south side of Prairie Avenue where the current sidewalk is located at the time of development.
14. A 10' wide path is required on the east side of Atlas Road at the time of development.
15. Street trees are required to be planted in the Prairie Avenue right-of-way to city standards at the time of development. If the Post Falls Highway District has restrictions regarding street trees, the trees shall instead be planted inside the property line with a street tree easement granted to the city.
16. Street trees are required to be planted in the Atlas Road right-of-way to city standards at the time of development.

Fire:

17. Provide a letter from Hayden Lake Irrigation District proving water flow/pressure capacity at the time of permitting or subdivision.

The Police Department has no conditions for the proposed annexation.

ACTION ALTERNATIVES:

The Planning and Zoning Commission must evaluate the annexation request (A-2-26) and provide separate 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. The findings worksheet is attached.

The City Council will make the final decision on annexation at a subsequent public hearing.

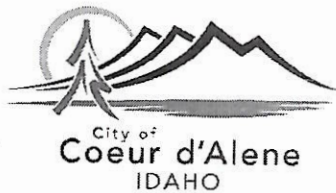
Attachments:

1. Applicant's Application and Narrative
2. 2022-2042 Comprehensive Plan Goals & Objectives Worksheet
3. Will Serve letter from Hayden Lake Irrigation District (HLID)
4. Hydraulic Evaluation by Keller Associates



APPLICANT'S APPLICATION

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ANNEXATION APPLICATION

STAFF USE ONLY

Date Submitted: _____ Received by: _____ Fee paid: _____ Project # _____

REQUIRED SUBMITTALS

**Public Hearing with the Planning Commission and City Council required*

Application Fee: \$ 2,000.00

Publication Fee: \$ 300.00

Mailing Fee (x2): \$ 1.00 per address + \$ 28.00

(The City's standard mailing list has 28 addresses per public hearing)

A **COMPLETE APPLICATION** is required at time of application submittal, as determined and accepted by the Planning Department located at <http://cdaid.org/1105/departments/planning/application-forms>.

- ☒ **Completed application form**
- ☒ **Application, Publication, and Mailing Fees**
- ☒ **Map:** Conforming to State of Idaho requirements (see attached example), and legal description of the property for which annexation is requested. Once approved by the City Surveyor, and City Council approval of the annexation, two (2) additional copies will be required. The map may be drawn from record information (existing plats/survey). If in the opinion of the City Surveyor, the record information is not adequate, a new record of survey may be required. **(*the record of survey must show bearings and distances for the exterior boundaries, the existing city limits, the proposed city limits, and a narrative description of the property boundaries taken from the Record of Survey).**
- ☒ **Letter:** Addressed to the Mayor and City Council stating that you are requesting annexation into the City of Coeur d'Alene, and that you understand there are annexation fees and an annexation agreement that will be negotiated. ****Please note that a mutually acceptable annexation agreement must be negotiated and executed within six (6) months from the date of City Council approval of the zoning designation, or any previous approvals will be null and void.**
- ☒ **Title Report(s) by an Idaho licensed Title Company:** Title report(s) with correct ownership easements, and encumbrances prepared by a title insurance company. The report(s) shall be a full Title Report and include the Listing Packet.
- ☒ **Mailing labels provided by an Idaho licensed Title Company:** Owner's list and three (3) sets of mailing labels with the owner's addresses prepared by a title company, using the last known name/address from the latest tax roll of the County records. This shall include the following:
 1. All property owners within 300ft of the external boundaries. *** Non-owners list no longer required***
 2. All property owners within the subject property boundaries. *(Including the applicant's property)*
 3. A copy of the tax map showing the 300ft mailing boundary around the subject property.
- ☒ **A written narrative:** Including zoning, how proposal relates to the 2022-2042 Comprehensive Plan Category, Neighborhood Area, applicable Special Areas and appropriate Goals and Policies, and how they support your request.
- ☒ **A legal description:** in MS Word compatible format, together with a meets and bounds map stamped by a licensed Surveyor.
- ☒ **A vicinity map:** To scale, showing property lines, thoroughfares, existing and proposed zoning, etc.
- ☐ **Record of Survey:** showing bearings/distances for the exterior boundaries including any linkages needed for contiguity. The existing city limits, the proposed city limits, city limits of nearby cities, when appropriate and a narrative description of the property boundaries taken for the Record of Survey.
- ☒ **Submittal documents:** Applications will not be accepted unless all application items on the form are submitted both with original documents and an electronic copy.

DEADLINE FOR SUBMITTALS

The Planning Commission meets on the second Tuesday of each month. The completed form and other documents must be submitted to the Planning Department not later than the first working day of the month that precedes the next Planning Commission meeting at which this item may be heard.

PUBLIC HEARING NOTICE SIGN TO BE POSTED ON SUBJECT PROPERTY:

The applicant is required to post a public hearing notice, provided by the Planning Department, on the property at a location specified by the Planning Department. This posting must be done one (1) week prior to the date of the Planning Commission meeting at which this item will be heard. An affidavit testifying where and when the notice was posted, by whom, and a picture of the notice posed on the property is also required and must be returned to the Planning Department.

APPLICATION INFORMATION

PROPERTY OWNER: David Swenson		
MAILING ADDRESS: 7790 North Atlas Road,		
CITY: Coeur d'Alene	STATE: Idaho.	ZIP: 83815
PHONE:	FAX:	EMAIL:
APPLICANT OR CONSULTANT: Gordon Dobler		STATUS: ENGINEER OTHER
MAILING ADDRESS: P.O. Box 3181		
CITY: Hayden	STATE: Idaho	ZIP: 83835
PHONE: [REDACTED]	FAX:	EMAIL: [REDACTED]

FILING CAPACITY

- ☐ Recorded property owner as to of _____
- ☒ Purchasing (under contract) as of _____
- ☐ The Lessee/Renter as of _____
- ☐ Authorized agent of any of the foregoing, duly authorized in writing. (*Written authorization must be attached*)

SITE INFORMATION:

PROPERTY LOCATION OR ADDRESS OF PROPERTY: 7790 North Atlas Road and 3050 West Prairie Avenue.
EXISTING ZONING (CHECK ALL THAT APPLY): Ag. Zone ☒ AS ☐ RR ☐ C ☐ LI ☐ I ☐ M ☐ R ☐ HDR ☐
EXISTING CITY ZONING (CHECK ALL THAT APPLY): R-1 ☐ R-3 ☐ R-5 ☐ R-8 ☐ R-12 ☐ R-17 ☒ MH-8 ☐ NC ☐ C-17 ☐ C-17L ☐ CC ☐ DC ☐ LM ☐ M ☐ NW ☐

TAX PARCEL #: 0356027323AA 0356027322AA	EXISTING ZONING: Agriculture	ADJACENT ZONING: AG, R-8, R-8 PUD, R-3, C-17
GROSS AREA/ACRES: 9.27 ac	CURRENT LAND USE: Single-Family Residential	ADJACENT LAND USE: SFR and commercial
DESCRIPTION OF PROJECT/REASON FOR REQUEST:		
Annexation into the city of Coeur d'Alene in order to provide orderly development in conformance with the adopted comprehensive plan.		

COMPREHENSIVE PLAN DESIGNATIONS:

PROPERTY NOT CURRENTLY LOCATED WITHIN THE CITY PLANNING AREA MUST RECEIVE A 2022-2042 COMPREHENSIVE PLAN DESIGNATION ALONG WITH THE NEW ZONING CLASSIFICATION.	
CITY COMPREHENSIVE PLAN CATEGORY (PAGE 43):	Urban Neighborhood
NEIGHBORHOOD AREA (PAGES 44-53):	Urban Neighborhood
SPECIAL AREAS (PAGES 61-68)	NONE

Note: The 2022-2042 Comprehensive Plan is available

https://www.cdaid.org/files/Planning/2042CompPlan/Coeur%20d'Alene_2042CompPlan.pdf

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Comp Plan Goals & Objectives

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COMPREHENSIVE PLAN GOALS AND OBJECTIVES

Community & Identity



Goal CI 1

Coeur d'Alene citizens are well informed, responsive, and involved in community discussions.



OBJECTIVE CI 1.1

Foster broad-based and inclusive community involvement for actions affecting businesses and residents to promote community unity and involvement.



Goal CI 2

Maintain a high quality of life for residents and businesses that make Coeur d'Alene a great place to live and visit.



OBJECTIVE CI 2.1

Maintain the community's friendly, welcoming atmosphere and its smalltown feel.



OBJECTIVE CI 2.2

Support programs that preserve historical collections, key community features, cultural heritage, and traditions.



Goal CI 3

Coeur d'Alene will strive to be livable for median and below income levels, including young families, working class, low income, and fixed income households.



OBJECTIVE CI 3.1

Support efforts to preserve existing housing stock and provide opportunities for new affordable and workforce housing.



Goal CI 4

Coeur d'Alene is a community that works to support cultural awareness, diversity and inclusiveness.



OBJECTIVE CI 4.1

Recognize cultural and economic connections to the Coeur d'Alene Tribe, acknowledging that this area is their ancestral homeland.



OBJECTIVE CI 4.2

Create an environment that supports and embraces diversity in arts, culture, food, and self-expression.



OBJECTIVE CI 4.3

Promote human rights, civil rights, respect, and dignity for all in Coeur d'Alene.

Education & Learning



Goal EL 3

Provide an educational environment that provides open access to resources for all people.



OBJECTIVE EL 3.2

Provide abundant opportunities for and access to lifelong learning, fostering mastery of new skills, academic enrichment, mentoring programs, and personal growth.



OBJECTIVE EL 3.3

Support educators in developing and maintaining high standards to attract, recruit, and retain enthusiastic, talented, and caring teachers and staff.

**Goal EL 4**

Support partnerships and collaborations focused on quality education and enhanced funding opportunities for school facilities and operations.

**OBJECTIVE EL 4.1**

Collaborate with the school district (SD 271) to help identify future locations for new or expanded school facilities and funding mechanisms as development occurs to meet Coeur d'Alene's growing population.

**OBJECTIVE EL 4.2**

Enhance partnerships among local higher education institutions and vocational schools, offering an expanded number of degrees and increased diversity in graduate level education options with combined campus, classroom, research, and scholarship resources that meet the changing needs of the region.

Environment & Recreation**Goal ER 1**

Preserve and enhance the beauty and health of Coeur d'Alene's natural environment.

**OBJECTIVE ER 1.1**

Manage shoreline development to address stormwater management and improve water quality.

**OBJECTIVE ER 1.2**

Improve the water quality of Coeur d'Alene Lake and Spokane River by reducing the use of fertilizers, pesticides, herbicides, and managing aquatic invasive plant and fish species.

**OBJECTIVE ER 1.3**

Enhance and improve lake and river habitat and riparian zones, while maintaining waterways and shorelines that are distinctive features of the community.

**OBJECTIVE ER 1.4**

Reduce water consumption for landscaping throughout the city.

**Goal ER 2**

Provide diverse recreation options.

**OBJECTIVE ER 2.2**

Encourage publicly-owned and/or private recreation facilities for citizens of all ages. This includes sports fields and facilities (both outdoor and indoor), hiking and biking pathways, open space, passive recreation, and water access for people and motorized and non-motorized watercraft.

**OBJECTIVE ER 2.3**

Encourage and maintain public access to mountains, natural areas, parks, and trails that are easily accessible by walking and biking.

**Goal ER 3**

Protect and improve the urban forest while maintaining defensible spaces that reduces the potential for forest fire.

**OBJECTIVE ER 3.1**

Preserve and expand the number of street trees within city rights-of-way.

**OBJECTIVE ER 3.2**

Protect and enhance the urban forest, including wooded areas, street trees, and "heritage" trees that beautify neighborhoods and integrate nature with the city.

**OBJECTIVE ER 3.3**

Minimize the risk of fire in wooded areas that also include, or may include residential uses.

**OBJECTIVE ER 3.4**

Protect the natural and topographic character, identity, and aesthetic quality of hillsides.



Goal ER 4

Reduce the environmental impact of Coeur d'Alene.



OBJECTIVE ER 4.1

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



OBJECTIVE ER 4.2

Improve the existing compost and recycling program.

Growth & Development



Goal GD 1

Develop a mix of land uses throughout the city that balance housing and employment while preserving the qualities that make Coeur d'Alene a great place to live.



OBJECTIVE GD 1.1

Achieve a balance of housing product types and price points, including affordable housing, to meet city needs.



OBJECTIVE GD 1.3

Promote mixed use development and small-scale commercial uses to ensure that neighborhoods have services within walking and biking distance.



OBJECTIVE GD 1.4

Increase pedestrian walkability and access within commercial development.



OBJECTIVE GD 1.5

Recognize neighborhood and district identities.



OBJECTIVE GD 1.6

Revitalize existing and create new business districts to promote opportunities for jobs, services, and housing, and ensure maximum economic development potential throughout the community.



OBJECTIVE GD 1.7

Increase physical and visual access to the lakes and rivers.



OBJECTIVE GD 1.8

Support and expand community urban farming opportunities.



Goal GD 2

Ensure appropriate, high-quality infrastructure to accommodate community needs and future growth.



OBJECTIVE GD 2.1

Ensure appropriate, high-quality infrastructure to accommodate growth and redevelopment.



OBJECTIVE GD 2.2

Ensure that City and technology services meet the needs of the community.



Goal GD 3

Support the development of a multimodal transportation system for all users.



OBJECTIVE GD 3.1

Provide accessible, safe, and efficient traffic circulation for motorized, bicycle and pedestrian modes of transportation.



OBJECTIVE GD 3.2

Provide an accessible, safe, efficient multimodal public transportation system including bus stop amenities designed to maximize the user experience.



Goal GD 4

Protect the visual and historic qualities of Coeur d'Alene



OBJECTIVE GD 4.1

Encourage the protection of historic buildings and sites.

- ☐ **Goal GD 5**
Implement principles of environmental design in planning projects.

- ☐ **OBJECTIVE GD 5.1**
Minimize glare, light trespass, and skyglow from outdoor lighting.

Health & Safety

- ☐ **Goal HS 1**
Support social, mental, and physical health in Coeur d'Alene and the greater region.

- ☐ **OBJECTIVE HS 1.1**
Provide safe programs and facilities for the community's youth to gather, connect, and take part in healthy social activities and youth-centered endeavors.
- ☐ **OBJECTIVE HS 1.2**
Expand services for the city's aging population and other at-risk groups that provide access to education, promote healthy lifestyles, and offer programs that improve quality of life.
- ☐ **OBJECTIVE HS 1.3**
Increase access and awareness to education and prevention programs, and recreational activities.

- ☐ **Goal HS 3**
Continue to provide exceptional police, fire, and emergency services.

- ☐ **OBJECTIVE HS 3.2**
Enhance regional cooperation to provide fast, reliable emergency services.
- ☐ **OBJECTIVE HS 3.3**
Collaborate with partners to increase one on one services.

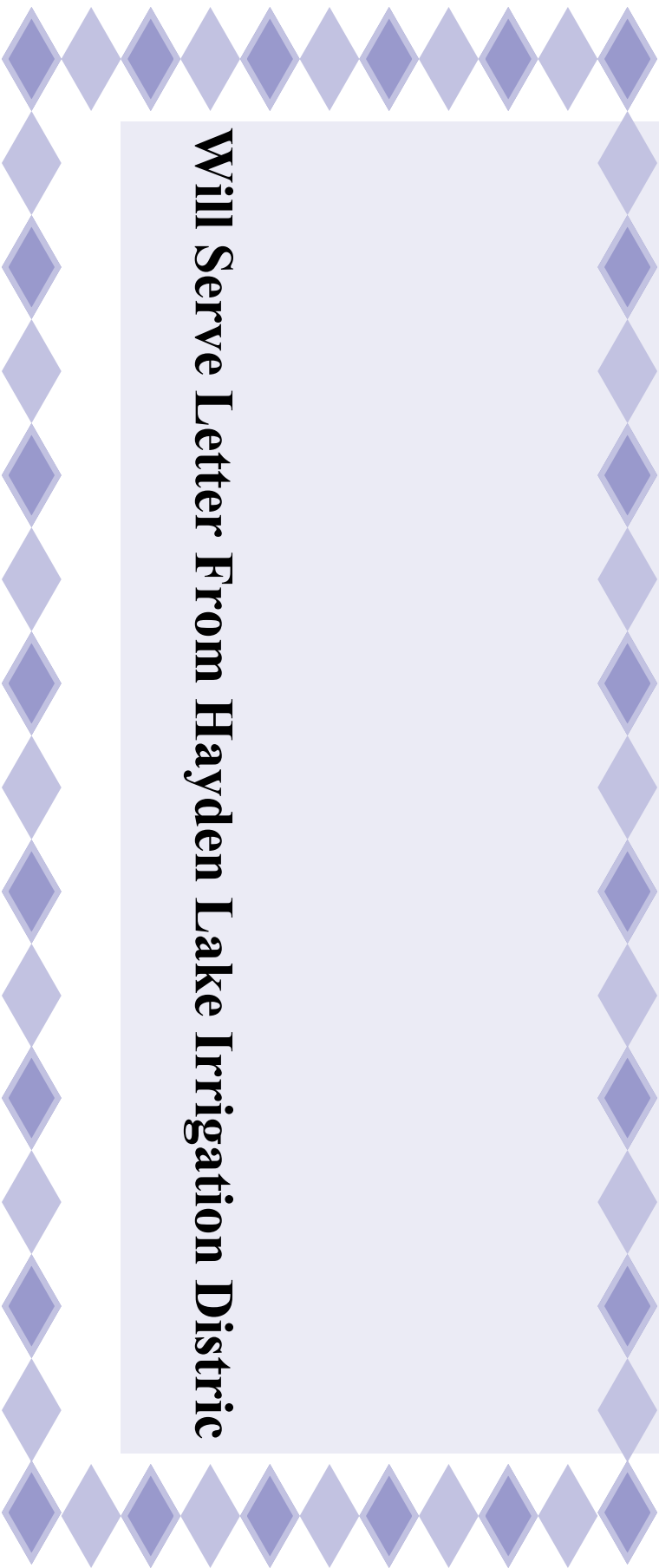
Jobs & Economy

- ☐ **Goal JE 1**
Retain, grow, and attract businesses

- ☐ **OBJECTIVE JE 1.1**
Actively engage with community partners in economic development efforts.
- ☐ **OBJECTIVE JE 1.2**
Foster a pro-business culture that supports economic growth.

- ☐ **Goal JE 3**
Enhance the Startup Ecosystem

- ☐ **OBJECTIVE JE 3.1**
Convene a startup working group of business leaders, workforce providers, and economic development professionals and to define needs.
- ☐ **OBJECTIVE JE 3.2**
Develop public-private partnerships to develop the types of office space and amenities desired by startups.
- ☐ **OBJECTIVE JE 3.3**
Promote access to the outdoors for workers and workers who telecommute.
- ☐ **OBJECTIVE JE 3.4**
Expand partnerships with North Idaho College, such as opportunities to use the community maker space and rapid prototyping (North Idaho College Venture Center and Gizmo) facilities.

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Will Serve Letter From Hayden Lake Irrigation Distric

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HAYDEN LAKE IRRIGATION DISTRICT

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

Will Serve

June 8, 2026

****RE: 7790 Atlas RD and 3050 Prairie Avenue****

Dobler Engineering
gordon@doblerengineering.com
1-208-755-9732

To Whom It May Concern:

The Hayden Lake Irrigation District "District" currently provides domestic and irrigation water service to 7790 North Atlas RD, which consists of 4.74 acres, and to 3050 West Prairie Avenue, which consists of 4.74 acres. The District has the capacity and the intent to serve water to the referenced properties with commercial/domestic water, irrigation water, and fire flows as a high-density property.

1. Plans must be submitted to and approved by the District to ensure compliance with the District's construction standards, with all mains being looped.
2. All buildings will be protected by premises isolation with a Reduced principal backflow assembly
3. All required relocations, infrastructure, and abandonments must be covered at the expense of the developer.
4. A water model needs to be run to ensure the mains are adequately sized, and additional flows may be required for this area of the district. **The developer will design their development to meet the model's specified parameters. Partially complete**
5. Water will be supplied as domestic with tiered billing, irrigation will be separately metered and only supplied to the greenspace area calculated and provided by the developer's engineer, protected by premises isolation with a Reduced principal backflow assembly

6. Plans should also be submitted to the Idaho Department of Environmental Quality (IDEQ) or a qualified professional engineer (QPE) from the District-approved list. A letter of approval for all infrastructure improvements is required from either the IDEQ or a QPE.
7. All applicable fees associated with the development must be paid in full.
8. The District will receive a letter detailing the value of the infrastructure being donated, accompanied by a one-year warranty free from defects, effective from the date of acceptance.
9. The District will provide a Development Agreement. This agreement must be signed by both the developer and the District before construction can begin.
10. All water line easements must be dedicated to the District and recorded as outlined in the development agreement before construction. The easement language must include the following:

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

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

At present, the District has readily available capacity to serve this project; however, the District cannot unconditionally guarantee that this capacity will be available due to unforeseen events. This Conditional Willserve expires on July 30, 2027.

Sincerely,

Branden Rose

District Administrator

Hayden Lake Irrigation District

1910-2010
A Century of Service

A decorative border composed of a repeating pattern of light purple and dark purple diamonds, arranged in a rectangular frame around the central text.

Hydraulic Evaluation by Keller Associates

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DRAFT

July 7, 2026

Branden Rose
District Administrator
2160 W Dakota Ave
Hayden, ID 83835

**Re: Hayden Lake Irrigation District
Atlas/Prairie Development Review – Hydraulic Evaluation**

Dear Mr. Rose

Keller Associates has reviewed the proposed conceptual development located at the southeast corner of Prairie Avenue and Atlas Road within the City of Coeur d'Alene area of impact, as shown on the provided vicinity map. Based on information provided, the project is anticipated to consist of up to approximately 161 multi-family residential units under current R-17 zoning. The development proposes to extend water service from the existing system near W. Daylily Drive and loop the piping throughout the development to Prairie Avenue.

This letter summarizes the review of HLID water system capacity, hydraulic performance, and infrastructure considerations relative to providing domestic water service to the proposed development.

System Capacity and Available Connections

HLID has evaluated the proposed development relative to its existing water rights, system capacity, and anticipated demands within the District. Based on current records and the District's declining balance of available connections, HLID has available capacity to serve the proposed development, subject to the conditions outlined herein and final subsequent design phases.

Water Modeling and Hydraulic Evaluation

HLID's hydraulic evaluation of the proposed development was performed using the District's water system model, originally developed in 2018 and updated to reflect more recent system improvements and development conditions. The model was used to evaluate Peak Hour Demand (PHD) Conditions and Maximum Day Demand (MDD) plus Fire Flow Conditions; both of which are the two primary system evaluation scenarios. The corresponding figures document the assumptions and operational setpoints used in the model. It is important to note that the target fire flow is the criteria for HLID, and developments are subject to the regulations for required fire flow of the International Fire Code (IFC), and additional infrastructure may be required by the development if additional fire flow is needed. It is assumed a water main size of 8-inches throughout the development with check valves located at the connection points on Prairie Avenue and W. Daylily Drive to isolate the development. Attached in Figure 1 is a pressure map depicting existing peak hour demands with the development online. Attached figure 2 depicts the existing approximate available fire flow for the development area.

Results indicate the existing system is capable of serving the proposed development under peak hour demand conditions **maintaining above 45 psi**. Under **maximum day plus fire flow conditions, the system is generally capable of maintaining pressures at or above approximately required 20 psi minimum** and maintaining fire

flow greater than 1,750 gpm, consistent with HLID design criteria. It should be noted that there is an existing 4-inch dead-end pipe which travels adjacent to the development. This pipe was not connected to proposed development piping, and therefore the available fire flow along the pipe is low. These results are dependent on final system configuration, including points of connection, internal layout, and final demand assumptions, which will be refined during final design.

System Layout, Looping, and Infrastructure Requirements

HLID supports a looped distribution system to improve reliability, redundancy, and fire flow distribution.

A looped connection shall be provided with a preferred extension from W. Daylily Drive and a connection to the south stub out on Prairie Avenue. HLID is interested in requiring a double check valve at the connection points on W. Daylily Drive and Prairie Avenue which would isolate the development. It is important to note that removing the check valves has little to no effect on the available fire flow and system pressures for the development area. Final determination regarding the quantity and location of the connection points, and the check valve requirement will be subject to final design review. Waterline sizing shall be determined through detailed hydraulic analysis and must meet HLID standards. Oversizing may be required to support system performance and future demands.

Required easements shall be provided, and all public water infrastructure shall be dedicated to HLID upon completion.

Conditions of Service

Provision of water service is contingent upon permitting, payment of applicable fees, approval of final design and modeling, installation of improvements meeting HLID standards, and compliance with all District requirements and regulations.

Summary

It is our understanding that HLID has sufficient capacity to serve the proposed development. Hydraulic modeling indicates the system can generally maintain acceptable pressure conditions, including approximately 45 psi or greater under design scenarios. A looped system with valving and appropriately sized infrastructure (subject to HLID requirements) will be required to support service and long-term reliability. Final service commitment is subject to completion of final design review and satisfaction of the conditions defined by HLID. Based on the above HLID may issue a will-serve to the development.

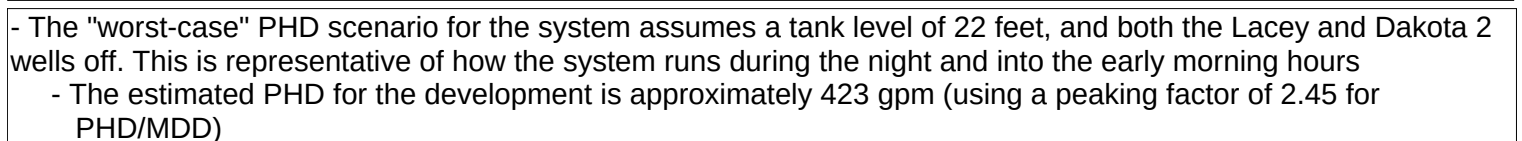
Sincerely,

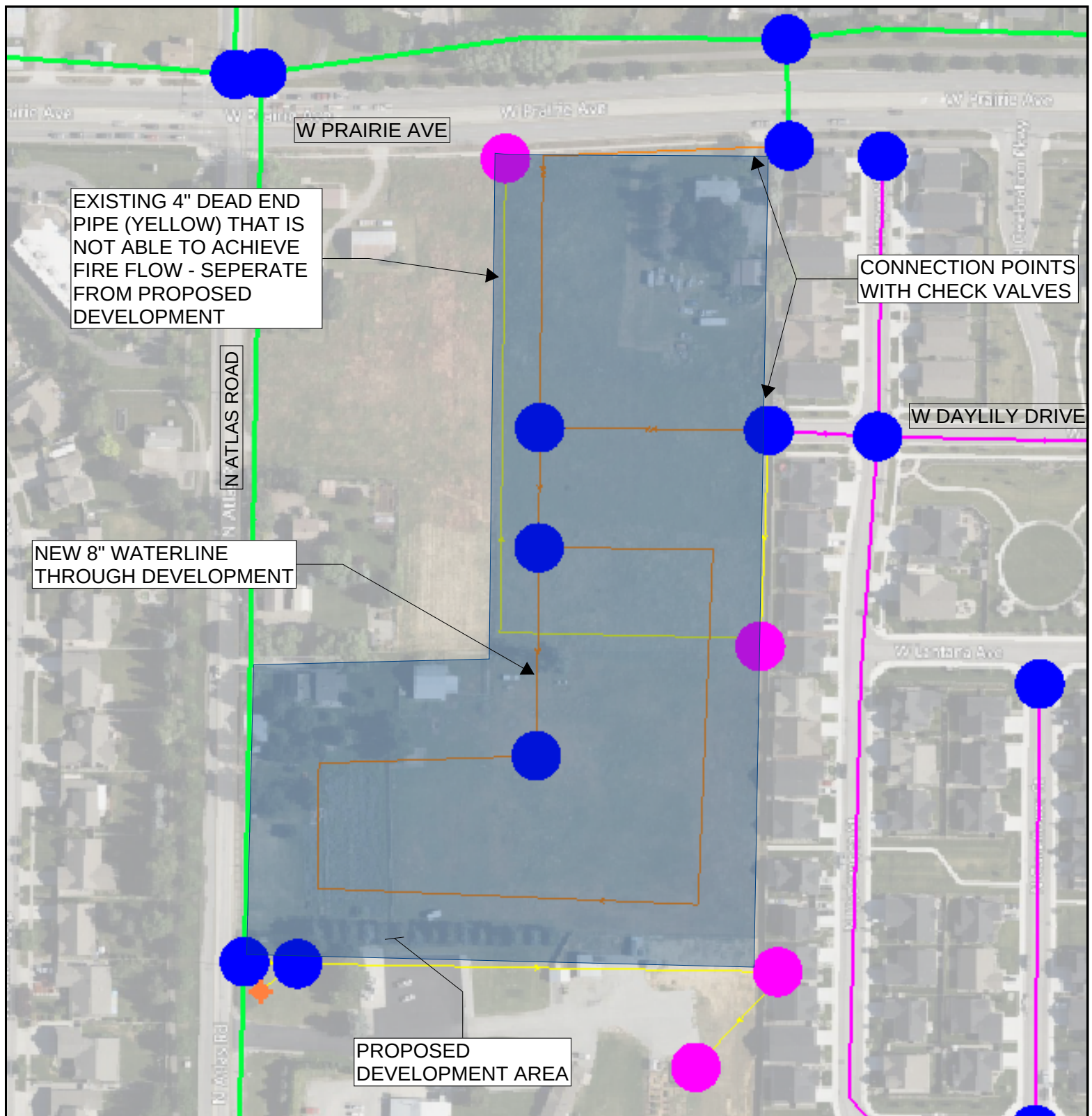
KELLER ASSOCIATES, INC.



Kyle Meschko, PE
Project Manager

Enclosures: Figure 1, Figure 2





● Fire Flow < 1,750 gpm

● Fire Flow > 1,750 gpm

- The MDD scenario assumes the tank is depleted and the Dakota 2 well is off
- The estimated MDD for the development is approximately 172 gpm (1,545 gpd/EDU and a maximum of 161 EDU)
- Target fire flow is 1,750 gpm for two hours and a minimum residual pressure of 20 psi



PUBLIC COMMENTS

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A GARDEN GROVE HOMEOWNER
ON HYDRANGEA ST

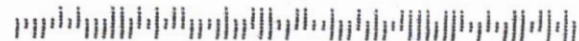
SPOKANE WA 990

4 AUG 2026 PM 4 L



Coeur d'Alene Planning Department
710 E. Mullan Avenue
Coeur d'Alene, ID 83814

83814-395810



Coeur d'Alene Planning Department
710 E. Mullan Avenue
Coeur d'Alene, Idaho 83814

Comments: DO NOT APPROVE 17 UNITS PER ACRE. ONLY
APPROVE 7 UNITS PER ACRE LIKE GARDEN GROVE
development which is NEXT to it, and a VERY nice
development and neighborhood. This developer/Builder
that wants 17 units per acre does NOT CARE ABOUT
KEEPING COEUR D'ALENE BEAUTIFUL, THEY ONLY WANT TO
MAKE MORE MONEY WITH 17 UNITS. THIS IS ALSO
CALLED "GREED". 17 UNITS WOULD BE TOO MUCH
AND CAUSE EVEN MORE TRAFFIC. TRAFFIC IS ALREADY
BAD IN COEUR D'ALENE. PLEASE DO NOT APPROVE
ANYTHING OVER 7 HOMES PER ACRE. NO APTS, NO
CONDOS, AND NO TOWN HOUSES OR ANYTHING OVER
7 PER ACRE. TOO MANY APTS, ETC DESTROY THE
BEAUTY OF COEUR D'ALENE. THANK YOU FOR ALLOWING
COMMENTS. FROM A GARDEN GROVE HOMEOWNER THAT
LIVES ON HYDRANGEA ST. NEAR THIS 17 UNIT PROPOSAL

I AM UNABLE TO ATTEND ~~my~~ meeting ON AUG 11th

- 
1. If you would like to send in a comment, please use this portion of the notice and return to the Planning Department office before August 10, 2026

&/or

2. Phone or visit our office (769-2240) with your concerns or questions

&/or

3. Email your comments to: tclark@cdaid.org

&/or

4. Come to the public hearing.

ITEM: A-2-26

I am in strong opposition to the re-zoning of properties at 3050 W Prairie and 7790 N Atlas to R-17. Such a move not only has the potential to lower property values for the surrounding area but will create more congestion in an already congested area.

With the opening of Hanley through to Huetter, traffic has greatly increased on Atlas Road, especially for semis and other large commercial trucks. This has raised the level of noise and air pollution for homeowners whose property abuts Atlas, as well as raising safety concerns for pedestrians and cyclists. To allow for the construction of another sub-division would only exacerbate the problem and continue to erode the quality of life in this section of the city. In addition, it would increase demand for police and fire protection, and further stress the area's water resources.

From: [Curt Vitalie](#)
To: [CLARK, TRACI](#)
Subject: re-zoning
Date: Tuesday, July 28, 2026 1:54:29 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I strongly oppose the re-zoning of property at 3050 W Prairie/7790 N Atlas. Coeur d'Alene has been growing out of control for nearly two decades, resulting in a dramatic decrease in the quality of life in the area. Enough is enough.

The opening of Hanley from Atlas to Huetter to accommodate the sub-division under construction there has significantly increased traffic congestion on Atlas Road. Not only has auto traffic increased, but semis and large commercial vehicles which seldom used the road before, now travel it constantly. This presents an increased safety hazard for cyclists and pedestrians. As the current sub-division on Hanley reaches completion, the situation will only worsen. To re-zone the above referenced property to allow for another subdivision will make the situation intolerable, creating more noise and air pollution, putting increased strain on fire and police services, and adding more stress to the aquifer and other water resources.

In addition, an R-17 zoning has the very potential to lower property values for homeowners in the northeast section of the Landings.

Do the right thing and say "no" to greedy developers who want to make money at others' expense.

Vitalie,
The Landings

From: [Donna Phillips](#)
To: [CLARK, TRACI](#)
Subject: RE: PUBLIC NOTICE FOR PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30
Date: Saturday, July 25, 2026 10:08:01 AM
Attachments: [image001.png](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Afternoon,

Thank you for the opportunity to provide comments related to the proposed annexation of the property at 7790 N Atlas Road. The City of Hayden respectfully requests that possible impacts to the intersections along the Atlas Road transportation corridor be reviewed, as the R-17 zone designation would allow for projects which could have enough trips to trigger a traffic impact analysis and potential mitigation measures if the project were within the City of Hayden. Staff would suggest a review of the possible impacts at a minimum at the Atlas Road and Prairie Avenue Intersection.

Thank you for the opportunity to provide comments.

Donna Phillips, GISP

Community Development Director

From: CLARK, TRACI <TCLARK@cdaid.org>
Sent: Friday, July 24, 2026 8:38 AM
To: CLARK, TRACI <TCLARK@cdaid.org>
Subject: FW: PUBLIC NOTICE FOR PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30

greetings,

Attached is a copy of the public hearing notice for Planning & Zoning hearing to be held on **TUESDAY AUGUST 11, 2026, 5:30.**

If you have any comments, please let me know.

Traci Clark
Administrative Assistant
Planning Department, City of Coeur d'Alene

208.769-2240
tclark@cdaid.org



From: [Jonie Anderson](#)
To: [CLARK, TRACI](#)
Subject: Comments for A-2-26: PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30
Date: Monday, July 27, 2026 12:41:52 PM
Attachments: [image003.png](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon,

The Post Falls Highway District is in favor of this proposed annexation, with the understanding, no direct access will be allowed onto Prairie Avenue.

Kind regards,
Jonie

Jonie Anderson
Post Falls Highway District
5629 E Seltice Way
Post Falls, Idaho 83854

p 208.765.3717
contactus@postfallshd.com



From: CLARK, TRACI <TCLARK@cdaid.org>
Sent: Friday, July 24, 2026 8:38 AM
To: CLARK, TRACI <TCLARK@cdaid.org>
Subject: FW: PUBLIC NOTICE FOR PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30

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If you have any comments, please let me know.

Traci Clark
Administrative Assistant
Planning Department, City of Coeur d'Alene

208.769-2240
tclark@cdaid.org



From: [Ken](#)
To: [CLARK, TRACI](#)
Cc: [Steph Oliver](#)
Subject: FW: PUBLIC NOTICE FOR PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30
Date: Friday, July 24, 2026 10:05:15 AM
Attachments: [image001.png](#)
[public notice .pdf](#)
[OUTFALL 14 INCH HARSB PIPELINE ALONG ATLAS RD SOUTH OF PRAIRIE AVE.pdf](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Traci,

Thank you for sending this notice for the property development South of Prairie. We have no objection to annexation approval of 9.27 acres with zoning from County Agriculture to City R-17 zoning.

We have our outfall pipeline in Atlas Rd near this property.
I have attached drawings of where our outfall pipeline is located.

We are requesting notification to Gordon Dobler on behalf of David Swenson that HARSB has a force main in Atlas Rd. Any construction near this pipeline will require an encroachment permit and bonding for HARSB.

Thanks
Ken Windram
Hayden Area Regional Sewer Board
208-772-0672

Privileged / confidential information may be contained in this message. If you are not the addressee indicated in this message (or responsible for delivery of the message to such person), you may not copy or send this message to anyone. In such case, you should destroy this message and kindly notify the sender by reply e-mail. Although this email has been scanned for the possible presence of computer viruses prior to dispatch, we cannot be held responsible for any viruses or other material transmitted with, or as part of, this email without our knowledge.

From: CLARK, TRACI <TCLARK@cdaid.org>
Sent: Friday, July 24, 2026 8:38 AM
To: CLARK, TRACI <TCLARK@cdaid.org>
Subject: FW: PUBLIC NOTICE FOR PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30

greetings,

Attached is a copy of the public hearing notice for Planning & Zoning hearing to be held on **TUESDAY AUGUST 11, 2026, 5:30.**

If you have any comments, please let me know.

Traci Clark
Administrative Assistant

Planning Department, City of Coeur d'Alene

208.769-2240

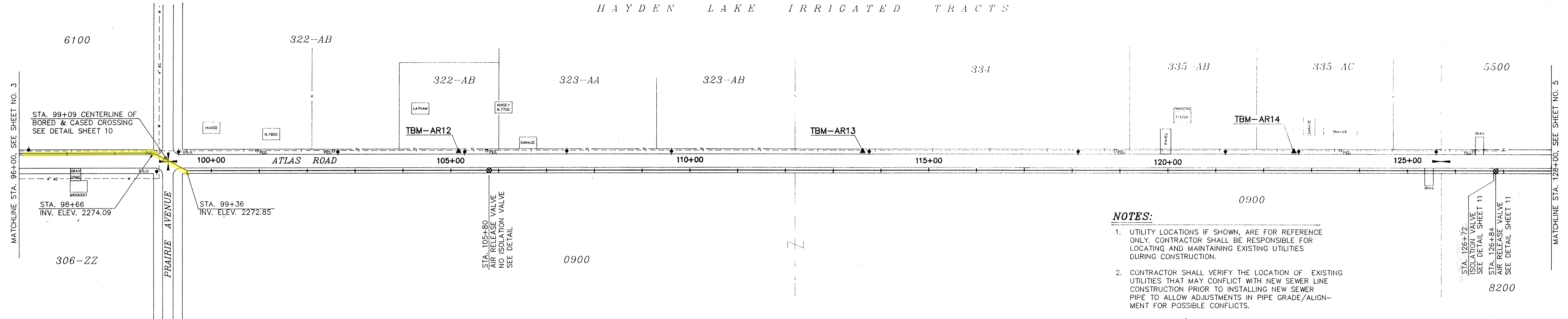
tclark@cdaid.org



SEC. 22
T. 51 N. R. 4 W.

SEC. 27 T. 51 N. R. 4 W.

HAYDEN LAKE IRRIGATED TRACTS

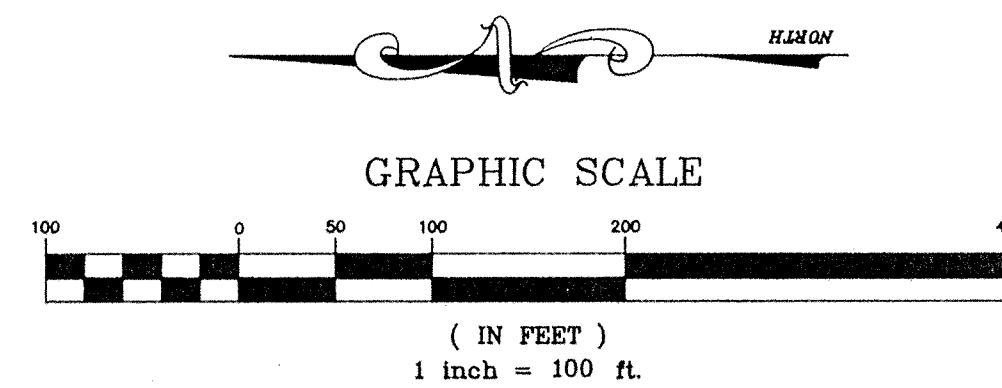


NOTES:

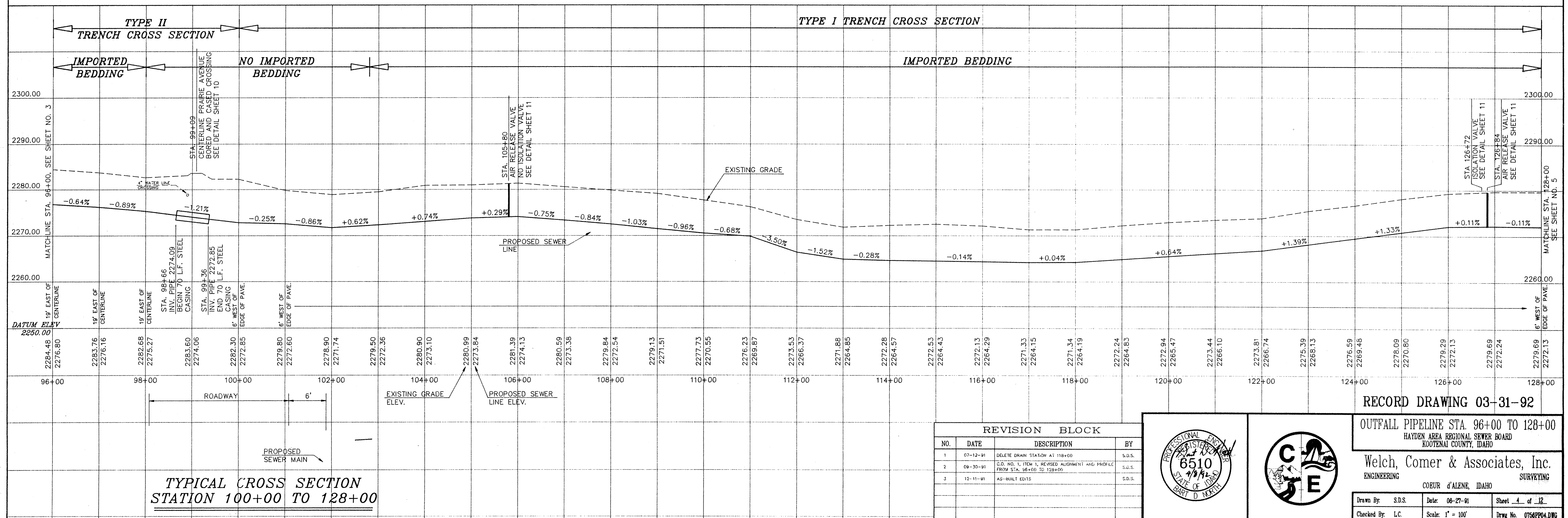
1. UTILITY LOCATIONS IF SHOWN, ARE FOR REFERENCE ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING EXISTING UTILITIES DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES THAT MAY CONFLICT WITH NEW SEWER LINE CONSTRUCTION PRIOR TO INSTALLING NEW SEWER PIPE TO ALLOW ADJUSTMENTS IN PIPE GRADE/ALIGNMENT FOR POSSIBLE CONFLICTS.
3. MAINTAIN A 10' MINIMUM SEPARATION BETWEEN WATER PIPE AND SEWER MAIN.

SEC. 21
T. 51 N. R. 4 W.

SEC. 28 T. 51 N. R. 4 W.

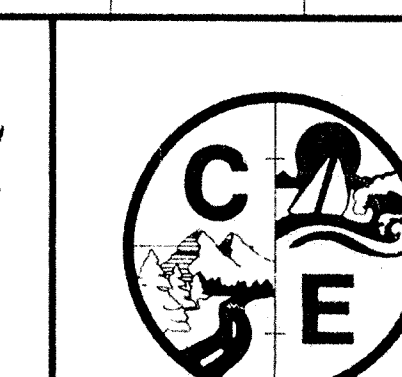
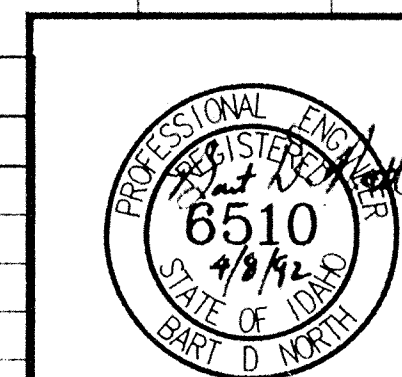


TBM LIST		
NUMBER	ELEVATION	DESCRIPTION
AR12	2283.89	STA. 105+30, 33' LEFT, 50 PENNY NAIL IN POWER POLE
AR13	2274.47	STA. 113+75, 33' LEFT, 50 PENNY NAIL IN POWER POLE
AR14	2276.24	STA. 122+73, 32' LEFT, 50 PENNY NAIL IN POWER POLE



TYPICAL CROSS SECTION
STATION 100+00 TO 128+00

REVISION BLOCK			
NO.	DATE	DESCRIPTION	BY
1	07-12-91	DELETE DRAIN STATION AT 118+00	S.D.S.
2	09-30-91	C.D. NO. 1, ITEM 1, REVISED ALIGNMENT AND PROFILE FROM STA. 96+00 TO 128+00	S.D.S.
3	12-11-91	AS-BUILT EDITS	S.D.S.



RECORD DRAWING 03-31-92

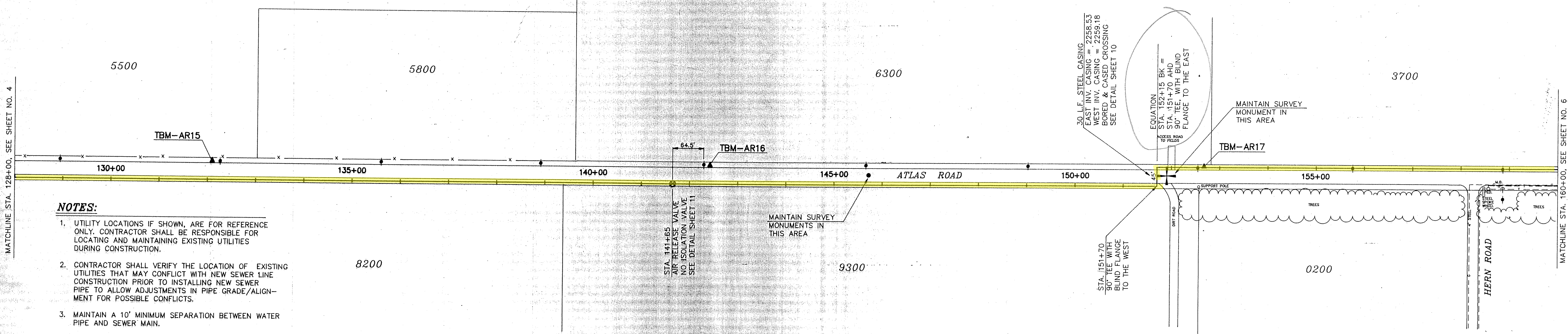
OUTFALL PIPELINE STA. 96+00 TO 128+00
HAYDEN AREA REGIONAL SEWER BOARD
KOOTENAI COUNTY, IDAHO

Welch, Comer & Associates, Inc.
ENGINEERING SURVEYING
COEUR d'ALENE, IDAHO

Drawn By: S.D.S. Date: 06-27-91 Sheet: 4 of 12
Checked By: L.C. Scale: 1" = 100' Drawn No. 0756PP04.DWG

SEC. 27 T. 51 N. R. 4 W.

SEC. 34 T. 51 N. R. 4 W.



NOTES:

1. UTILITY LOCATIONS IF SHOWN, ARE FOR REFERENCE ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING EXISTING UTILITIES DURING CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES THAT MAY CONFLICT WITH NEW SEWER LINE CONSTRUCTION PRIOR TO INSTALLING NEW SEWER PIPE TO ALLOW ADJUSTMENTS IN PIPE GRADE/ALIGNMENT FOR POSSIBLE CONFLICTS.
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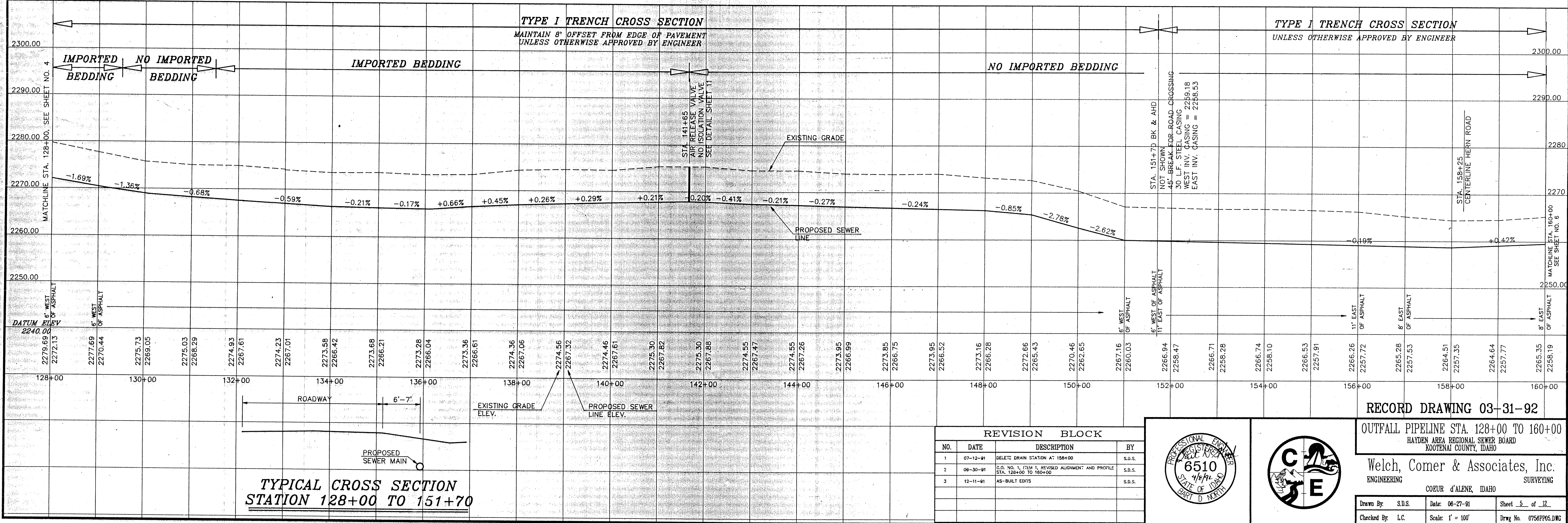
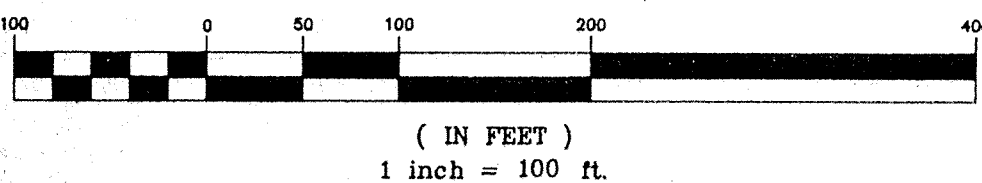
TBM LIST

NUMBER	ELEVATION	DESCRIPTION
AR15	2278.11	STA. 132+27, 32' LEFT, 50 PENNY NAIL IN POWER POLE
AR16	2276.72	STA. 142+30, 30' LEFT, 50 PENNY NAIL IN POWER POLE
AR17	2269.52	STA. 152+55, 23' LEFT, 50 PENNY NAIL IN POWER POLE

SEC. 28 T. 51 N. R. 4 W.

SEC. 33 T. 51 N. R. 4 W.

GRAPHIC SCALE



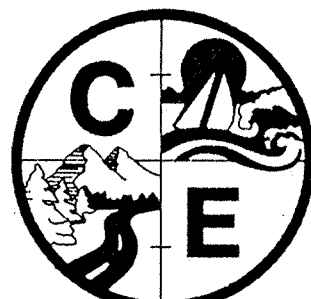
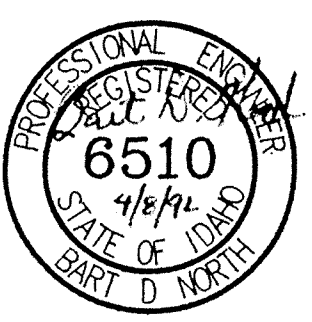
TYPICAL CROSS SECTION
STATION 128+00 TO 151+70

RECORD DRAWING 03-31-92

OUTFALL PIPELINE STA. 128+00 TO 160+00
HAYDEN AREA REGIONAL SEWER BOARD
KOOTENAI COUNTY, IDAHO

Welch, Comer & Associates, Inc.
ENGINEERING SURVEYING
COEUR D'ALENE, IDAHO

Drawn By: S.D.S. Date: 06-27-91 Sheet 5 of 12
Checked By: L.C. Scale: 1" = 100' Dwg No. 0756PP05.DWG



From: [Kim Stevenson](#)
To: [CLARK, TRACI](#)
Subject: ITEM: A-2-26
Date: Tuesday, July 28, 2026 11:43:29 AM
Attachments: [image001.png](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Morning,

This property is partially under the airport overlay zone. We would like an avigation easement over the entire 9.27 acres. If the zone is changed as requested, this puts an additional 150 homes within 8.5 nautical miles from the end of Runway 2.

The avigation easement is written and processed through the Airport. It is a notarized document; therefore the notary block will be changed based on the Grantor. Please provide my email address to the property holder for processing if the zoning request is approved by the City Planning Department.

Feel free to contact me with any questions.

Kind Regards, Kim


COEUR D'ALENE
A I R P O R T

Kim Stevenson
Compliance Administrator
10375 N Sensor Ave
Hayden, ID 83835
(208) 446-1861

From: [Kirsten Nickerson](#)
To: [CLARK, TRACI](#)
Subject: P&Z Commission - Prairie/Atlas Rd Hearing Aug.11th
Date: Saturday, August 1, 2026 2:25:59 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Planning Commission

Re: 3050 W. Prairie Ave & 7790 N. Atlas Rd, Cd'A

I am writing to you as a homeowner located directly behind the said property on Hydrangea Street. I understand development happens, but I am concerned of a potential for a 3-story multifamily apartment complex being built right behind my fence. The R-17 zoning, medium to high density, I feel greatly depreciates the value of the homes in the Garden Grove development. We have a peaceful, non-gated development that will be seriously impacted with noise, increased traffic, renters vs. buyers for single family homes.

Impacts on Property:

Higher density potential than R-1 or R-3, but less than R-34 or R-12, **meaning more units per acre** but still with yard and height limits.

Greater building height than low-density zones, which can affect **views** and **light**.

I hope the developers will consider the adjacent homes, animals, and views we cherish in their site/building concepts.

Sincerely,
Kirsten Nickerson
7879 N. Hydrangea Street
(208) 660-5863

From: [Martinez, Leo](#)
To: [CLARK, TRACI](#)
Subject: PUBLIC NOTICE FOR PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30
Date: Monday, July 27, 2026 2:54:07 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[public notice .pdf](#)

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Traci,

Phillips 66 does not have any utilities within the attached project vicinity.
(Response 13442)



Leo Martinez
Associate, Operations Support • Real Estate Services

O: 805-541-8912 | F: 805-538-6204
18781 El Camino Real | Atascadero, CA 93422
Leo.Martinez@phillips66.com



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From: CLARK, TRACI <TCLARK@cdaid.org>
Sent: Friday, July 24, 2026 8:38 AM
To: CLARK, TRACI <TCLARK@cdaid.org>
Subject: [EXTERNAL]FW: PUBLIC NOTICE FOR PLANNING & ZONING TO BE HELD ON TUESDAY AUGUST 11, 2026, 5:30

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

[Report Suspicious](#)

greetings,

Attached is a copy of the public hearing notice for Planning & Zoning hearing to be held on **TUESDAY AUGUST 11, 2026, 5:30.**

If you have any comments, please let me know.

Traci Clark
Administrative Assistant
Planning Department, City of Coeur d'Alene

208.769-2240

tclark@cdaid.org



From: nataliemarkowski@gmail.com
To: [CLARK, TRACI](#)
Subject: Proposed zoning on corner of Atlas and Prairie.
Date: Friday, August 7, 2026 11:02:51 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

When can our planning and zoning committee plus city Council start controlling the growth in this town. To propose 150 units on nine acres on one of the busiest corners where there is multiple accidents at the light is one of the most ridiculous unsafe proposals I have seen. You are taking an irrigation county property and wanting to add 150 units to that. I attended the last planning and zoning meeting and was appalled at the dysfunction between our city council and our planning and zoning with the new huge development going on on Hutter. I am tired of watching this back-and-forth and miscommunication between our officials and what's actually happening on the roads in our town. it is very irresponsible! Atlas Road is a complete mess. They were going off of a 2023 traffic study which has changed dramatically since the opening of Hanley exchange. Misrepresentation and misinformation coming from these developers is not a reason to not protect our families. Our roads are citizens of the growth that's happening in this town. You guys are ultimately in control. You need to start putting moratoriums on these properties to try to start slowing down the growth. We know growth this happening, but you guys are allowing it to escalate without proper planning, and if you can't tell your citizens are tired of it, and I cannot believe that we have reelected having faith in you and then attending the meeting and seeing the dysfunction in person was eye-opening. Please do not allow 150 units to go in on this tiny little corner. There's already so much danger traffic happening everybody's concerned with the water. We need to stop these apartments that happening everywhere we have lost the charm and the sweetness of our cities in this county. It's time to start taking control and not allowing all these developers to have the control. I beg you please do not allow this development to happen. Please protect our lands! Please protect these irrigated designated properties to do some good not just jam in more people and cars and traffic.

Natalie Markowski
Sent from my iPhone

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

A-2-26

INTRODUCTION

This matter came before the Planning and Zoning Commission on August 11, 2026, to consider A-2-26, a request for 9.27-acre Annexation from County Ag-suburban to City R-17 (Residential at 17 units per acre).

OWNER/APPLICANT: Dobler Engineering on Behalf of David Swenson

LOCATION: 3050 W Prairie Avenue and 7790 N Atlas Road

A. FINDINGS OF FACT:

The Planning & Zoning Commission finds that the following facts, A1 through A9, have been established on a more probable than not basis, as shown on the record before it and on the testimony presented at the public hearing. The testimony was conflicting and the Commission determines that the more credible and convincing evidence establishes the following:

- A1.** All public hearing notice requirements have been met for item A-2-26.
- 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 July 25, 2026, 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 July 27, 2026, fifteen 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). One hundred-Two (102) notices were mailed to all property owners of record within three hundred feet (300') of the subject property on July 24, 2026.
 - 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 July 24, 2026, eighteen days prior to the hearing.
 - 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 July 24, 2026.
- A2.** Public testimony will be received at a public hearing on August 11, 2026.
- A3.** The subject property is located in an unincorporated area of Kootenai County, is adjacent to City

limits and within Coeur d'Alene's Area of Impact (AOI). The total area of the subject property measures 9.27 acres. It is zoned Agriculture and currently has three (3) single family dwellings with accessory structures as well as agricultural uses.

- A4.** If approved for annexation with City R-17 zoning, the project could potentially include 161 multifamily dwelling units with access from W. Daylily Drive and Atlas Road. Prairie Avenue is within the Post Falls Highway District and they have indicated that access on Prairie Avenue will be restricted. (Total square feet of 403,975 with 2,500 square feet per multifamily unit = 161 units) Properties within city limits in the vicinity of the subject property are residential of lower density and are zoned R-3 to the west and R-8 to the east and south. Property directly to the south is County zoned Agriculture with one (1) residential dwelling and one (1) commercial enterprise. Property to the north is located within the City of Hayden and zoned Single Family Residential with a density similar to the City's R-8 zoning district.
- A5.** The Comprehensive Plan Future Land Use Map designation is the Urban Neighborhood Place Type with higher residential densities. Urban Neighborhood places are highly walkable neighborhoods with larger multifamily building types, shared green spaces and parking areas. They are typically served with gridded street patterns, and for larger developments may have an internal circulation system. Development typically consists of townhomes, condominiums, and apartments, with convenient access to goods, services, and dining for nearby residents. Supporting uses include neighborhood parks and recreation facilities, parking, office and commercial development. Compatible Zoning is listed as R-17, R-34SUP, NC, CC, C-17, and C-17L.
- A6.** The Comprehensive Plan includes transportation maps showing Existing and Planned Bicycle Networks, Existing and Planned Walking Networks, and Existing Transit Networks.
- A7.** The Planning and Zoning Commission has identified the following Comprehensive Plan Goals and Objectives as being applicable to this matter.

Community & Identity

Goal CI 1: Coeur d'Alene citizens are well informed, responsive, and involved in community discussions.

Objective CI 1.1: Foster broad-based and inclusive community involvement for actions affecting businesses and residents to promote community unity and involvement.

Growth & Development

Goal GD 1: Develop a mix of land uses throughout the city that balance housing and employment while preserving the qualities that make Coeur d'Alene a great place to live.

Objective GD 1.1: Achieve a balance of housing product types and price points, including affordable housing, to meet city needs.

Goal GD 2: Ensure appropriate, high-quality infrastructure to accommodate community needs and future growth.

Objective GD 2.1: Ensure appropriate, high-quality infrastructure to accommodate growth and redevelopment.

Health & Safety

Goal HS 3: Continue to provide exceptional police, fire, and emergency services.

Objective HS 3.2: Enhance regional cooperation to provide fast, reliable emergency services.

(The commission should remove or add other goals and objectives here as it finds applicable. The Comp Plan goals and objectives are also included in their entirety as an attachment to the staff report.)

- A8.** City departments have indicated the project will be served by existing streets, facilities and services with exception for water as noted, and have provided conditions of approval for consideration by the Planning and Zoning Commission.
- A9.** The subject property is within the Hayden Lake Irrigation District coverage area. They have provided a will serve letter and a hydraulic evaluation by Keller Associates.

(The commission should add other facts here which it finds are relevant to its decision.)

B. CONCLUSIONS OF LAW:

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

- B1.** That this proposal **(is) (is not)** in conformance with the Comprehensive Plan policies.
- B2.** That public facilities and utilities **(are) (are not)** available and adequate for the proposed use.
- B3.** That the physical characteristics of the site **(do) (do not)** make it suitable for the request at this time.
- B4.** That the proposal **(would) (would not)** adversely affect the surrounding neighborhood with regard to traffic, neighborhood character, **(and) (or)** existing land uses.

C. DECISION

The Planning and Zoning Commission, pursuant to the foregoing Findings of Fact and Conclusions of Law, has determined that the requested zoning **(does) (does not)** comply with the required evaluation criteria and recommends that the City Council **(adopt the R-17 zoning with the following conditions to be included in an Annexation Agreement) (reject the R-17 zoning)** for Council consideration of the annexation request:

Recommended conditions for the annexation agreement:

Engineering:

- 1. A traffic impact analysis will be required prior to issuance of building permits or subdivision of the property.
- 2. Approximately 20 feet of right-of-way along Atlas Road must be dedicated to the City to achieve the required right-of-way width for Arterials.
- 3. Atlas Road frontage must be improved to City Standards (curb, gutter, swales, and shared-use path) at the time of construction.

Planning:

- 4. For future development, any double frontage lots (backing up to Atlas Road or Prairie Avenue) will require a non-accessible buffer per City Code 16.15.180.

5. Limit the overall density of development on this property to 17 units per acre and the total number of dwelling units to 161. If the project includes a mix of densities, the higher density residential should be located adjacent to Atlas Road and lower densities shall be adjacent to the residential single-family neighborhoods.
6. Implement increased setbacks of 25 feet for principal buildings and 10 feet for accessory structures regardless of building type, as measured from the property lines of abutting residential uses in Garden Grove.

Water:

7. All defined improvements required by Hayden Lake Irrigation District (HLID) must be met prior to approval of any subdivision or issuance of a building permit. Failure to provide the required improvements, in the timeframe noted, will move the City to de-annex the subject properties.

Wastewater:

8. Sewer policy # 719 requires a 20-foot-wide utility easement centered over all public sewer mains (30 feet if shared with public water) or right-of-way dedicated to the city.
9. If lots are not further subdivided, 7790 Atlas will be required to connect to city sewer in Atlas Road (while adhering to Policy 719), and 3050 Prairie Avenue will be required to connect to sewer manhole in Daylily Drive.
10. 3050 Prairie Avenue will be required to show planned connection to public sewer.
11. City Code 13.12.035 requires connection to City sewer within 365 days.
12. No individual water wells will be allowed. Must adhere to Water Service Agreement between the City and Hayden Lake Irrigation District (HLID) dated August 12, 2003. Additionally, any connection other than SFDs, will require agreement by HLID to provide the city with actual meter reading data for utility billing purposes.

Urban Forestry & Trails:

13. A 10' wide path is required on the south side of Prairie Avenue where the current sidewalk is located at the time of development.
14. A 10' wide path is required on the east side of Atlas Road at the time of development.
15. Street trees are required to be planted in the Prairie Avenue right-of-way to city standards at the time of development. If the Post Falls Highway District has restrictions regarding street trees, the trees shall instead be planted inside the property line with a street tree easement granted to the city.
16. Street trees are required to be planted in the Atlas Road right-of-way to city standards at the time of development.

Fire:

17. Provide a letter from Hayden Lake Irrigation District proving water flow/pressure capacity at the time of permitting or subdivision.

The Police Department has no conditions for the proposed annexation.

(The commission may include additional conditions.)

Motion by commissioner , seconded by commissioner , to adopt the foregoing Findings and Order and recommend (adoption of the R-17 zoning) (rejection of the R-17 zoning) in conjunction with the requested annexation.

ROLL CALL:

COMMISSION MEMBER INGALLS	Voted	(Aye) (Nay)
COMMISSION MEMBER JAMTAAS	Voted	(Aye) (Nay)
COMMISSION MEMBER WARD	Voted	(Aye) (Nay)
COMMISSION MEMBER FLEMING	Voted	(Aye) (Nay)
COMMISSION MEMBER MCCracken	Voted	(Aye) (Nay)
COMMISSION MEMBER COPPESS	Voted	(Aye) (Nay)

Motion to recommend (adoption)(rejection) carried by a to vote.